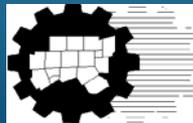


# Sustainability and Growth: A Regional Perspective

Central Texas Chapter of the Appraisal Institute

Karla Weaver, AICP  
Principal Transportation Planner

February 22, 2011



North Central Texas Council of Governments

# Regional Perspective: Background

## CONTEXT

# 1 for Population Growth among U.S. Metropolitan Areas during 2008

12<sup>th</sup> Largest Metropolitan Economy in the World

4<sup>th</sup> Largest Metropolitan Area in the United States

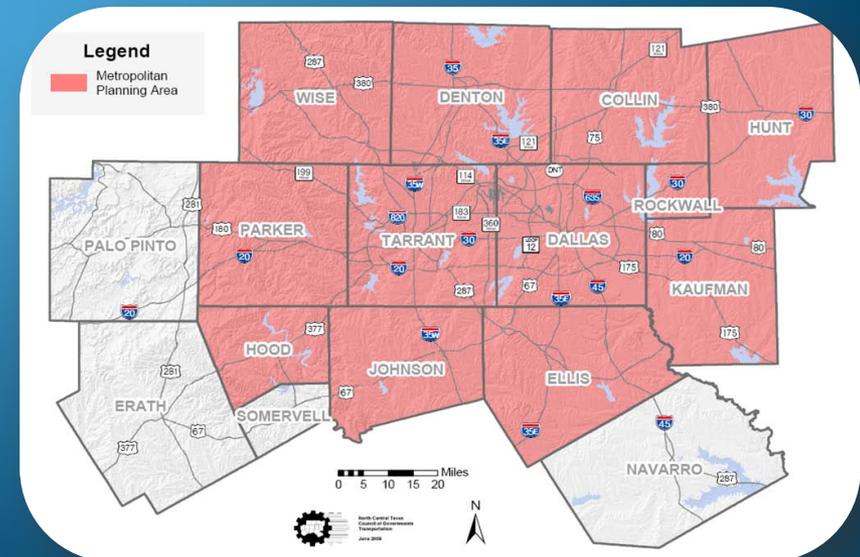
Add One Million Persons Every Seven Years

