

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





North Central Texas Council of Governments

Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | 1/20/2022

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



A blue-tinted photograph of a city street scene. In the center, there is a large, ornate building with a dome, possibly a city hall or government building. The street is lined with trees and buildings. On the right, a building has a sign that says "BRIDAL B". The overall scene is a wide, open public space.

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
- MOU executed January 2017

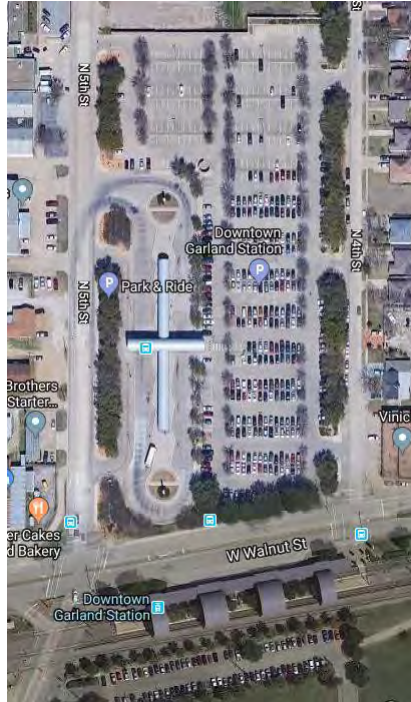
Background of Trinity Mills Site (continued)



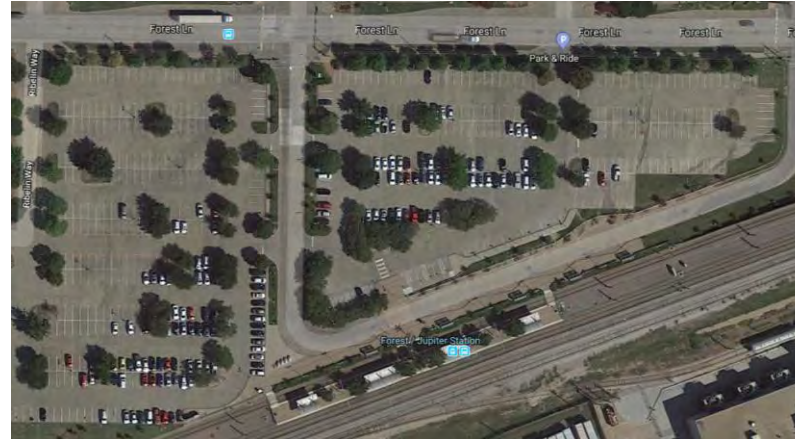
Garland Stations and Transit Centers

- 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



Forest/Jupiter Station



Lake Ray Hubbard Transit Center



South Garland Bus Transit Center

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

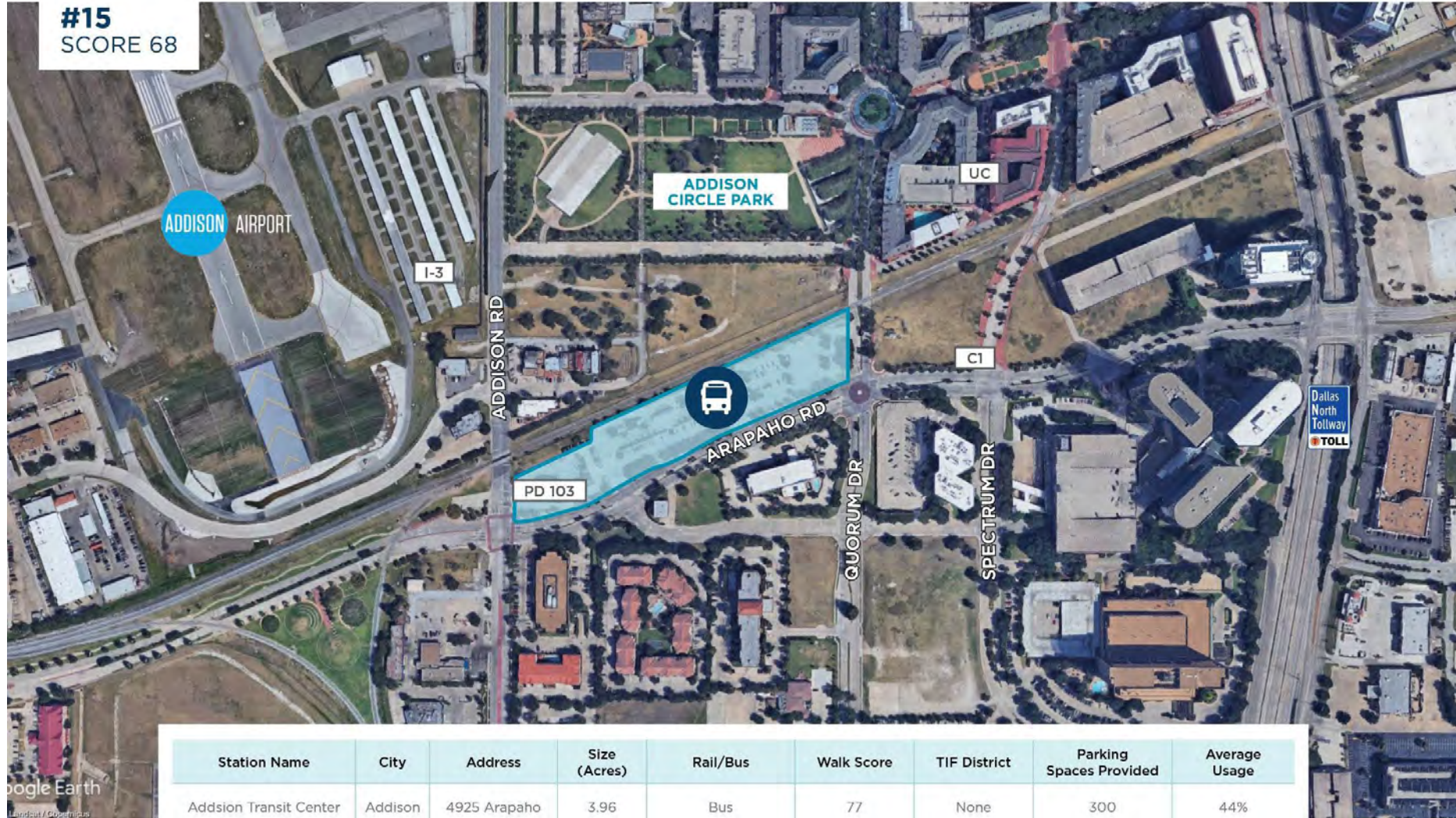
TOD Interlocal Agreement - Background

- 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

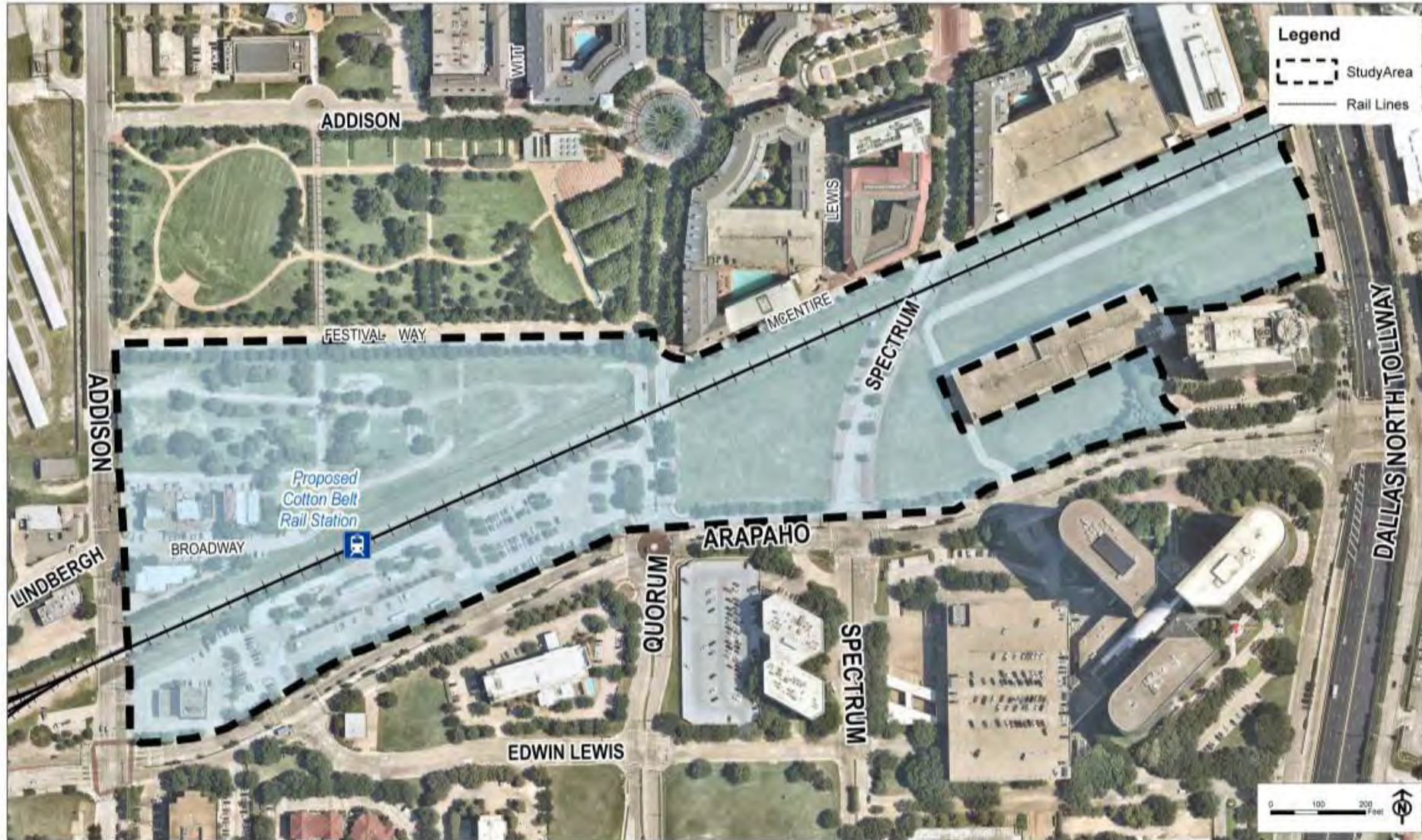
TOD Interlocal Agreement (continued)

- 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

OVERVIEW OF TOD PROPERTY EVALUATION
ADDISON TRANSIT CENTER



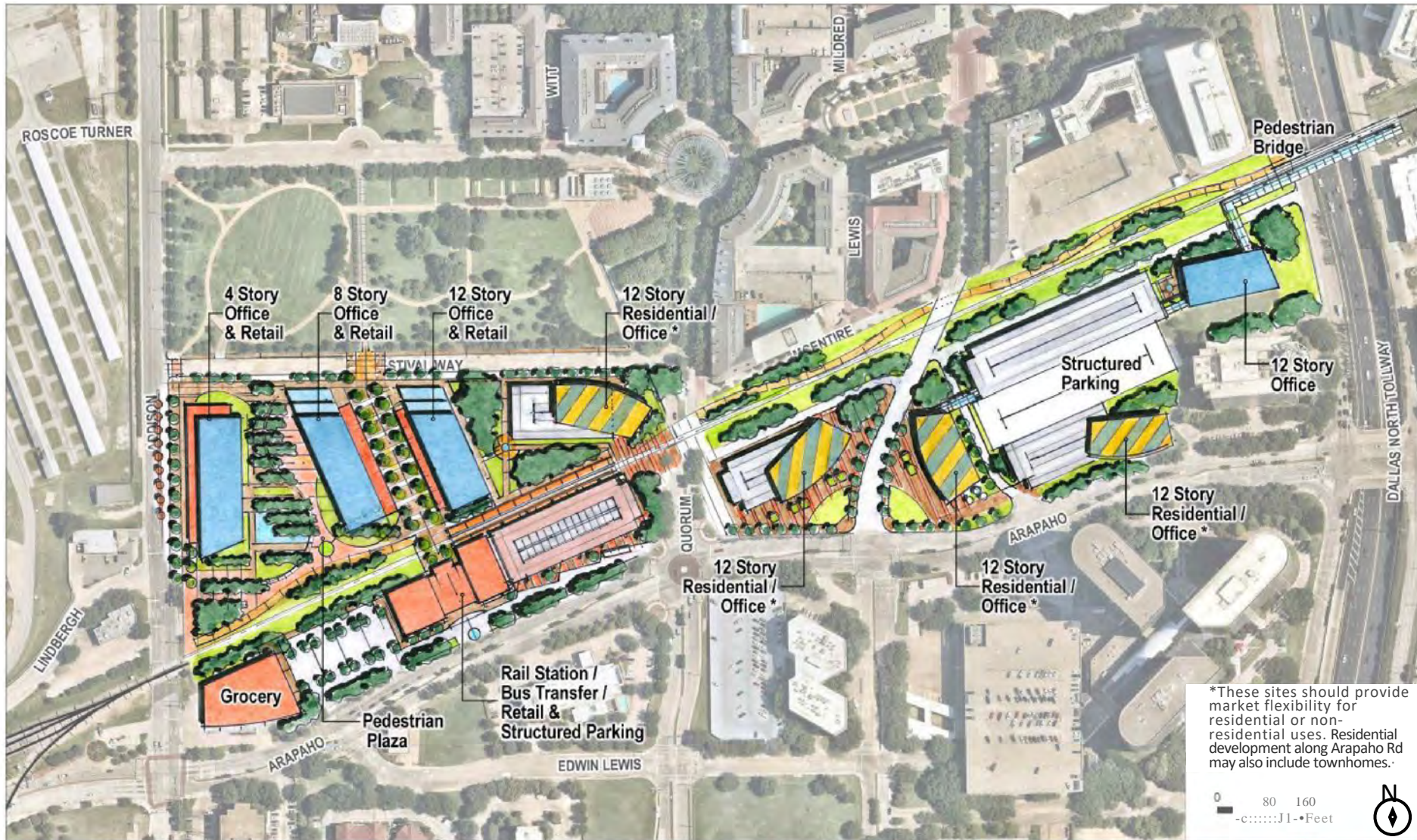
Addison Circle Special Study Area - DART and Addison Property



ADDISON CENTRAL / COMMONS



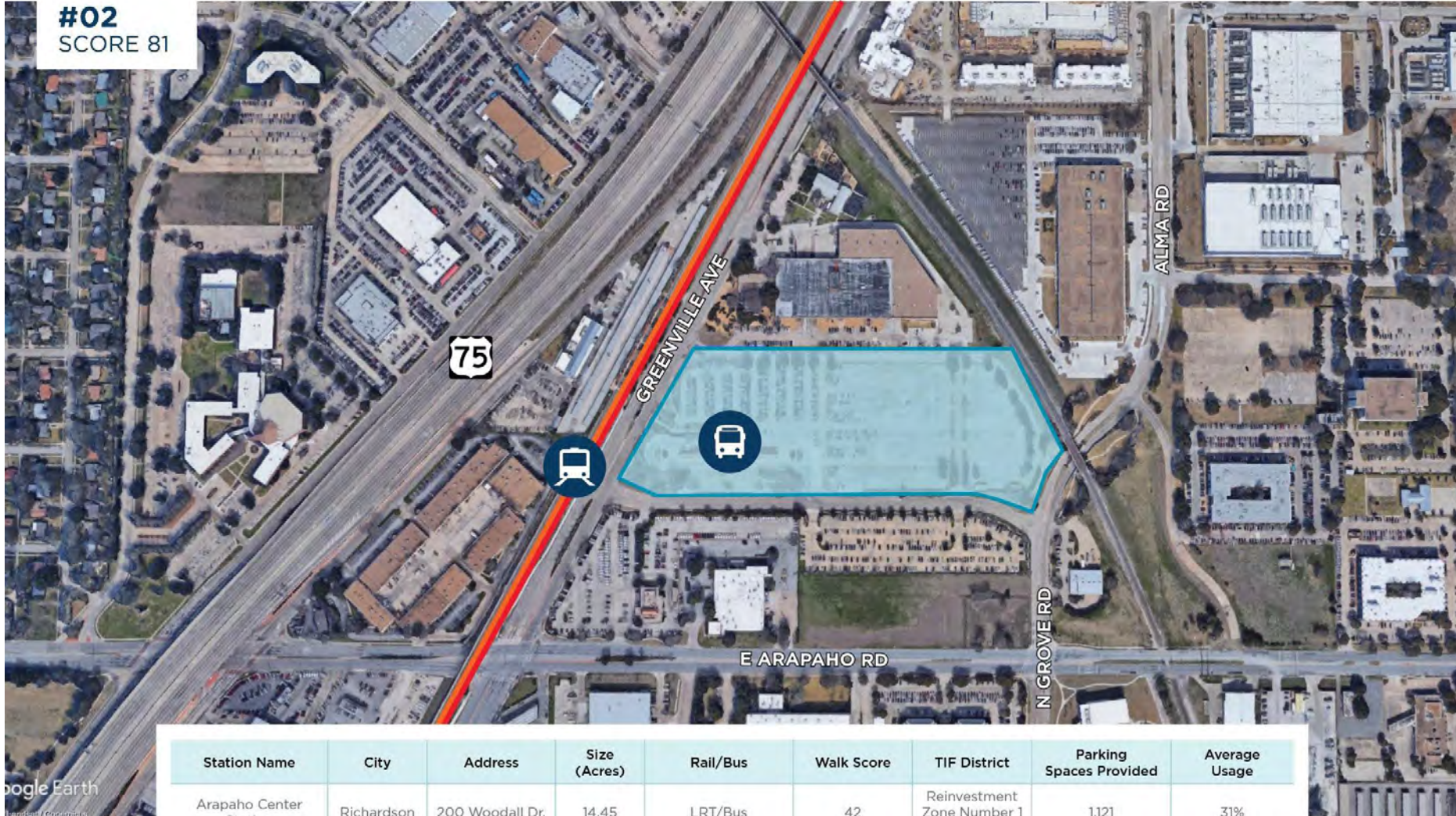
Addison Circle Special Area Study



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.

OVERVIEW OF TOD PROPERTY EVALUATION
**ARAPAHO CENTER
 STATION**



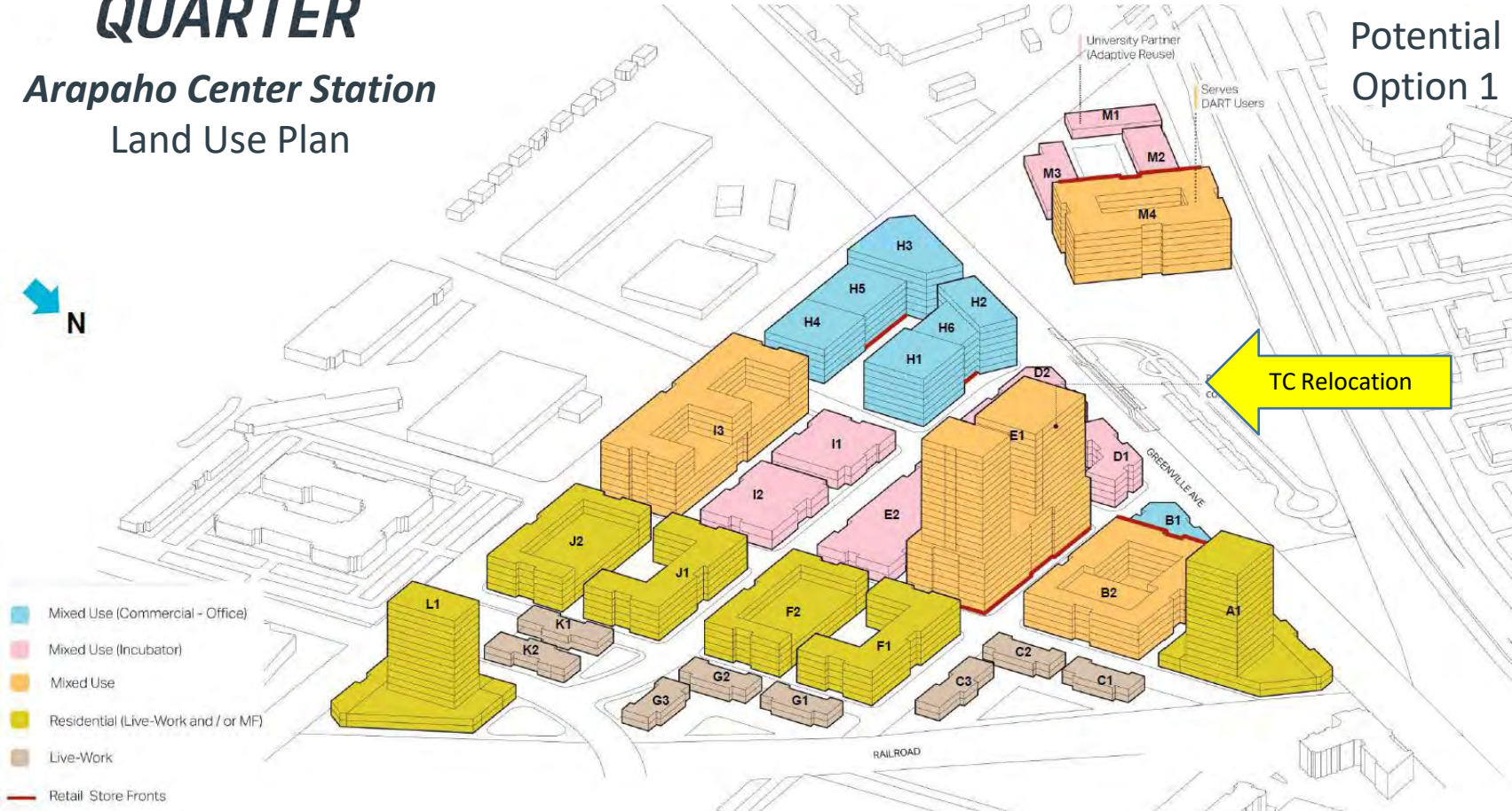
#02
SCORE 81

Station Name	City	Address	Size (Acres)	Rail/Bus	Walk Score	TIF District	Parking Spaces Provided	Average Usage
Arapaho Center Station	Richardson	200 Woodall Dr.	14.45	LRT/Bus	42	Reinvestment Zone Number 1 (Richardson)	1,121	31%



RICHARDSON
**INNOVATION
QUARTER**

Arapaho Center Station
Land Use Plan



- Mixed Use (Commercial - Office)
- Mixed Use (Incubator)
- Mixed Use
- Residential (Live-Work and / or MF)
- Live-Work
- Retail Store Fronts

Potential
Option 1

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



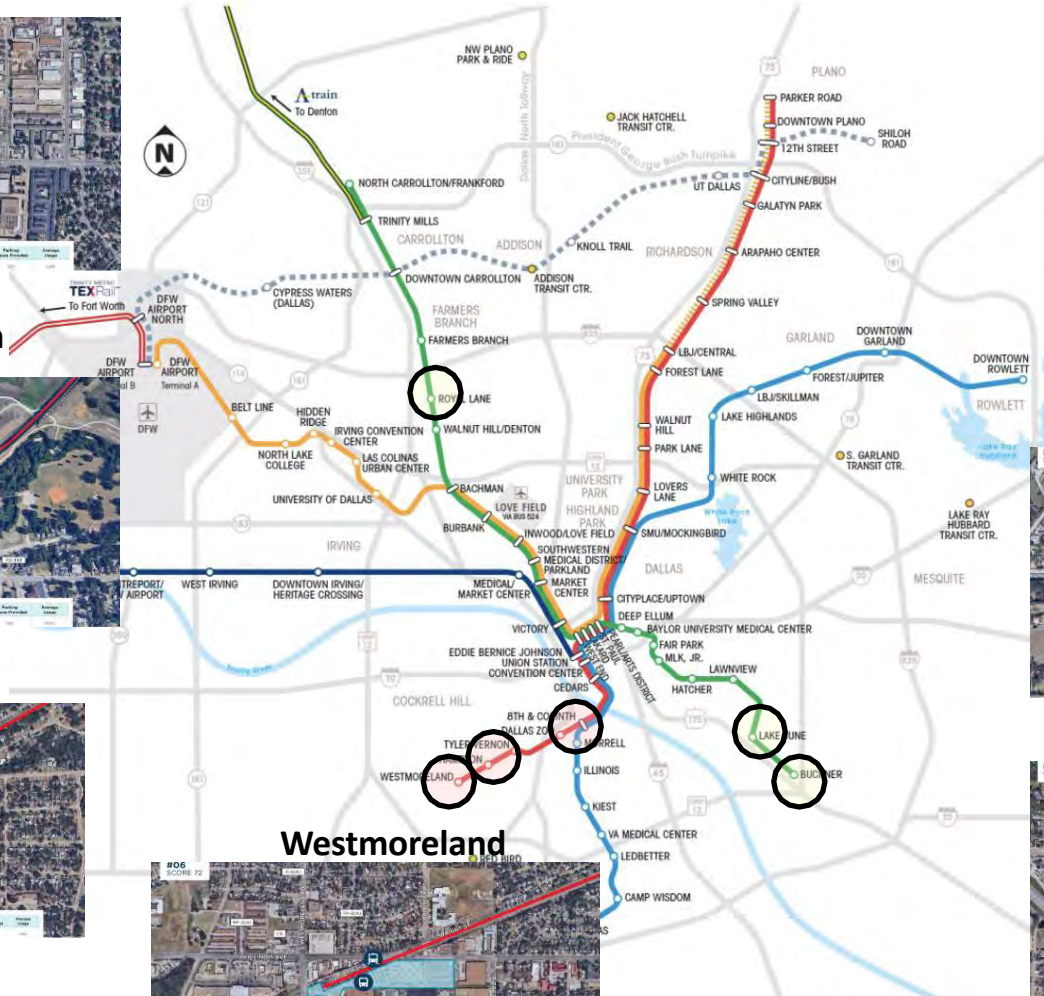
Westmoreland



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



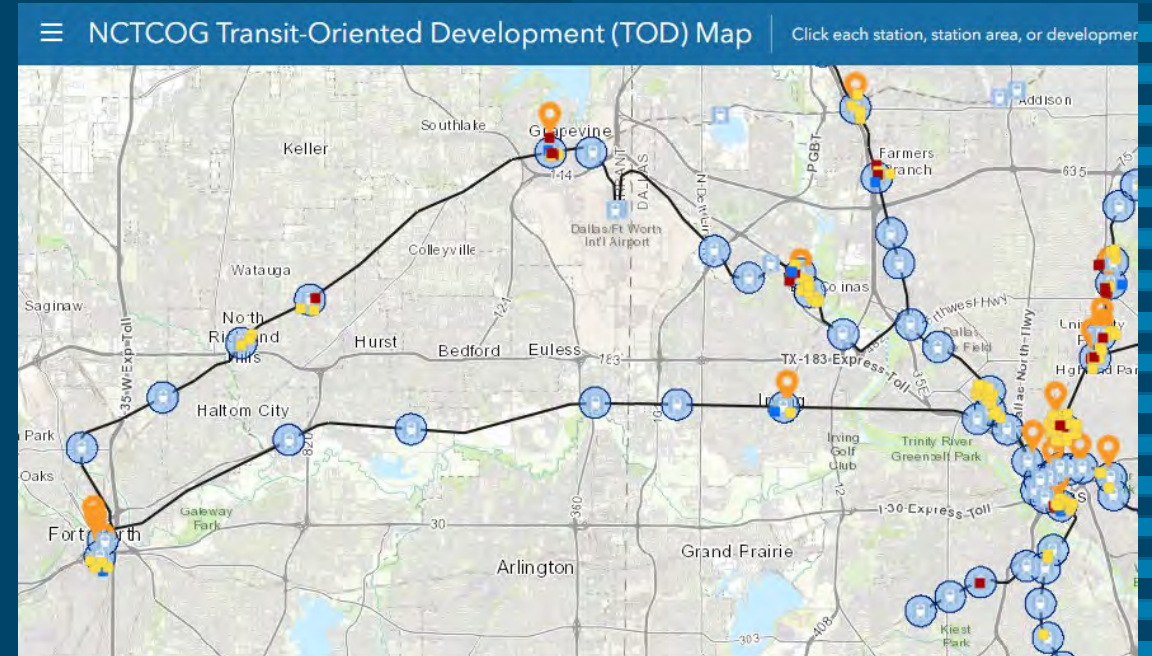
Regional Review

Visit www.NCTCOG.org/TOD

View the draft inventory in the interactive map

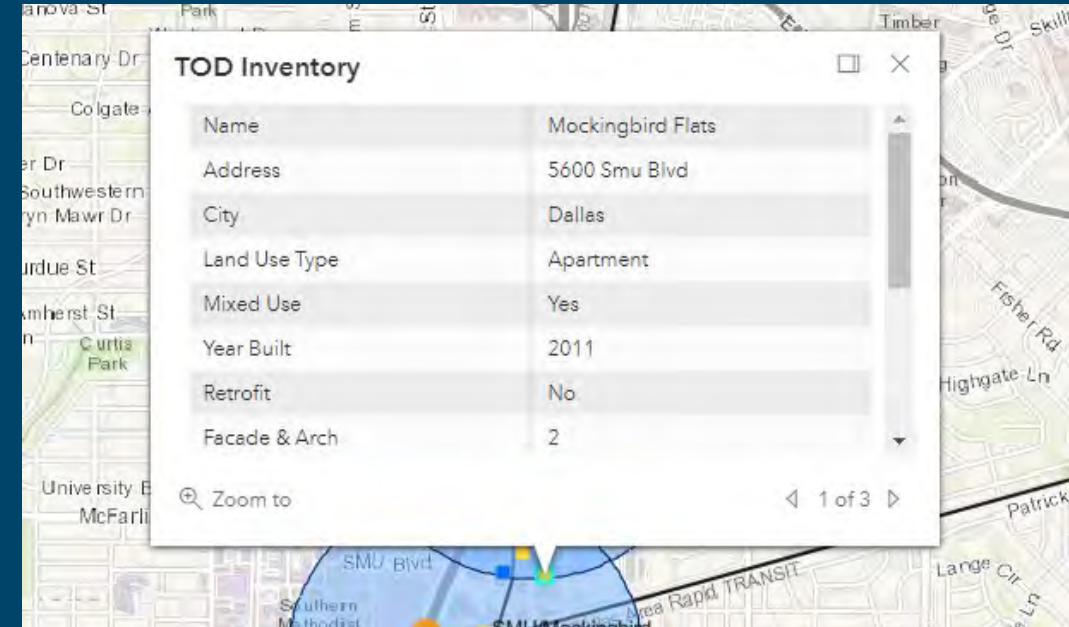
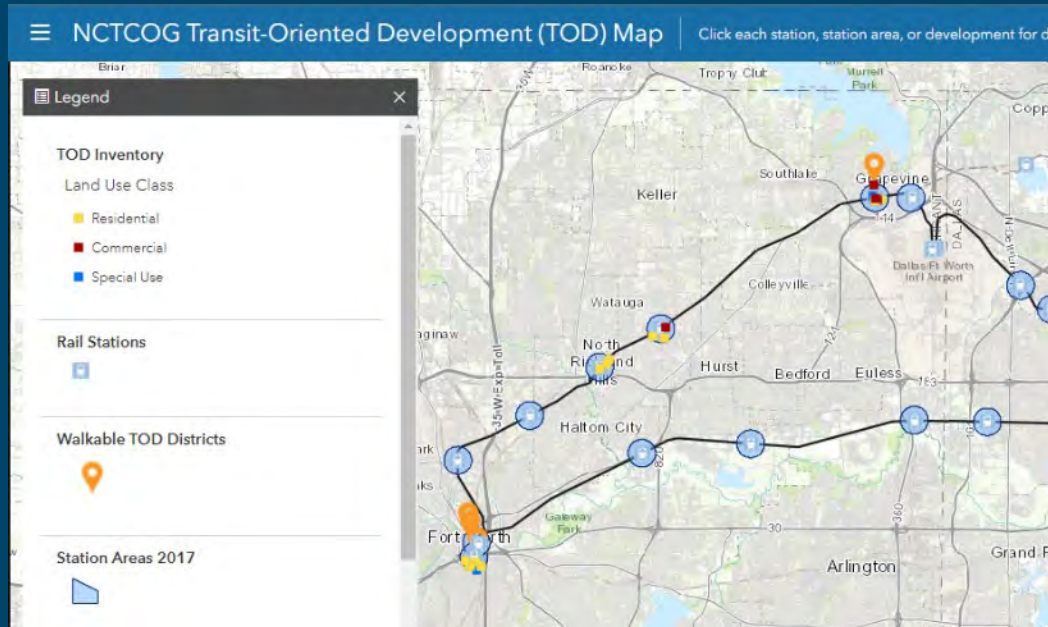
Read the methodology document for details on identification and scoring

Send comments to 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 by Mode

Design influences behavior

Zoning and development codes set the **design** for the built environment

Zoning entitlements influence travel behavior

	Cars	Other Modes
Setbacks	Large	Minimal
Entrances	In parking lots	On sidewalks
Lot coverage	Smaller	Larger
Building placement	Behind parking lot	Next to the street
Sidewalks	Not always present	Present and connected



Mobility 2045 Policy Bundle

Land Use Policy - <https://www.nctcog.org/trans/plan/mtp/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”

Journal of Planning Education and Research (2015)

“Attributes of Form in the Built Environment that Influence Perceived Walkability”

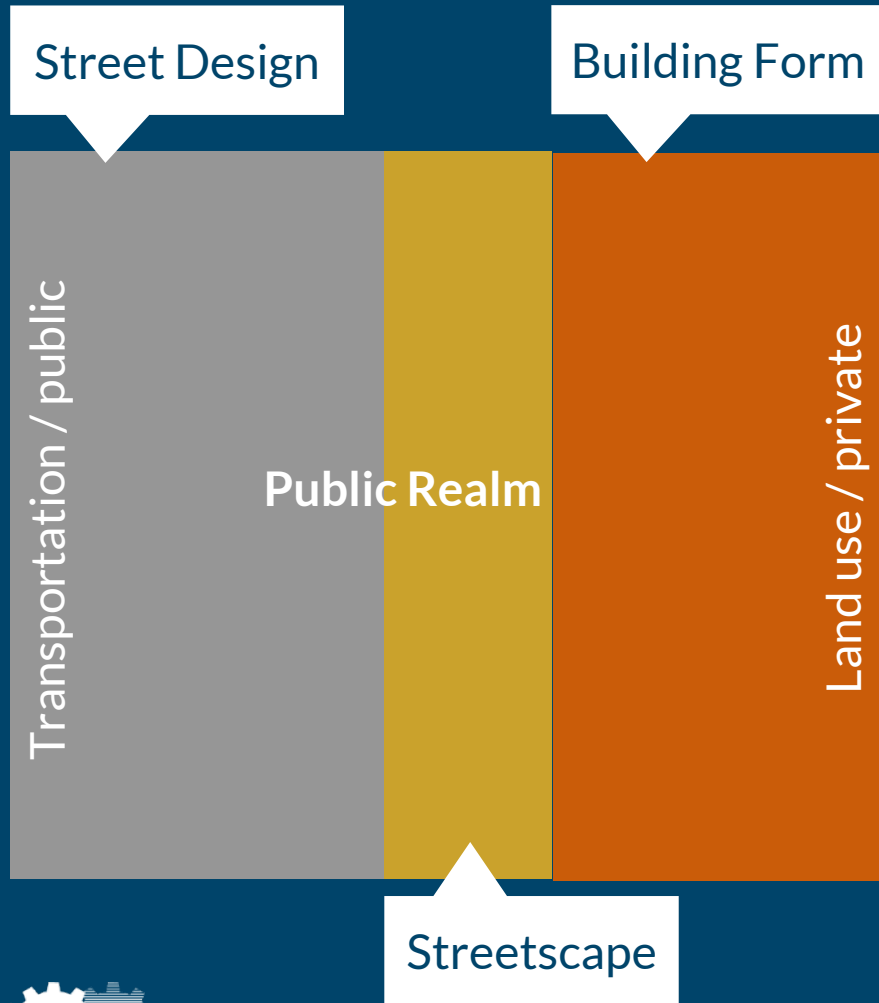
Journal of Architectural and Planning Research (2014)

