

Trinity River Master Plan Concept for the Central City area

The master plan vision is to create six to eight miles of urban waterfront along the Clear Fork and West Fork between 7th Street and Samuels Avenue. A higher and more constant water level would be impounded by a hydraulic dam near the Samuels Avenue bridge downstream from the junction of Marine Creek and the West Fork of the Trinity River. This would create a constant urban lake and river that link the Stockyards and near north neighborhoods with Downtown, the Cultural District area and Rockwood Park area.

The North Fork bypass channel would generally follow the current path of the Fort Worth and Western Railroad. The bypass channel combined with the historic Oakwood Cemetery would provide a beautiful greenway that transitions between the proposed urban developments and the historic near north neighborhoods.

This creates ten waterfront zones for redevelopment. Approximately 850 acres of area could then transition to higher density mixed-use developments bringing people back to the Central City to live, work, play, and learn. All of the zones, except the historic Samuels Avenue zone, are seen as higher density developments with 6 to 20+ story buildings encouraged. This would allow for continued growth of Downtown Fort Worth. Much of the subject area is underdeveloped or vacant lands that were once industrial uses now becoming obsolete with newer technologies and suburban industrial parks.

The plan would enhance the integrity of existing near Northside and Samuels Avenue neighborhoods by creating great open spaces and recreation while phasing out incompatible and obsolete industrial lands.



TRINITY RIVER VISION CONCEPT PLAN

BY: GIDEON TOAL AND BING THOM

STRATEGIES:

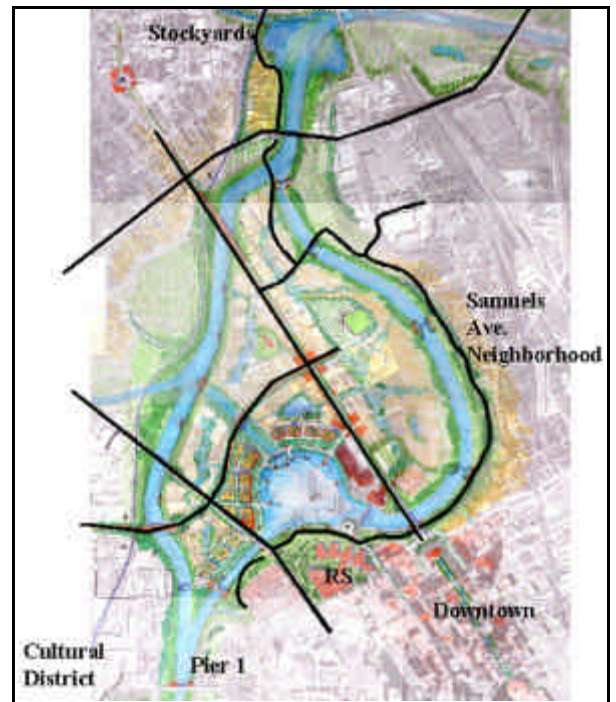
1. Assure that the Tarrant Regional Water District (TRWD), City, County, Streams and Valleys Inc., Downtown Fort Worth Inc. (DFWI), and other Federal agencies adopt the Trinity River Vision as their preferred plan. Form the Leadership Council made up of key executive staff and elected officials from those agencies. The Leadership Council will consider and adopt a series of initiatives that are designed to implement the Trinity River Vision over the next ten years.

2. Establish a Tax Increment Finance (TIF) zones approximately as outlined in the Trinity River Vision plan, and develop a comprehensive package of public/ private incentives that help assure that optimum development occurs in the Trinity River Vision Downtown segment.



RENDERING OF SAMUELS AVENUE DEVELOPMENT AND PARK DRIVE COURTESY OF TOM STRUIHS

3. Incorporate initial funding for the Trinity River Vision in capital and operating budgeting beginning in 2003-2004.
4. Amend the City Comprehensive Plan, transportation, utility, and land use plans to incorporate recommendations included in the Trinity River Vision.
 - Extension of White Settlement Road to North Main Street
 - Route adjustments and railroad crossing improvements with the Fort Worth and Western Railroad
 - Consideration of a Bluff View Park Drive connecting from Forest Park Blvd to Northside Drive
5. Create urban design overlay zones for the proposed Trinity River Vision development neighborhoods and assure that the urban design recommendations in the plan are implemented.



