



Advancing TOD in Fort Worth

Presented to the NCTCOG TOD Task Force
by Korrie Becht, Planning & Development Department
June 26, 2019



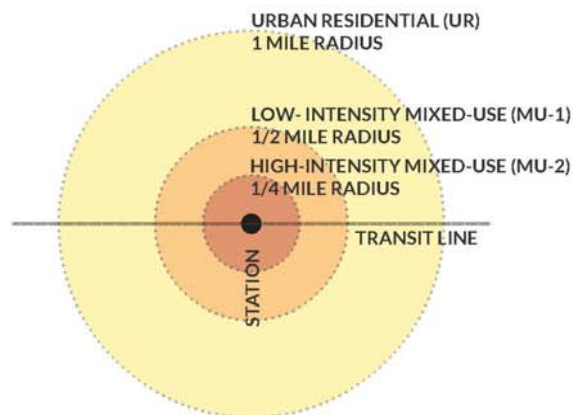
City of Fort Worth 2019 Comprehensive Plan



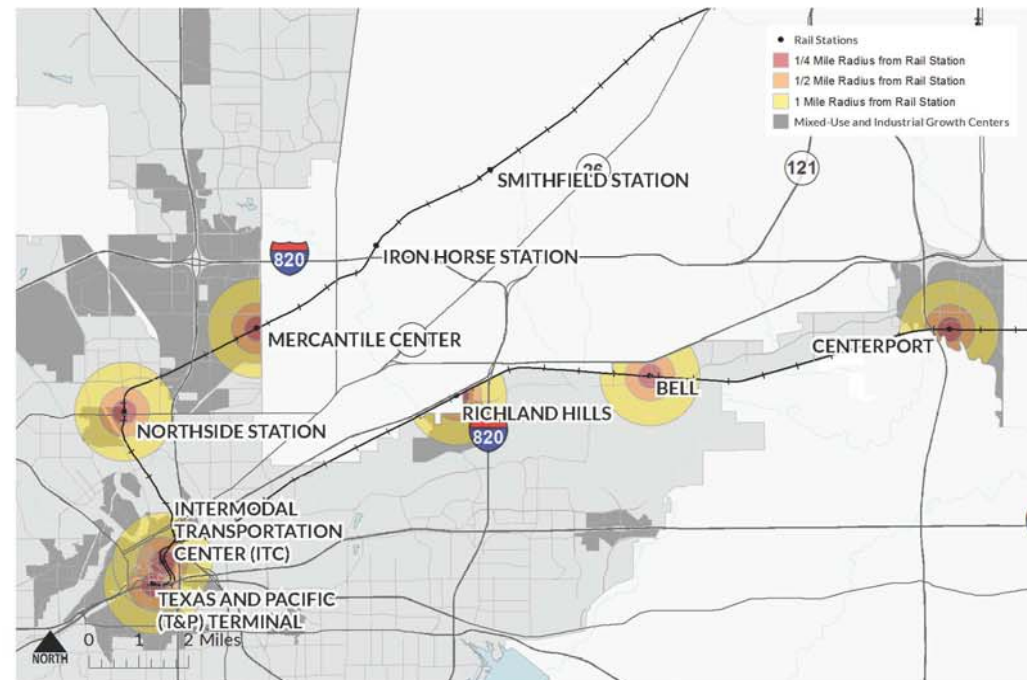
A transit-oriented development (TOD) is a mixed-use area, such as an urban village or mixed-use growth center, but designed to incorporate and support a major public transportation connection. Maximizing the concentration of residential, commercial, and recreational uses near the public transportation connection promotes ridership and lowers automobile dependence for people who live and/or work in proximity to the development.

Mixed-use (MU-1&2) and Urban Residential (UR) zoning, or an appropriate form-based zoning classification, benefit a TOD particularly within one-quarter mile of the public transportation connection. These zoning classifications allow for the development of a higher-density “transit core” that is the primary source of ridership to and from the connection. Within one-half mile of the connection, referred to as the “transit neighborhood,” compatible higher-density residential should be encouraged as a means to promote housing affordability and variety in available housing types.

SUGGESTED ZONING AROUND PUBLIC TRANSIT



MAJOR COMMUTER RAIL LINES



Source: City of Fort Worth, 2018

In 2015 the North Central Texas Council of Governments conducted a survey of residents regarding public transportation:

67%

Percent of residents would like their community to add or improve access to public transportation.

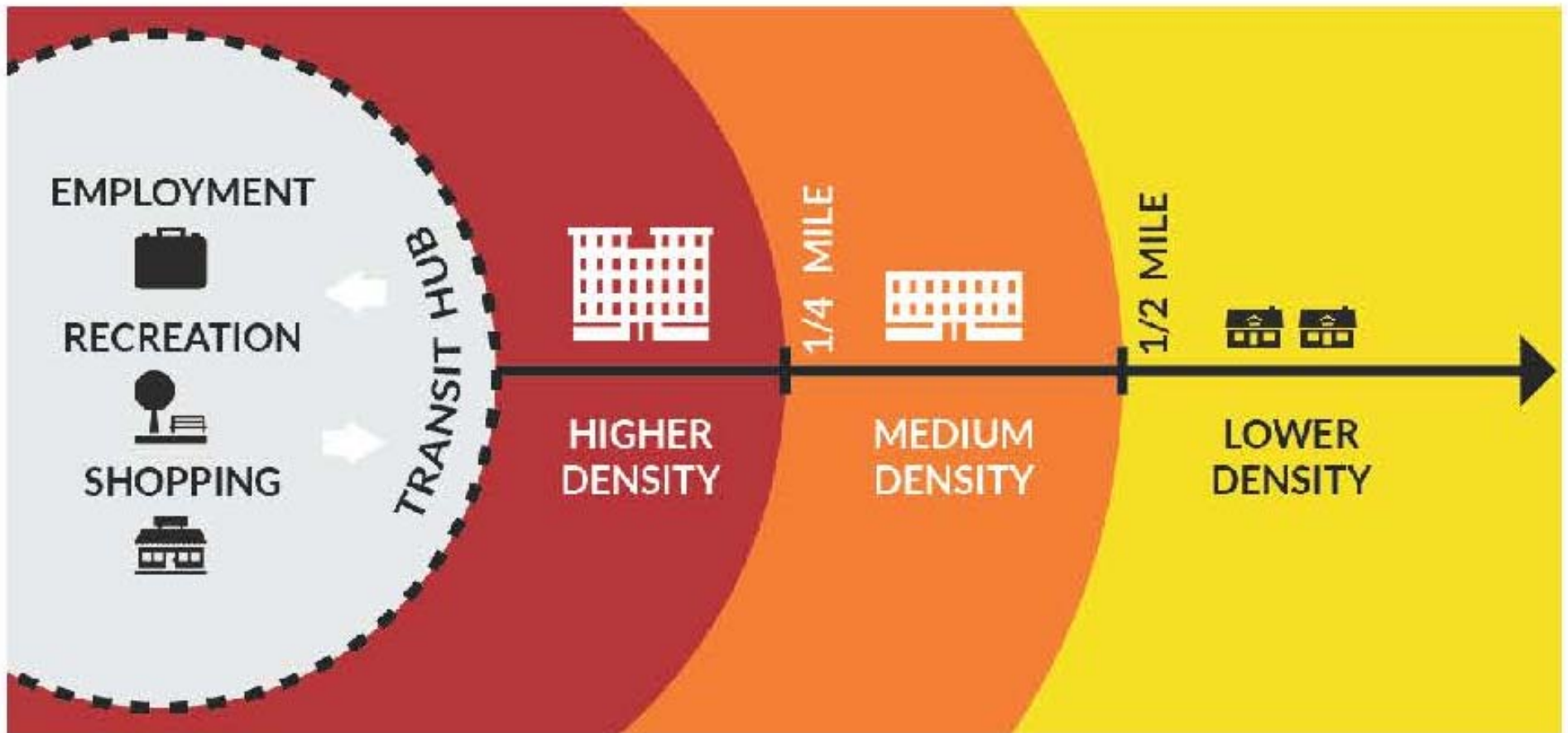
72%

Percent of residents would consider options besides driving alone to work if it were more convenient.

\$10k

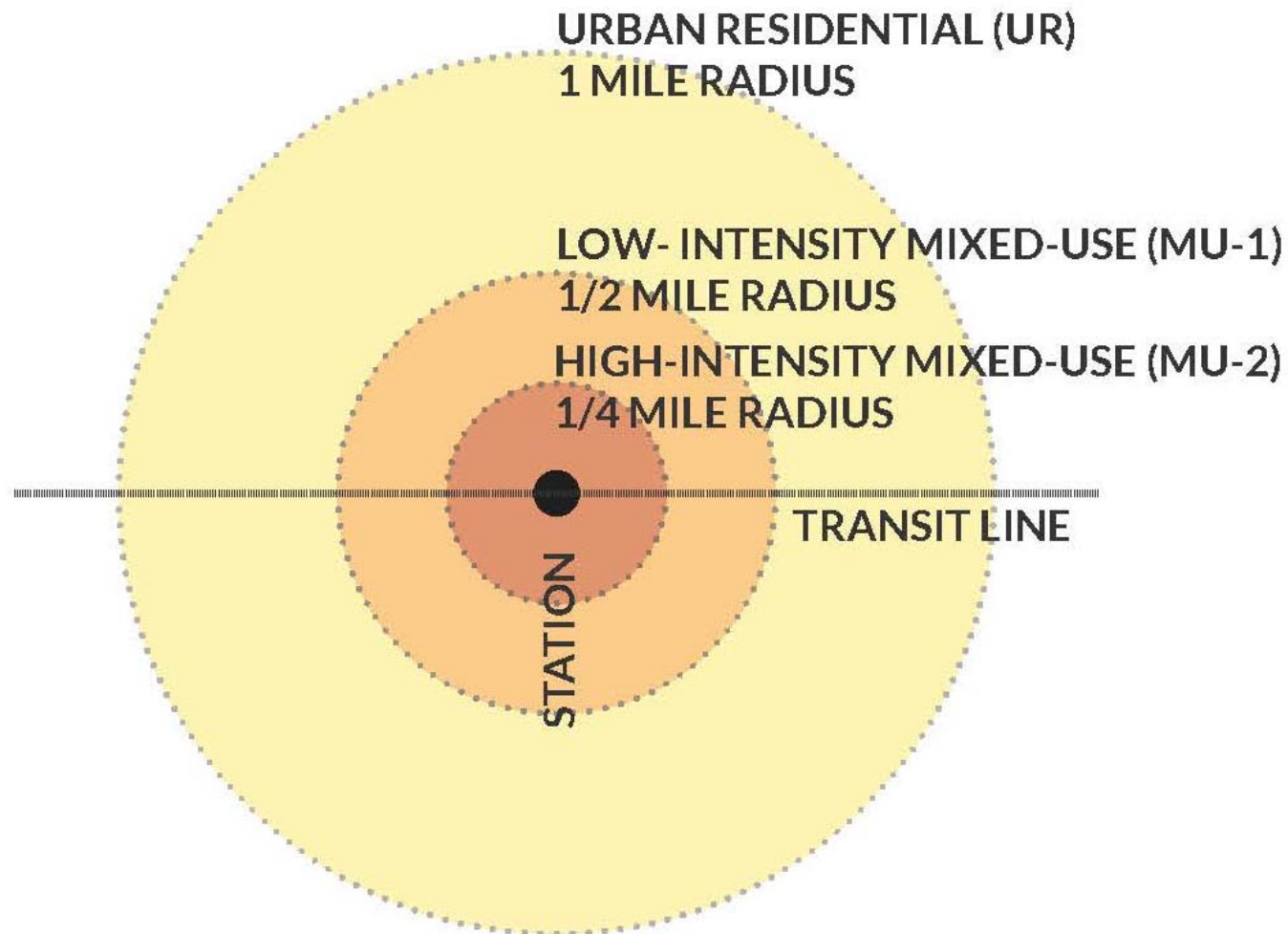
The amount individuals could save per year using transit in place of car ownership.