“Pedestrian- and Transit-Oriented Design”

APA & ULI (2013)



Realms of Physical Design



Pedestrian-Friendly Design

Street Design	Streetscape	Building Form
<ul style="list-style-type: none">• Short to medium block length• High intersection density• Grid-like street patterns• Safe pedestrian crossings• Street width and building height are proportional	<ul style="list-style-type: none">• Sidewalk is buffered from the street• Street trees/shade present• Sidewalk furniture• Lighting• Pedestrian-scaled signage• Limited driveway interruptions• Continuous sidewalk network• Wide sidewalks	<ul style="list-style-type: none">• 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



Pedestrian-Friendly Design

Street Design	Streetscape	Building Form
<ul style="list-style-type: none">• Short to medium block length• High intersection density• Grid-like street patterns• Safe pedestrian crossings• Street width and building height are proportional <p data-bbox="290 1062 835 1196">Zoning and land development codes</p>	<ul style="list-style-type: none">• Sidewalk is buffered from the street• Street trees/shade present• Sidewalk furniture• Lighting• Pedestrian-scaled signage• Limited driveway interruptions• Continuous sidewalk network• Wide sidewalks	<ul style="list-style-type: none">• 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



Form-Based Codes

Form-based design

Creates pedestrian friendly public realm

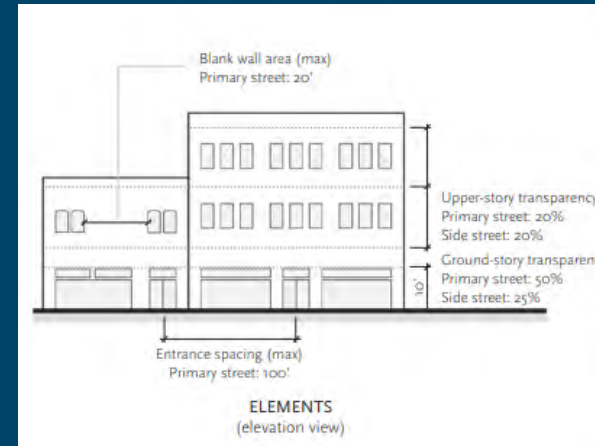
Regulates form and mass of buildings in context of neighborhood and street – rather than just land use and just building size

Resources

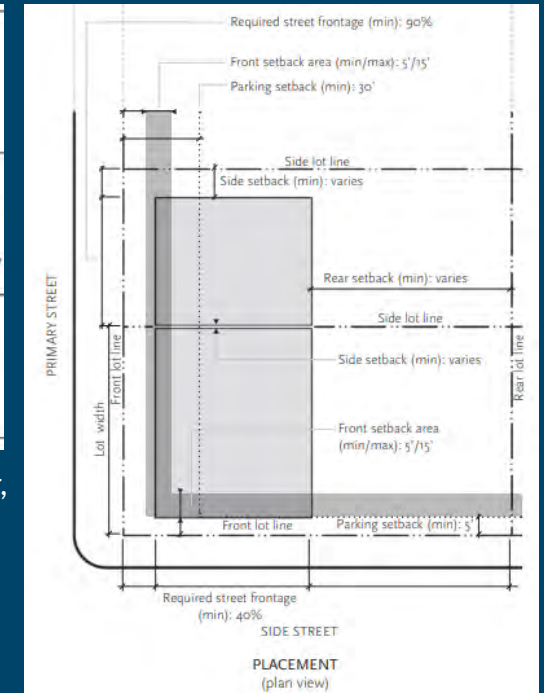
Form-Based Code Institute: <https://formbasedcodes.org/>

SmartCode Manual: <https://transect.org/codes.html>

FBC Template: <https://wfrf.org/vision-plans/wasatch-choice-2050-3/toolbox/form-based-code/#1492467631476-e095f125-9930>



Images' source: Article XIII. Form District, pgs. 3-12 through 3-13



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

People-Oriented



(Left)

(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

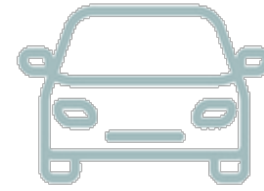
Fort Worth: Near Southside Development Code

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





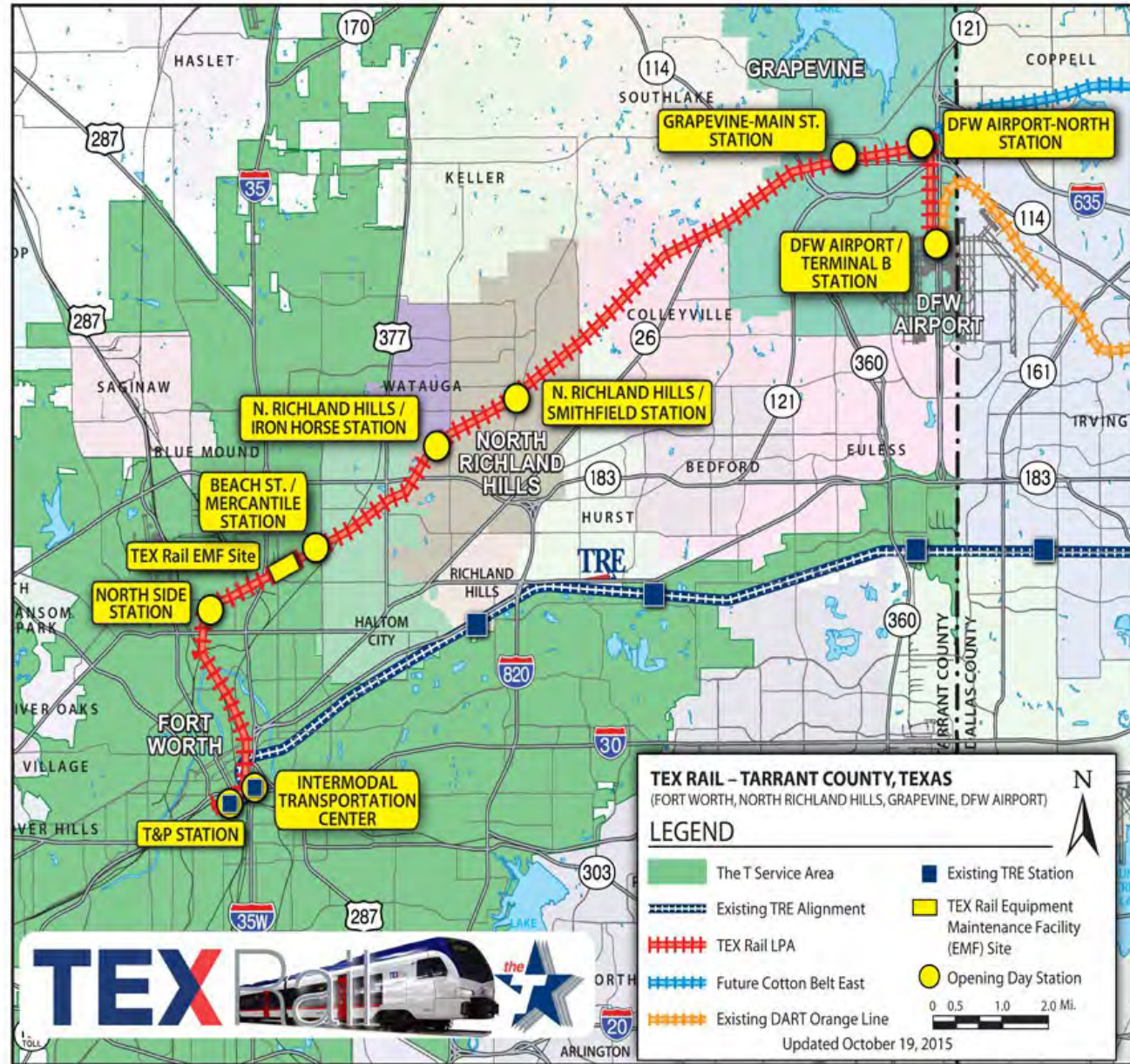
ALLIANCE

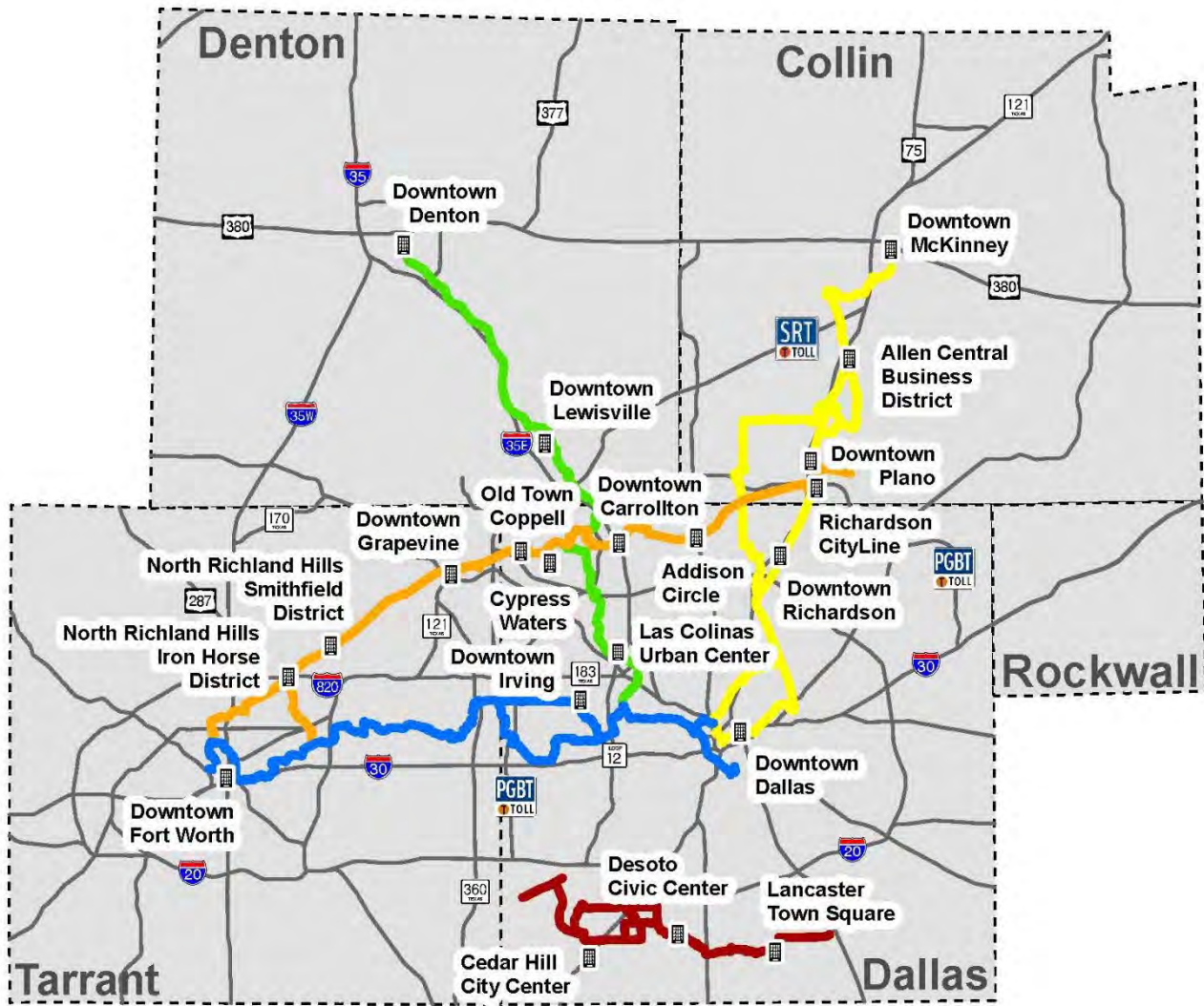
**DFW
AIRPORT**


NRH
North
Richland
Hills

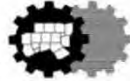
FORT WORTH

DALLAS





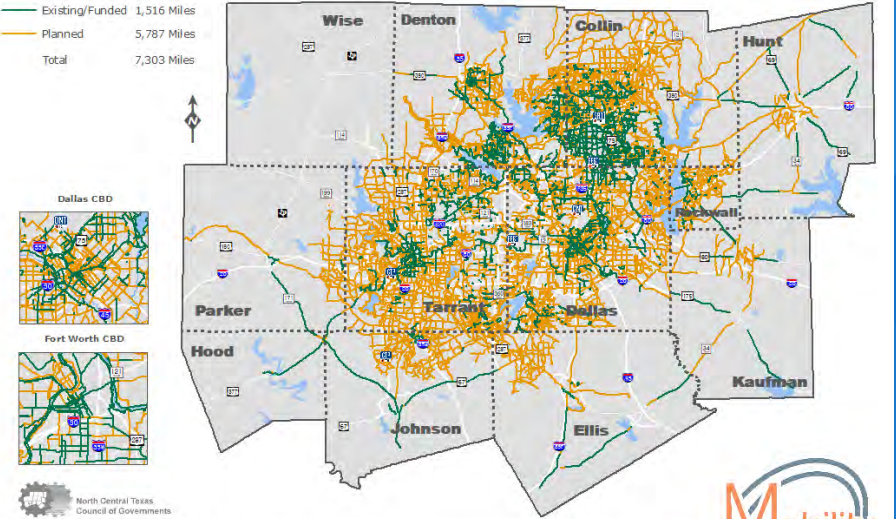
-  Fort Worth to Dallas Regional Trail Corridor
-  Cotton Belt Regional Trail Corridor
-  McKinney to Dallas Regional Trail Corridor
-  Denton to Dallas Regional Trail Corridor
-  Southern Dallas County Regional Trail Corridor



**North Central Texas
Council of Governments
Transportation Department**

Combined Regional Veloweb, Community Paths, and On-Street Bikeway Network

	Existing/Funded	1,516 Miles
	Planned	5,787 Miles
	Total	7,303 Miles



The Regional Veloweb and Community Shared-Use Path network does not include recreational paths/loops, private paths, equestrian or nature trails, or wide sidewalks less than 10 feet in width.
On-street bikeways in the urbanized area include: separated or protected bike lanes/cycle tracks, bike lanes, marked shared lanes, and marked bicycle boulevards.
On-street bikeways in the urbanized area do not include: signed bike "routes", signed "share the road", unmarked wide outside lanes, or signed wide shoulders.
The use of wide shoulders is included on various roadways linking rural communities outside of the urbanized area.
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics for the network will be determined through ongoing project development.





HOME TOWN

NORTH · RICHLAND · HILLS



HOME TOWN
1961
NORTH · RICHLAND · HILLS



HOME TOWN

1003

NORTH · RICHLAND · HILLS



HOME TOWN
1993
NORTH · RICHLAND · HILLS



HOME TOWN
1961
NORTH · RICHLAND · HILLS



HOME TOWN
1961
NORTH · RICHLAND · HILLS



HOME TOWN
1961
NORTH · RICHLAND · HILLS



HOME TOWN
1961
NORTH · RICHLAND · HILLS





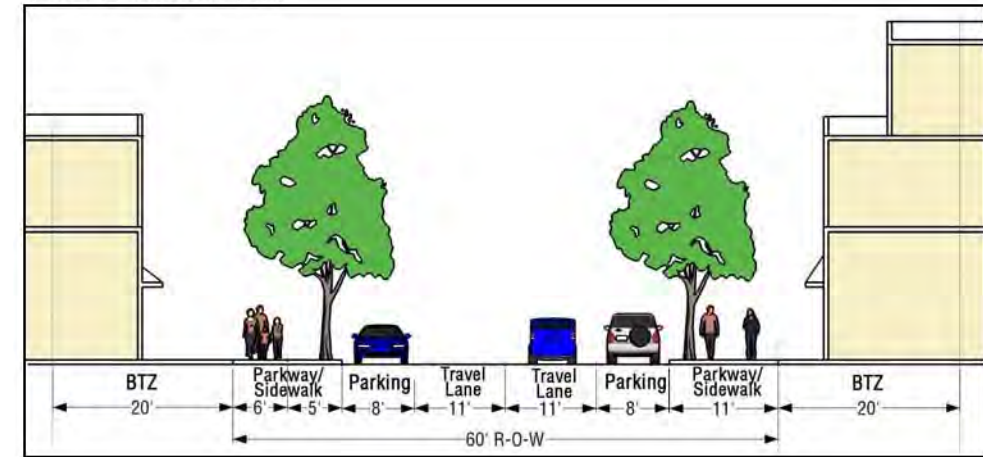
HOME TOWN
1961
NORTH · RICHLAND · HILLS

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
Vision2030 Transportation Plan
- ▶ 2020 COVID.

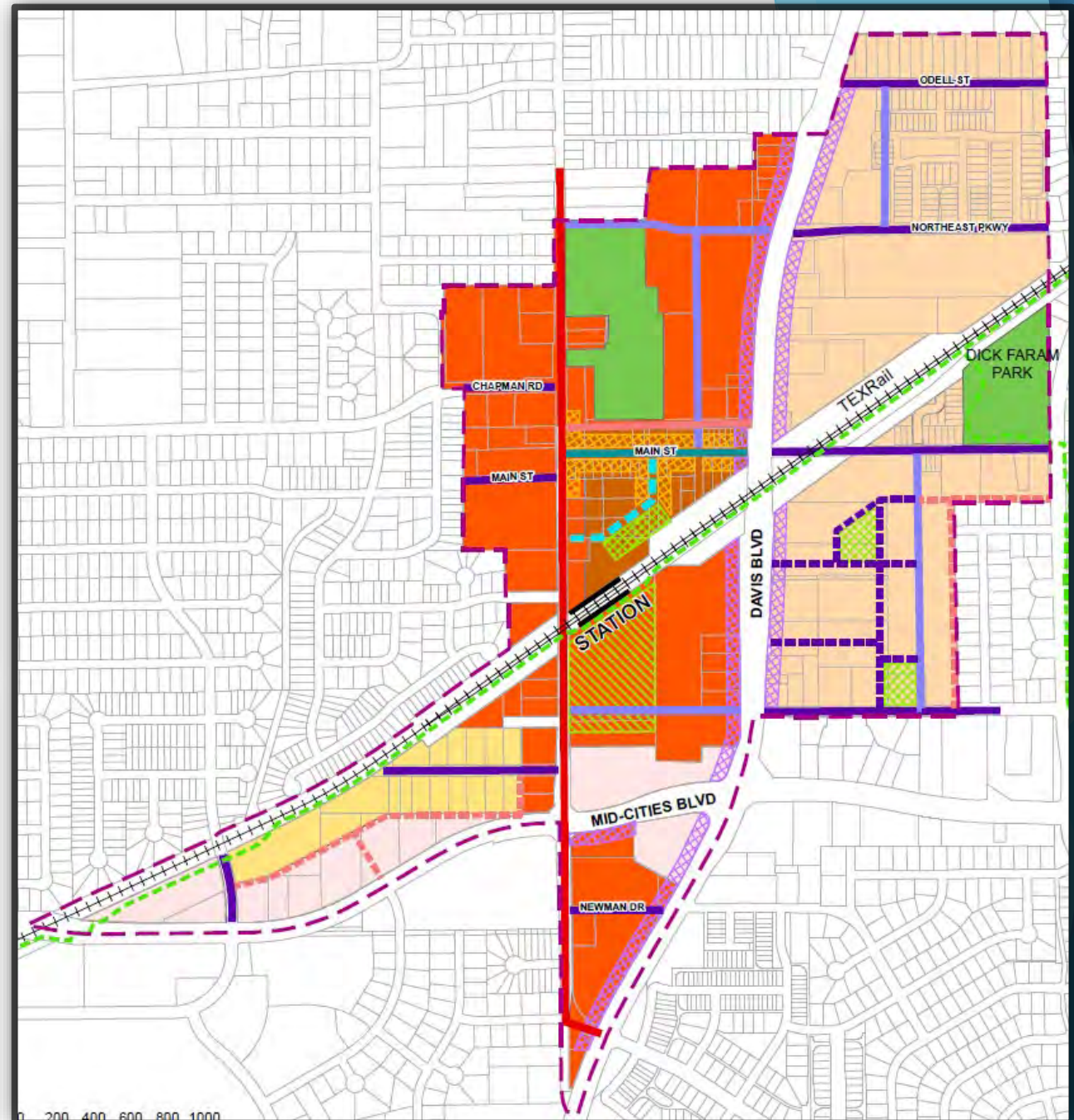
TOD General Street



Smithfield TOD

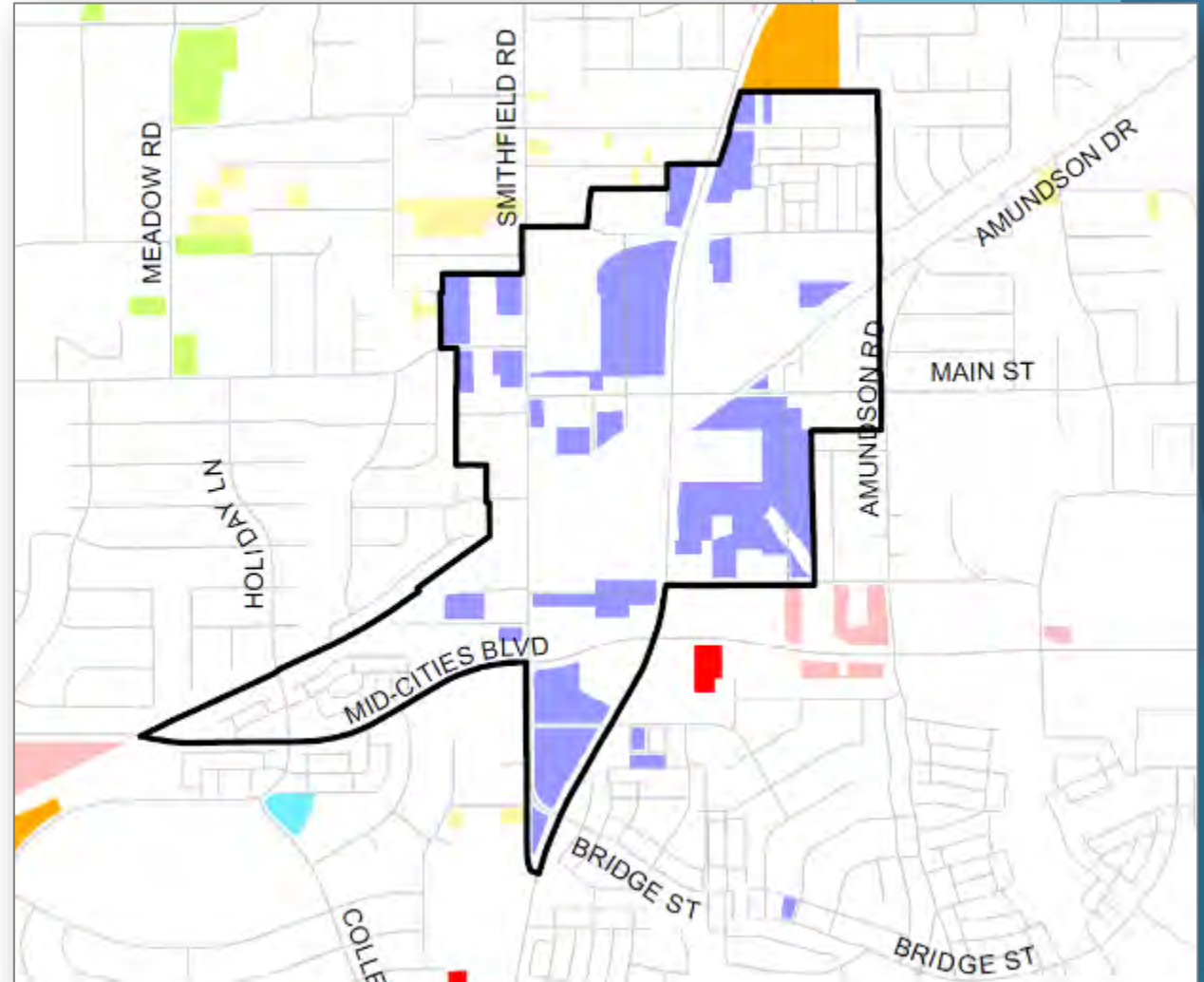
LEGEND	
CHARACTER ZONES	SPECIAL REQUIREMENTS
Historic T.O.D.	Arterial Frontage
T.O.D. Core	Commercial Frontage
General Mixed Use - Iron Horse	Boulevard Frontage
General Mixed Use - Smithfield	Civic/Open Space
T.O.D. Residential	Proposed New Civic/Open Space
Arterial Mixed Use	High Intensity Transition Zone
High Intensity Mixed Use	

STREET TYPES & TRAILS	
Commercial "Main" Street	Recommended T.O.D. Street
Commercial "Main" St - Recommended	Avenue
Commercial Avenue	Alley
T.O.D. Boulevard	Alley - Recommended
General T.O.D. Street	Bike Trail
General T.O.D. St - Required New	T.O.D. Boundary
General T.O.D. St - Recommended	



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





Legend

5' Concrete Sidewalk	
6' Concrete Sidewalk	
4' Iron Fence	
5' Iron Fence with Living Screen	
6' Fence (MASONRY)	
6' Masonry Wall	
100 Year Flood Plain (Approximate Location)	
Landscaped Area	
Programmable Open Space	
City Park Dedication	
Townhomes	
Duplexes	
Stained Paving in Inset Parking	
Enhanced Paving at Crosswalks (stamped & stained concrete)	
Street Light / Light Pole	
Mail Kiosk	

- Tree from the city's approved Large Tree List
- Street Trees: Cedar Elm or Lacebark Elm or Chinkapin Oak
- Tree from the city's approved Ornamental Tree List
- Living Screen: Dwarf Burford Holly



Proposed Entry Sign



1" = 20'

SDP 2018-03

Urban Trails

North Richland Hills, Tarrant County, Texas



Landscape Plan

7 JUNE 18

1" = 60'





6
3
0
1

RENOVATED
KITCHEN

SOLD











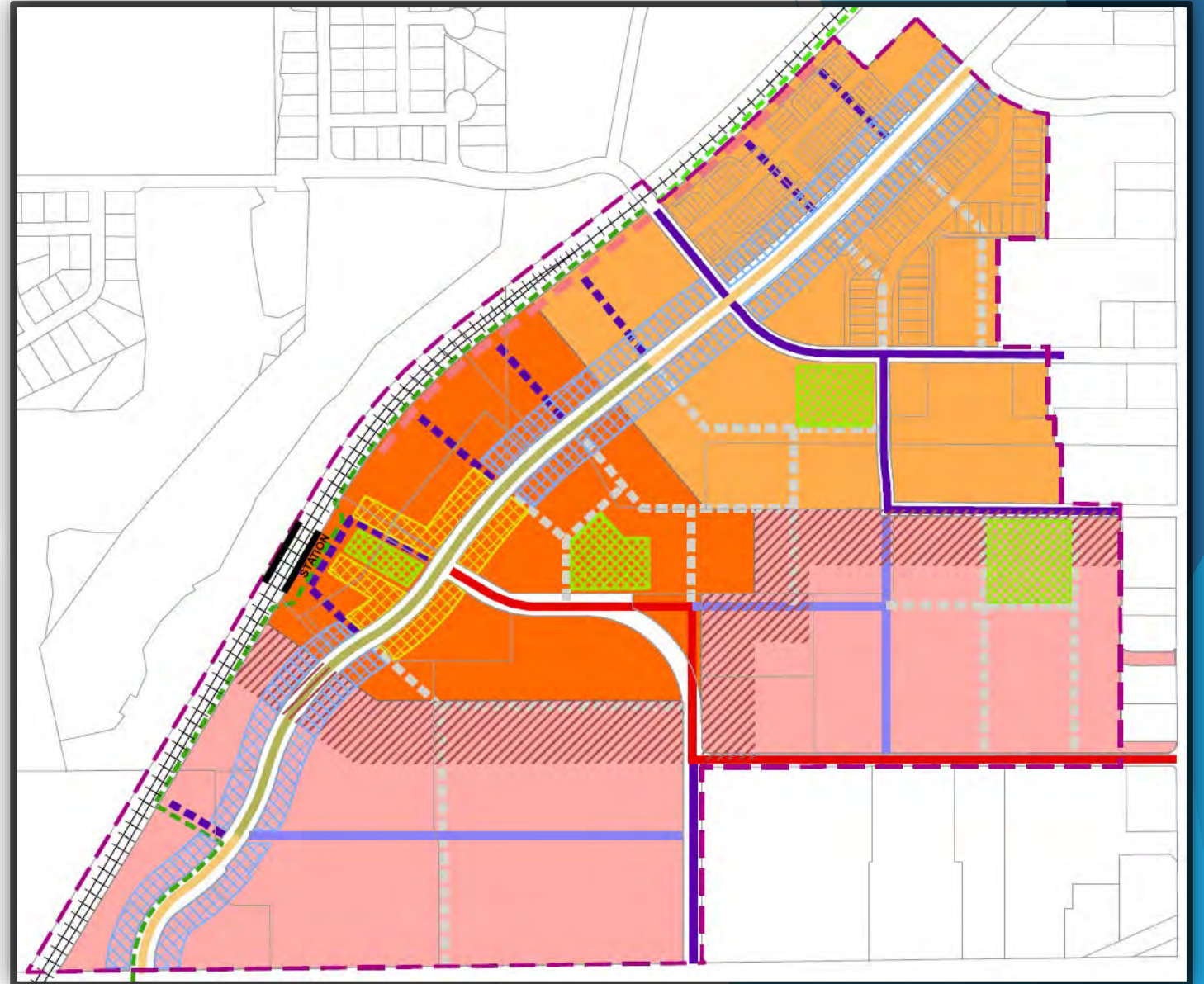




Iron Horse TOD

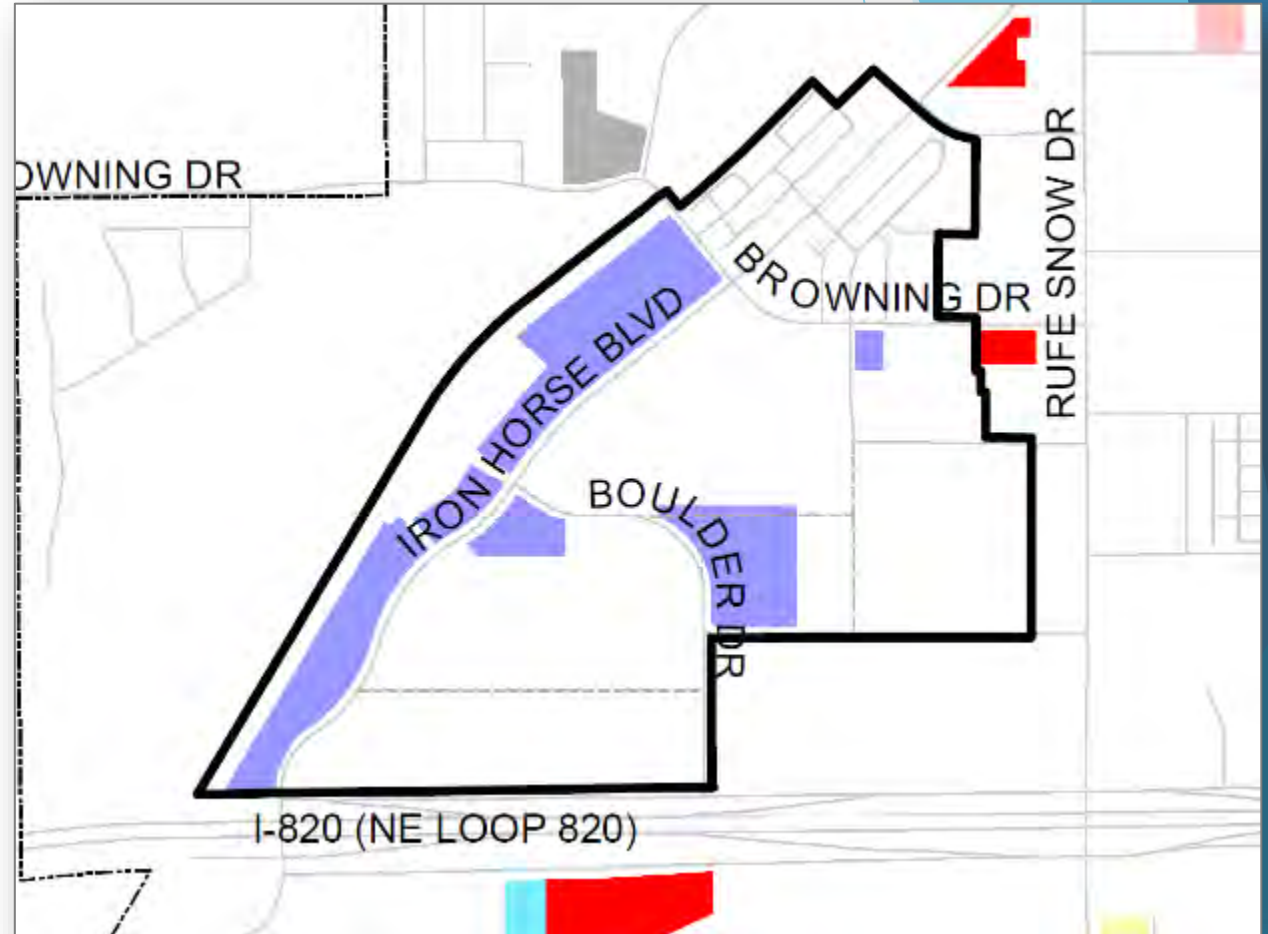
LEGEND	
CHARACTER ZONES	SPECIAL REQUIREMENTS
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 T.O.D. Core	 Commercial Frontage
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 General Mixed Use - Smithfield	 Civic/Open Space
 T.O.D. Residential	 Proposed New Civic/Open Space
 Arterial Mixed Use	 High Intensity Transition Zone
 High Intensity Mixed Use	

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 Commercial "Main" St - Recommended	 Avenue
 Commercial Avenue	 Alley
 T.O.D. Boulevard	 Alley - Recommended
 General T.O.D. Street	 Bike Trail
 General T.O.D. St - Required New	 T.O.D. Boundary
 General T.O.D. St - Recommended	



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











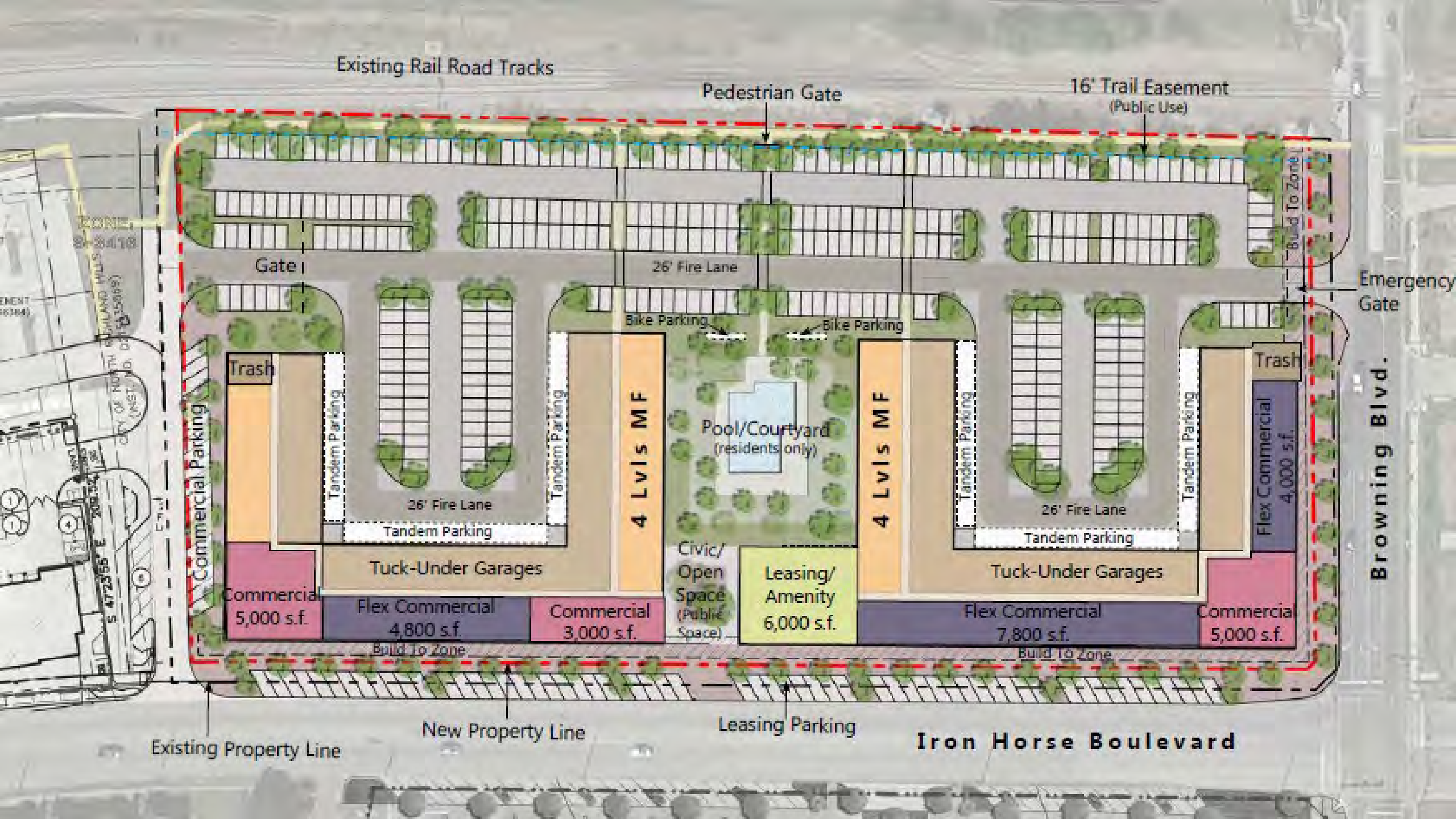








North Richland Hills/Iron Horse



Existing Rail Road Tracks

Pedestrian Gate

16' Trail Easement
(Public Use)

Gate I

26' Fire Lane

Build To Zone

Emergency Gate

Bike Parking

Bike Parking

Trash

Tandem Parking

26' Fire Lane

Tandem Parking

4 LVIS MF

Pool/Courtyard
(residents only)

4 LVIS MF

Tandem Parking

26' Fire Lane

Tandem Parking

Trash

Flex Commercial
4,000 s.f.

