



March 2022 Virtual Public Meeting

TRANSIT-ORIENTED DEVELOPMENT PLANNING STUDY

Meeting Agenda

- Welcome and Introductions
- Transit-Oriented Development Plan Purpose and Objectives
- Round 2 Public Engagement Summary
- Zoning Assessment
- Value Capture Assessment & Affordability Recommendations
- Implementation Plan & Recommendations
- Q&A



Transit-Oriented Development Plan Purpose

- The City of Fort Worth initiated a study in 2019 called “**Transit Moves Fort Worth**” to **increase transit’s role** in the **overall transportation system**.
- **East Lancaster Avenue** was identified as one of the **priority corridors** for development and is the **highest ridership** corridor in the Trinity Metro bus network.
- **Advancing East Lancaster** is a Transit-Oriented Development (TOD) Plan evaluating potential **development scenarios** along the corridor that would be supportive of **high-capacity transit**.
- The TOD Plan is a **visioning exercise** that will help align the City’s **infrastructure investments** with future **private investments** along the corridor.



Transit-Oriented Development Plan Objectives

- Benefit existing residents and businesses along the corridor with **new housing, retail, and service options**
- Enable residents, commuters, businesses and students to benefit from **improved accessibility** to downtown and the Lancaster corridor
- Guide **growth and economic development** in the corridor
- Align the City's **infrastructure investments** with future **private investments** along the corridor
- Accommodate a **growing population**
- Maximize the potential for **mixed-use development**, blending residential and work uses at priority places in the East Lancaster corridor
- Create opportunities to **repurpose and redevelop underutilized land**



What is Transit-Oriented Development (TOD)?

- Places where **development and transit** support each other
- Growing **cities, downtowns, neighborhoods, suburbs**
- Compact, **walkable**, mixed-use communities
- **Focused hubs** for stores, community services, and jobs
- **New housing**
- **Heights, activity, density linked to transportation and transit**
- High quality **streets, sidewalks and bike routes**
- **Reduced parking demand**



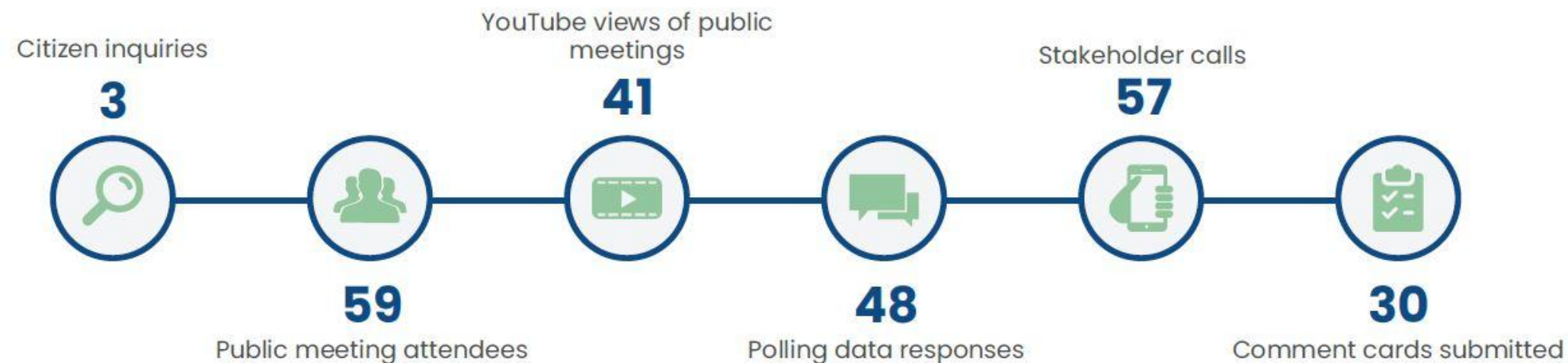


**Round 2
Public Engagement**



Round 2 Public Engagement Summary

- The **second round** of public engagement included an **in-person open house** on October 27, 2021, and a **virtual public meeting** on October 28, 2021. The project team shared information on:
 - **Round 1** public engagement summary
 - Corridor **design preferences**
 - Conceptual **development scenarios** for each station area

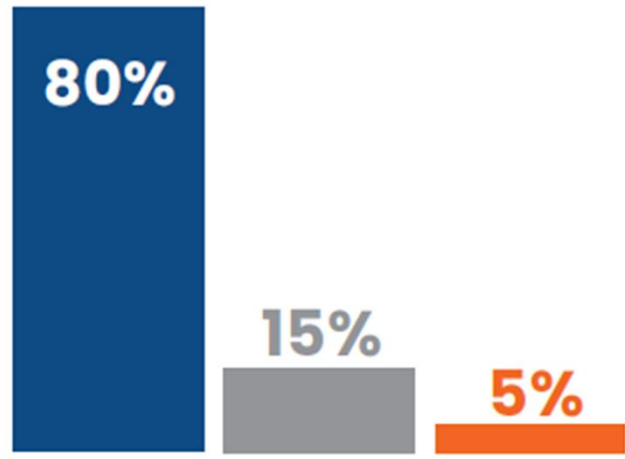


Round 2 Survey Summary

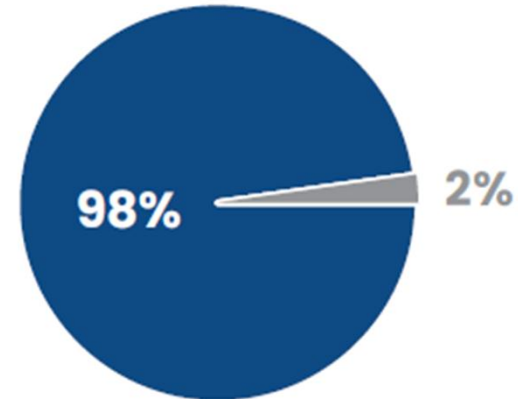
Corridor Design Preferences

■ SUPPORT ■ NEUTRAL ■ DO NOT SUPPORT

Buildings should front the sidewalk with parking placed behind the building.



Wide sidewalks, shade trees, building canopies, and lighting promote walkability and should be incorporated into new projects.



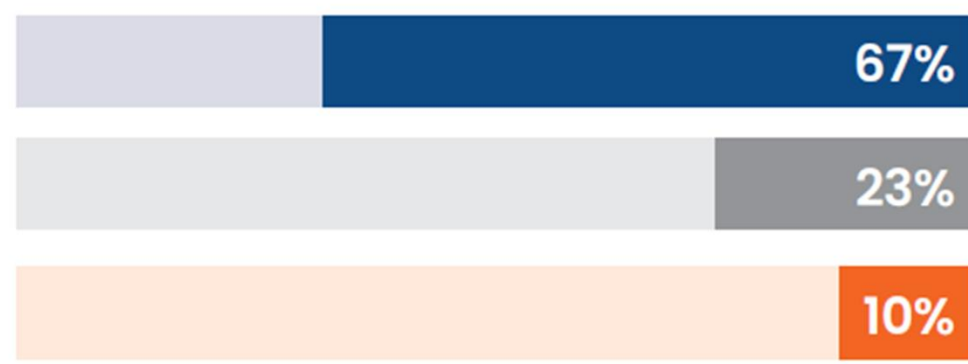
Building design standards are important to add to the character of the transit station and neighborhood.



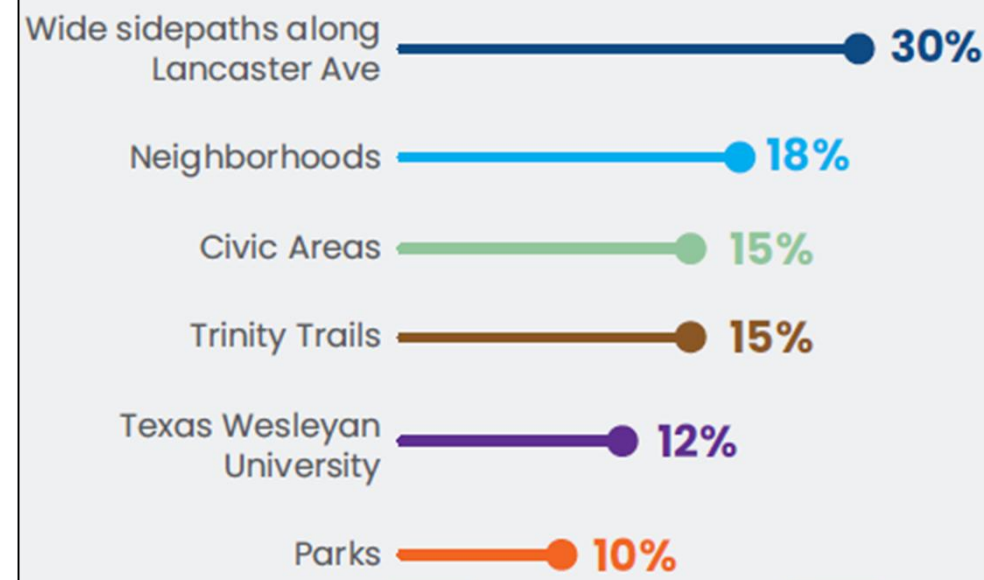
Wide range of housing options should be allowed in the neighborhoods close to the corridor and transit stops, such as townhomes, live-work units, duplexes, and garage apartments.