Source: North Central Texas Council of Governments (NCTCOG), 2015 Transit Survey



Distance from Public Transit

SUGGESTED ZONING AROUND PUBLIC TRANSIT



MIXED-USE ZONING WITHIN URBAN TRANSECT

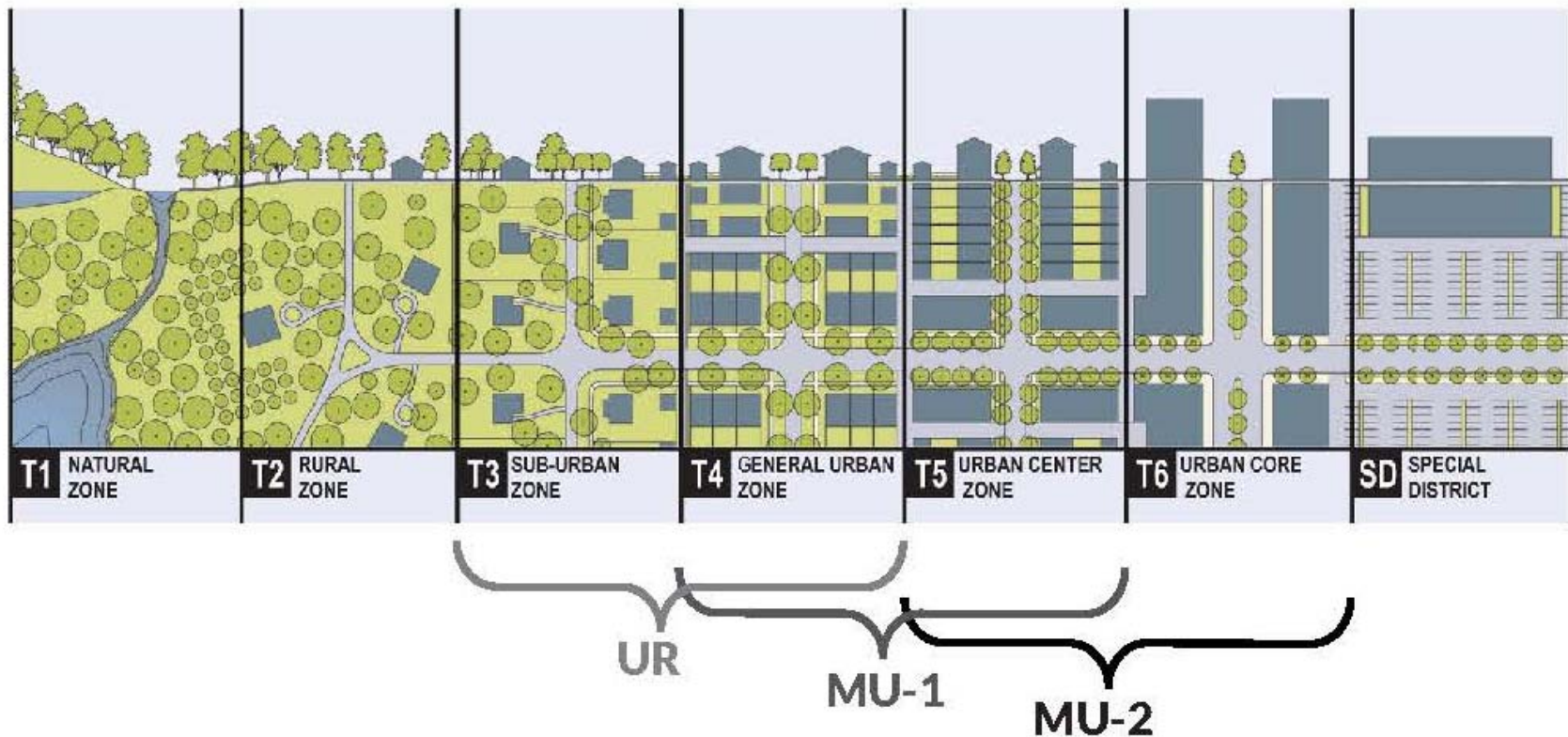


Image Source: Congress for the New Urbanism

1

MULTIPLE GROWTH CENTERS

Achieve a multiple growth center development pattern by encouraging higher intensity residential and commercial uses within mixed-use growth centers, and higher intensity industrial and commercial uses within industrial growth centers.

- Increase new residential units in mixed-use growth centers, urban villages, and transit-oriented development areas so that at least one-third of new residential development occurs in these locations.

2

DIRECT CONNECTIONS

Improve land use efficiency, mobility, and air quality.

- Encourage developments that create a network of interconnected local streets and trails that facilitate more direct pedestrian, bicycle, and vehicle access between nearby uses and destinations.

3

ZONING CONFORMITY

Ensure that the City's zoning regulations and districts generally conform to the adopted Comprehensive Plan.

- Improve the percentage of zoning decisions that are consistent with the Comprehensive Plan (80% in 2017).

STRATEGIES

- Promote traditional neighborhood and other pedestrian-oriented developments, which encourage human interaction, walking, bicycling, mixed uses, slower traffic, public places, and attractive streetscapes.
- Plan for, facilitate, and aggressively pursue appropriate transit-oriented development (TOD) at existing and future transit station locations. A TOD encourages compact urban development adjacent to transit stations. Mixed uses in a single building, minimal setbacks, and taller structures help achieve the higher densities necessary to support transit. Retail businesses and services for commuters should be located adjacent to transit stops, between the rail platform and parking facilities.
- Maximize area of permeable surfaces in developments to reduce stormwater run-off.



Permeable surface parking lot at Christ Chapel Baptist Church

- Promote the use of Low-Impact Development techniques to reduce erosion and sedimentation of rivers, lakes, and streams.
- Encourage the use of floodplains as a boundary between incompatible land uses.

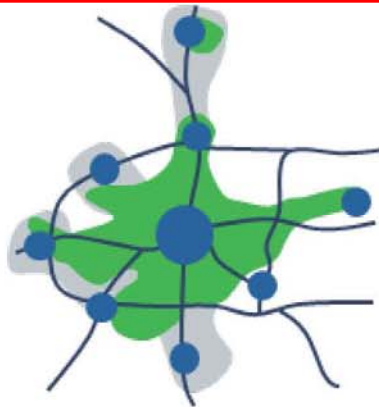
- Leave floodplains in their natural state (with hike/bike trails encouraged) to improve water quality and minimize flooding.
- Encourage new development in character with the existing neighborhood scale, architecture, and platting pattern, while working to improve pedestrian, bicycle, and transit access between adjacent neighborhoods and nearby destinations.
- Promote measures to ensure that all types of residential developments are compatible in scale to abutting residential developments. A dramatic difference in lot size and units per acre should be discouraged for new development immediately adjacent to existing development or platted and zoned property, unless mitigation is provided to minimize the effects of the new use.
- Encourage locating multiple-unit residential structures on corner lots.
- Support diverse housing options, including duplexes, fourplexes, townhomes, and small courtyard apartments to promote walkable communities, access to neighborhood services, and multimodal transportation options, while ensuring compatibility with the form, scale, and design of existing neighborhoods.



Diverse Housing Options

POLICIES

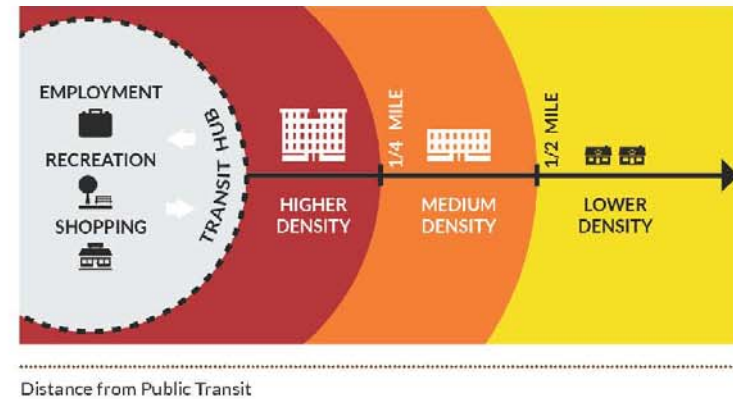
- Identify and designate on future land use maps regional and community mixed-use growth centers in rapidly developing areas, based on proximity to future rail transit and key transportation intersections.
- Accommodate higher density residential and mixed uses in transit-oriented developments, urban villages, and designated mixed-use growth centers.
- Include projects in future Capital Improvement Programs that support the growth center concept, transit-oriented development, and urban villages.



Multiple Growth Center Development Pattern

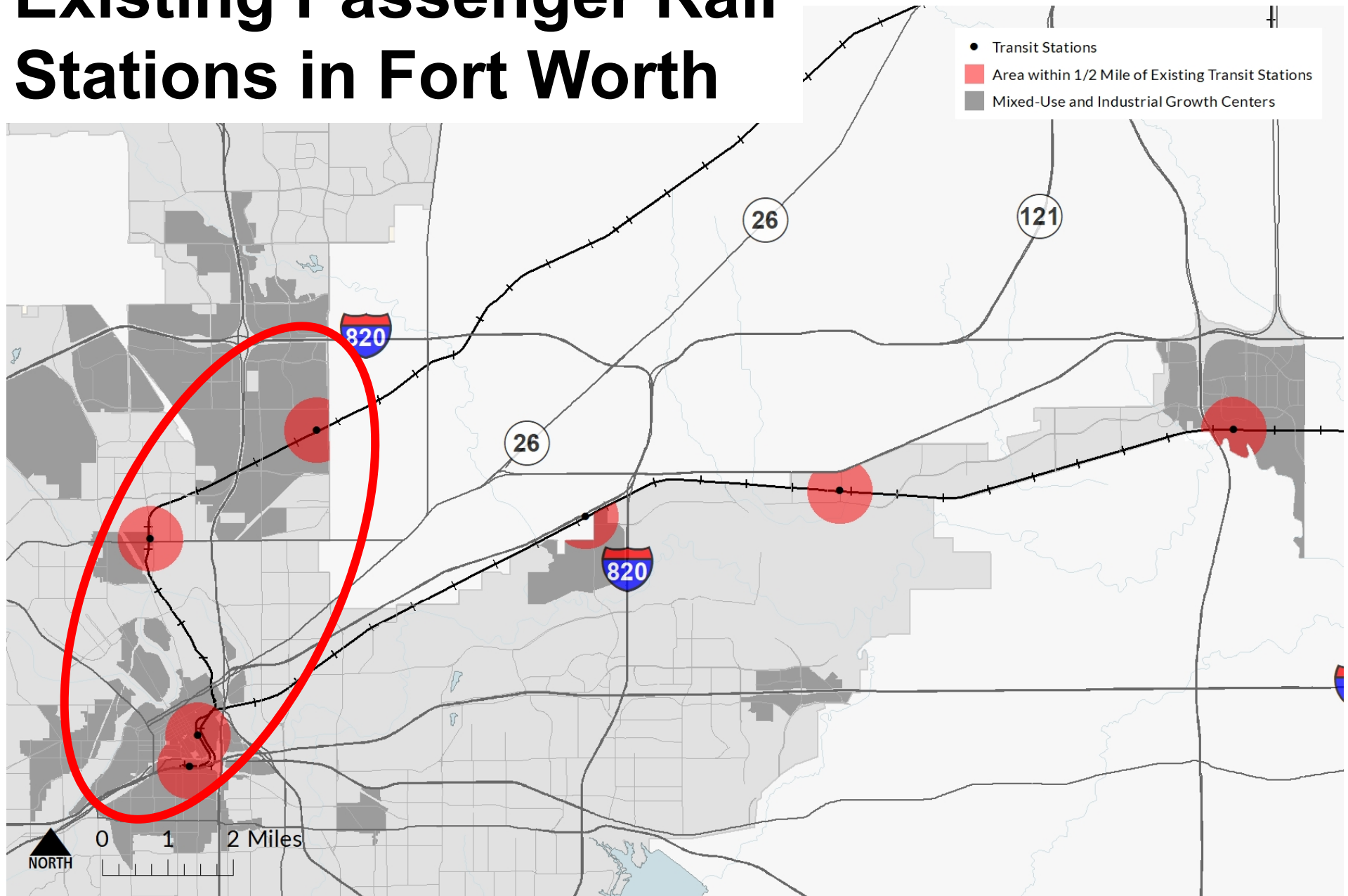
- Adopt a sustainable development policy that promotes the following:
 1. Land use and transportation practices that promote economic development while using limited resources in an efficient manner;
 2. Transportation decision-making based on land use, traffic congestion concerns, vehicle miles traveled, and the viability of alternative transportation modes; and
 3. Balance among accessibility, affordability, mobility, community cohesion, and environmental quality. (For more information, see Chapter 11: Transportation and Chapter 18: Environmental Quality.)
- Link growth centers with major thoroughfares, public transportation, trails, and linear parks.

- Locate multifamily units within walking distance of public transportation, employment, recreation, and/or shopping to increase accessibility and decrease vehicular traffic.







