

FORT WORTH URBAN VILLAGES

RIDGLEA FINAL SUMMARY REPORT

PREPARED BY



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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.

In order to promote urban village development, the City Council established MU-1 and MU-2 zoning to permit higher-density, pedestrian-oriented development consistent with community vision. Key criteria of MU-1 and MU-2 zoning are as follows:

MU-1

Single Uses

Maximum Building Height – 45' or 3 Stories

Maximum Residential Density – 18 Units/Acre

Mixed-uses

Maximum Building Height – 60' or 5 Stories

Maximum Residential Density – 60 Units/Acre

MU-2

Single Uses

Maximum Building Height – 45' or 3 Stories

Maximum Residential Density – 24 Units/Acre

Mixed-uses

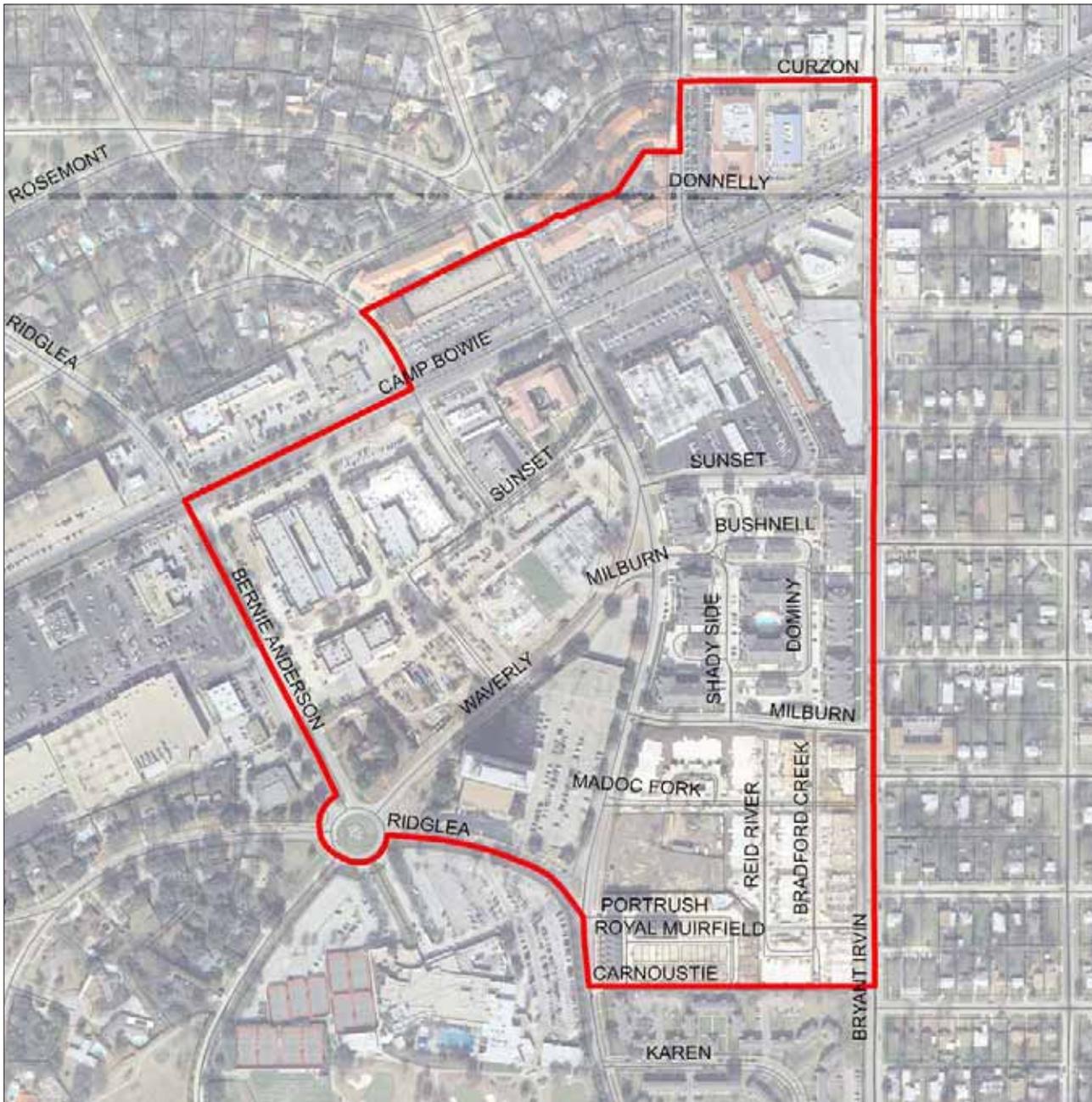
Maximum Building Height – 120' or 10 Stories

Maximum Residential Density – Unlimited

II.

PROJECT BACKGROUND Ridglea Urban Village Progress

The Ridglea Urban Village is one of the thirteen original villages identified by the Commercial Corridors Task Force in 2002. Since that time, significant progress has been made towards achieving the desired mixed-use development. A village boundary was adopted by the Fort Worth City Council in August of 2002 that roughly incorporates the commercial and multi-family residential properties on the north and south sides of Camp Bowie Boulevard, and is generally bounded by Curzon Avenue on the north, Ridglea Place on the South, Bernie Anderson Avenue on the West, and Bryant Irvin Road on the East.



Urban Village Boundary

II. PROJECT BACKGROUND Ridglea Urban Village Progress

Built upon these actions, significant development has taken place within the village including the Alta at Ridglea and Cumberland at Ridglea developments which have added 514 new residential units to the village. Additionally, the Village at Camp Bowie has added 220,000 square feet of new retail development, and Phase 1 of the Ridglea Place Townhomes, with 84 new residential units, was completed in early 2007, with Phase 2 currently under construction and bringing 37 additional residential units to the village. Finally, an NCTCOG Joint Venture Grant has been awarded for future streetscape improvements within the village.

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



Village at Camp Bowie



Alta at Ridglea



Ridglea Place Townhomes

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III. VILLAGE PLANNING

Existing Conditions

A number of existing conditions were reviewed and studied as to their implications for future development within the Ridglea 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.

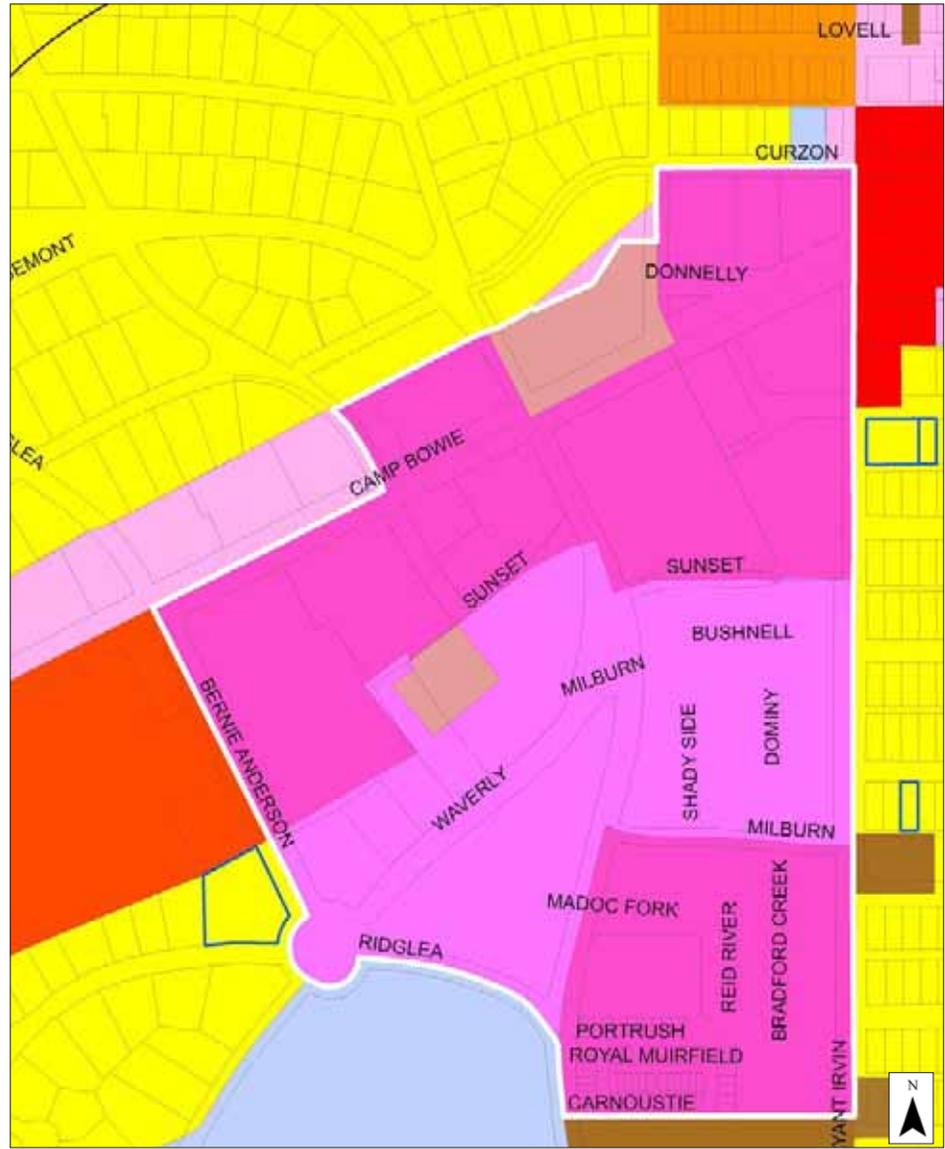
In the Ridglea Urban Village study area, high quality residential uses border the village on the north and the southwest. The Ridglea Country Club also acts as a strong anchor to the south of the village. To the northeast and southwest along Camp Bowie Boulevard, commercial uses dominate the land use pattern in the form of strip development. To the east, an older single family residential neighborhood exists which has undergone some encroachment with multi-family residential development and with a large proportion of vacant lots.