Taller buildings and higher intensity uses should be clustered around the station, transitioning to shorter buildings and lower intensity near single-family neighborhoods.

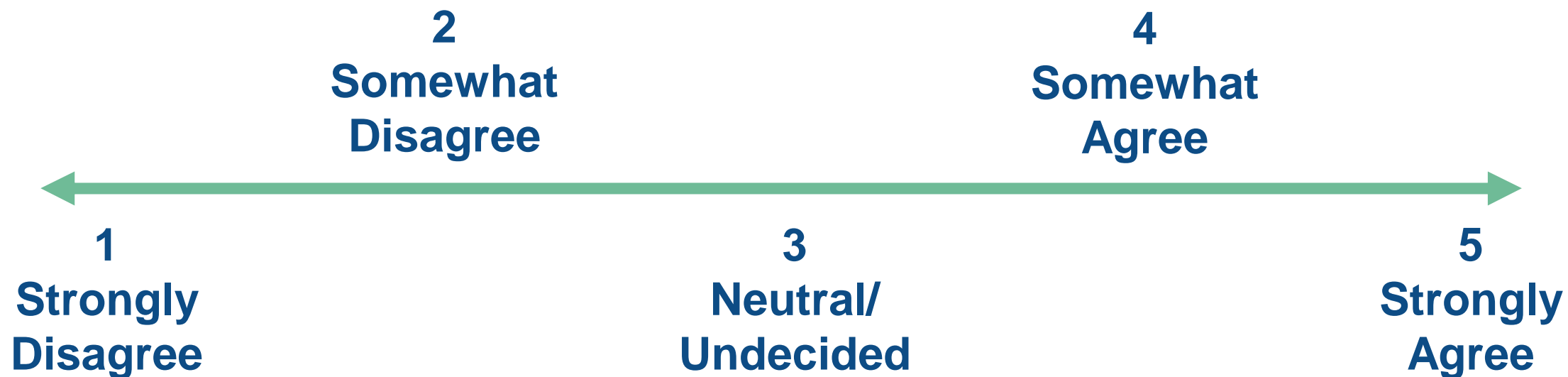


Top two priority connections along East Lancaster



LIVE POLL QUESTION #1

1. Do you agree that the City of Fort Worth should focus on sidewalk and bicycle connections from the existing neighborhoods to the potential station areas?



Virtual Developer Panel

- Hosted professionals from **real estate** and **public transit**
- Shared their **perspectives** and **lessons learned**
- Discussions centered around the **successes** of national and local TODs, and how those factors could be **adapted** to the East Lancaster corridor

“We need to contemplate what the community aspirations are, both in terms of achieving community goals and objectives, but in a manner that certainly allows for the maximum level of integration with minimizing disruption, while also creating great places with lasting value.”

- Stephen Stansbery

“One-half mile within transit is now considered beach front property.”

- Debbie B. Frank

“You can either meet the market or you can make the market.”

- Chris Harden



Virtual Developer Panel

WEDNESDAY, NOVEMBER 17
11:30 AM - 1:00 PM



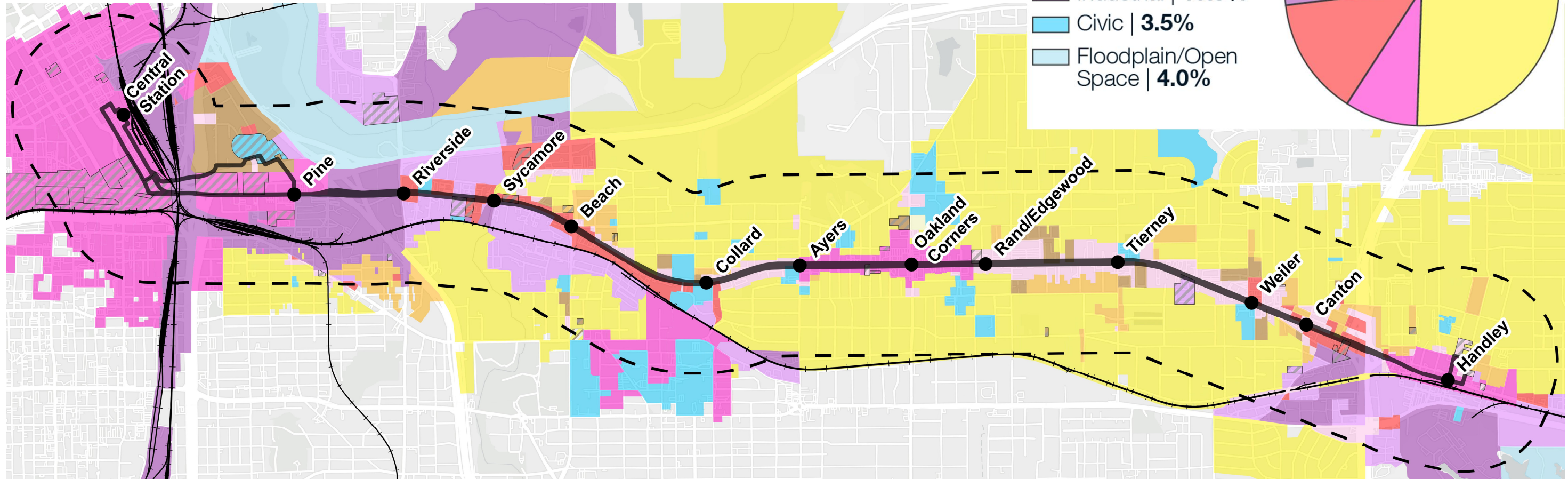
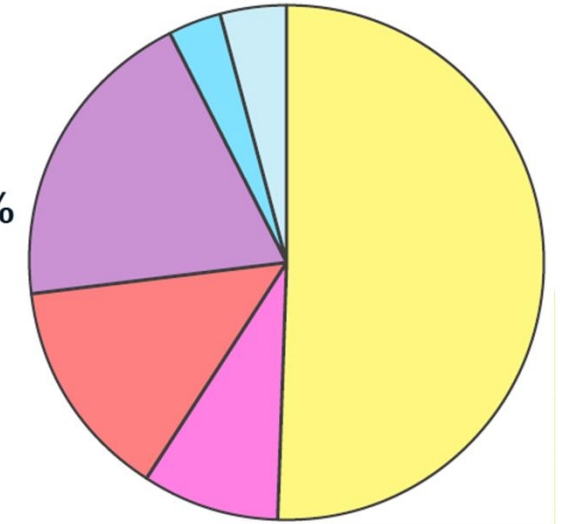


Zoning Assessment



Existing Zoning along East Lancaster

- Residential | **50.7%**
- Mixed-Use | **8.5%**
- Commercial | **13.9%**
- Industrial | **19.5%**
- Civic | **3.5%**
- Floodplain/Open Space | **4.0%**



Design-Based Zoning Tools



Conventional Zoning (Current):

- Auto-oriented
- Single-use
- Outdated
- Less transit-supportive
- Value decreases as development ages

City's Existing Design-Based Zoning Tools:

- Mixed-use districts (MU-1, MU-2, UR) support the TOD vision
- Calibrate and apply to station areas on East Lancaster

Future Form-Based Code:

- Create a seamless zoning tool for the entire corridor (station areas and areas between the stations) tailored to implement the specific vision for East Lancaster

Potential Amendments to Existing Zoning Districts

MU-1: Low-Intensity Mixed-Use

- New “MU-1(T)” designation for transit areas
- Increase flexibility regarding balance of commercial and residential.
- Un-bundle parking from land uses and allow the supply to fluctuate based on demand.
- Implement block standards to improve walkability.

MU-2: High-Intensity Mixed-Use

- New “MU-2(T)” designation for transit areas
- Allow one-story buildings that could transition as the market matures.
- Un-bundle parking from land uses and allow the supply to fluctuate based on demand.
- Implement block standards to improve walkability.

I: Light Industrial

- Address minimum block standards to improve pedestrian access.



Potential New Zoning Districts

MU-C: Mixed-Use Corridor

- Intended for corridors transitioning from commercial to mixed-use developments that include moderate-density residential.
- Similar to MU-1 zone, but MU-C does not mandate mixed-use and residential uses.
- Also allows for commercial-only developments to co-exist.
- Would allow for a more organic transition to higher density development over time.
- Would include building and site design standards that promote walkability.