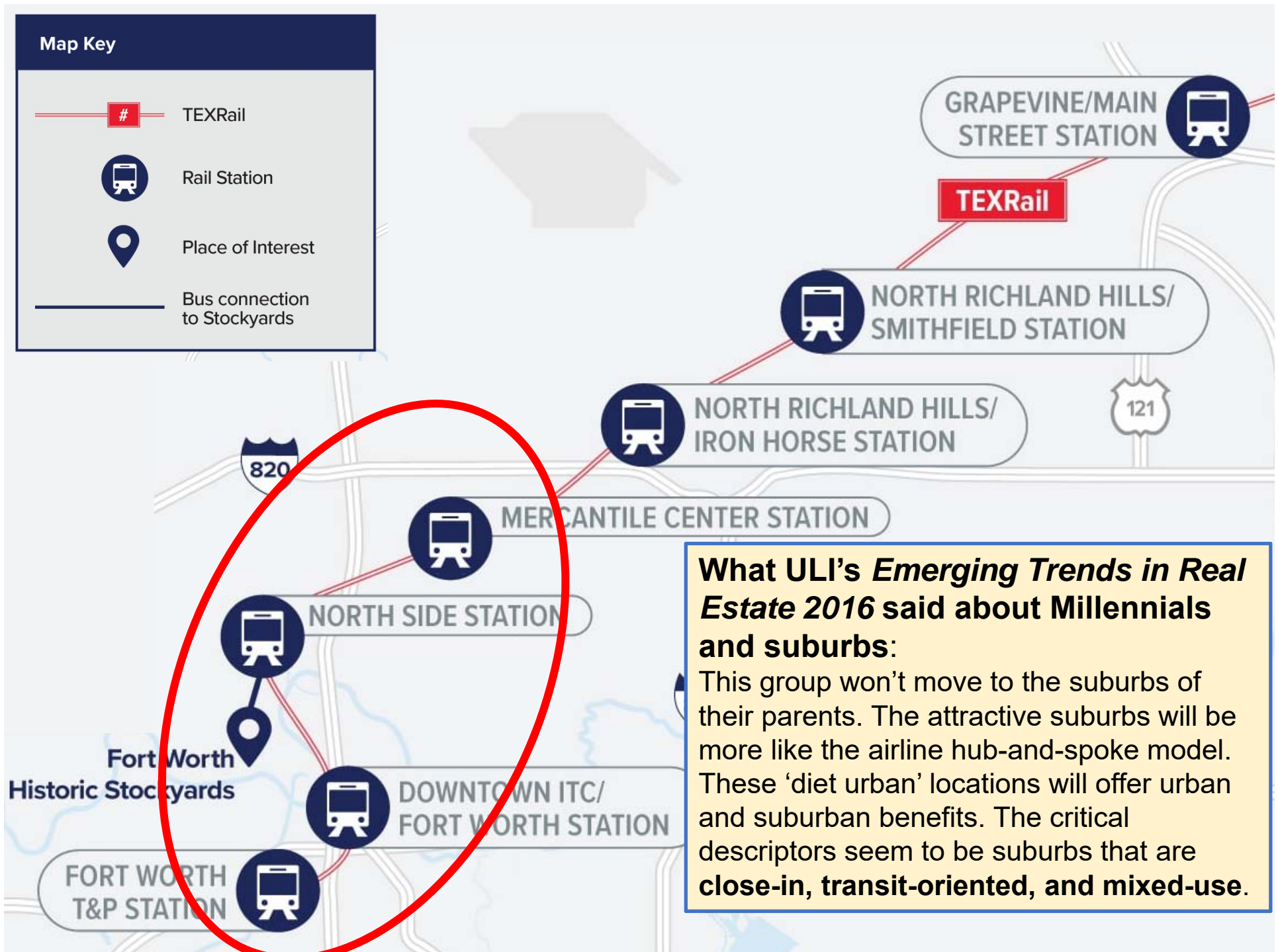
- Encourage Urban Residential and Low Density Residential as transitional uses between Single-Family Residential and high density uses.
- Encourage small-lot single-family zoning districts (i.e. AR and A-5) on the periphery of mixed-use growth centers, where the City seeks to concentrate employment and public services.
- Coordinate future land uses and development types and intensity with the Complete Streets policy, Master Thoroughfare Plan, Active Transportation Plan, and Transit-Oriented Development (TOD) Plans.
- Provide interconnectivity of streets and transit, especially within residential subdivisions, to reduce vehicle trips on arterial streets, increase efficiency, reduce air pollution, distribute traffic, improve access to public places, improve efficiency in providing services and deliveries, and ensure access for emergency services.
- Encourage clustering of development sites within new subdivisions to avoid steep slopes (greater than 15%) and to conserve 100-year floodplains, existing tree cover, wildlife habitat, storm water detention areas, riparian buffers along natural waterways, and archeologically significant sites.

Existing Passenger Rail Stations in Fort Worth



Map Key

-  TEXRail
-  Rail Station
-  Place of Interest
-  Bus connection to Stockyards



What ULI's *Emerging Trends in Real Estate 2016* said about Millennials and suburbs:

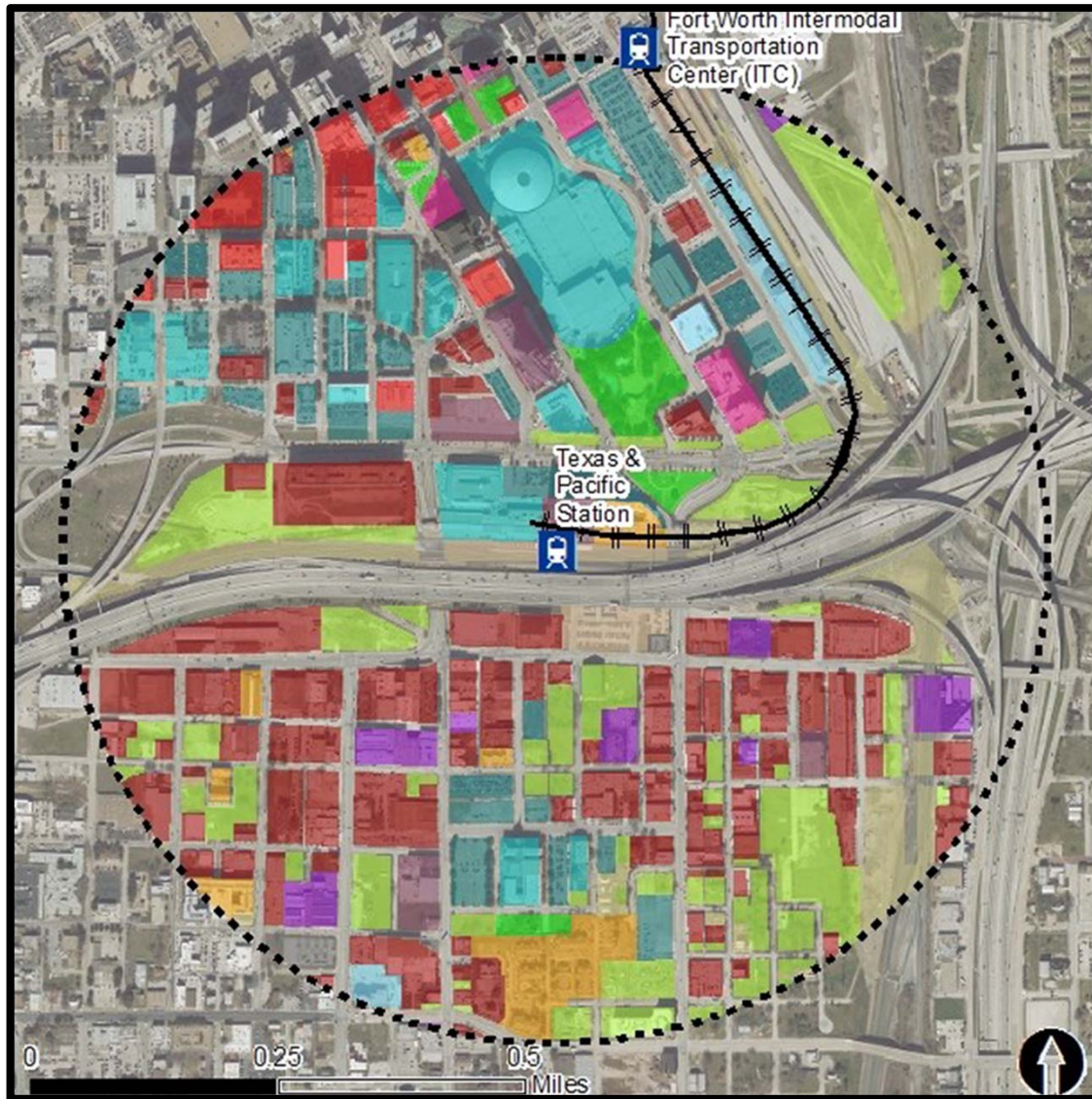
This group won't move to the suburbs of their parents. The attractive suburbs will be more like the airline hub-and-spoke model. These 'diet urban' locations will offer urban and suburban benefits. The critical descriptors seem to be suburbs that are **close-in, transit-oriented, and mixed-use.**

T&P Station

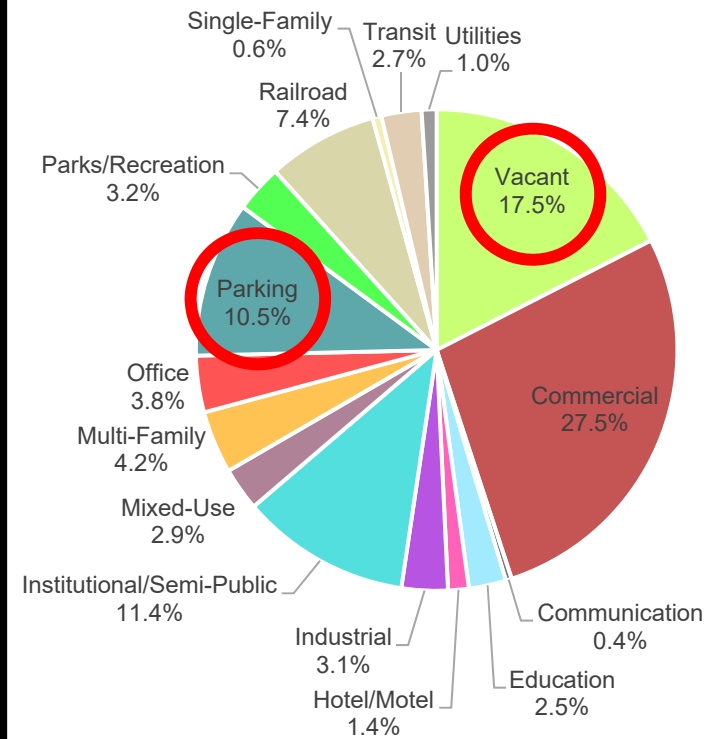
221 West Lancaster Avenue



Land Use (2016)



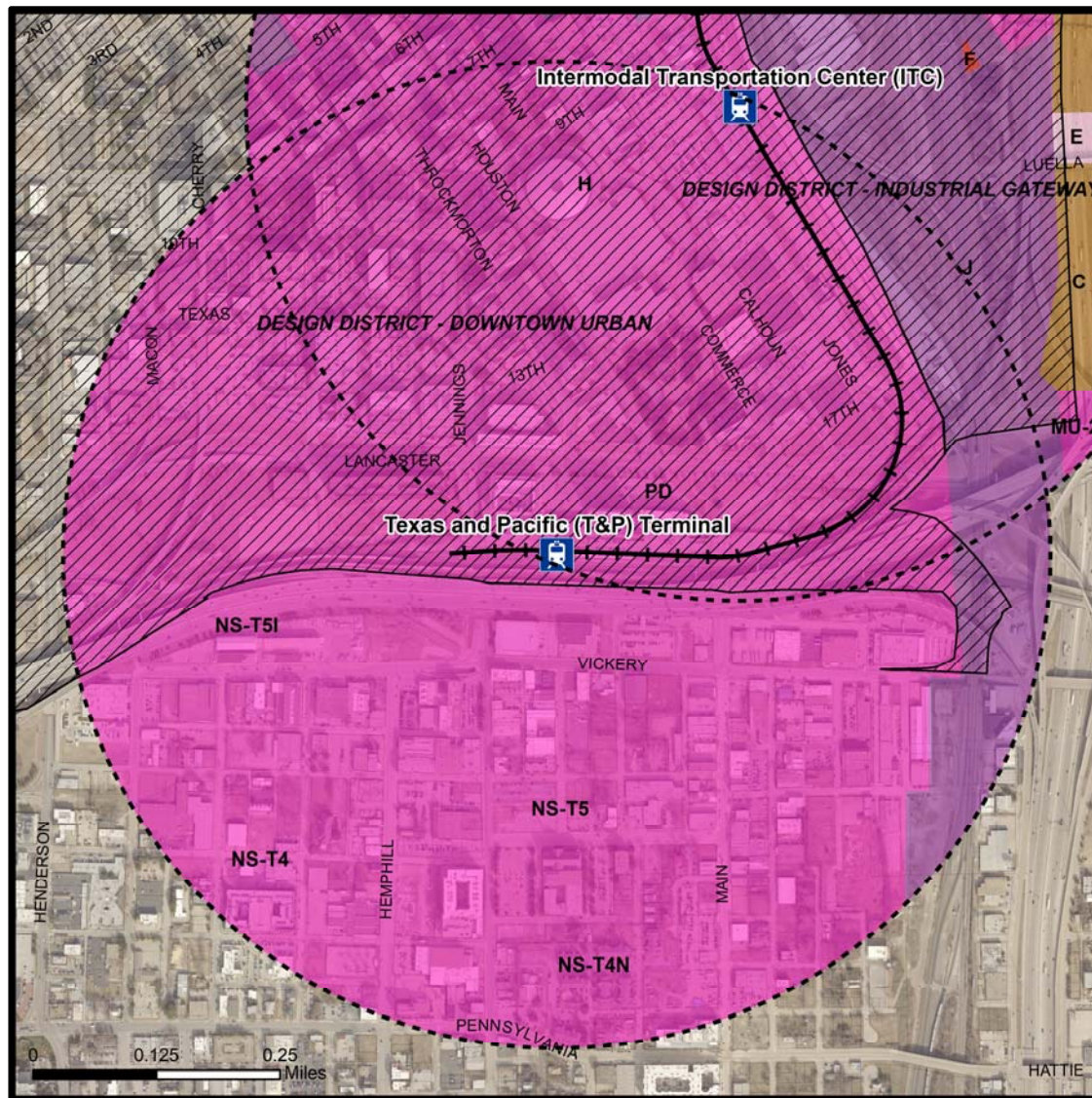
Land Use Percentages



Source: NCTCOG, 2016 data

0.5 Mile Station Buffer Rail Stations TEXRail Line

Zoning (2019)