CONCEPTUAL AND EXISTING MAJOR ROADWAYS/PARKWAYS

The following photos are good examples of urban waterfronts and open space area from other cities. This is the type of waterfront envisioned in the Trinity River Vision.



URBAN WATERFRONT IN BATTERY PARK, NY



OPEN SPACE AT BATTERY PARK, NY



URBAN WATERFRONT IN VICTORIA, BC



SAN ANTONIO RIVERWALK



OPEN SPACE AND TRAILS AT BATTERY PARK, NY

OBJECTIVE:

Implement the Lancaster Corridor Redevelopment Plan including all aspects of the approved urban design and economic development initiatives.



LANCASTER AVENUE REDEVELOPMENT RENDERING, FORT WORTH

COURTESY OF EDAAW

EXPLANATION:

The 1993 Downtown Plan recommended that a comprehensive study be made of the Lancaster Corridor to determine how it could become a great street after the removal of the old IH-30 overhead structure. The old IH-30 overhead structure was removed in 2001. The Lancaster Steering Committee, working with DFWI, the City, Texas Department of Transportation, the Carter Foundation, and others has developed a detailed preliminary plan and economic development strategy that can transform the Lancaster Corridor to one of the most beautiful and economically successful areas of the greater Dallas-Fort Worth area.

Recent expansion of the Fort Worth Convention Center, recently announced plans for Ramada Plaza expansion, and plans for a future Convention Center hotel will add substantial momentum to the corridor. Owners and investors in the T&P office building, the T&P warehouse, and the Post Office are working hard to attract private capital to invest in these great historic resources.



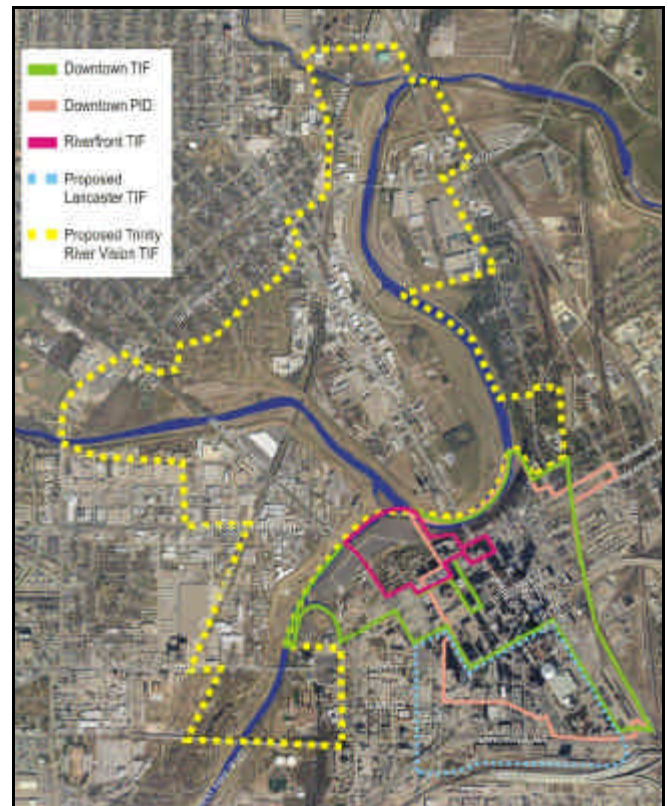
T&P TERMINAL - PROPOSED RESIDENTIAL & HOTEL COMPLEX, FORT WORTH

Key Elements of the plan and related projects include:

- A beautiful street landscape and pavement design that has been funded from various City, State, and Federal sources. The street has been carefully designed to provide a pedestrian-friendly environment, while providing adequate movement of traffic and transit moving into and through the corridor.
- Economic development and urban design guidelines have been developed that encourage adjoining developments to attract thousands of residents, workers, and visitors. These people will provide a 24-hour life and vitality for the street. Land uses emphasized in this corridor should be residential, hotel, office, and related retail/ entertainment that will complement the Convention Center.
- Improvements to the Fort Worth Water Gardens have been conceptually designed that will link Downtown to the Lancaster Corridor and provide much needed amenities for future users of the Fort Worth Water Gardens.
- The City and DFWI are studying a South Downtown/ Lancaster TIF that, combined with other initiatives, will provide a package of economic incentives that can attract much needed private capital investments to the corridor.