Existing Land Use



III. VILLAGE PLANNING Existing Conditions



Existing Zoning

Legend			
	Existing Urban Village Boundaries		C
	Parcel Boundaries		CF
	A-5		E
	B		ER
			F
			MU-1
			MU-2
			PD
			Existing Local Streets
			Existing Rail

Existing Zoning

Existing zoning influences the planning process by providing an indication of what type and density of development is currently allowed. With the exception of general commercial, general commercial restricted, and neighborhood retail restricted along the Camp Bowie Boulevard corridor, the predominant zoning surrounding the Ridglea district is one family 5000 s.f. To the south of the village boundary, multi-family medium density and community facility zoning districts also exist.

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. Within the Ridglea Urban Village, relatively few vacant parcels remain for new development. However, many of the existing commercial parcels within the village are developed at a much lower density than the existing MU-1 and MU-2 zoning allows, and together with substantial areas of supporting parking, provide excellent opportunities for infill development and/or redevelopment as future market conditions allow.



Vacant/Underutilized Parcels



VILLAGE PLANNING Existing Conditions



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 Ridgela Urban Village than areas with smaller lots and multiple owners. In this village, the existing commercial properties to the north of Waverly Way and Sunset Drive contain a majority of the larger development sites with relatively few owners.

Transportation

In order for mixed-use development to occur within the Ridgela Urban Village, a street network that responds to the needs of pedestrians will be critical. Currently, pedestrian activity is hindered due to lack of adequate pedestrian facilities. As new, mixed-use development emerges within the village, a great deal of attention will need to be focused upon creating an appropriate pedestrian realm that responds to the pedestrian needs that are always critical to the success of mixed-use developments, while also balancing the needs of regional mobility.

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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 Ridgela 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 Ridgela Urban Village.



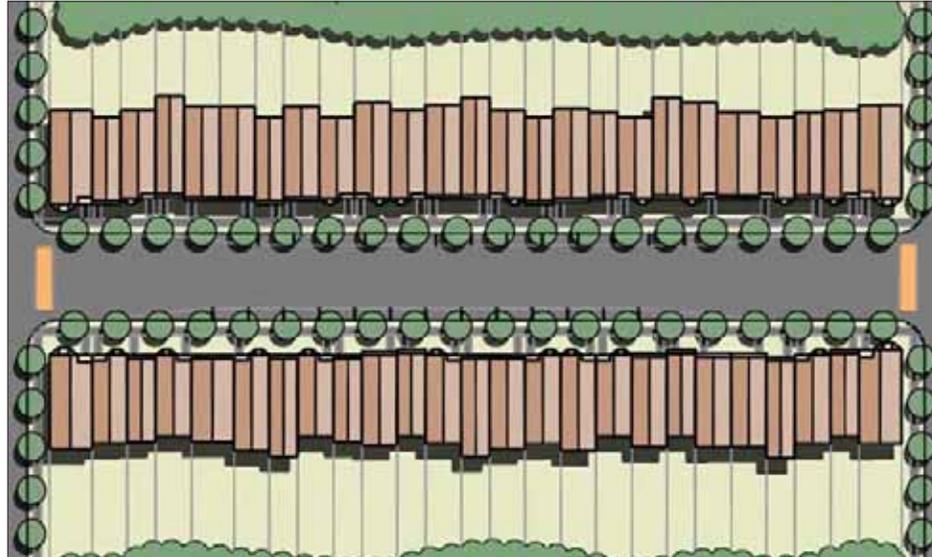
III. VILLAGE PLANNING BUILDING BLOCKS Townhouse

Characteristics

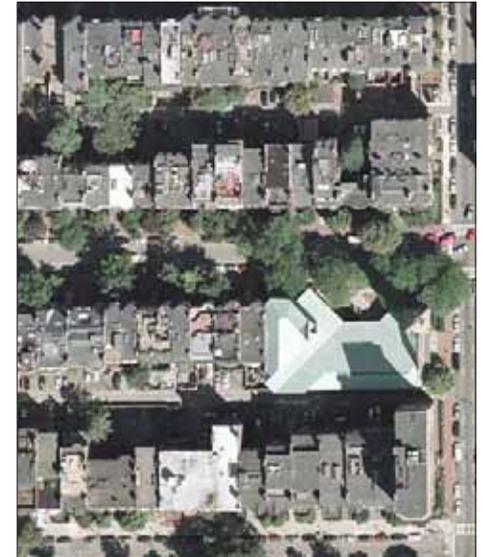
- Single Family Residential - Attached
- Two to three-story structures
- Garage on first floor – Living areas above
- Rear entry garages
- Unique facades for each unit
- Strong relationship between building and street
- Strong pedestrian environment

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

Key Zoning Standards – MU-2

Max Height Single Use	60' or 5 Stories
Max Height Mixed-Use	120' or 10 Stories
Max Res. Density Single Use	24 Units/Acre
Max Res. Density Mixed-Use	Unlimited



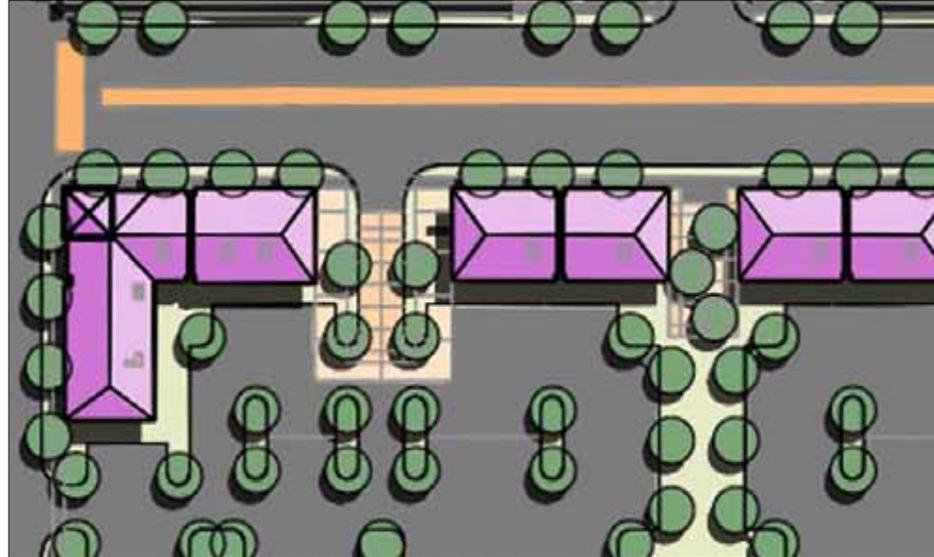
Built Form



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



Key Zoning Standards – MU-2

Max Height Single Use	60' or 5 Stories*
Max Height Mixed-Use	120' or 10 Stories
Max Res. Density Single Use	24 Units/Acre*
Max Res. Density Mixed-Use	Unlimited