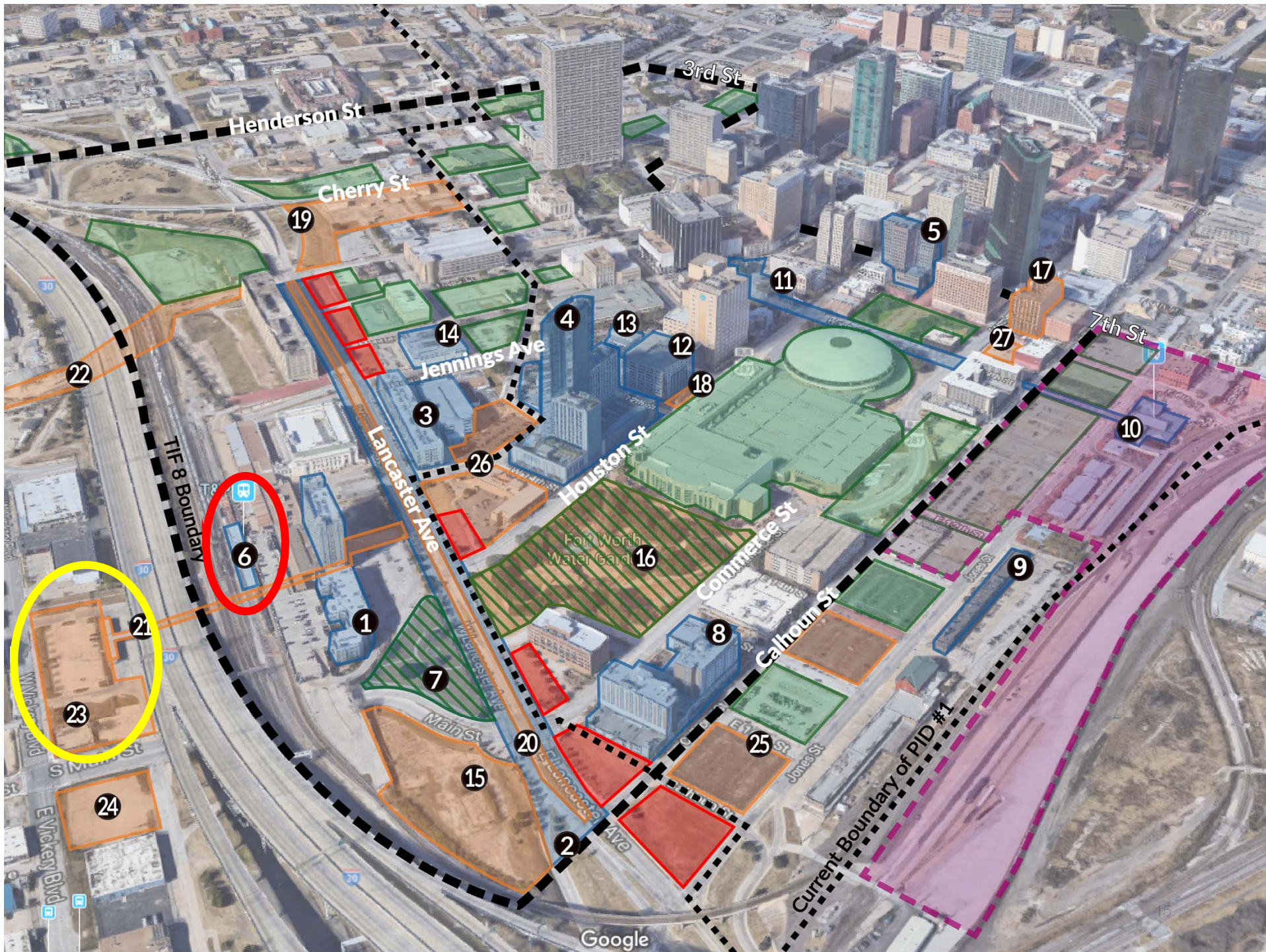


Zoning Districts

- Agricultural
- Residential (Single Family, One-Acre +)
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Planned Development
- Floodplain
- Zoning Overlay Districts

Source: City of Fort Worth, 2019 data

0.5 Mile Station Buffer R Rail Stations TEXRail Line





Proposed Vickery & Main TOD

**\$4.5 Million in 2014
Bond Funds for
Parking & Streetscape**

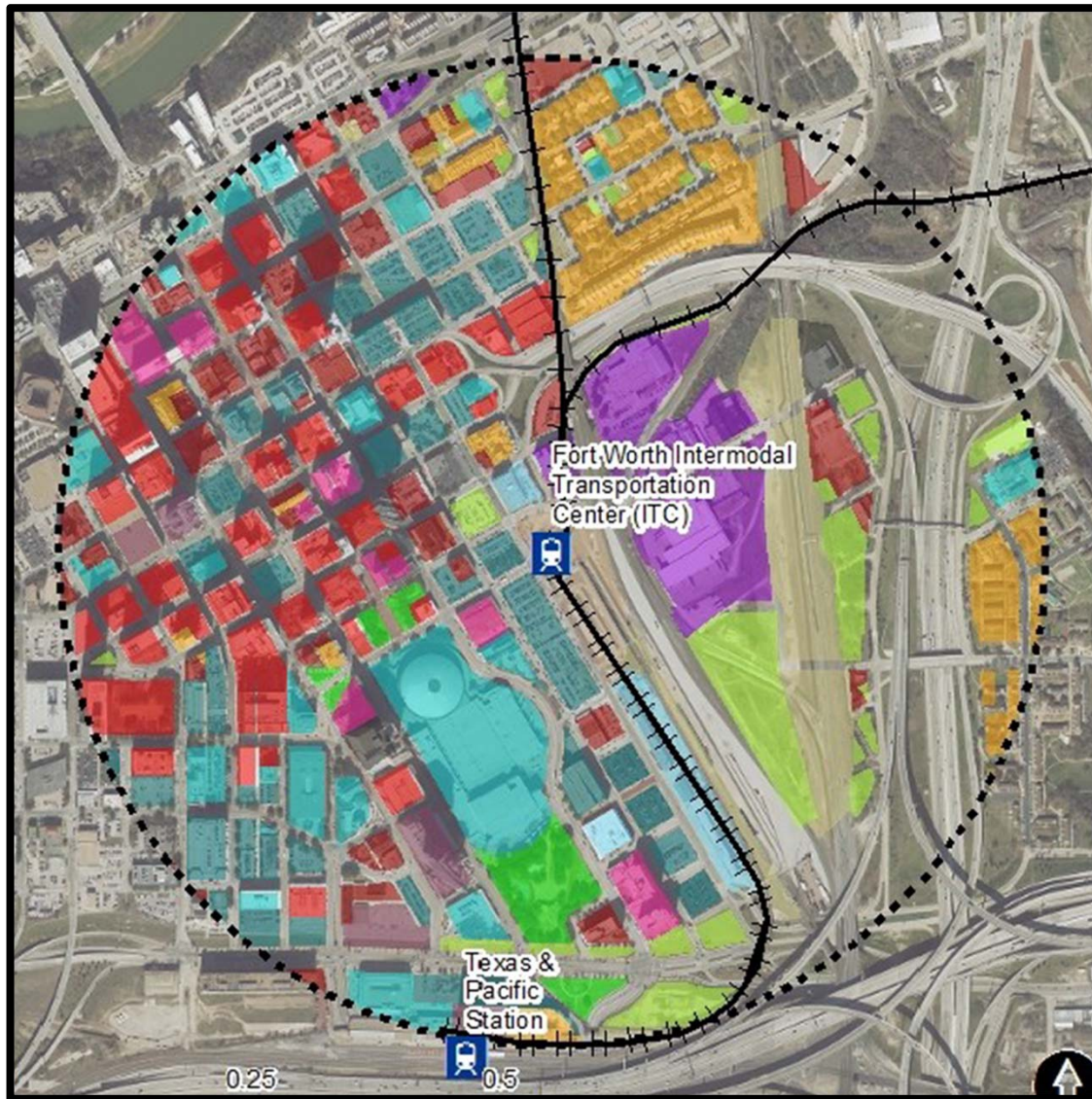


ITC Station

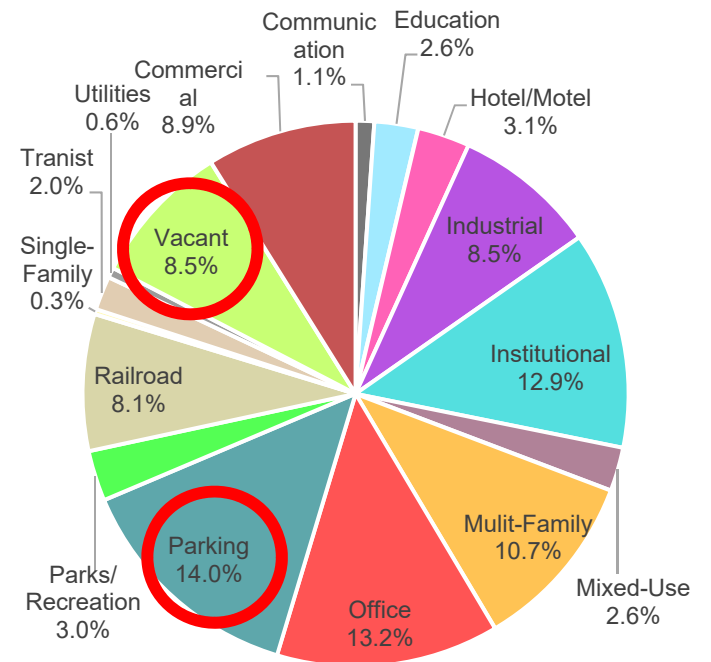
1001 Jones Street



Land Use – NCTCOG (2016)



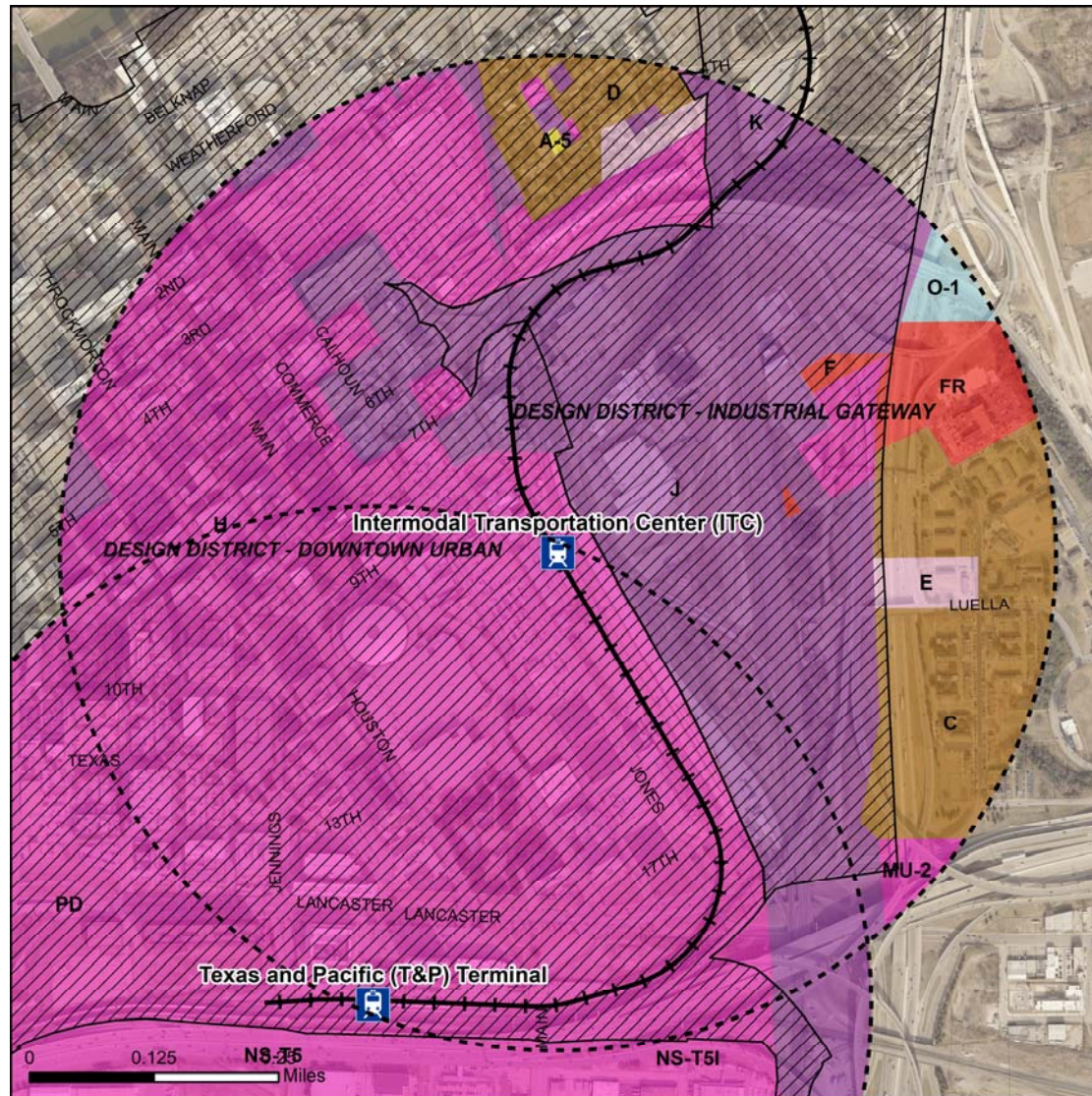
Land Use Percentages



Source: NCTCOG, 2016 data

0.5 Mile Station Buffer
 Rail Stations
 TEXRail Line

Zoning (2019)

