

## FORT WORTH URBAN VILLAGES

BLUEBONNET CIRCLE FINAL SUMMARY REPORT

PREPARED BY





**I.**  
**TABLE OF CONTENTS**

Table of Contents . . . . .	1	Village Planning Cont.	
Project Background. . . . .	2	Urban Design . . . . .	18
Urban Village Program Background . . . . .	2	Contemporary Theme . . . . .	18
Bluebonnet Circle Urban Village Progress. . . . .	3	Recommended Furnishings/Materials. . . . .	18
Village Planning . . . . .	6	Prototypical Urban Design Concept . . . . .	22
Existing Conditions . . . . .	6	Architectural Character . . . . .	24
Existing Land Use . . . . .	6	Transportation . . . . .	26
Existing Zoning . . . . .	7	Context Sensitive Streets. . . . .	26
Vacant/Underutilized Parcels . . . . .	8	Transportation Deficiencies and Needs. . . . .	26
Ownership Patterns . . . . .	9	Transportation Concept Plan. . . . .	28
Transportation . . . . .	9	Transportation Recommendations. . . . .	29
Building Blocks . . . . .	11	Transportation Project Prioritization. . . . .	30
Townhouse . . . . .	12	Neighborhood Zoning Recommendations . . . . .	31
Mixed-Use Type 'A' . . . . .	13	Appendices . . . . .	32
Mixed-Use Type 'B' . . . . .	14	Appendix 1 . . . . .	32
Consensus Development Plan . . . . .	16	Appendix 2 . . . . .	33
		Appendix 3 . . . . .	34
		Appendix 4 . . . . .	42

## II. PROJECT BACKGROUND Urban Village Program Background

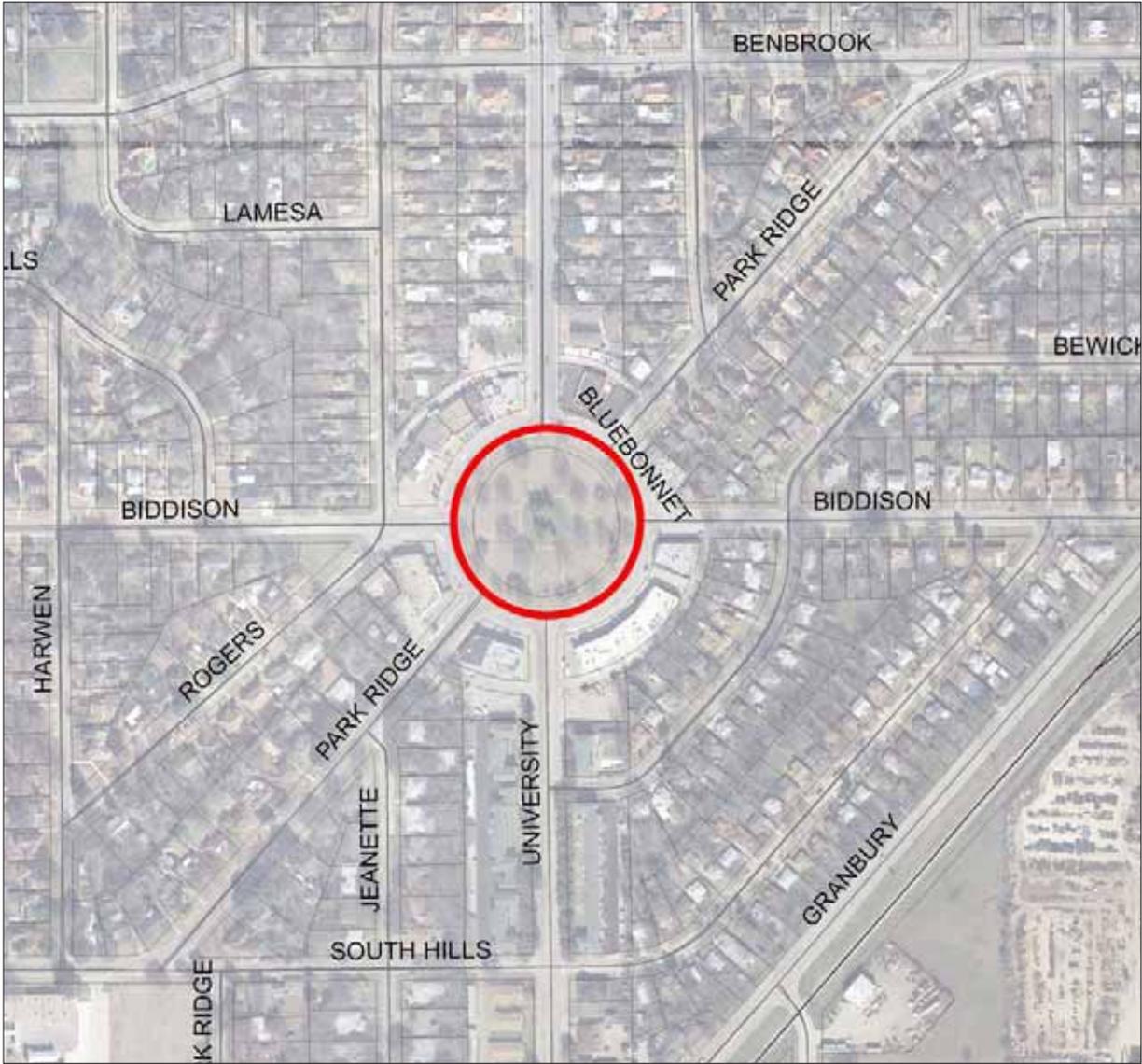
In 2002, the Commercial Corridors Task Force, with input from neighborhood stakeholders and community leaders, identified thirteen mixed use growth areas or “urban villages”. The thirteen villages were located along several of Fort Worth’s primary commercial corridors that held investment potential, despite social and economic redevelopment challenges. The Task Force’s approach for locating the urban villages was to strategically concentrate resources in select catalyst areas to have a positive economic impact along the corridor and into surrounding neighborhoods.

An urban village is defined by the City as an urbanized place with a mix of uses, jobs, public spaces, transportation connections, pedestrian activity and a sense of place. Urban villages are frequently located at significant intersections and share certain design characteristics. Among those common characteristics are pedestrian-oriented buildings with minimal front yard setbacks, screened parking areas located to the rear or side of buildings, and buildings designed to accommodate changes in use over time. Other communities across the southwest have proven that these types of active, diverse, prosperous, and memorable urban villages can successfully re-established the central city as an appealing alternative to the generic and often congested office parks and subdivisions associated with suburban development.

In 2005, the City Council directed the City Plan Commission to evaluate existing and potential new urban villages. The result of that evaluation was the combining, elimination and addition of several villages. In order to promote urban village development, the City is currently constructing capital improvements to upgrade infrastructure and create high quality public spaces; applying economic incentives to make urban infill projects as profitable as suburban development; and applying mixed-use zoning to permit higher-density, pedestrian-oriented development consistent with community vision.

**II.**  
**PROJECT BACKGROUND**  
**Bluebonnet Circle**  
**Village Progress**

The Bluebonnet Circle Urban Village is one of the villages that was added to the Urban Village program in November of 2005. Since 2005, a community led effort has led to the creation of a new master plan for Bluebonnet Circle Park. While no village boundary currently exists for the village, the study area for the Village Planning Study is generally bounded by Jeanette Drive and Rogers Avenue on the west, Cockrell Avenue on the east, Granbury Road on the South and Devitt Street on the North.