* Single use discouraged

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

Key Zoning Standards – MU-1

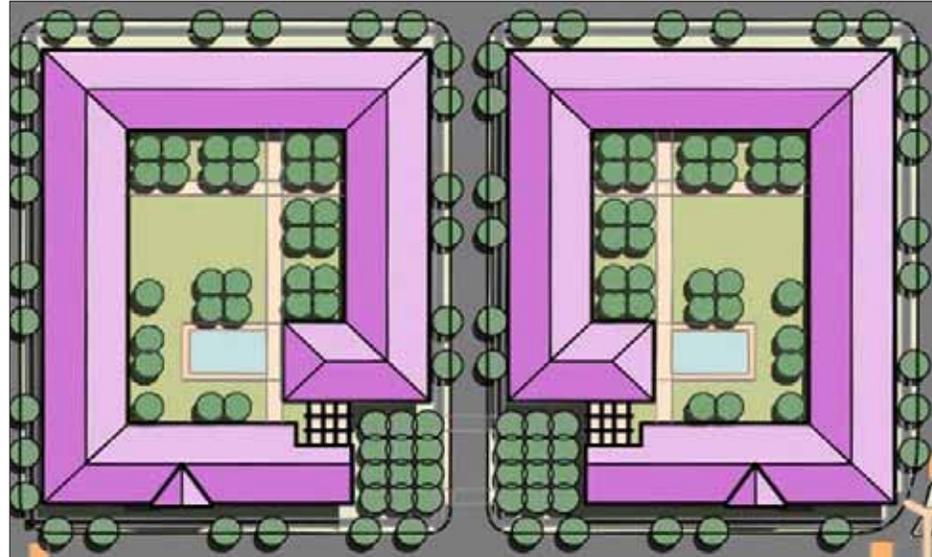
Max Height Single Use	45' or 3 Stories*
Max Height Mixed-Use	60' or 5 Stories
Max Res. Density Single Use	18 Units/Acre*
Max Res. Density Mixed-Use	60 Units/Acre

* Single use discouraged

Key Zoning Standards – MU-2

Max Height Single Use	60' or 5 Stories*
Max Height Mixed-Use	120' or 10 Stories
Max Res. Density Single Use	24 Units/Acre*
Max Res. Density Mixed-Use	Unlimited

* Single use discouraged



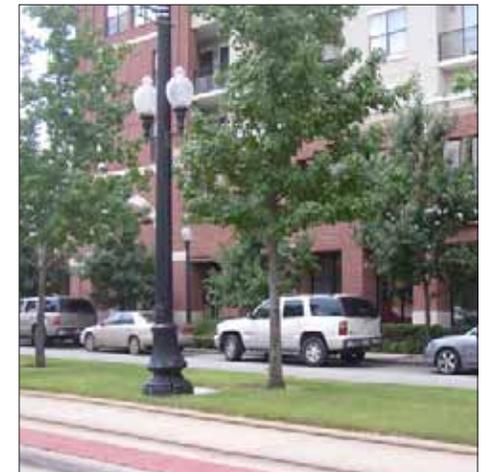
Plan Delineation



Built Form



Built Form



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III. VILLAGE PLANNING Final Development Plan

The final development plan responds to specific direction from elected officials as well as comments received from neighborhood stakeholders and commercial property owners, related to the consensus development plan presented at the third neighborhood meeting.

The plan capitalizes upon the opportunities for mixed-use development to form a gateway to the Ridglea Urban Village at the intersection of Bryant Irvin Road and Camp Bowie Boulevard. On the northwest corner of the intersection, a Type B mixed-use development is proposed with ground floor retail to integrate with the ground floor retail on the adjacent sites, and residential uses on the upper floors. The gateway would be completed with Type B mixed-use development on the southwest corner of the intersection. This development is envisioned to have ground floor commercial uses including restaurants and coffee shops that can support the adjacent Ridglea Theater, and residential uses on the upper floors. A key aspect of this development is that a pedestrian plaza would be incorporated into the site at the roadway intersection and the buildings would be set back a sufficient distance to allow for the Ridglea Theater to continue to have a place of visual prominence along Camp Bowie Boulevard. This increase in setback will require a variance to the existing MU-1

zoning requirement of a maximum 20' setback, but is very important in order to maintain the visual character of the Camp Bowie corridor.

South of the Ridglea Theater, a mixed-use Type B development type is also recommended, but with a smaller focus on retail uses, and more focus on ground floor office uses. Residential uses would again be provided on the upper levels of this development. This development would provide a good transition to the existing multi-family residential development to the south of this site.

The site to the southwest of the existing Ridglea Presbyterian Church again provides a great opportunity for Type B mixed-use development. The mix of uses on this site is envisioned to be ground floor retail on the north, south and west sides, and office on the east side adjacent to the church. The upper floors of this development would again consist of residential uses. Across Sunset from this site, the plan reflects the most recent development plans for the Village at Camp Bowie Development with mixed-use retail and residential development wrapping structured parking, and townhouse development fronting on Waverly Way. It is envisioned that the final development plan for this site approved by the City of Fort Worth will be in line with this mix of uses.

Finally, the plan envisions that the existing parking deck at the intersection of Waverly Way and Westridge would be transformed into a mixed-use Type B development site with ground floor retail and office, and residential on the upper floors.

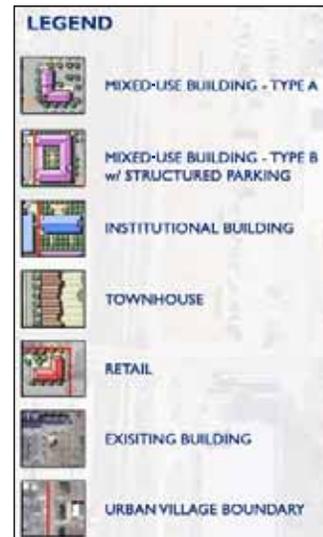
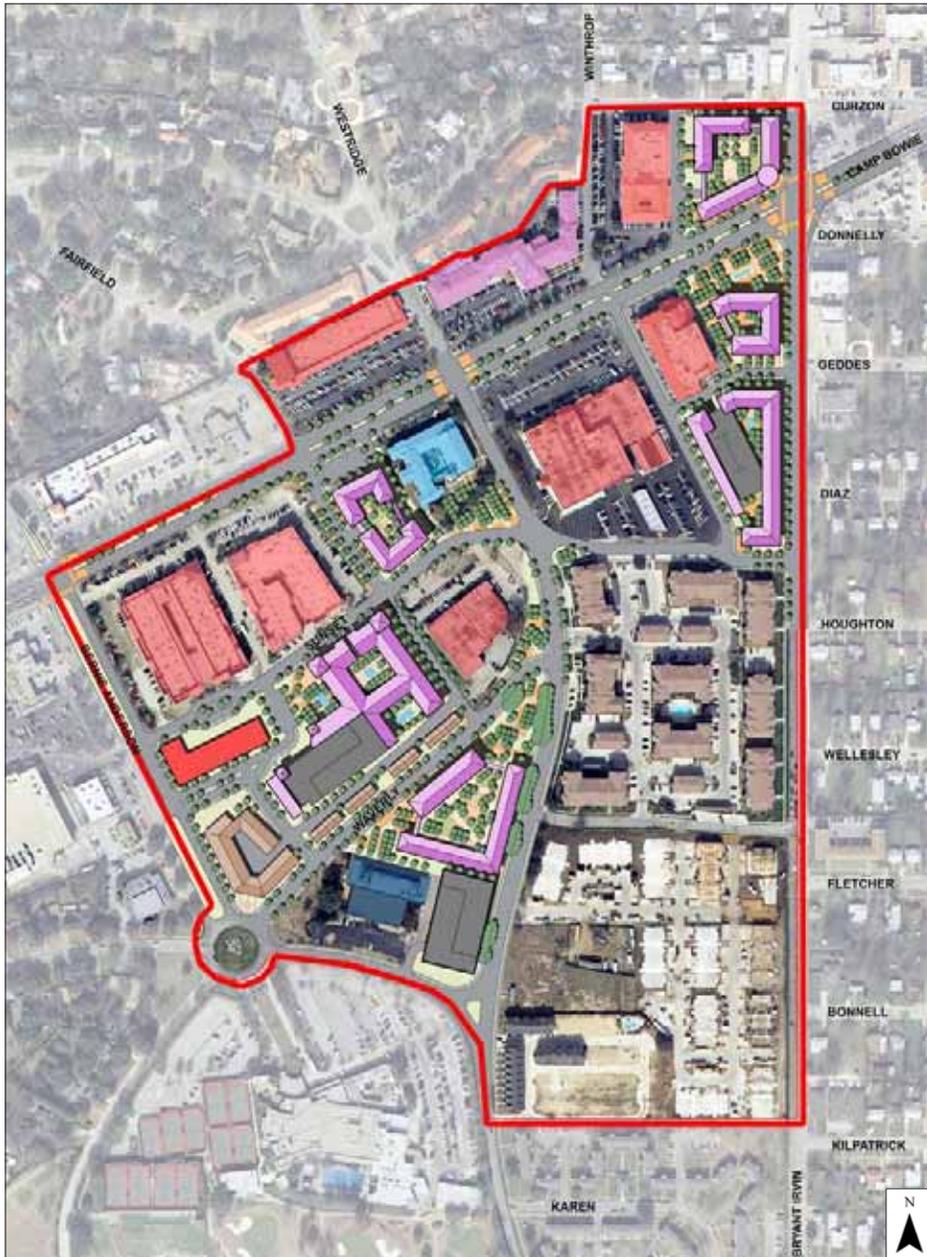
In all of the neighborhood meetings with stakeholders, it was heard very clearly that parks and public spaces should be a part of future plans for the village. The final plan recommends that many of the corners of the key intersections within the village be developed as urban parks. The overall development statistics for the Ridglea Urban Village are as follows.