STRATEGIES:

1. The Lancaster Steering Committee, City, and DFWI should continue to work with all other parties to assure that the Lancaster Corridor Urban Design and Streetscape Plan are approved and implemented over the next two years.
2. The City, in cooperation with DFWI and Lancaster corridor stakeholders, should implement a South Downtown/ Lancaster TIF which would generally be between IH-30 to the south, Henderson Street to the west, the current Downtown TIF to the north, and the railroad corridor to the east. This TIF will provide some of the much needed public/ private strategies that will be needed to attract private capital to the area.



DOWNTOWN FORT WORTH DISTRICTS

Note: Preliminary,
Subject to Further Review

3. The City, working with citizen leaders, should work to find the right Convention Hotel solution(s) by late summer and begin implementation in late 2003 or early 2004.
4. The Water Gardens Conservancy should work with City and Lancaster stakeholders to make the recommended improvements and enhancements to the southern portion of the Water Gardens, which will serve as a link from the Lancaster corridor to the Convention Hotel and to the Convention Center.
5. Seek additional funding to beautify and enhance what is now called "West Park" located between the proposed Hemphill extension and Henderson Street. This park has the potential to be a usable and beautiful open space to be enjoyed by the hundreds of thousands passing by and those who choose to live and work in the corridor.
6. Seek funding to build the "Hemphill Street extension" that would tie Hemphill Street, which now ends at Vickery Boulevard, north to Lancaster Avenue. The route would go between the T&P Warehouse building and the Star-Telegram Warehouse building and would link into Lamar Street. This street would improve traffic flow for both transit and cars between the Fort Worth South Area and Downtown.



CONVENTION CENTER EXPANSION, FORT WORTH



LANCASTER CORRIDOR REDEVELOPMENT OF "WEST PARK", FORT WORTH



WATER GARDENS IMPROVEMENT PLAN, FORT WORTH

OBJECTIVE:

Increase the presence of public art throughout the expanded Downtown area. The goal is to beautify the community, celebrate the City's cultural and ethnic diversity, promote the work of local, regional, and national artists and boost visitors and tourism.

EXPLANATION:

In 2001, the City, working with the Fort Worth Arts Council, created a public art ordinance which allocates 2% for public art to be incorporated into City capital projects. The Downtown Urban Design Guidelines adopted in 2001 strongly recommended public art to be included in public and private projects throughout Downtown. This public art ordinance will greatly aid in carrying out that initiative.

Public art can create distinctive and interactive urban places that might otherwise be just another pedestrian corridor. For a City renowned for its great art museums and cultural heritage, Fort Worth should also become a model for incorporating public art into all districts and neighborhoods.

DFWI and the City, working with the Fort Worth Art Commission and Fort Worth Arts Council, should work to include public art as part of all public and private projects throughout the expanded Downtown. Downtown should become a leader in this effort to enrich our cultural awareness and beauty.

Major projects such as the RadioShack Corporate Headquarters, Pier1 Corporate Headquarters, Trinity River Vision, County facilities, Lancaster Avenue, Convention Center, Convention Center hotel, and others have a unique opportunity to lead the way with public art projects.

Public art can take on many forms and varied dimensions. Ideally, public art is incorporated into the overall design process of projects. Public art does not always consist of objects in the landscape. It can be incorporated into the design of pedestrian spaces, furniture, light displays, wall designs, interactive games and art, and many others.