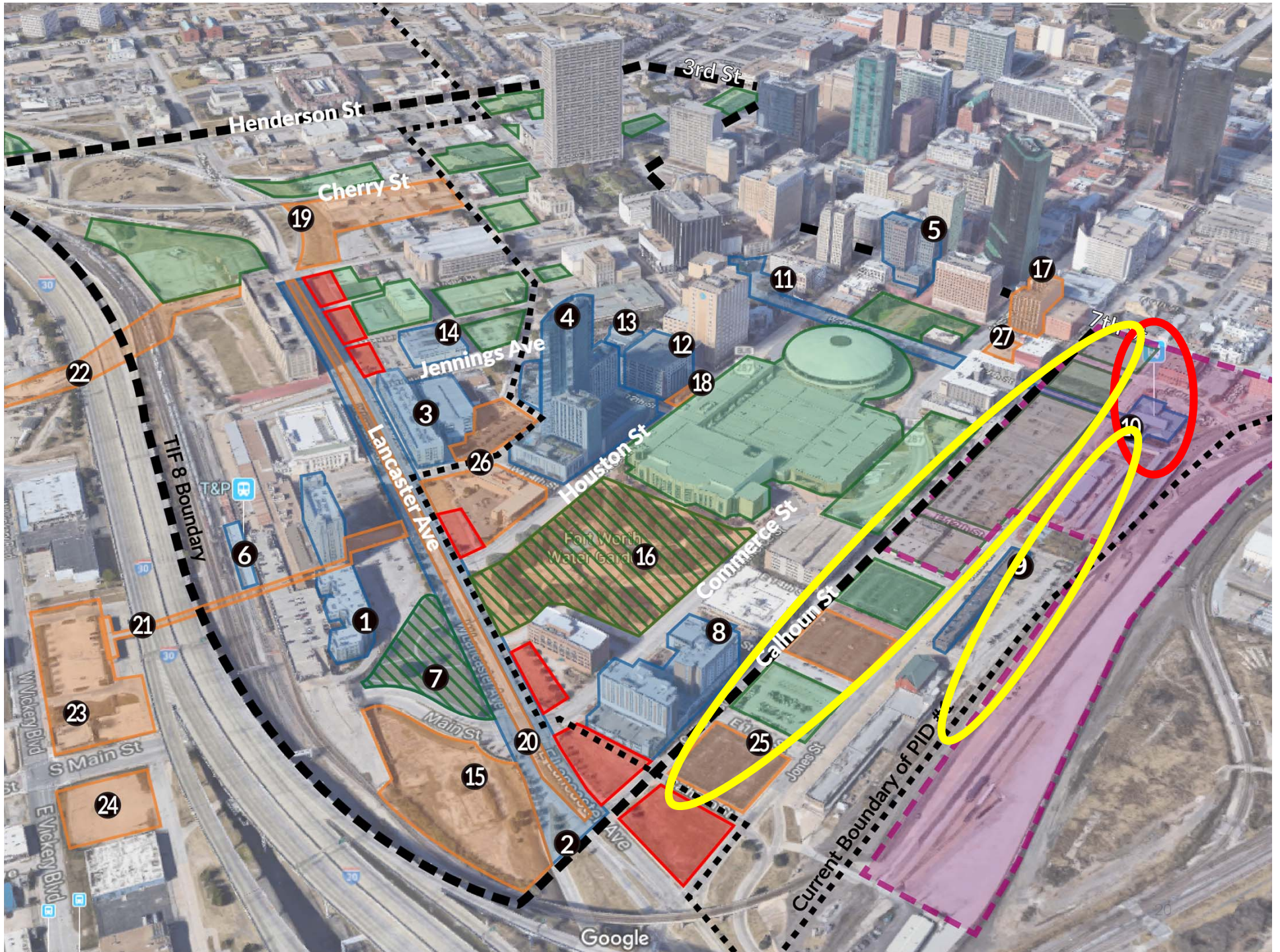


Zoning Districts

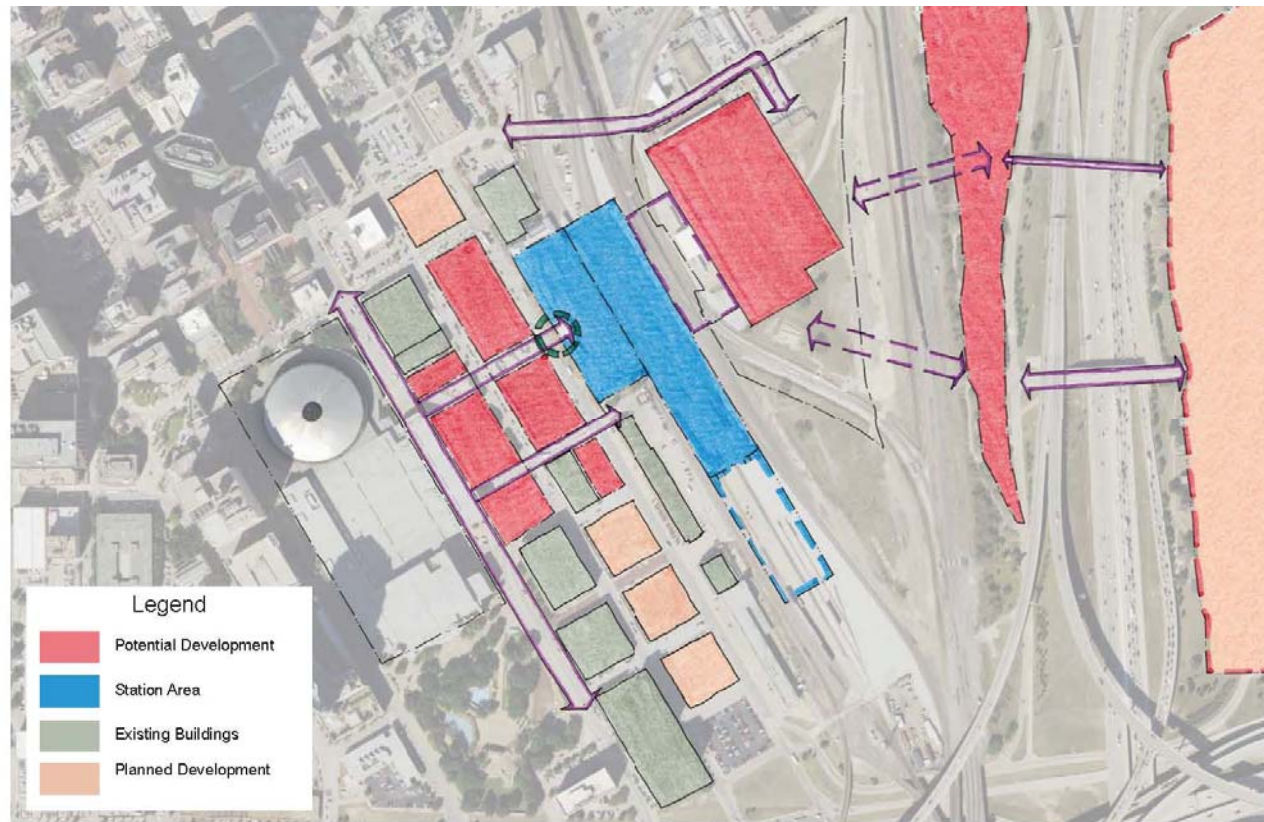
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Source: City of Fort Worth, 2019 data

0.5 Mile Station Buffer T Rail Stations ++ TEXRail Line

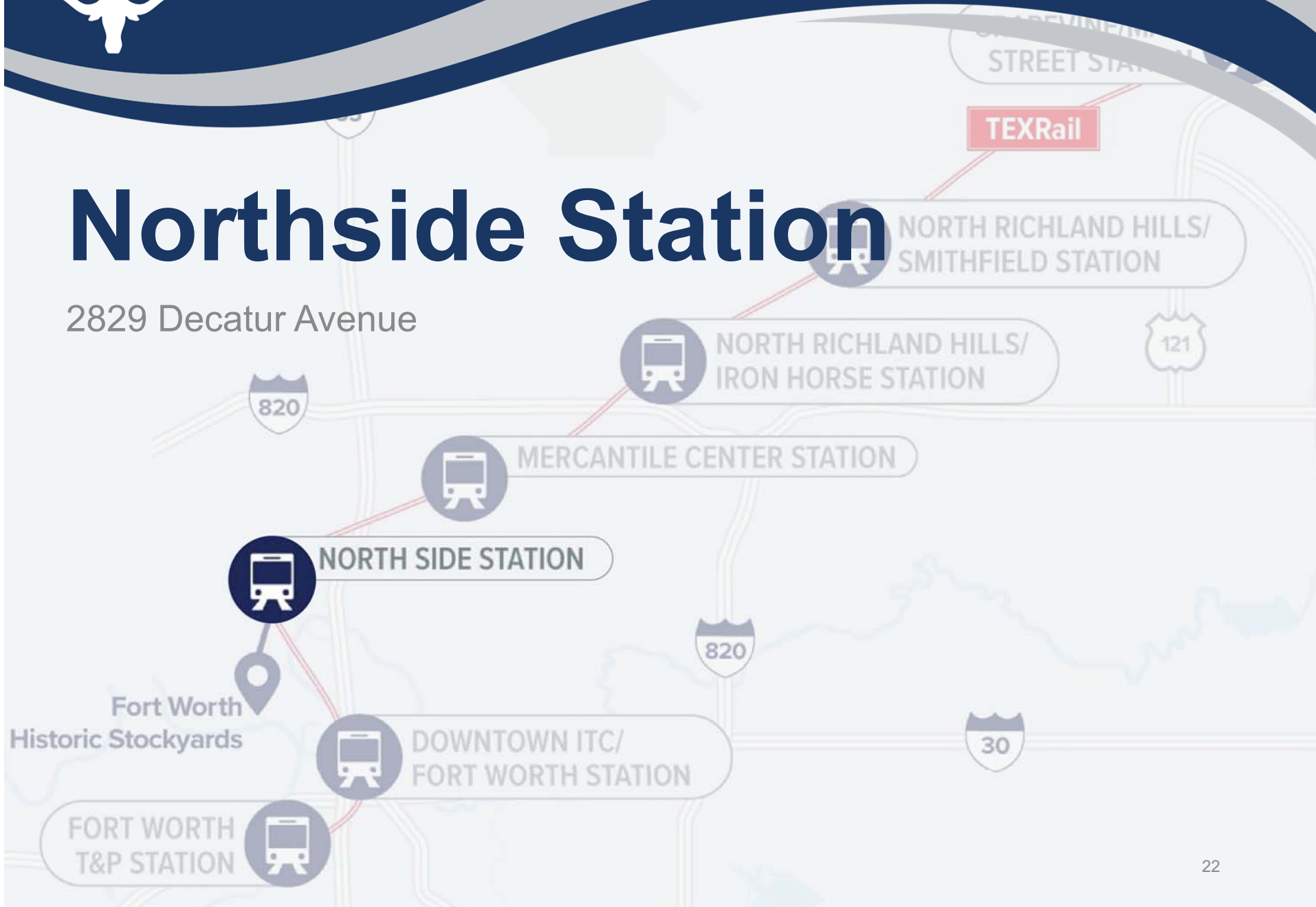


High Speed Rail Station Concept (2017)