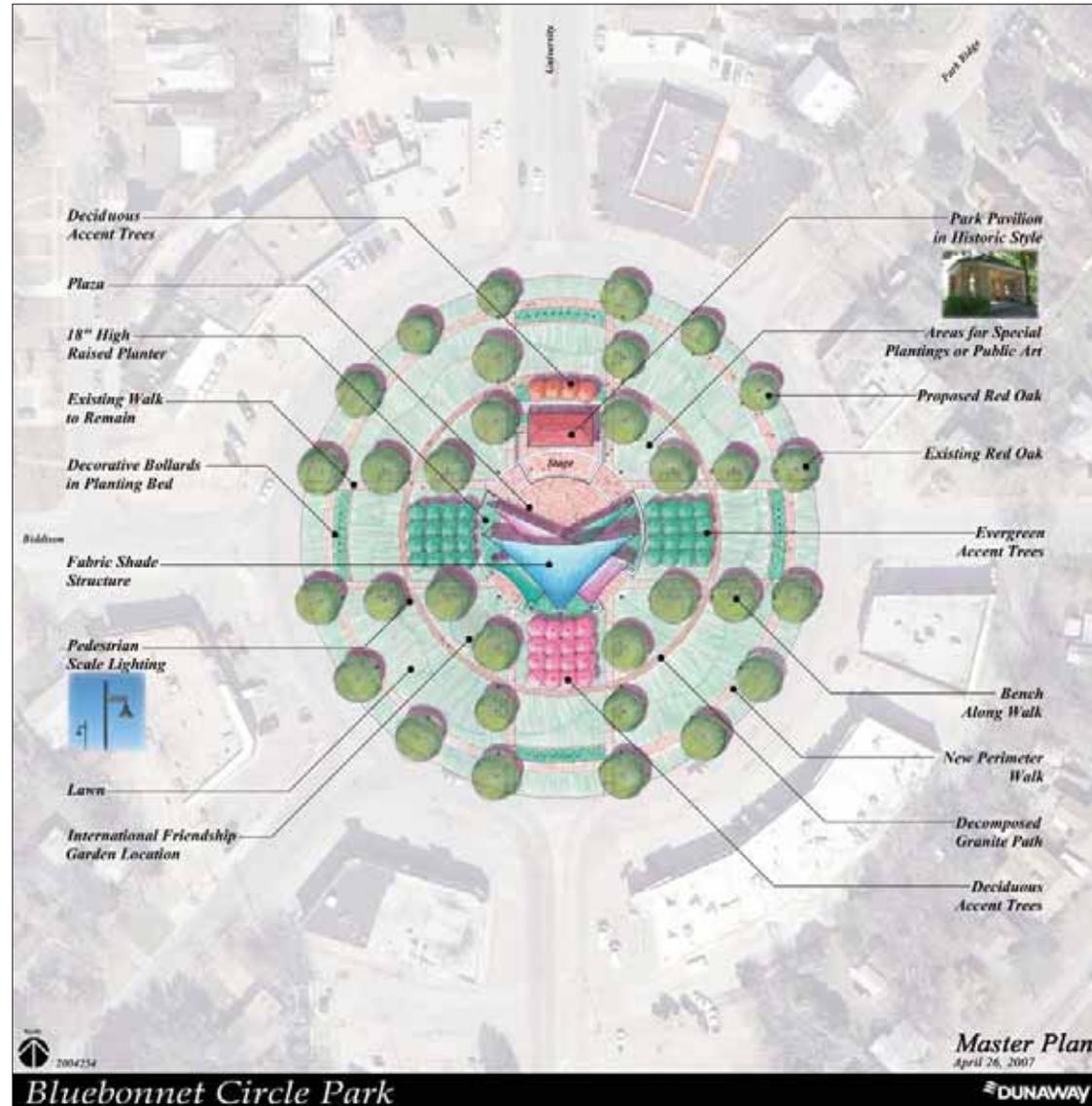


Urban Village

## II. PROJECT BACKGROUND

### Bluebonnet Circle Urban Village Progress

In March of 2007, the HOK Planning Group, along with Kimley-Horn Associates, and Pavlik and Associates, was engaged to initiate a two-phase process of developing urban village plans that are reflective of the vision that the Bluebonnet Circle stakeholders have for their village. Specifically, the scope of work related to the planning study included identifying development opportunities, preparing alternative development scenarios, identifying transportation needs and priorities, preparing a final urban village plan, preparing traffic engineering recommendations, preparing urban design concepts and recommendations, and providing recommendations related to the location of a future village boundary.



Park Plan (Adopted May 2007 by the Fort Worth Parks Board)

**This Page intentionally left blank**

### III. VILLAGE PLANNING Existing Conditions

A number of existing conditions were reviewed and studied as to their implications for future development within the Bluebonnet Circle Urban Village. Those conditions include existing land use, existing zoning, vacant parcels, and property ownership patterns.

#### Existing Land Use

Existing land use influences the planning process in several ways. As sites are evaluated for redevelopment opportunities, it is important to understand the surrounding land uses to assure that proposed future developments are compatible with the existing uses from the standpoint of use, height, and density. Additionally, land use can be an indicator of a site's likelihood to redevelop. In many cases, institutional uses such as schools and churches are not as likely to redevelop as commercial or industrial uses.

In the Bluebonnet Circle Village study area, a quality, single-family residential base provides the dominate land use. The exceptions to this use exist immediately adjacent to the Bluebonnet traffic circle, and one-half block on either side of University Drive. The Bluebonnet traffic circle is surrounded by retail uses that contribute greatly to the areas eclectic character. North and south of the circle, multi-family residential uses are common. Additionally, at the southern gateway to the village at Granbury and University, office uses are prevalent.



Existing Land Use



### III. VILLAGE PLANNING Existing Conditions



Legend									
	Existing Urban Village Boundaries		C		E		J		Existing Local Streets
	Parcel Boundaries		CR		ER		K		Existing Rail
	A-5		D		F		MU-1		
	B		CF		I		PD		



Existing Zoning

#### Existing Zoning

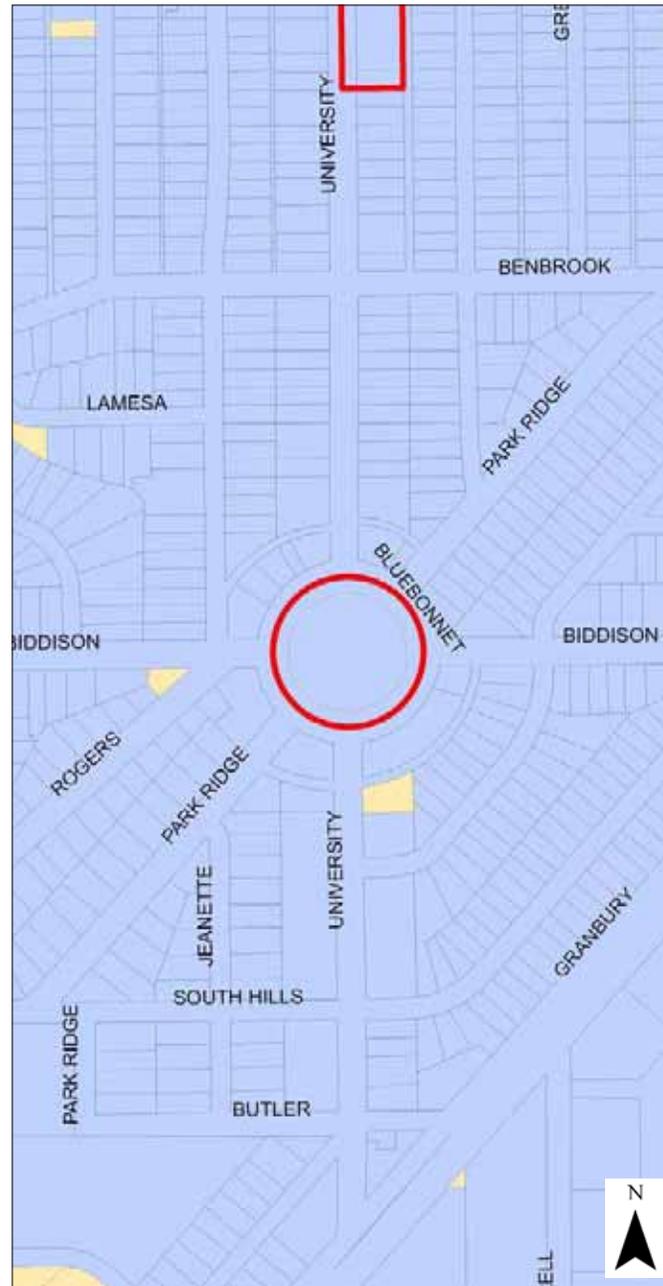
Existing zoning influences the planning process by providing an indication of what type and density of development is currently allowed. The primary zoning within the Bluebonnet Circle study area is One-Family (5000sf) Residential, with Multiple Family (Medium Density) existing along University Drive north of the Bluebonnet traffic circle, and Multiple Family (Low Density) existing along University Drive south of the Bluebonnet traffic circle. The zoning on the properties immediately adjacent to the circle is General Commercial in the southeast quadrant and Neighborhood Commercial in the remaining quadrants. It should be noted that the Two-Family zoning which exists northwest of the intersection of Benbrook Boulevard and University Drive zoning is inconsistent with the single family uses that exist on those same sites.

### III. VILLAGE PLANNING

#### Existing Conditions

#### Vacant/Underutilized Parcels

Vacant parcels influence the planning process due to their potential ability to develop more rapidly than developed parcels, and with fewer constraints. In the Bluebonnet Circle Urban Village, very few vacant sites exist. However, many of the older multiple-family sites along University Drive, and commercial sites surrounding the Bluebonnet traffic circle could be considered underutilized and are ripe for re-development.



Vacant/Underutilized Parcels



### VILLAGE PLANNING Existing Conditions



**Legend**

Existing Urban Village Boundaries	Parcel Under Single Ownership <small>Individual Color Denotes Single Owner</small>
Public Parcels	Existing Local Streets
Parcel Boundaries	Existing Rail



Ownership Patterns

#### Ownership Patterns

Ownership patterns have a major impact on the ability of sites to develop in a substantial way. Large areas with few owners are much more likely to achieve the types of mixed-use development envisioned for the Bluebonnet Circle Urban Village than areas with smaller lots and multiple owners. In this village, the ownership patterns are relatively fragmented with the exception of several of the multi-family properties along University Drive.

#### Transportation

In order for mixed-use development to occur within the Bluebonnet Circle Urban Village, several existing issues will need to be overcome including a current provision of too much vehicular access which causes confusion for drivers, too few parking spots for the existing businesses, vehicular conflicts which cause weaving, disconnected sidewalks and no clear pedestrian crossings of existing streets. Access management, improved sidewalks, defined pedestrian crossings, improved geometrics including an upgrade to modern roundabout standards can all assist in overcoming those issues.

**This Page intentionally left blank**

### III. VILLAGE PLANNING BUILDING BLOCKS



Several development types or “building blocks” exist that would be appropriate to achieve the future built environment envisioned by stakeholders for the Bluebonnet Circle Urban Village, while responding to the nuances of each site related to adjacent land use, ownership patterns, and zoning. The following pages summarize the development types recommended for the Bluebonnet Circle Urban Village.