MR: Mixed Residential

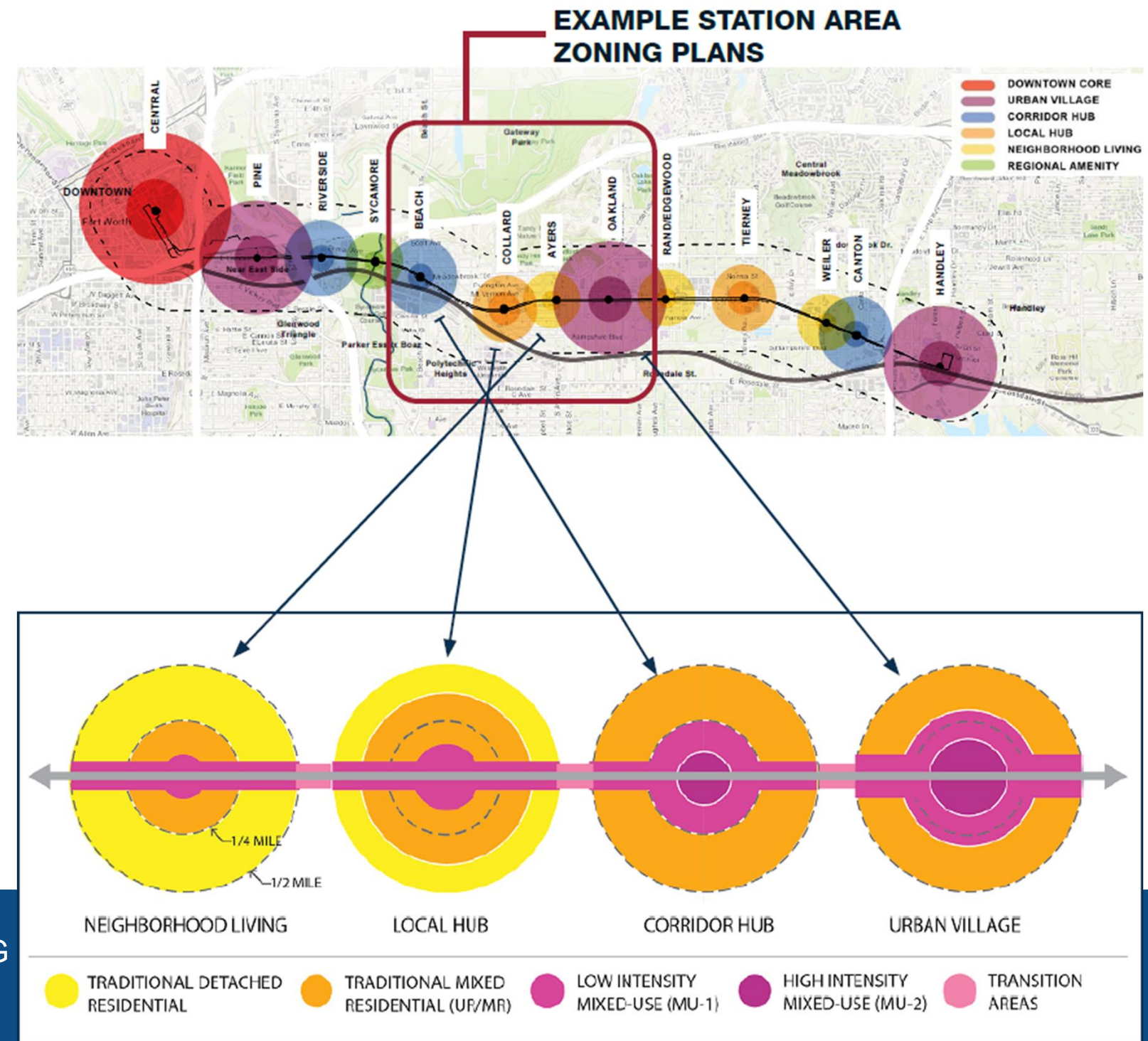
- Currently under consideration by City of Fort Worth.
- Intended to allow a variety of detached and missing middle housing types in the pattern of a traditional early-20th century neighborhood.
- Non-residential uses must be small-scale and compatible with the development character.



Proposed TOD Corridor Zoning Tools

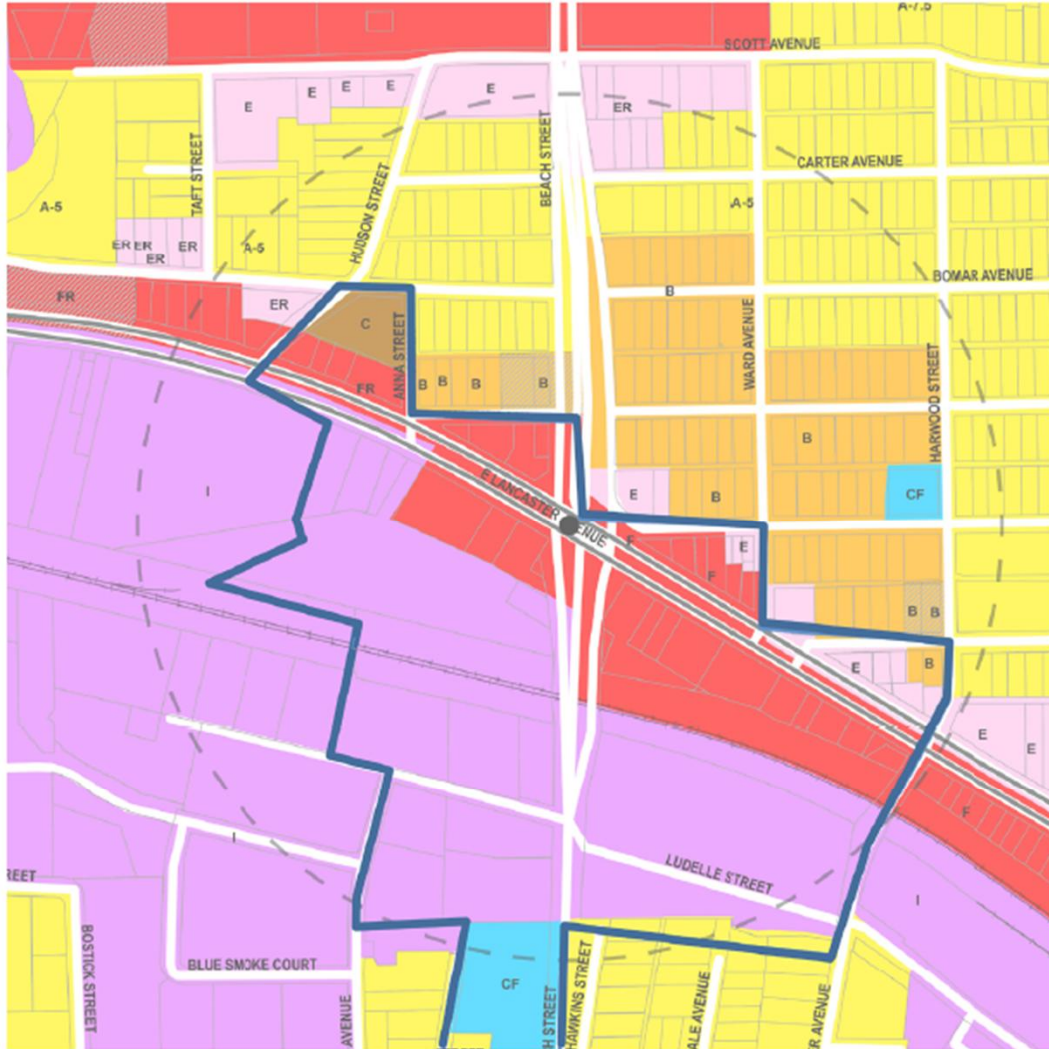
Zoning Framework for TOD

- Building off similar concept from the City's Comprehensive Plan.
- Calibrate the City's existing zoning categories to each station type.
- Meant to be flexible and responsive to site-specific conditions.
- Example station area zoning plans were developed for four stations along East Lancaster.