Plan Statistics

Residential	498 Units
Flats	465
Townhouse	33
Commercial / Retail	134,000 SF
Office	58,000 SF
Park / Open Space*	2.11 AC

* Public or Private

III. VILLAGE PLANNING Final Development Plan



III. VILLAGE PLANNING Urban Design

Spanish Revival / Mediterranean Theme

Two urban design themes were developed and presented to the community in the second stakeholder meeting. The Spanish Revival/Mediterranean Theme is based upon the design palette established in the more historic commercial areas within the Ridglea Urban Village including the Ridglea Theatre. The Ridglea Contemporary Theme is based upon the contemporary architectural theme found in The Village at Camp Bowie, and uses many of the same materials as the Mediterranean Theme, along with additional materials in a contemporary style. The stakeholders in the Ridglea Urban Village expressed a preference for the Spanish Revival/Mediterranean Theme.

Influenced by American Small-Scale Architecture from 1915-1940, the traditions of many cultures were blended in Spanish Revival and Mediterranean architecture. Architectural aspects of this movement included red roof tiles, little or no overhanging eaves, stucco siding, arched porch entries and main windows, carved wood doors, spiral columns, courtyards, carved stonework or cast stone ornaments, and patterned tile floors and wall surfaces.

Recommended Furnishings / Materials

The following site furnishings and materials are recommended for use within the Ridglea Urban Village and are compatible with the Spanish Revival/Mediterranean Theme:



III.
VILLAGE PLANNING
Urban Design

____ **Lighting / Fountains**



Fountains
Custom by Location



Street Light
Existing Ridglea Standard

III.
VILLAGE PLANNING
Urban Design

Street Furniture



Planters
Wausautille - TF 4127 and TF 4307



Litter Receptacles
Victor Stanley - Ironsides

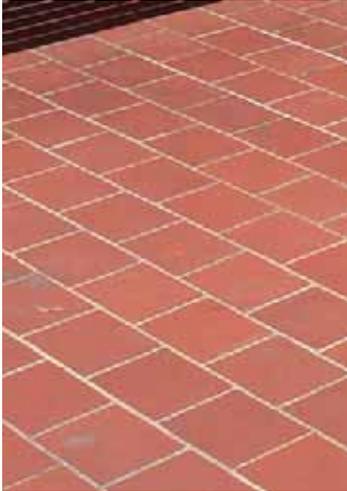


Bollards
Canterbury International - 1890



Benches
Landscape Forms - Plainwell





Tile Pavers
Multiple Manufacturers



Brick Pavers
Multiple Manufacturers



Tree Grates
Urban Accessories - OT Title-24

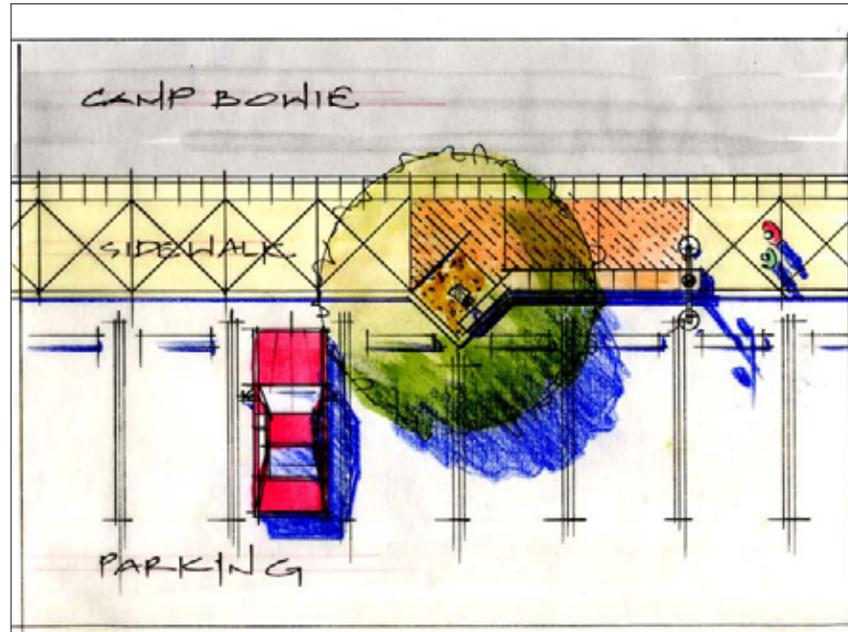
III. VILLAGE PLANNING Urban Design

Prototypical Urban Design Concept

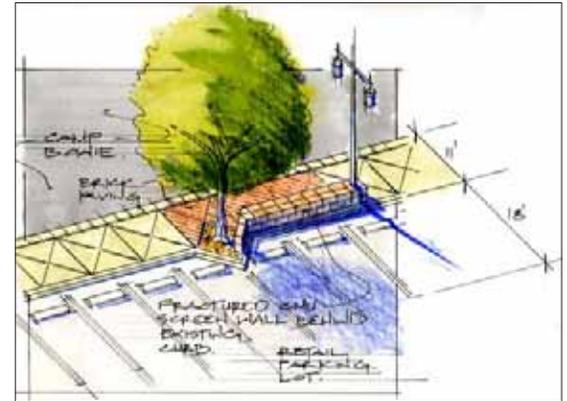
The prototypical urban design concept assembles the recommended materials and furnishings in a manner that is unique to the Ridglea Urban Village. The concept focuses upon providing adequate, clearly defined pedestrian facilities within the village while also providing a rhythm of urban elements along the existing thoroughfares. At key intervals along the pedestrian ways, special pedestrian oases are proposed which would provide shade trees, special tile and brick paving, benches, and low walls. The low walls are intended to provide a demarcation between the end of the parking realm and the beginning of the pedestrian realm, with the added benefit of screening the existing parking from Camp Bowie Boulevard.

The paving material for the sidewalks between these oases would be concrete, but would have patterned form liners designed by local artists with patterns reflective of the more historic geometric patterns existing in the ornamental metalwork of the surrounding structures.

The urban parks that will be prevalent throughout the village will be designed with the same materials, but with unique designs for each park, and with the addition of fountains, which are an important component of Spanish Revival Architecture, located strategically throughout the village.



