

# **Modern Streetcar Study Land Use and Transportation Policies Supporting Transit**



Presented to the  
Modern Streetcar Study Committee

By the  
Planning and Development Department

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# Land Use and Transportation Policies Supporting Transit

## 2008 City of Fort Worth Comprehensive Plan

- **Promote location of multifamily units within walking distance of public transportation,** employment, recreation, and/or shopping to increase accessibility and decrease vehicular traffic generation.
- **Link growth centers with** major thoroughfares, **public transportation,** trails, and linear parks.
- **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.
- **Promote sustainable development patterns that include greater density at appropriate locations,** mixed-use development, public transit, park and ride facilities, and access management (e.g., encouraging shared driveways and limiting the number of curb cuts) to reduce vehicle trips.
- **Encourage appropriate development** through the planning and implementation of a **multimodal transportation system.**
- **Emphasize public transportation,** bicycle, and pedestrian improvements **in designated growth centers and urban villages.**

# Land Use and Transportation Policies Supporting Transit

## 2008 City of Fort Worth Comprehensive Plan

Italicized text indicates proposed changes to the 2009 Comprehensive Plan

- **Locate multifamily units adjacent to** collector streets, arterial streets, or *rail transit stations*.
- **Ensure projects that support** the growth center concept, *transit-oriented development*, and urban villages **are considered in future Capital Improvement Programs**.
- **Encourage mixed-use projects in** mixed-use growth centers, *transit-oriented developments*, and urban villages.
- Support zoning changes that **reduce the amount of vacant land zoned for multifamily residential development outside of** designated growth centers, urban villages, and *transit-oriented developments (TOD)*.
- **Routinely incorporate the needs of** pedestrians, bicyclists, *transit riders*, and *persons of all ages and abilities* **when planning and designing transportation projects**.
- Use the City's **interim land banking policy** to expedite redevelopment and reuse of underutilized property *and to support the creation of successful transit-oriented developments (TOD)*.

# Land Use and Transportation Policies Supporting Transit

## Proposed 2009 City of Fort Worth

### Comprehensive Plan Sector Land Use Policies

- **Promote the development of a fixed rail transit system, linking Downtown to other growth centers.**
- Plan for and **promote transit-oriented development (TOD) along West 7th Street** where it could be served by the western bypass alignment of the Southwest-to-Northwest commuter rail corridor and/or potential streetcar service on West 7th Street.
- **Plan for and promote transit-oriented development (TOD) along North Main Street** where it could be served by the western bypass alignment of the Southwest-to-Northeast commuter rail corridor and/or potential streetcar service on North Main Street.
- Promote transit-oriented development (TOD) around the Intermodal Transportation Center and the T&P Terminal commuter rail stations.
- Plan for and promote transit-oriented development (TOD) around the Summer Creek commuter rail station at Sycamore School Road.
- Plan for and promote transit-oriented development (TOD) around the Beach Street commuter rail station.
- Plan for and promote transit-oriented development (TOD) around the Medical Center/Midtown commuter rail station.
- Plan for and promote transit-oriented development (TOD) around the TCU/Berry commuter rail station.
- Plan for and promote transit-oriented development (TOD) around the I-20/Granbury and/or Hulen Street commuter rail stations.
- Pursue commuter rail along the South Orient line to the Hulen/Cityview mixed-use growth center.
- Promote mixed-use development within walking distance of the proposed Summer Creek commuter rail station.

# Land Use and Transportation Policies Supporting Transit

The T Strategic Plan Objectives to support the sustainable development of the region

- Promote transit oriented development
- Improve air quality and energy efficiency
- Increase attractiveness and cleanliness of transportation corridors
- Reduce cost of travel in the region through promoting employee travel incentive programs, etc.

# Land Use and Transportation Policies Supporting Transit

## Downtown Fort Worth Inc. Strategic Action Plan – Transportation Vision

### Goals:

- 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 gateways at the entry points of Downtown.
- **Improve the overall public transportation system in the Downtown Area.** This includes the expansion of regional rail, **continued study of a light-rail system**, expanding and improving bus routes, and creating more transfer centers.