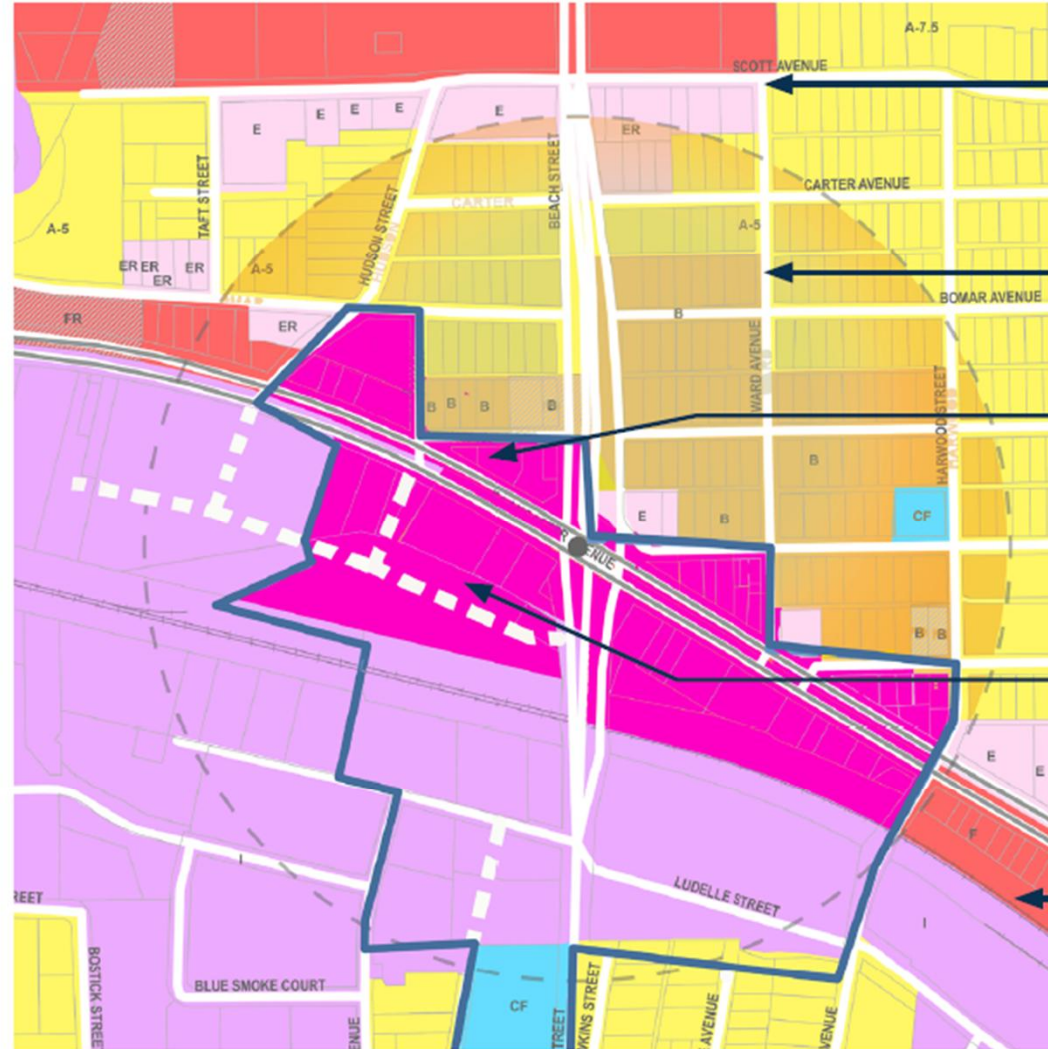


Beach Station Area Zoning Example

Existing Zoning



Potential Zoning



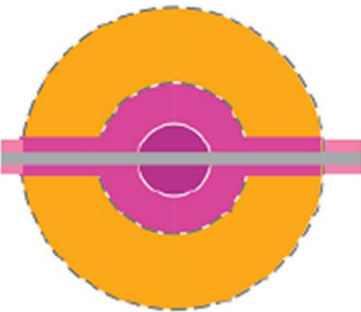
These areas along Scott Avenue are candidates for low-intensity mixed-use.

Future Mixed Residential within station area walkshed, with potential for Urban Residential close to the station.

MU-1 zone on north side of East Lancaster. Mixed-use development may be limited by parcel geometry.

Area between East Lancaster and railroad tracks may be suitable for high-intensity mixed-use.

Properties fronting the corridor between stations are candidates for MU-C district.



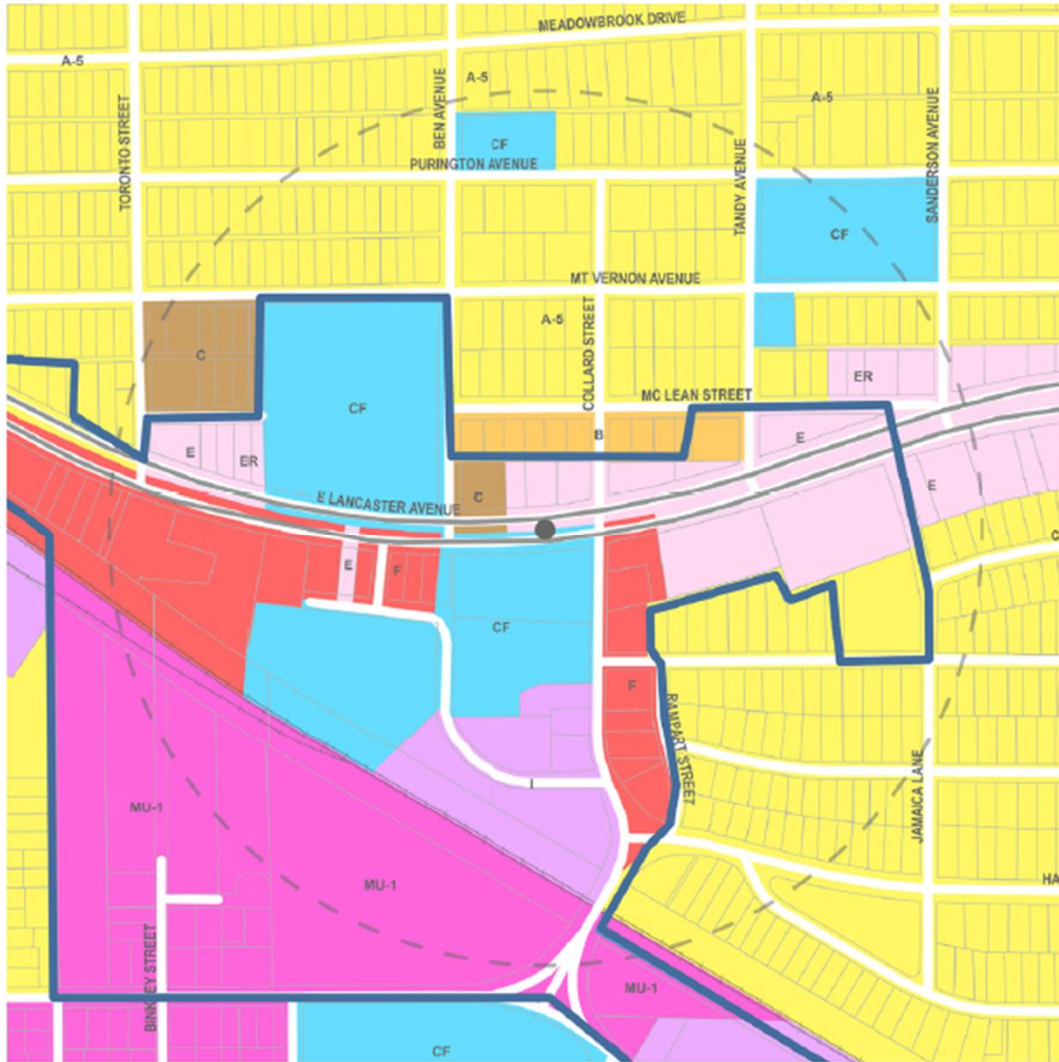
CORRIDOR HUB

	MU-1	Low-Intensity Mixed-Use
	MU-2	High-Intensity Mixed-Use
	UR/MR	Urban/Mixed Residential
	DASHED WHITE LINE	Recommended street

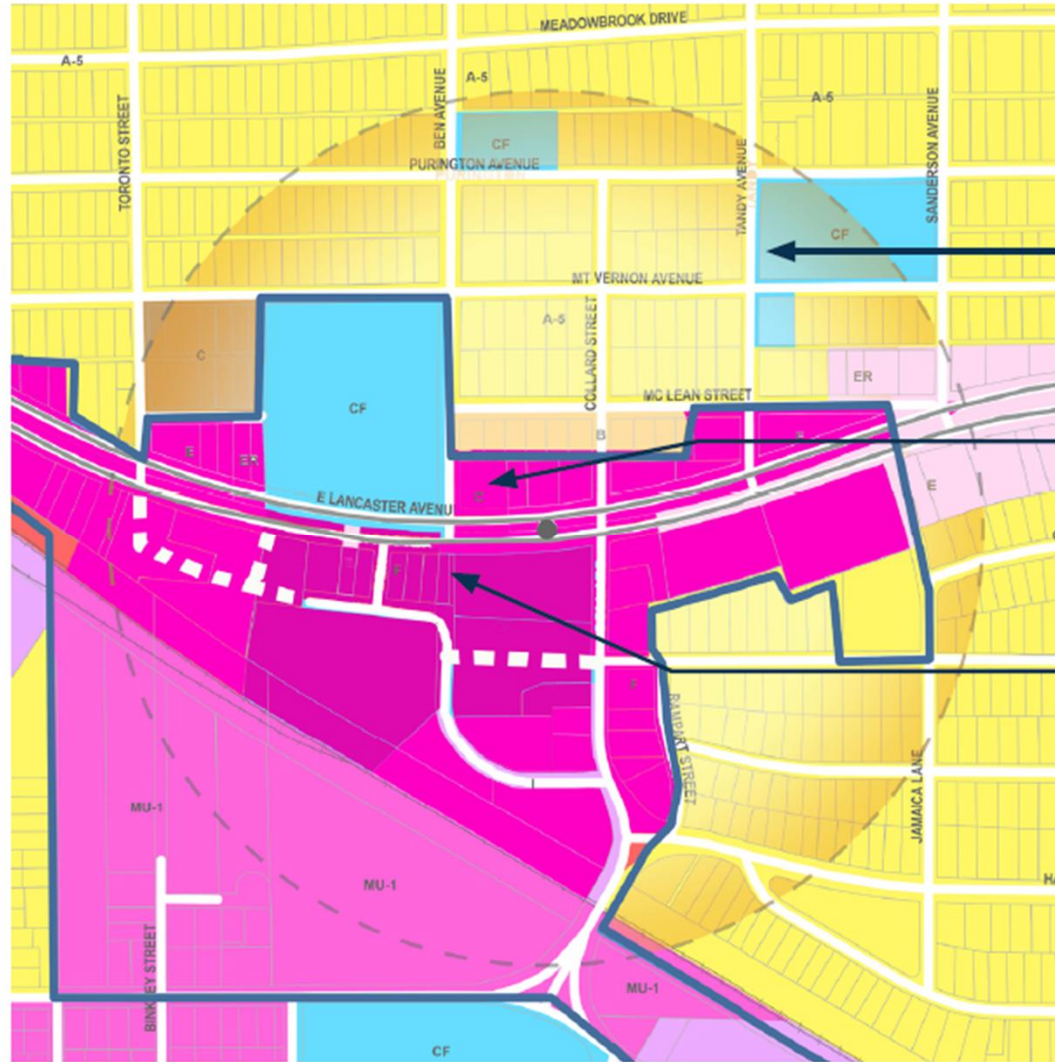


Collard Station Area Zoning Example

Existing Zoning



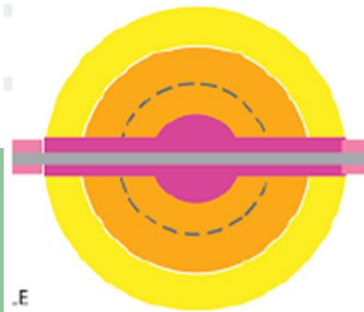
Potential Zoning



Future Mixed Residential within station area walkshed, with potential for Urban Residential close to the station.