Tuck-Under Garages

Civic/
Open
Space
(Public
Space)

Leasing/
Amenity
6,000 s.f.

Tuck-Under Garages

Flex Commercial
7,800 s.f.

Commercial
5,000 s.f.

Commercial
5,000 s.f.

Flex Commercial
4,800 s.f.

Commercial
3,000 s.f.

Build To Zone

Build To Zone

Browning Blvd.

Existing Property Line

New Property Line

Leasing Parking

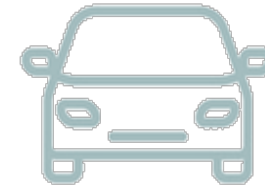
Iron Horse Boulevard

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



North Central Texas Council of Governments Webinar

January 20, 2022

Context & Challenges



Oliver Plow Works

South Bend Chilled Plow

Studebaker

South Bend Woolen

Singer Sewing

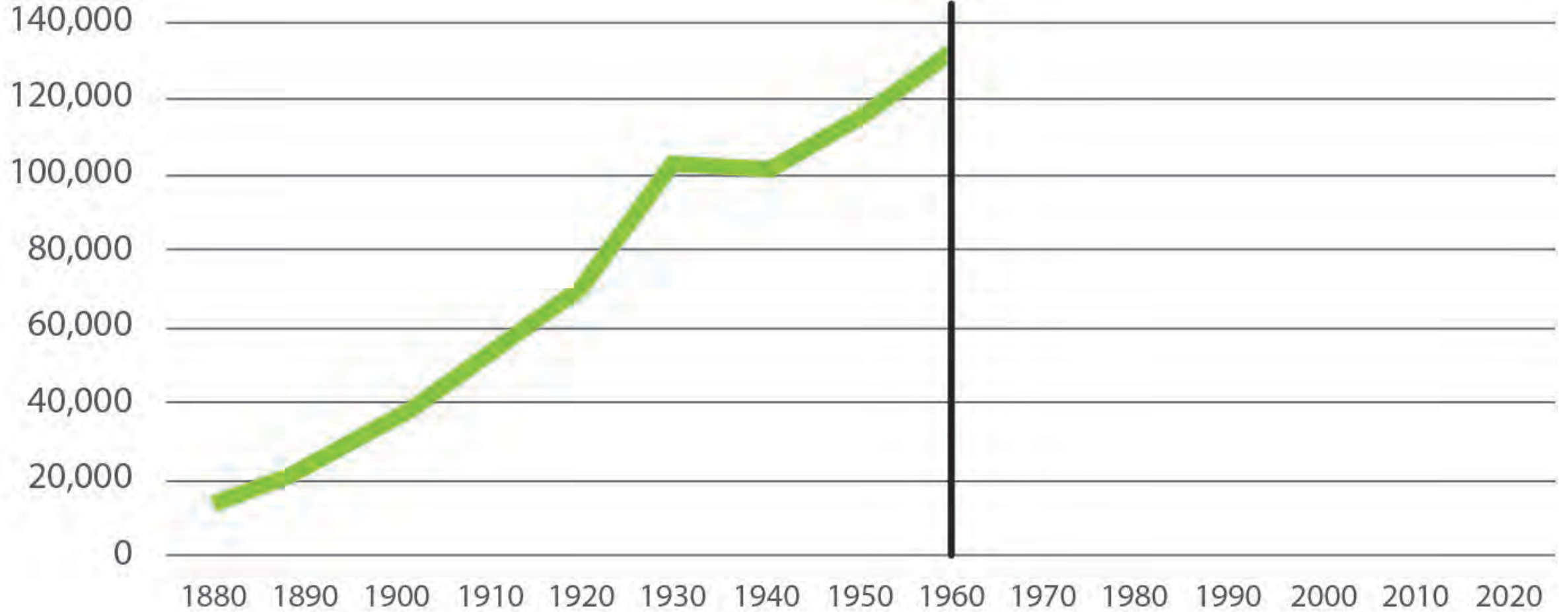
Birdsell Manufacturing

SOUTH BEND, IND.
1890.

South Bend 1928



Population - industrialization





Live in the Suburbs

HOME

GARDEN



LIFE

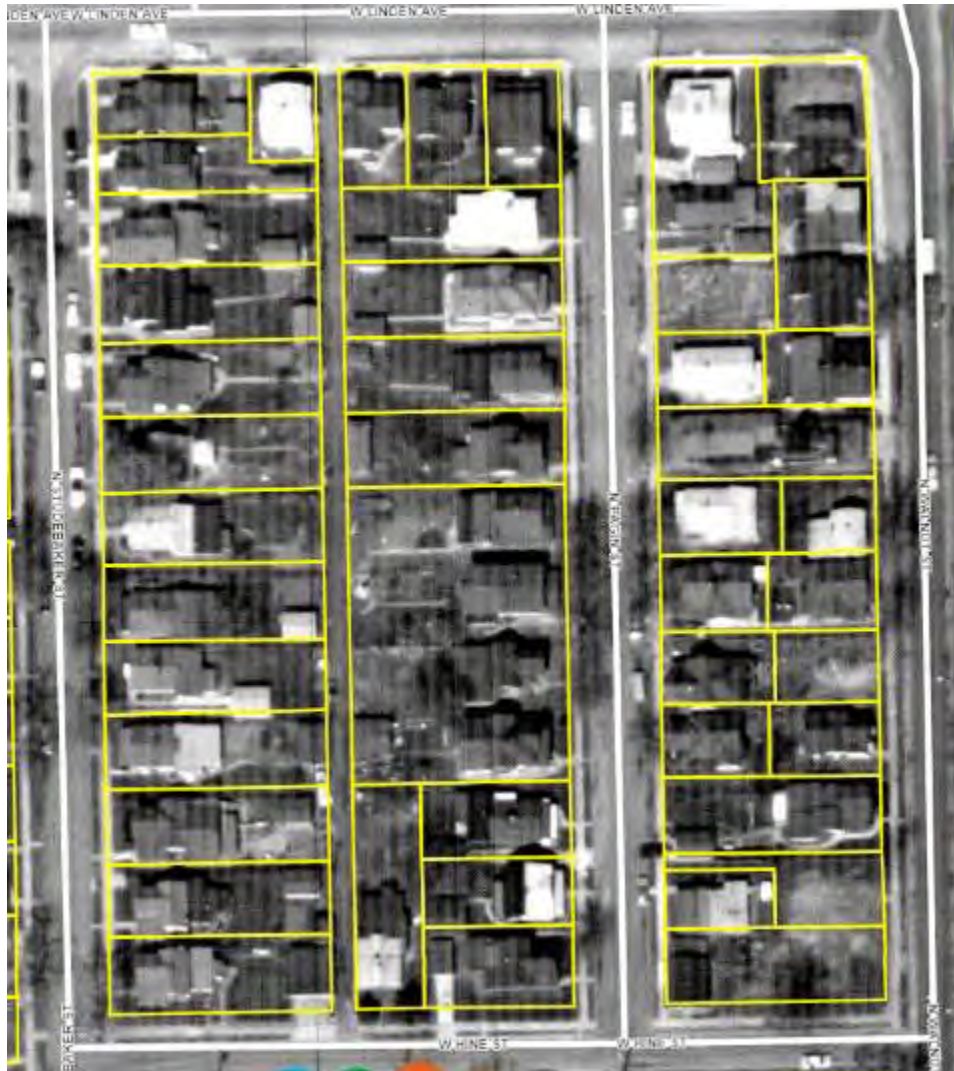
Downtown 1928



Downtown 2020



Neighborhood Disinvestment

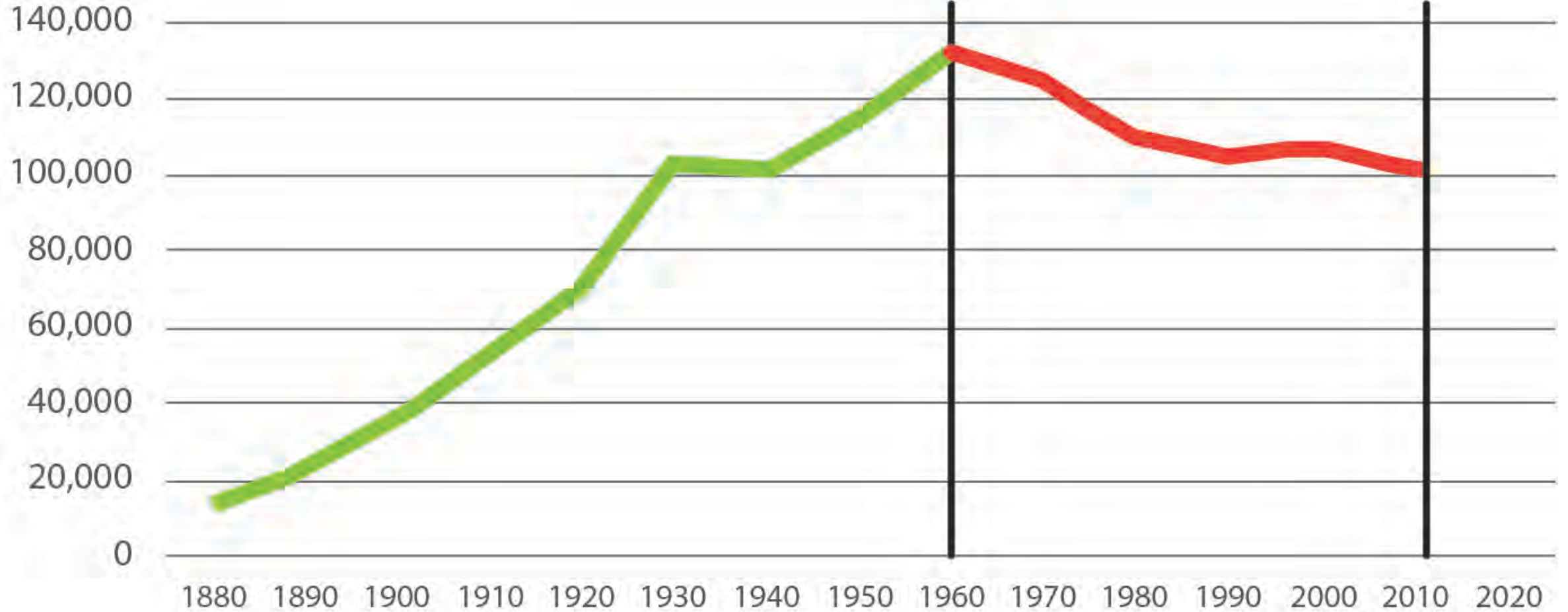


1972 (48 houses)



2019 (14 houses)

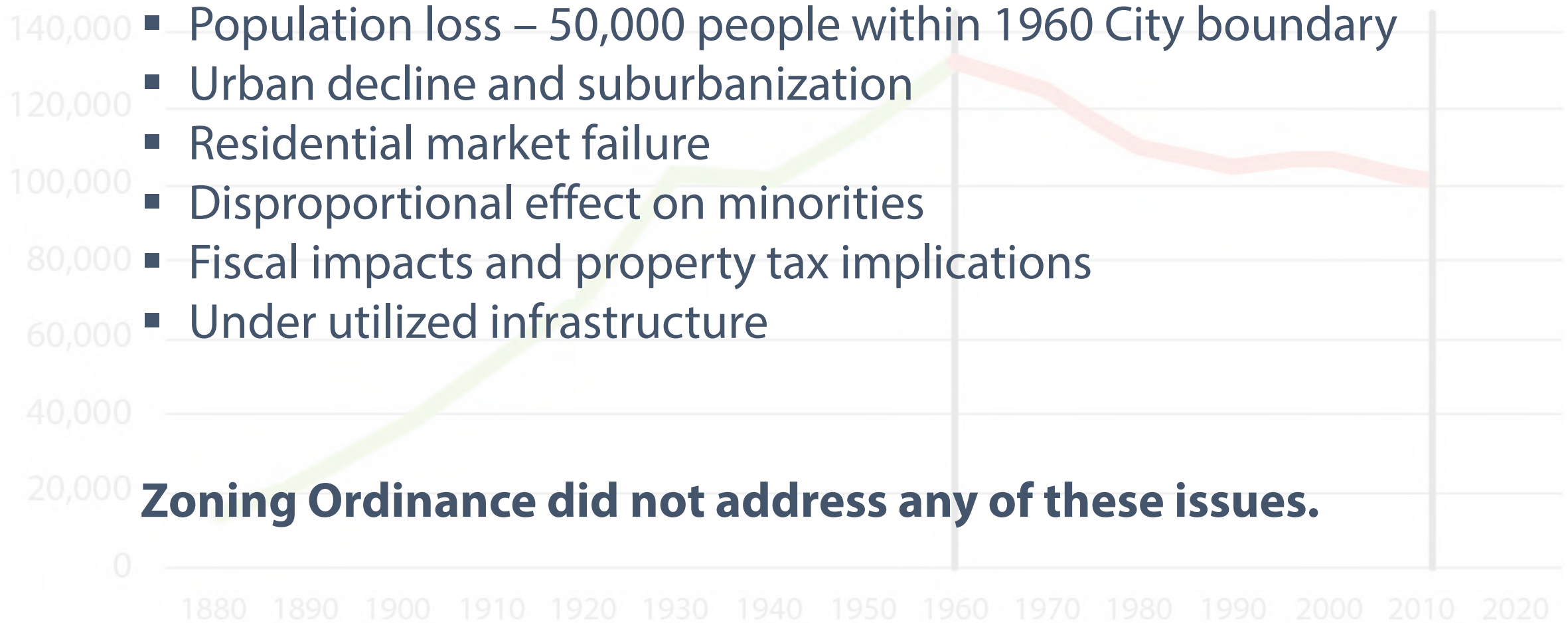
Population – post industrial & suburbanization



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

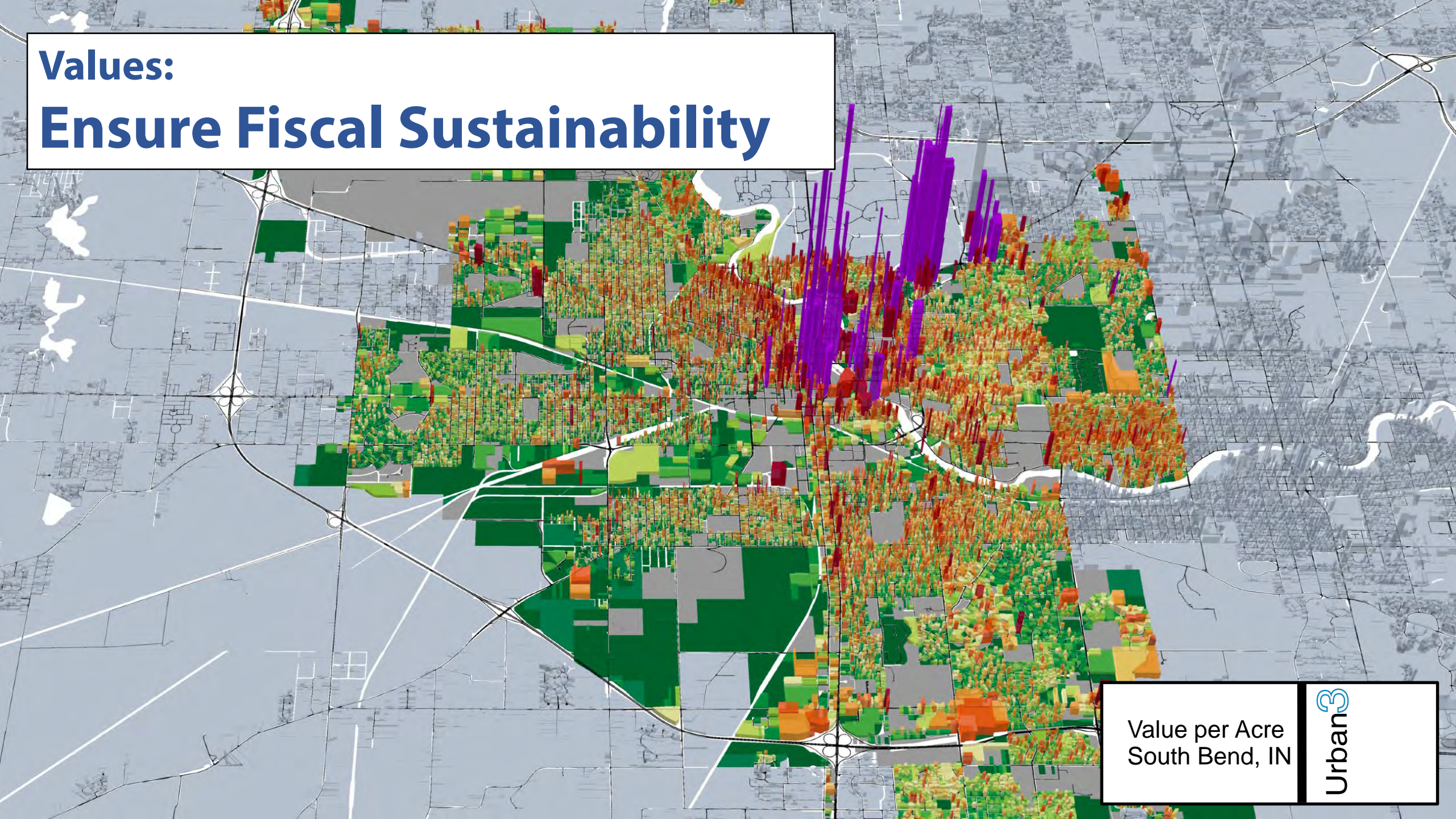


Values:

Allow Only Quality Outward Growth



Values: Ensure Fiscal Sustainability



Value per Acre
South Bend, IN



Values:

Make Regulations Specific to South Bend



Craft The Process

The Process

Internal Audit

- Line by line code review: Ask yourself **Why?** for everything
- Frequent variance requests: Reduce, eliminate, cut red tape
- Known issues: Loopholes, ambiguous language
- Poor outcomes: Not achieving our values

The Process

**Internal
Audit**

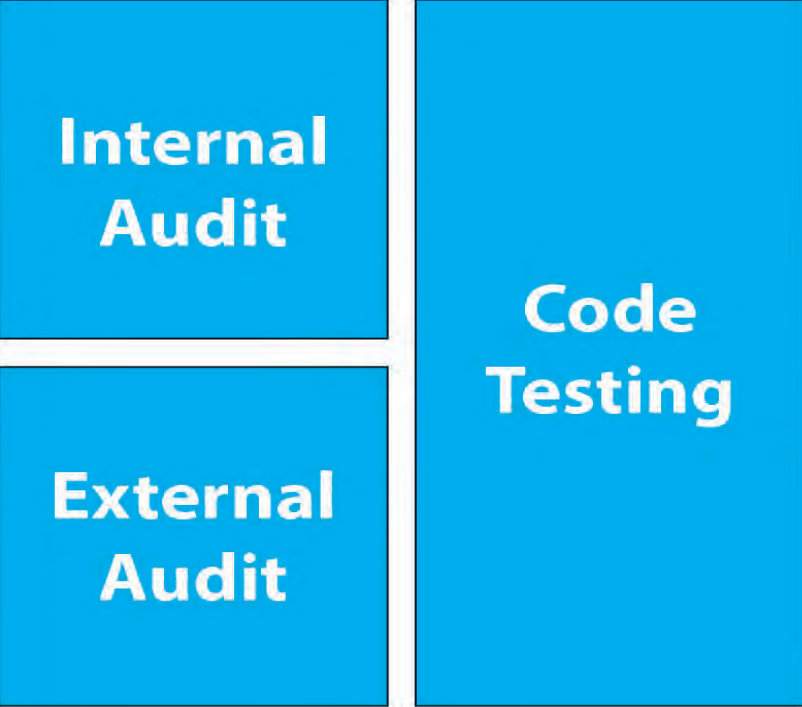
**External
Audit**

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

Involve

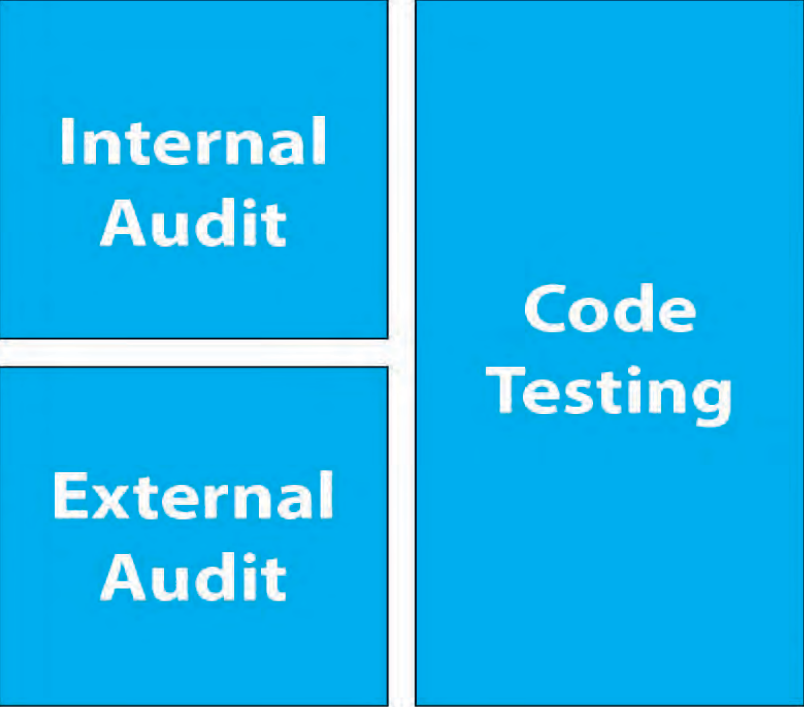
- Code Consultant
- Urban Designer / Architect
- Zoning Administration
- Strategic Planning
- Public Works
- Common Council Representation

The Process



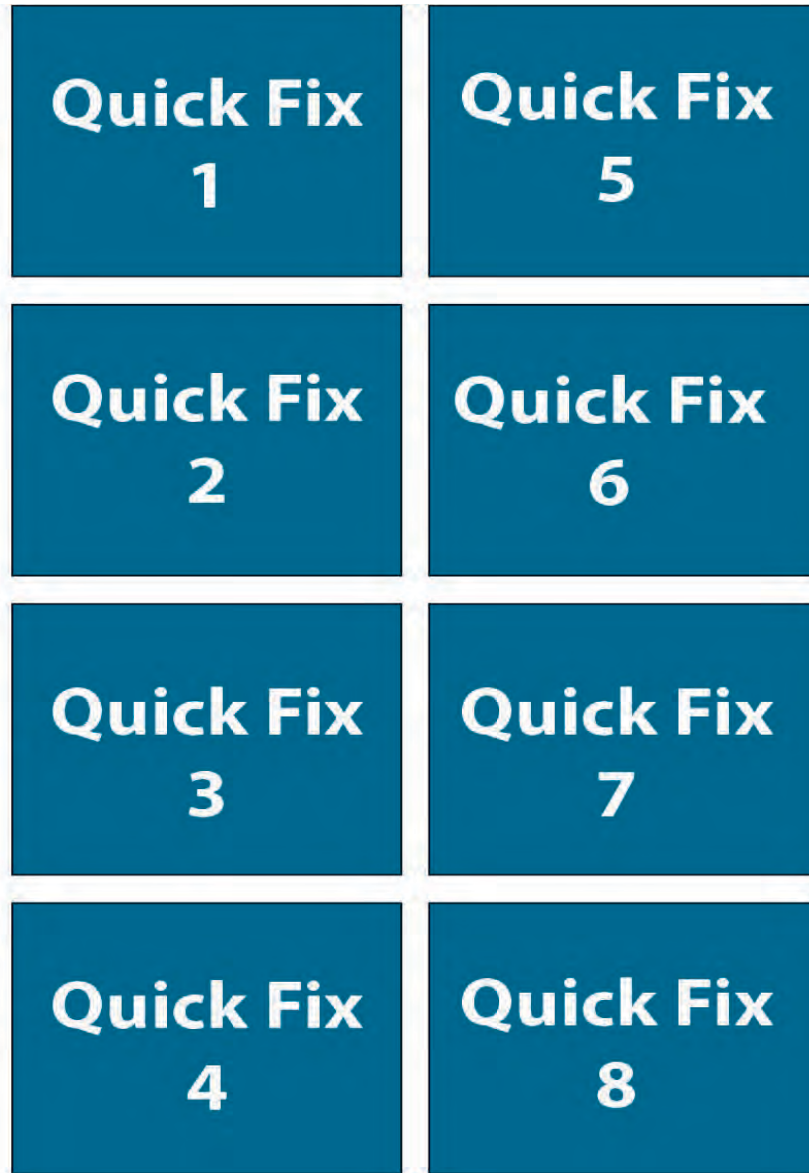
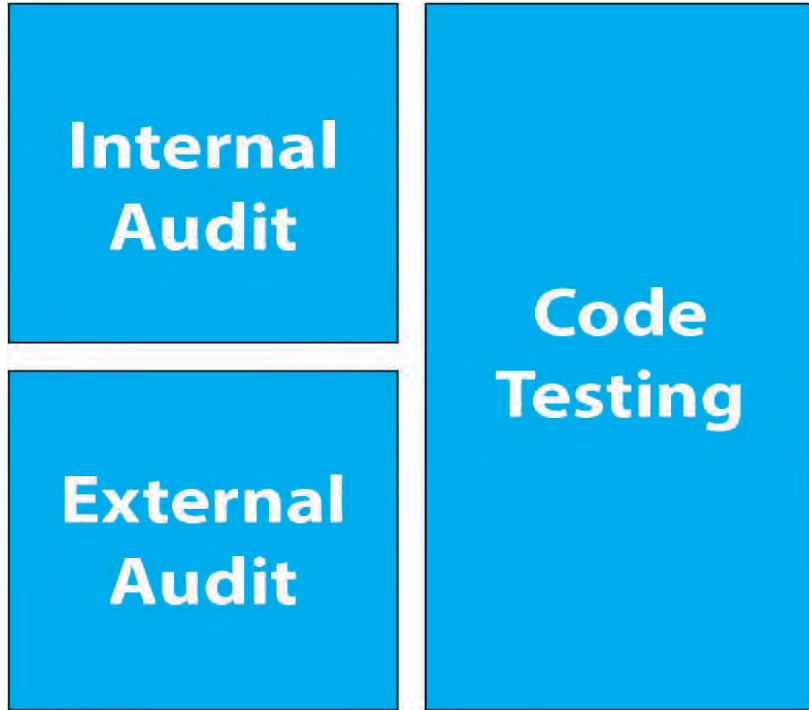
Draw everything

The Process



'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**

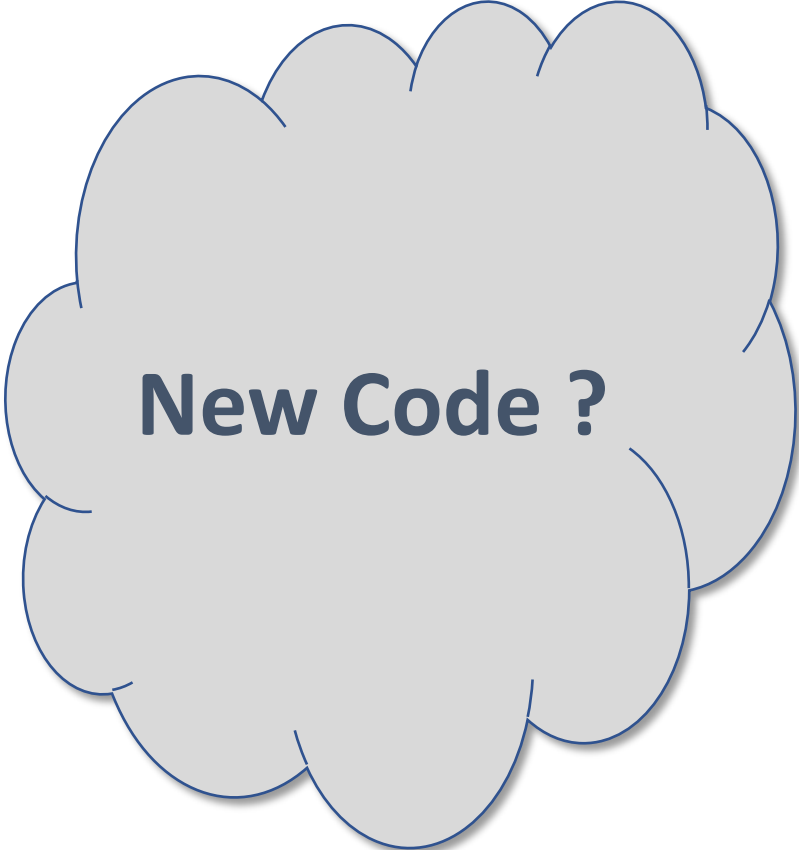
**Quick Fix
4**

**Quick Fix
5**

**Quick Fix
6**

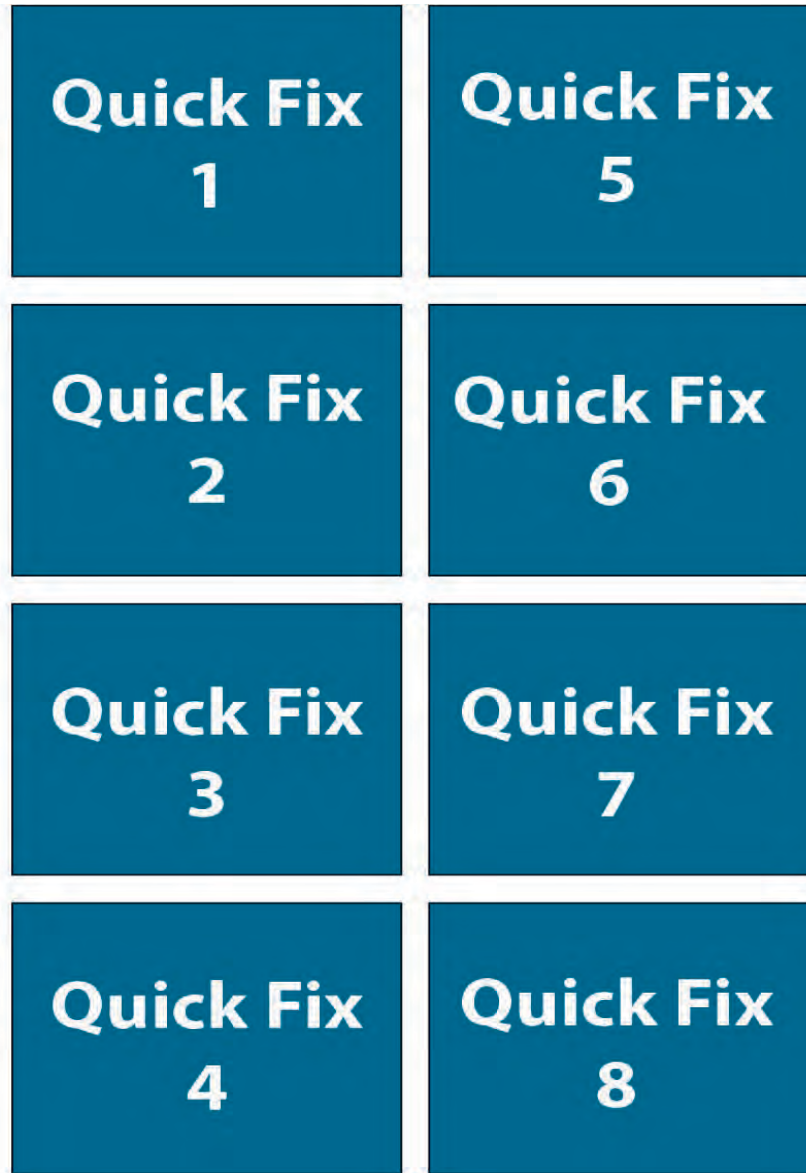
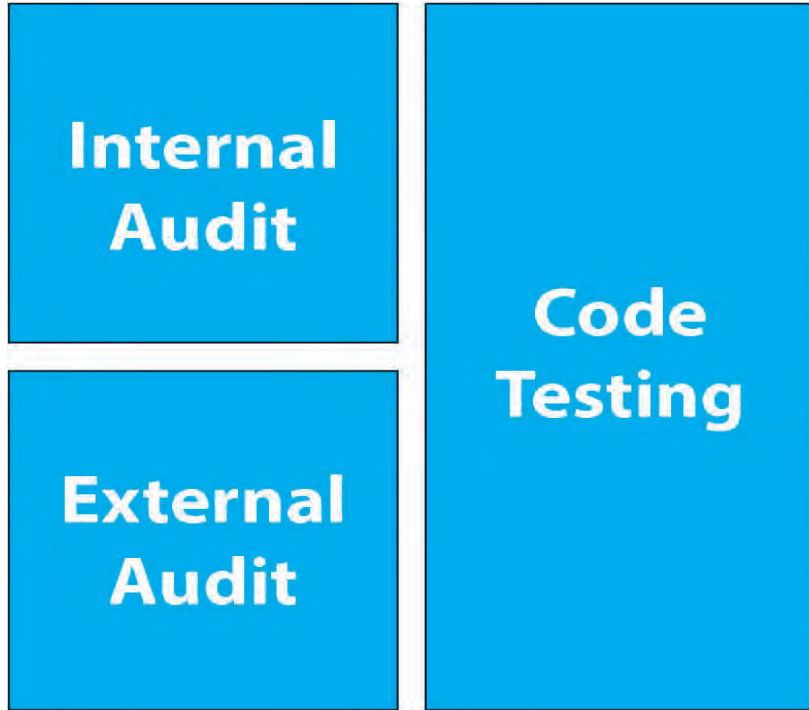
**Quick Fix
7**

**Quick Fix
8**



Document Design & Legal Review

The Process



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)

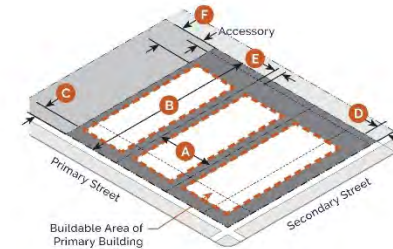
(2) *Special Exception Uses.*

- (A) **Educational Use:** Including but not limited to: Child Care Center; Child Care Ministry; College; Pre-school; 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.

