

An aerial photograph of a city, likely in North Central Texas, showing a river winding through the urban landscape and several major highways. The text is overlaid on this image.

North Central Texas Council of Governments

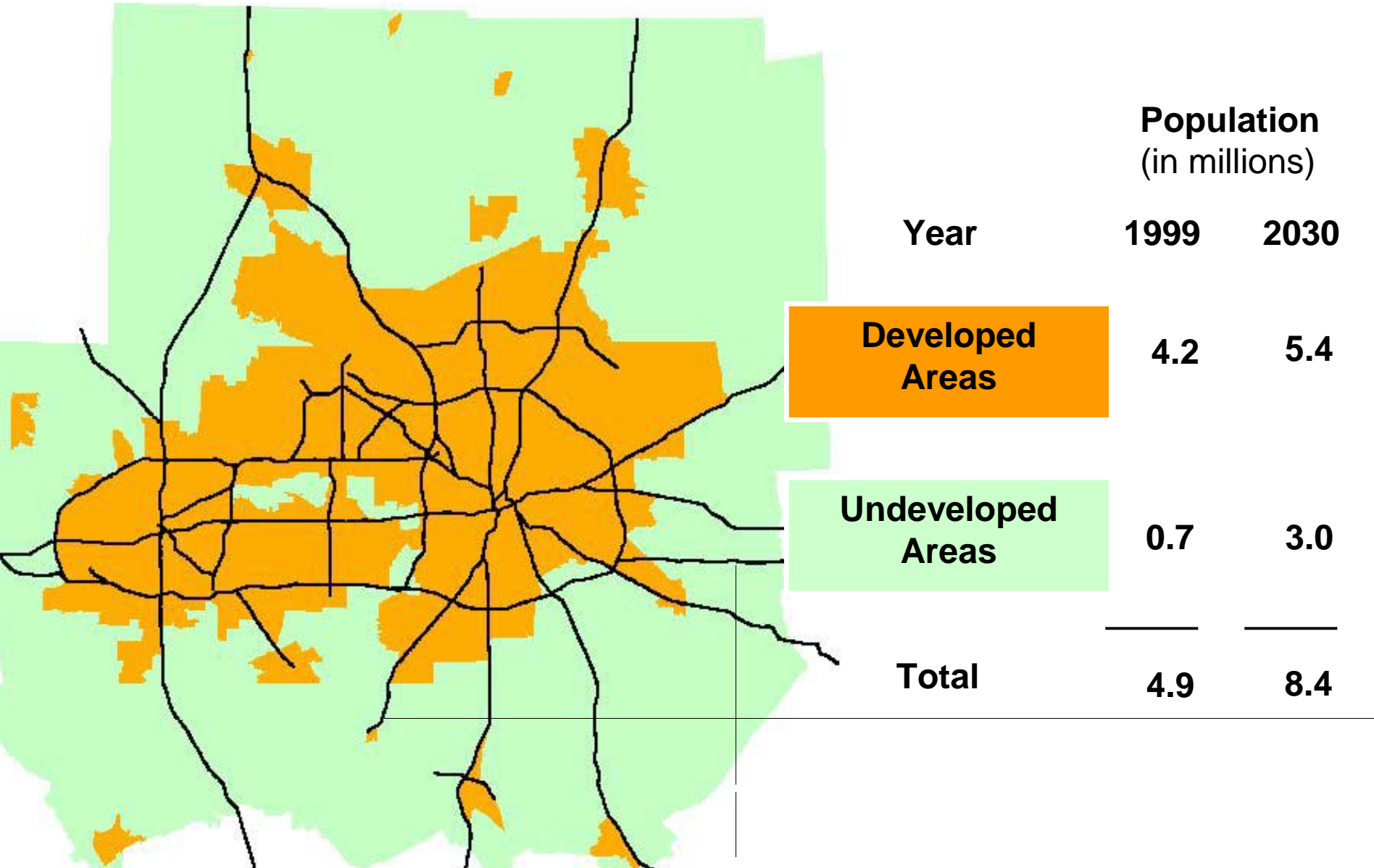
Development Excellence



Development Excellence

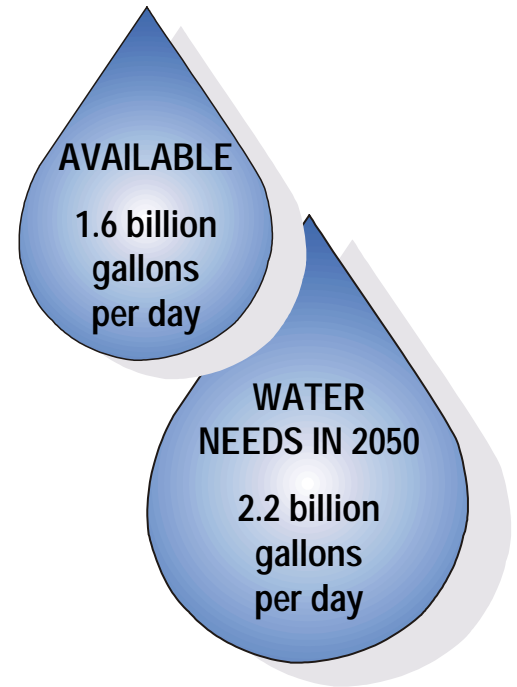
DEVELOPMENT EXCELLENCE AND MOBILITY

DFW Regional Development Trends



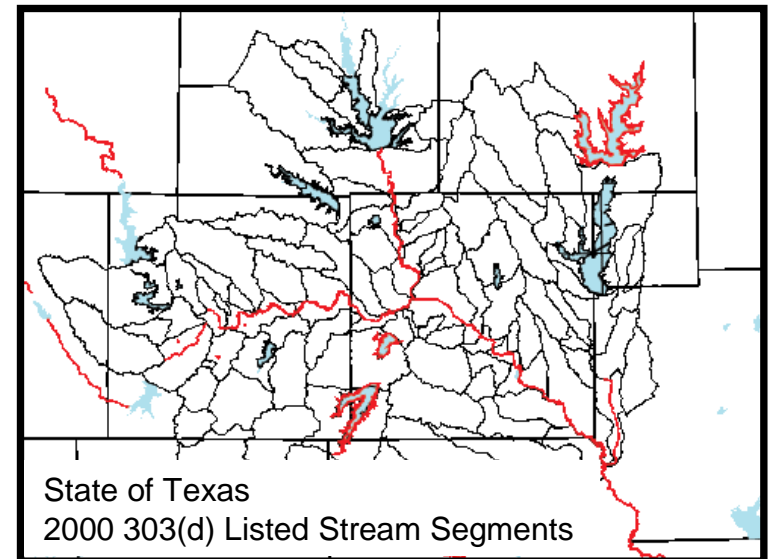
Water Supply

- **By 2050, Dallas – Fort Worth area will require 2.2 billion gallons per day**
- **Currently available resources can provide 1.6 billion gallons per day, representing a 32% shortfall**
- **Satisfying demand will require:**