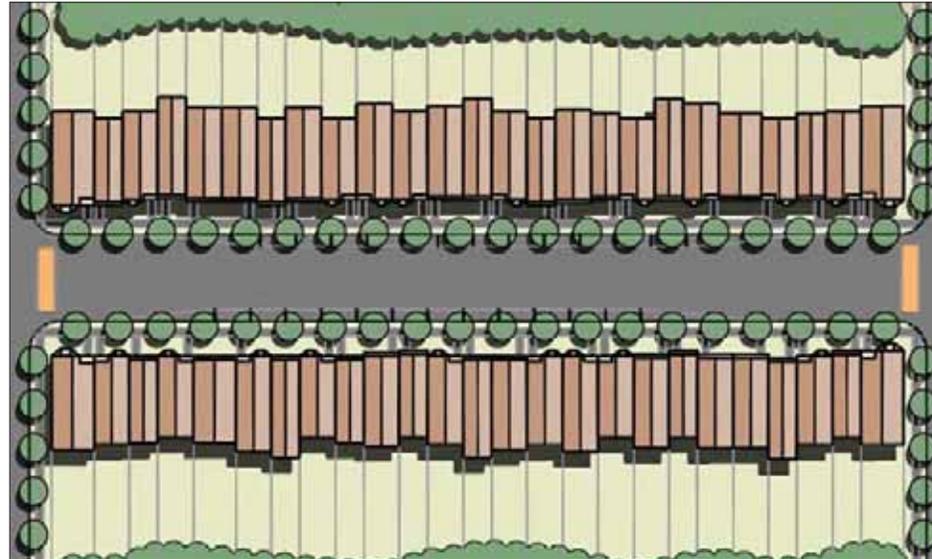
### III. VILLAGE PLANNING BUILDING BLOCKS Townhouse

#### Characteristics

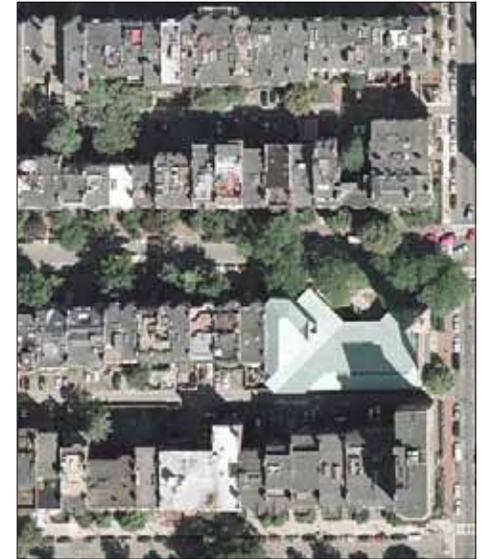
- Residential - Attached
- Two to three-story structures
- Garage on first floor – Living areas above
- Rear entry garages
- Unique facades for each unit
- Strong relationship between building and street
- Strong pedestrian environment

#### Key Zoning Standards – MU-1

Max Height Single Use	45' or 3 Stories
Max Height Mixed-Use	60' or 5 Stories
Max Res. Density Single Use	18 Units/Acre
Max Res. Density Mixed-Use	60 Units/Acre



Plan Delineation



Built Form



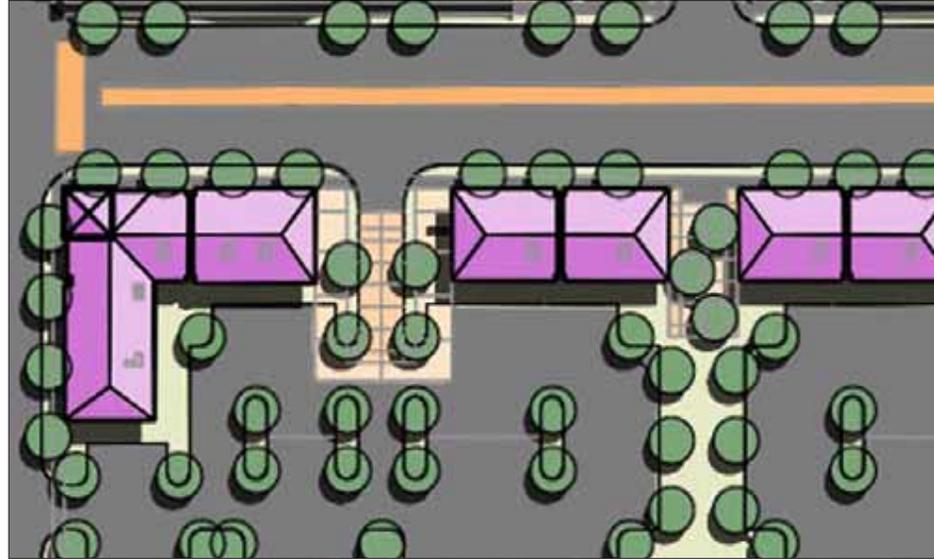
Built Form



### III. VILLAGE PLANNING BUILDING BLOCKS Mixed-Use Type 'A'



Built Form



Plan Delineation

#### Characteristics

- Ground floor commercial use
- Second floor lofts
- Typically two-story structures – dependent upon capacity to accommodate parking
- Surface parking behind structure
- Reads architecturally as one building
- Strong relationship between building and street
- Strong pedestrian environment

#### Key Zoning Standards – MU-1

Max Height Single Use	45' or 3 Stories*
Max Height Mixed-Use	60' or 5 Stories
Max Res. Density Single Use	18 Units/Acre*
Max Res. Density Mixed-Use	60 Units/Acre

\* Single use discouraged



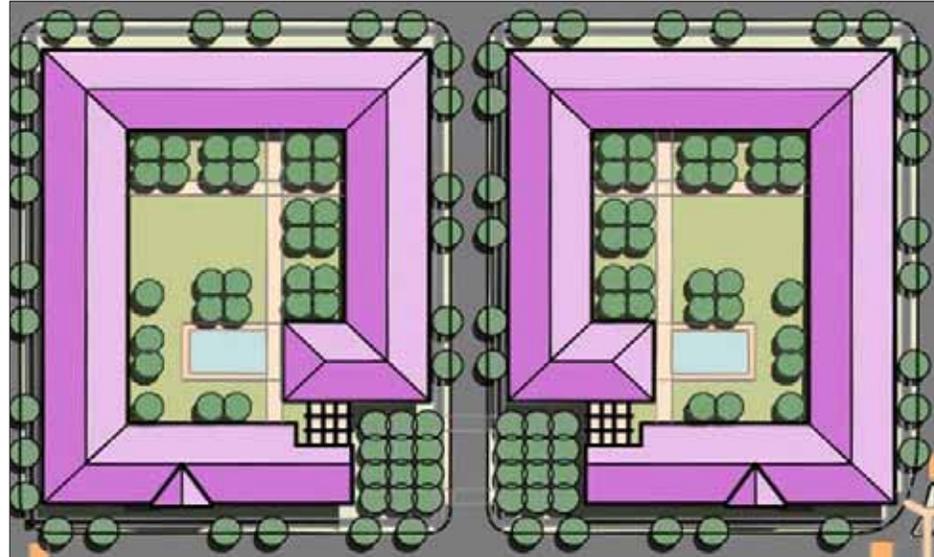
Built Form



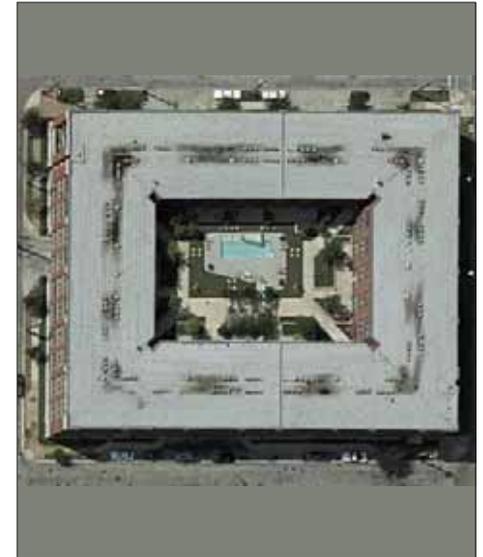
### III. VILLAGE PLANNING BUILDING BLOCKS Mixed-Use Type 'B'

#### Characteristics

- Ground floor commercial use
- Second floor residential or office
- Upper floors residential
- Three or more floors – dependent upon zoning/ability to accommodate parking
- Structured parking – wrapped by commercial on first floor – to edge of building screened by façade second floor
- Courtyard/amenity on roof of structured parking
- Reads architecturally as one building
- Strong relationship between building and street
- Strong pedestrian environment



Plan Delineation



Built Form

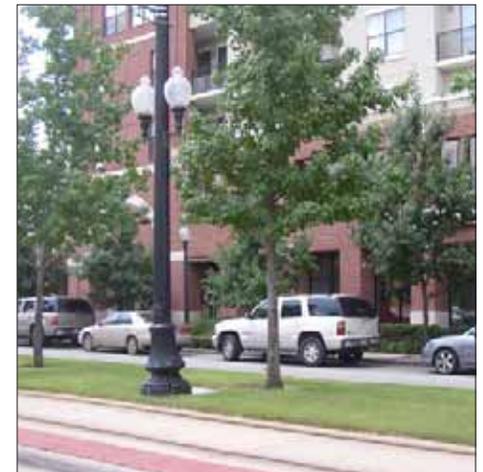
#### Key Zoning Standards – MU-1

Max Height Single Use	45' or 3 Stories*
Max Height Mixed-Use	60' or 5 Stories
Max Res. Density Single Use	18 Units/Acre*
Max Res. Density Mixed-Use	60 Units/Acre

\* Single use discouraged



Built Form



**This Page intentionally left blank**

### III. VILLAGE PLANNING Consensus Development Plan

The consensus development plan responds to the goals and desires for the types of development expressed by the stakeholders in the first stakeholder meeting (see Appendix 3). The plan represents the consensus of the comments received related to the two preliminary development scenarios presented to the community in the second stakeholder meeting (see Appendix 1).