Plan View



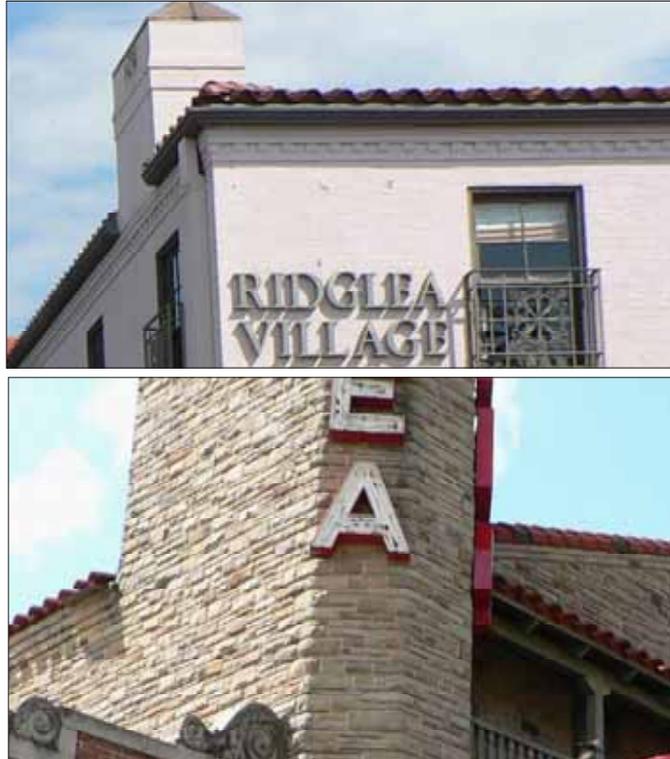
Isometric View

Architectural Character

As is consistent with the existing commercial areas along Camp Bowie Boulevard, it is recommended that development within the village respond to the basic principles of the Spanish Revival/Mediterranean Theme, which includes the use of tile in some manner on roofs, eaves with little or no overhang, wood columns, ornamental metal railings, and tile floors and wall surfaces. The following images provide examples of these characteristics:



Tile Roofs



Eaves - Little or no Overhang

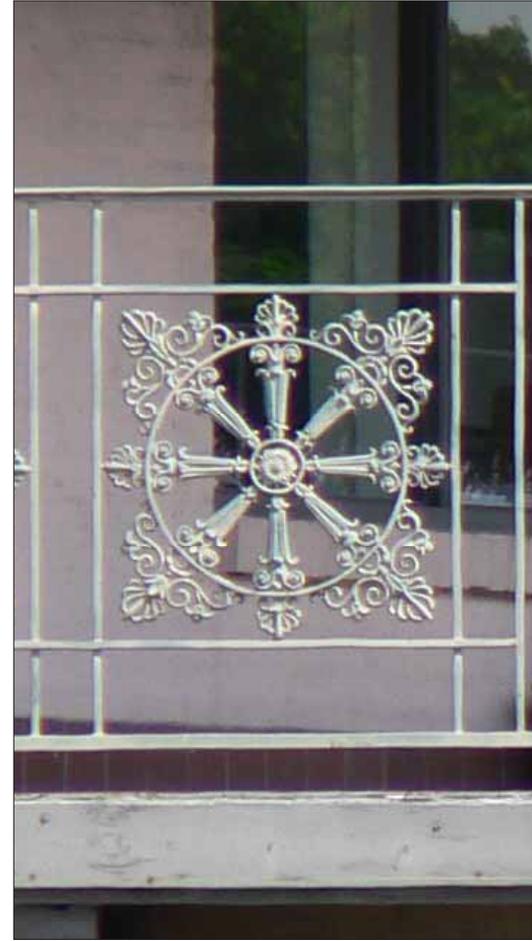
III.
VILLAGE PLANNING
Urban Design

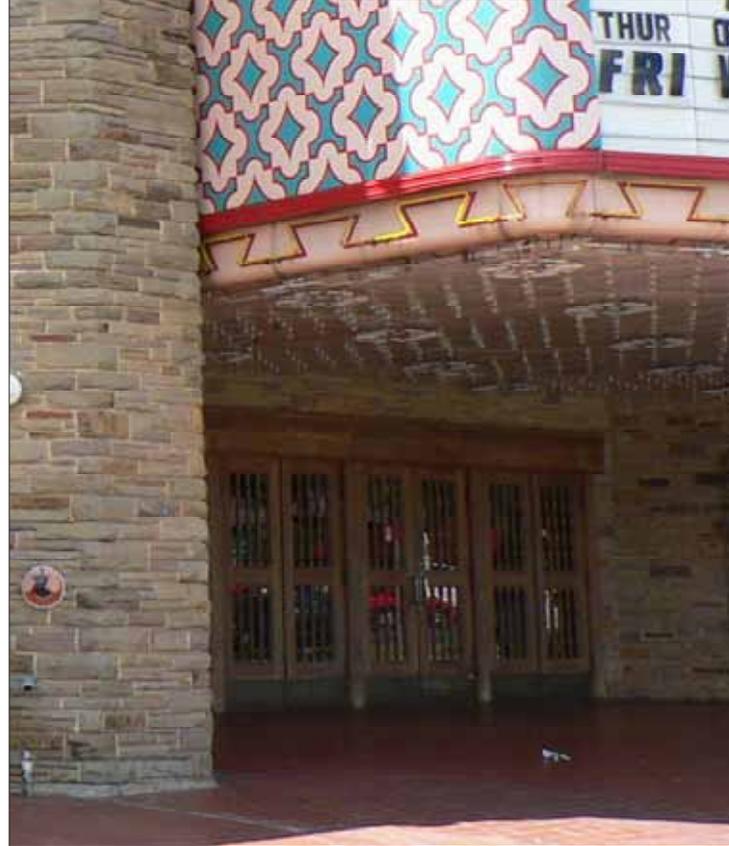


Wood Columns



Ornamental Metal Railings





Tile Floors / Surfaces

III. VILLAGE PLANNING Transportation

Traffic Engineering Context Sensitive Streets

The overriding approach to creating context sensitive streets within the Ridglea 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.

Transportation Deficiencies and Needs Analysis

The area in front of the Ridglea Theater exemplifies many of the pedestrian issues that exist in the Ridglea Urban Village. The existing sidewalk ends in front of the theater, the existing curb is damaged, there are non ADA compliant ramps and a lack of public space (Image 1). One potential solution to these issues involves creating a pedestrian plaza in front of the Ridglea Theater which will create a buffer from Camp Bowie Boulevard and provide a safe and comfortable pedestrian entrance to the theater and adjacent retail activities (Image 2).

Image 3 illustrates a pattern throughout the corridor of oversized side streets (collector and local). Winthrop Street (pictured) is oversized and unpleasing to the eye. Image 4 illustrates how public investment into a street can enhance the pedestrian environment, calm traffic, and be aesthetically pleasing.



Image 1



Image 2



Image 3



Image 4

III. VILLAGE PLANNING Transportation

Transportation Concept Plan

The transportation concept plan focuses on moving all modes of transportation effectively through and within Ridglea Urban Village. Intersection modifications are proposed for the intersections of Camp Bowie and Bernie Anderson, and Camp Bowie and Bryant Irvin. The plan calls for an intersection realignment, new medians, and dedicated left turn lanes on Ridglea, along with signal upgrades to create fewer delays in this area. The concept also calls for dedicated left turn lanes, northbound right turn lanes, driveway consolidations, and the closure of Donnelly Avenue at Bryant Irvin, to facilitate mobility on both Camp Bowie and Bryant Irvin.



Transportation Concept Plan

III. VILLAGE PLANNING Transportation

Transportation Recommendations

In order for the Ridglea area to reach its full potential as an urban village, a series of transportation projects must be undertaken to assure the movement of people. People travel via automobiles, transit, walking, and biking in the Ridglea Urban Village. Projects focused on the automobile are outlined in projects 1-2b in which intersection modifications will create less delay at traffic signals. Pedestrian and transit times will also be improved by these modifications. Projects 1-2b create safer and convenient pedestrian crossings and transit pavilions as detailed in projects 3a and 3b. Other improvements to medians, intersections, parking areas and driveways are outlined in projects 4-9.

Planning Level Cost Estimate for Ridglea Urban Village Transportation Improvements			
Project	Construction Cost	Design and Administration	Funding Source
Intersection improvements to the Ridglea and Camp Bowie Intersection	\$260,000	\$65,000	TxDOT Safety, NCTOCOG Sustainable Development
Intersection improvements to the Bryant Irvin and Camp Bowie Intersection	\$130,000	\$32,000	Unknown, CIP, TxDOT Safety, NCTOCOG Sustainable Development
Donnelly closure	\$15,000	\$4,000	Unknown, CIP, TxDOT Safety, NCTOCOG Sustainable
North Westridge intersection with Camp Bowie modification and parking lot circulation improvements	\$55,000	\$14,000	Unknown, Developer Assisted
Various median closures and channelizations and closure of driveways along Camp Bowie.	\$135,000	\$35,000	TxDOT Safety, NCTOCOG Sustainable Development



Transportation Recommendations

Transportation Project Prioritization

Technique

Priority	Roadway / R-O-W	Roadway Segment	Slip lane/lane drop	Transit Pavilion	Add Turn Lane(s)	Bulb Out	Sidewalk / Pedestrian Passageway	Close Street / Remove Driveway	Median Closure / Channelization	Intersection Modification
1	Ridglea	Camp Bowie North Intersection			●					●
2a	Bryant Irvin	Camp Bowie South Intersection	●		●					
2b	Donnelly	Bryant Irvin Intersection					●			
3a	Camp Bowie	500' NE of Hillside to 500' SW of Ridglea		●						
3b	Camp Bowie	20' SW of Winthrop to Winthrop		●						
4	Westridge	Camp Bowie to 80' North of Camp Bowie				●				●
5	Fairfield	Camp Bowie to Sunset					●			
6	Camp Bowie	Bryant Irvin SW Intersection					●			
7	Camp Bowie	Winthrop to Bryant Irvin						●		
8	Camp Bowie	Winthrop Intersection						●		
9	Camp Bowie	NW Ridglea Intersection					●			