## BACKGROUND

Represents Over 34% of the State's Economy

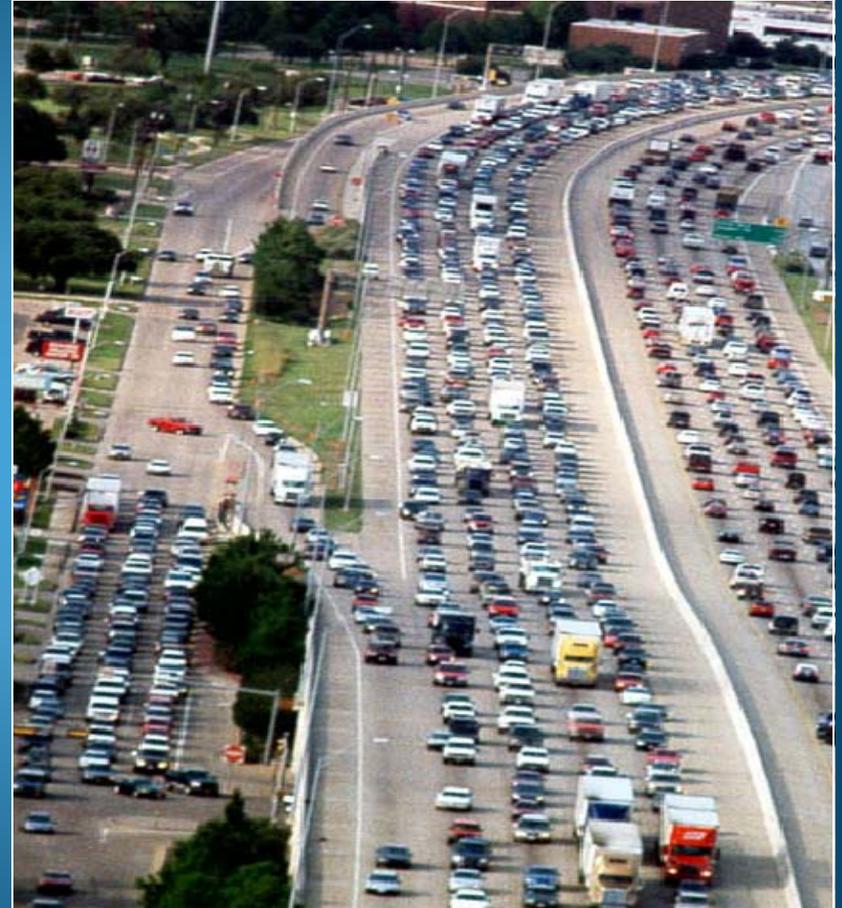
6.5 Million Persons in Year 2008

Growing to Nearly 9 Million by the Year 2030



# Regional Transportation Issues

- Increased Travel Time and Costs
- Land Use/Transportation Mismatch
- Ground Level Ozone
- Inadequate Transit
- Decreased Freight Access
- Need for Increased Safety and Security



# Regional Initiatives

## Critical Actions

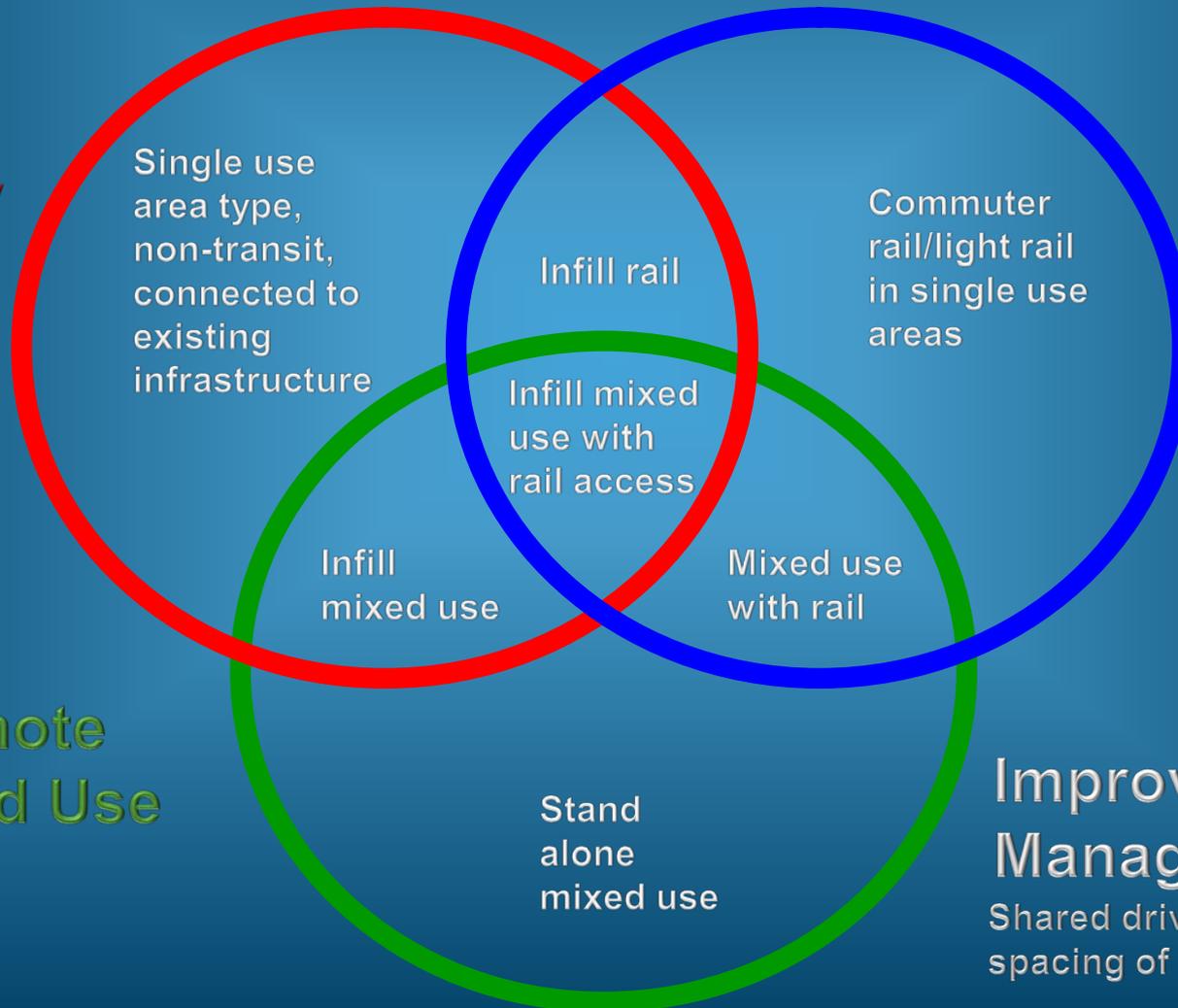
- Regional Transportation Council adopts region-wide Sustainable Development (SD) Policy
- NCTCOG Executive Board begins the Center of Development Excellence Initiative (Led by Environment & Development Department)
- RTC awarded \$40.8M to the SD Program in 2001
- RTC awarded \$40M of the RTC Local Funds to the 2005-2006 SD Call for Projects
- RTR funds of \$40M total for SD Program in 2009-2010
- NCTCOG partners with Vision North Texas efforts