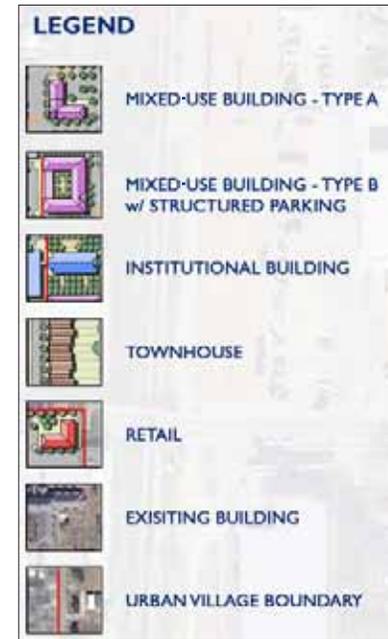
Townhouse development is recommended for the northern sections of the village on both sides of University Drive from the south side of Devitt to just north of Bluebonnet Circle. This continues the development pattern established to the north of Bluebonnet Circle Urban Village within the Berry/University Village. This pattern is recommended due to the limited lot depth of the existing lots, and the proximity to single family residential uses. On the northwest and southwest corners of University Drive and Benbrook, the plan calls for existing structures to remain in place, a desire expressed by the neighborhood in the stakeholder meetings.

South of Bluebonnet Circle and extending to the intersection with South Hills, new condominium development is currently taking place and is expected to remain in place for the development time frame established for this village plan. Mixed-use Type A development is recommended on the northeast and northwest quadrants of the intersection of Cleburne and University, and extending north to South Hills.

Development around Bluebonnet Circle is recommended to become a mix of old and new. The closure of Biddison west of the circle, and Park Ridge east of the circle provides opportunities for new mixed-use type B development due to the additional property that could be added to the surrounding commercial sites. Mixed-use Type B development is also recommended for the sites at the southwest corner of Park Ridge and University, and at the northwest corner of University and Bluebonnet Circle. These properties both have the depth to accommodate the structured parking associated with this type of development. Mixed-use Type A development is recommended for the northeast and southeast corners of University and Bluebonnet Circle. All of this development would be carefully placed to integrate with existing commercial buildings in the northwest and southeast quadrants of the circle.

#### Plan Statistics

Residential	270 Units
Lofts	40
Flats	86
Townhouse	85
Condos (Flats)	59
Commercial / Retail	143,000 SF
Office	23,000 SF
Park / Open Space	2.89 AC



III.  
VILLAGE PLANNING  
Consensus Development Plan



Consensus Development Plan

### III. VILLAGE PLANNING Urban Design

#### Contemporary Theme

Two urban design themes were developed and presented to the community in the second stakeholder meeting. The Urban Eclectic Theme is based upon the eclectic group of commercial buildings that currently exist at Bluebonnet Circle and suggests creating an eclectic grouping of streetscape elements that have the ability to work together as a family of design elements. The Contemporary Theme is rooted in establishing a contemporary set of urban design elements to provide unification within the eclectic commercial areas at Bluebonnet Circle. The stakeholders in the Bluebonnet Circle Urban Village expressed a preference for the elements of the Contemporary Theme.



The intent of the Contemporary Theme is to allow the architecture and signage of each building or business to continue to evolve in a more eclectic manner, but to provide a series of public streetscape elements at ground level that provide a sense of commonality within the village.

#### Recommended Furnishings / Materials

The following site furnishings and materials are recommended for use within the Bluebonnet Circle Urban Village and are compatible with the Contemporary Theme:





**Pedestrian / Bollard Lights**  
*KIM - Solitaire*



**Street Light**  
*KIM - Solitaire*

**III.**  
**VILLAGE PLANNING**  
Urban Design

**Street Furniture**

---



**Benches**  
*Landscape Forms - Presidio*



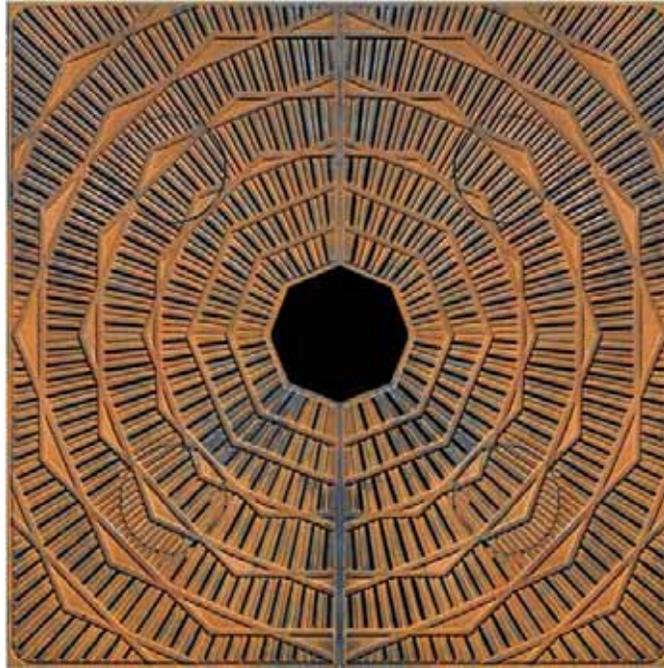
**Planters**  
*Landscape Forms - Rosa*



**Litter Receptacle**  
*Landscape Forms - Presidio*



**Concrete Pavers**  
*Pavestone - Buff / Antique*  
*Terra Cotta Blend*



**Tree Grates**  
*Canterbury - Palisades*

### III. VILLAGE PLANNING Prototypical Urban Design Concept

The prototypical urban design concept assembles the recommended materials and furnishings in a manner that is unique to the Bluebonnet Circle Urban Village. The concept focuses upon connecting existing and new development outside of the traffic circle with the improved Bluebonnet Park on the inside of the circle. All elements related to the concept seek to reinforce the unique circular character of the site. Bands of colored concrete pavers are proposed to alternate with bands of standard, poured in place concrete in a radial pattern to reinforce the existence of the circle. Additionally, the benches recommended for use within the village have the ability to be installed in a radial manner, thus reinforcing the curvature of the roadway. Finally, the trees recommended for use at the outer edge of the roadway are either Italian Cypress or Pond Cypress, both of which have a columnar form, and if planted with a relatively tight spacing, have the ability to create or reinforce edge as necessary.



Plan View



Isometric View

**This Page intentionally left blank**

### III. VILLAGE PLANNING Urban Design

#### Architectural Character

---

One of the overriding comments that were consistently expressed by the community in the stakeholder meetings was related to maintain the eclectic feel that currently exists with the commercial buildings. Several characteristics assist in achieving the commercial eclectic flavor of the village including variation in building materials, first floor awnings that are unique to each building, and unique signage for each business. The following images provide examples of these characteristics:



*Variation of Building Materials*

III.  
VILLAGE PLANNING  
Urban Design



First Floor Awnings

### III. VILLAGE PLANNING Transportation

#### Traffic Engineering Context Sensitive Streets

The overriding approach to creating context sensitive streets within the Bluebonnet Circle Urban Village is to respect traditional street design objectives for safety, efficiency, capacity, and maintenance, while integrating community objectives and values relating to compatibility, livability, sense of place, urban design, cost, and environmental impacts. Roadways within the village should be designed to move people, not just cars. Consideration must be made for transit, walking and biking.



Image 1

#### Transportation Deficiencies and Needs Analysis

Currently, Bluebonnet Circle does not operate as a roundabout, but rather as four staggered intersections controlled by yield signs which create difficult merges for vehicles and an unpredictable environment for pedestrians and bicyclists (Image 1).

Traffic modeling is needed to redesign and transform the circle into a roundabout, thus improving safety and reducing congestion (Image 2).

Minor improvements to Bluebonnet Circle, such as adding raised median triangles at the intersections (Image 4) instead of the current pavement markers (Images 3 and 5), would aid in defining the circle and reducing the accumulation of debris.