Northside Station

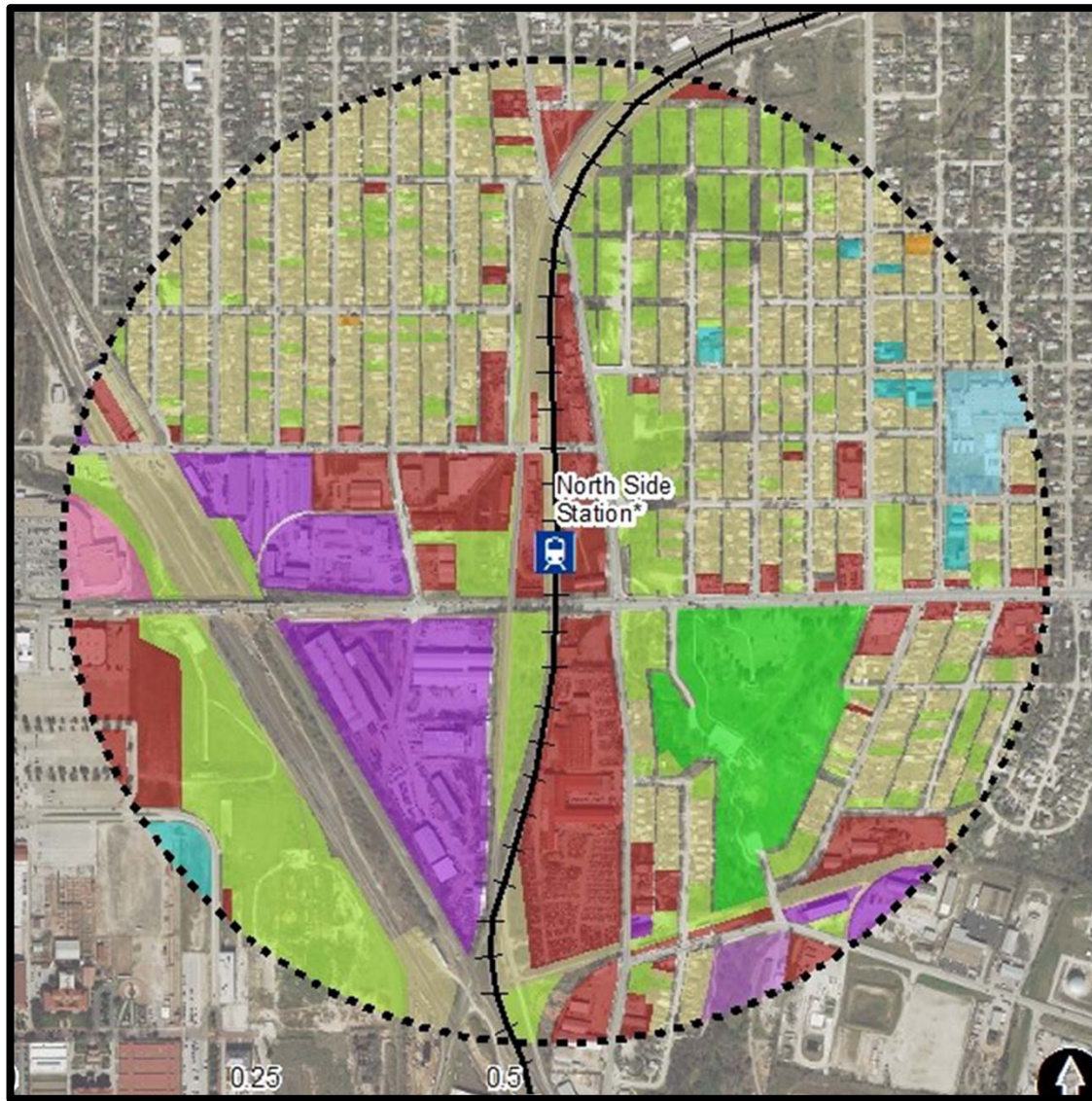
2829 Decatur Avenue



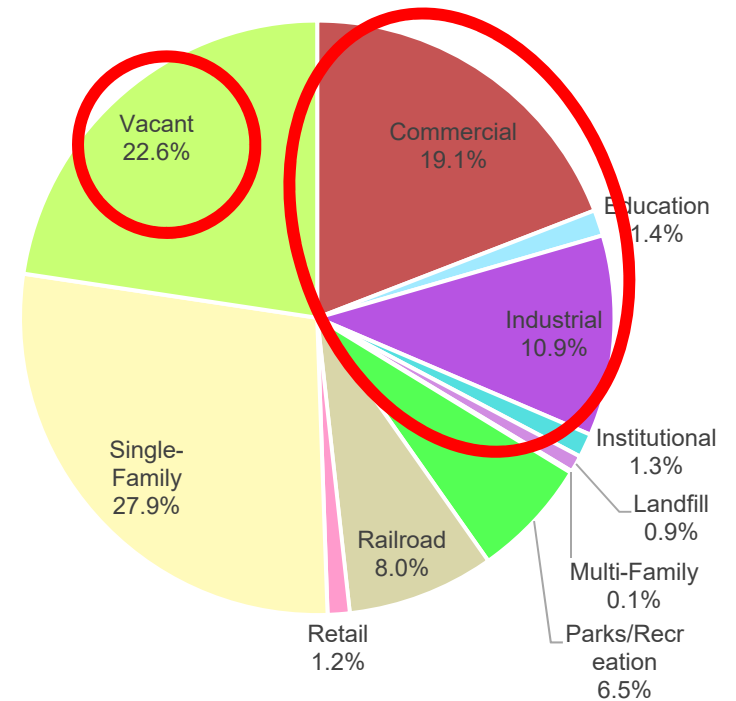
ULI TAP – Northside TEXRail Station

- Fort Worth is working with ULI NT to schedule a TAP for the Northside Station area (tentatively August 1-2, 2019).
- Focus on:
 - Type and **character** of TOD.
 - **Boundaries** for **Mixed-Use** and **Urban Residential** zoning.
 - Multi-modal **connections** to the Stockyards, Trinity Trails, and surrounding destinations and neighborhoods.

Northside Station Current Land Use



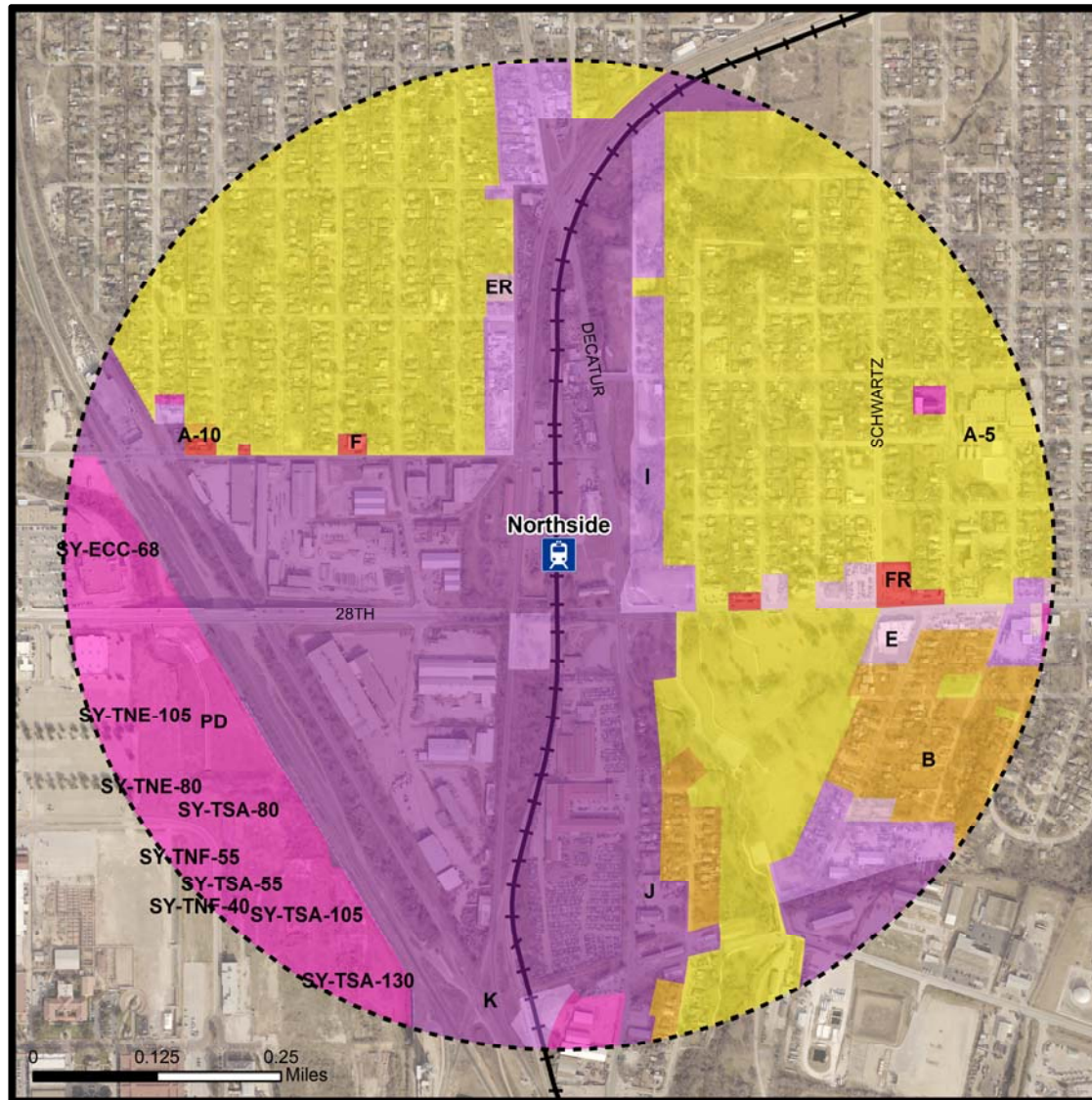
Land Use Percentages



Source: NCTCOG, 2016 data

0.5 Mile Station Buffer
 Rail Stations
 TEXRail Line

Zoning (2019)



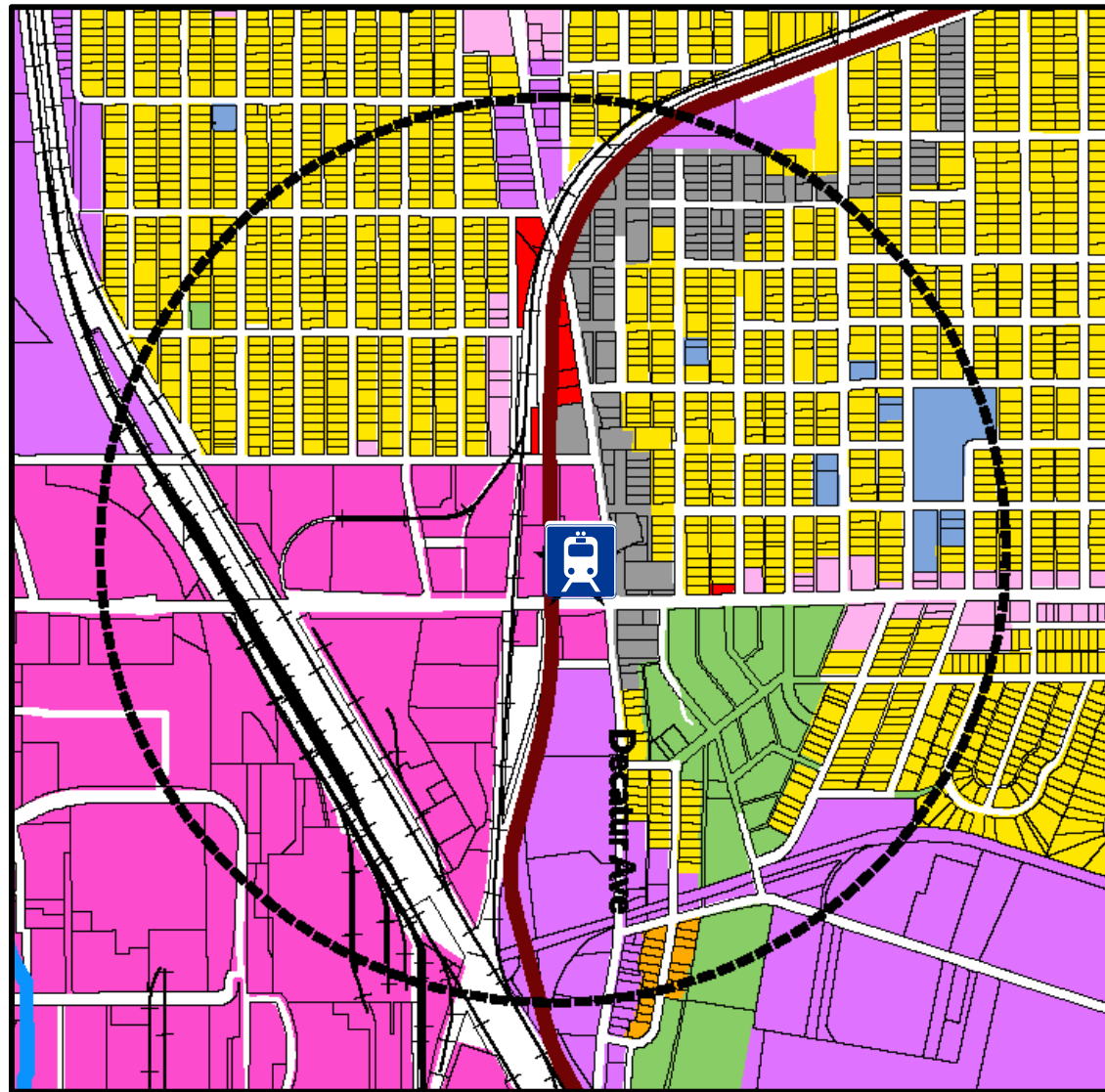
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Source: City of Fort Worth, 2019 data

0.5 Mile Station Buffer R Rail Stations TEXRail Line

Future Land Use (2019)