PUBLIC ART: BANK OF AMERICA, FORT WORTH



PUBLIC ART: BURNETT PLAZA, FORT WORTH

STRATEGIES:

1. DFWI should support and take an active role in working with the Fort Worth Art Commission and Fort Worth Arts Council in the development of the public art master plan. DFWI should make sure Downtown becomes a premier example of how public art can vitalize the public realm.
2. Public and private projects emerging in Downtown lend themselves to the incorporation of public art. Examples include the Trinity River Vision, Lancaster Corridor, RadioShack, Hyde Park, Convention Center hotel, Ramada Plaza, Pier1, transit stations, 500 Throckmorton condominiums, and many others. All of these projects should be approached by DFWI, the City, and Arts Commission officials to help encourage the incorporation of public art.
3. The City and County should consider encouraging public art as part of most or all of the private projects that are supported by public / private economic development agreements. For example, the RadioShack plaza, at the intersection of Taylor Street and Belknap Street, can become a gateway to the Trinity River Vision with the inclusion of major works of public art. The recently created Riverfront TIF could help fund this public art.
4. Tarrant County is a major landowner and occupant of Downtown. The Tarrant County government campus, located around the beautiful historic courthouse, occupies a critical area of Downtown. Tarrant County should be encouraged to adopt a public art policy that would include major works of public art as part of the expansion of the Tarrant County Campus. The recently approved Riverfront TIF can help finance this initiative because the TIF is substantially funded by Tarrant County.
5. Public art can greatly increase the distinction and marketability of private developments. DFWI should work with the Art Commission, Arts Council and City to encourage private developments to incorporate public art into private projects.
6. Work with parking garage owners, the Arts Council, and others to address the garage facades. Utilize landscaping treatments and public art to improve views into Downtown, particularly from the east.



PUBLIC ART: PROVIDENCE, RI



PUBLIC ART: PHOENIX, AZ

OBJECTIVE:

Create a "Central Plaza" in Sundance Square which can become a focal point for major public and private events, and also a focal point for the addition of retail and entertainment adjacent to the plaza and adjoining streets.

EXPLANATION:

Both the 1983 and 1993 Downtown Plans recommended a Central Public Plaza to be developed in an area centered on Main Street between 3rd Street and 4th Street and between Houston Street and Commerce Street. To date, the recommended plaza has not been developed. However, current owners of this area have cooperated for years to convert the current surface parking areas to a plaza type space for numerous events throughout the years. A wide variety of events have taken place, such as major musical events, Main Street Arts Festival, professional volleyball, rock concerts, Christmas programs, and many others.

This plaza is envisioned as a public space that can accommodate day to day casual Downtown visitors in a comfortable, beautiful environment and to provide adequate event space for the special events that are programmed in the core of Downtown, such as those mentioned above.

The two-block area envisioned for the public plaza and retail is now a very important component of the free parking for Downtown retail support. Perhaps one of the impediments to realizing the permanent plaza solution has been the pressing need to provide these approximately 300 spaces of short term parking for daytime and nighttime visitors.

The central plaza was a possible project in the Downtown TIF Plan of 1996, but it has not been developed because of the problem of eliminating these parking spaces. Concepts for replacing this parking underground beneath the plaza were explored, but the extraordinary costs of building underground parking in Downtown has prevented the development so far. Underground parking spaces cost approximately \$16,000 to \$22,000 per space, compared to above ground structured parking which costs approximately \$8,000 to \$11,000 per space.

STRATEGIES:

1. Revisit the possibility of finding ways to finance the public plaza with retail and entertainment spaces flanking on the west and east sides with orientation to both the plaza and adjoining streets.
2. Expanding the Downtown TIF cap and/ or inclusion in the upcoming City Capital Improvement Program should be considered.
3. Development of the plaza must be combined with providing convenient replacement parking for the central core.
4. The plaza should be carefully designed to accommodate a variety of special events, providing daily spaces that are comfortable for visitors, shoppers, outdoor dining, and smaller daily events.

OBJECTIVE:

Increase pedestrian activity along Main Street. Consider temporarily closing portions of Main Street to vehicular traffic between Weatherford Street and the Convention Center more frequently, while allowing cross-streets to remain open for vehicular movement.

EXPLANATION:

During Main Street Arts Festival, other festivals, and Christmas events, Main Street closure has increased pedestrian and visitor traffic to Downtown. The concept of closing portions of Main Street during the weekend and good weather months for more frequent events should be explored. This would allow more sidewalk and street vending, shopping, and dining. This concept also complements the proposed Central Plaza and other events that currently take place in the Chisholm Trail parking lot by extending the plaza to the north and south during special events.

Cities such as New York, Miami, Boston, and others have had good success with regular weekend vending food and sales on several blocks of special streets. For example, Mulberry Street in Little Italy in Manhattan is closed on good weather weekends for expanded restaurants, vendors, art and other goods.