 - **Development of a major lake in East Texas and/or purchase of developed water from Oklahoma or other Texas sources**
 - **Increased reuse of treated wastewater**
 - **Local conservation programs**



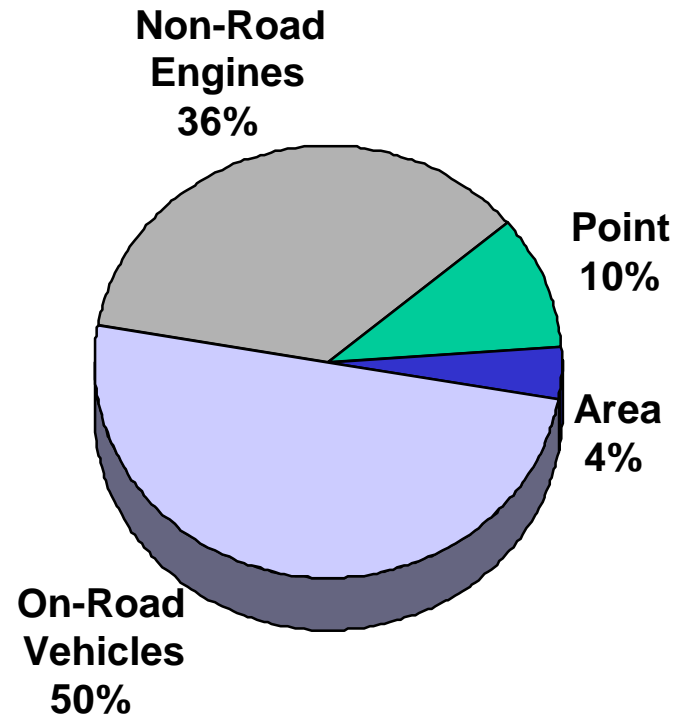
Environment

- Each of our major rivers have sections that do not meet the state's designated water quality standards
- Storm water runoff from developed areas may cause flooding, stream bank erosion, and pollution of streams and lakes
- By 2003, approximately 70 local governments will be required to address pollution in runoff from new and redevelopment projects
- Insufficient natural areas with functioning ecological systems in developed areas