Smaller parcels next to existing residential are suitable for low-intensity mixed-use.

Large parcels between East Lancaster and railroad tracks are suitable for high-intensity mixed-use development.



LOCAL HUB

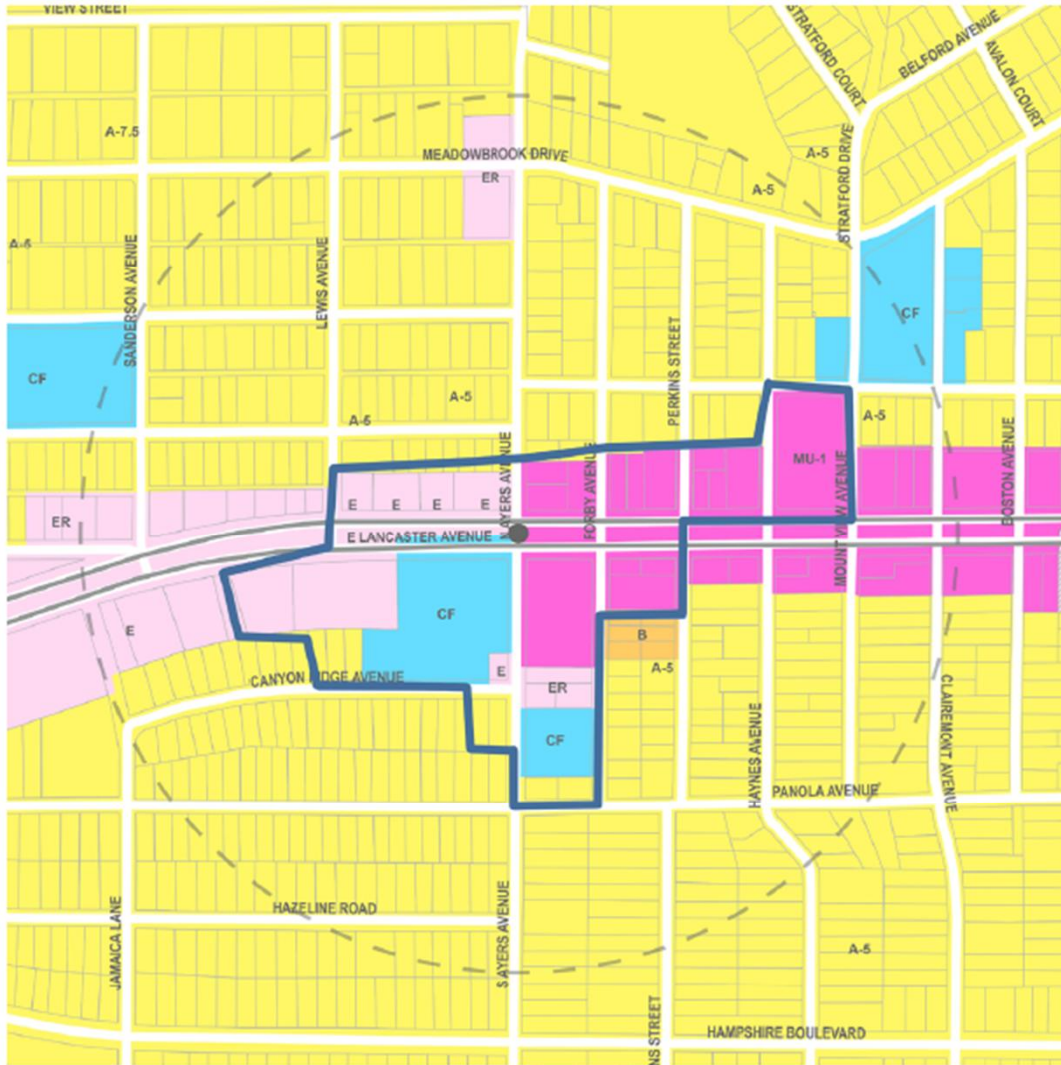
	MU-1	Low-Intensity Mixed-Use
	MU-2	High-Intensity Mixed-Use
	UR/MR	Urban/Mixed Residential
	DASHED WHITE LINE	Recommended street



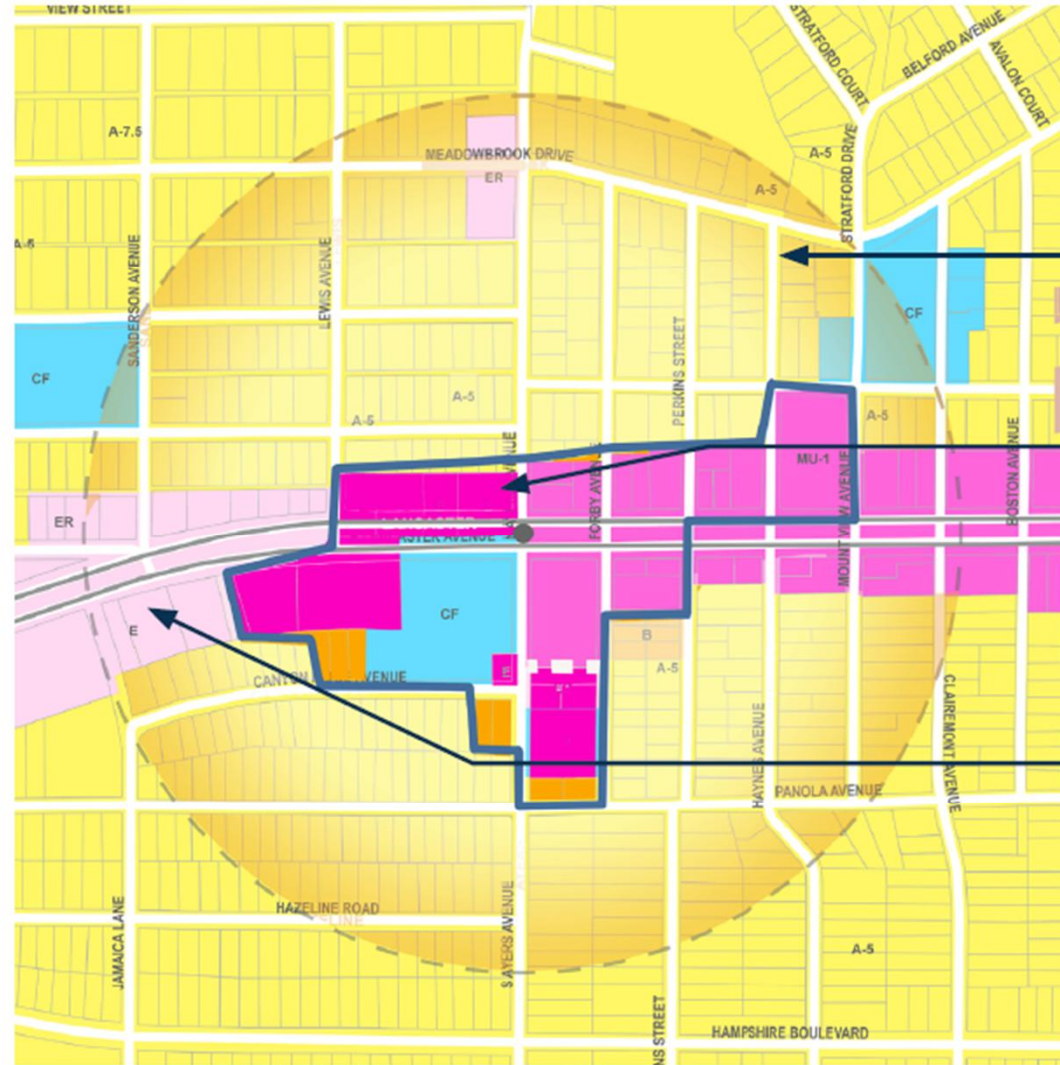
EAST LANCASTER

Ayers Station Area Zoning Example

Existing Zoning



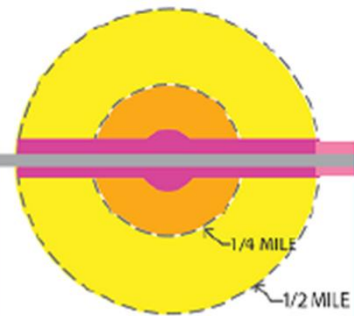
Potential Zoning



Future Mixed Residential within station area walkshed, with potential for Urban Residential close to the station.

Low-intensity mixed-use is recommended for this station type.

Existing commercial parcels between the station areas are candidates for proposed MU-C district.