IV. APPENDICES

Appendix 1 Preliminary Development Concepts

The preliminary development scenarios, which were presented to the community in the second stakeholder meeting, represent two potential visions for future development in the Ridglea 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

Residential							Commercial / Retail					Office					Summary						
Building Number	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	Total Required Parking	Total SF Parking	Structured (1/300)	Lot Area	Parking Floors	Total Floors
1	24700	1.25	30875	1100	28	1.6	45	24700	0.75	18525	1 / 250 SF	74	24700	0.00	0	1/400 SF	0	119	38,083	1	35500	1.07	3
2	31300	2.00	62600	1100	57	1.6	91	31300	0.50	15650	1 / 250 SF	63	31300	0.50	15650	1/400 SF	39	193	61,689	1	51400	1.20	4
3	25000	2.00	50000	1100	45	1.6	73	25000	1.00	25000	1 / 250 SF	100	25000	0.00	0	1/400 SF	0	173	55,273	0	33500	1.65	3
4	24800	3.00	74400	1100	68	1.6	108	24800	0.75	18600	1 / 250 SF	74	24800	0.25	6200	1/400 SF	16	198	63,398	0	36200	1.75	4
5	40000	3.00	120000	1100	109	1.6	175	40000	0.25	10000	1 / 250 SF	40	40000	0.75	30000	1/400 SF	75	290	92,655	1	71600	1.29	5
6			177340		158					45800													
Total			515,215		465		491			133,575		351			51,850		130		972				
%			73.5%							19.1%					7.4%								
					465																		
					33																		
					498																		
Total SF Development(*)			700,640																				

* 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 final 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
Draft Development Plan

The draft development plan was developed for presentation in the third stakeholder meeting, and responded to the goals and desires for the types of development expressed by the stakeholders in the first stakeholder meeting (see Appendix 4). 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).

The draft development plan capitalizes on the opportunities for mixed-use development to form a gateway to the Ridglea Urban Village at the intersection of Bryant Irvin Road and Camp Bowie Boulevard. On the northwest corner of the intersection, a Type B mixed-use development is proposed with ground floor retail to integrate with the ground floor retail on the adjacent sites, and residential uses on the upper floors. The gateway would be completed with Type B mixed-use development on the southwest corner of the intersection. This development is envisioned to have ground floor commercial uses including restaurants and coffee shops that can support the adjacent Ridglea Theater, and residential uses on the upper floors. A key aspect of this development is that a pedestrian plaza would be incorporated into the site at the roadway intersection and the buildings would be set back a sufficient distance to allow for the Ridglea Theater to continue to have a place of visual prominence along Camp Bowie Boulevard. This increase in setback will

require a variance to the existing MU-1 zoning requirement of a maximum 20' setback, but is very important in order to maintain the visual character of the Camp Bowie corridor.

South of the Ridglea Theater, a mixed-use Type B development type is also recommended, but with a smaller focus on retail uses, and more focus on ground floor office uses. Residential uses would again be provided on the upper levels of this development. This development would provide a good transition to the existing multi-family residential development to the south of this site.

The site to the west of the Ridglea Theatre would also develop as a mixed-use Type B development with ground floor retail uses and supporting residential uses on the upper floors. In this area, Sunset would be re-aligned to the north to align with the existing Sunset on the west side of Westridge, thus providing opportunities for townhouse development between the newly aligned road and the existing multi-family residential development to the south.

The site to the southwest of the existing Ridglea Presbyterian Church again provides a great opportunity for Type B mixed-use development. The mix of uses on this site is envisioned to be ground floor retail on the north, south and west sides, and office on the east side adjacent to the church. The upper floors of this development would again consist of residential uses. Across Sunset from this site, the plan reflects the most recent development plans for the Village at Camp Bowie development with mixed-use retail and residential development wrapping structured parking, and townhouse development fronting on Waverly Way. It is envisioned that the final development plan for this site approved by the City of Fort Worth will be in line with this mix of uses.

The plan also envisions that the existing parking deck at the intersection of Waverly Way and Westridge would be transformed into a mixed-use Type B development site with ground floor retail and office, and residential on the upper floors.

Finally, the plan suggests that should the areas within the existing Urban Village boundary develop in the short term, and demand continue to exist for mixed-use development, the City might consider expanding the village boundary to the west of Bernie Anderson to incorporate the commercial pad sites on the south of Camp Bowie Boulevard. These sites could again develop with mixed-use Type B development and provide a nice transition between the existing roadway and the strip existing development to the south.

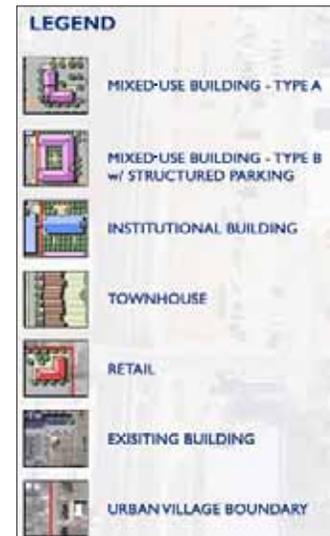
In all of the neighborhood meetings with stakeholders, it was heard very clearly that parks and public spaces should be a part of future plans for the village. The final plan recommends that many of the corners of the key intersections within the village be developed as urban parks. The overall development statistics for the Ridglea Urban Village are as follows.

Plan Statistics

Residential	801 Units
Flats	731
Townhouse	70
Commercial / Retail	291,000 SF
Office	66,000 SF
Park / Open Space*	3.67 AC

* Public or Private

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Community Meeting 1
Ridglea Presbyterian Church
June 11, 2007

Community Meeting 1 – Ridglea Presbyterian Church – June 11, 2007

The first community meeting of the Ridglea Urban Village planning initiative was convened by Kirk Millican, Senior Vice President, HOK. Introduced were Sandi Breaux, council aide to Council Member Chuck Silcox, District 3 and City staff members. (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. Pending until completion of this study is a NCTCOG joint venture streetscape grant for this area.

Discussion began by Mr. Millican noting the progress of the Ridglea Urban Village to date, with the construction of what all participants agreed were attractive town homes and apartments. He identified, as opportunities for the area, a unified architectural design and rebounding economic base. He noted that there is a lack of adequate pedestrian facilities in the area.

One participant summarized her concerns as follows. She does not want revitalization to bring a solid mass of tall buildings close to the street. She likes the area's intimate feeling and prefers the scenario of "neighborhood to retail" rather than "retail to neighborhood." She is concerned about collector streets like Westridge which has "five speed bumps in 1/10th of a mile."

Parking and Traffic

According to participants, traffic has increased significantly in the last several years and there will be a need for additional parking in the future because parking at certain times is already quite limited. Space behind Ridglea Theater for this use was addressed.

Participants expressed interest in light rail for the area, relating to the former streetcar line that ran down the middle of Camp Bowie years ago. It was suggested that an express bus should run from the area to the ITC in downtown.

One participant suggested that the City should take over the street maintenance of Camp Bowie from TxDOT, though the question was posed as to where the monies for improvements would come from. Suggestions were made for bike and pedestrian trails.

Green Space and Parks

Open space with trees and pedestrian connections to businesses and neighborhoods is desirable. Trees would also offer protection from the Texas sun. Participants recognize that, by increasing pedestrian activity, traffic would likely decrease. Sidewalks and street cross-walks are imperative. Right now, they say, wheelchairs are relegated to streets. The need for illumination and lamp replacements was stressed.

Architectural Considerations, Most Sacred

Participants expressed their enthusiasm for maintaining the architectural integrity of the area. They want to keep at least the façade of the Ridglea Theater, and several said it should be considered a venue for independent films or live entertainment. There was appreciation of what was called "the Luther Plan," named for the developer of the Mediterranean style structures on both sides of Camp Bowie. It was noted by Brandy O'Quinn, executive director of Historic Camp Bowie, Inc., that there are no historic preservation guidelines in place currently for these buildings. She urged development of design and/or development standards to protect the area from undesirable change.