Air Quality

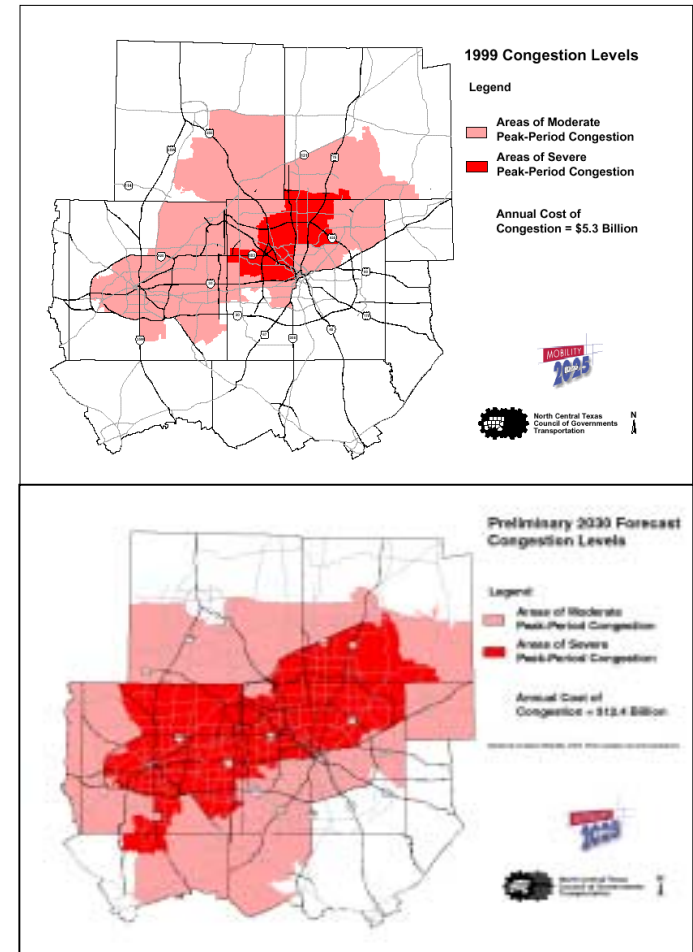
- Urbanized area of the region violates the federal health standard for ground level ozone
- Mobile Sources are the leading cause of Nitrogen Oxide emissions
- Transportation Funding is dependent on air quality conformity
- Energy efficiency measures needed to reduce point source emissions from power plants



Source: Revisions To The State Implementation Plan for the Control of Ozone Air Pollution - Attainment Demonstration for the Dallas/Fort Worth Ozone Nonattainment Area, TNRCC, February 24, 1999, Figure 2.7-4

Transportation

- Funding shortfall of \$3.14 billion for transportation system improvements prescribed in Mobility 2025
- Congestion will cost the region \$12.4 billion in travel delays in 2030
- From 1995 to 1999, vehicle miles traveled (VMT) increased 18.4%, nearly twice the growth in population
- During the same period, signal and congestion delay time increased 37%
- Growth in VMT and congestion threatens air quality conformity

