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.

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

- **URBAN RESIDENTIAL (UR)**
  - 1 MILE RADIUS

- **LOW-INTENSITY MIXED-USE (MU-1)**
  - 1/2 MILE RADIUS

- **HIGH-INTENSITY MIXED-USE (MU-2)**
  - 1/4 MILE RADIUS

- **TRANSIT LINE**
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.
- 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 placed 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, sale, and design of existing neighborhoods.

![Image of parking lot at Christ Chapel Baptist Church](image-url)

![Diagram of Neighborhood Street](image-url)

**Diverse Housing Options**
POLICIES AND STRATEGIES

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.

- 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 trails, 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.

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.
Existing Passenger Rail Stations in Fort Worth
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

- Commercial: 27.5%
- Vacant: 17.5%
- Vacant: 17.5%
- Parking: 10.5%
- Office: 3.8%
- Multi-Family: 4.2%
- Mixed-Use: 2.9%
- Educational/Semi-Public: 11.4%
- Industrial: 3.1%
- Hotel/Motel: 1.4%
- Transportation Utilities: 2.7%
- Railroad: 7.4%
- Parks/Recreation: 3.2%
- Single-Family: 0.6%
- Utilities: 1.0%
- Parking: 10.5%

Source: NCTCOG, 2016 data
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
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

- Mixed-Use: 2.6%
- Utilities: 0.6%
- Railroad: 8.1%
- Parking: 14.0%
- Parks/Recreation: 3.0%
- Office: 13.2%
- Multi-Family: 10.7%
- Institutional: 12.9%
- Commercial: 8.9%
- Education: 2.6%
- Hotel/Motel: 3.1%
- Vacant: 8.5%
- Railroad: 8.1%

Source: NCTCOG, 2016 data
Zoning (2019)

Source: City of Fort Worth, 2019 data
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

- Commercial: 19.1%
- Vacant: 22.6%
- Railroad: 8.0%
- Single-Family: 27.9%
- Parks/Recreation: 6.5%
- Retail: 1.2%
- Multi-Family: 0.1%
- Institutional: 1.3%
- Industrial: 10.9%
- Education: 1.4%
- Landfill: 0.9%

Source: NCTCOG, 2016 data
Zoning (2019)

Source: City of Fort Worth, 2019 data
Future Land Use (2019)

Source: City of Fort Worth, 2019 data
Mercantile Center
4233 North Beach Street
Mercantile Center Existing Land Use

Land Use Percentages

- Vacant: 10.0%
- Farmland: 13.7%
- Industrial: 26.3%
- Ranch Land: 27.7%
- Railroad: 4.1%
- Single-Family: 7.5%
- Flood Control: 0.5%
- Small Water Bodies: 0.4%
- Utilities: 3.5%

Source: NCTCOG, 2016 data
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
Contacts

Eric Fladager
817-392-8011
Eric.Fladager@FortWorthTexas.gov

Korrie Becht
817-392-7944
Korrie.Becht@FortWorthTexas.gov