STRATEGIES:

1. Form a Main Street task force made up of DFWI representatives, owners of businesses along the street, City traffic officials and others to explore various alternatives.
2. If consensus is developed about one or several options, implement the option(s) for a period of time sufficient to test the positive and negative impacts.



EVENT IN SUNDANCE SQUARE, FORT WORTH



CHISHOLM TRAIL PARKING LOT IN SUNDANCE SQUARE, FORT WORTH

OBJECTIVE:

Expand Urban Design Standards to include the areas in the expanded Downtown area. Areas such as Samuels Avenue, Sunset Terrace, the Trinity River Vision Area, and others will require guidelines and standards that specifically respond to the unique character envisioned for these areas.

EXPLANATION:

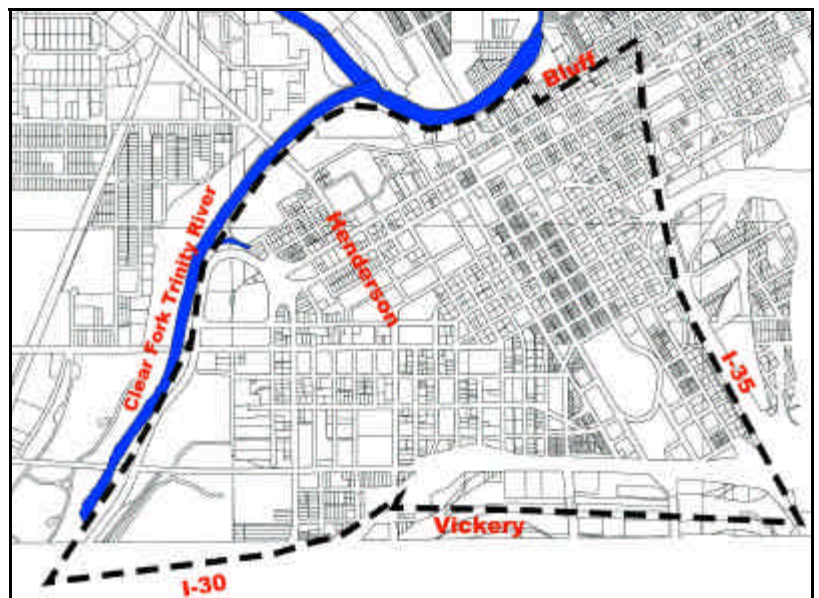
The 1993 planning process recognized that the unique urban design character for much of the Downtown core has contributed to its success in attracting visitors, workers, and residents back to Downtown. The Plan recommended that Urban Design Guidelines be adopted to assure that this urban pedestrian scale and character are expanded to include future investments and the expanded Downtown core. In 1996-97, DFWI worked with the City to develop comprehensive Urban Design Guidelines which were converted to Urban Design Standards. These Standards are now enforced by the Urban Design Review Committee for much of Downtown.

The Trinity River Vision plan has recommended the adoption of similar Urban Design Standards to include those areas of the expanded Downtown.

STRATEGIES:

1. Expand the current Downtown Urban Design Standards to include the Trinity Bluff project and land between Summit Avenue and Forest Park Boulevard
2. Develop Urban Design Standards for the following areas:
 - Samuels Avenue neighborhood
 - Sunset Terrace neighborhood
 - Trinity River Vision zones north of the Downtown Bluffs.

Note: The areas adjacent to the urban water front and North Main Street Corridor may have subset standards that apply to land facing North Main and adjoining the waterfront.
3. Expand the Downtown Urban Design Standards to include recommendations on standard parking lot signs, wayfinding, and address types of screening or fencing for parking lots.



DOWNTOWN URBAN DESIGN STANDARDS BOUNDARY

OBJECTIVE:

Prioritize and implement pedestrian-friendly gateways and parkways on major streets and extend walkable areas to the outer edge of Downtown.