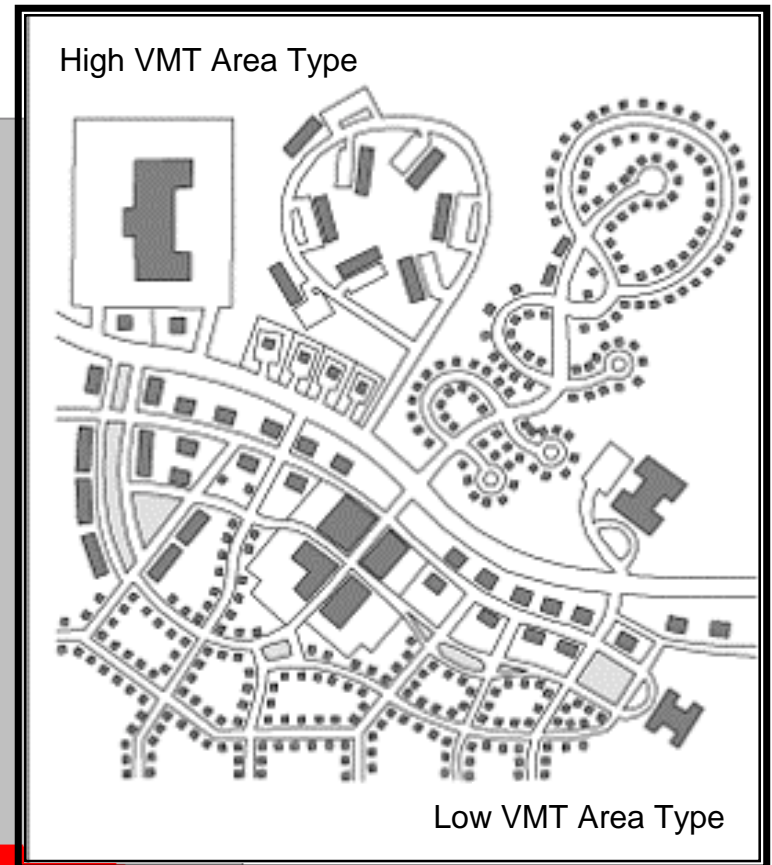
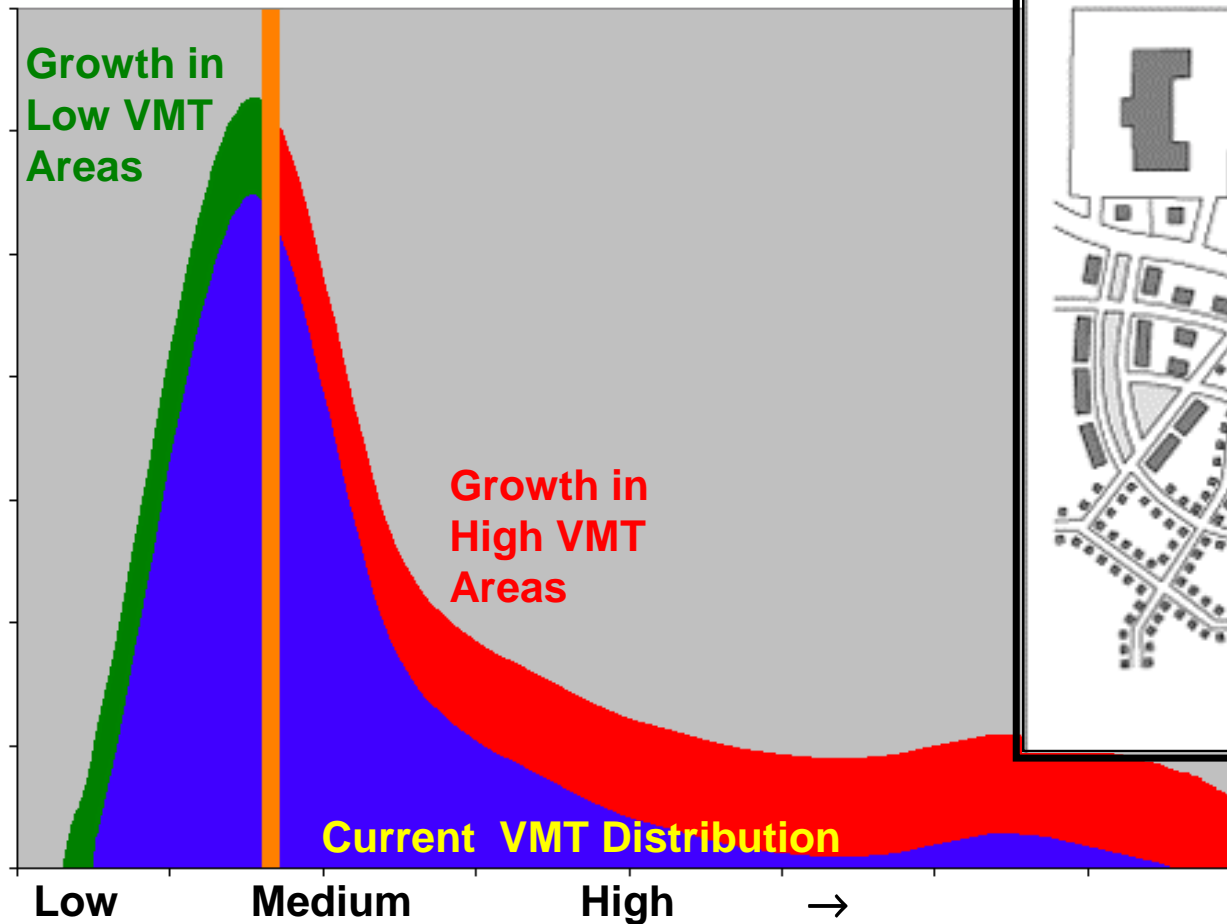


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Growth in Different Land Use Types Generates a VMT Distribution

of
TAP
Zones

Mean VMT



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Block Structure and Historic Rail Development Patterns

From the 1890's to WWII, interurban rail and street trolley cars were utilized in our region.