21-03.04

STANDARD DISTRICTS
U2 Urban Neighborhood 2

Building Placement



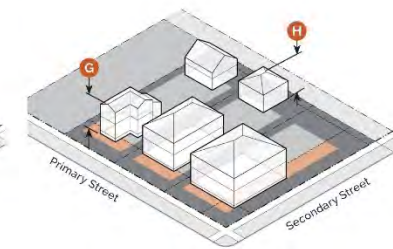
--- Minimum Setback Line
--- Maximum Setback Line

(c) Building Placement

Size				
Width	15' min.			(A)
Depth	60' min.			(B)
Setbacks				
	Front ¹	Corner	Side ²	Rear
Primary Building	(C)	(D)	(E)	(F)
Residential (min.)	10'	10'	5'	20'
Residential (max.)	20'	20'	-	-
Non-Residential (min.)	10'	10'	20'	20'
Accessory (min.) ³	20'	10'	5'	5'
Lot Coverage				
Building Coverage	60% max.			

¹ Where existing buildings on a block face are in front of the minimum front setback, any new building may be built to the average of existing setbacks along the same block.
² Side setback not required between attached dwellings.
³ Accessory buildings shall only be located in an established rear yard.

Building Form



■ Setback Zone

(d) Building Form

Building Height	
Primary Building (max.)	35/2.5 stories (G)
Accessory Building (max.) ⁴	18' (H)
Accessory buildings shall not be taller than the primary building on a lot	
Facade within Setback Zone	
Primary Street (min.)	65%
Secondary Street (min.)	50%
⁴ Ancillary dwelling units may be built to a maximum height of 24' if located at least 20' from the rear lot line of an abutting property.	

The Outcomes



Housing Choice: ADUs As-of-Right Citywide



Section 21-03.04: U2 Urban Neighborhood 2

(a) Intent

The U2 District is established to provide for, promote, and maintain the development of diverse housing types in urban neighborhoods located near neighborhood centers in both core and outlying areas of the City.

The following are typical characteristics of the U2 District:

- Primarily for single and two unit residential development, allowing up to four units and the addition of ancillary dwelling units to help meet the demand for affordable, urban living
- Buildings with modest setbacks and inviting building frontages, primarily of stoops and porches, that create a consistent block face along smaller city blocks
- Detached garages accessed off an alley
- Pedestrian-oriented scale with sidewalks and regularly spaced street trees

(b) Building Types

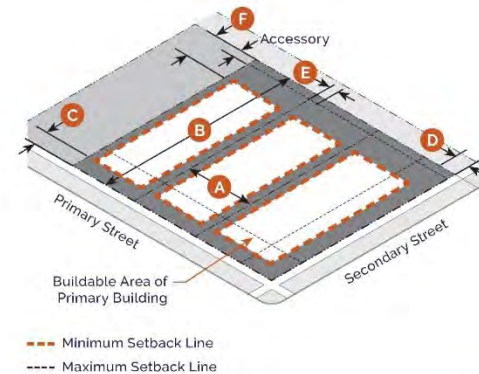
The following building types are permitted in the U2 District:

- Ancillary Dwelling
- Detached House
- Cottage Court
- Duplex
- Townhouse
- Multi-plex: Small

See Article 6 Building Standards for building type descriptions and regulations.

Limited public and institutional uses shall be incorporated at a scale and character compatible with the surrounding neighborhood.

Building Placement



--- Minimum Setback Line
--- Maximum Setback Line

(c) Building Placement

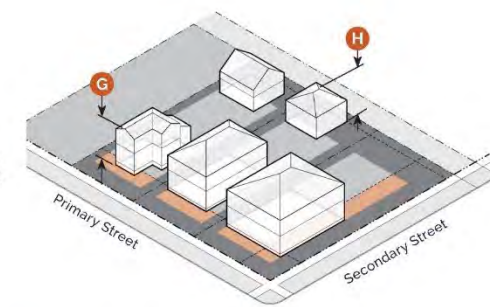
Lot Size				
Lot Width	15' min.			A
Lot Depth	60' min.			B
Setbacks				
	Front¹	Corner	Side²	Rear
	C	D	E	F
Primary Building				
Residential (min.)	10'	10'	5'	20'
Residential (max.)	20'	20'	-	-
Non-Residential (min.)	10'	10'	20'	20'
Accessory (min.) ³	20'	10'	5'	5'
Lot Coverage				
Building Coverage	60% max.			

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Building Form



■ Setback Zone

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Accessory buildings shall not be taller than the primary building on a lot.	
Facade within Setback Zone	
Primary Street (min.)	65%
Secondary Street (min.)	50%

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Reduce/Eliminate Setbacks in Urban Areas



Reduce/Eliminate Off-Street Parking Requirements

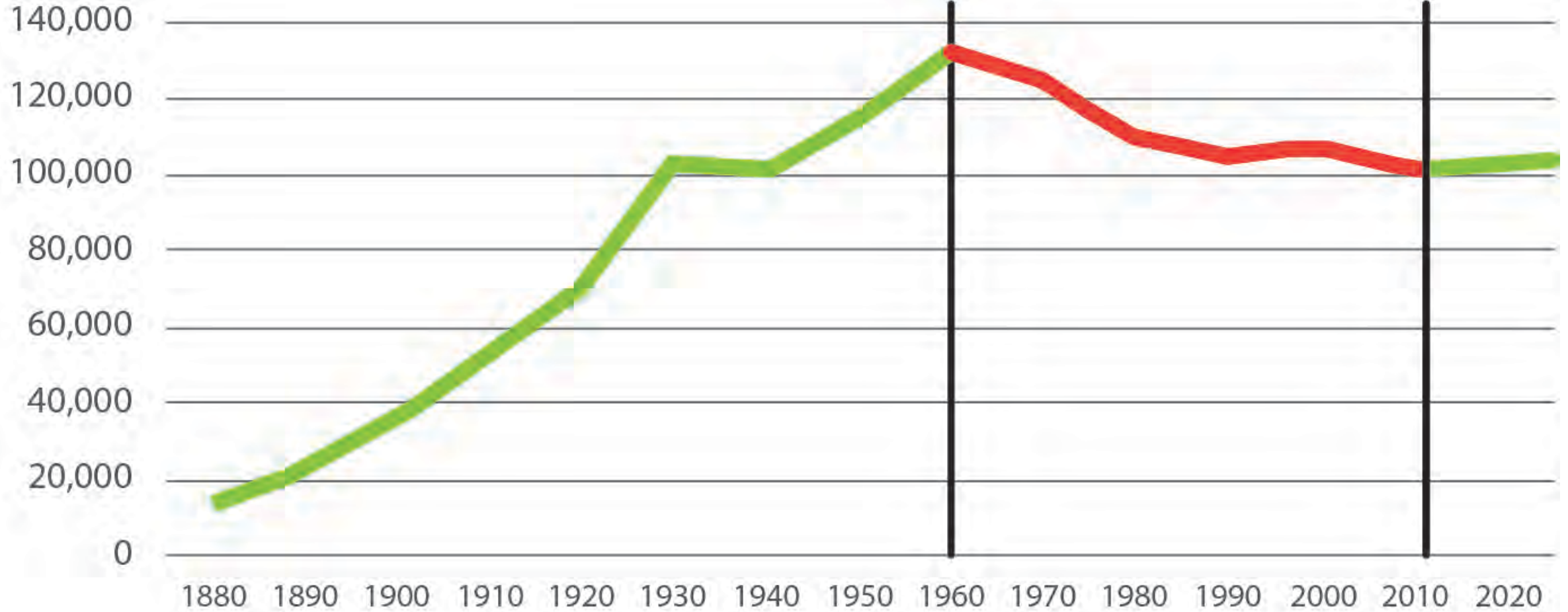


Revise Subdivision Regulations


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

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SOUTH BEND
TRANSECT

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



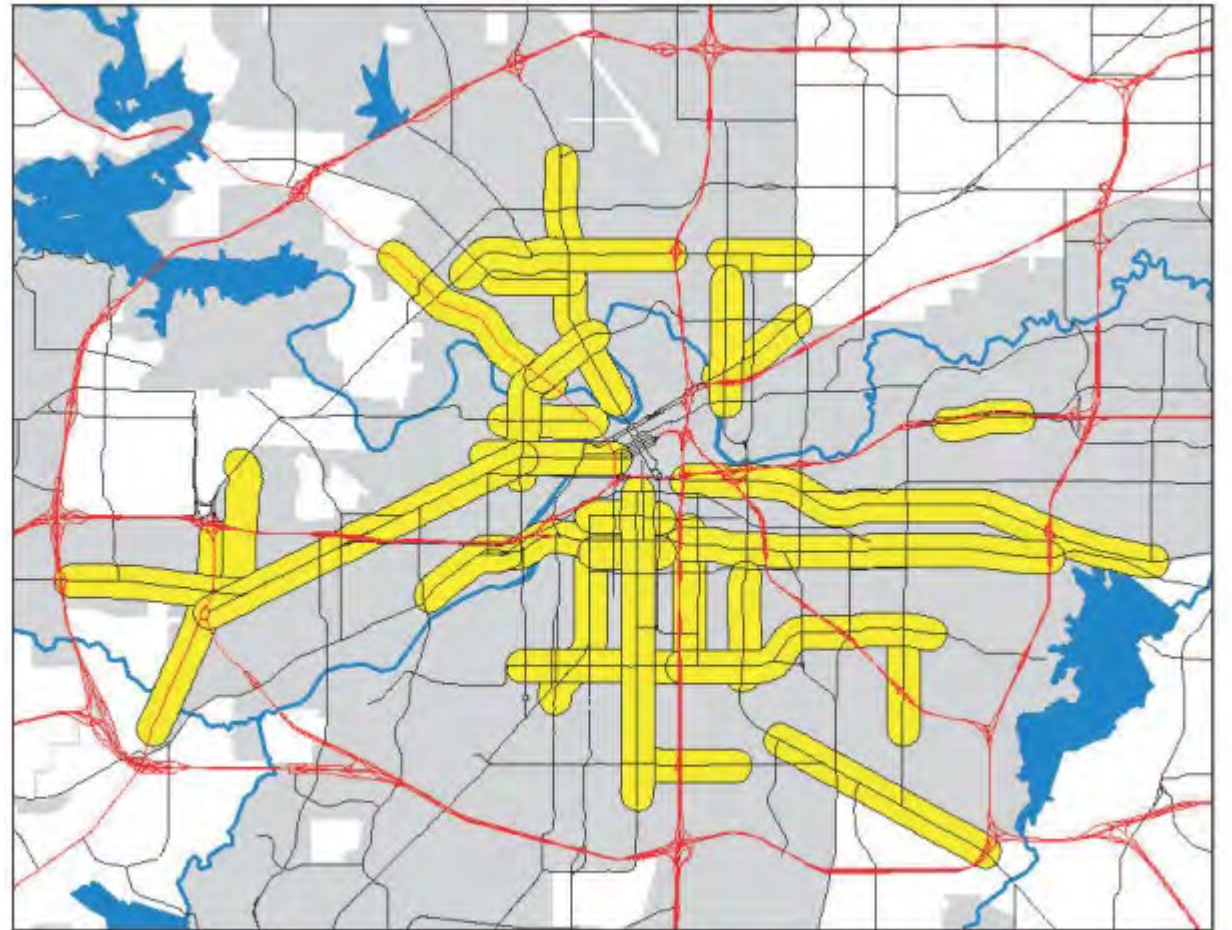
Revitalization Challenges of Aging Commercial Corridors

- 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 piecemeal)
- 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)



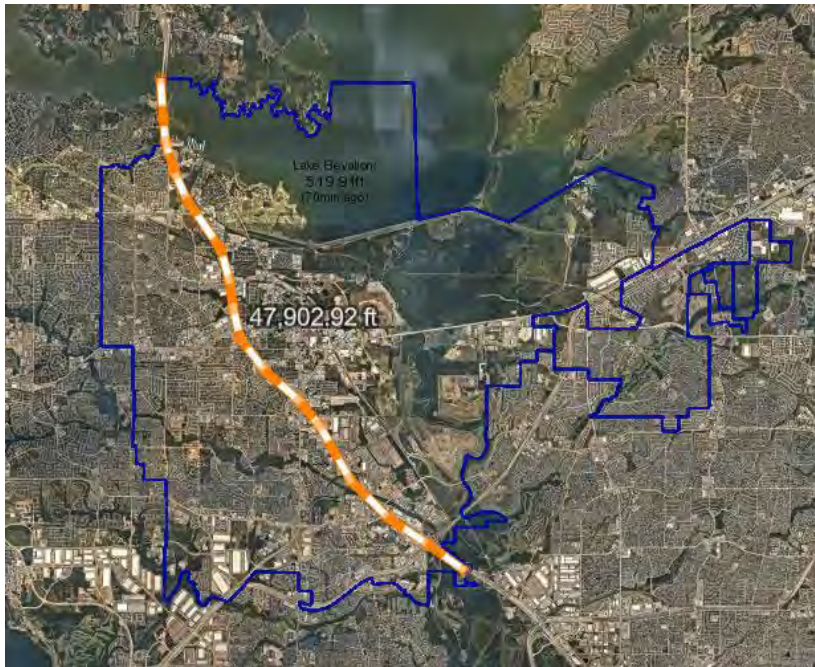
Central City Commercial Corridors

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

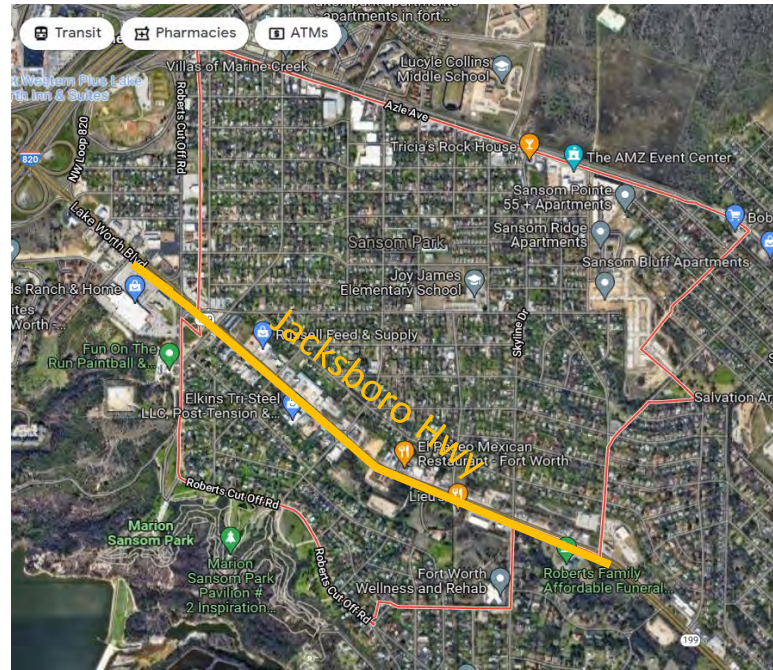
Case Studies

Lewisville, Texas



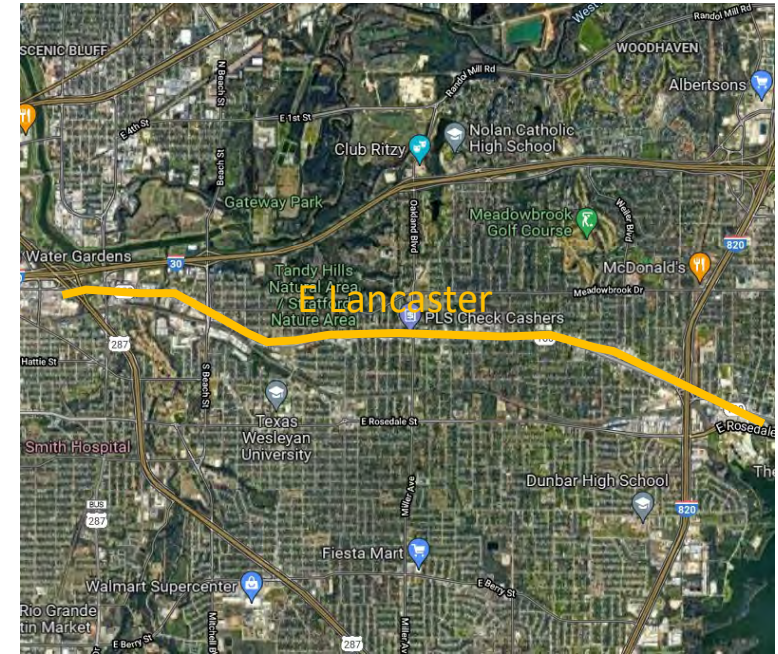
IH 35E Corridor Overlay: Interstate Highway context

Sansom Park/Fort Worth



Jacksboro Highway Corridor Plan: TxDOT Arterial Roadway context

Fort Worth



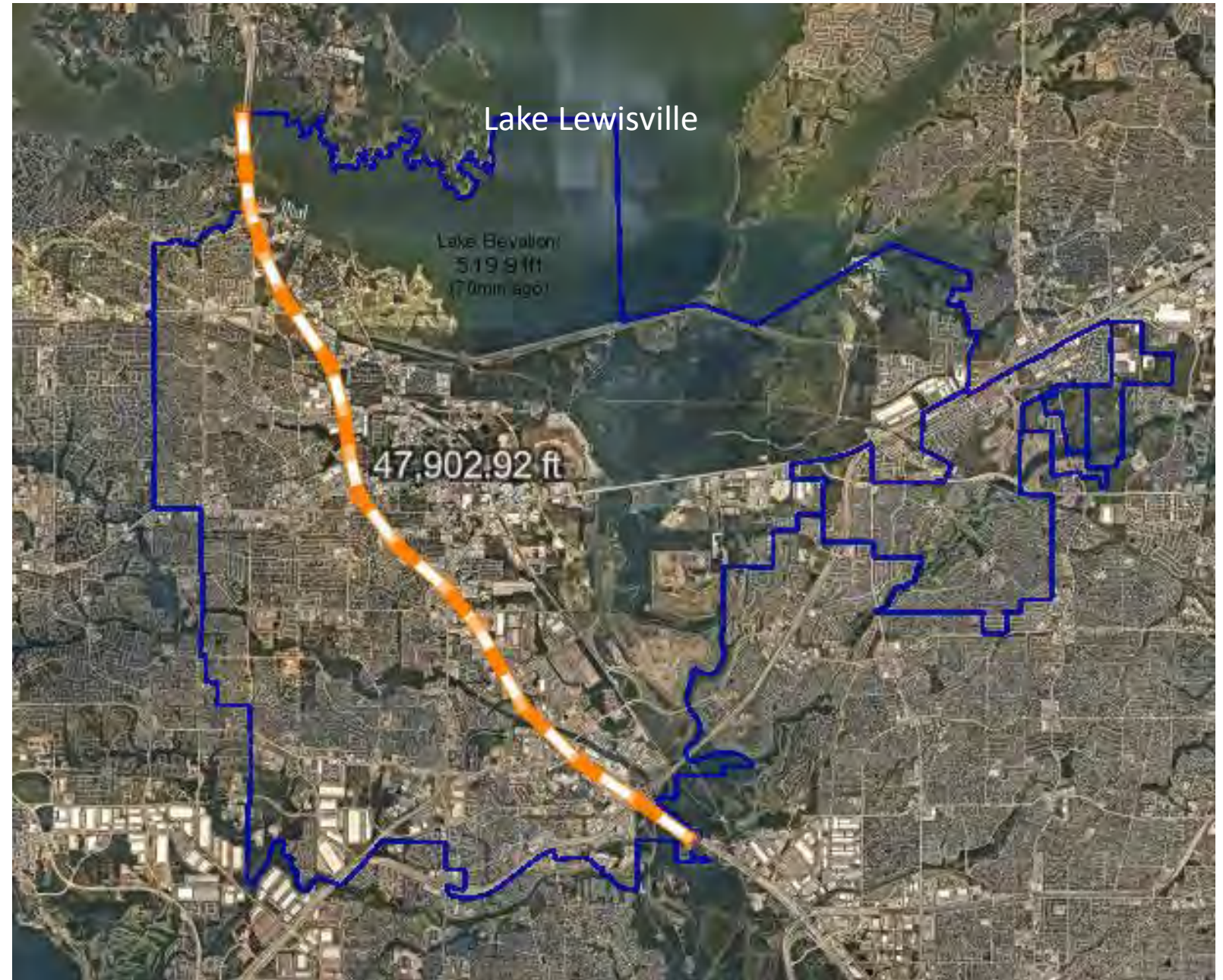
East Lancaster Transit Corridor: TOD Planning

IH-35E Corridor Plan and Overlay, City of Lewisville, TX



Context:
IH-35E Corridor
Lewisville, Texas

Distance: 9.0 miles
Population:
105,640 (2019)



Lewisville 2025 Vision Plan adopted July 2014

Big Move Number 7 of 9 – Identity Focal Points

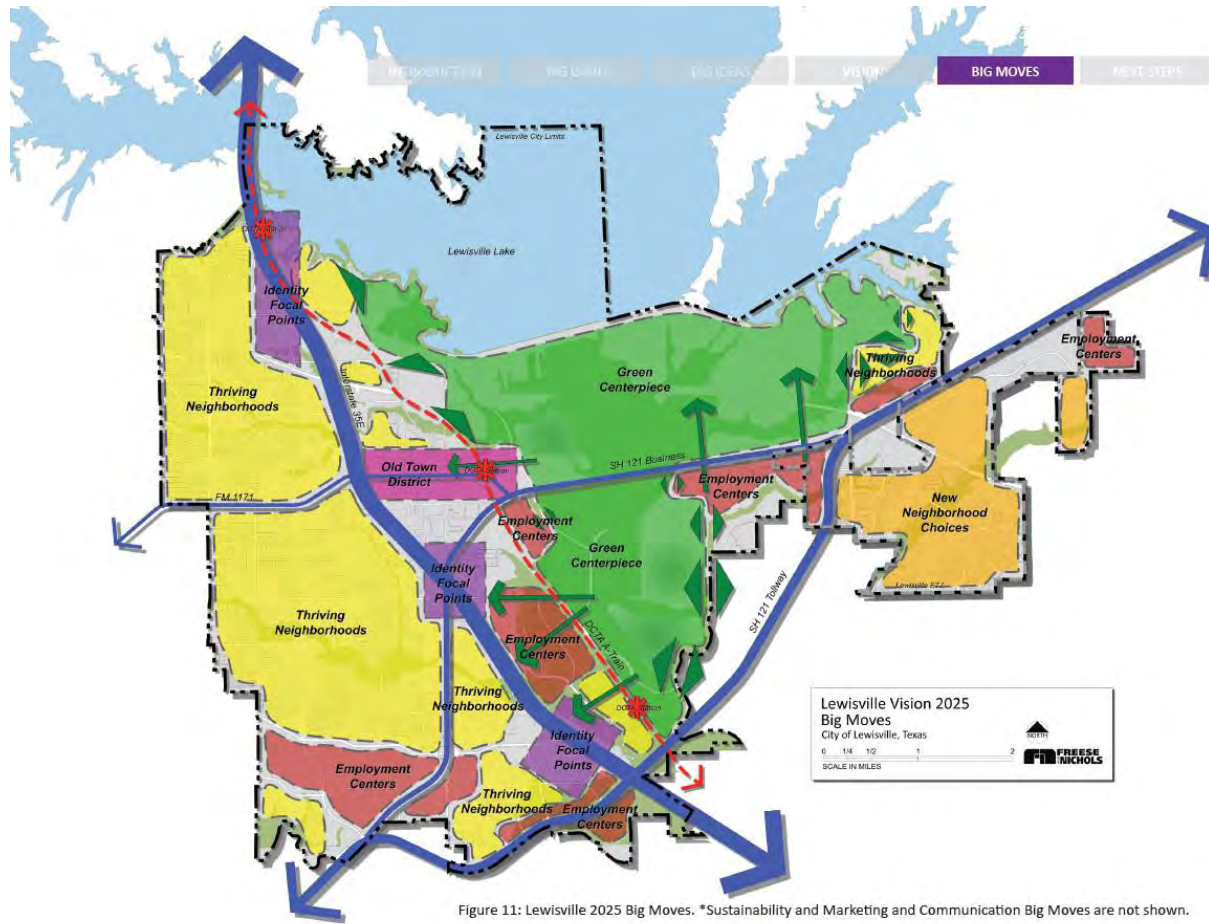


Figure 11: Lewisville 2025 Big Moves. *Sustainability and Marketing and Communication Big Moves are not shown.

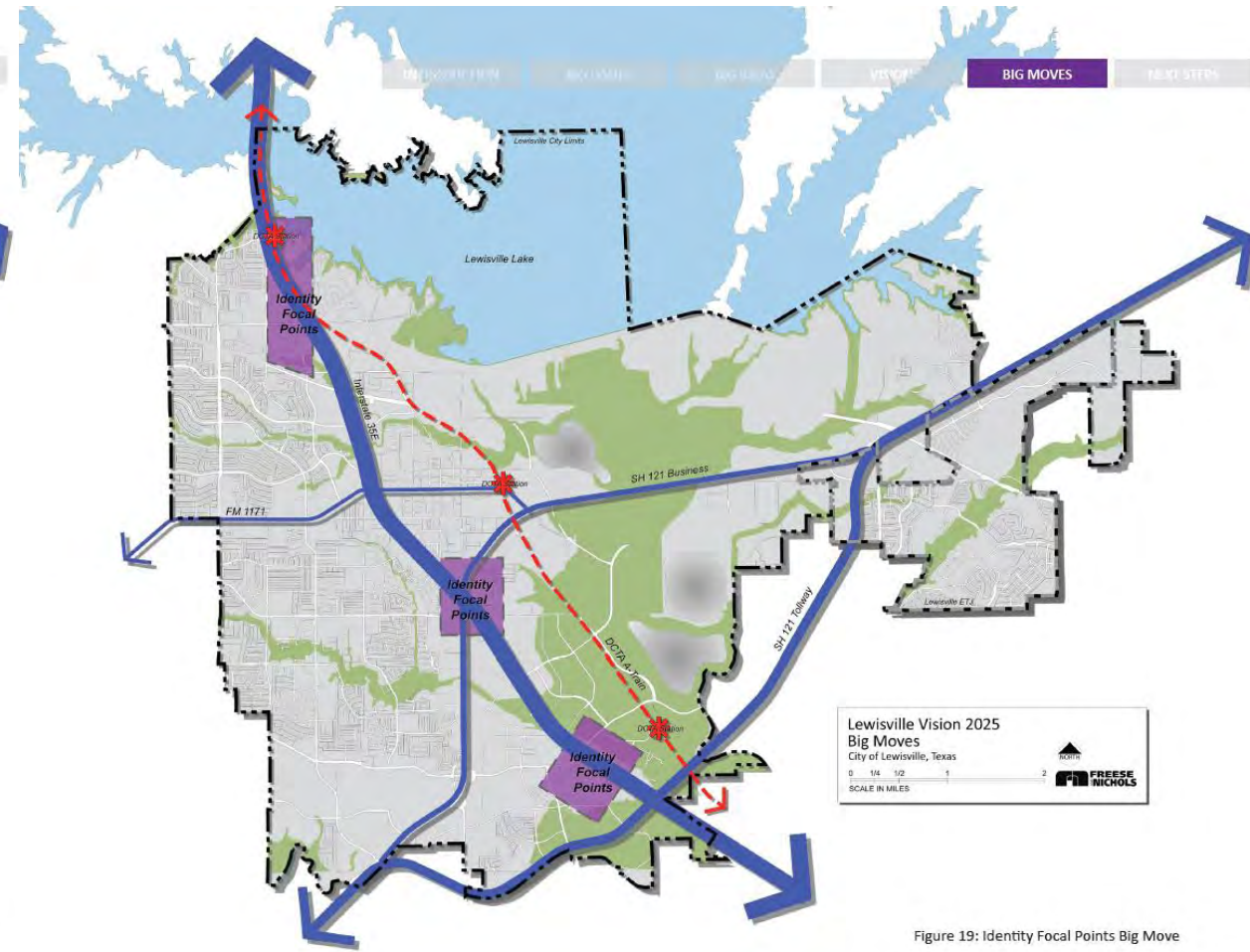


Figure 19: Identity Focal Points Big Move

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

Subarea Visions

Perspective Sketch

The perspective (Figure C28) is based on the overall planning frameworks and shows one possible development scenario at ultimate build out. Many other development scenarios could also be achieved based on the vision frameworks contained in this planning document.

This sketch illustrates the possible redevelopment of the mall area into a compact mixed use community with a new multimodal connection across I-35E through the extension of Vista Ridge Mall Drive. The gateway buildings along the highway, shown at SH-121, new crossing and Hebron Parkway, represent the main nodes in this subarea.