EXPLANATION:

One of the goals for this plan is to extend the improvements made over the last ten years to the outer edge of Downtown. The edges of Downtown are lacking in walkable, pedestrian-friendly streets and parkways, and gateways at the entry points of Downtown. Many of the existing parking garages are placed on the outer edges of Downtown in order to create a denser, more vibrant core. While this approach has worked well to maintain a walkable, aesthetically pleasing quality in the core, it has created an unattractive “wall” of parking garages as one enters the Downtown area, particularly from the east. Many of the main thoroughfares into the Downtown area, including Henderson Street, Belknap Street, Weatherford Street, 7th Street, 3rd Street, Lancaster Avenue and eventually Summit Avenue, will need special considerations and improvements.

The proposed gateway streets and corridors create the image of Fort Worth for citizens and visitors. These corridors should provide gateways to the Downtown area and linkage to adjoining districts. In most cases, these streets should also provide important pedestrian linkages. Because of the prominence and important of these streets, certain landscaping, street frontages, and land uses must have priority attention along these corridors.



GATEWAY & PARKWAY STREETS

STRATEGIES:

1. Provide gateway and streetscape elements at major entry points into Downtown.

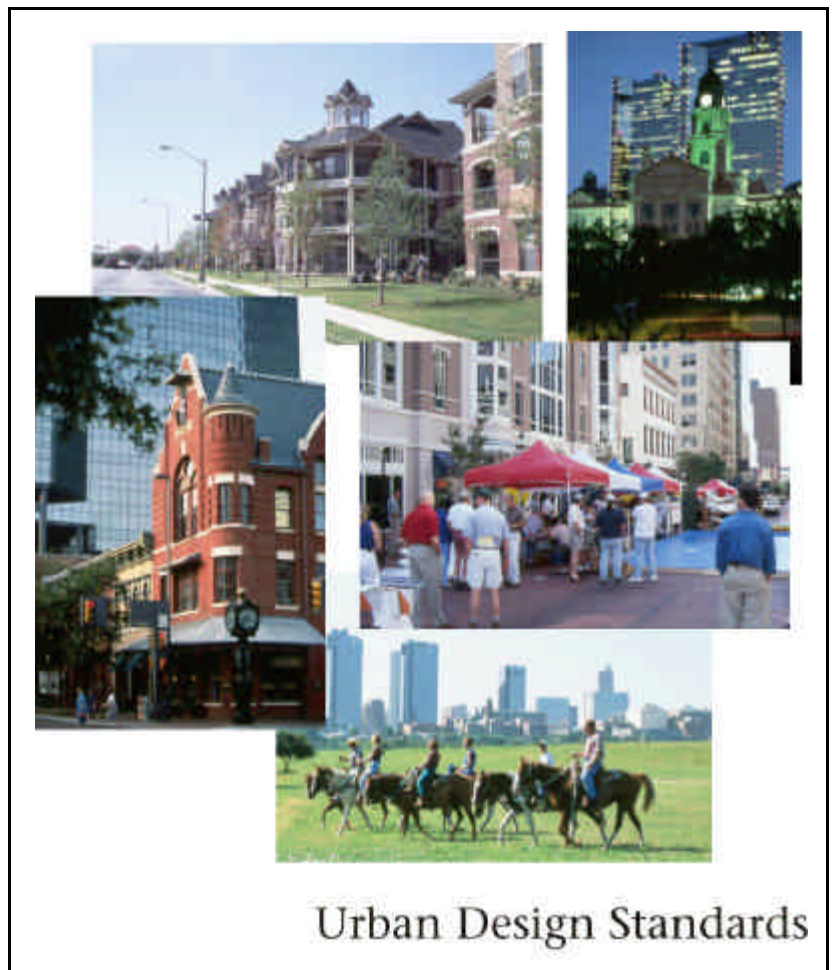
The following streets are high priority gateway streets:

- Henderson Street from the north and south
- Belknap/ Weatherford Streets from the east and west
- 7th Street from the west
- 5th/ 3rd Streets from the west
- 3rd Street from the east
- 4th/ 6th Streets from the east
- Jones and Commerce Streets from the south
- North Main Street from the north
- Samuels Avenue from the north
- Lancaster Avenue from the east and west
- White Settlement from the west
- 9th Street
- Hemphill from the south