Future Land Use Designations

- Vacant, Undeveloped, Agricultural
- Rural Residential
- Suburban Residential
- Single Family Residential
- Manufactured Housing
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Urban Residential
- Institutional
- Neighborhood Commercial
- General Commercial
- Light Industrial
- Heavy Industrial
- Mixed-Use
- Industrial Growth Center
- Infrastructure
- 100 Year Flood Plain
- Public Park, Recreation, Open Space
- Private Park, Recreation, Open Space
- Lakes and Ponds

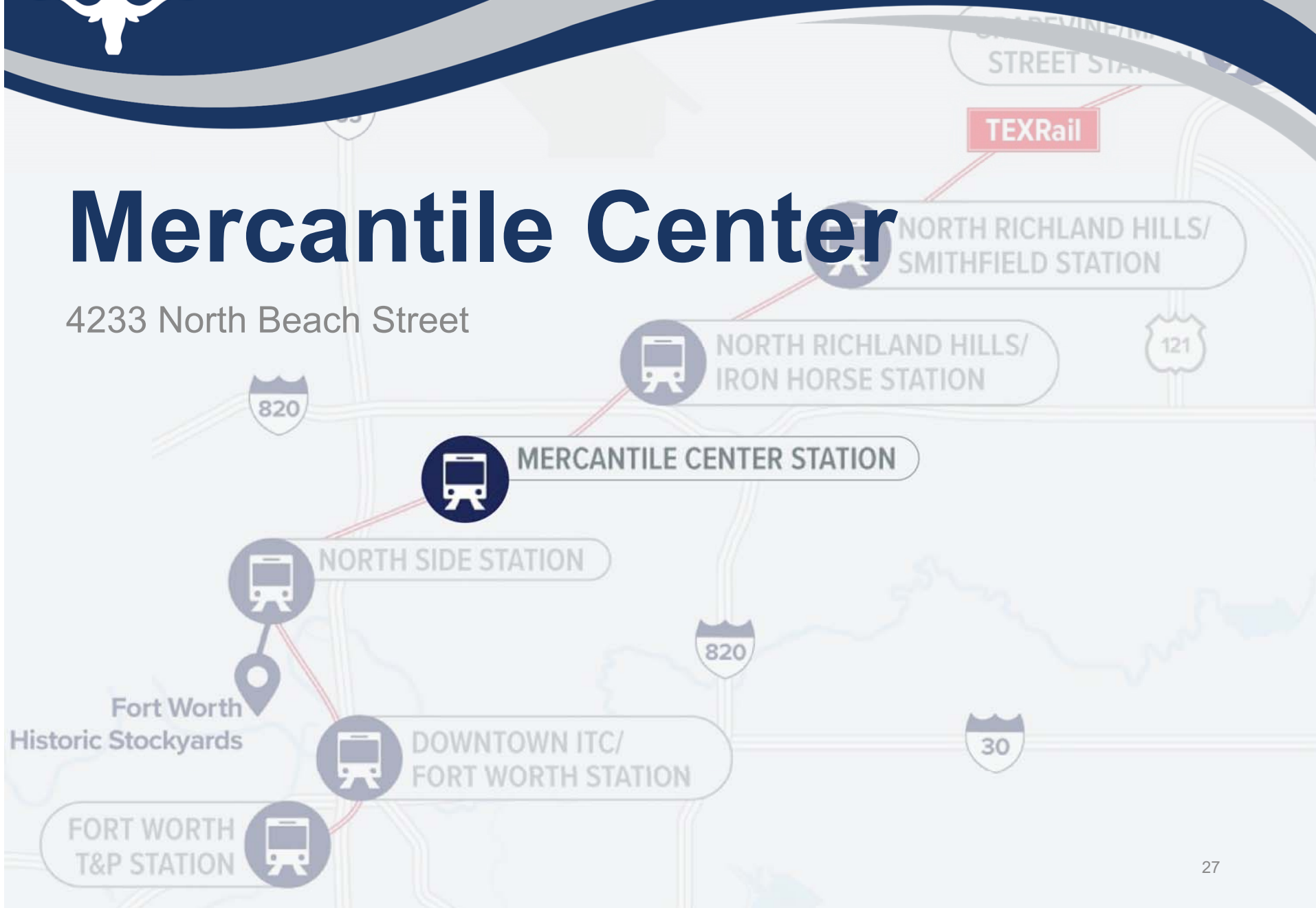
Source: City of Fort Worth, 2019 data

0.5 Mile Station Buffer

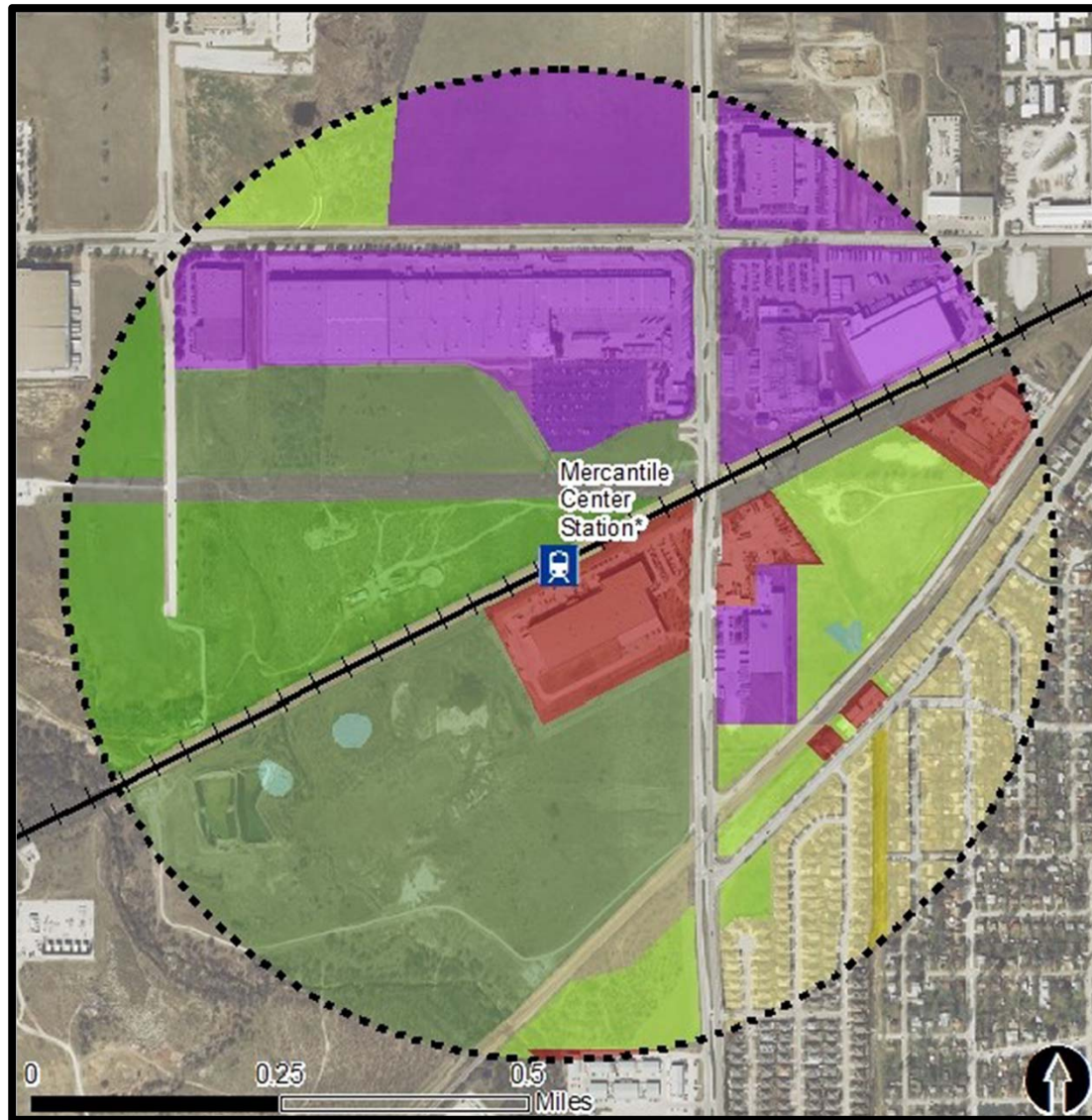
 Rail Stations TEXRail Line

Mercantile Center

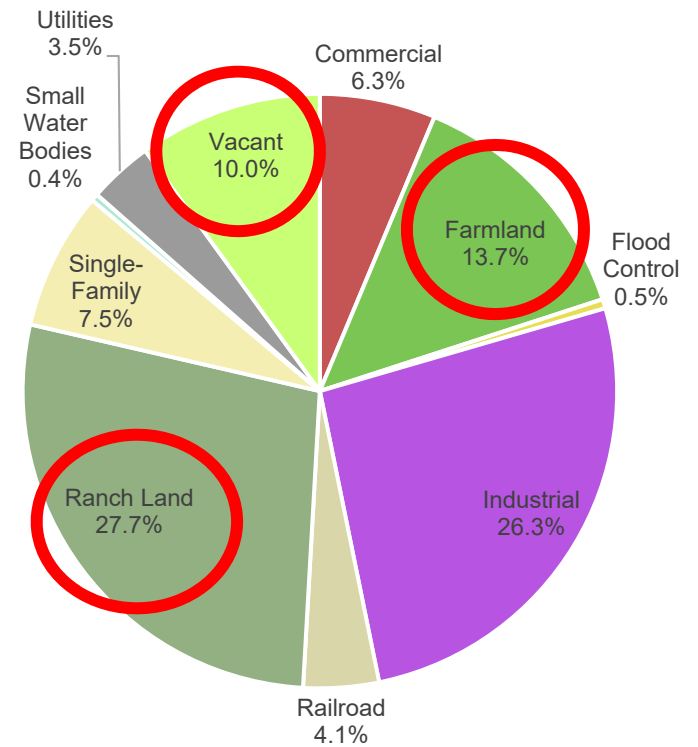
4233 North Beach Street



Mercantile Center Existing Land Use



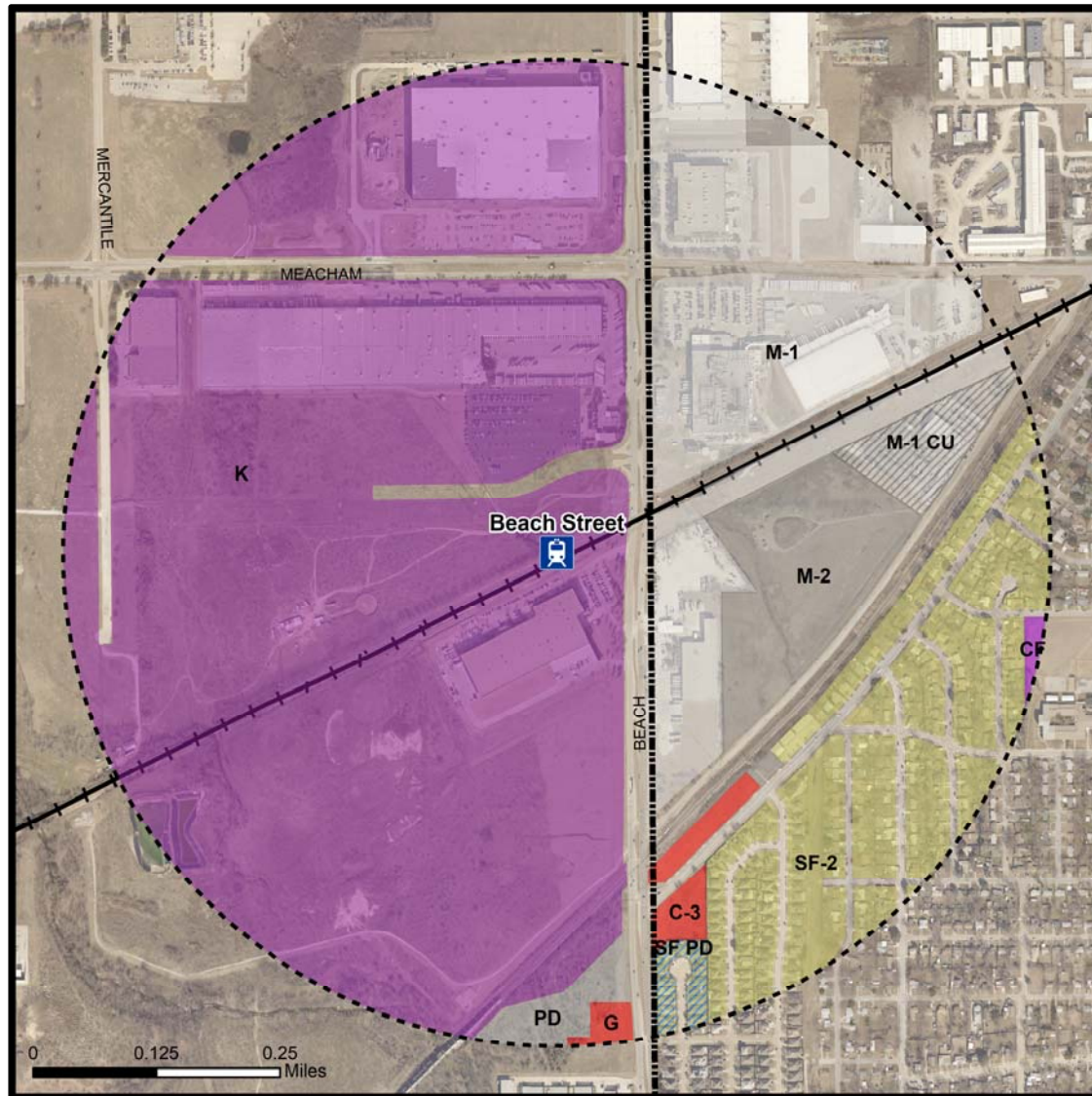
Land Use Percentages



Source: NCTCOG, 2016 data

0.5 Mile Station Buffer
 Rail Stations
 TEXRail Line

Zoning (2019)