# The Regional Transportation Council's Sustainable Development Policy

Utilize Existing System Capacity

Improve Rail Mobility



Promote Mixed Use

Improve Access Management

Shared drives/parking, spacing of turns/signals

# Regional Initiatives to Promote Great Urban Places

## Sustainable Development Initiatives

- SD Funding Program
- Alternative Futures Scenarios
- Bicycle & Pedestrian Program
- Transit Oriented Development
- EPA Brownfields Cleanup Funding
- School Siting
- Context Sensitive Design
  - Mixed-Use Developments

## Center of Development Excellence

- CLIDE Awards - Celebrating Leadership in Development Excellence
- 10 Principles of Development Excellence



# Sustainable Development Program

## Funding Goals

### Respond to local initiatives:

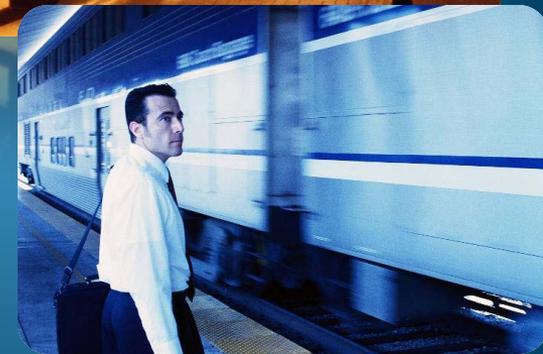
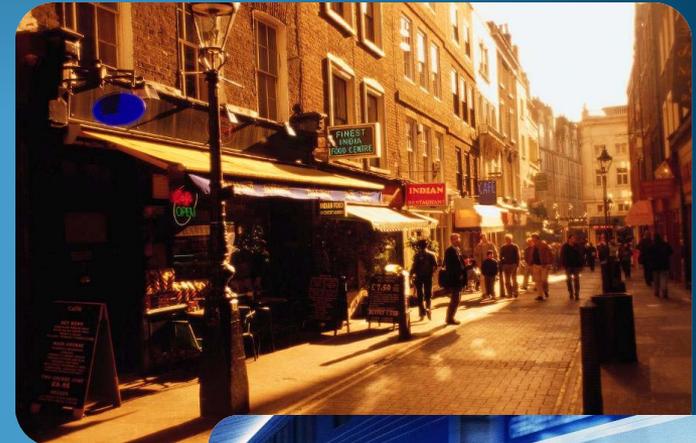
- Town Centers
- Mixed-Use Growth Centers
  - Alternative Growth Scenarios
- Context Sensitive Design
- Transit Oriented Development
- Infill/Brownfield Developments
- Pedestrian Oriented Projects