2. Create attractive, pedestrian-friendly walkways and streetscapes along gateway streets according to the Downtown Urban Design Standards. Address land uses such as parking garages and parking lots that front on gateway streets and screen these where possible.
 - Provide continuous walkways and an overall attractive streetscape image. Light fixtures, pavement and banners can be selected to give some uniformity along significant segments of these streets, but diversity of architectural and streetscape styles is encouraged so long as the architecture conforms to the "Building Edge" standards.
 - Provide for a continuity of street trees between the driving lanes and the walkway, except where special architectural or urban edge features warrant more clear exposure to the street.
 - Development and redevelopment along these streets should retain and create the urban edge, including an emphasis on retail, entertainment, customer service, residential or other uses that create street life and vitality, especially at the ground level. Define an urban edge with minimal setbacks from the street right of way. Orient residences and businesses to the street with street side entries and windows.
 - Almost all of these corridors are also important view corridors, so height and scale of future buildings should be carefully considered.
 - Avoid parking garages fronting on these streets and especially avoid parking garage uses at the ground level.
 - Avoid surface parking in the front of buildings on these streets.
 - Overhead skywalks and similar encroachments should be discouraged along these corridors. If skywalks are essential, they should be very transparent so as not to block gateway street view corridors.
 - Attractive sign and information systems for vehicular and pedestrian traffic should be given high priority along these streets.

CHAPTER 4: URBAN DESIGN, OPEN SPACE & PUBLIC ART

- Where possible, the future parks/plazas should front on these gateways integrated with surrounding urban redevelopment. Such plazas will add a richness to the corridors and will add open space amenities for the growing daytime and nighttime population.
- Encourage owners and tenants to keep properties clean. Avoid outdoor storage, dumpsters, loading areas, and fences along the street.
- As the Downtown residential population increases, neighborhood services should be added along these corridors.
- Keep on-street parking along these gateway streets, except where extenuating circumstances do not allow.
- The intersection of gateway streets, especially outside of the Downtown core, tends to represent important arrival points and pedestrian crossing points. Special pavements at pedestrian crosswalks, "teardrop" extensions of the sidewalk, and other distinctive urban landmarks should be considered for these locations. These features also help to calm traffic.
- These streets should have priority for burying above ground utilities and for cleaning up and organizing street signals and signs.
- Consider medians in some locations to serve as pedestrian havens at important pedestrian crossing areas.



URBAN DESIGN STANDARDS

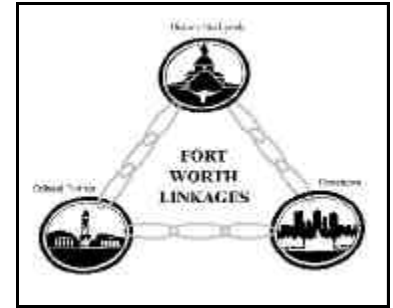
ADOPTED IN DECEMBER 2001

OBJECTIVE:

Implement a coordinated and comprehensive wayfinding system for the Greater Downtown area.

EXPLANATION:

Downtown is full of signs, some of which are useful and in good locations, others are out of date, in need of repair and in bad locations. It is intended for a wayfinding study and implementation program to be implemented to improve the existing signage and incorporate new coordinated signs in areas of need.



FORT WORTH LINKAGES PROJECT

The City of Fort Worth, in cooperation with Downtown Fort Worth Inc., Fort Worth Cultural District Committee, and Stockyards Station, are working together on a \$570,000 initiative to produce a Coordinated Wayfinding Program to be completed in 2003. The scope of the study includes:

- Design and implement a signage system to direct vehicular and pedestrian traffic within the three visitor districts. This signage system will provide information about attractions, parking facilities, bus routes, and rail stations.
- Develop and maintain an interactive website with information about parking, transit, and points of interest in Downtown, the Cultural District, and the Historic Stockyards.
- Conduct a coordinated marketing campaign.

The two main objectives for an improved wayfinding system are to:

1. Standardize the existing signs in Downtown including:
 - District linkages signs (completed in 1995 as part of the Fort Worth Linkage Project)
 - Destination signs
 - Parking garage signs
 - Surface parking lot signs
 - Directional signs to free & weekend parking
 - Others
2. Expand wayfinding in and around Downtown
 - Gateways
 - Kiosks/ Information center
 - District signs



INFORMATIONAL SIGN IN WASHINGTON D.C.