



Fort Worth Northside TEXRail Station TOD Area

Technical Assistance Panel Report

Fort Worth, Texas | August 1-2, 2019



**Urban Land
Institute**
Dallas-Fort Worth

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CONTENTS

About	2
Overview	4
Scope of Services	7
Stakeholders & Observations	8
Panel Recommendations	16
Maps & Data	23
TAP Members & Stakeholders	30

ABOUT



About Urban Land Institute

The Urban Land Institute is a 501(c)(3) nonprofit research and education organization supported by its members. Founded in 1936, the Institute now has approximately 46,000 real estate and urban development professionals dedicated to advancing the institute's mission of providing leadership in the responsible use of land and creating and sustaining thriving communities worldwide.

ULI's interdisciplinary membership represents all aspects of the industry, including developers, property owners, investors, architects, urban planners, public officials, real estate brokers, appraisers, attorneys, engineers, financiers, and academics. As the preeminent, multidisciplinary real estate forum, ULI facilitates the open exchange of ideas, information and experience among local, national and international industry leaders and policy makers dedicated to creating better places.



ULI Fall Meeting 2016 - Dallas, TX - ULI

TAPs Panel Participants, Karl Zavitskovsky and Robert Kent at North Side Station - Vince Tam

ULI's Urban Plan Program - ULI

About ULI Dallas-Fort Worth

ULI Dallas-Fort Worth was founded more than 15 years ago and is one of 53 local chapters, known as District Councils, operating in the U.S. as part of the national Urban Land Institute. Today, ULI Dallas-Fort Worth is an association of more than 1,400 local members representing a broad spectrum of land use and development disciplines including all of the varied professions reflected in the national ULI membership.

ULI Dallas-Fort Worth carries forth the ULI mission by serving the greater Dallas/Fort Worth area, in both public and private sectors, with educational programs, impactful volunteer opportunities and pragmatic land use expertise.

About the Technical Assistance Panel (TAP) Program

Technical Assistance Panels (TAPs) are two-day, hands-on workshops focused on a specific land use challenge. They are organized by local District Councils. Panelists for these two-day work sessions are experts in their fields selected from the local Council's membership to address challenges that require both professional expertise and local knowledge to resolve.

Panelists offer objective, responsible advice to local decision-makers on a variety of land use and real estate issues related to site-specific and public policy questions. The scope of each TAP is defined by the client, which in this case was the City of Fort Worth. All panel members are required to sign an agreement stating they will not solicit work from the client organization related to the TAP for a specified period. The panel begins with a briefing followed by a two-day intensive working session in the client's community. During the session, ULI's expert panelists tour the study area, interview stakeholders, and address a set of questions posed by the client about a specific development issue or policy barrier. The outcome is a community presentation and final report that presents the panel's responses to the client's questions and offers a diverse set of recommendations.

To request a TAP, to serve as a panelist or to learn more, contact:

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OVERVIEW



The Northside TEXRail Station, located on Decatur Avenue on the northwest corner of 28th Street, is part of the new TEXRail system, a commuter rail line from Fort Worth to Dallas/Fort Worth International Airport (DFW Airport) that became operational in January 2019. Ridership during the first two years of regular service has ranged from 1200 to nearly 2000 persons per day, with the Northside Station generating between 50 and 90 daily trips. The busiest stations are those in downtown Fort Worth (2 stations), Grapevine, and the DFW Airport Terminal. (see chart p. 29)

The journey to this year's opening of the Northside Station and the entire TEXRail line began with a vision that spans many years. Trinity Metro (formerly known as the Fort Worth Transportation Authority) approved the TEXRail project in August 2013. Two years later, in 2015, an agreement to move forward was signed with the Fort Worth & Western Railroad, Dallas Area Rapid Transit, Union Pacific, and Amtrak, according to the history of the commuter rail line published by Railway Gazette.

The Federal Transit Administration also had to weigh in and approve the start of construction procurement activities, which began in June 2016. That was followed by formal groundbreaking ceremonies on Aug. 24, 2016. A joint venture of Parsons and TranSystems designed the commuter rail, and a joint venture of Archer Western and Herzog undertook construction, according to the Railway Gazette.

Fort Worth attracts 9.4 million visitors a year, with the historic Fort Worth Stockyards and Sundance Square being the top two destinations. Visit Fort Worth estimates the Stockyards draws an estimated 3 million visitors annually. The fact that Fort Worth now has a commuter rail line serving downtown and the Stockyards should raise its profile among event planners, according to convention and visitor experts. "Conventioneers will think better of us because we have a train, even if they don't take it," a stakeholder involved in convention and visitor services told the ULI Technical Assistance Panel. "We think it's a brand changer," he said.



In total, TEXRail consists of 27 miles of rail across three cities to DFW Airport's Terminal B: Fort Worth, North Richland Hills and Grapevine, and includes these stations:

- Fort Worth T&P Station
221 W. Lancaster Ave., Fort Worth
- Fort Worth Central Station
1001 Jones St., Fort Worth
- Northside Station
2829 Decatur Ave., Fort Worth
↳ *The TAP study area*
- Mercantile Center Station
4233 N. Beach St., Fort Worth
- North Richland Hills/Iron Horse Station
6531 Iron Horse Blvd,
North Richland Hills
- North Richland Hills/Smithfield Station
6420 Smithfield Rd.
North Richland Hills
- Grapevine/Main Street Station
801 S. Main St., Grapevine
- DFW Airport North Station
1867 Dallas Rd., Grapevine
- DFW Terminal B Station
Opposite DART's Terminal A station

*Opposite: Northside Station, Wikipedia Commons,
Image Credit: Danazar*

Above: Fort Worth Stock Yards, by Vince Tam, HKS

In July 2019, Trinity Metro increased the number of daily trips on the commuter line from 48 to 73, with trains running every 30 minutes during the key early morning commute hours and again on half-hour headways in the late afternoon/evening as people are leaving work and commuting home.

The Urban Land Institute and the Trust for Public Land have partnered in the 10-minute Walk to a Park initiative aiming to ensure that all Americans have access to green space. To help implement this program, the Dallas-Fort Worth District Council of ULI offered to provide several low-cost TAPs, each having a focus on improving connectivity to parks, trails, and open space.

The City of Fort Worth applied to be the recipient of one of these TAPs, seeking ULI's

guidance in developing the area surrounding the Northside Station where the City is grappling with a number of existing concerns. The City recognized a number of existing challenges and potential future challenges involving this particular station, among them:

1. Redevelopment constraints
2. Access to waterways and maintaining park spaces
3. Connectivity to the Historic Fort Worth Stockyards
4. Connectivity to the Trinity Trails
5. Concerns that development could cause potential displacement of current residents
6. Vehicle recycling yards
7. Homeless encampments



"It feels like the intent of the station is to support the Stockyards."

If that's the case, there's a lot of work to do."

David Leininger, Sasaki

Left: View from Northside Station - Travis Liska

Opposite: Rodriguez Foods parking lot - Vince Tam

SCOPE OF SERVICES



The City of Fort Worth asked the TAP panel to explore answers to the following key questions:

1. The City of Fort Worth uses form-based codes or Mixed-Use and Urban Residential zoning to implement walkable urban places in Urban Villages and TOD opportunity areas. In the case of the Northside TEXRail Station TOD opportunity area, the City plans to use Mixed-Use, Urban Residential, and/or a form-based code to implement the TOD.

What are the appropriate boundaries for the Mixed-Use and Urban Residential zoning in the project area?

2. There are existing parks and trails in and around the project area that are not currently as well connected to a variety of destinations as they could be. The TEXRail station could serve as a linchpin in a well-connected

trail system that brings neighborhood residents to a variety of destinations as well as to jobs.