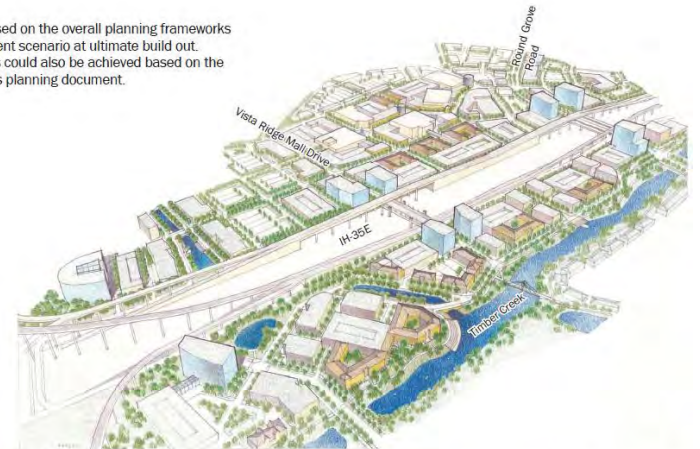


Figure C28: Subarea 7 - Rendering



Tiered massing and articulated corners



Active places at night



Connecting places to Timber Creek



Active mixed-use streets

Parsons Brinckerhoff

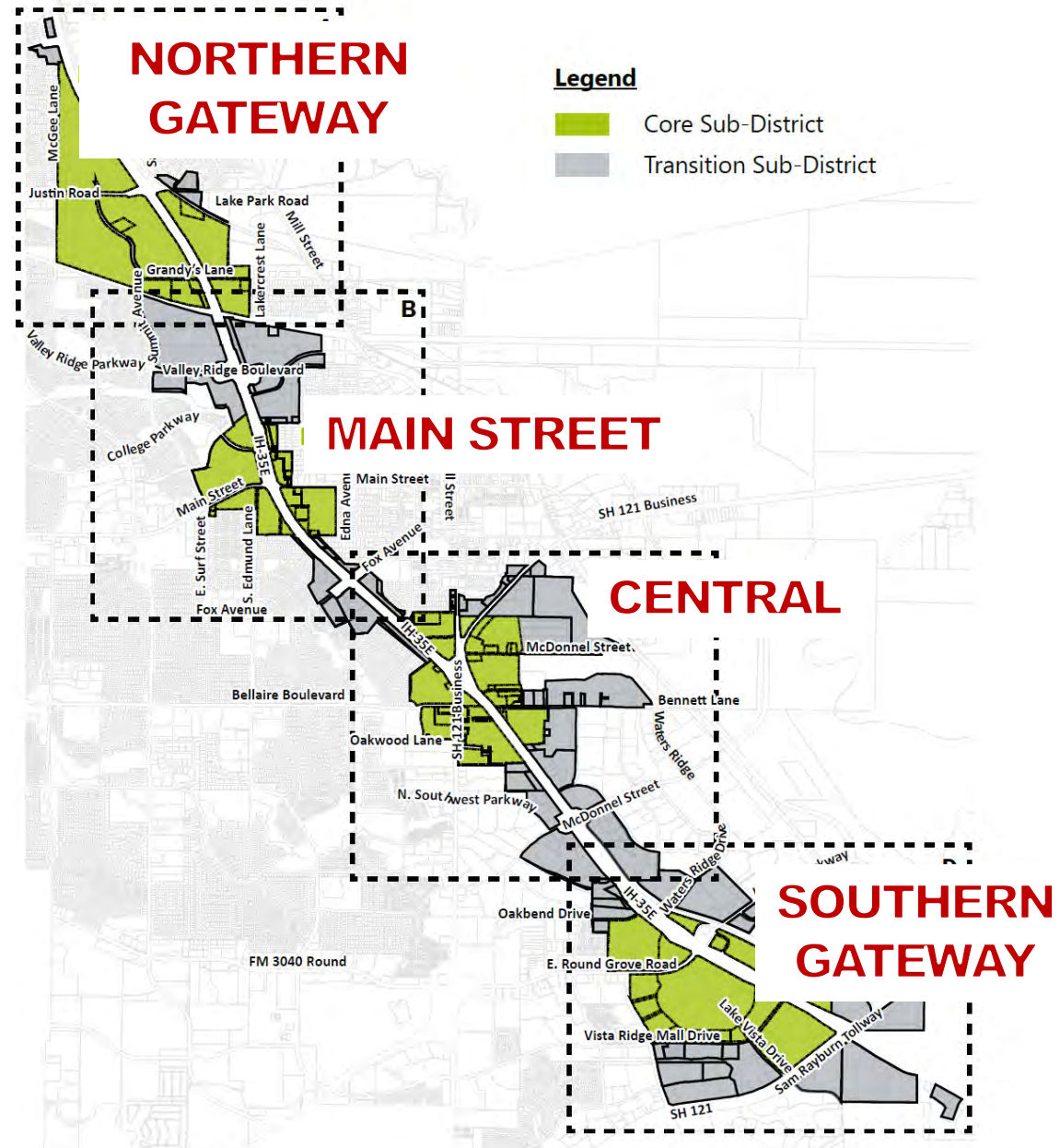
Current Conditions

- 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



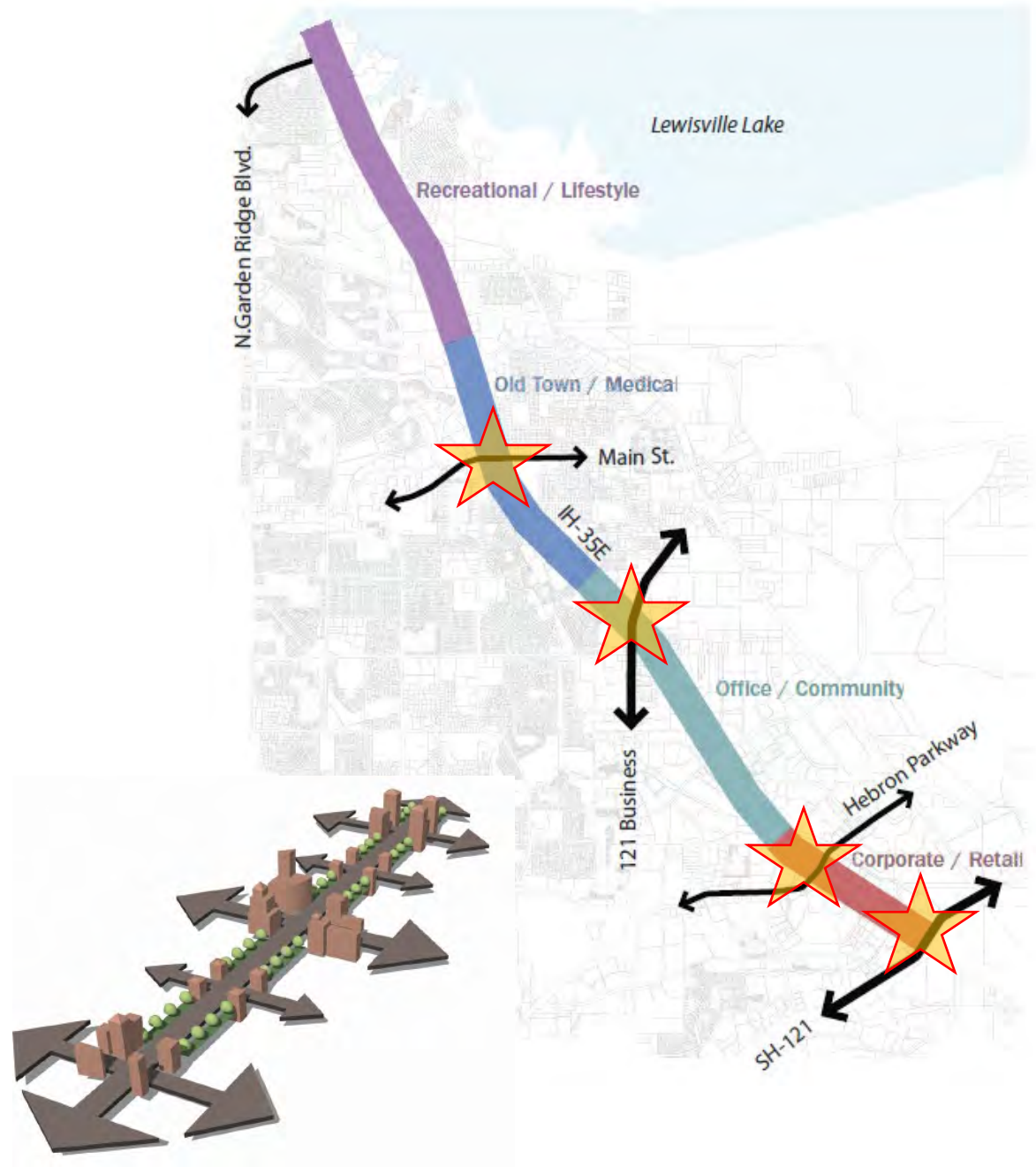
I-35E Corridor Overlay Sub-Districts

- 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)

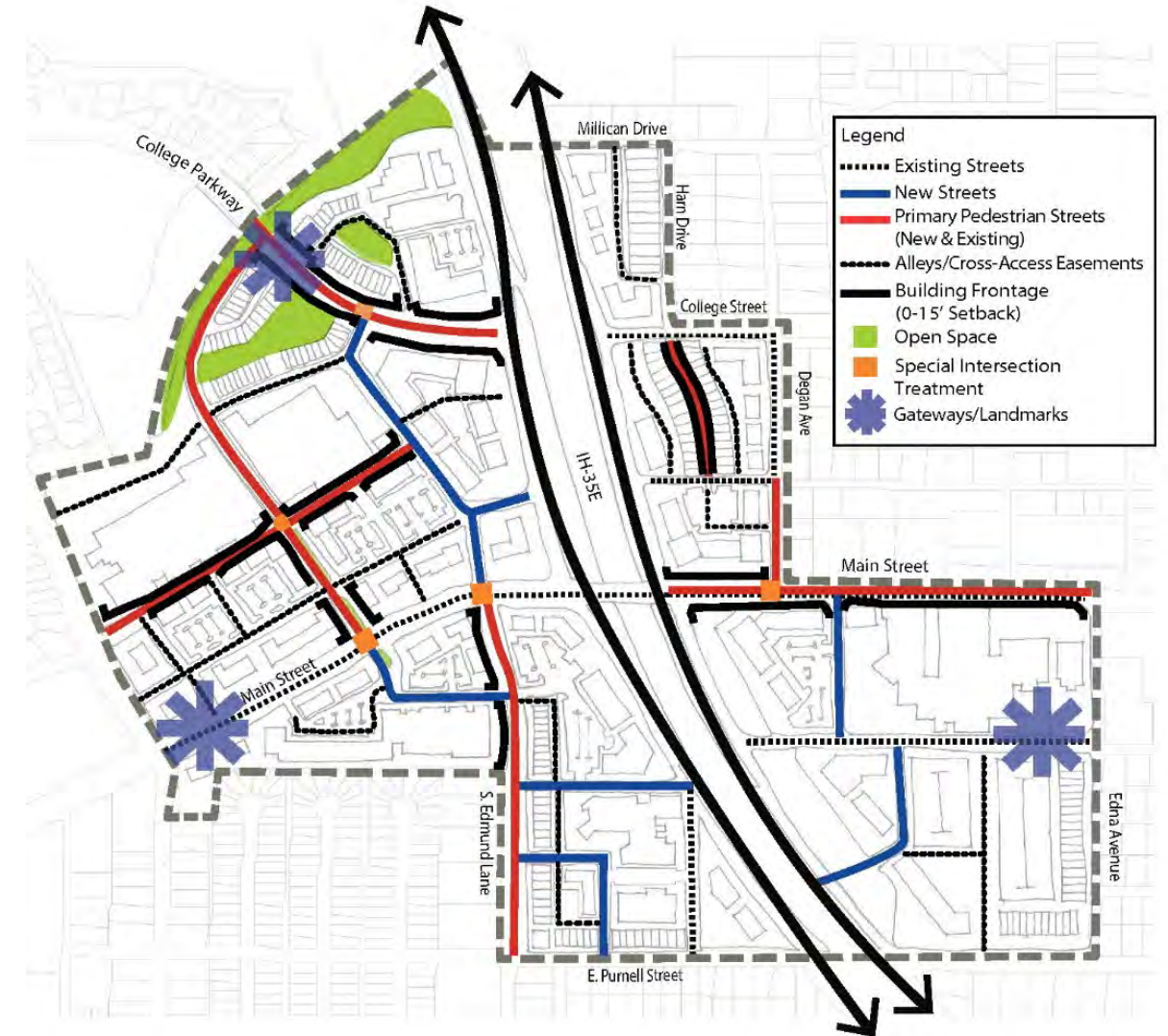
- Adopted as the ultimate vision for the corridor through the I-35E Corridor Redevelopment Plan
- Intended to guide elected officials, developers, and city staff on the character and form of redevelopment desired
- Not regulatory (Appendix C)



Main Street Core District
Illustrative Plan

Framework Plans: Regulatory (Core Sub-Districts)




- Establishes:
 - Alignment of new streets and blocks
 - Primary Pedestrian Streets (New & Existing)
 - Major open space locations
 - Special intersections
- To ensure continuity of streets and frontages as redevelopment occurs incrementally

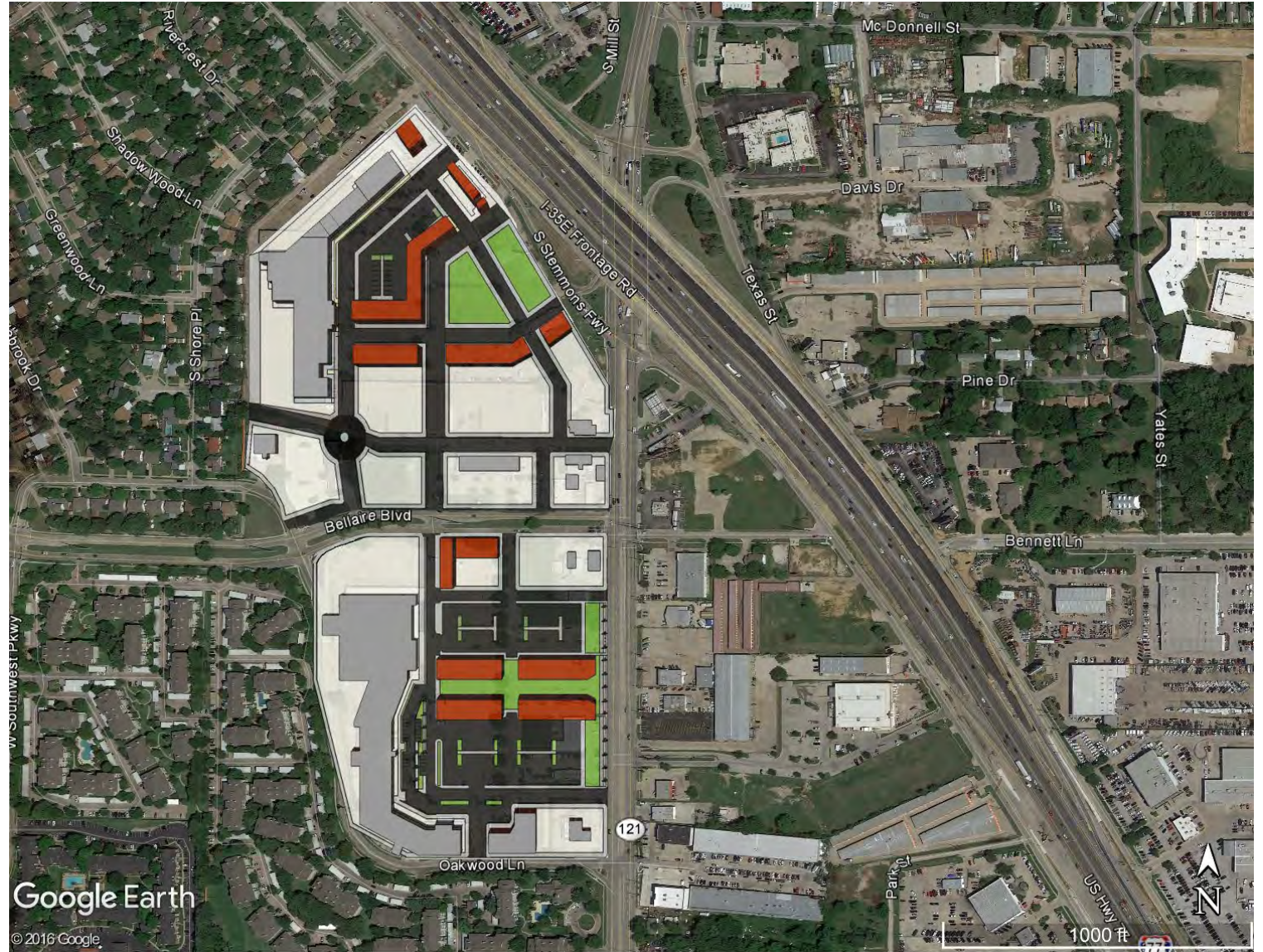


Large Lot Redevelopment Test Site



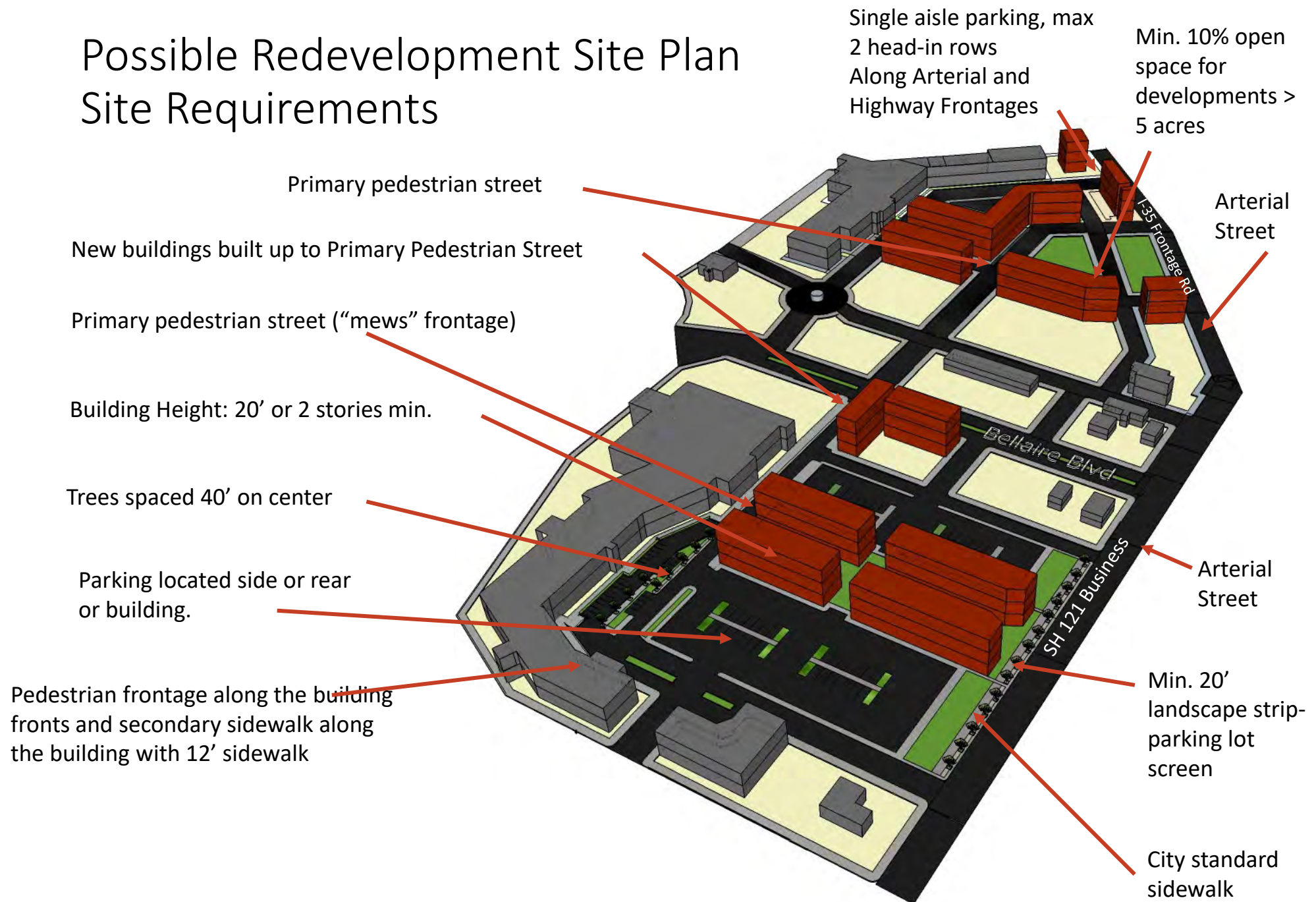
Large Lot Redevelopment Plan Central Sub-District Incremental Redevelopment

-  Open Space
-  Proposed Buildings
-  Existing Buildings



Possible Redevelopment Site Plan

Site Requirements



Single aisle parking, max 2 head-in rows Along Arterial and Highway Frontages

Min. 10% open space for developments > 5 acres

Primary pedestrian street

New buildings built up to Primary Pedestrian Street

Primary pedestrian street ("mews" frontage)

Building Height: 20' or 2 stories min.

Trees spaced 40' on center

Parking located side or rear or building.

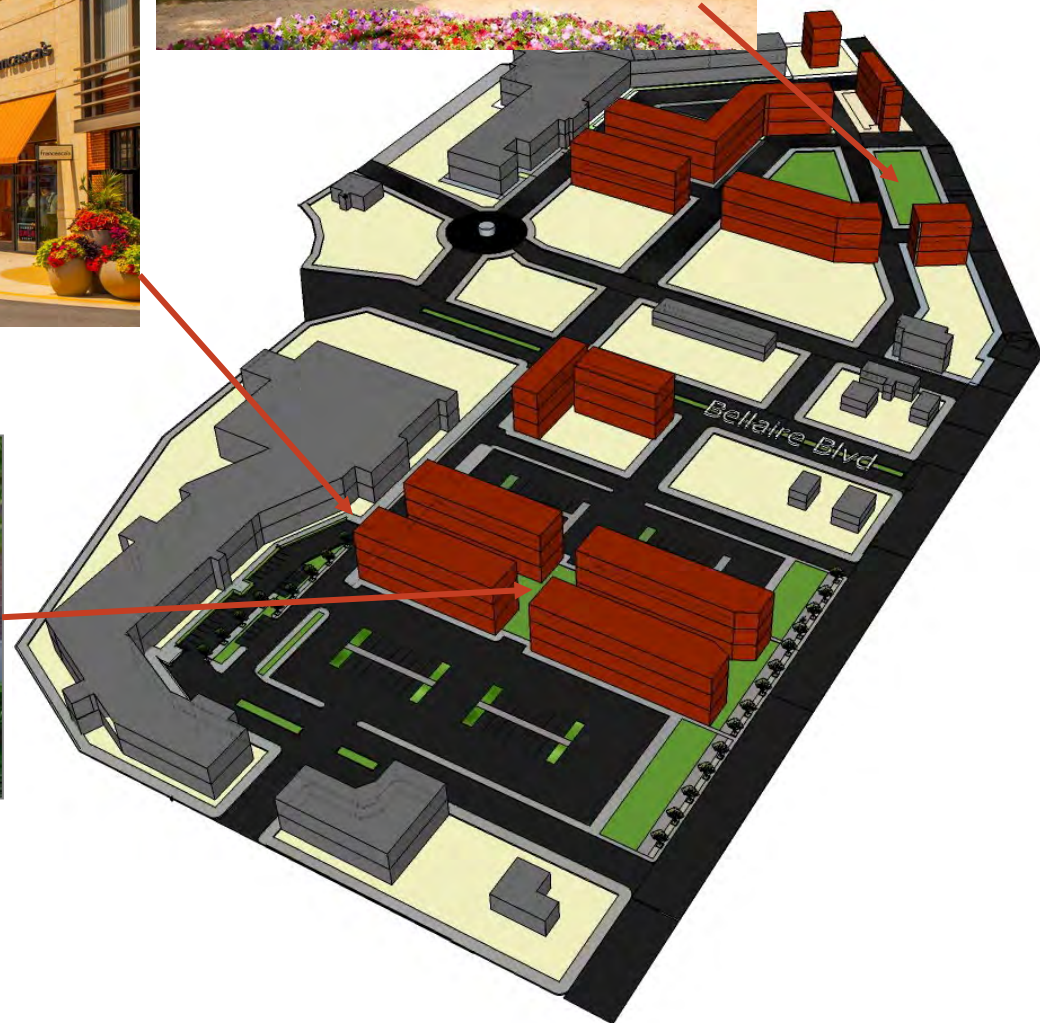
Pedestrian frontage along the building fronts and secondary sidewalk along the building with 12' sidewalk