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Retail, Housing, and Other Uses

Participants listed desirable retail uses in the area that included: large, up-scale destination businesses (Container Store, Restoration Hardware), small neighborhood grocery store, post office, a different mix of mom and pop stores, and moderate-priced/budget clothing store. Several commented that the area has “enough banks and fast food eateries.” Comments were made that the area near the Ridglea Bank Building and Ridglea Country Club could offer locations for multi-story townhouse or condo developments.

David Burgher of Trophy Investments and owner of multiple properties in the area and planner Philip Poole presented an overview of preliminary concepts under consideration for the area around what was previously known as 6333 Shopping and several acres behind it. Ideas included residential, commercial, and retail uses.

Attendees (Elected Officials, Staff, Consultants)

Scott Bellen	Senior Planner	Fort Worth Planning Department
Sandi Breaux	Council Aid, Chuck Silcox, District 3	City of Fort Worth
Marisa Conlin	Graduate Engineer/Traffic Services	Fort Worth Transportation & Public Works Department
Phil Dupler		Fort Worth Transportation Authority
Randy Hutcheson	Senior 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
Brett VanderMolen	Consultant	HOK
Arty Wheaton-Rodriguez	Planner	Fort Worth Planning and Development Department

Participants

B.Q. Baldrige	Renter	City of Fort Worth
Bob Bashein	Stakeholder/Renter	Ridglea Hills NA
Andy Bradshaw	Stakeholder	Ridglea North NA
Beverly Branham	Stakeholder/Homeowner	Ridglea Hills NA
David Burgher	Stakeholder, Developer	Trophy Investments
Brian Chatman	Renter	City of Fort Worth
Steven Ferguson	Homeowner	City of Fort Worth
Charlsye Lewis	Homeowner	City of Fort Worth
Lisa Manasco	Homeowner	City of Fort Worth
William McFarland		RK Maulsby Family Trust
Mary Meroney	Homeowner	City of Fort Worth
Brandy O'Quinn	Stakeholder	Historic Camp Bowie, INC
Anne D. Penn	Homeowner	City of Fort Worth
Phillip Poole	Planning Consultant	TownSite Company
Gordon Ramsey	Homeowner	City of Fort Worth
Jarrold Roecker	Homeowner	City of Fort Worth
Jeff Siegel	Stakeholder	RK Maulsby Family Trust
Justin Tirsun	Stakeholder	Historic Camp Bowie, INC
Melissa Vance	Homeowner	City of Fort Worth
Lucy Warner	Homeowner	City of Fort Worth
Bob West	Homeowner	City of Fort Worth
Marsha R. West	Homeowner	City of Fort Worth

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Stakeholder Meeting Comments

Community Meeting 2
Ridglea Presbyterian Church
July 19, 2007

Community Meeting 2 – Ridglea Presbyterian Church – July 19, 2007

The second community meeting of the Ridglea Urban Village planning initiative was convened by Mark Bowers, Group Vice President, HOK, at the Ridglea Presbyterian Church. Fort Worth Council Member Chuck Silcox, District 3, 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 not be right for the area, but everyone should comment on them so that the plan being developed is truly theirs. Already in place is MU-1 and MU-2 zoning. Other progress which has been made in the creation of an urban village includes the 222,000 square feet of retail at the Village at Camp Bowie, Alta at Ridglea’s 270 apartments, Cumberland at Ridglea’s 244 apartments, Ridglea Place Townhomes’ 84 units now under construction, and a joint venture grant for streetscape improvements on hold until this project is complete. During his overview of existing zoning and land use, he noted that are several significant tracts of land such as that owned by the developer of the Village at Camp Bowie, are serving as a catalyst for development in the short term.

Building blocks in an urban village are: (1) townhouses that are no more than three stories and that have 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 additional stories are likely to be 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. Resi-

dences 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 street 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 on which they solicited comments from attendees. Scenario A was less dense than Scenario B and took into consideration previous comments about parking and traffic issues. It showed the parking garage now being planned by the Village at Camp Bowie. Townhomes appear along the southern border as a transition from the village into the single-family neighborhoods. Scenario B uses as its basis the development activity already underway and emphasized the opportunities for development around Ridglea Theater. This scenario recommended expanding the village boundary to the west. Responding to questions about the high density created by the larger buildings and the possibility of destroying the area’s charm, Mr. Bowers said that if development is done correctly, the Mediterranean architecture could be applied successfully. Several persons said scenario B was not conducive to families and that elevators must be installed in all of the taller buildings.

In the transportation analysis of the village, it was noted:

- The sidewalk ends in front of the Ridglea Theater. The curb is damaged, and there are non ADA compliant ramps and a lack of public space.
- A potential solution involves creating a plaza atmosphere in front of the theater, which will act to buffer it from Camp Bowie Road and provide a safe and comfortable pedestrian entrance to the theater and adjacent retail activities.

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July 19, 2007

- There is a pattern of over-sized collector and local streets; in particular, note-worthy is Winthrop Street.
- With public investment, a streetscape can enhance the pedestrian environment, calm traffic and be aesthetically pleasing.

Streets, sidewalks, buildings, and vegetation should be the predominant visual elements of the village, not large signs and parking. Questions were asked about where all of the cars will go that result from increasing density. Andrew Howard of Kimley Horn said that by pushing buildings to the street and providing less access points to various locations, access to Camp Bowie and parking are managed. Council Member Silcox said that he wants to keep street medians in the plan. Careful transportation planning can offer a network of transit, streets, sidewalks, walkways, through-block passageways, trails, and bikeways. According to the consultants, Camp Bowie should be a multi-modal street aimed at improving transit lines on the T's Route 2 and making bicycling an option. There should be transit stations and pass kiosks and privately-constructed pavilions with bus stops, all improving access to transit and making it more efficient. The use of distinct pavers in intersections and other pedestrian ways would show traffic that this space is shared and to drive carefully. Specific suggestions made by the consultants included: (1) improving the intersection at Bernie Anderson and Camp Bowie including dedicated left turn lanes; (2) reconstructing Fairfield as a pedestrian street; (3) making significant improvements to the Bryant Irvin-Camp Bowie intersection; and (4) reconfiguring Winthrop.

In the discussion of urban design, Mr. Bowers pointed out that the traditions of many cultures were blended in the Spanish Revival and Mediterranean architecture of the village. Architectural aspects include red roof tiles, little or no overhanging eaves, stucco siding, arched porch entries and main windows, wood carved doors, spiral columns, courtyards, carved stonework or cast stone ornaments, and patterned tile floors and wall surfaces. Various features for public spaces were noted.

The Ridglea Urban Village also has a contemporary theme found in the newer development of the The Village at Camp Bowie, which uses many of the Mediterranean materials, along with additional materials. When asked to give their preference between a Spanish Revival/Mediterranean theme and a contemporary theme, participants overwhelmingly supported the Spanish Revival/Mediterranean architecture.

General comments made by participants included:

- Residents do not want higher density residential; preference would be townhomes.
- Few understood the term, "pocket parks". More small parks are desirable.
- The Ridglea Branch Library should be expanded.
- Redevelopment should begin at the Ridglea Theater and move westward.
- The former Kroger location should be a hotel.
- There is a concern about fire protection and trash collection in residential areas as drawn because there appears to be only one way in and out.
- Lighting should be improved for pedestrian ways.
- Bike connections are desirable.
- Light rail should be brought to West Fort Worth.
- The boundary of the urban village should be expanded to the west and to the south.
- Transportation improvements should be made from the village west to Loop 820.