What type of TOD, in terms of scale, density, use mix, and parking strategies, would be best suited for this project area?

3. The future stations in Fort Worth will cover a range of locations, neighborhoods, amenities, demographics, and riders. This particular station is in a predominately lower-income Hispanic area with a mix of industrial uses, low density residential, Trail Drivers Park and the Historic Stockyards.

What is the best way to connect these parks and trails, while supporting the success of the Northside TEXRail Station TOD opportunity?

STAKEHOLDERS AND OBSERVATIONS



The TAP panel began its process with an introduction to the issues from the City of Fort Worth's Korrie Becht, a senior planner with the City, and Eric Fladager, Comprehensive Planning Manager with the City of Fort Worth. Becht reviewed population and demographic information for the community surrounding the Northside Station.



The Fort Worth Planning and Development Department also prepared an extensive briefing book for the panelists to review in advance of the TAP.



The community immediately to the east of the station is a mostly a low-density Hispanic residential neighborhood. City demographic information shows that the Hispanic population in this area has been on the rise since the 1990s.

The residential areas immediately surrounding the station are part of the Diamond Hill neighborhood and consist of low-to-moderate income housing, with families typically earning below Fort Worth's median household income of \$58,571. Educational attainment of residents in the immediate neighborhoods is predominantly ninth grade through high school.

The area immediately to the west of the station consists of a large auto salvage

*Top: TAPS Panel Bus Tour
Middle: Tamale Factory adjacent to the station
Bottom: Stockyards looking west from Packers Street
- Vince Tam, HKS*

“Challenges for pedestrians include auto wrecking yards, and 28th street is an uncomfortable pedestrian environment bisecting an industrial area that isn’t a walkable, attractive space.”

Eric Fladager,
City of Fort Worth

yard coupled with other industries and with form-based, mixed-use zoning in the Stockyards area beyond the railroad tracks. The area to the north is zoned industrial with some housing and some vacant land prone to flooding that the City has purchased. Rodriguez Foods Ltd is located in the immediate vicinity of the station.

A retail shopping center anchored by a Fiesta Foods is located along 28th Street to the west, across a wide bridge that includes a narrow pedestrian walkway, but which is designed primarily to carry higher speed auto traffic.

The Stockyards Historic District is situated roughly one mile southwest of Northside Station. The original preferred location for the Northside Station was at 23rd Street, which would have provided a more direct connection to the Stockyards. However, initial studies revealed that, for various reasons, it wasn’t practical to put the station there.

The area where the station ultimately was located, in the northwest quadrant of the 28th and Decatur Street intersection, is across the street from Trail Drivers Park, a mostly non-programmed, but sizable park in the southeast quadrant of 28th Street

and Decatur Avenue. Its amenities include a baseball diamond and walking trail.

Following the introduction by City staff, the panel conducted a two-hour tour of the station and surrounding neighborhoods. The custom tour was arranged by the City of Fort Worth and began with a train ride from Jones Street to the Northside Station. From there, the panel boarded a bus and toured the area.

The tour included a look at a wide swath of railroad tracks that pedestrians would need to cross to get to the Stockyards District. It also went through the neighborhoods, north past the station and along 29th Street where TAP panelists saw a variety of industrial uses.

They stopped briefly at a high point at the edge of a neighborhood with an unexpected and under-utilized view of downtown Fort Worth’s skyline.

The tour next went across 28th Street into another industrial area containing older, one-story metal structures and wound through a portion of the Stockyards Historic District. The industrial companies in this region include a heavy industrial operation for Dallas-based Trinity Industries, which provides rail-car related products and services.



After the Tour

TAP participants offered up their initial reflections about what they saw:

“A streetscape enhancement of 28th Street might be a good first step because that street isn’t going anywhere and it’s the first place where people can connect to the Stockyards. It’s not the ideal connection, but it is a connection.”—Travis Liska, NCTCOG

“East of the station, is an area owned by the City. There could be some type of activated streetscape, with heavy community engagement in the planning process, to ensure regular use by the residents. It could link to the trail system to the south..”

— Karl Zavitkovsky, Enterprise Bridge

“There’s a trail opportunity along Lebow Channel, which seems like a logical place for a green space, particularly if it can help connect Trail Drivers Park with the community north of there. The 28th Street bridge (toward the Stockyards) is challenged by a number of things: a narrow sidewalk, the

lack of shade, and the industrial fabric. Once you get across the bridge, the immediate shopping area isn’t pedestrian friendly.” — Robert Kent, Trust for Public Land

“As that area (around the station) eventually gains interest from developers, you’ll need to think about some protections for the homeowners in these neighborhoods so that, as property values increase, they aren’t pressed out of their homes.” — Robert Kent, Trust for Public Land

“We could certainly pursue state funding for improvements of the 28th Street bridge; and saving the neighborhood fabric can be done via zoning.” — Peter Braster, City of Plano

“The City strategically owns a lot of the land in the area between the station and the neighborhood that could be used for open space, services, and low-density townhomes to activate the transition into the single-family homes.” — Jack Wierzenski, DART



Left: View of Downtown Fort Worth - ULIDFW

Middle: Trinity Industries - Travis Liska

Right: View of the Trinity River and trestles - Vince Tam

"I didn't see a pile of scooters. That would be a fast way to get over to the Stockyards if you had an established corridor for the different types of transportation." — Jack Wierzenski, DART

"A creative place-making overlay could be useful — paint and an elevated shade canopy built off the bridge — it's not a massive infrastructure project but denotes to people on the train: 'This way to the Stockyards. Follow the path.'" — Robert Kent, Trust for Public Land

"Realistically, to create a pedestrian connection to the Stockyards from the station will be very tough; it's about a harsh 1 mile walk, and 28th Street is very vehicular focused. If a walking connection to the Stockyards is not a viable short-term goal then maybe you should invest in a shuttle or other micro-mobility." — Vince Tam, HKS

"A one-mile walk; is that really what the station is about? What do those neighborhoods want? Even if a connection to the Stockyards were made, how many riders would

you get to go to the Stockyards? — Brandon Palanker, 3BL Strategies

"The railroads still are a barrier (to the Stockyards). On the south side, the right of way they take up is two-thirds less than on the north side of the Trinity River. The trestles look like they are toward the end of their life. Is there a way to narrow that (railroad right of way) gap which would help the crossing at 23rd to make it less of a barrier? There was probably a reason why they were so spread out. I doubt that reason still exists." — Peter Braster, City of Plano

"Who is really using that station? Who is it really serving? It's tough to get to that station. It's not an obvious place that you can drive to, there's not north-south access. The only way to get there is on 28th." — David Leininger, Sasaki

"Eventually someone might come in and say we need to change the name of the station to Stockyards Station. Right now it's just a no there-there station." — Brandon Palanker, L Strategies



Top: View across station parking towards 28th Street - Vince Tam

Middle: Home near Northside Station - Vince Tam

Bottom: Pedestrian work for new Brennan Avenue bridge - ULI

Stakeholder Interviews

The TAP broke into groups to conduct interviews with stakeholders representing 14 different entities including City staff, business interests, community interests and nonprofits. (See Stakeholder list on P. 28)

Stakeholders discussed concerns in the following categories and named the issues below as those that were most important to them:

A. Location/Sense of Place

- Interior station without highway proximity
- In a predominantly heavy industrial area with several scrap yards
- No sense of arriving at the Stockyards area
- Lack of activity and place-making in the immediate station area
- No integration with historic Mitchell Cemetery as an attraction

B. Connectivity

- One mile distance from the center of the Stockyards
- Difficult walk due to rail crossings, lack of sidewalks, terrain, street condition, and adjacent uses.
- Wayfinding and other signage at the station and along the route is lacking
- Connectivity of retail to the residential neighborhood is limited

C. Neighborhood – Residential

- Mostly owner-occupied
- Older housing stock
- Generally well maintained and also portions in disrepair
- No true neighborhood core
- Hispanic neighborhood with historic roots
- Concerns over gentrification
- Lack of access to services: daycare, legal services, banking
- Lack of access to capital
- Street maintenance lacking and many streets do not have sidewalks

D. Neighborhood – Commercial

- Active retail within a mile to the west and some restaurants to the east, but modest traffic counts near the station itself
- Poor walkability due to rail crossings, lack of sidewalks, terrain, street condition, and adjacent uses
- “Small Business is Important to the North Side”
- About 10 local businesses (Stockyards area) are part of the Hispanic Chamber of Commerce
- Stockyards is more of a regional draw than one that is directly connected to the adjacent neighborhoods
- Existing Opportunity Zone that can be promoted

“Public art (at the station) that represents the neighborhood could be very interesting.”