Arterial Street

Arterial Street

Min. 20' landscape strip-parking lot screen

City standard sidewalk



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

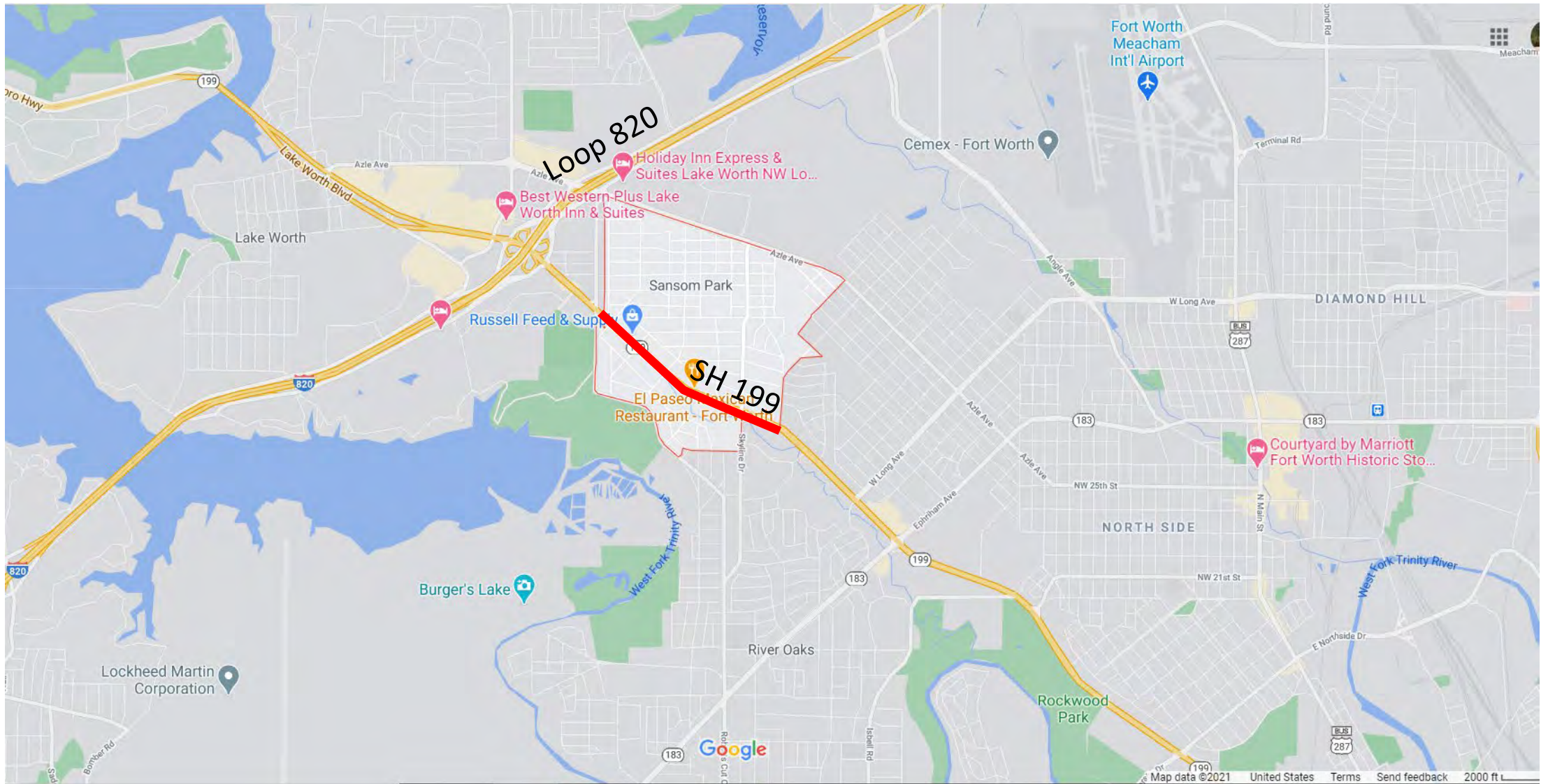
Jacksboro Hwy (SH 199) Corridor Plan



SH 199 CORRIDOR PLAN
CITY OF SANSOM PARK



Regional Location

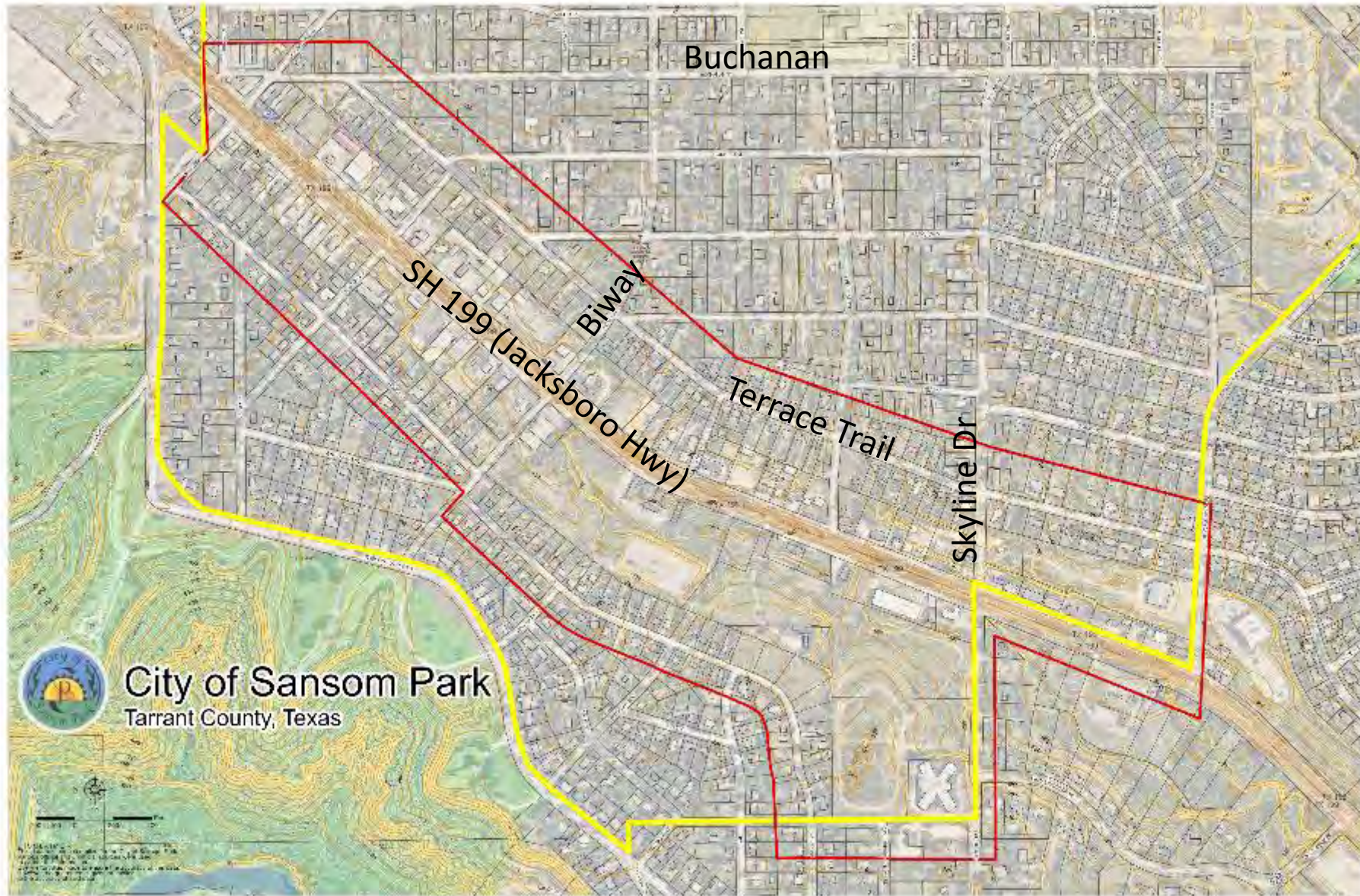




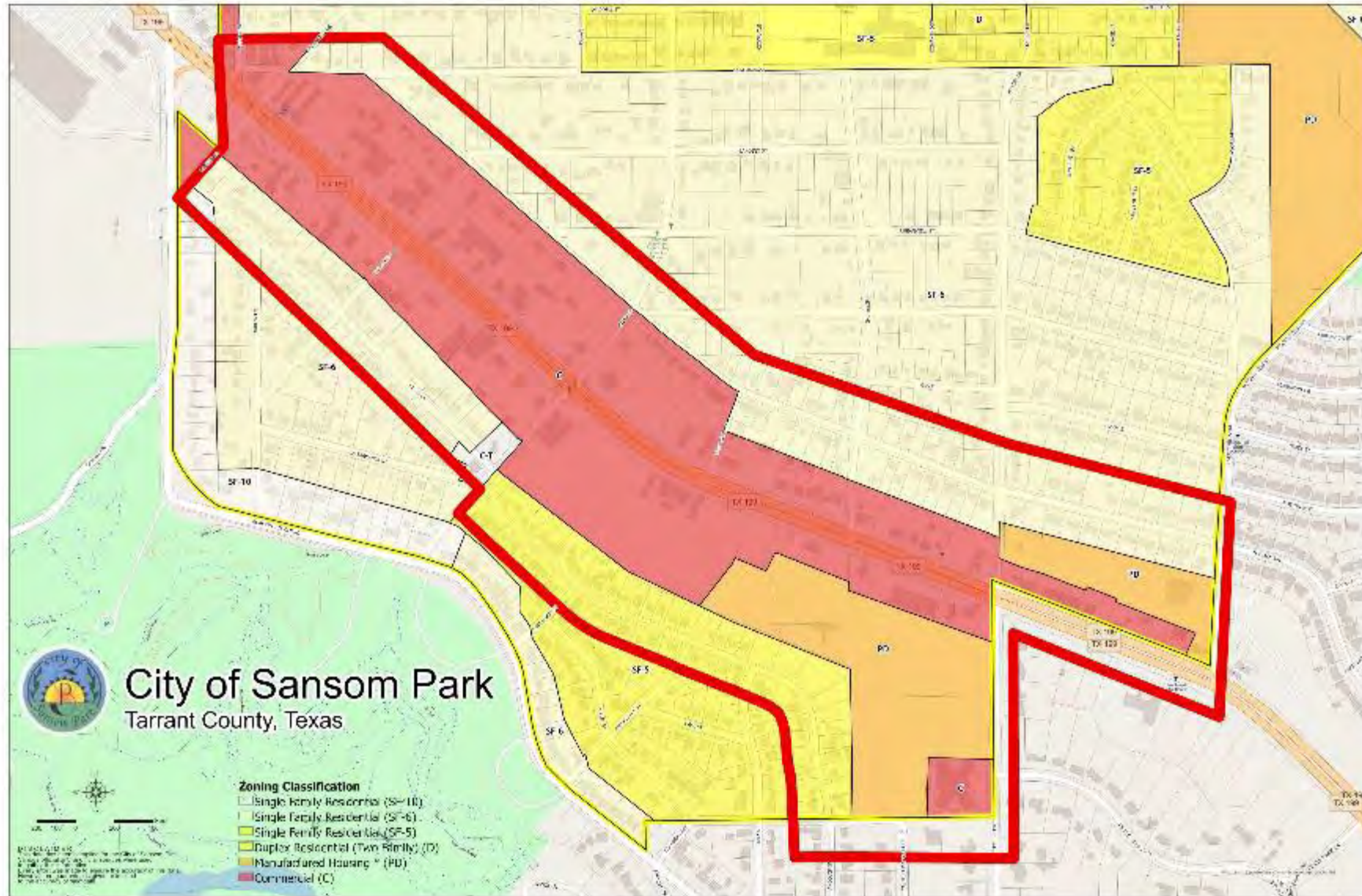
SH 199 CORRIDOR PLAN
CITY OF SANSOM PARK



Corridor Context



Corridor Zoning



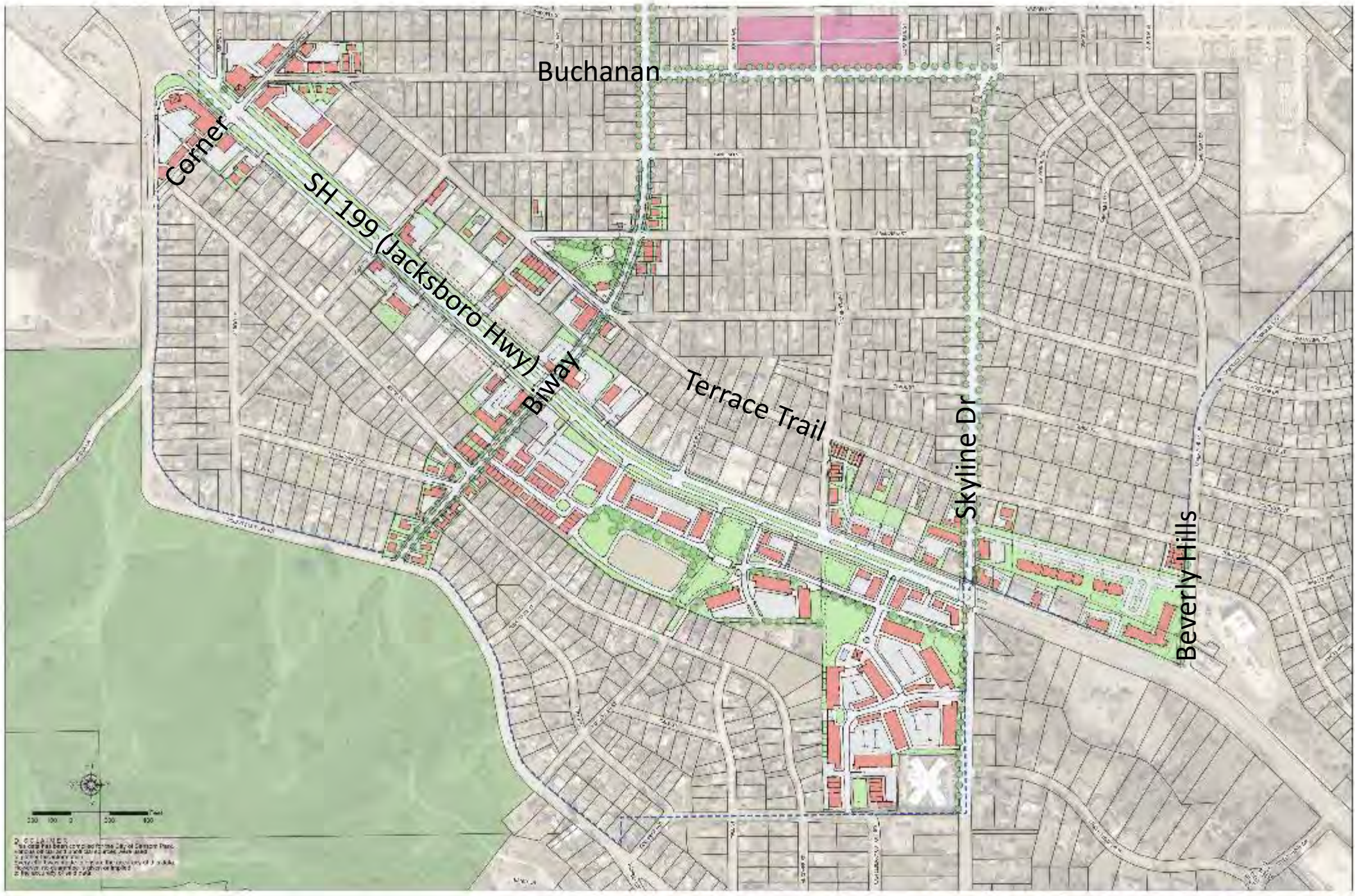
Issues to be Considered

- 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





SH 199 CORRIDOR PLAN CITY OF SANSONM PARK





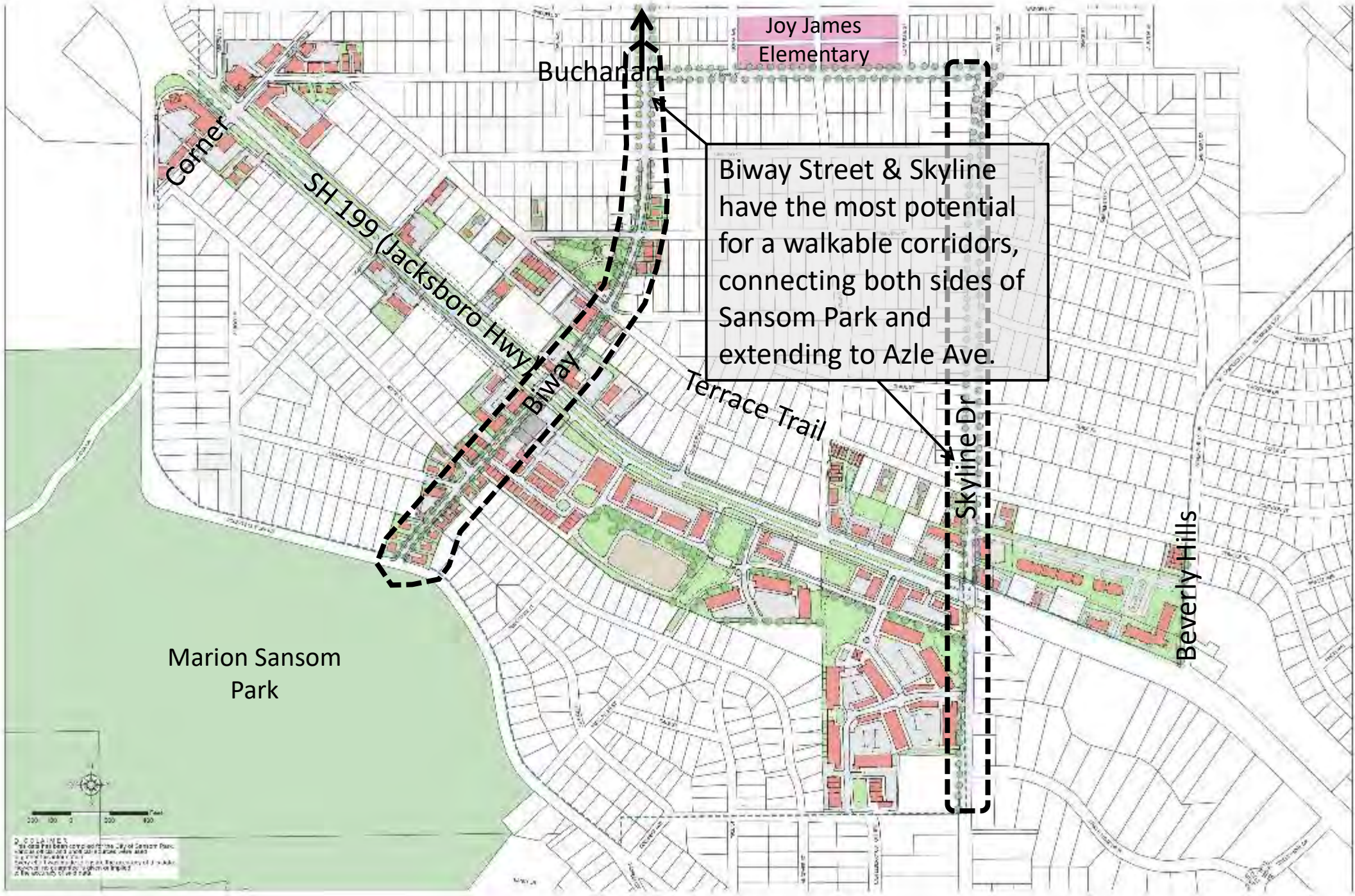
SH 199 CORRIDOR PLAN CITY OF SANSONM PARK



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L&L is not responsible for any errors or omissions
in this plan or for any consequences arising therefrom.



SH 199 CORRIDOR PLAN CITY OF SANSOM PARK



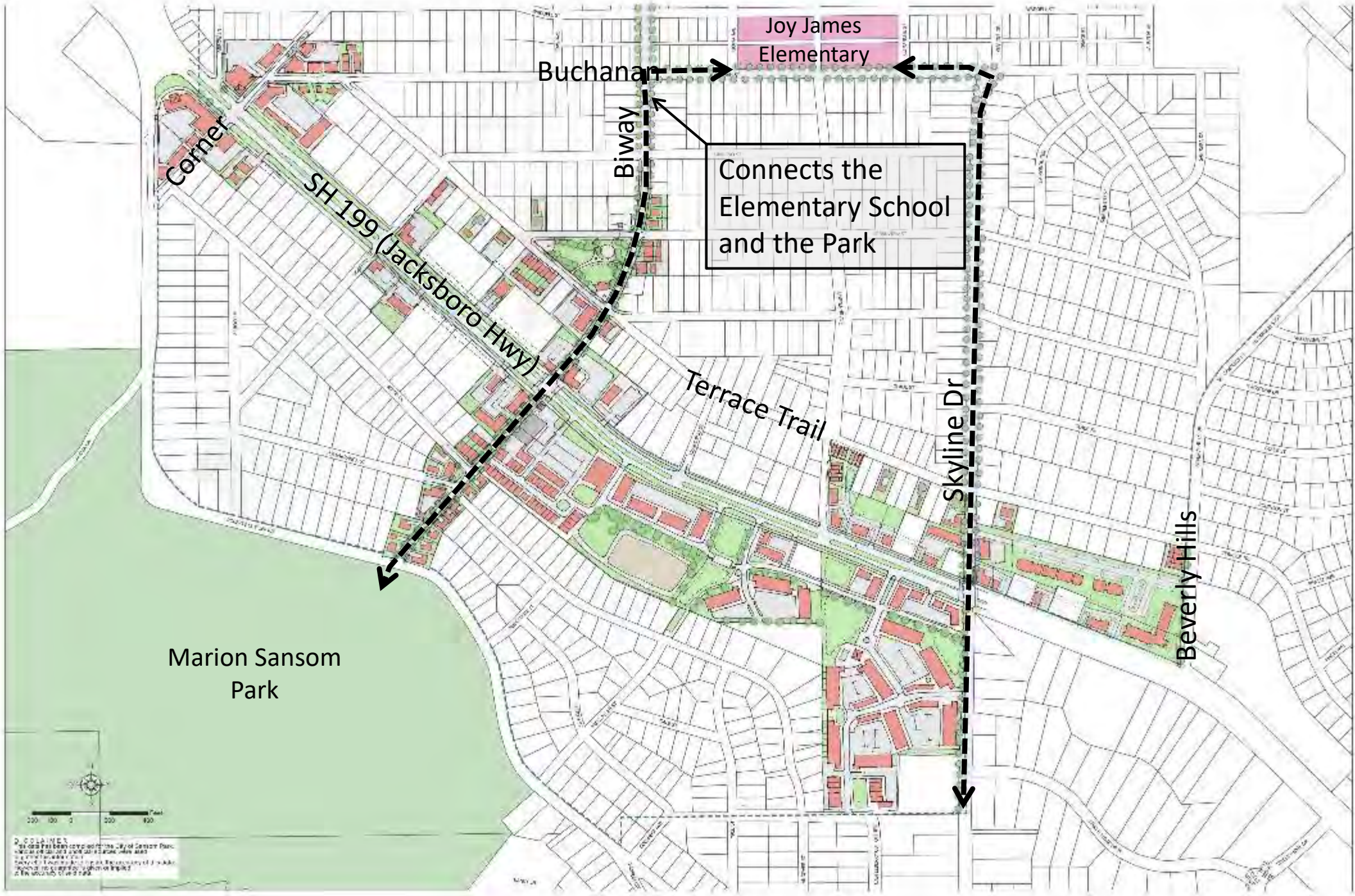
Biway Street & Skyline have the most potential for a walkable corridors, connecting both sides of Sansom Park and extending to Azle Ave.



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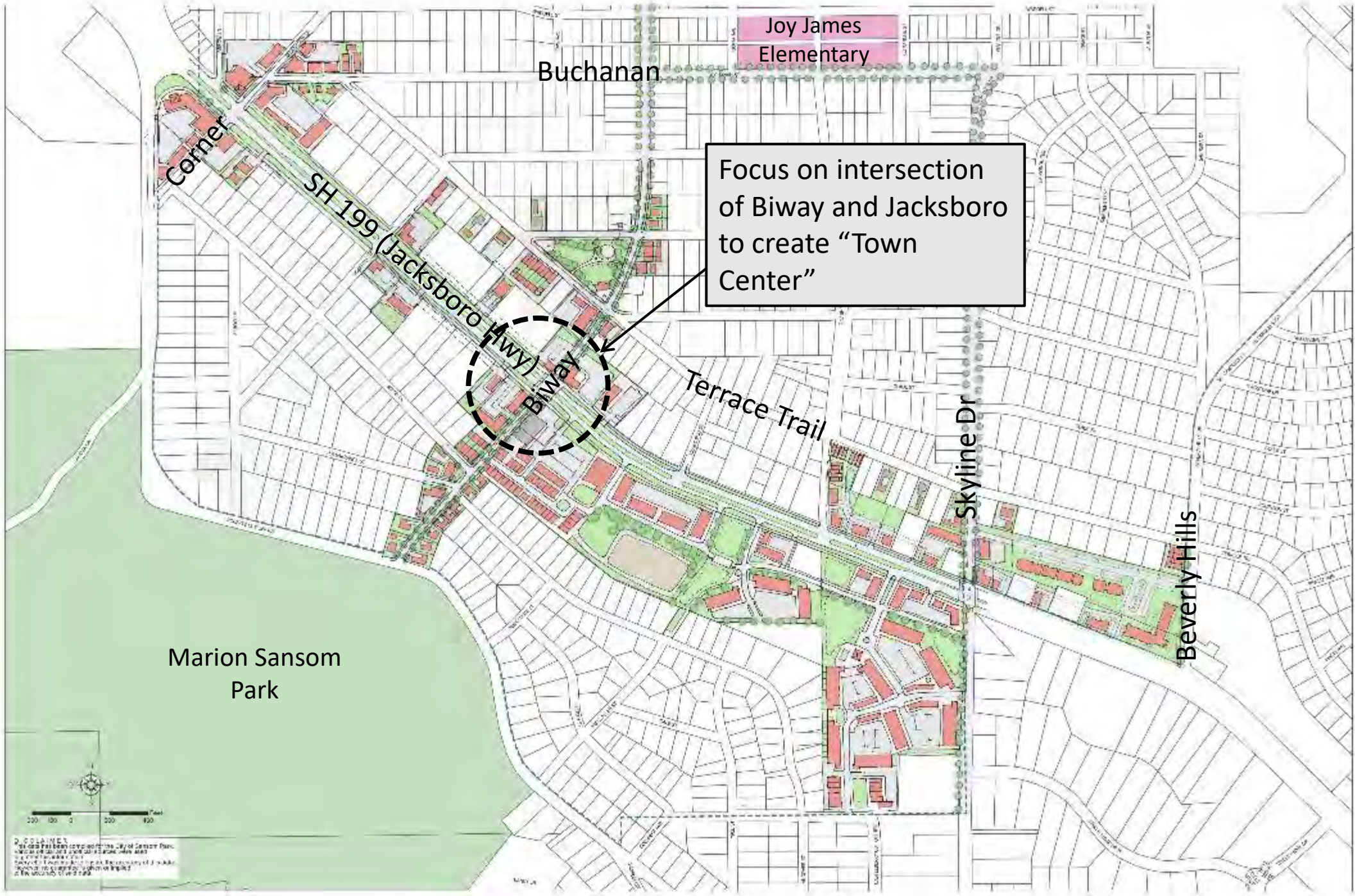
SH 199 CORRIDOR PLAN CITY OF SANSOM PARK



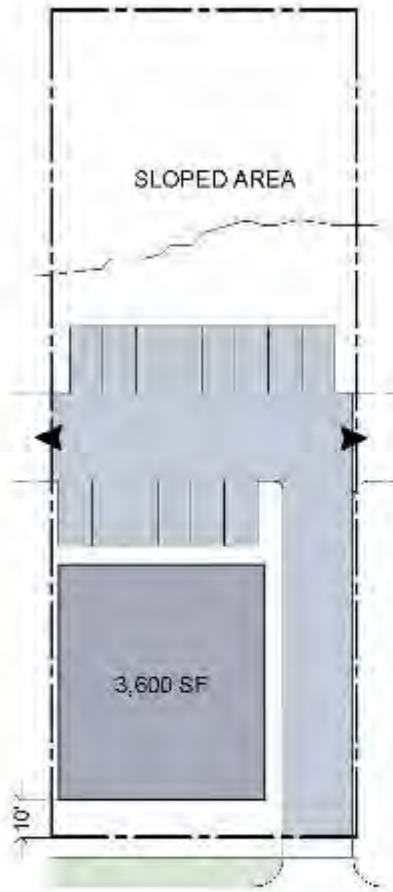
© 2014 L&L
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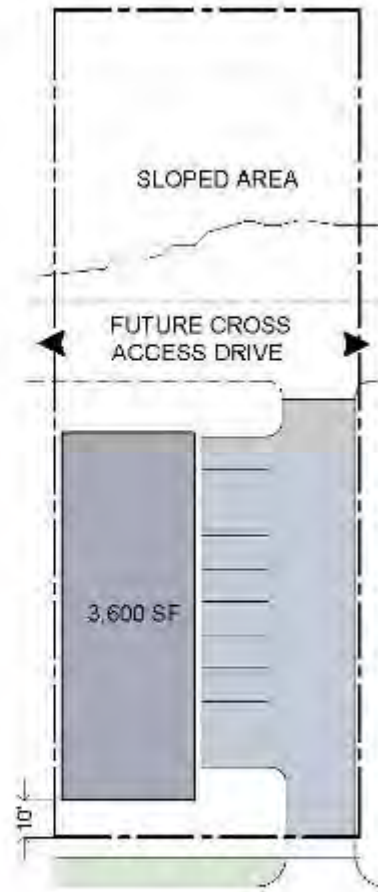
SH 199 CORRIDOR PLAN CITY OF SANSONM PARK



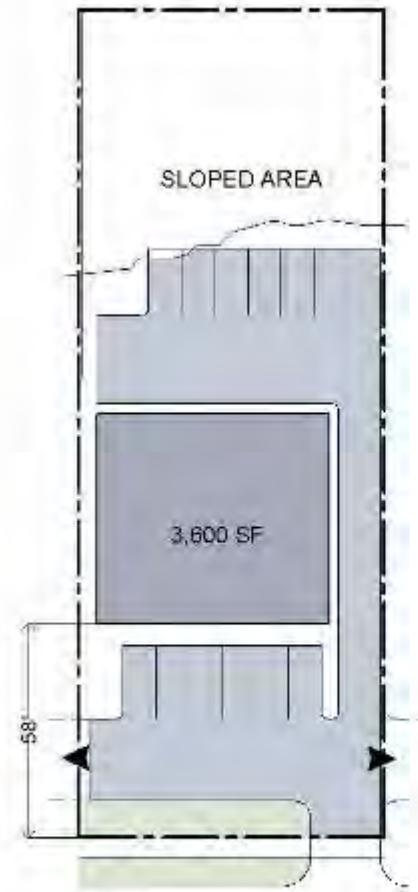
Jacksboro Hwy: Small Parcel Redevelopment Options



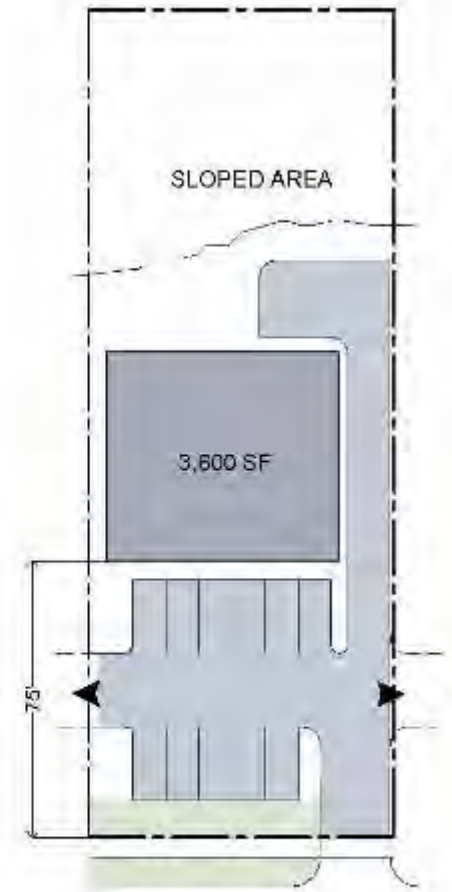
REAR PARKING AND
CROSS ACCESS LANE



SIDE PARKING, REAR
CROSS ACCESS LANE



SINGLE ROW OF
PARKING WITH FRONT
CROSS ACCESS
EASEMENT



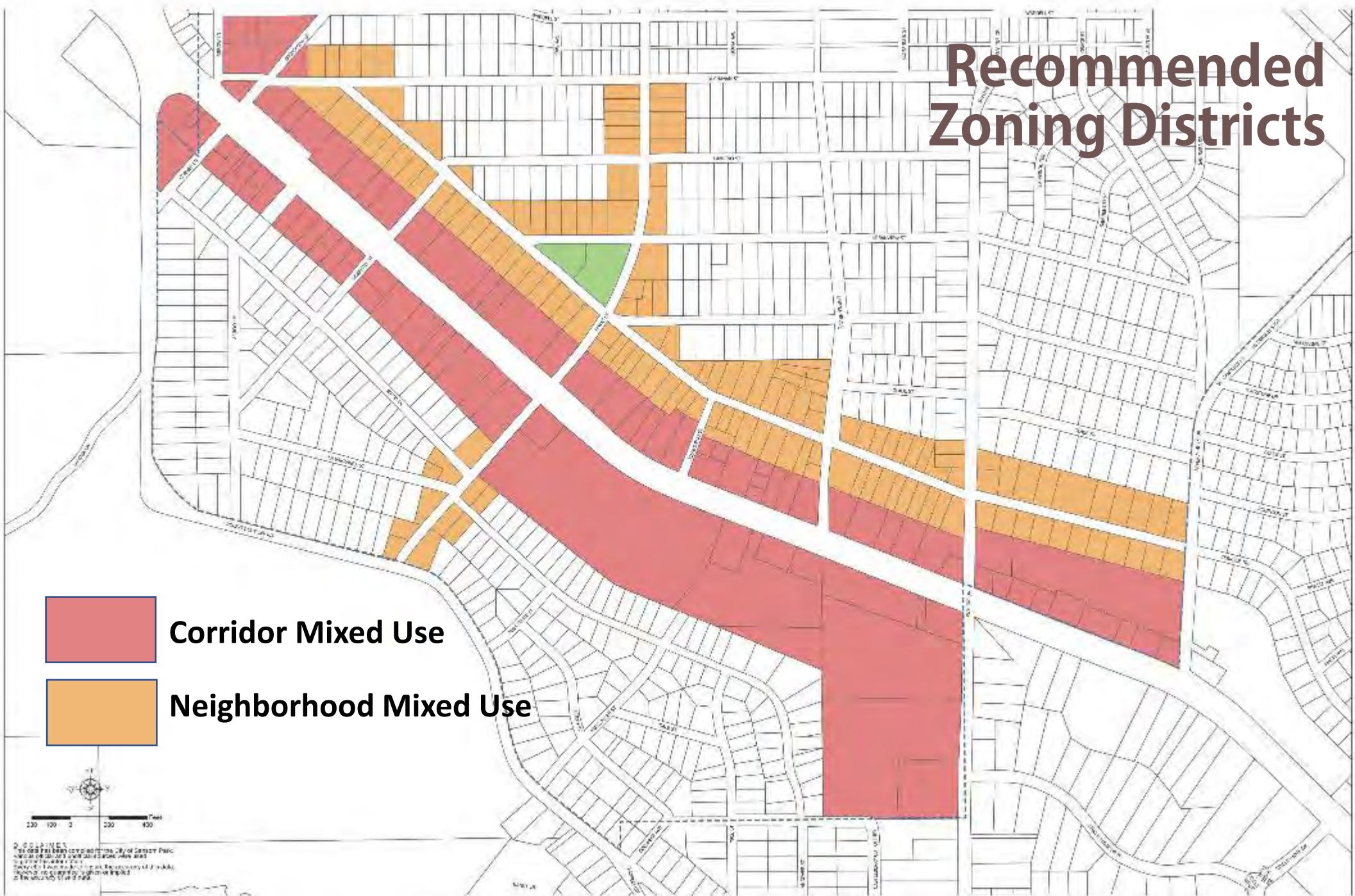
DOUBLE ROW OF
PARKING WITH FRONT
CROSS ACCESS
EASEMENT



SH 199 CORRIDOR PLAN CITY OF SANSONM PARK



Recommended Zoning Districts



Corridor Mixed Use



Neighborhood Mixed Use



DISCLAIMER:
 This plan has been prepared by the City of Sansom Park. It is not intended to be used as a legal document. The City of Sansom Park is not responsible for any errors or omissions. The City of Sansom Park is not responsible for any damages or losses resulting from the use of this plan. The City of Sansom Park is not responsible for any damages or losses resulting from the use of this plan.



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



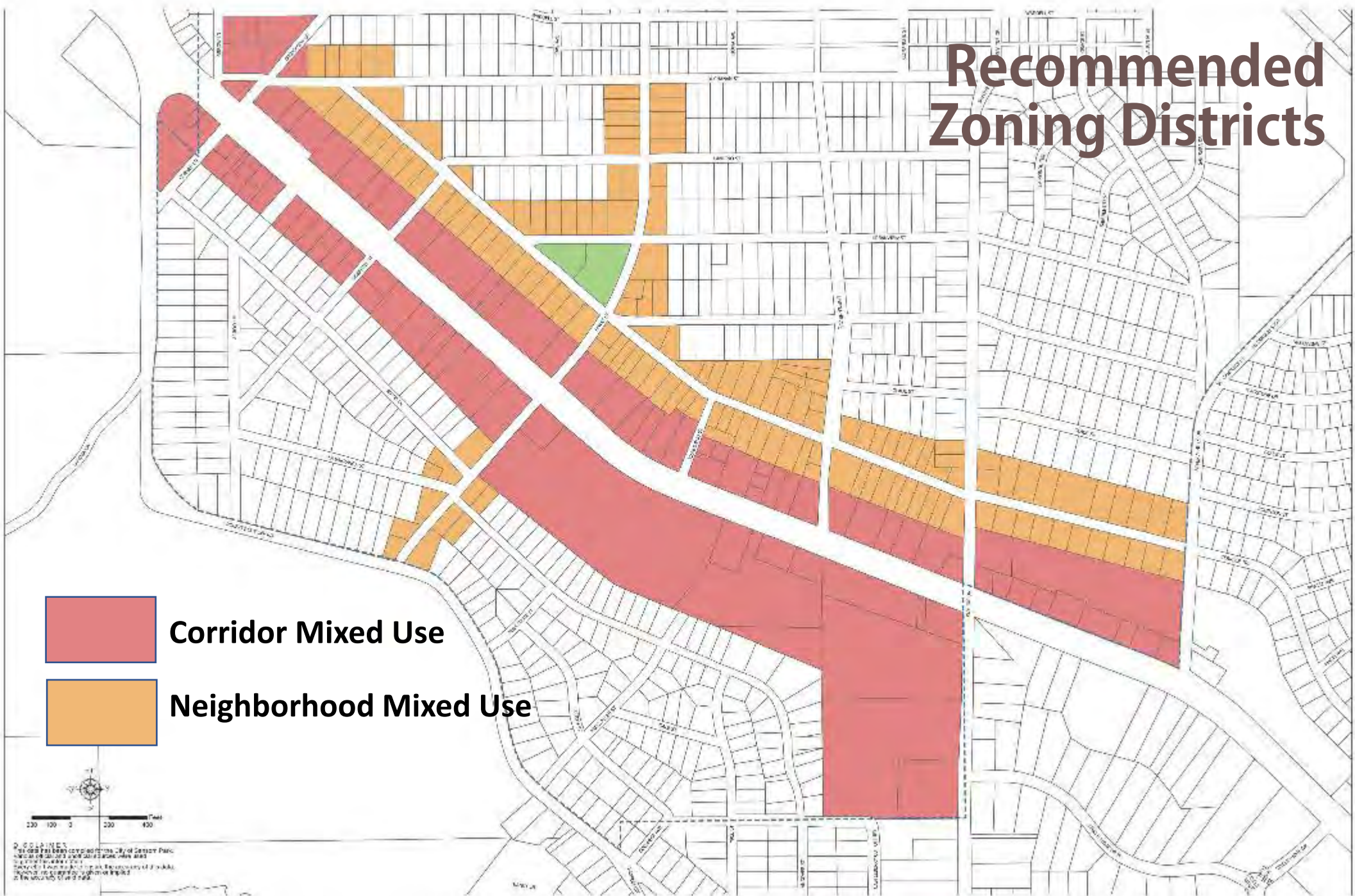
- Allow a mix of single-family, missing middle, and small scale office and retail uses
- Limit the total area dedicated to commercial uses to no more than 6,000 sq.ft. per lot
- Establish massing and scale standards to keep the buildings in a residential scale
 - 3 stories (max.) with sloped roofs
 -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



SH 199 CORRIDOR PLAN CITY OF SANSONM PARK



Recommended Zoning Districts



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





City of Fort Worth | Trinity Metro
Kimley Horn | SOM



East Lancaster Corridor: Places

Provides access to four Urban Villages and Downtown Fort Worth

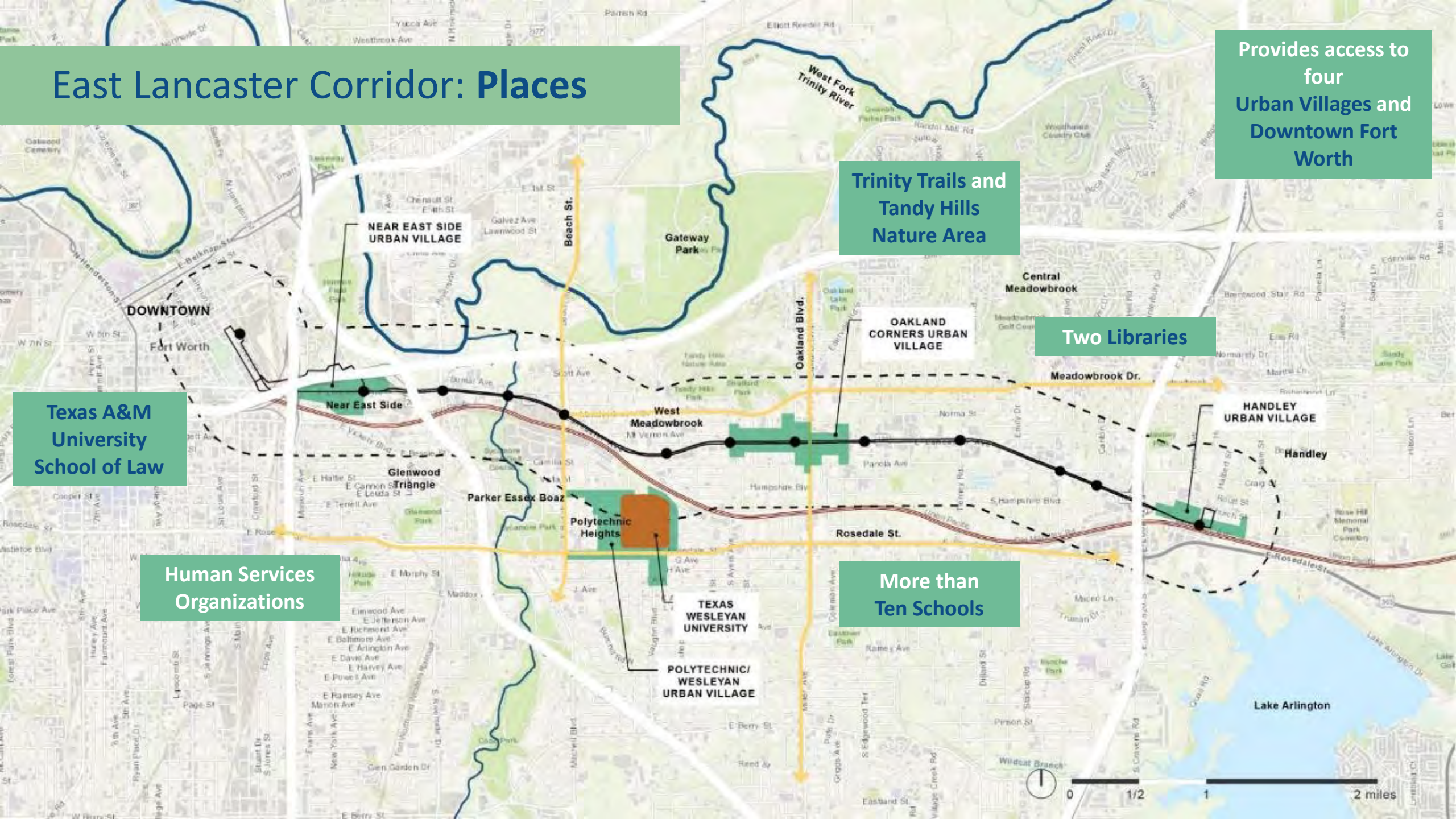
Trinity Trails and Tandy Hills Nature Area