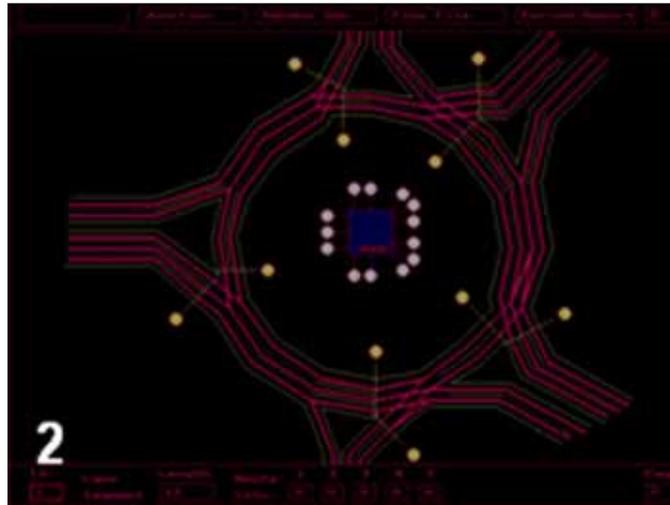


Image 2



Image 3



Image 4



Image 5

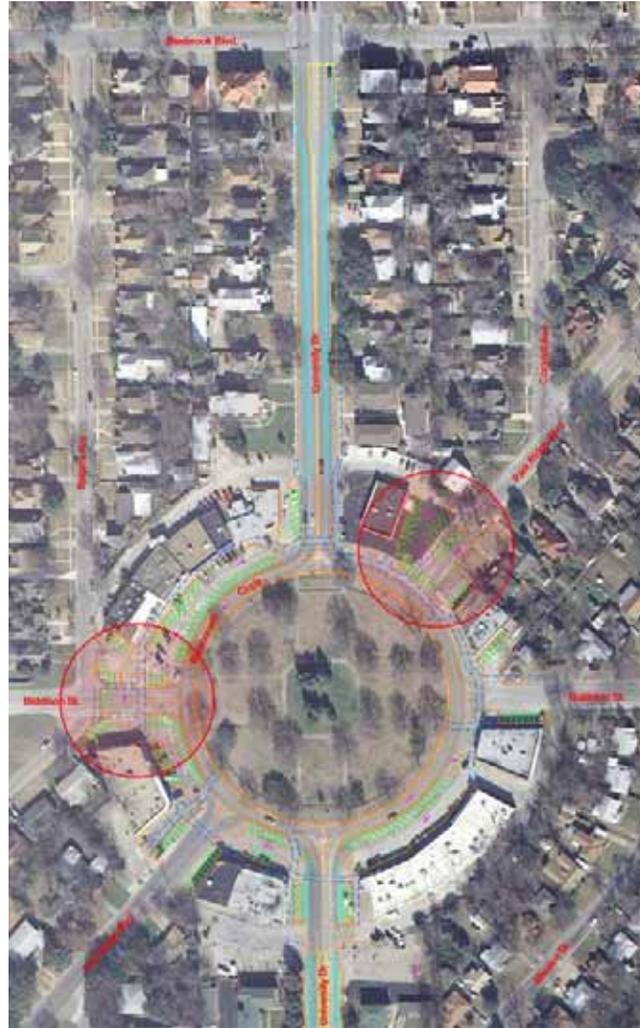
**This Page intentionally left blank**

### III. VILLAGE PLANNING Transportation

#### Transportation Concept Plan

The transportation concept plan responds to the future townhouse development north of Bluebonnet Circle with on-street parking to serve that use. Also, the plan calls for significant improvements to Bluebonnet Circle to solve the current transportation deficiencies, as well as to create a vibrant pedestrian realm. Appendix 4 provides additional detail related to traffic counts and levels of service for the existing Bluebonnet Circle as well as the future modified Bluebonnet Circle.

\*The proposed transportation improvements are conceptual in nature and subject to further study by City staff. The City shall not proceed to implement the proposed improvements pending such study and a corresponding amendment to the Master Thoroughfare Plan.



Transportation Concept Plan with Street Closures at Biddison and Park Ridge (highlighted in red)



Transportation Concept Plan without Street Closures

**Transportation Recommendations**

Planning Level Cost Estimate for Bluebonnett Circle Improvements			
Project	Construction Cost	Design and Administration	Funding Source
Restripe University Drive from Benbrook Blvd. to Butler Rd. to have on-street parking, bicycle lanes, and two through lanes. Redesign Bluebonnet Circle to have one lane (move in curb line), close northeast Park Ridge Drive approach and west Biddison approach to the circle, provide crosswalks to park, reconstruct continuous sidewalks, construct approach islands on all intersections, and reconstruct portions of parking lots.	\$605,000	\$115,000	Unknown, CIP, NCTCOG Sustainable Development Grant, TxDOT Enhancement Grant

*\*The above planning level estimate does not include streetscape estimates for improvements around the circle. Streetscape improvements could add approximately \$300,000-\$350,000 dollars to the overall project. (Numbers are based on estimates provided the City of Fort Worth.)*

The long range transportation recommendations for the Bluebonnet Circle Village include restriping University Drive from Benbrook Boulevard to Butler Road to allow for on-street parking, bicycle lanes, and two through lanes. It is also recommended that Bluebonnet Circle be reconfigured to a one lane cross section, and to close the northeast Park Ridge Drive and west Biddison approaches to the circle. Traffic that now enters the circle from northeast Park Ridge Drive would be redirected to Cockrell and to Benbrook, and traffic that now enters from west Biddison would be redirected to Rogers and Benbrook.

It is also recommended that crosswalks be constructed to Bluebonnet Circle Park, that continuous sidewalks be constructed around the circle, and that approach islands be constructed on all remaining intersections at the circle.

Finally, these transportation recommendations were formed based on a focused study with stakeholders from within the Bluebonnet Circle Urban Village. It is recommended that, when a funding source for these improvements is identified, the next step related to all of these recommendations should be to engage additional stakeholders from the city at large, and to undertake informational and educational briefings as to how the changes to the roadway will function regionally.

**III.**  
**VILLAGE PLANNING**  
 Transportation

Transportation Project Prioritization

**Technique**

Priority	Roadway / R-O-W	Roadway Segment	Technique										
			Slip lane/lane drop	Transit Pavilion	Mid-Block Crossing	Add Turn Lane(s)	Bulb Out*	Sidewalk / Pedestrian Passageway	Close Street / Remove Driveway	Median Closure / Channelization	Intersection Modification		
1	University	Devitt to W. Butler						●					
2	Circle	University to Biddison	●										
3	Biddison	Circle Intersection								●			
4	Circle	Biddison to University	●										●
5	Circle	University to Biddison	●										●
6	Circle	Biddison to Park Ridge	●										
7	Circle	Park Ridge to University	●										
8	Circle	Park Ridge Intersection								●			

\* Reduce to one lane of traffic using bulb-outs for on street parking.

**III.**  
**VILLAGE PLANNING**  
**Neighborhood Zoning**  
**Recommendations**

As was discovered in the review of existing land use and zoning in the Bluebonnet Circle Urban Village, many of the single family neighborhoods surrounding the mixed-use zoning boundary are zoned as two-family. It is recommended that the neighborhoods consider asking the Fort Worth City Council to initiate a rezoning process to bring the areas with two-family zoning into conformance with the current single family use.

Additionally, to better accommodate appropriate development on the sites along University Drive with extremely limited depths and adjacency to single family uses, the City should consider changes to current MU-1 standards to address contextual heights when MU-1 abuts single or two-family uses.

Finally, the Bluebonnet Circle Urban Village Boundary should be established 1/2 block back on the east and west sides of University, and from the village boundary of the Berry/University Village on the north, to the north side of Granbury on the south, and incorporate the existing commercial properties at the existing circle. When rezoning takes place in this village, the process should move forward in two phases. The first phase would take in the boundary shown as a solid line and be rezoned as MU-1. The area noted in the dashed line should only be rezoned if and when an urban residential category is adopted by the City, or changes are made to MU-1 standards to improve height compatibility with the abutting single family uses.



Recommended Village Boundary

## IV. APPENDICES

### Appendix 1 Preliminary Development Scenarios

The preliminary development scenarios, which were presented to the community in the second stakeholder meeting, represent two potential visions for future development in the Bluebonnet Circle Urban Village. Scenario 'A' represents a less intense future for development, and Scenario 'B' a more intense future. The scenarios were designed to provide alternatives to the intensity and types of development that could occur on each key site within the village so that the stakeholders could discuss the merits of each approach in order to reach consensus.