- A Nonprofit Representative

“You have to engage the local community (for whatever you do) and make sure there is buy-in. Everybody needs to be at the table.”

- A Nonprofit Representative

“We are underserved for places to get a coffee, a water or a refreshment if you are coming or going. (A bodega) could serve both Spanish and English speakers and everyone would know they are welcome.”

- A Nonprofit Representative

“Even if it’s just an informational kiosk with a screen, you need some sense of place.”

- TAP Member

“The industrial area around (the station) could easily transform; if that were to happen, that platform has a beautiful view of downtown. That view, if it’s not top of mind, should be in the long-term vision.”

- A Nonprofit Stakeholder

“If I’m going to be there (at the station) for five or 10 minutes, a little bodega or a kiosk might give a sense of place. I can learn a little bit, find out where I’m going and I know I’ve arrived.”

- TAP Member



E. Use of Train by Visitors

- Visitors from Metroplex see train as extension of overall experience (including “curiosity riders”)
- Train is important for international visitors and those from out of state (even if they don’t use it)
- Due to the lack of connectivity, incompatible/noxious uses, and current modern, but somewhat sterile condition at train station, it is “impractical” to recommend visitors use station. Instead they are directed downtown and advised to connect to the Stockyards from there.
- Due to lack of wayfinding, using the station to get to the Stockyards can be a frustrating experience.

F. Transportation Comments

- Minimal safe connectivity between the station and the Stockyards
- Poor connectivity between the station and the community (non-auto)
- Station branding does not include Stockyards

- Bus Routes 12 and 14 are confused with shuttle service
- 28th Street needs improvements for vehicle and pedestrian safety
- Local streets need improvements to safely accommodate pedestrians and bicycles
- Quite zones need to be added to freight lines

G. Transportation Findings

- Bus and train schedules not synced; wait times exceed 20 minutes
- Only Google has trip info (no official app)
- Station property wayfinding is non-existent
- Parking is underutilized
- Need B-Cycle station to coordinate with one in the Stockyards
- Trail system needs to extend to Stockyards via 23rd Street
- Train ridership on weekends outperforms weekdays
- Ridership data needs to be shared with Stockyards

Above: Image of Molly the Trolley - City of Fort Worth

Right: Retail/commercial area at Dewey & Decatur- Vince Tam

"To be blunt, in the near-time future and even mid-term future, no one is walking (to the Stockyards)."

- TAP Member

"I don't know if visitors will ride a standard bus (to the Stockyards). That is why we developed Molly the Trolley downtown."

- A Nonprofit Representative

"My goal is to see how big we can think. Let's figure out how we can create some excitement. We can add community services – day care, legal offices, libraries, maybe a community center, a small bank – and create a tremendous asset for the Northside."

- Transportation stakeholder

"Panther Island has already purchased street cars. It would be great to extend the streetcars a little further into the Stockyards, and also to the Northside Station."

- Transportation stakeholder



"There needs to be coordination between the bus and the train. The train came from Grapevine at 10:20 a.m. and two of the passengers assumed they were getting dropped off at the Stockyards. ... The Stockyards bus wasn't scheduled to come until 10:58. It was 95 degrees. Have the bus meet the train or provide a small shuttle van."

- Stockyards business owner

(Who drove the two women in her private car to the Stockyards)

"You are within $\frac{3}{4}$ of a mile from the Trinity River, where is the access to the trail network?"

- Transportation stakeholder

"We are concerned that people are suggesting that people get off there (Northside Station) for the Stockyards because it is impractical. Anyone with economic interests in the Stockyards should fund a connector."

- A Nonprofit Representative

"If I were advising an event planner, I'd say come to the Central Station ... then get on a bus and go up to the Stockyards. We are concerned about promoting Fort Worth's brand image. We would not want the Northside Station to be the place visitors get off the train (due to current ... industrial feel). We are trying to promote a more vibrant city."

- A Nonprofit Representative

PANEL RECOMMENDATIONS



TAP Panel discussions - Vince Tam

Based on their review of the briefing book and other background data, the site tour, the stakeholder interviews, and their professional experience, the TAP members developed a series of recommendations. These are organized into three sections below:

- The first section contains the panel members' responses to the three key questions posed by the City of Fort Worth at the initiation of the TAP.
- The second section explains the need for a station area plan and the estimated costs for this undertaking.
- Section three sets forth a number of specific recommended policies and actions that could be undertaken relatively quickly for the TAP study area and its environs.

SECTION 1: Responses To Three Initial Tap Questions

Question 1: The City of Fort Worth uses form-based codes or Mixed-Use and Urban Residential zoning to implement walkable urban places in Urban Villages and TOD op-

portunity areas. In the case of the Northside TEXRail Station TOD opportunity area, the City plans to use Mixed-Use, Urban Residential, and/or a form-based code to implement the TOD.

What are the appropriate boundaries for the Mixed-Use and Urban Residential zoning in the project area?

Answer: The boundaries should generally follow a walkable influence zone to the station as follows:

- East Long to Dean Road
- Dean Road to NE 28th Street
- NE 28th Street to Interstate 35W frontage road
- I35W frontage road to Watauga
- Watauga straight and extending along drainage way curve to Guenther Avenue
- Guenther Avenue straight and extending along creek to Decatur Ave
- Decatur Avenue to freight rail
- Freight rail to East Long Avenue

The City should also be aware of these issues when considering the zoning boundaries:

- The two large single-family areas in this identified zone north of NE 28th Street should be encouraged to allow accessory dwelling units (ADUs) on the single family property, following a form-based requirement.
- The large industrial area centered around the trash/recycle drop off station north of the West Fork of the Trinity should be addressed through separate planning and land use strategy.
- The core area should be incentivized to redevelop entirely, and would include the zone defined by:
 - NE 29th Street to Decatur Avenue
 - Decatur Avenue to Dewey Street
 - Dewey Street to Weber Street
 - Weber Street to NE 28th Street
 - NE 28th Street to Guenther Avenue
 - Guenther Avenue to Brennan Avenue
 - Brennan Avenue to the creek
 - The creek to freight rail
 - Freight rail to NE 29th Street

Question 2: There are existing parks and trails in and around the project area that are not currently as well connected to a variety of destinations as they could be. The TEXRail station could serve as a linchpin in a well-connected trail system that brings

neighborhood residents to a variety of destinations as well as to jobs.

What is the best way to connect these parks and trails, while supporting the success of the Northside TEXRail Station TOD opportunity?

Answer: The trail system should follow the tributaries connecting the TOD zone identified above to the West Fork of the Trinity River, with cross access provided along a NE 28th Street expanded sidewalk system and related connections to the tributaries.