Two Libraries

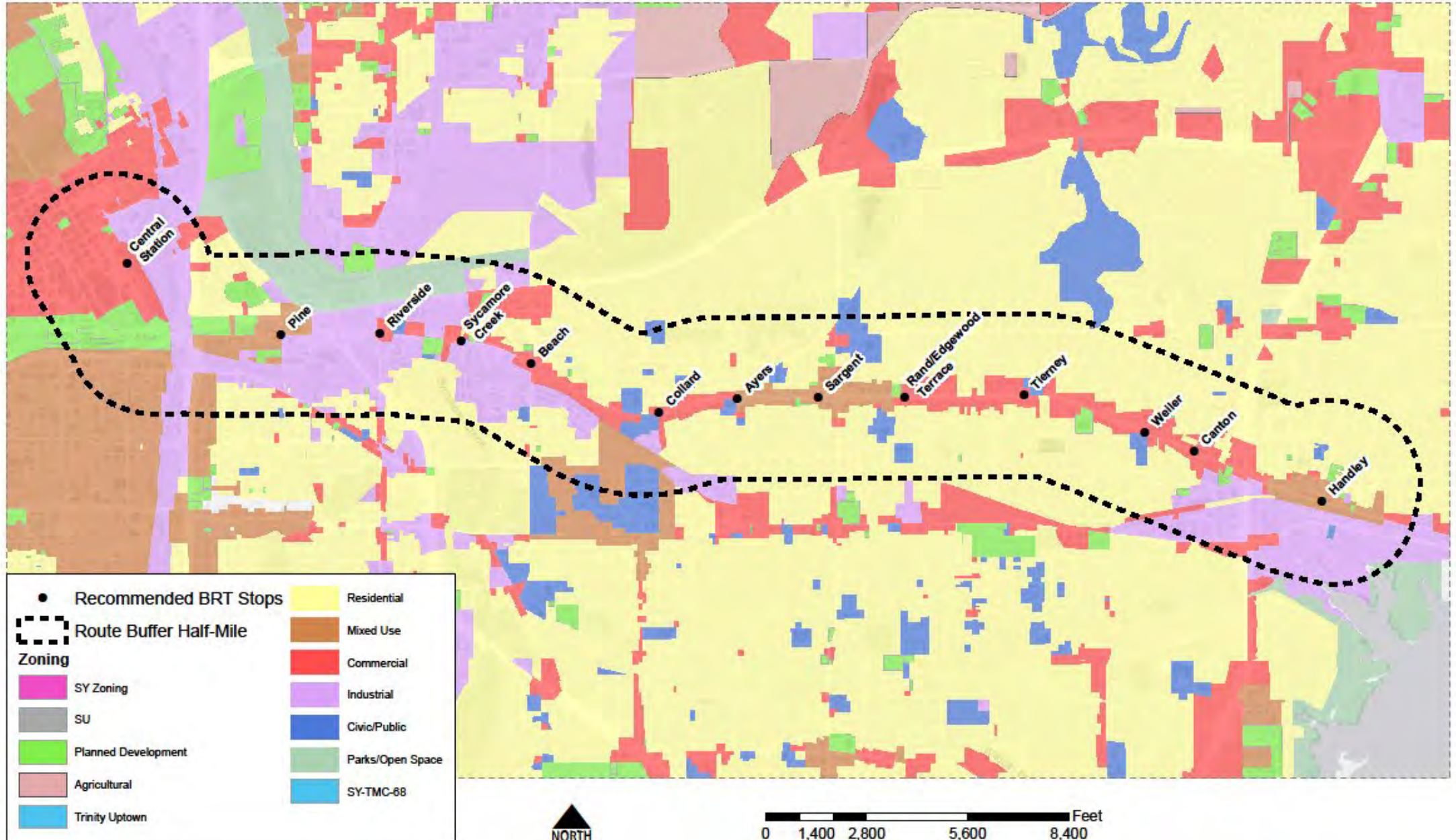
Texas A&M University School of Law

Human Services Organizations

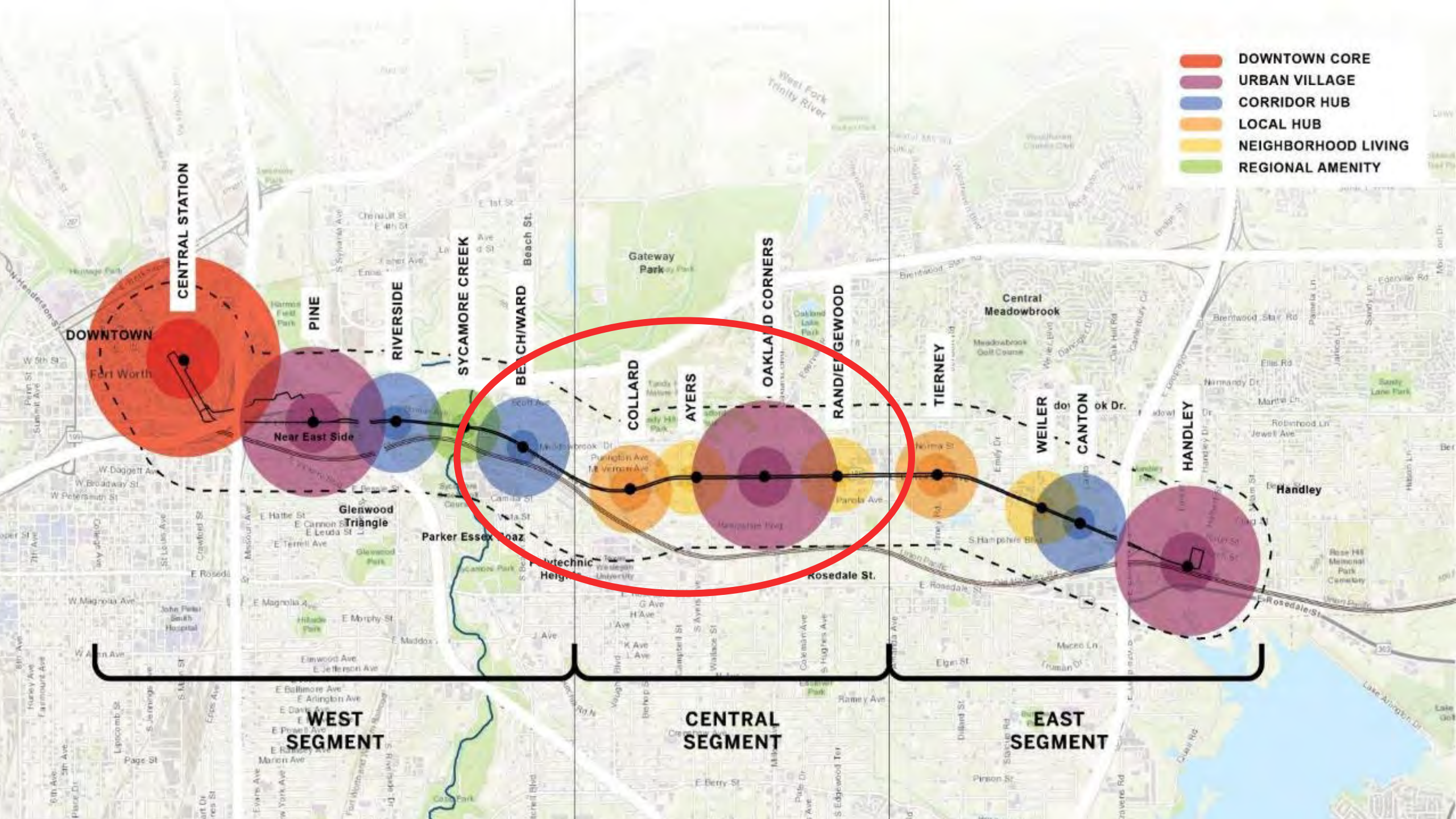
More than Ten Schools



East Lancaster BRT - Zoning



- DOWNTOWN CORE
- URBAN VILLAGE
- CORRIDOR HUB
- LOCAL HUB
- NEIGHBORHOOD LIVING
- REGIONAL AMENITY



Beach Station Area

BEACH



Beach and Lancaster Today

Future Land Use

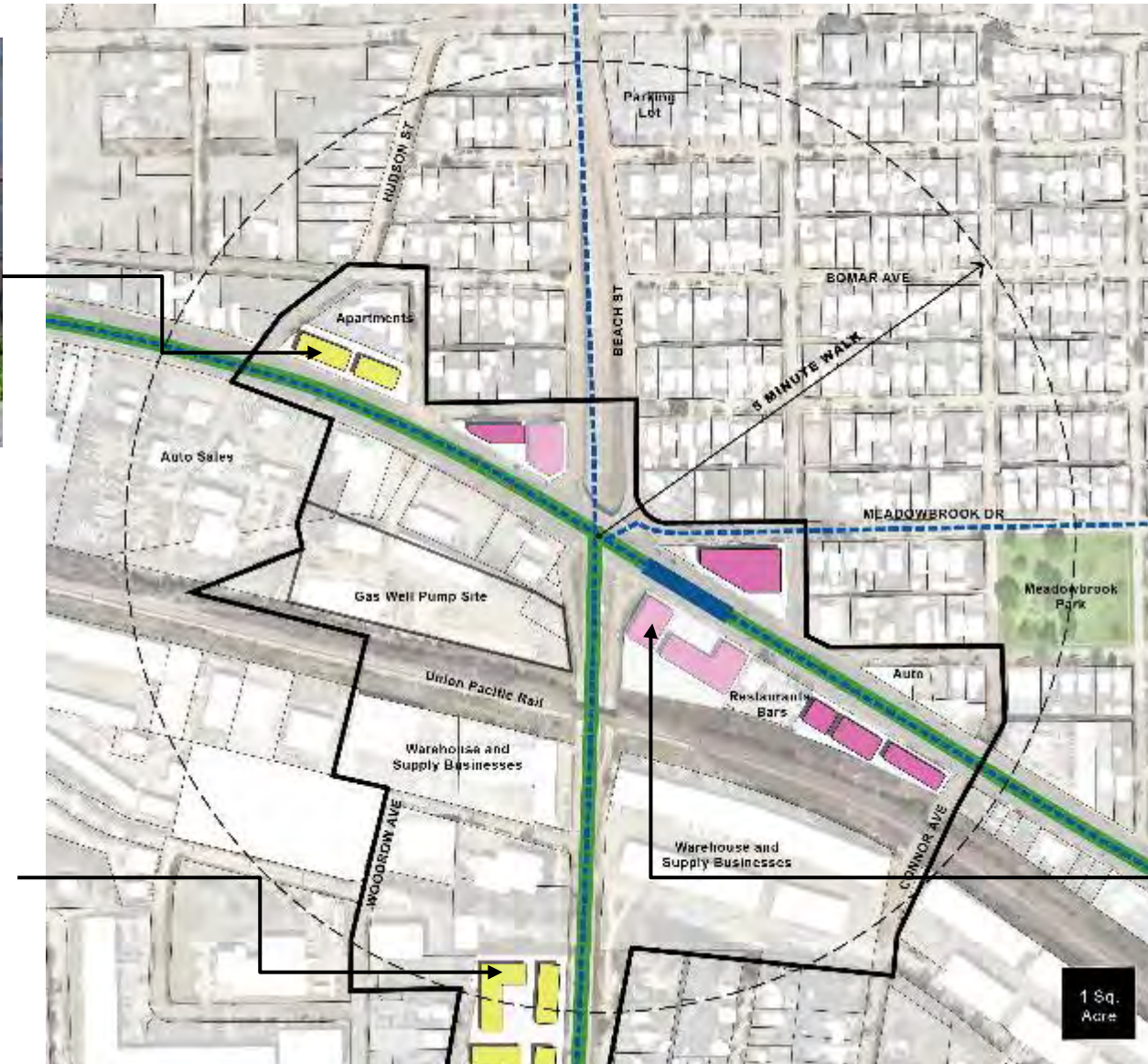
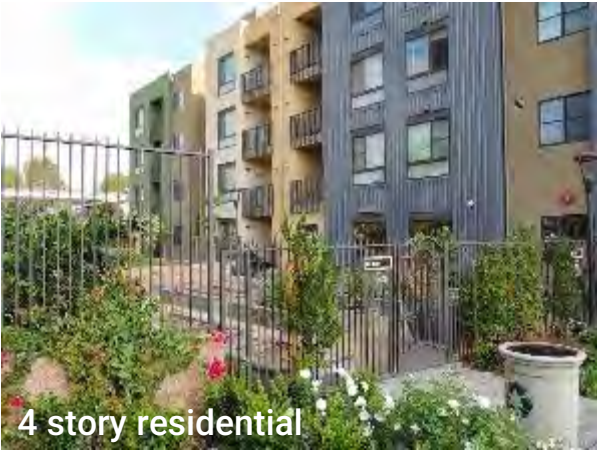
Commercial and Industrial



-  TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
-  POTENTIAL VACANCIES FOR REDEVELOPMENT (CFW)
-  POTENTIAL REDEVELOPABLE LAND: AGING OR LAND VALUE (CFW)
-  EXISTING BIKE FACILITIES
-  PLANNED BIKE FACILITIES
-  PARKS & COMMUNITY SPACE
-  TOD PLAN INVESTIGATION AREA
-  HIGH CAPACITY TRANSIT AND BUS



Beach: Development Types



Beach: Station Area Concept

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

Bring buildings and active uses to the street

1/8th Mile radius

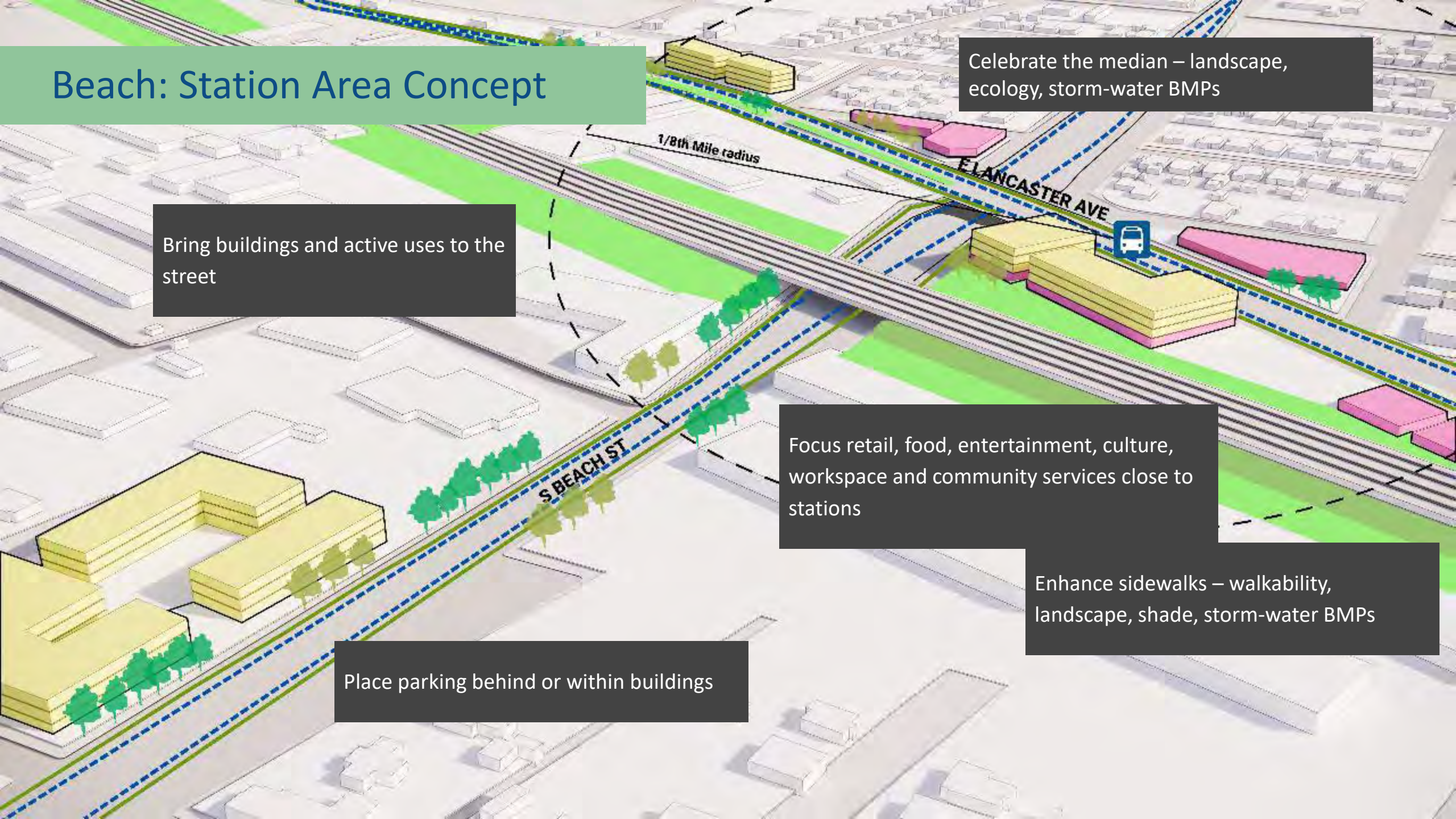
E LANCASTER AVE



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

Enhance sidewalks – walkability, landscape, shade, storm-water BMPs

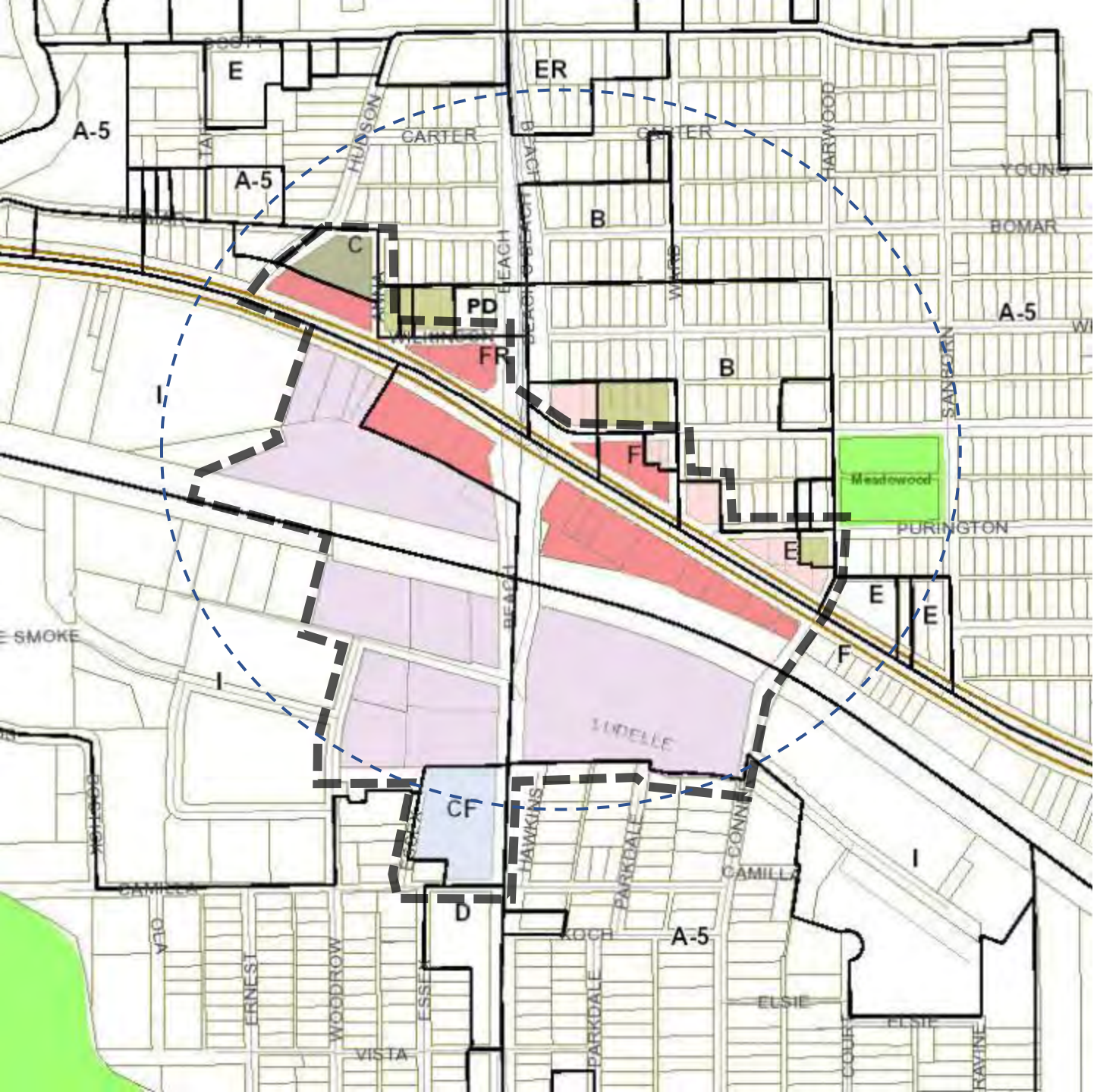
Place parking behind or within buildings



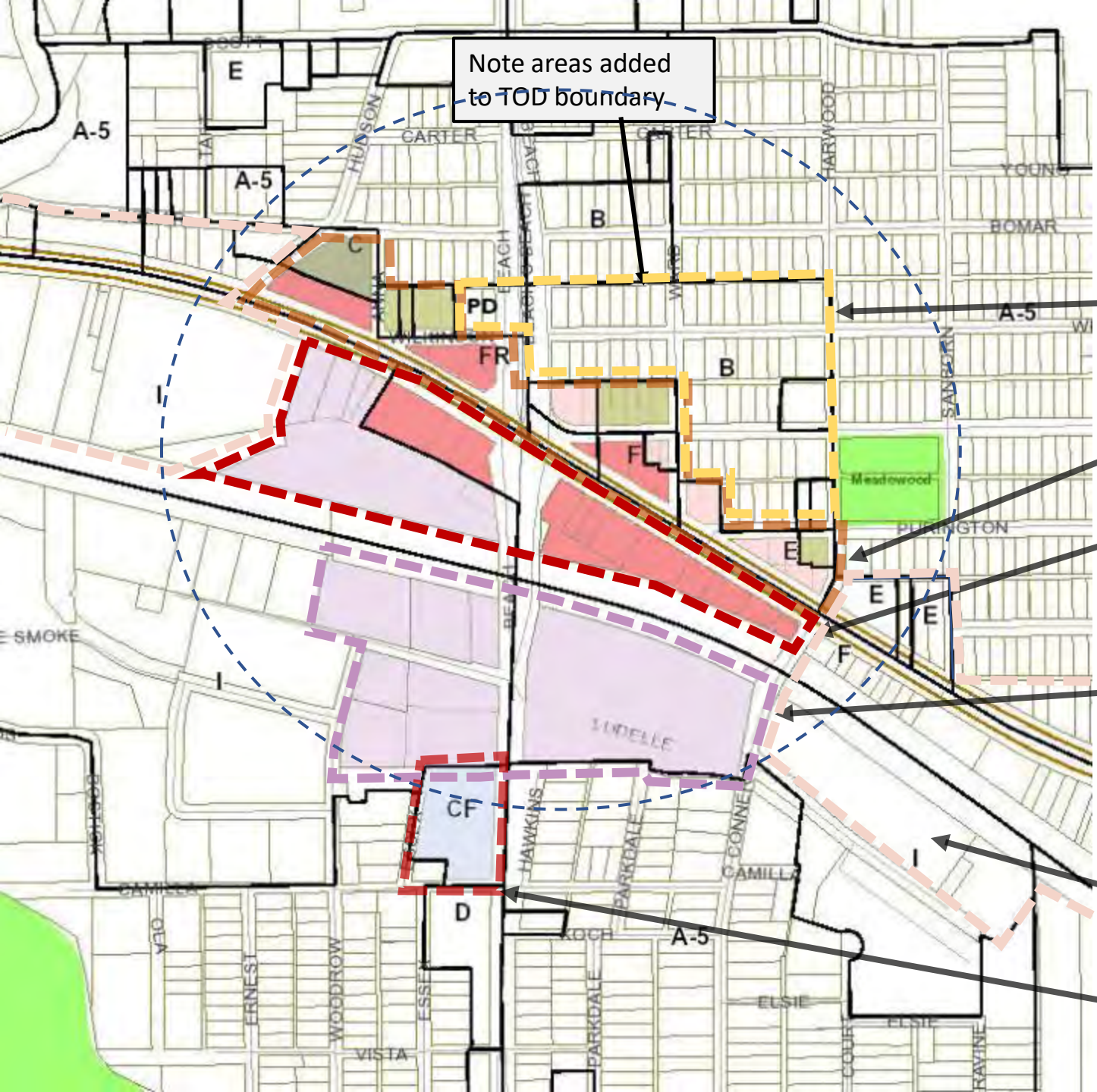
Beach: Zoning Analysis

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)



Beach: Zoning Analysis



Proposed Rezoning:

MR

MU-1 (North of Lancaster)

MU-2 (South of Lancaster)

Retain existing Industrial with opt-in for MU-2, or, New zone MM-1 (New Mixed Manufacturing - similar to Camp Bowie Industrial Arts Zone)

New Mixed-Use Corridor Zone between stations

Retain or MU-1

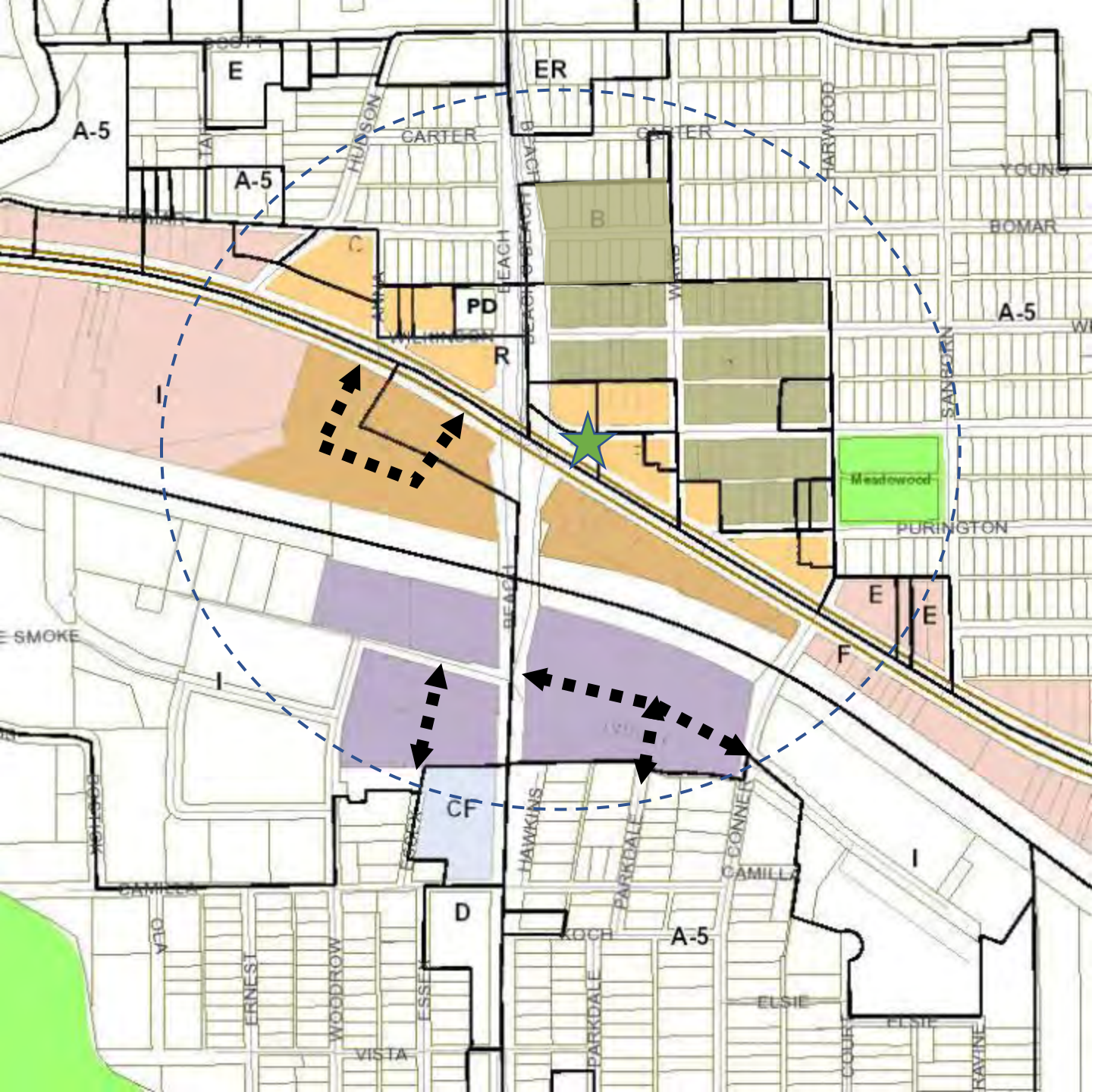
Beach: Zoning Analysis

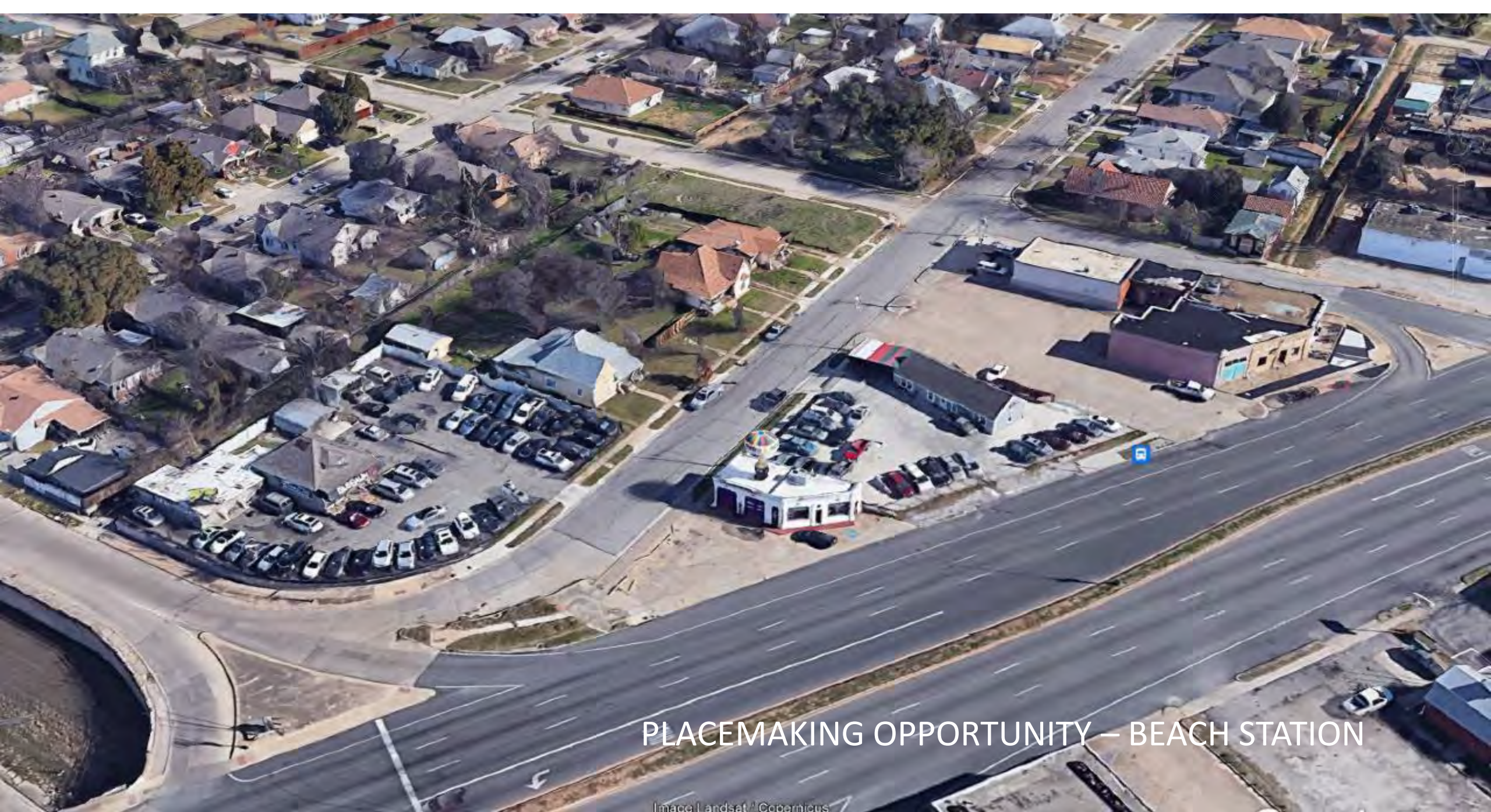
Regulating Plan:

- 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



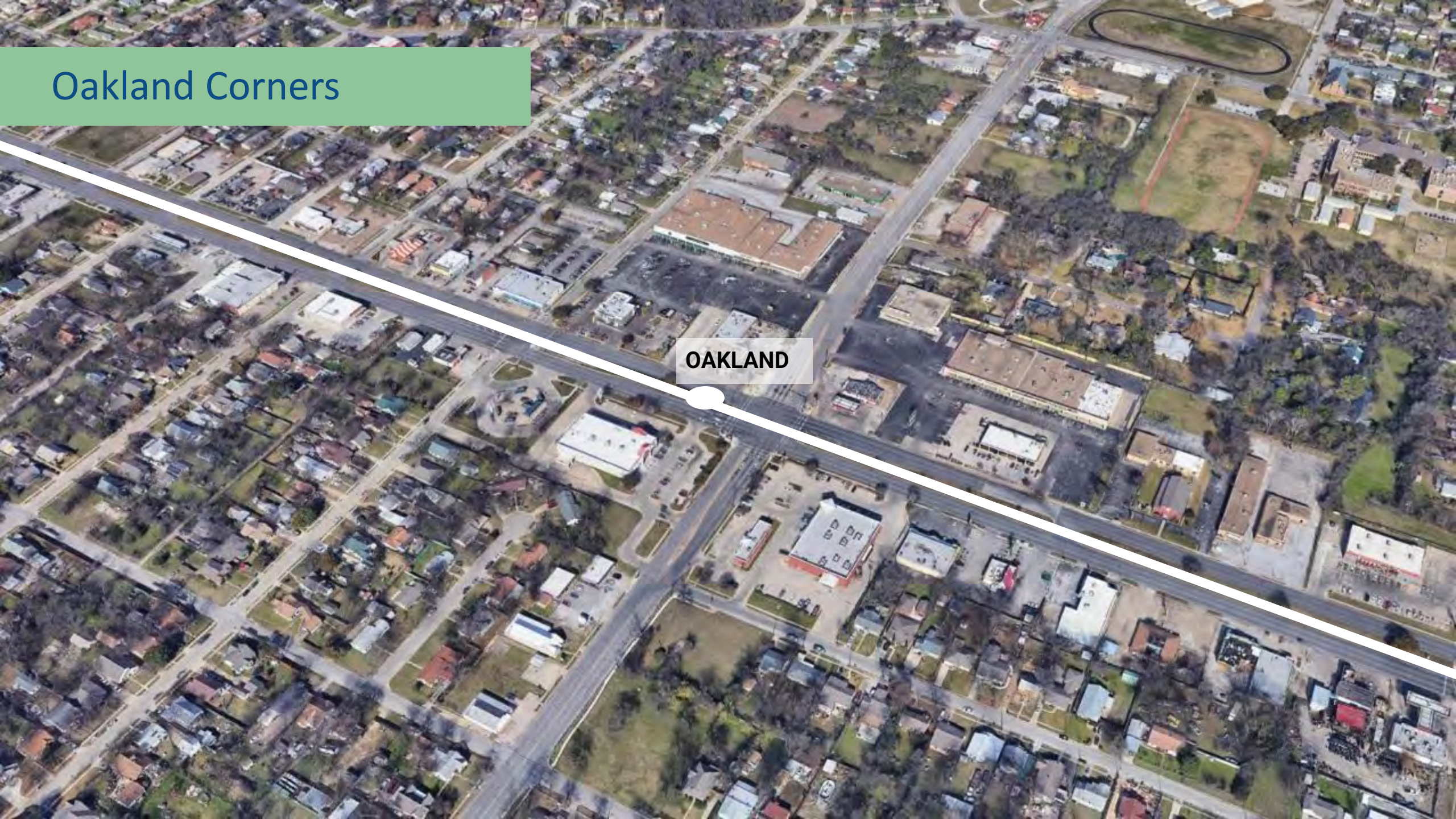
Meadowbrook Dr

Proposed re-design of intersection not shown

PLACEMAKING OPPORTUNITY – BEACH STATION

Oakland Corners

OAKLAND

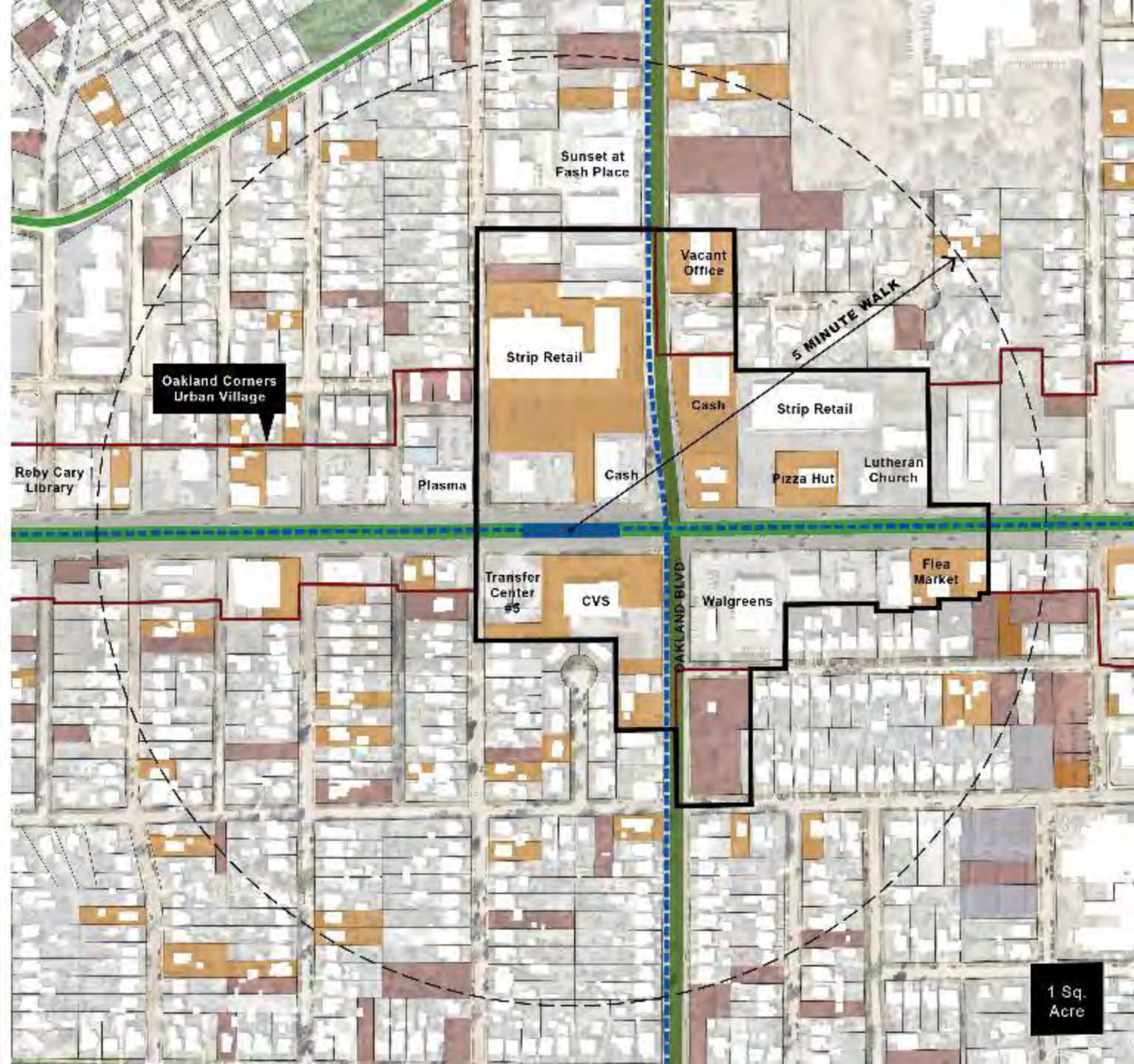


Oakland Corners Today

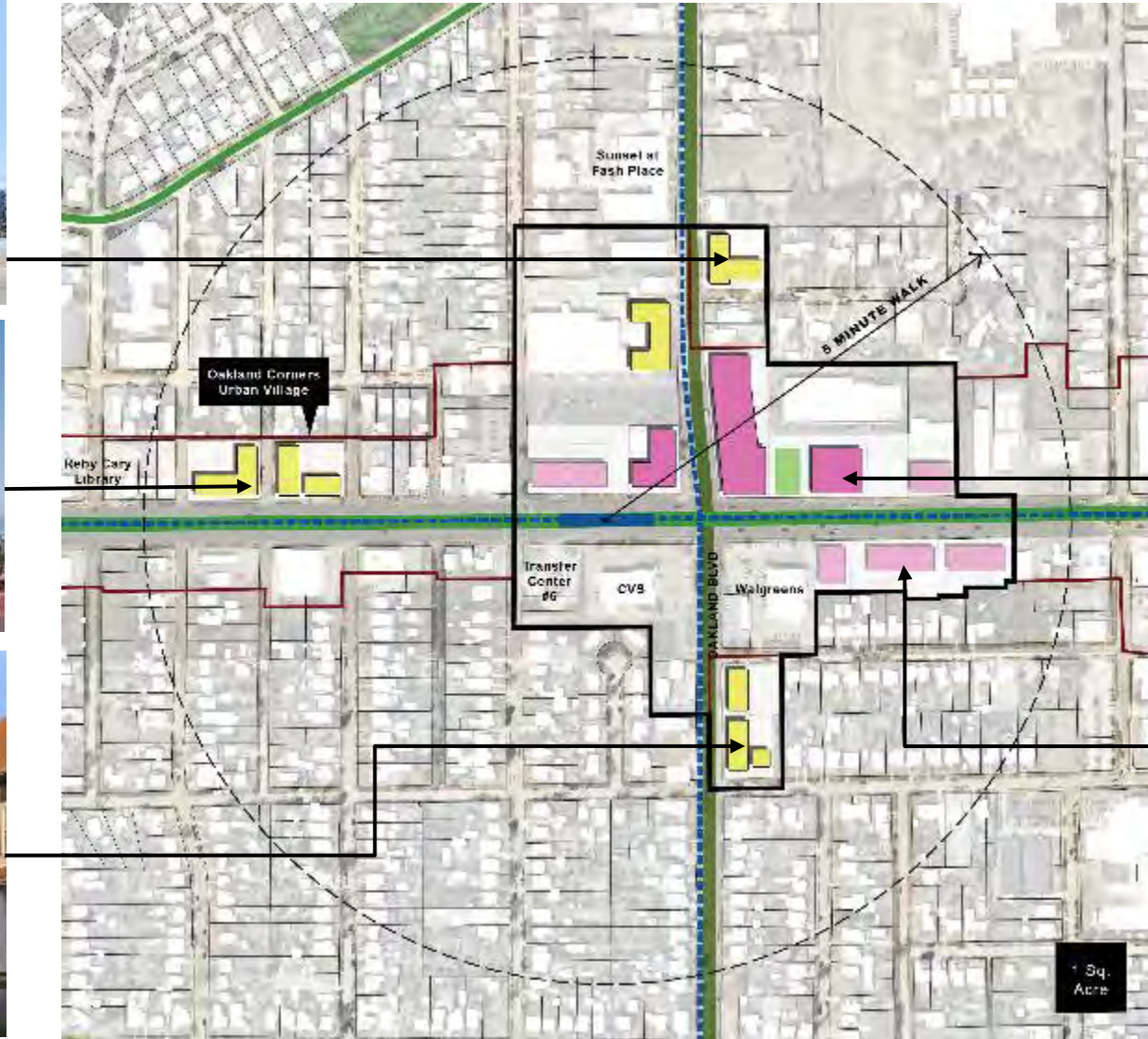
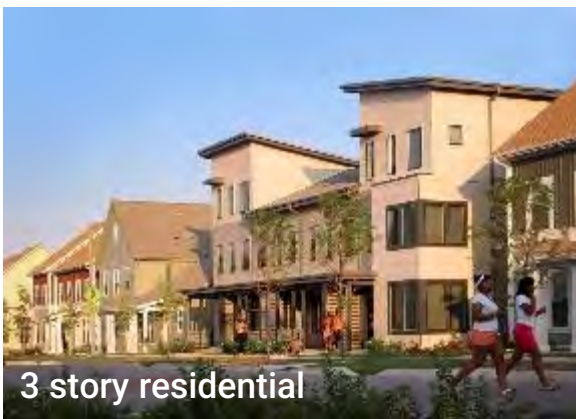
Future Land Use Mixed-Use



-  TARRANT COUNTY APPRAISAL DISTRICT VACANT PARCELS
-  POTENTIAL VACANCIES FOR REDEVELOPMENT (CFW)
-  POTENTIAL REDEVELOPABLE LAND: AGING OR LAND VALUE (CFW)
-  EXISTING BIKE FACILITIES
-  PLANNED BIKE FACILITIES
-  PARKS & COMMUNITY SPACE
-  TOD PLAN INVESTIGATION AREA
-  HIGH CAPACITY TRANSIT AND BUS



Oakland Corners: Development Types



Oakland Corners: Station Area Concept

Focus the highest densities close to stations

Create "streets" within larger sites

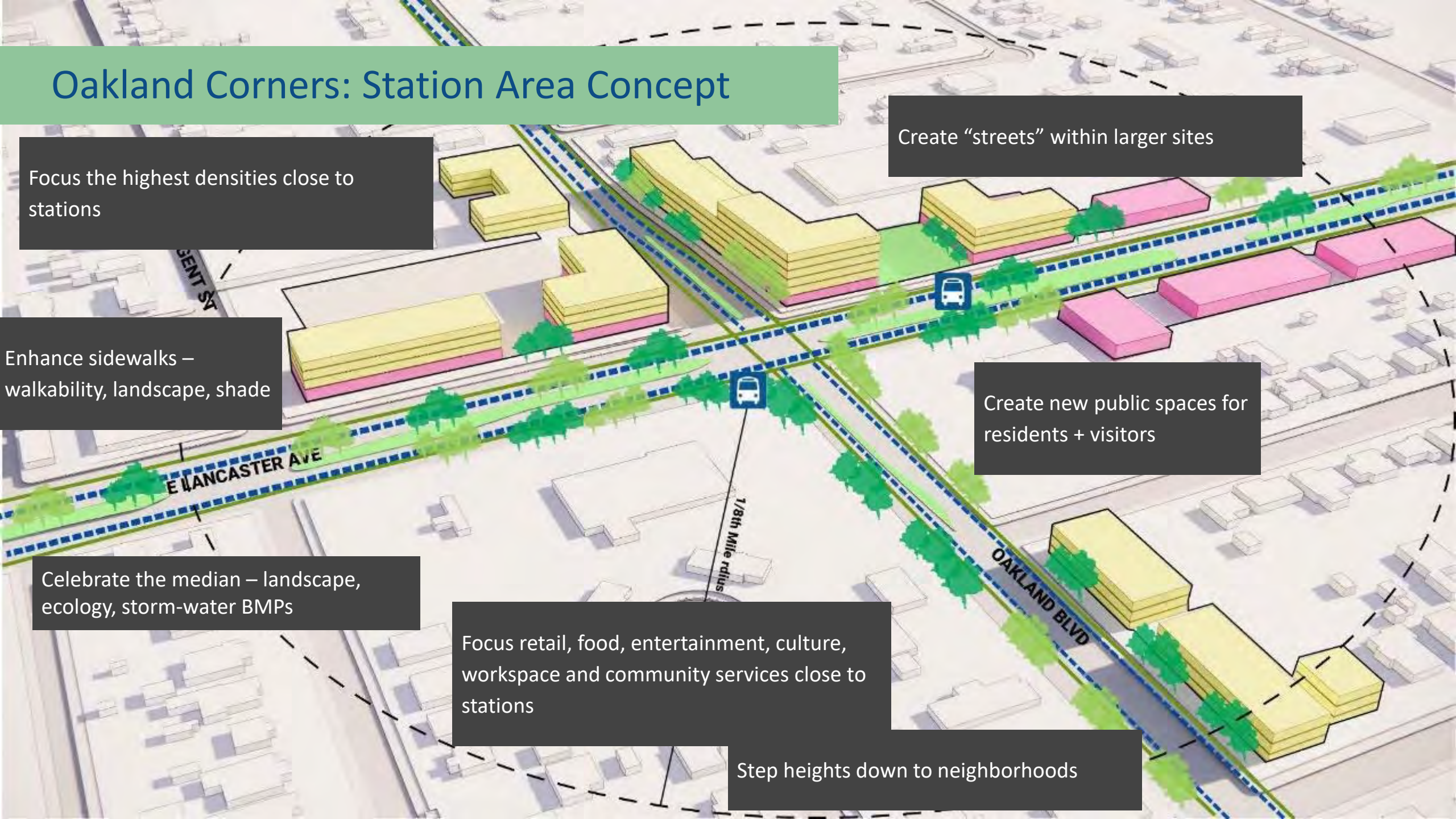
Enhance sidewalks – walkability, landscape, shade

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

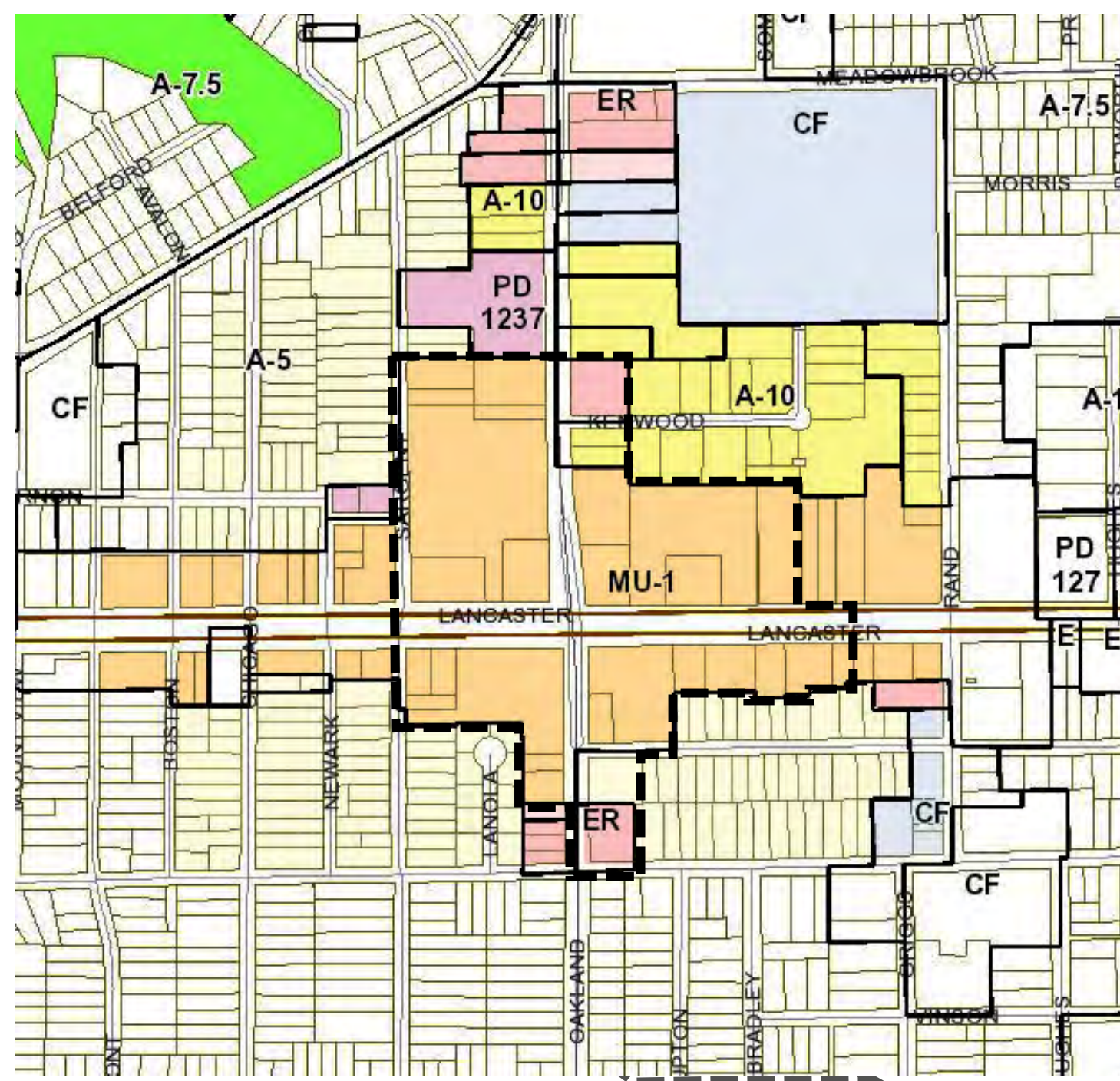


Oakland: Zoning Analysis

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)



Oakland: Zoning Analysis

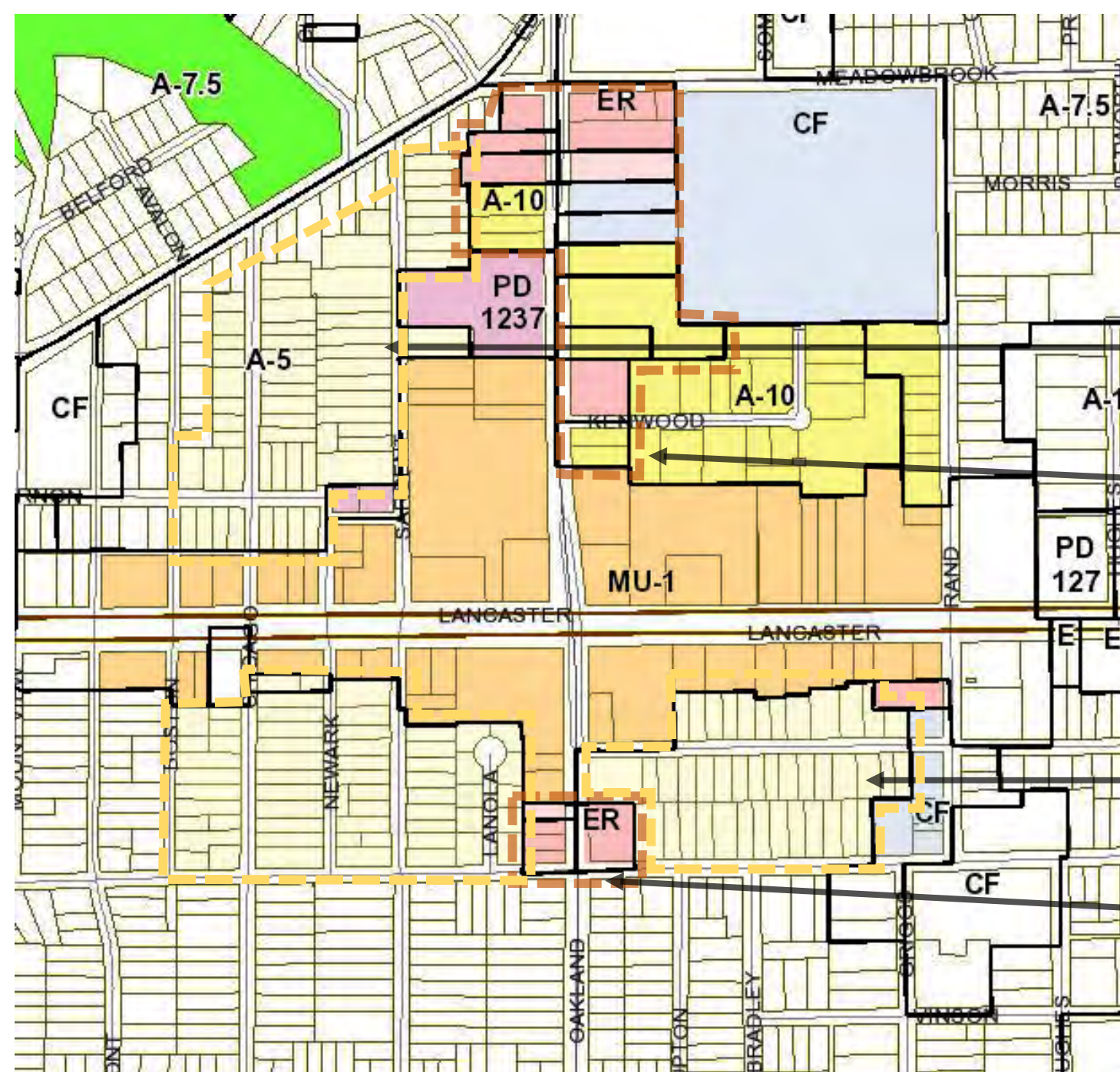
Proposed Rezoning:

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



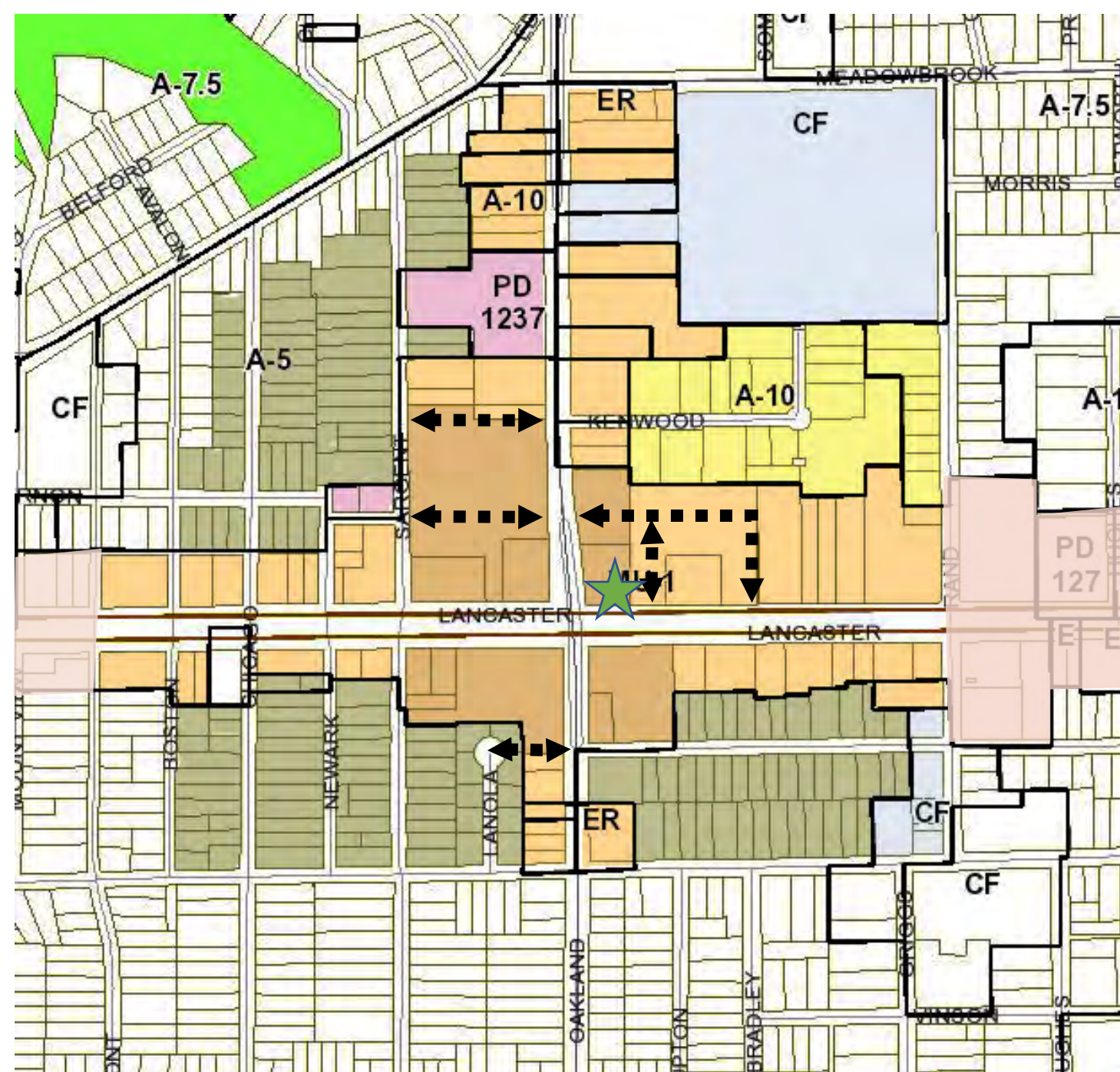
Oakland: Zoning Analysis

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

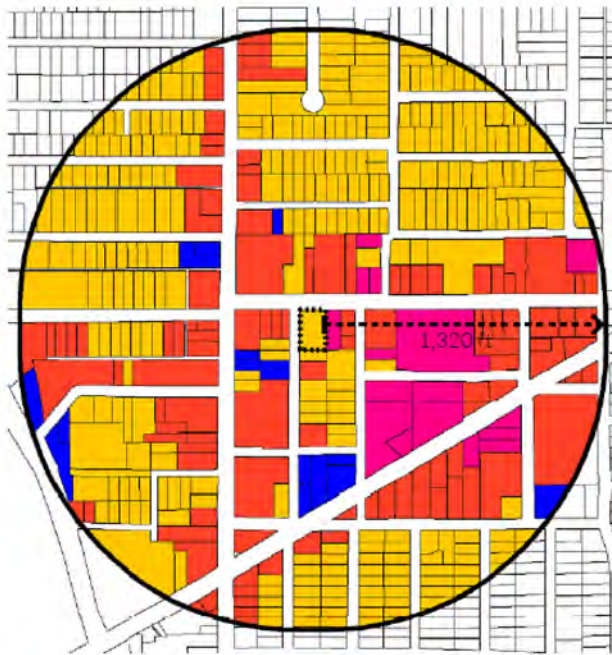
- Important to have a plan and vision



Walkable Urbanism Lessons Learned

- Understand the market; use minimum height requirements and mandatory mixed use requirements very carefully

Hypothetical Proximity Test



Example:

Proximity Test

Project = 100% residential

Land uses within 1,320 ft. radius

Commercial/Industrial = 34.1%

Institutional/Public Parks = 3.6%

Mixed-Use Building = 7.6%

Residential (project included) = 54.6%

Residential Land Use = 54.6% < 70%

Development Passes

Land Use Legend

Commercial Institutional Mixed-Use Building Residential



Walkable Urbanism Lessons Learned

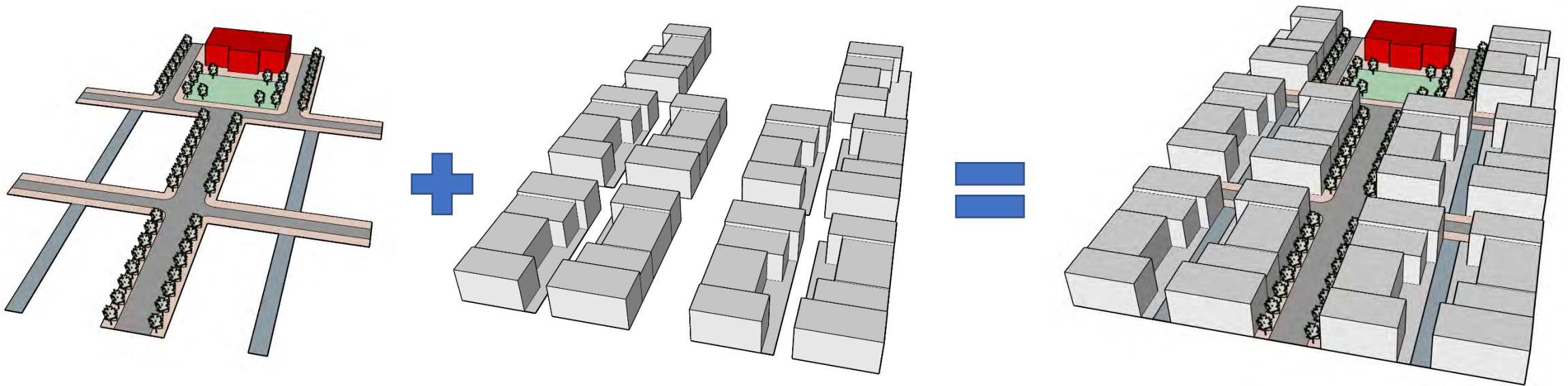
- Ability to approve projects and modify some code provisions administratively is key

Table 3.2 Minor Modifications Allowed

<i>Standard</i>	<i>Minor Modification Allowed</i>	<i>Criteria</i>
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)	<ul style="list-style-type: none"> • 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		
<ul style="list-style-type: none"> • Build to zones/setbacks 	No more than a 20% change in the maximum or minimum setback.	<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • Building Frontage 	No more than a 15% reduction in the required building frontage along each block of a Neighborhood Street.	<ul style="list-style-type: none"> • Any reduction in the required building frontage shall be to accommodate porte-cocheres for drop-off and pick-up.
<ul style="list-style-type: none"> • Street screen 	Waiver of street screen requirement along the Boulevard.	<ul style="list-style-type: none"> • 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.	<ul style="list-style-type: none"> • 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



A blue-tinted photograph of a city street scene. In the foreground, two women are walking towards the right, one carrying a bag. The background shows a sidewalk with benches, a trash can, and a building with a sign that says "PATRIZIO". The overall scene is a typical urban environment.

Panel Discussion

A blue-tinted photograph of a city street scene. In the foreground, two women are walking from left to right. The woman in front is wearing a dark dress and carrying a bag. The woman behind her is also in a dark dress and carrying a bag. In the background, there are buildings, trees, and other pedestrians. A sign for 'PATRIZIO' is visible on a building to the right. The overall scene is a busy urban environment.

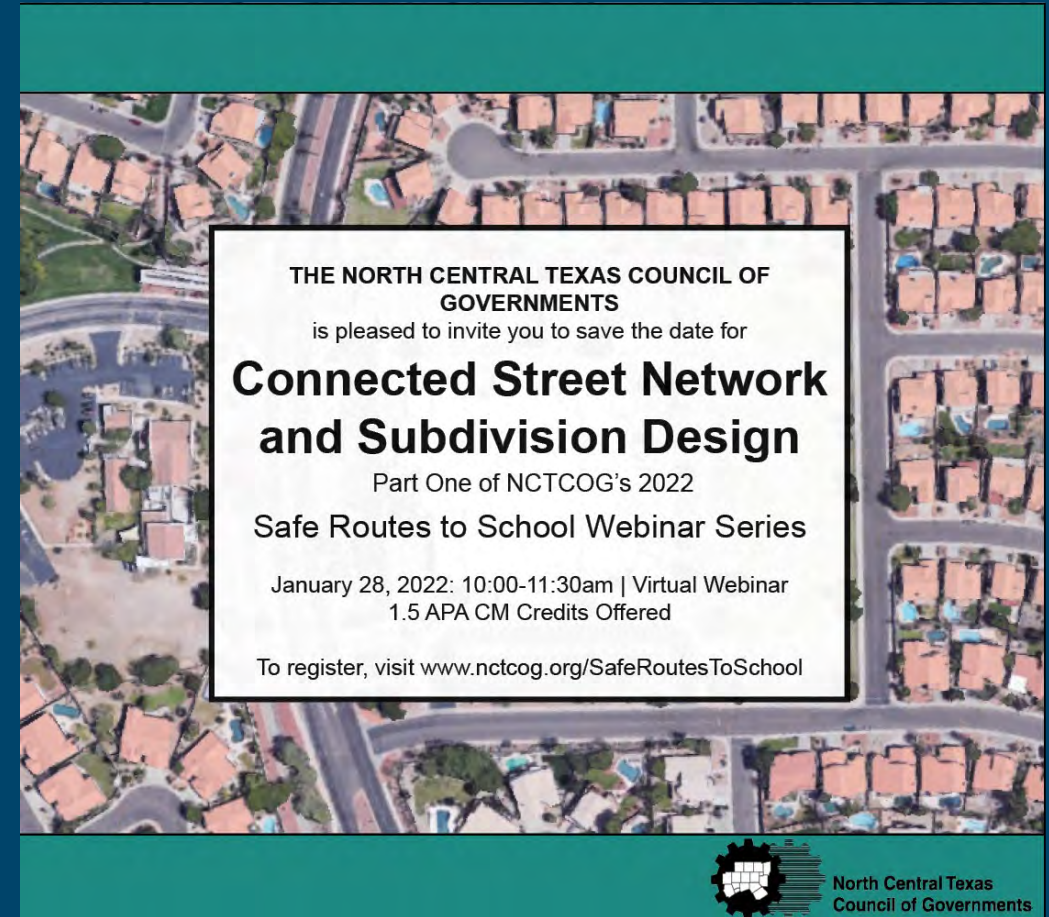
Announcements

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

An aerial photograph of a residential subdivision with a grid-like street layout, orange-roofed houses, and green spaces. A white text box with a black border is centered over the image. The text in the box provides details about a webinar organized by the North Central Texas Council of Governments (NCTCOG).

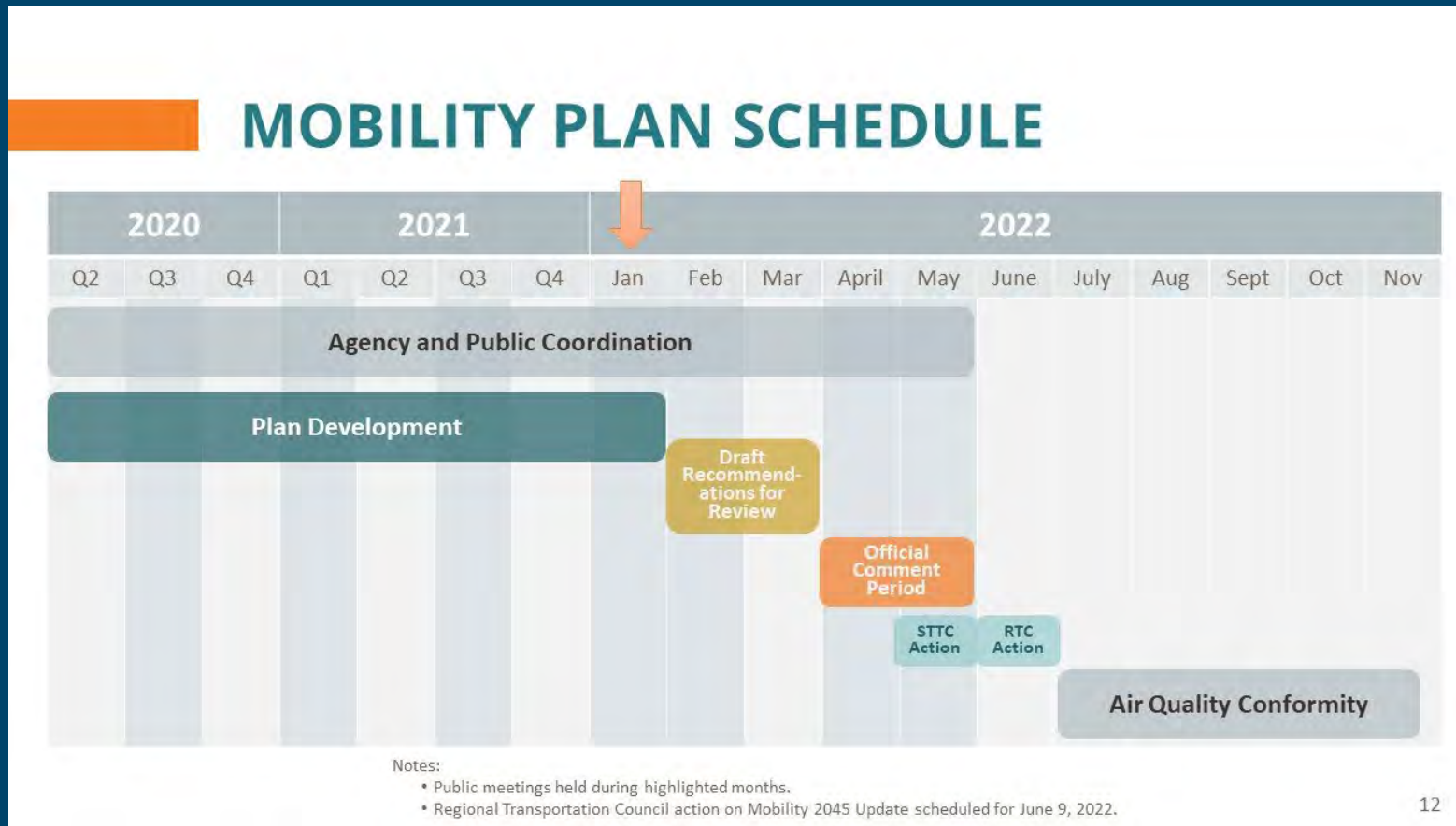
THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
is pleased to invite you to save the date for
Connected Street Network and Subdivision Design
Part One of NCTCOG's 2022
Safe Routes to School Webinar Series
January 28, 2022: 10:00-11:30am | Virtual Webinar
1.5 APA CM Credits Offered
To register, visit www.nctcog.org/SafeRoutesToSchool



North Central Texas
Council of Governments



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

[NCTCOG.ORG/TRANS/PLAN/MTP/MOBILITY-PLAN-UPDATE](https://nctcog.org/trans/plan/mtp/mobility-plan-update)



Amy Johnson

Senior Transportation Planner

Ajohnson@nctcog.org



After Today's LUTTF

Log AICP CM Credits



CM I 1.5

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

Complete Post-Event Survey

<https://forms.office.com/r/629wyQT21N>

Access Meeting Recording and Slides

www.NCTCOG.org/LUTTF



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