NEIGHBORHOOD LIVING

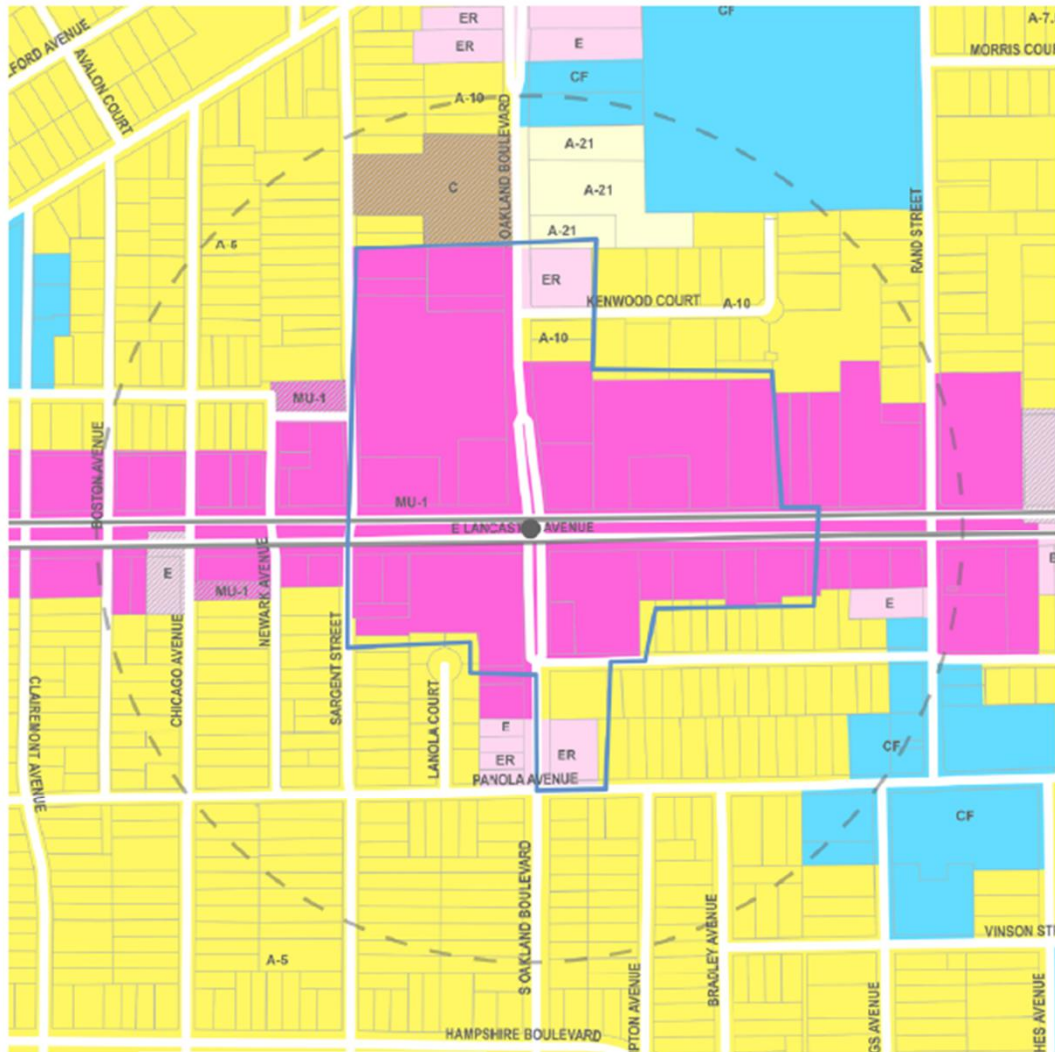
	MU-1	Low-Intensity Mixed-Use
	MU-2	High-Intensity Mixed-Use
	UR/MR	Urban/Mixed Residential
	DASHED WHITE LINE	Recommended street



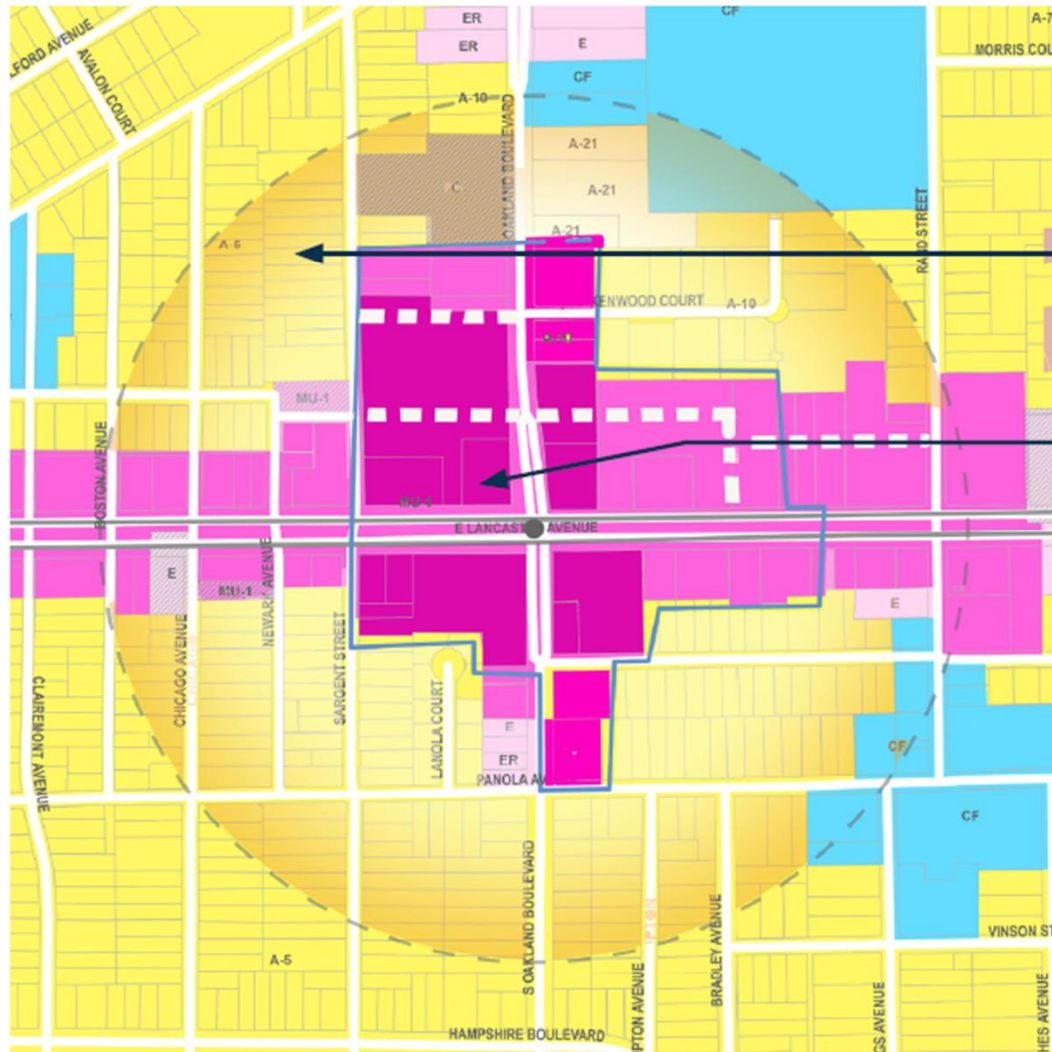
EAST LANCASTER

Oakland Station Area Zoning Example

Existing Zoning

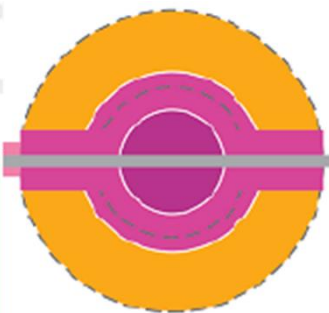


Potential Zoning



Future Mixed Residential within station area walkshed, with potential for Urban Residential close to the station.

The Urban Village station type supports more intensive mixed-use development.