Trinity Trail Entrance at 23rd Street- Vince Tam

Question 3: The future stations in Fort Worth will cover a range of locations, neighborhoods, amenities, demographics, and riders. This particular station is in a predominately lower-income Hispanic area with a mix of industrial uses, low-density residential, Trail Driver Park, and the Historic Stockyards.

What type of TOD, in terms of scale, density, use mix, and parking strategies, would be best suited for this project area?

Answer:

- Class A, place-focused employment and higher density residential on the east side of the Stockyards Historic District
- Class B, place-focused and light manufacturing in the triangle between the rails and NE 28th Street
- Three-story residential lofts and ground level restaurants at key locations on Decatur in the zone between the transit line and Trail Drivers Park, and between Weber Street and Schadt Street from NE 28th to Dewey streets
- Mixed-use housing and live/work, plus small office zoning, in area between the freight rail and transit station north of NE 28th Street to NE 29th Street

- Restaurant infill on platform land and within retrofitted Rodriguez Foods building, and across Decatur Avenue from Rodriguez Foods building facing creek
- Single-family infill such as “granny flats,” micro unit infill, and townhome infill within the broader neighborhoods described above

There are also a number of parking strategies that could be considered, related to Question No. 3:

- Require the “unbundling” parking in multifamily projects to promote affordability. See recent San Diego example: <https://www.sandiego.gov/planning/programs/transportation/mobility/tpa>
- With elimination of minimum parking requirements, ask developers to provide parking demand studies and evaluate opportunities to share parking with adjacent properties.
- If using minimum requirement, allow generous off-site parking distances (up to 1,000 feet).
- Conduct regular (quarterly) occupancy counts of station park and ride and work with Trinity Metro to share lots for future retail evening parking.



View of Northside Station from public space - ULIDFW

SECTION 2: Station Area Plan

A Station Area Plan is typically prepared in advance of construction of a transit station so that future development of preferred uses is thoughtfully addressed and specific measures are taken to encourage these uses and discourage the continuation of uses that are no longer consistent with the economic and social interests of the community surrounding the station. An important aspect of such a plan is to address the total transit trip experience, including sidewalks leading to and away from the platform and multimodal options that must be provided at the station location.

Since the station is now constructed and the TexRail line is in operation, it is incumbent upon the City of Fort Worth, working with Trinity Metro and all the stakeholders influenced or otherwise impacted by such plans, to undertake preparation of a Station Area Plan now. The nature of the stakeholders in the instance of Northside include a broader mix of interests than is typical. They range from the property owners and businesses in

the highly visited Stockyards area to the industrial owners and tenants in the immediate area and the residents of the community. Balancing these interests will be challenging but needs to be done if a consensus is to be achieved.

Rough estimates of potential cost for a Station Area Plan:

- Public outreach: \$50,000
- Market Study: \$75,000
- Trails and Recreation Plan: \$50,000
- Transportation and Mobility: \$75,000
- Infrastructure Assessment: \$50,000
- Land Use/ Zoning: \$50,000
- TOTAL: \$350,000

Potential funding sources include tax increment financing, public improvement districts, municipal management districts, special tax districts, a capital improvement program, bonds, and/or federal/state grants.



SECTION 3: Area Specific Policy Recommendations And Action Items:

STATION AREA IMPROVEMENTS

- Create Sense of Place at Station
 - “Create a beautiful arrival point”
 - Activation (promote active uses, programming, temporary pop ups)
 - Artwork (build on TEX Rail Art Program, including local artists)
 - Brand at and around the station
 - Build off brands of Fort Worth and Stockyards
 - Pay homage to local and Hispanic culture
- Inform
 - Informational Kiosk / LED Display
 - Small visitors center
 - Way Finding / Signage
 - Bilingual
- Rebrand station as “Northside/Stockyards Station” or “Northside Stockyards”

NEIGHBORHOOD PUBLIC IMPROVEMENT PROJECTS

- Streets and Sidewalks:
 - Left Turn signal for 28th @ Decatur intersection
 - Build and improve sidewalks along main streets and throughout neighborhood
 - Explore complete streets where appropriate

Top: Northside Station

Middle: View from Train

Bottom: TAP Panel Members view Northside Station

- Vince Tam

- Explore acquisition of high-priority parcels which can be activated in the short-term until the market can support appropriately scaled development
- Working with the City and the local community, seek to identify an appropriate public facility or complex that would elevate the level of activity near the station and park and enhance the quality of recreational and cultural experiences available at or near the station
- Study and create action plan to address heavy industrial and environmental concerns, with consideration given to aesthetics and future uses/activities
- Activate park with ongoing programming, events, cultural activities, and performances
- Consider access to and integration of historic cemetery

PRIVATE INVESTMENT OPPORTUNITIES

The TAP came up with a variety of private investment opportunities that the City could consider in the subject area:

- Small scale commercial (food trucks, tamale stand, pop-up food carts)
- Private development opportunities
- Nine-acre parcel could be missing middle housing / gentle density
- Work with Rodriguez Foods location to add a tamale window or stand.
- Restaurants / food trucks / food carts on vacant or underutilized sites

"The big request from the Trinity Metro interview session was a restricted left-turn arrow, which the neighborhood has been asking for. It's a dangerous intersection, and it's a TXDOT highway so they'd have to approve it. A win that could come out of this process is if someone says 'Now is the time. There's a station there now.' "

-David Leininger, Sasaki

"This neighborhood wants change. They want a Starbucks, an HEB. That will require capital. How do you attract capital to the neighborhood? The first step is to activate the (Trail Drivers) park so that it brings in human capital. There are Mexican restaurants that are very good here. If you want authentic cuisine, the Northside is the place to go. The TOD could take an incremental first step such as a "Taste of the Northside" or design the park in a way to accommodate food trucks. That puts a marker on the map so that people outside of the Northside say, 'Hey there is something cool going on there. Let's go check it out.' That incrementally brings in more capital so that, eventually, you get the Starbucks."