Scenario A



Scenario B

# IV. APPENDICES Appendix 2 Development Summary

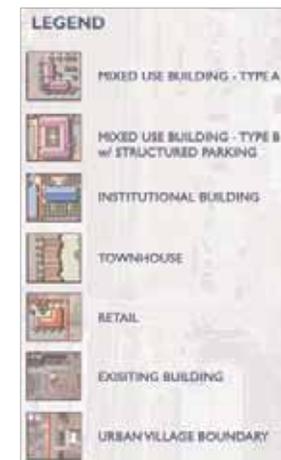
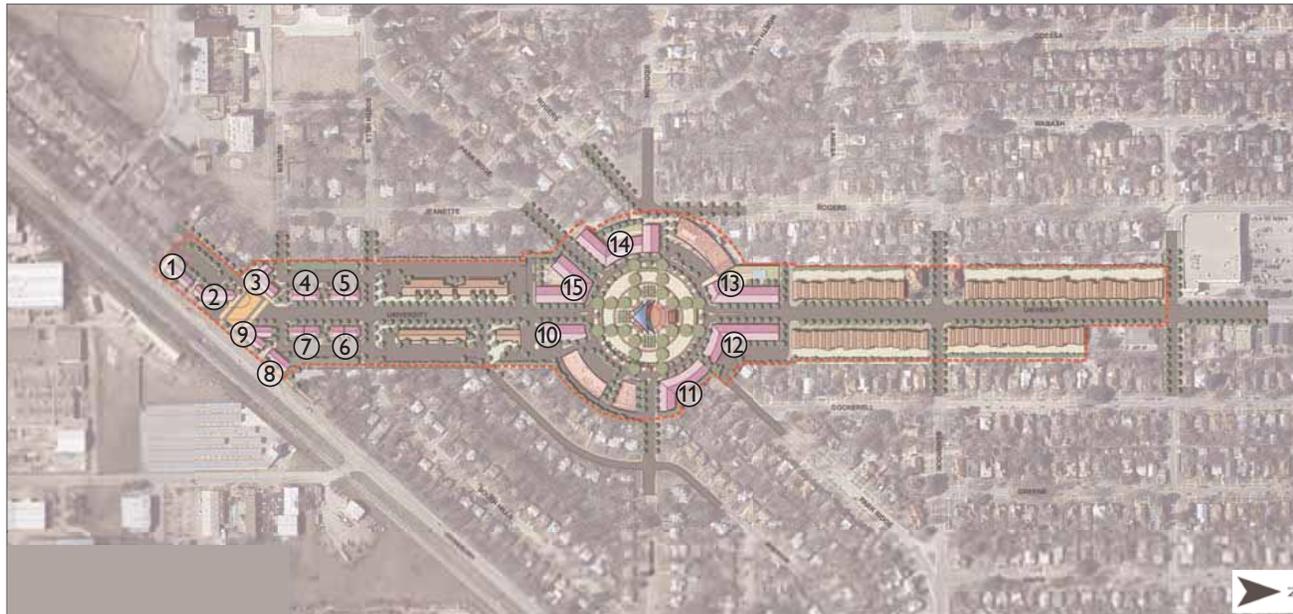
Building Number	Residential						Commercial / Retail					Office					Total Required Parking	Total SF Parking	Structured (1/300)	Lot Area	Parking Floors	Total Floors	
	Floor Plate	Floors	Gross SF	Gross SF/Unit	Units	Parking / Code	Required Parking	Floor Plate	Floors	Gross SF	Parking Code	Required Parking	Floor Plate	Floors	Gross SF	Parking Code							Required Parking
1	4090	1.00	4090	1100	4	1.6	6	4090	1.00	4090	1 / 250 SF	16	4090	0.00	0	1/400 SF	0	22	6,693				2
2	6068	1.00	6068	1100	6	1.6	9	6068	1.00	6068	1 / 250 SF	24	6068	0.00	0	1/400 SF	0	33	10,591				2
3	5735	1.00	5735	1100	5	1.6	8	5735	1.00	5735	1 / 250 SF	23	5735	0.00	0	1/400 SF	0	31	10,010				2
4	4487	1.00	4487	1100	4	1.6	7	4487	1.00	4487	1 / 250 SF	18	4487	0.00	0	1/400 SF	0	24	7,832				2
5	4487	1.00	4487	1100	4	1.6	7	4487	1.00	4487	1 / 250 SF	18	4487	0.00	0	1/400 SF	0	24	7,832				2
6	4487	1.00	4487	1100	4	1.6	7	4487	1.00	4487	1 / 250 SF	18	4487	0.00	0	1/400 SF	0	24	7,832				2
7	4487	1.00	4487	1100	4	1.6	7	4487	1.00	4487	1 / 250 SF	18	4487	0.00	0	1/400 SF	0	24	7,832				2
8	6347	1.00	6347	1100	6	1.6	9	6347	1.00	6347	1 / 250 SF	25	6347	0.00	0	1/400 SF	0	35	11,078				2
9	3630	1.00	3630	1100	3	1.6	5	3630	1.00	3630	1 / 250 SF	15	3630	0.00	0	1/400 SF	0	20	6,336				2
10	8670	0.00	0	1100	0	1.6	0	8670	1.00	8670	1 / 250 SF	35	8670	1.00	8670	1/400 SF	22	56	18,034				2
11	14380	0.00	0	1100	0	1.6	0	14380	1.00	14380	1 / 250 SF	58	14380	1.00	14380	1/400 SF	36	93	29,910				2
12	19158	2.00	38316	1100	35	1.6	56	19158	1.00	19158	1 / 250 SF	77	19158	0.00	0	1/400 SF	0	132	39,709				3
13	16175	1.00	16175	1100	15	1.6	24	16175	1.00	16175	1 / 250 SF	65	16175	0.00	0	1/400 SF	0	88	26,468	1	30823	0.86	3
14	21295	1.00	21295	1100	19	1.6	31	21295	1.00	21295	1 / 250 SF	85	21295	0.00	0	1/400 SF	0	116	34,846	1	31273	1.11	3
15	19274	1.00	19274	1100	18	1.6	28	19274	1.00	19274	1 / 250 SF	77	19274	0.00	0	1/400 SF	0	105	31,539	1	27949	1.13	3
<b>Total</b>			<b>138,878</b>		<b>126</b>		<b>202</b>			<b>142,770</b>		<b>571</b>			<b>23,050</b>		<b>58</b>	<b>831</b>					
<b>%</b>			<b>45.6%</b>							<b>46.9%</b>					<b>7.6%</b>								

Loft 40  
Flats 86  
Townhouse 85  
Candos 59  
Total Residential Units 270

Total SF Development(\*) 304,698

\* Does not include SF of Townhouse

This development summary chart indicates the assumptions made related to mix of use, height and unit size for each new building indicated on the consensus development plan. The floor plates indicate the actual building footprints indicated on the plan, and parking requirements are based roughly upon the requirements indicated within the City of Fort Worth Development Code. All results indicate the order of magnitude of development, and were used by the consulting team as a test to the basic feasibility of the development indicated.



Consensus Development Plan

## IV. APPENDICES

### Appendix 3 Summary of Stakeholder Meeting Comments

Community Meeting 1  
Dee J. Kelly Center  
Texas Christian University  
June 2, 2007

#### Community Meeting 1 – Dee J. Kelly Center - Texas Christian University – June 2, 2007

The first community meeting of the Bluebonnet Circle Urban Village planning initiative was convened by Kirk Millican, Senior Vice President, HOK. Fort Worth Council Member Wendy Davis, District 9, welcomed all and encouraged full participation in the process so that the vision for Bluebonnet Circle would be shared by all. (See the attached summary for listing of attendees.)

Mr. Millican gave a summary of Fort Worth's Central City Revitalization Strategy, which incorporates the urban village concept that combines a mixture of uses, jobs, public spaces, transportation connections, pedestrian activity, and sense of place. He noted that the City can utilize capital improvement programs and economic incentives to stimulate revitalization, as well as apply mixed-use zoning that is higher density and pedestrian-oriented, consistent with the community's vision for the area. It was noted that the City's planning study for the Bluebonnet Circle Park is now complete, and there is input coming from Fort Worth's Arts Commission.

Discussion began with the recognition that single family homeowners are experiencing encroachment from the Circle's businesses with patrons parking on residential streets at all times of the day. Council Member Davis noted that mixed-use planning concepts generally succeed because of density. She said there is a "tipping point" for the community as it evolves, and she is hopeful the study will address how changes can occur logically and with community acceptance. In order to plan appropriately, she said, consensus should be reached as to the "block depth" in the area; that being whether businesses move further into where houses are currently, or whether businesses do not extend any further.

#### Parking

Participants agreed that parking is very problematic, with the perception that parking behind the buildings is not safe. Parking should be organized; areas should be striped.

#### Traffic

The speed of vehicles entering into the circle from the north and south off of University is a problem. It was suggested that the circle traffic should be limited to only one lane, not the current two. Also, vehicles already "on" the traffic circle should have the right-of-way; not cars coming "onto" the circle. Several participants said the roadway appears "over-designed" and that with the SW Parkway, there would not be the need to move traffic "through" the area. They said it is acceptable to have traffic congestion in the area at peak times. All said they would welcome "traffic calming" schemes.

#### Pedestrian Orientation

The circle has three bus stops, two of which have shelters; though participants said service is irregular. They feel that buses and automobiles "compete" for road space. They said they know people feel it is unsafe to cross the street with the traffic moving so fast. There are no sidewalks or trees which would encourage pedestrians to walk from one establishment to another. People get into their cars to drive "several doors down" on the circle. Streets funneling traffic into the circle do not invite pedestrians to walk along them. It was suggested that the area could benefit with a trolley.

#### Signage

The group agreed that pole signs are good because they do not block one's vision. It was suggested that TCU's banners should be continued into the circle area. Several said banners outside retail establishments are not attractive and should be controlled. It was noted that the City is working on a new sign ordinance that could provide guidelines for areas like Bluebonnet Circle. Another participant said there is an aversion to the City dictating style, color and configu-

**IV.**  
**APPENDICES**  
**Appendix 3**  
**Summary of Stakeholder**  
**Meeting Comments**

Community Meeting 1  
Dee J. Kelly Center  
Texas Christian University  
June 2, 2007

rations. It was agreed that new lighting in the area could address numerous issues.

**Visions for the Circle**

The group was asked the question, “Are area residents taking advantage of what occupies the circle or is the circle a destination for others?” The response was that both statements are true. Several said the area should not be “over-retailed.” Among the businesses that would be most desirable are: professional services on the second-floor of buildings, restaurants, wine bar, coffee shop, ice cream parlor, book store, and park kiosk. Concerns were raised about plans for student housing south of the circle on University. Another participant said that the area probably did not have the mass to make a true urban village successful.

**“Most Sacred”**

When asked what is most sacred about Bluebonnet Circle, the following answers were given.