### Complement:

- Rail Investments
- Bicycle and Pedestrian Programs
- EPA Brownfield RLF Cleanup Funds
- Center of Development Excellence

Reduce Vehicle Miles Traveled (VMT)

Promote Economic Development with  
Public/Private Partnerships



# Sustainable Development Funding Program

## Summary of Calls for Projects

	2001	2005-2006	2009-2010
<b>Total Funding</b>	\$40.8 Million	\$40 Million	\$44.8 Million
<b>Funding Source</b>	CMAQ & STP-MM	RTC Local	RTR/Federal & Local
<b>Infrastructure Projects</b>	14 Selected for Funds	24 Selected for Funds	26 Selected
<b>Planning Projects</b>	2 Regional Projects Selected for Funds	10 Selected for Funds	9 Selected
<b>Landbanking Projects</b>	Not Eligible	3 Selected for Funds	Not Eligible

# How do Cities Want to Grow?

- Types of Development/Development Monitoring
- Key Principles of City Planning
  - Housing
  - Employment
  - Land Use/Building Codes/Zoning
  - Design/Public Amenities
- Tools for Implementation
  - Design Guidelines
  - Community Involvement
  - Land Use Changes
  - Funding



# Good Development

## Fort Worth – Montgomery Plaza



# Good Development

## Fort Worth - West 7<sup>th</sup>



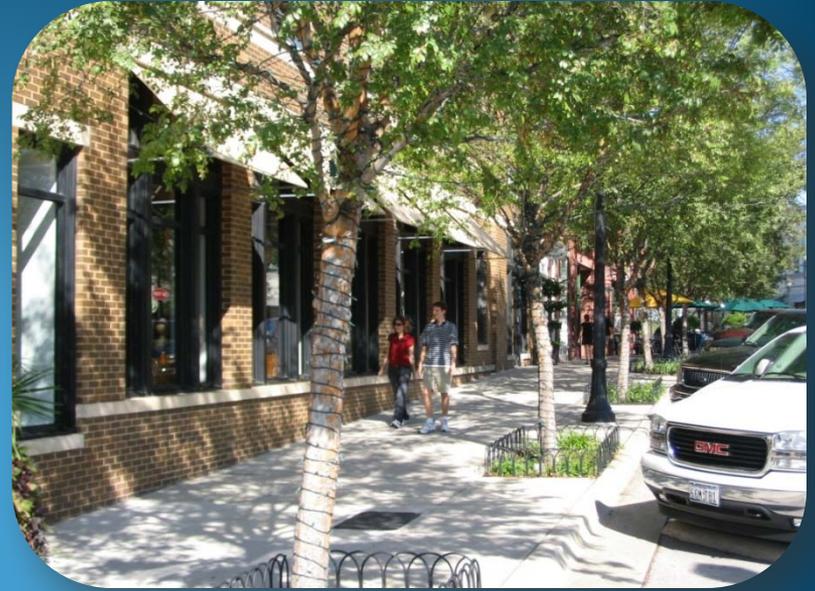
# Good Development

## Arlington - Arlington Highlands



# Good Development

## Southlake Town Center



# Good Development

## Garland – Transit Oriented Development



## McKinney – Downtown



## Historic Downtown Carrollton

# We Want it All!

Big Box Development	Downtown Development
<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>- Economic generator/ anchor</li> <li>- Room for growth</li> <li>- Easy auto access</li> <li>- Regional travel</li> <li>- Cheaper goods in large scale/wholesale</li> <li>- Affordable land</li> </ul>	<p><b>Pros</b></p> <ul style="list-style-type: none"> <li>- Economic generator/anchor</li> <li>- Promotes feasibility of transit</li> <li>- Unique character + Quality of Life/Livability</li> <li>- Infrastructure (streets, water, sewer, fire, police) available</li> <li>- Infill/resource conservation</li> <li>- Pedestrian friendly</li> <li>- Quality of life/livability</li> <li>- Encourage local business/shop local</li> </ul>
<p><b>Cons</b></p> <ul style="list-style-type: none"> <li>- Not conducive to rail</li> <li>- Harder to reuse</li> <li>- Not pedestrian friendly/ auto oriented</li> <li>- Trip generator</li> <li>- Loss in air quality due to more VMT (may be)</li> </ul>	<p><b>Cons</b></p> <ul style="list-style-type: none"> <li>- Modifications to existing zoning</li> <li>- Less auto access - far from interstate</li> <li>- Availability of parking</li> <li>- Traffic congestion in downtown</li> <li>- ROW and parcel assembly difficult</li> <li>- Higher property values in downtown</li> <li>- Aging infrastructure</li> </ul>