- Robert Kent, Trust for Public Land

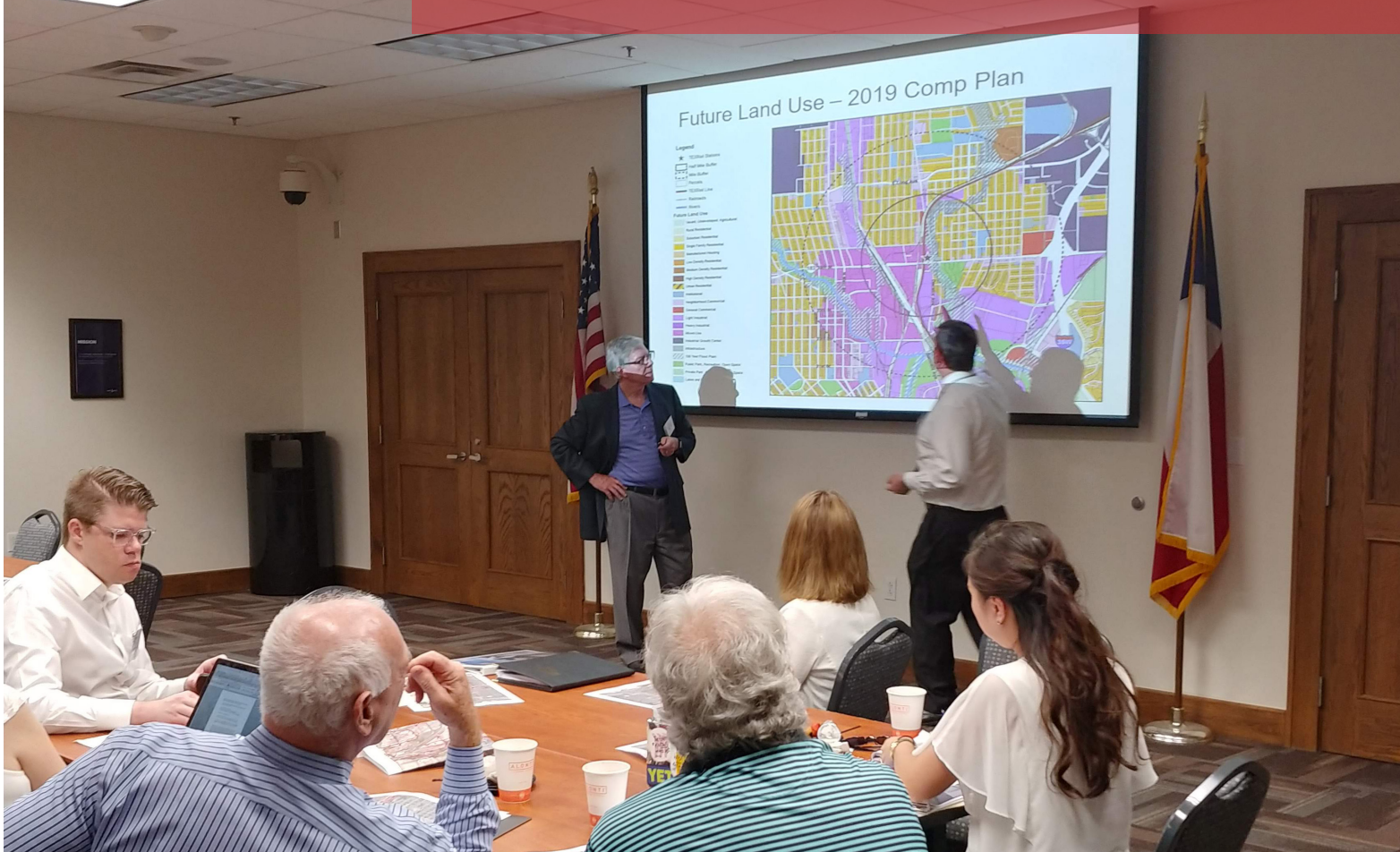


“What if (that land across Decatur) was for food carts (not food trucks). The guys who sell Popsicles or aguas frescas. Monte Anderson says, ‘if you want to get the development, you start with a popup tent and a folding table.’ That’s your first project. Then you advance to something more permanent. You don’t start with a restaurant. You start really small. How can the public spaces be designed to make that feasible?”

- Robert Kent, Trust for Public Land

- 1.53-acre parcel is an opportunity for new development
- Continue expansion of the Stockyards development
- Redevelopment of the heavy industrial sites/scrap yards
- Create framework for local entrepreneurship and retail opportunities (especially along 28th)
- Explore easy entry micro-retail and pop-up opportunities
- Evolution of industrial area (large parcels) away from heavy industrial to mixed-use, including creative office, flex tech, and light industrial is likely to occur and planning and zoning should anticipate this transition
- Promote existing opportunity zone development
- Environmental issues related to heavy industrial present a challenge to private redevelopment. Therefore, a mitigation strategy should be developed which addresses the issue and the appropriate solutions to be implemented within a realistic time frame.

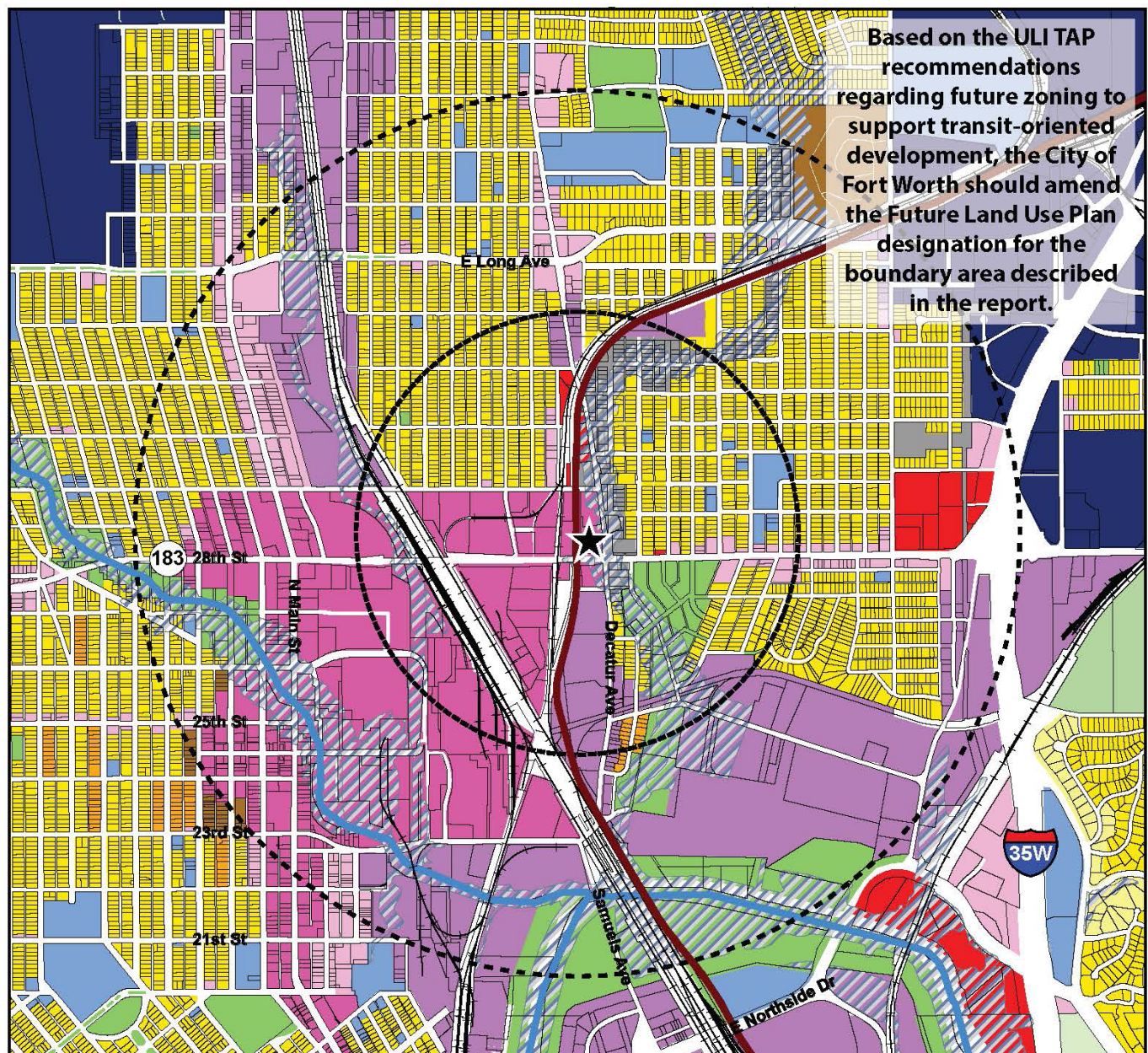
MAPS & DATA



A portion of the following maps were shared courtesy of the City of Fort Worth, and are labeled as such.

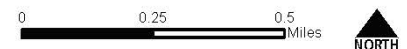
Please note the included were created for informational purposes, and are subject to change.