URBAN VILLAGE

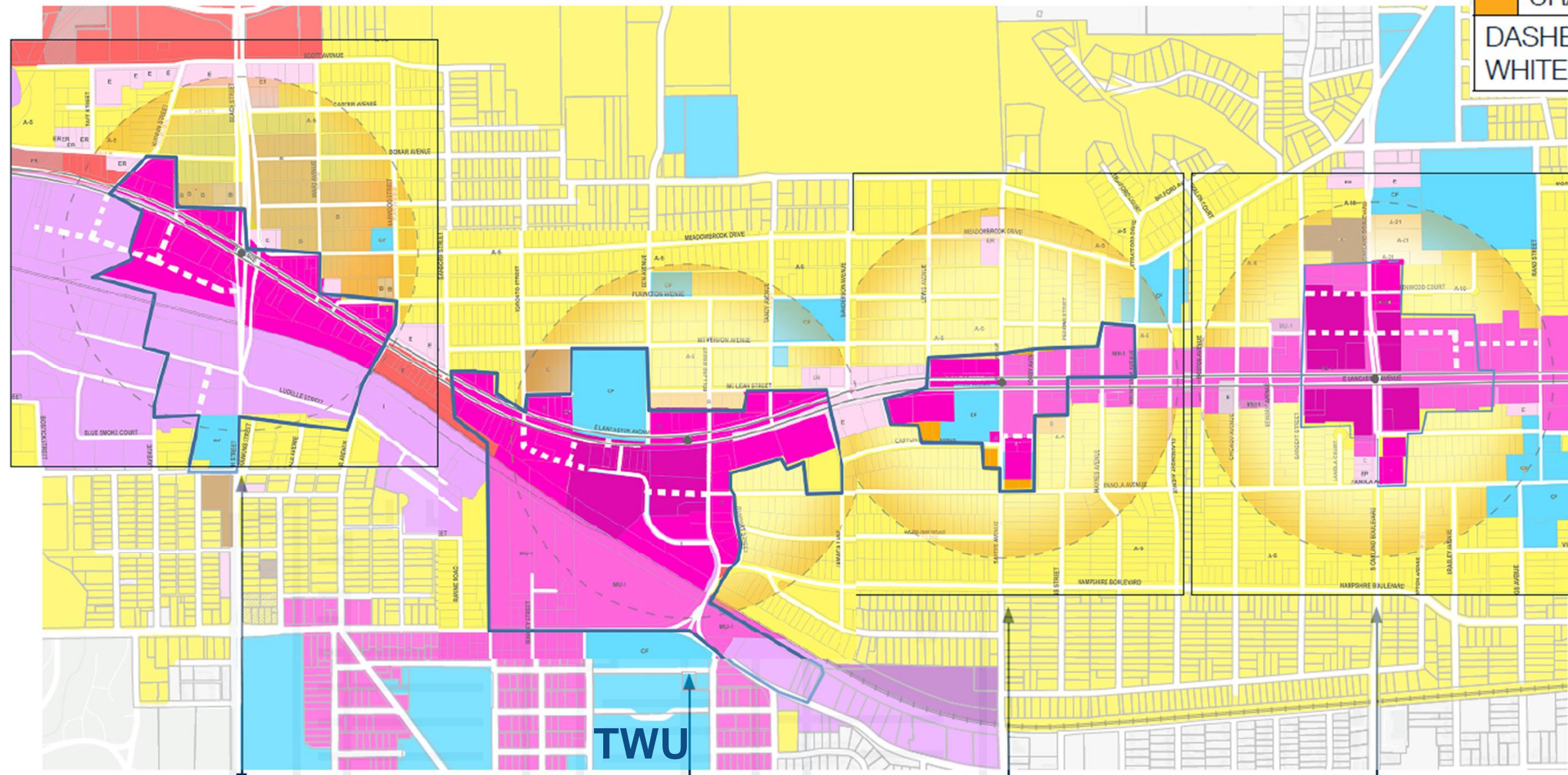
	MU-1	Low-Intensity Mixed-Use
	MU-2	High-Intensity Mixed-Use
	UR/MR	Urban/Mixed Residential
	DASHED WHITE LINE	Recommended street



EAST LANCASTER

Assembled Station Area Zoning Plans

	MU-1	Low-Intensity Mixed-Use
	MU-2	High-Intensity Mixed-Use
	UR/MR	Urban/Mixed Residential
		Recommended street



BEACH
CORRIDOR HUB

COLLARD
LOCAL HUB

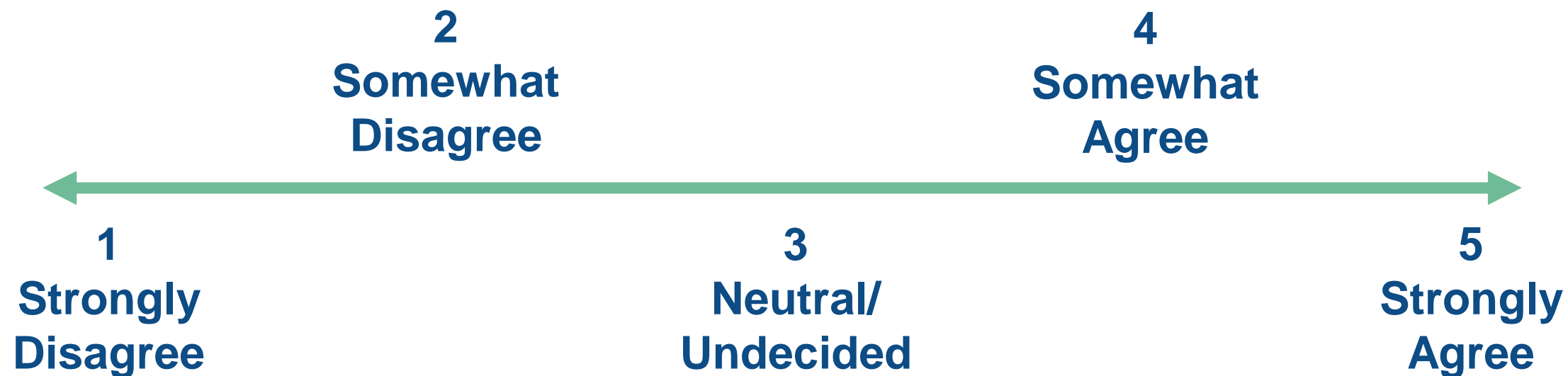
AYERS
NEIGHBORHOOD
LIVING

OAKLAND
URBAN VILLAGE



LIVE POLL QUESTION #2

2. Do you agree that the East Lancaster Corridor should welcome mixed-use developments to increase and diversify the housing supply near the potential stations?





Value Capture

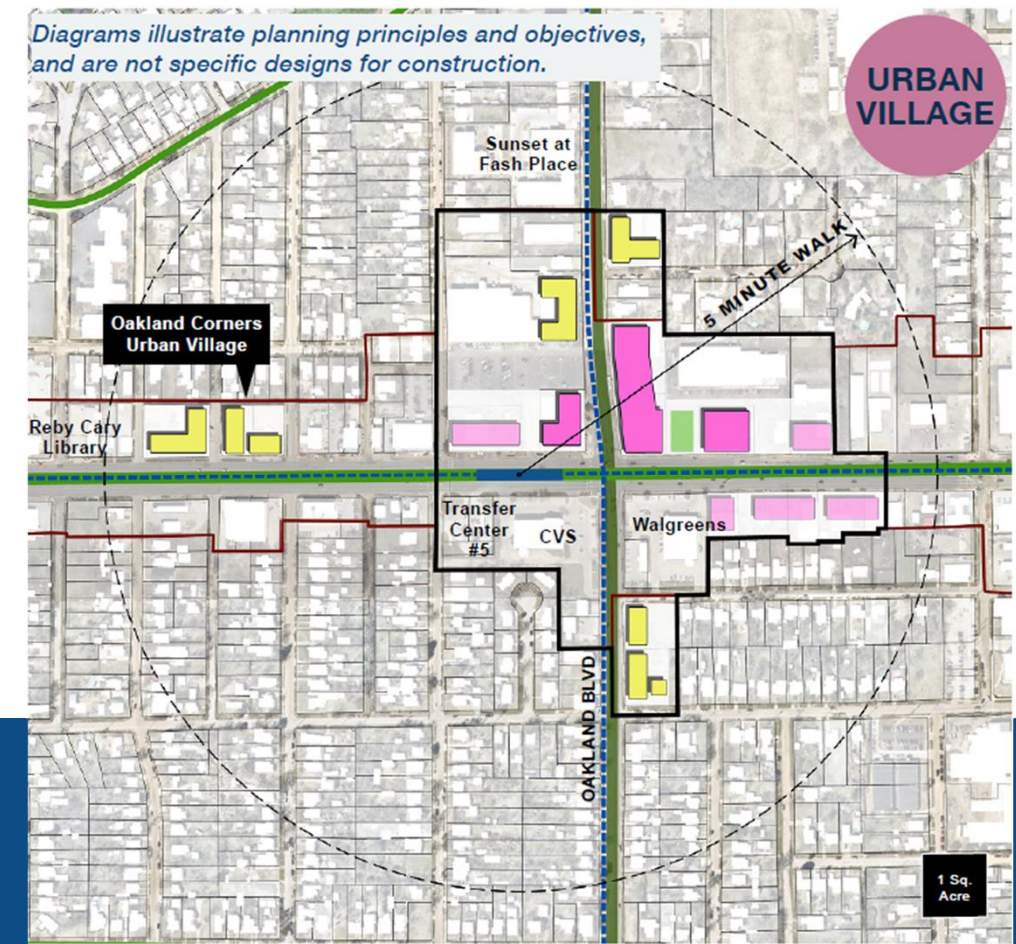


Value Capture along East Lancaster

Value Capture:

- Approach where a public agency “captures” a portion of the taxes paid on increased property values to help pay for needed infrastructure improvements, maintenance, and public benefits in the area.
- Value Capture tools can include:
 - Tax-Increment Financing (TIF)
 - Public Improvement Districts (PID)
 - Other developer contributions
- Potential new parcel improvement values are shown in table to the right.
- As an example, the Oakland station area could have a net new parcel improvement of over \$45 million with the conceptual design shown to the right.