### Strategies:

- Extend the regional rail system to include the Union Pacific line through southeast Fort Worth, to the southwest along the Fort Worth and Western Railroad line, to north Fort Worth along the Cotton Belt line, and other rail corridors that may be identified in future studies and as part of North Central Texas Council of Governments rail corridor studies.
- **Continue to study the Light Rail Streetcar Starter Project in Downtown** along Throckmorton from Weatherford to 9<sup>th</sup> Street and along Houston from 9th to Lancaster, and along 7th Street from the Cultural District to Throckmorton and along 9th Street from Throckmorton to the Intermodal Transportation Center.
- **Extend the starter project** to include a connection to Texas Wesleyan University along Rosedale Street.
- **Implement a transit circulator system for the expanded Downtown area** as new development occurs, specifically when RadioShack and Pier1 are complete. This system may use the historic-looking rubber tire trolley buses.
- Add additional transfer centers including one at Hyde Park.
- Improve the T bus routes in Downtown to complement the system, to address changing needs in the Downtown landscape, and to serve future development Downtown.

# Land Use and Transportation Policies Supporting Transit

## Fort Worth South Policies

### 2003 Assessment of Opportunities and Recommendations for Future Direction

- **"Improve connections through the area, including bike paths and light rail streetcar lines."**
- "Conduct a transit and parking study in conjunction with the City's upcoming Mobility and Air Quality Plan."

### Principles of the Near Southside Development Standards and Guidelines

- "Maximize connectivity and access. The Near Southside's successful revitalization requires a truly multimodal circulation network in which residents, workers, and visitors may conveniently walk, drive, bike, or ride public transportation to destinations within and outside of the district. **Development standards and guidelines are intended to promote walkable blocks and street designs that balance these transportation modes**, and also ensure accessibility for all residents and visitors, including those with disabilities."
- **"Balance the circulation requirements of automobiles, mass transit vehicles, bicycles, and pedestrians in the design of street cross-sections.** Utilize context-sensitive design strategies to achieve this balance."
- **"Preserve the existing urban street grid to maximize street connectivity for** vehicles, pedestrians, **public transportation**, and bicycles. The grid promotes efficient circulation and provides a wide range of mobility options."

# Land Use and Transportation Policies Supporting Transit

## MAQ Plan - Land Use and Transportation Policies/Recommendations

- **The Comprehensive Plan should be tied to the Master Thoroughfare Plan (MTP) and Capital Improvement Plan (CIP).**
- The Comprehensive Plan should include neighborhood master plans created with involvement from the residents of each neighborhood.
- **Proposed development projects that are sustainable, walkable, transit oriented or mixed-use should be fast tracked** through the development process.
- Developments that meet the guidelines of neighborhood approved master plans could be administratively approved to reduce the City's procedural timeline. This change would require a commitment from the City so staff could be given administrative authority to approve these types of projects in lieu of the Design Review Board.
- **Recommends an Urban Alternative Component be added to the City's Subdivision Ordinance to differentiate urban redevelopment from suburban development.**
- Recommended the City give incentives such as fast track permitting to developments that meet the standards of Urban Village Plans.
- **Supports the use of mixed-use growth centers to create economic development opportunities, while providing air quality and congestion reduction benefits.**  
Implementation of the Growth Centers as sustainable mixed use areas will require detailed sector plans and implementation of form-based codes to realize those plans.

# Land Use and Transportation Policies Supporting Transit

## MAQ Plan - Land Use and Transportation Policies/Recommendations

- **Recommends that Tax Increment Financing (TIF) eligibility eventually be expanded to all of the City's existing and planned rail transit stations.**
- Recommends Chapter 380 agreements be expanded for use in mixed-use growth centers, transit nodes, and targeted infill areas.
- Supports the implementation of form-based codes in more areas of the City to improve Fort Worth's quality of life.
- Recommends the City of Fort Worth Traffic Engineering Design Standards and Policy Guidelines be updated based on accepted engineering principles to ensure modern access management strategies are met with respect to new roadway infrastructure projects.
- **Supports implementation of Context Sensitive Solutions for Street Design (CSS) and recommends the policy be expanded beyond Urban Villages and Mixed-Use Growth Centers.**
- **Recommends the City of Fort Worth implement a Complete Streets policy.**
- **Supports implementing a Transit Oriented Development (TOD) overlay zoning category for application at future transit stations.**
- Supports enabling legislation so the adoption of an Adequate Public Facilities Ordinance (APFO) for the City of Fort Worth can manage orderly growth within its boundaries.

Contact:  
David Gaspers  
Urban Design Planner  
City of Fort Worth  
Planning and Development Department  
817.392.8183  
[david.gaspers@fortworthgov.org](mailto:david.gaspers@fortworthgov.org)