Future Land Use - 2019 Comprehensive Plan



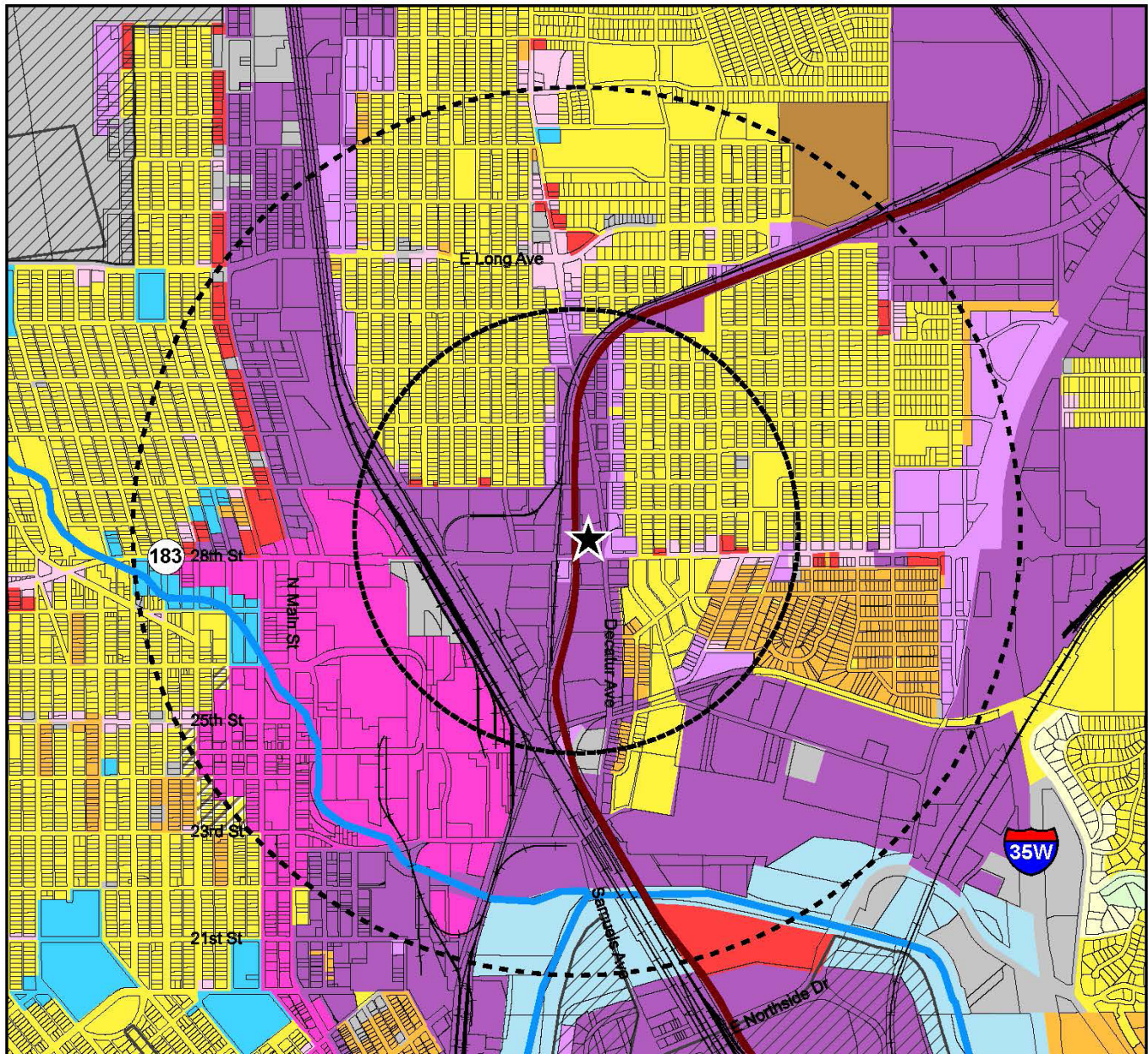
Legend

★	TEXRail Stations	Future Land Use		
⬜	Half Mile Buffer	Vacant, Undeveloped, Agricultural	Urban Residential	Mixed-Use
⬜	Mile Buffer	Rural Residential	Institutional	Industrial Growth Center
⬜	Parcels	Suburban Residential	Neighborhood Commercial	Infrastructure
—	TEXRail Line	Single Family Residential	General Commercial	100 Year Flood Plain
—	Railroads	Manufactured Housing	Light Industrial	Public Park, Recreation, Open Space
—	Rivers	Low Density Residential	Heavy Industrial	Private Park, Recreation, Open Space
		Medium Density Residential		Lakes and Ponds



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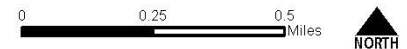
Current Zoning



Legend

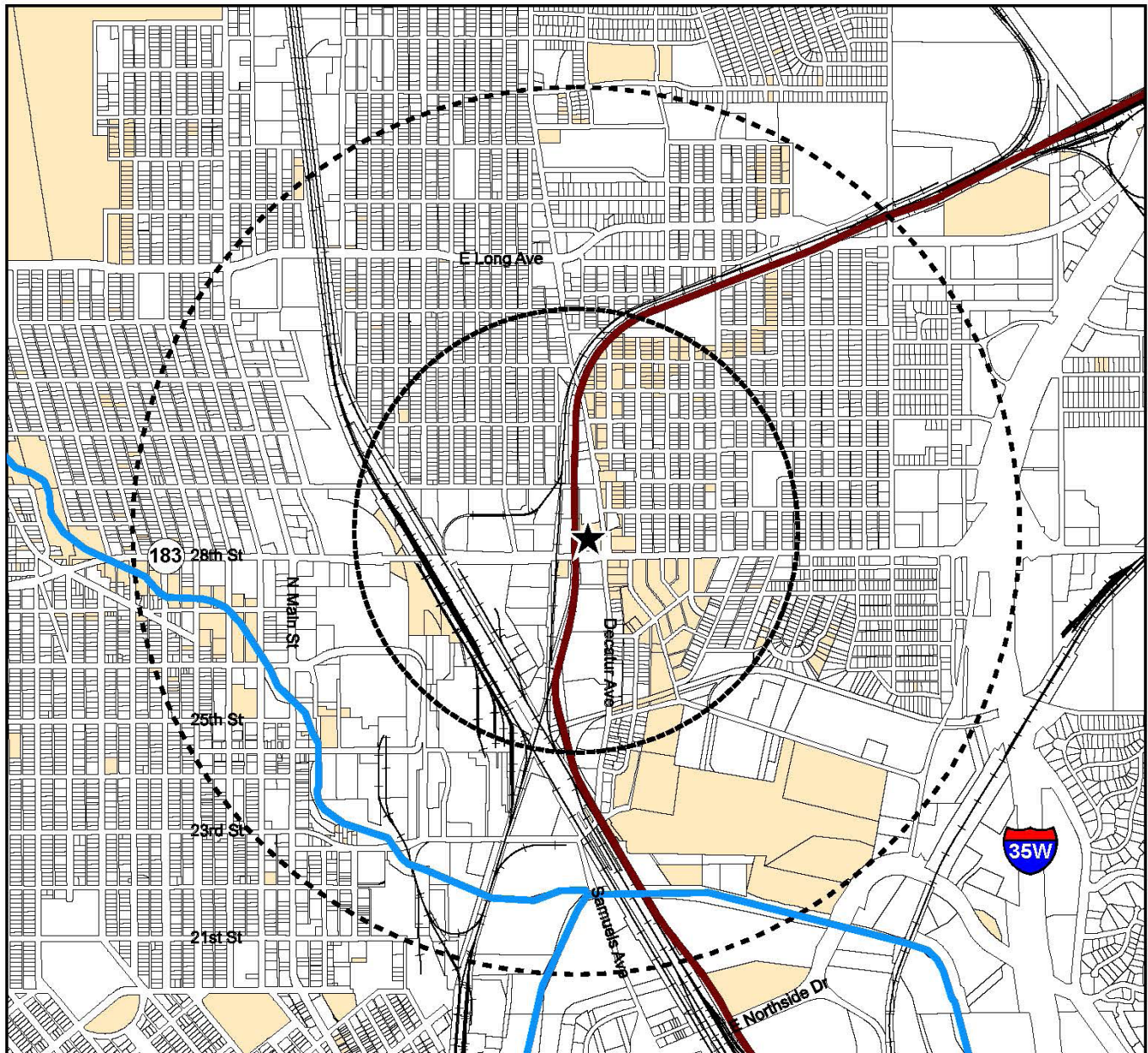
★ TEXRail Stations Current Zoning Districts