Streets were laid out in grid patterns.

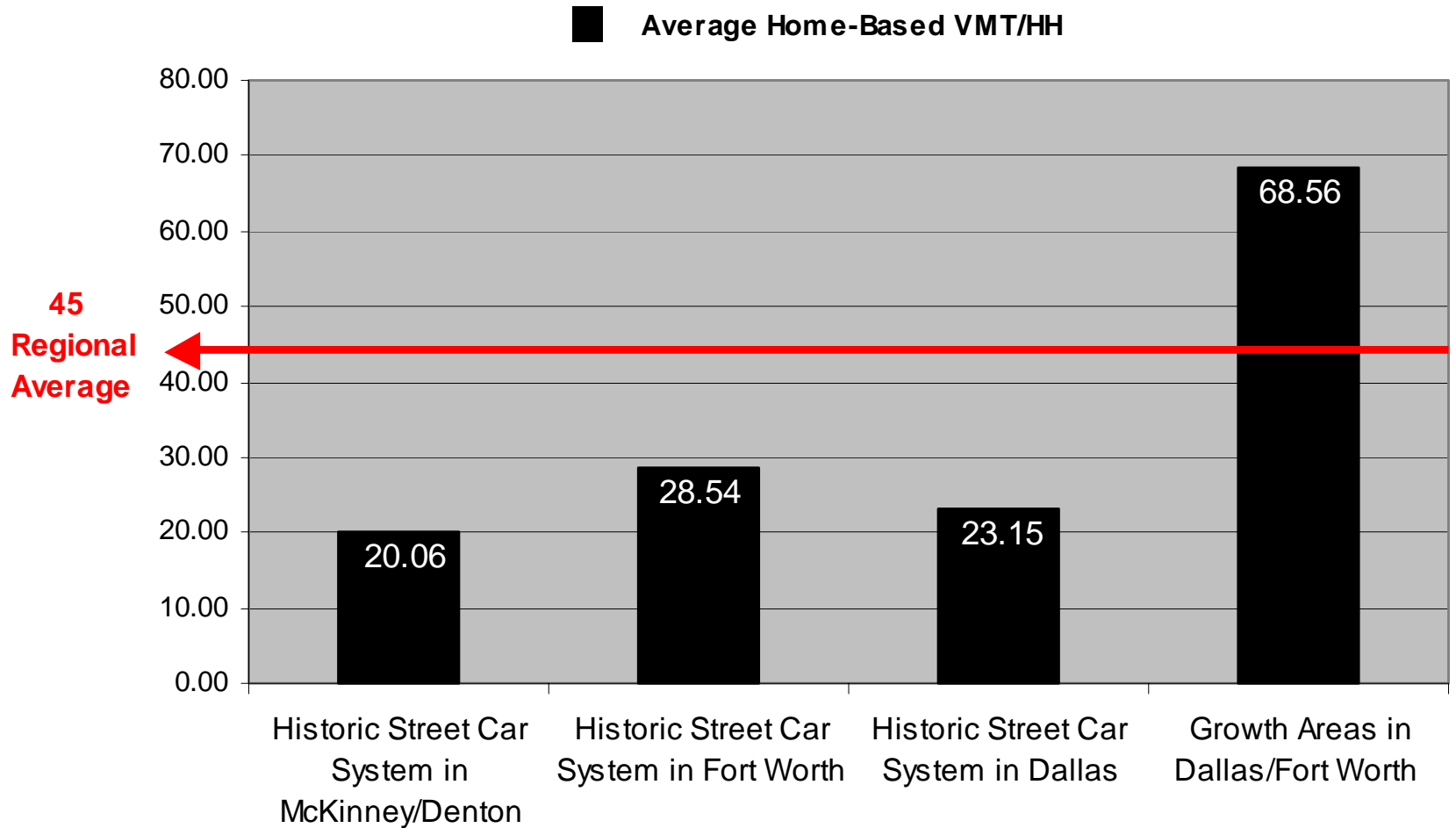
Short blocks were designed for walking.

Walkable downtowns became a central part of towns' personalities.