# Housing Costs and Affordability

- Average price of a single-family housing unit in Hunt County in 2010 is \$85,708
- Average Annual Pay in 2009 - \$39,671

Housing Value	Monthly Principle and Interest	Monthly Tax *	Monthly Insurance	Monthly Utilities	Monthly Total	Yearly Total	Yearly Income Requirements (H Cost=30% of Income)
\$60,000	\$369	\$144	\$90	\$150	\$753	\$9,037	\$30,125
\$80,000	\$493	\$192	\$100	\$170	\$955	\$11,462	\$38,206
\$100,000	\$616	\$240	\$110	\$190	\$1,156	\$13,874	\$46,248
\$120,000	\$739	\$288	\$120	\$210	\$1,357	\$16,287	\$54,289
\$140,000	\$862	\$336	\$130	\$230	\$1,558	\$18,699	\$62,331
\$160,000	\$985	\$384	\$140	\$250	\$1,759	\$21,112	\$70,372

\* Based on Hunt County Appraisal District 2009 Tax Rate - 0.507534, City of Greenville Tax Rate – 0.71, and Greenville ISD Tax Rate- 1.1844

# Housing and Transportation (H+T) Costs

- Average price of a single family housing unit in 2010 is \$85,708
- Average Annual Pay in 2009 - \$39,671

Housing Value	Monthly P&I	Monthly Tax	Monthly Insurance	Monthly Utilities	Monthly Transportation Cost*	Monthly Total	Yearly Total	Yearly Income Requirements (H+T Cost=30% of Income)
\$60,000	\$369	\$144	\$90	\$150	\$830	\$1,583	\$18,997	\$63,325
\$80,000	\$493	\$192	\$100	\$170	\$830	\$1,785	\$21,422	\$71,406
\$100,000	\$616	\$240	\$110	\$190	\$930	\$2,086	\$25,034	\$83,448
\$120,000	\$739	\$288	\$120	\$210	\$930	\$2,287	\$27,447	\$91,489
\$140,000	\$862	\$336	\$130	\$230	\$930	\$2,488	\$29,859	\$99,531
\$160,000	\$985	\$384	\$140	\$250	\$930	\$2,689	\$32,272	\$107,572

\*Based on estimates from the Center for Neighborhood Technology (CNT) - <http://abogo.cnt.org>, Average Transportation Cost for DFW Metropolitan Area - \$830 and for Hunt County \$930

# Housing Analysis

- Housing market analysis
- Look at existing stock and future growth
- Offer a variety of price points for a variety of users
- Require developers to include easements for trails and other public amenities – green space
- Think about school location and access
- Provide “incentives”

# Report: “DFW motorists lose 2 days a year stuck in traffic.”

- North Texas motorists still waste 48 hours a year stuck in traffic.
- Those are among the key findings in the 2010 urban mobility report, which was released by the Texas Transportation Institute at Texas A&M University.