★	TEXRail Stations	Green	Agricultural	Yellow with diagonal lines	Urban Residential	Grey	Planned Development
Dashed circle	Half Mile Buffer	Light green	Residential (Single Family, One-Acre +)	Blue	Community Facility	Light blue	Floodplain
Dashed circle	Mile Buffer	Yellow	Residential (Single Family, 1/2 Acre +)	Pink	Neighborhood Commercial	Diagonal lines	Zoning Overlay Districts
Thin black line	Parcels	Orange	Residential (Single Family)	Magenta	Mixed-Use, Downtown and Form Based Districts		
Thick red line	TEXRail Line	Light orange	Manufactured Housing	Red	General Commercial		
Black line with cross-ticks	Railroads	Dark orange	Low Density Residential	Purple	Light Industrial		
Blue line	Rivers	Brown	High Density Residential	Dark purple	Heavy Industrial		



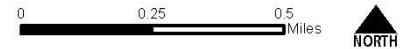
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City-Owned Property

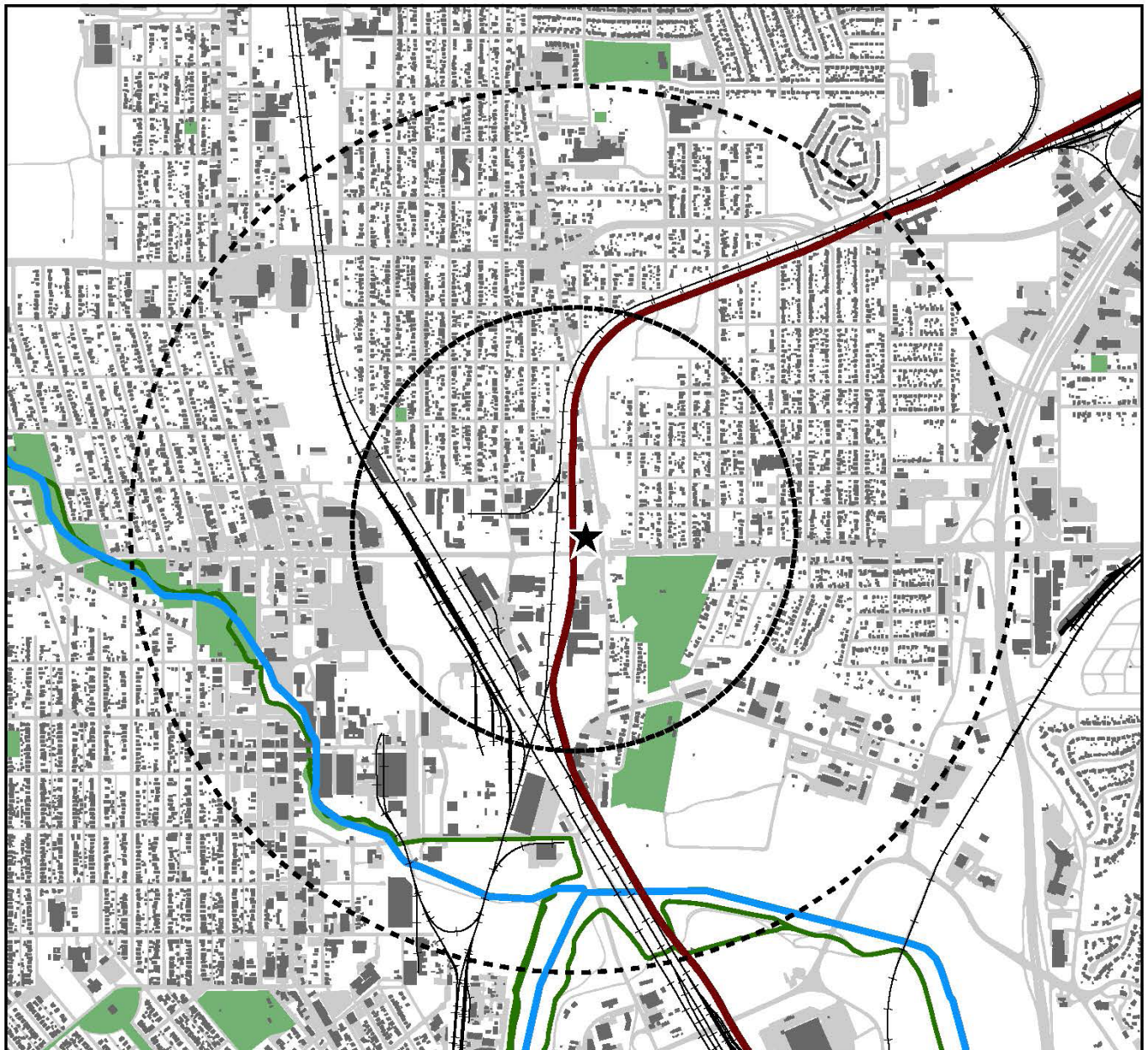


Legend

- ★ TEXRail Stations
- City-Owned Property
- Half Mile Buffer
- Mile Buffer
- Parcels
- TEXRail Line
- Railroads
- Rivers