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Historic Street Car Developments and Recent Growth Patterns



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Barriers to Rail Ridership

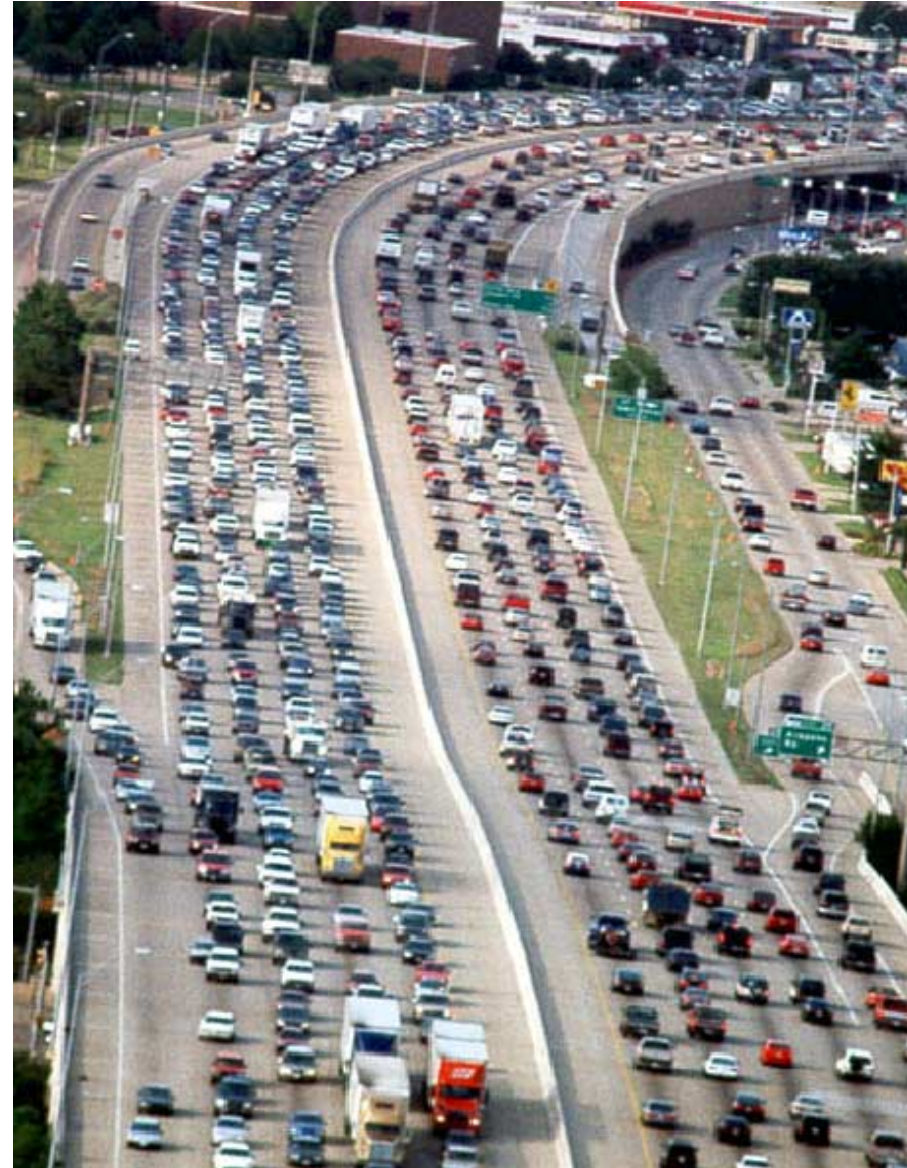
Travel time to a rail station.

Limited parking at a rail station.

Limited pedestrian/bicycle access to a station.

Lack of a destination along the rail line.

Limited pedestrian, bicycle, or shuttle access to a destination along the rail line.



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Everything Old Can Be New Again

Steps to Recreate Old Towns:

1. Identify areas for rail-oriented development.
2. Update local ordinances to create a dense street grid.
3. Allow the mixing of uses.
4. Provide parking alternatives.
5. Pursue commuter rail services.
6. Create safe walking spaces.