STATION	NET NEW PARCEL IMPROVEMENT VALUE
Pine	\$27,550,134
Riverside	\$7,083,921
Sycamore	\$4,373,421
Beach	\$20,193,844
Collard	\$45,047,246
Ayers	\$11,055,074
Oakland	\$45,122,338
Rand/Edgewood	\$25,996,878
Tierney	\$83,846,265
Weiler	\$29,270,698
Canton	\$72,883,937
Handley	\$14,919,039
TOTALS	\$387,342,795





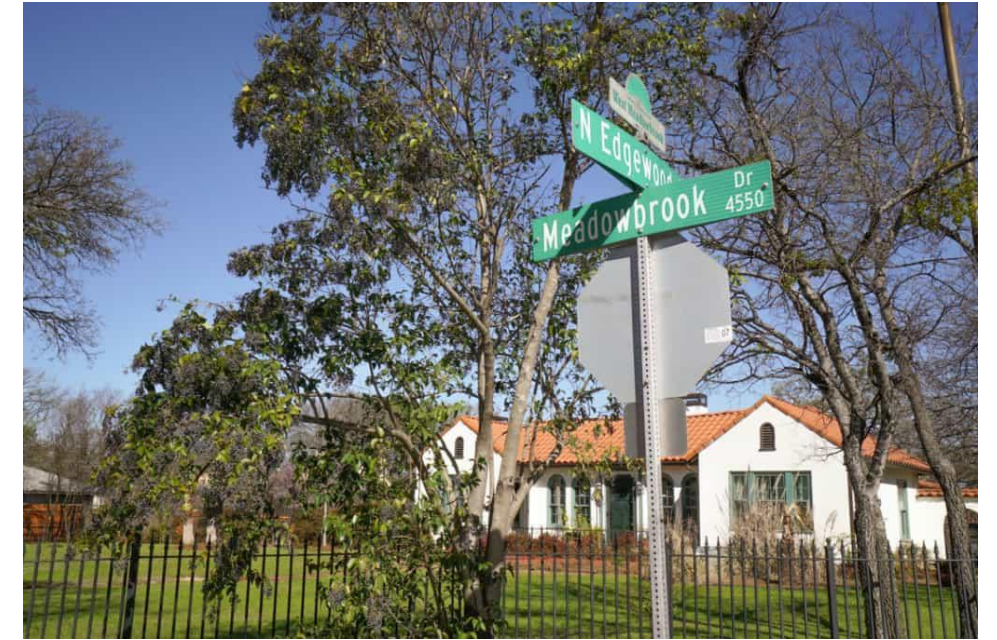
Affordability



Affordability along East Lancaster

Preserving Affordability

- Preserving affordability of the existing neighborhoods helps protect current residents.
- Strategies could include:
 - Property tax limits
 - Funds for preservation
 - City and Tenant Right to Purchase Program
 - Accessory Dwelling Unit (ADU) program and policy



Producing Affordability

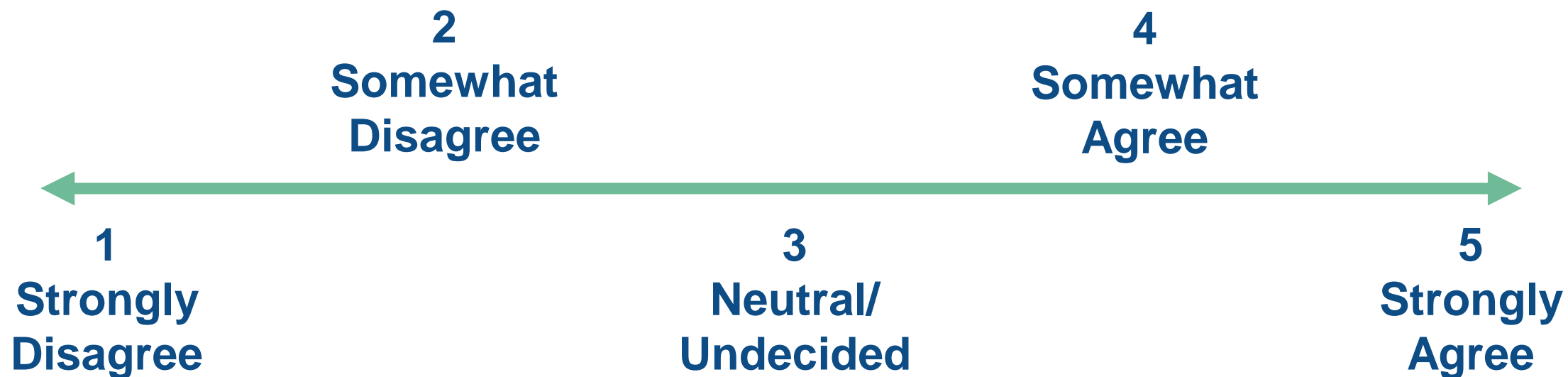
- Producing affordability can help avoid gentrification and displacement.
- Strategies could include:
 - Affordable housing trust fund
 - Affordable housing incentives
 - Land acquisitions
 - Transit affordability
 - Accessory Dwelling Unit (ADU) program and policy



EAST LANCASTER

LIVE POLL QUESTION #3

3. Do you agree the City of Fort Worth should preserve and produce affordability in the existing neighborhoods by exploring strategies such as accessory dwelling units (ADUs) and affordable housing incentives?





Implementation



Implementation Strategies (1 of 2)

Multi-Modal Mobility

- Construct **wide sidepaths** along East Lancaster.
- Close **sidewalk gaps** within one-half mile of East Lancaster.
- Explore future **bike share stations** along East Lancaster.
- Encourage development to **prioritize pedestrians**.

Market Affordability

- **Preserve affordability** through funds for preservation, City and Tenant right to purchase preservation programs, and accessory dwelling unit programs and policies.
- **Produce affordability** through affordable housing trust funds, affordable housing incentives, and transit affordability programs.



Implementation Strategies (2 of 2)

Zoning Regulations

- Amend **existing** mixed-use and industrial zones.
- **Create new** Mixed-Use Corridor (MU-C) and Mixed Residential (MR) zoning designations.
- As an interim step, **zoning may be changed** to the existing MU-1, MU-2, and UR zones, or the proposed MR zone, to ensure that new development supports the TOD vision.
- Consider a City-initiated **form-based code** zoning for all properties along East Lancaster.

TOD Best Practices

- Pursue **public-private partnerships** (P3s) to encourage transit-friendly development.
- Explore **incentives** for developers to provide public amenities and affordable housing.
- Ensure thorough community **engagement and visioning** prior to project implementation.

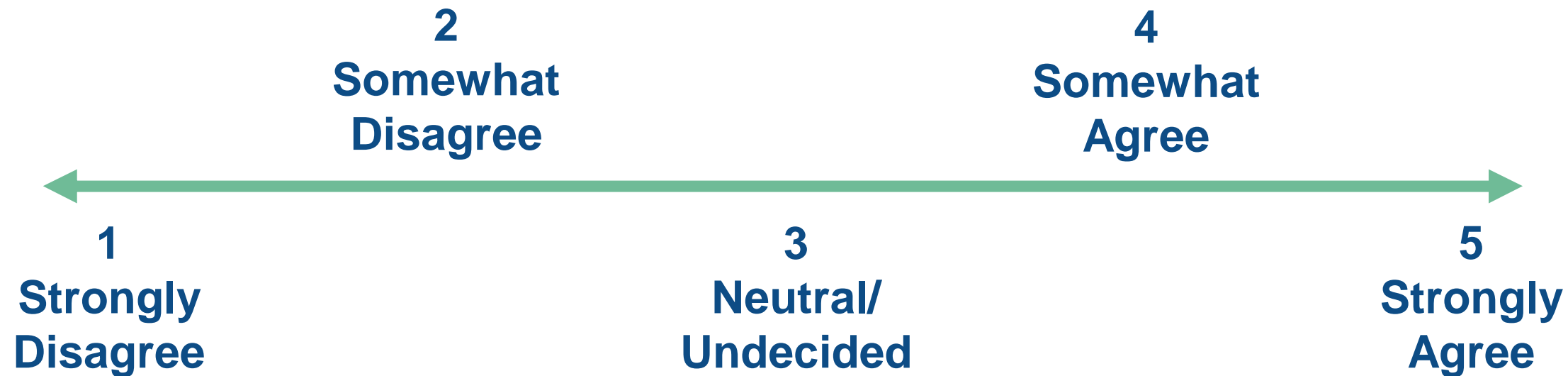
Development Strategy

- Utilize **station typologies** as a framework for development patterns.
- Prioritize certain TOD areas first to **create momentum**.
- Consider various **value capture tools**, such as tax increment financing (TIF) or public improvement districts (PID).



LIVE POLL QUESTION #4

4. Do you agree that Trinity Metro should improve transit capacity and build a series of stations along East Lancaster with upgraded features like bus lanes, traffic signal priority for buses, level boarding platforms, ticket vending machines, and digital signage indicating bus arrival times?



Advancing East Lancaster Phase II

Build upon the findings and recommendations identified in this plan, including:

- Design and construction for a new East Lancaster roadway and transit, including transit mode and alignment.
- Expand the study area for additional connections and new potential urban villages/growth centers.
- Develop alternatives for land use and transportation, including form-based codes.
- Coordinate with partner agencies such as TxDOT and NCTCOG.
- Develop cross sections, safety and operational improvements, and other recommendations for crossing and parallel corridors.



Provide Feedback!

Please visit the **project website** to read the Advancing East Lancaster **Draft TOD Plan!**
www.advancingeastlancaster.com

While you're there, please provide feedback using the **online survey** by **Friday, April 8th!**



**ADVANCING
EAST LANCASTER**
Transit-Oriented
Development Plan

March 2022





Thank You!

Questions?