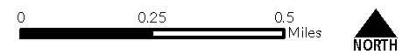


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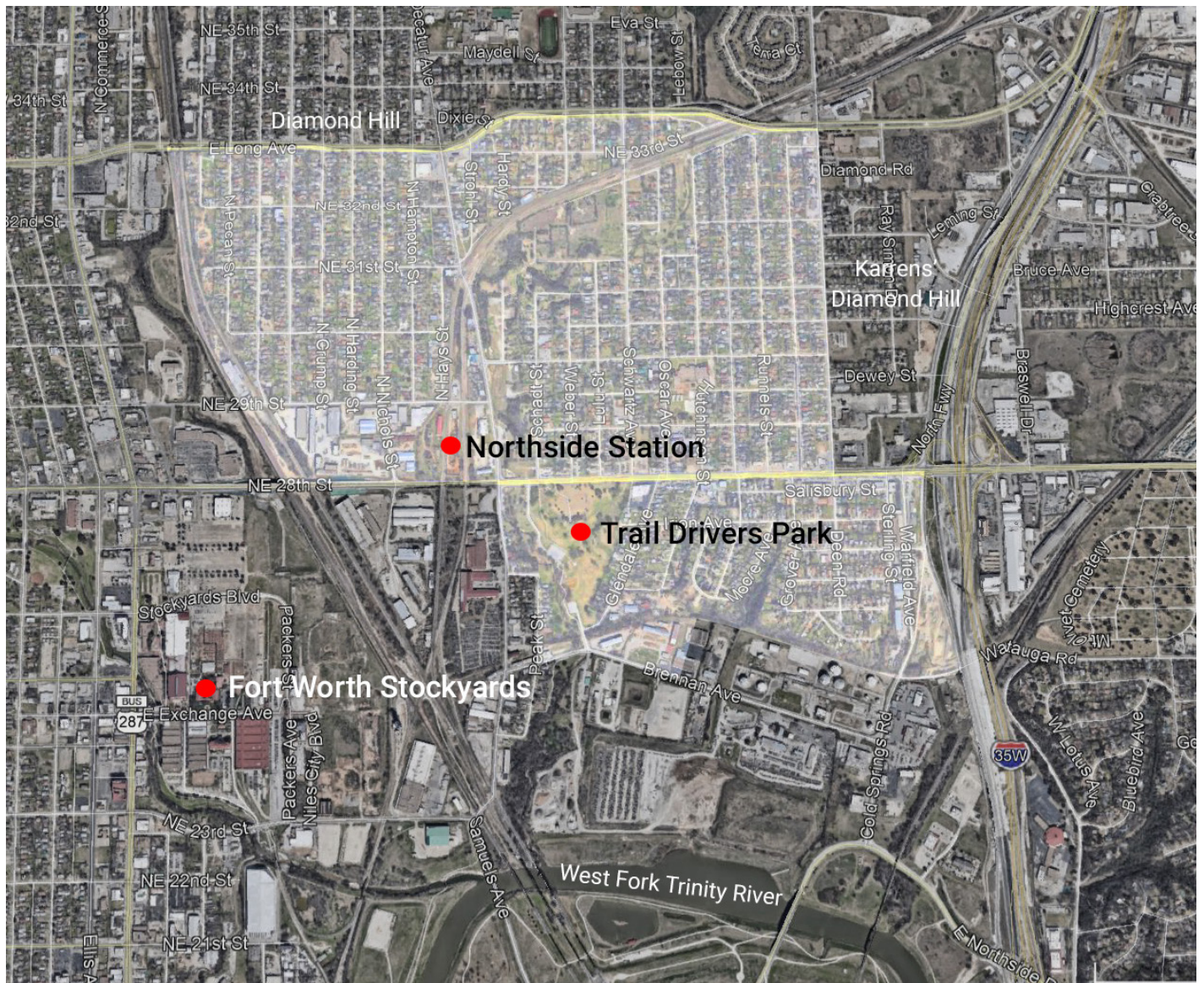
Legend

- ★ TEXRail Stations
- Existing Parks
- Half Mile Buffer
- Trinity Trails
- Mile Buffer
- Building Footprints
- TEXRail Line
- Pavement
- Railroads
- Rivers



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Approximate Boundries of Recommended Mixed-Use, Urban Residential and Form Based Zoning Area



Map Created by ULIDFW Staff utilizing GoogleEarth

TEXRail Ridership Numbers (Average Day)

			Fort Worth T&P	Fort Worth Central	Northside	Mercantile Center	Iron Horse	Smithfield	Grapevine	DFW North	DFW Airport Terminal B	Grand Total
Wkd	FY 2019	19-Jan	669	474	132	103	224	527	665	47	794	3,635
		19-Feb	149	187	39	45	60	128	152	21	231	1,012
		19-Mar	161	228	59	53	74	176	215	20	255	1,241
		19-Apr	126	233	39	58	76	152	152	19	241	1,095
		19-May	133	191	39	56	74	147	149	17	241	1,047
		19-Jun	147	246	48	56	93	188	198	16	274	1,265
		19-Jul	153	262	49	71	92	180	206	15	284	1,311
		19-Aug	195	229	47	74	84	164	169	19	325	1,304
		19-Sep	198	229	46	92	91	184	191	25	335	1,390
	FY 2020	19-Oct	189	226	44	86	89	167	152	19	346	1,319
		19-Nov	210	232	46	94	96	170	177	20	340	1,386
		19-Dec	229	265	58	95	122	234	284	20	342	1,649
		20-Jan	192	238	55	87	101	171	168	27	343	1,380
		20-Feb	191	223	50	86	98	158	153	23	349	1,330
		20-Mar	146	150	36	65	75	115	102	13	257	959
	FY 2019	19-Jan	1,452	885	290	207	447	911	1,512	114	1,406	7,225
		19-Feb	311	353	85	56	130	253	458	20	316	1,980
		19-Mar	188	311	67	32	104	235	351	21	219	1,528
		19-Apr	141	238	49	39	84	186	243	11	179	1,170
		19-May	167	268	55	45	94	207	319	19	215	1,388
		19-Jun	186	325	56	51	100	205	312	26	233	1,494
		19-Jul	186	326	89	45	95	239	389	10	287	1,666
		19-Aug	259	272	68	69	133	250	358	9	315	1,734
		19-Sep	265	252	54	81	164	306	465	20	276	1,882
Sat	FY 2020	19-Oct	277	288	82	75	129	218	343	13	298	1,722
		19-Nov	296	324	79	91	122	267	397	13	304	1,894
		19-Dec	256	302	64	79	123	329	484	28	286	1,951
		20-Jan	251	332	71	65	118	243	330	23	304	1,737
		20-Feb	244	307	66	78	128	255	372	20	298	1,767
		20-Mar	118	128	29	47	67	92	116	11	209	816
	FY 2019	19-Jan	1,282	640	305	205	387	886	1,181	92	1,268	6,247
		19-Feb	157	211	69	31	71	176	233	13	249	1,210
		19-Mar	152	213	53	23	61	141	194	17	212	1,066
		19-Apr	122	293	55	32	82	175	218	10	221	1,207
		19-May	148	257	72	46	125	213	328	13	258	1,460
		19-Jun	138	295	53	46	109	185	189	6	255	1,278
		19-Jul	140	248	55	39	86	177	211	16	289	1,261
		19-Aug	181	217	50	66	77	146	198	9	376	1,318
		19-Sep	216	227	56	54	92	160	246	15	341	1,406
Sun	FY 2020	19-Oct	168	199	48	45	74	142	168	10	330	1,183
		19-Nov	265	346	61	73	115	172	164	11	304	1,511
		19-Dec	191	229	51	70	101	198	256	12	355	1,462
		20-Jan	185	232	49	63	83	144	194	8	340	1,297
		20-Feb	177	198	50	53	79	136	158	12	347	1,210
		20-Mar	123	123	30	43	53	74	102	7	266	822

* First month of operation was “free”

* Numbers for March 2020 show beginning of the affect of the Covid-19 Pandemic

TAP MEMBERS & STAKEHOLDERS



TAP MEMBERS: (Left to Right)

Korrie Becht
City of Fort Worth

Travis Liska
NCTCOG

Vince Tam
HKS

Paris Rutherford
Catalyst Urban Development

David Leininger
Sasaki

Brandon Palanker
3BL Strategies

Rebecca Tudor
Twinrose Investments

Peter Braster
City of Plano

Robert Kent
Trust for Public Land

Karl Zavitkovsky
Enterprise Bridge

Eric Fladager
City of Fort Worth

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City staff

Kyle Valley
Majestic Realty

Jose Diaz
Urban Design Commission

Tim Bishop
City Plan Commission

Carlos Flores
Fort Worth City Council

Jeff Davis
Trinity Metro Board

Sandra Garcia
Fort Worth Hispanic Chamber of Commerce

Mitch Whitten
Visit Fort Worth

Pam Minick
Billy Bob's Texas

Kristin Jaworski
The Fort Worth Herd

George Westby
Stockyards Business Association

Teresa Ayala
Trinity Metro Board, CM Flores Appointee

Wayne Gensler
Trinity Metro

AJ Arjanen
Trinity Metro

Brad Lonberger
Historic and Cultural Landmarks
Commission

Stacey Pierce
Streams & Valleys

Roxanne Martinez
Roxstar Marketing

Dena Newell
Stockyards Heritage Development Co.

Orfa Subialdea
neighborhood association leader

Tressa Hilburn
neighborhood association leader

Linda Campbell
neighborhood association leader

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