Star-Telegram

# Good Design and Public Amenities



# Sense of Place – Quality of Life

- What makes your city/county unique will ultimately create an environment that attracts and retains residents
- Compact development creates a framework for a mix of uses and encourages pedestrian and bicycle activity
- Need facilities to support transportation options
- Pedestrians shop and ride transit, NOT cars



# Economic Development, Yes Please!

- In Dallas, developers report that there is a **25%** premium for properties adjacent to the Katy Trail.\*
- The Colorado Department of Transportation determined that bicycling contributed **\$1** billion to the economy in 2000 from manufacturing, retail, tourism, and bike races.



\*Dallas Morning News, 2006

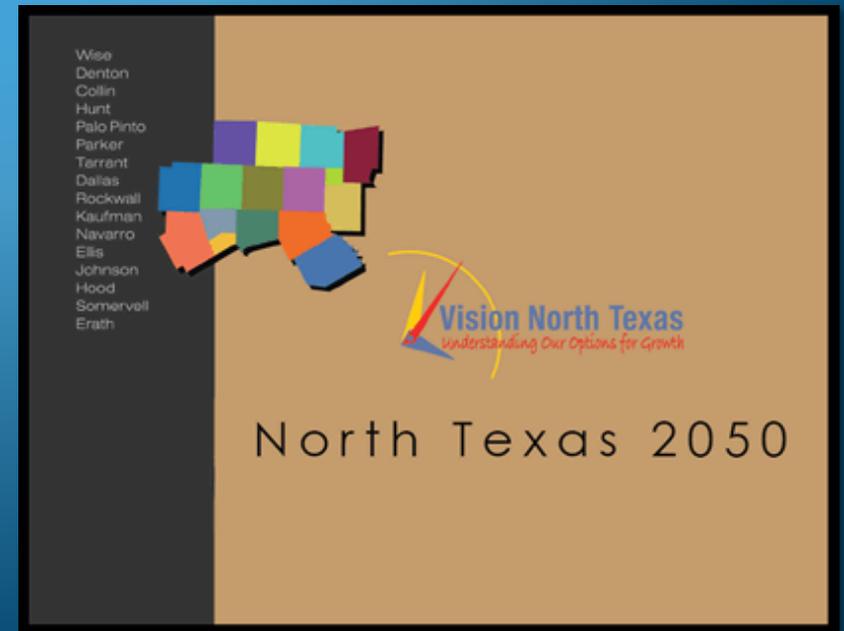
# It's About Choice...

- Aging, lower income, and disabled members of the community deserve safe, affordable transportation options
- **40%** of all trips are within two miles of the home.
- You can park **14** bikes in the same space as you can park one car
  - Average cost for parking\*
    - \$4,000 a space for surface parking
    - \$15,000 - \$20,000 per space in above ground
    - \$30,000 - \$40,000 per space for below ground
- \*Source: [High Cost of Free Parking](#) - Shoup



# Development Excellence Principles

- Development Diversity
- Efficient Growth
- Pedestrian Design
- Housing Choice
- Activity Centers
- Quality Places
- Environmental Stewardship
- Efficient Mobility Options
- Resource Efficiency
- Educational Opportunities
- Healthy Communities
- Implementation Through Local Governments



# Public Sector Tools for Financing and Implementing Sustainable Development

- Tax Increment Financing Districts (TIF)
- Municipal Utility District (MUD)
- Bonds
- Sales Tax 4A and 4B
- Tax Incentives for Developers
- Location Efficient Mortgages
- Neighborhood Empowerment Zone
- Impact Fees



- Public Improvement District (PID)
- Business Improvement District (BID)
- Economic Development Grants/Loans
- Reinvestment Zone
- Local Enterprise Zone
- Special Assessment Districts
- Property Tax Abatement

# Sustainable Development Initiatives

For more information:

Karla Weaver, AICP  
Principal Transportation Planner  
kweaver@nctcog.org  
(817) 608-2376

[www.nctcog.org/trans/sustdev](http://www.nctcog.org/trans/sustdev)