- Existence of the park; it should never be bisected in any way
- Different, distinctive, eclectic environments
- Single family neighborhoods should not be changed radically with redevelopment
- Historic character, scale of houses

**What to consider**

Participants said they are looking forward to looking at form-based codes, multi-use zoning with PD applications, public art applications, reconfiguration of traffic patterns, looking at development possibilities to the north and south on University, and resolution of parking problems.

**Attendees (Elected Officials, Staff, Consultants)**

Wendy Davis	Councilmember, District 9	City of Fort Worth
Arty Wheaton-Rodriguez	Planner	Fort Worth Planning and Development Department
Dana Burghdoff	Assistant Director	Fort Worth Planning and Development Department
Phil Dupler		Fort Worth Transportation Authority
Eric Fladager	Planning Manager	Fort Worth Planning and Development Department
David A. Gaspers	Planner	Fort Worth Planning and Development Department
Jodi Jenkins	Consultant	Pavlik and Associates
Don Koski	Senior Planner	Fort Worth Transportation & Public Works Department
Kirk Millican	Consultant	HOK
Linda Pavlik	Consultant	Pavlik and Associates
Lars Erickson	Consultant	HOK
Aaron Nathan	Consultant	Kimley-Horn and Associates

**Participants**

Nora Patrick Anderson	Homeowner	City of Fort Worth
Bebe Beheler	Homeowner	City of Fort Worth
Steve Berry	Homeowner	Vintage Capital Partners
Eric Brooks	Homeowner	City of Fort Worth
Mickey Cooles	Business/Stakeholder	Stella's
Sandra Dennehy	Business	Dennehy Architects
Jim and Barbara Johnson	Stakeholder	Bluebonnet Circle, Inc.
Olive Parsons	Homeowner	Bluebonnet Park
Christy and Tom Scollon	Homeowner	City of Fort Worth
Debbie Stein	Business/Stakeholder	Heliotrope

## IV. APPENDICES

### Appendix 3 Summary of Stakeholder Meeting Comments

Community Meeting 2  
Dee J. Kelly Center  
Texas Christian University  
July 21, 2007

#### Community Meeting 2 – Dee J. Kelly Center 4-Texas Christian University – July 21, 2007

The second community meeting of the Bluebonnet Circle Urban Village planning initiative was convened by Mark Bowers, Group Vice President, HOK, at Dee J. Kelly Center on the campus of Texas Christian University. Fort Worth Council Member Wendy Davis joined the group. (See the attached listing of all attendees.)

Mr. Bowers asked attendees to think about how they would like the area to look in the next 20, 25 or 50 years, or what would be the “ultimate” vision for the area. He said the scenarios presented may or may not be right for the area, but everyone should comment on them so that the plan being developed is truly theirs. The village was created in November 2005 and a community led park master plan is now complete. Community input is needed in order to establish areas in which mixed-use zoning can occur. Existing land uses and zoning are not necessarily the same, and Mr. Bowers said because there do not appear to be vacant parcels ready for development, current land uses may need to be changed.

Building blocks in an urban village are: (1) townhouses that are no more than three stories and that are either 18 units or 24 units per acre; (2) mixed-use, Type A, which has two zoning categories, MU-1 and MU-2. These forms are brought to the edge of the property and often have retail on the first floor which is accessed from the front of the building; the other stories are likely residential and entered from the rear of the property. Parking is on the surface; (3) mixed-use, Type B, which also has two zoning categories, MU-1 and MU-2. Here it is common for several floors of parking to sit on top of the first floor’s retail. Residences are then on top of the parking, with amenities being on the rooftop; and (4) mixed-use, type C, that is the most intense. For example, a parking garage may be completely wrapped

by other buildings so it is disguised. The buildings may be separated by streets or pedestrian roadways. The automobile is not dominant, and amenities are at street level.

Based on citizen input from the first community meeting and employing the City’s design guidelines, the HOK team presented two mixed-use concepts for which they solicited comments from attendees. Scenario A was less dense than Scenario B. It was noted that Scenario A could happen in 10 years and that it may take 50 years to develop Scenario B. The area should be rezoned MU, which, in turn, will push buildings to the street, and allow for parking in the rear, Mr. Bowers pointed out. It was suggested that the streetscape be continued down University from Berry. The intersection of Berry and Old Granbury Road could be a prototype for urban development, with retail on the ground floor and residences on other floors. In Scenario B, townhouses would ring the circle and Parkridge would no longer have a connection to the circle. At the Berry and Old Granbury Road intersection, this concept incorporated a public plaza and parking as part of a multi-story building. A recommendation is that no MU-2 zoning be created east of the townhouses around the circle and to preserve the single family residences here.

The following observations were made during a discussion of transportation needs and potential solutions.

- Bluebonnet Circle is just that, it does not operate as a roundabout with its current design. Six staggered intersections controlled by yield signs create difficult merges for vehicles and an unpredictable environment for pedestrians and bicyclists.
- Traffic modeling can aid in a redesign of the circle that would transform the circle into a roundabout, improving safety and reducing congestion. Modifying the circle will be expensive and could change the character of the area. Multiple scenarios should be developed with full public participation in the process.

**IV.**  
**APPENDICES**  
**Appendix 3**  
**Summary of Stakeholder**  
**Meeting Comments**

Community Meeting 2  
Dee J. Kelly Center  
Texas Christian University  
July 21, 2007

- Minor improvements, such as replacing current pavement markers with raised triangles at the intersections, would help to define the circle and reduce accumulation of debris. Other improvements could include access management, improved sidewalks, and reduction of dead space and the addition of parking.
- Current problems include too much vehicular access, too few parking places, vehicular conflicts (weaving), disconnected sidewalks, no clear pedestrian crossings and the unsafe nature of speed and conflicts.

The consultants noted that only one circulatory lane is necessary on the circle, with yield conditions meeting driver expectations. This change would create additional retail and restaurant parking and reduce neighborhood traffic and parking spill-over.

In discussion of urban design, Mr. Bowers said that future development could carry one of two themes; urban eclectic or contemporary.

General comments made by participants included:

- The majority expressed reservations about increasing the area's density. They were also concerned about the heights of buildings.
- There was interest in pursuing a combination of both Scenarios.

- Improvements at the intersection of University and Old Granbury Road are welcomed because of the unsightly nature of what is there now.
- Participants applauded the traffic modeling presented by the consultants and like the reduction to one lane around the circle.
- Questions were asked about how increasing the density of the area can ease traffic congestion and reduce speed. One reason, it was explained, is that more people will walk short distances to shop and eat.
- There was concern about transitioning into the neighborhoods in Scenario B.
- Everyone agreed that public transportation options need improvement.
- The master plan for the park should be incorporated into the urban village plan. Most would like more open space.
- Several persons expressed their desire to keep the current architecture in place.

## IV. APPENDICES

### Appendix 3 Summary of Stakeholder Meeting Comments

Community Meeting 2  
Dee J. Kelly Center  
Texas Christian University  
July 21, 2007

#### Attendees (Elected Officials, Staff, Consultants)

---

Elected Officials, Staff, Consultants

Mark Bowers	Consultant	HOK
Wendy Davis	Councilmember, District 9	City of Fort Worth
David A. Gaspers	Planner	Fort Worth Planning and Development Department
Don Koski	Senior Planner	Fort Worth Transportation & Public Works Department
Linda Pavlik	Consultant	Pavlik and Associates
Arty Wheaton-Rodriguez	Planner	Fort Worth Planning and Development Department
Randy Hutcheson	Senior Planner	Fort Worth Planning and Development Department

#### Participants

---

Aaron Anderson	Homeowner	Harvest Rock Properties
Scott Braly	Homeowner	
Ray Brown	Homeowner	
Joel Burns	Homeowner	
Linda Clark	Homeowner	
Marie Coerver		
Ira Collerain	Homeowner	
Mickey Cooles	Business/Stakeholder	Stella's
Linda Cozen	Homeowner	
Bob & Judy Cureton	Homeowner	
Dennis Curnyn		Blacklion Investment Group
Jean David	Homeowner	
J Edmonds		
Mary G. Freeze	Homeowner	
Suzanne Frossard	Homeowner	
Lynn and Joe Guy	Homeowner	
James Hill	Homeowner	
Jim and Barbara Johnson	Stakeholder	Bluebonnet Circle, Inc.
Kelly Jordan		
Julie Lazarus	Renter	
Diane McKinzie	Homeowner	
Todd Miller	Homeowner	
Don Mills	Stakeholder	TCU, Vice-Chancellor
Jon Murray	Renter	
Paul Nedde	Homeowner	
Caron Quevreaux	Homeowner	
Debbie Stein	Business/Stakeholder	Heliotrope
Tara Tibbetts	Stakeholder	Bluebonnet Circle, Inc.
Valrie and Alice Watson	Homeowner	

## IV. APPENDICES

### Appendix 3 Stakeholder Meeting Comments

Community Meeting 3  
University Christian Church  
September 27, 2007

#### Community Meeting 3 – University Christian Church – September 27, 2007

Given similar opportunities and challenges, and because many stakeholders had been attending both meetings, the third public meetings of the Berry/University Urban Village and Bluebonnet Circle Urban Village were held together at the University Christian Church. Fort Worth Council Member Wendy Davis, District 9, joined the group. (See the attached listing of all attendees.)