Zoning Districts – Fort Worth

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Zoning Districts – Haltom City

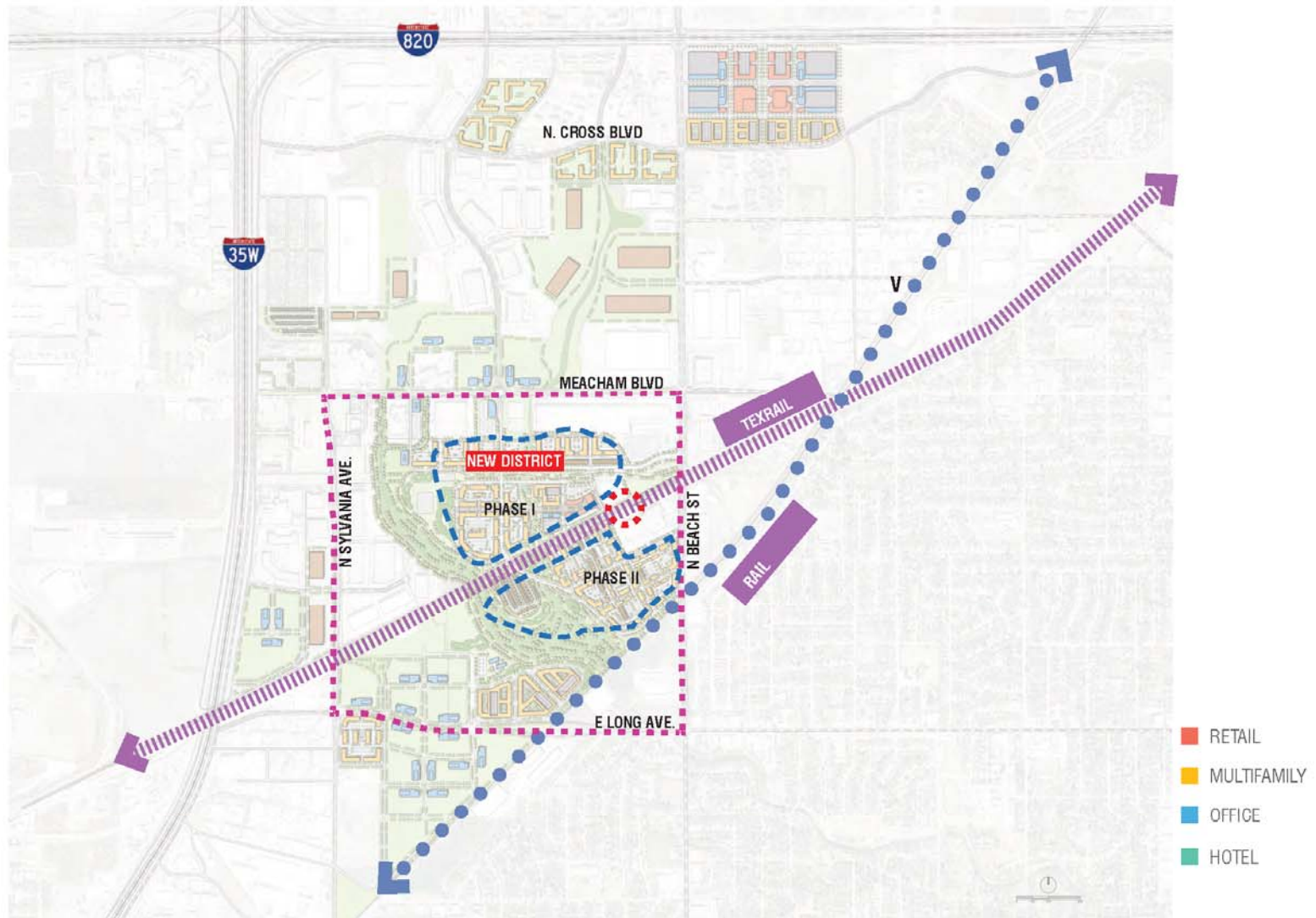
- C-3 - Commercial
- CF - Community Facilities
- M-1 - Industrial
- M-1 CU - Industrial
- M-2 - Industrial
- SF PD - Single Family Residential
- SF-2 - Single Family Residential

0.5 Mile Station Buffer 🚂 Rail Stations TEXRail Line

Station Area Plan Concept (2009)



Mercantile Partners Concept (2019)



Mercantile Partners Concept (2019)



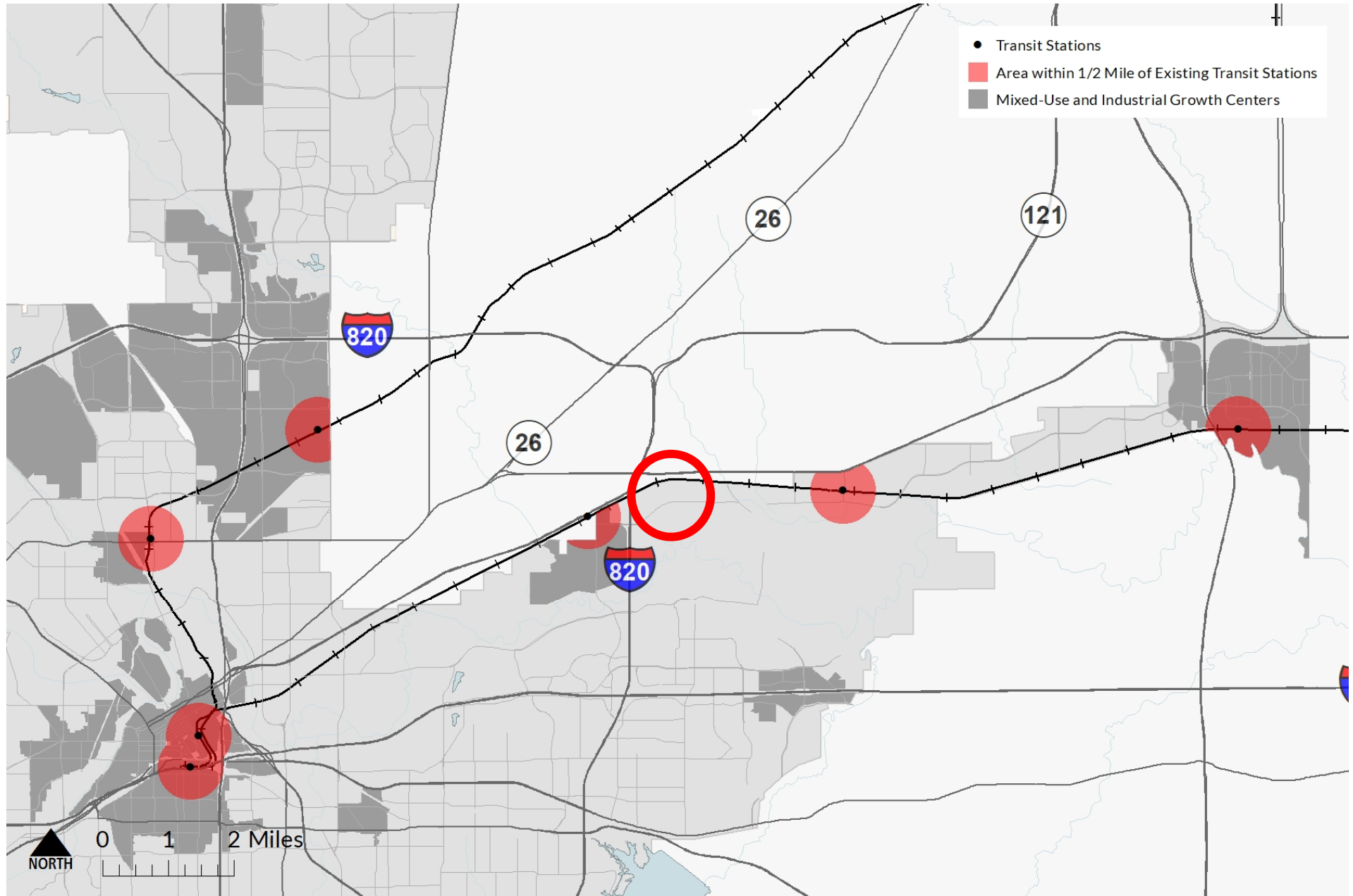
Mercantile Partners Concept (2019)



Mercantile Partners Concept (2019)



Trinity Lakes Station (Future)



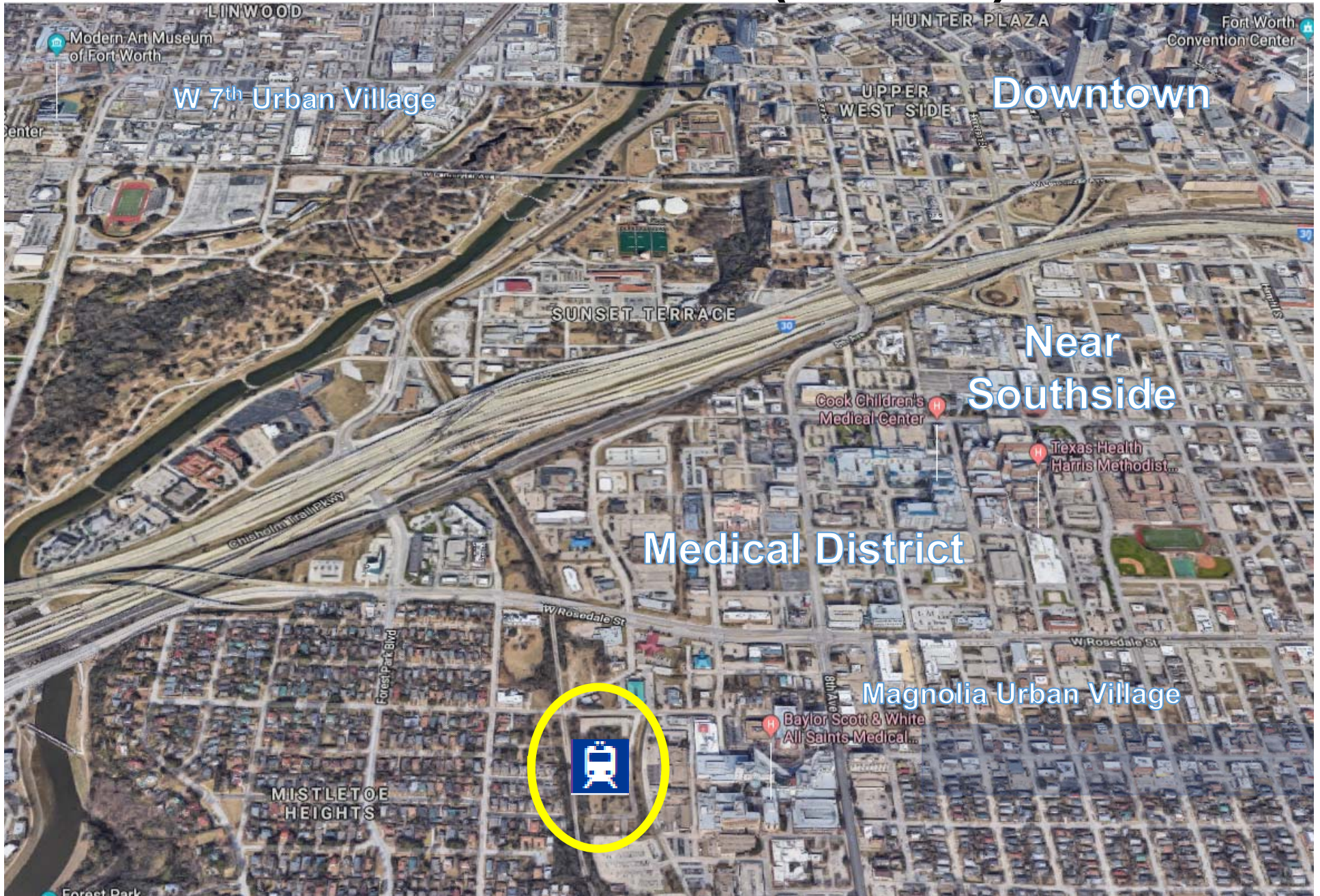
Trinity Lakes Character Zones for form-based district



LEGEND

	Boulevard Mixed Use
	Village Mixed Use
	Highway Mixed Use
	Office Commercial
	Boulevard Transition
	Neighborhood

Medical District Station (Future)



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