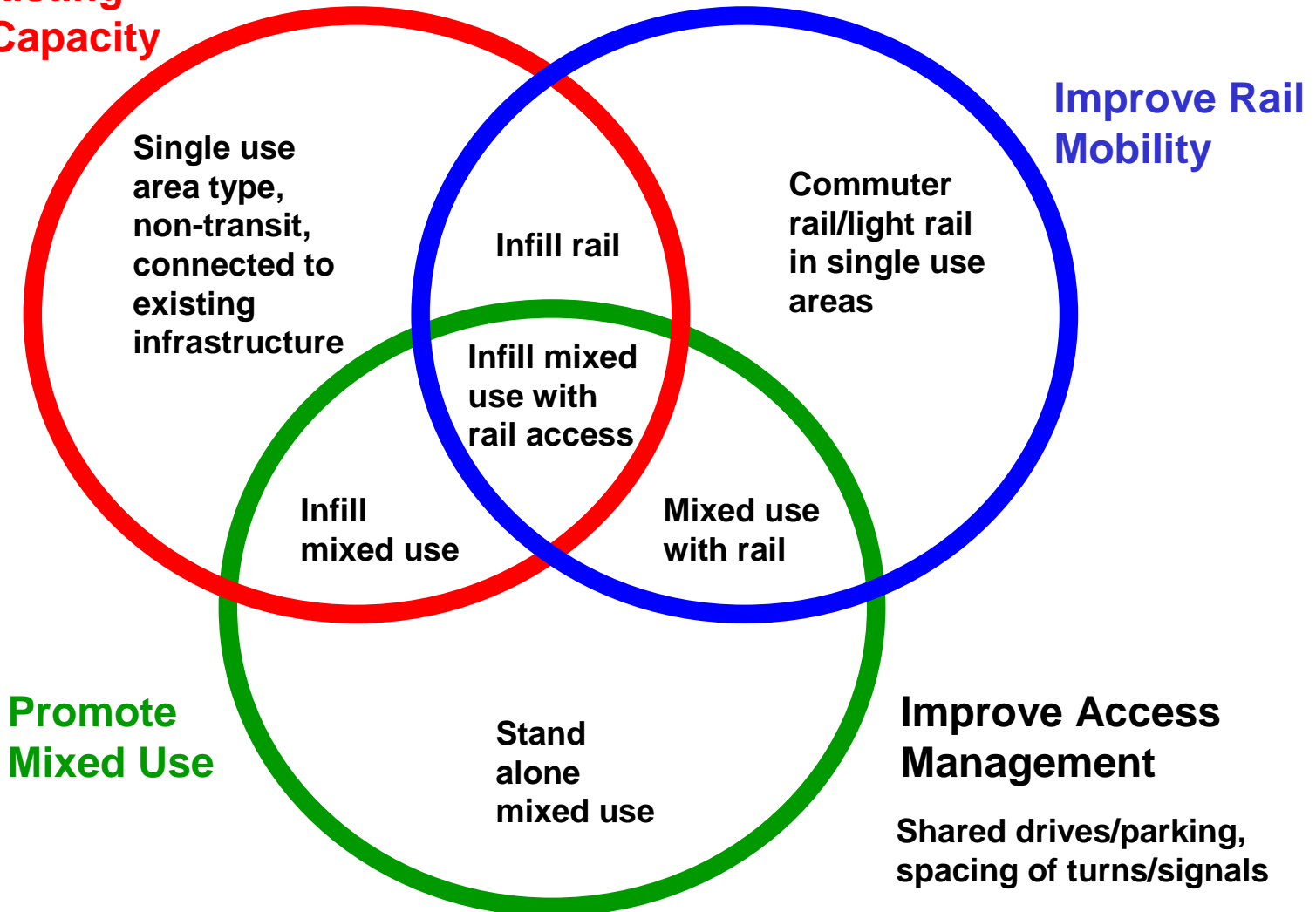


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A Sustainable Development Strategy for Every Parcel

**Utilize Existing
System Capacity**

**Improve Rail
Mobility**



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Recent NCTCOG Actions

Regional Transportation Council (RTC) adopts region-wide Sustainable Development policy.

NCTCOG Executive Board establishes and RTC funds the Center of Development Excellence Initiative.

RTC awards \$40.8 million in the Land Use/Transportation Joint Venture Program.

Pending update of the long-range transportation plan, Mobility 2030.

RTC assists development of the Statewide Access Management policy.

Technical assistance for Joint Venture Projects and other local initiatives.



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October, 2001 RTC Approval:

19 Land Use/Transportation Joint Venture Projects

Selection Criteria:

- Private sector and public sponsor required commitment to walkable street network.
- Provide example of rail-oriented growth, innovative multi-use on a greenfield, and/or infill development.
- Near-term ability of residents to walk, bike, or ride transit for purposeful trips.

10 Rail Corridor Studies

1 Outreach Program (Center of Development Excellence)

Total \$40.8 million in federal funds

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Capital Projects:

RTC funded Joint Venture projects underway (potential to impact vehicle travel of 15,000 new residents).