Mr. Bowers emphasized that the consensus plans developed for the two villages were based on two extreme scenarios which were presented for feedback at the second public meeting. He noted that the boundaries for the Berry/University Village are already in place, but that they do not exist for Bluebonnet Circle Urban Village. In the Berry/University area, MU-1, PD/MU-1, and PD/MU-2 zoning allow for projects like TCU's Grand Marc, and a NCTCOG sustainable development grant for streetscape improvements has been approved. On the other hand, Bluebonnet Circle has recently completed a community-led park master plan. The scenarios developed for both villages as a part of this initiative included townhouses and open space, although Berry/University's concepts were denser.

Mixed-use zoning and village boundaries need to be put into place here. The consensus plan for Bluebonnet Circle Village calls for: (1) 270 residential units including 40 lofts, 86 flats, 85 townhouses and 59 condos (flats); (2) commercial/retail space totaling 143,000 SF; (3) office space totaling 23,000 SF and (4) park/open space totaling 2.89 AC. Residential is proposed along University connecting this village with the Berry/University Urban Village. Closing off to through traffic Park Ridge on the northeast side of the circle and Biddison on the west side is recommended.

Transportation planning is key to the long term viability of this area. Roadways within the urban villages of Fort Worth should be designed to move people, not just cars. Consideration must also be given to transit, walking and biking. Bluebonnet Circle does not operate as a roundabout with its current design. Four staggered intersections controlled by yield signs create difficult merges for vehicles and a predictable environment for pedestrians and bicyclists.

Traffic modeling can aid in a redesign of the circle, transforming it into a roundabout and thus improving safety and reducing congestion. However, modification would be expensive and could change the character of the neighborhood. Development of multiple improvement scenarios and public participation in the process should guide the final recommendation.

Minor improvements to Bluebonnet Circle should include raising median triangles at the intersections in place of the current pavement markers. This would aid in defining the circle and reducing the accumulation of debris. Planning level cost estimates totaling \$720,000 would provide for restriping University Drive from Benbrook Boulevard to Butler Road to allow for on-street parking, bicycle lanes, and two through lanes; reconstructing Bluebonnet Circle to have one lane, closing the northeast Park Ridge approach and west Biddison approach to the circle; providing crosswalks to the park; reconstructing continuous sidewalks; constructing approach islands on all intersections, and reconstructing portions of parking lots.

The consultants presented design elements that are based on establishing a contemporary set of urban design elements to provide unification within the eclectic public areas at Bluebonnet Circle. A prototypical design concept shows smaller ornamental plants and shrubs near the buildings around the circle. Tall trees provide a vertical unifying element for the park and its relationship to the circle. The architectural character of the village should be commercial

**IV.**  
**APPENDICES**  
**Appendix 3**  
**Stakeholder Meeting Comments**

Community Meeting 3  
University Christian Church  
September 27, 2007

eclectic, with variation of signage allowing for creativity. Three additional recommendations presented by the consultants are:

- Establishing the Bluebonnet Circle Urban Village boundary ½ block back on both sides of University and incorporating the commercial properties at the circle.
- Consideration by the neighborhoods to request City Council to initiate a rezoning process to bring the areas with two-family zoning into conformance with the current single family uses.
- Development of a third mixed-use zoning category with less density and lower heights than currently allowed under the MU-1 category.

**Discussion**

Comments centered on whether a transit station should be located along Berry Street or along Eighth Avenue and the large parking lots shown on The T's plans for the stations. It was noted that transit agencies are not in the business of building parking structures unless they can partner with other entities or private developers.

Environmental concerns raised included the use of more concrete which reflects heat and LEED building guidelines were referenced as a partial solution. The Fort Worth City Council has appointed a task force to study how LEED construction can support sustainability and apply to design guidelines in various districts.

Discussion about design recommendations for Bluebonnet Circle centered on questions about traffic flow in the proposed roundabout. Traffic would yield coming into the circle, not while moving through the circle as is the case today. The new Southwest Parkway should decrease cut-through traffic in the area.

**IV.  
APPENDICES  
Appendix 3**

**Stakeholder Meeting Comments**

Community Meeting 3  
University Christian Church  
September 27, 2007

**Attendees (Elected Officials, Staff, Consultants)**

Louis Alonzo		Fort Worth ISD
Mark Bowers	Consultant	HOK
Wendy Davis	Council Member, District 9	City of Fort Worth
Eric Fladager	Comprehensive Planning Manager	Fort Worth Planning and Development Department
Don Koski	Senior Planner	Fort Worth Transportation & Public Works Department
George Kruzick	CGCS	City of Fort Worth
Linda Pavlik	Consultant	Pavlik and Associates
Jaun Rangel		Fort Worth ISD
Arty Wheaton-Rodriguez	Planner	Fort Worth Planning and Development Department
Kristi Wiseman	Council Aide	City of Fort Worth
Randy Hutcheson	Senior Planner	Fort Worth Planning and Development Department

**Participants**

Karen K Barrington	Homeowner	
Michael & Debora Beauclair		
Bebe Beheler	Homeowner	
Elliot Carmon	Stakeholder/Homeowner	Bluebonnet Place NA
Linda Clark	Stakeholder/Homeowner	Berry Street Initiative
Ruth N Clements	Homeowner	
Bob and Judy Cureton	Homeowner	
Dalton Danolf		
Sandra Dennehy	Stakeholder/Homeowner	Berry Street Initiative
Jan Edmonds	Homeowner	
Chad Ellis		
Fernando Florez	Homeowner	
Serena Keeler	Homeowner	
Sharon Kirk	Business Owner	College of St. Thomas Moore
Todd Labovitz	Homeowner	
John Langston	Homeowner	
Adelaide Leavens	Homeowner	
J.R. Martinez	Homeowner	
Diane McKinzie	Homeowner	
Aaron Nathan		Kimley Horn
Gene Oehl	Homeowner	
Kwan Kie & Sian I Oei	Homeowner	
Ann Pearce		
Betty Richards	Homeowner	
Debbie Stein	Business/Stakeholder	Heliotrope
Lee Ann Taylor	Renter	
John Tipton		
John Toent		
Joyce Valentine	Homeowner	
Bill Warren	Homeowner	
Jeff Warren	Homeowner	
Helen Valrie Watson	Homeowner	
Joel & Janis Werland	Homeowner	
Greg L & Sharon Wilemon	Homeowner	
Brian Williams		

## IV. APPENDICES

### Appendix 4

#### Transportation Level of Service/Capacity Analysis

##### Traffic Analysis

The consultant team used the VISSIM traffic operations modeling software. The software is recognized as the best microscopic, time step and behavior based simulation model in the industry. It was developed specifically to model urban traffic and public transit operations. The program can analyze traffic and transit operations under constraints such as lane configuration, traffic composition, traffic signals, transit stops, and roundabouts, thus making it a useful tool for the evaluation of various alternatives based on transportation engineering and planning measures of effectiveness. The consultant team tested three scenarios with multiple iterations as follows:

##### **Existing**

Two-Lane Circulatory  
Yield to University

##### **Six Leg**

One-Lane Circulatory  
Yield to the Circle

##### **Four Leg**

One-Lane Circulatory  
Yield to the Circle  
Close Park Ridge Approaches  
Close North East Park Ridge and West Biddison

Modeling assumptions included the following:

- Vehicle Speeds
  - 20 MPH in Traffic Circle
  - 15 MPH entering Traffic Circle
  - 30 to 40 MPH Approaching
- Volumes
  - Increased 15 Percent
- Pedestrians
  - 10 Pedestrians per Hour at Each Crosswalk
  - Vehicles Yield



*Park Ridge Open*



*Park Ridge Closed*



*Biddison West Closed*

**IV.**  
**APPENDICES**  
**Appendix 4**  
**Transportation Level of Service/Capacity Analysis**

Scenario	Level of Service (Unsignalized)						
	Overall	By Approach					
		University SB	Biddison EB	Park Ridge NEB	University NB	Biddison WB	Park Ridge SWB
Existing - PM	A	A	A	A	A	A	A
Proposed Six Leg - PM	B	A	A	D	C	A	A
Proposed Four Leg - PM	A	A	--	D	B	A	--

*Bluebonnet Circle Level of Service*

Scenario	Delay (sec/veh)						
	Overall	By Approach					
		University SB	Biddison EB	Park Ridge NEB	University NB	Biddison WB	Park Ridge SWB
Existing - PM	2.9	1.8	4.7	7.3	1.6	2.7	9.2
Proposed Six Leg - PM	11.0	7.4	9.7	30.1	17.9	6.5	3.3
Proposed Four Leg - PM	8.4	4.0	--	30.3	12.5	5.2	--

*Bluebonnet Circle Delay*

The traffic operation modeling indicates that re-designing Bluebonnet Circle to have one lane of circulation will have minimal negative affect on traffic operations. The lane drop at Benbrook Blvd. is essential to reducing the lanes entering the circle. Public meetings indicate that citizens are willing to accept a small increase in automobile delay in exchange for a safer pedestrian and cycling environment. Business owners are also amenable to the plan because it increases parking and makes it easier to walk between businesses.

Results of the traffic operations modeling are presented below.

**Conclusion**

Only one circulatory lane is necessary based on the following findings:

- Safety
  - No Weaving in Traffic Circle
  - Yield Conditions Meet Driver Expectations
  - Decreases Crosswalk Length
- Operation
  - Minimal Delay Overall
  - Accommodates Traffic Growth
- Benefits
  - Additional Retail Parking
  - Maintains Existing Access



*Artist character sketch of proposed Bluebonnet Circle enhancements*