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Stakeholder Meeting Comments

Community Meeting 2
Ridglea Presbyterian Church
July 19, 2007

Attendees (Elected Officials, Staff, Consultants)

Mark Bowers	Consultant	HOK
Sandi Breaux	Council Aid, Chuck Silcox, District 3	City of Fort Worth
Phil Dupler		Fort Worth Transportation Authority
Andrew Howard	Consultant	Kimley Horn
Randy Hutcheson	Senior Planner	Fort Worth Planning and Development Department
Don Koski	Senior Planner	Fort Worth Transportation & Public Works Department
Kirk Millican	Consultant	HOK
Linda Pavlik	Consultant	Pavlik and Associates
Arty Wheaton-Rodriguez	Planner	Fort Worth Planning and Development Department
Andrew Howard	Consultant	Kimley Horn

Participants

Barbara Baldridge	Renter	
Leroy Baldwin	Stakeholder/Homeowner	Como NAC
Bob Bashein	Stakeholder/Renter	Ridglea Hills NA
Andy Bradshaw	Stakeholder	Ridglea North NA
Beverly Branham	Stakeholder/Homeowner	Ridglea Hills NA
Yvonne Brant		
Kathryn Bryan		
David Burgher	Stakeholder; Developer	Trophy Investments
Brian Chatman	Renter	
Steven Ferguson	Homeowner	
Gerry Hedgcock	Homeowner	CFH Realty/Ridglea Urban Village
Marjory Hiersch	Homeowner	
Claire Horneffer	Homeowner	
Joe Howsen	Homeowner	
Terry Jensen	Homeowner	
Bud Kennedy	Homeowner	Fort Worth Star-Telegram
Ray and Star Krottinger		
William McFarland	RK Maulsby Family Trust	
D'Ray Moore	Homeowner	
Brandy O'Quinn	Stakeholder	Historic Camp Bowie, Inc.
Anne D. Penn	Homeowner	
Phillip Poole	Planning Consultant	TownSite Company
Jarrold Roecker	Homeowner	
Don Scott		TownSite Company
Justin Tirsun	Stakeholder/Renter	Historic Camp Bowie, INC
Melissa Vance	Homeowner	
Mike Vandert		Village at Camp Bowie
Lucy Warner	Homeowner	

Community Meeting 3
Ridglea Presbyterian Church
October 3, 2007

Community Meeting 3 – Ridglea Presbyterian Church – October 3, 2007

The third and final community meeting of the Ridglea Urban Village planning initiative was convened by Mark Bowers, Group Vice President, HOK, at the Ridglea Presbyterian Church. Fort Worth Council Member Chuck Silcox, District 3, joined the group. (See the attached listing of all attendees.)

Mr. Bowers emphasized that the plans are not calling for the taking of homes, but are presenting opportunities for a higher level of development. Property owners and stakeholders are being asked what they would like to see developed over a period of time. Areas will be allowed to redevelop according to zoning. The purpose of the process, he said, is to develop a consensus plan for the future. He noted that Ridglea Urban Village has the most tools and assets in place of any urban village in Fort Worth and raised the question whether its boundaries are too limiting.

During the process, stakeholders were asked to give feedback to design scenarios that were presented by the consultant team. He reviewed the following points: (1) much of the property is already zoned MU-1 and MU-2; (2) two apartment projects are complete, townhomes are under construction, and the Village at Camp Bowie retail is being redeveloped; (3) existing single family dwellings, churches, and retail require sensitivity as future plans evolve; (4) several owners have put together large areas of land that lend themselves to denser development, and (5) the community wants to preserve Ridglea Theater.

Feedback from the second public meeting helped the team to put together the details of the consensus plan that was presented at this third meeting. The plan maximizes MU zoning. It was noted that Bank of America's parking structure seems to be underutilized and the site could be appropriate for a mixed-use project that includes residential and "internal" parking. The recently-purchased Stripling Cox building is not in the Village boundaries at this time.

Andrew Howard, Traffic Engineer and Transportation Planner, Kimley Horn, noted that roadways within the urban villages of Fort Worth should be designed to move people, not just cars. Consideration must be given for transit, walking, and biking. The deficiencies and needs analysis phase of the initiative supports the creation of a plaza atmosphere in front of the Ridglea Theater, planting of landscaping, and the application of other general traffic calming techniques. He said the intersections in the area are the places to begin improving vehicular and pedestrian traffic. Projects that are recommended include:

- Intersection realignment at Ridglea and Bernie Anderson, putting a median on Ridglea and dedicating left turn lanes. The signal system should be upgraded and driveways should be consolidated.
- At Westridge and Camp Bowie, parking should be restriped to 90 degrees with one way circulation, bulbout intersections and driveways as well as improved landscaping and sidewalks.
- At Bryant Irvin and Camp Bowie, Donnelly Avenue should be closed and driveways consolidated. Dedicated left turn lanes should be constructed along with a northbound right turn lane.
- A pedestrian-oriented transit station could become a core of the urban village. Crosswalks across Camp Bowie to the station are desirable.

Camp Bowie should be a multi-modal street aimed at improving transit times on the T's Route 2 and making bicycling an option. In fact, buses and bikes could share a lane. Streets, sidewalks, buildings, and vegetation should be the predominant visual elements of the village, not large signs and parking. Development should contribute to the network of transit, streets, sidewalks, walkways, through-block passageways, trails, and bikeways. As part of the transportation plan, the consultants presented preliminary cost estimates for the street improvements and listed potential revenue sources.

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Community Meeting 3
Ridglea Presbyterian Church
October 3, 2007

Ridglea Urban Village could be considered one of the first mixed-use projects in Fort Worth. Built in the 1940s, its Spanish Revival/Mediterranean theme spotlights what was then first floor retail and second floor commercial. Urban design elements recommended by the consultants were: (1) the existing street lights; (2) fountains customized for different locations; (3) eclectic site furnishings and street furniture, and (4) ornamental tile and brick pavers.

The prototypical design concept presented by the consultants utilizes trees to help screen parked vehicles at retail locations from the street. In these areas, there is the potential for public art by creating patterns in the sidewalk pavers that are reflective of the area's history. A preliminary concept for the Village at Camp Bowie, a redevelopment project of Trophy Investments, was shown.

Two additional recommendations made by the consultants are:

- Consider extending the urban village boundary to incorporate parcels at the northwest corner of Camp Bowie and Fairfield, and at the southwest corner of Camp Bowie and Bernie Anderson.
- Consider relaxing the maximum 20-foot setback requirement of MU zoning from Camp Bowie for the properties adjacent to the Ridglea Presbyterian Church and Ridglea Theater.

Attendees asked numerous questions about funding options for the improvements as presented by the consultants. One person asked what her personal burden would be (ad valorem taxes, sales tax, higher water bills, etc.) for the public improvements. Options that were presented included capital improvement bond program, water revenue bonds, federal and state grants, Public Improvement District revenue, etc.

Several persons expressed their preference to increase setbacks so they would not feel "claustrophobic." They said wider sidewalks are more user friendly and public transportation is essential. More public spaces will be needed to serve public transit riders. Bike racks should always be available.

After a discussion of future uses for Ridglea Theater, Council Member Silcox said he would request that the City begin the historic designation process for the structure.

Several persons expressed concern that with more activity and more people in the area, the resulting traffic would cause more air pollution, but it was noted that population density supports mass transit. The LEED program (Leadership in Energy and Environmental Design) was referenced.

The majority of the attendees said they would like to extend the boundaries of the urban village, especially to include the Stripling & Cox building, and they would like to extend the setback distance greater than the 20 feet maximum stipulated by MU zoning.

Council Member Silcox said that he does not prefer to expand the village boundaries and that he is concerned that many of his constituents do not like the word "vision." He stressed that what was presented is conceptual.

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Community Meeting 3
Ridglea Presbyterian Church
October 3, 2007

Attendees (Elected Officials, Staff, Consultants)

Mark Bowers	Consultant	HOK
Sandi Breaux	Council Aid, Chuck Silcox, District 3	City of Fort Worth
David Burghdoff	Deputy Director	Fort Worth Planning and Development Department
Eric Fladager	Planning Manager	Fort Worth Planning and Development Department
Randy Hutcheson	Senior Planner	Fort Worth Planning and Development Department
George Kruzick	CGCS	City of Fort Worth
Kirk Millican	Consultant	HOK
Linda Pavlik	Consultant	Pavlik and Associates
Chuck Silcox	Council Member, District 3	City of Fort Worth
Arty Wheaton-Rodriguez	Planner	Fort Worth Planning and Development Department

Participants

B.Q. & Barbra Baldrige	Renter	
Andy Bradshaw	Stakeholder	Ridglea North NA
Beverly Branham	Stakeholder/Homeowner	Ridglea Hills NA
David Burgher	Stakeholder/Developer	Trophy Investments
Richard Fate	Homeowner	
Doreen M. Geiger	Homeowner	
Knight Higgins	Homeowner	
Ernest P. Johnson	Homeowner	
Jean Kelly		
Joe Kline	Homeowner	
Jerry Lobdill	Homeowner	
Michael Mallick	Homeowner	Mallick Development
Nancy Marchant	Homeowner	
William McFarland	Homeowner	RK Maulsby Family Trust
Aaron Nathan	Representative	Kimley Horn
Brandy O'Quinn	Stakeholder	Historic Camp Bowie, Inc.
Anne & Douglas Penn	Homeowner	
Thomas Rodriguez	Homeowner	
Mary Runyan		
Jim Schell		
Ann Shelton	Homeowner	
Justin Tirsun	Stakeholder/Renter	Historic Camp Bowie, Inc.
Lucy Warner	Homeowner	
Bob and Marsha West	Homeowner	