Additional RTC funded Sustainable Development Projects underway (Lancaster Boulevard, Cockrell Hill Interchange, Mockingbird Rail Station, et cetera).

New projects to be funded under RTC partnerships with transit authorities and local governments (CMAQ and STP-MM funds available).

Center of Development Excellence

Basics

- **Identified in 1999-2003 Strategic Plan to provide local governments and the private sector a forum to evaluate and form partnerships on regional growth issues**
- **Endorsed by the NCTCOG Executive Board in October 2000**
- **Committee is chaired by Fernando Costa, Planning Director for the City of Fort Worth, and is comprised of elected officials, city managers, developers, architects, engineers, real estate finance professionals, planning & zoning members, and others**
- **The Steering Committee has guided the crafting of a mission statement and ten “Principles of Development Excellence”**



Mission Statement

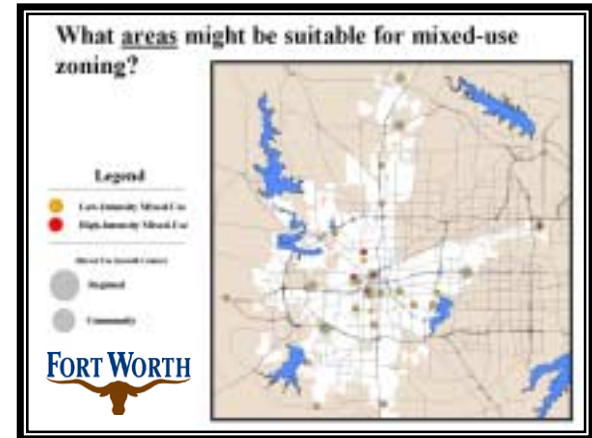
The mission of the Center of Development Excellence is to promote quality growth in North Central Texas that

- enhances the built environment,***
- reduces vehicle miles of travel,***
- uses water & energy resources effectively & efficiently, and***
- helps advance environmental stewardship in order to ensure continued economic vitality and provide the highest attainable quality of life for all residents.***



10 Principles of Development Excellence

1. **Development Options – Provide a variety and balance of development options and land use types in communities throughout the region**



2. **Efficient Growth – Foster redevelopment and infill of areas with existing infrastructure and promote the orderly and efficient provision of new infrastructure**

10 Principles of Development Excellence

3. **Pedestrian Design – Create more neighborhoods with pedestrian-oriented features, streetscapes, and public spaces**



4. **Housing Choice – Sustain and facilitate a range of housing opportunities and choices for residents of multiple age groups and economic levels**

10 Principles of Development Excellence

- 5. Activity Centers – Create mixed use and transit oriented developments that serve as centers of neighborhood and community activity**



- 6. Environmental Stewardship – Protect sensitive environmental areas, preserve natural stream corridors, and create developments that minimize impact to natural features**



10 Principles of Development Excellence

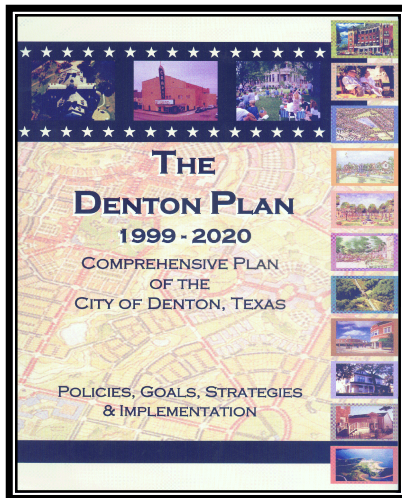
- 7. Quality Places – Strengthen community identity through use of compatible, quality architectural and landscape designs and preservation of significant historic structures**



- 8. Transportation Efficiency – Develop land uses, building sites, and transportation infrastructure that enhance the efficient movement of people, goods, and services**

10 Principles of Development Excellence

9. **Resource Efficiency – Provide functional, adaptable, and sustainable building and site designs that use water, energy, and material resources effectively and efficiently**



10. **Implementation – Adopt Comprehensive Plans and ordinances that support Development Excellence and involve citizens and stakeholders in all aspects of the planning process**



Development Excellence Outreach Activities

- **To achieve its mission, the Center Of Development Excellence will provide three important outreach activities:**
 - **Library of technical tools**
 - **Awards program recognizing leadership in development excellence**
 - **Education program for public officials, the development community, and the general public**
- **developmentexcellence.com will be expanded to provide detailed information on all outreach activities**





North Central Texas Council of Governments Center of Development Excellence

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