

# PANTHER ISLAND

*VISION & STRATEGY*

March 5, 2024



HR&A

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**K**  
STRATEGIES

# A RENEWED VISION AND DEVELOPMENT STRATEGY

An unprecedented partnership of public and nonprofit entities have come together to update the vision and strategy for the implementation of Panther Island.

## PUBLIC SECTOR & CIVIC PARTNERS



## CONSULTANT TEAM



# OUR ASSIGNMENT

Over the last year, the team has focused on a planning framework, a real estate and economic development strategy, and an implementation roadmap to advance the future redevelopment of Panther Island.

April 2023

August 2023

Public Workshop Presentation

March 2024

Opportunity  
Assessment





Stakeholder  
Engagement

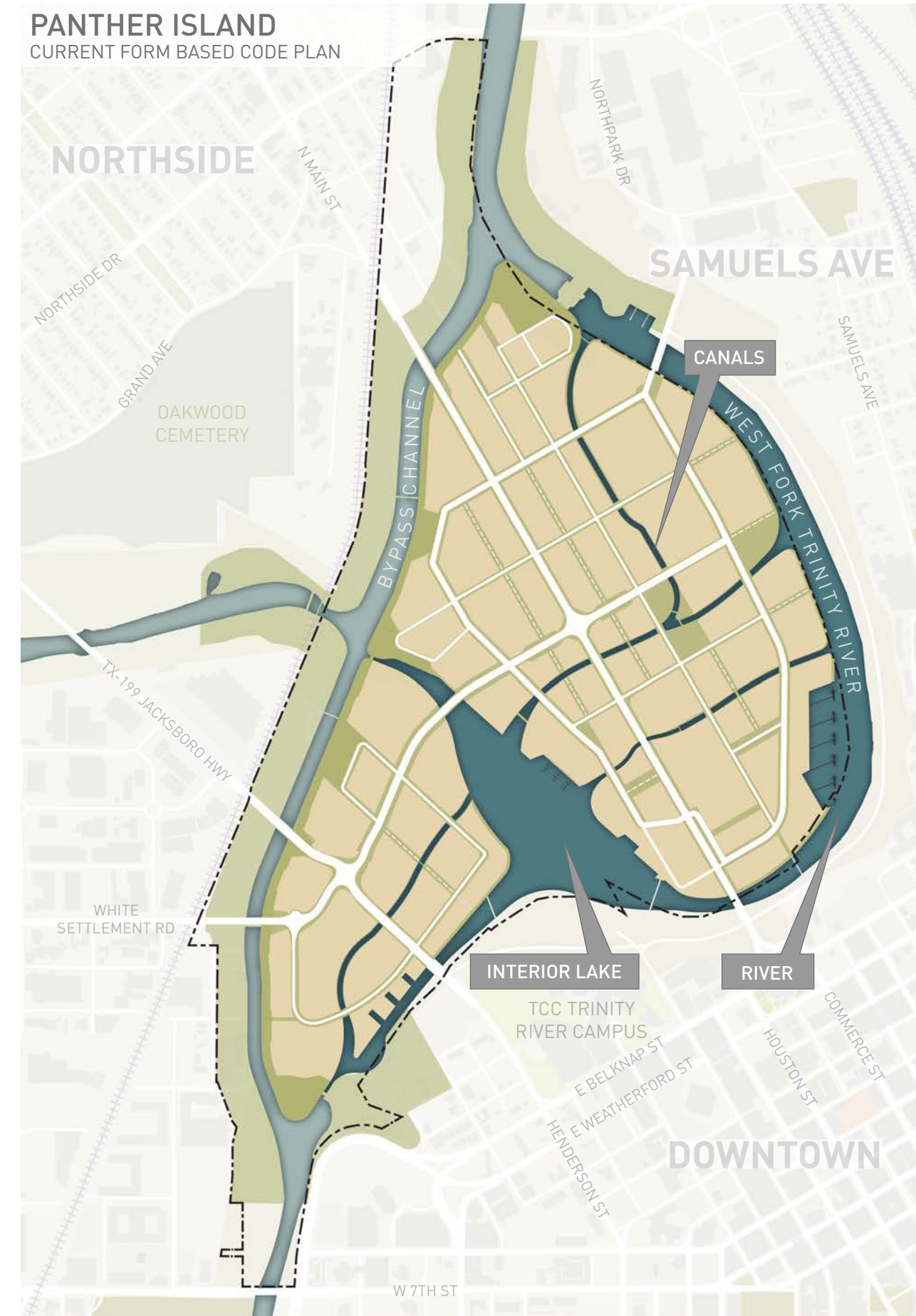
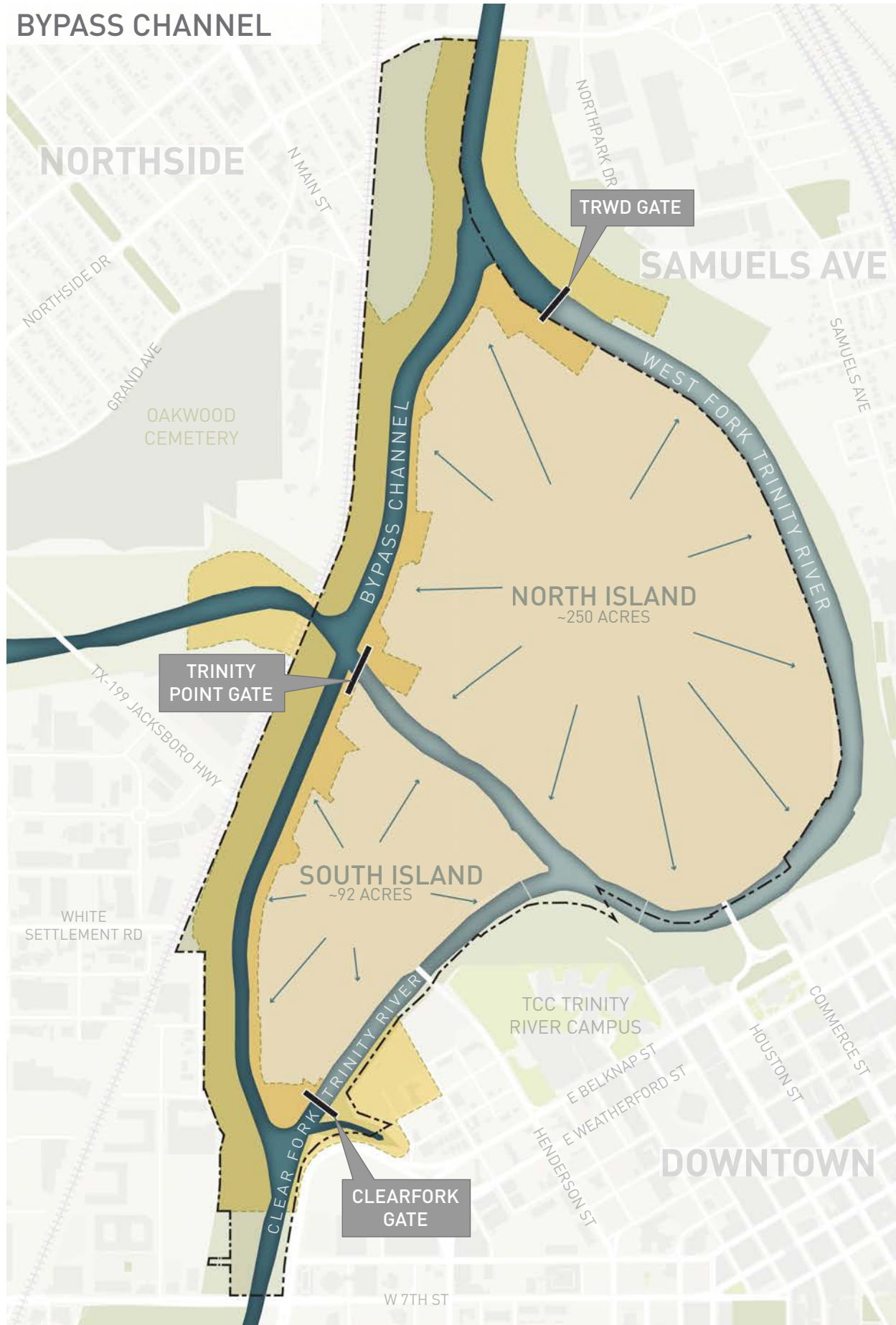


# TWO SEPARATE PROJECTS & FLOOD PROTECTION - BYPASS CHANNEL & PANTHER ISLAND

## PAST VISIONS & FLOOD PREVENTION

There are two distinct flood protection systems that affect Panther Island. The first is the larger regional flood protection project that is promoting the construction of the Bypass Channel and flood isolation gates, which allow the removal of levees. The second is the flood prevention system internal to Panther Island - the river, canals, and interior lake which help capture internal runoff. Once a major flood event is detected, the bypass channel floodgates close and route all regional floodwaters away from the district. Simultaneously, the canals capture runoff from Panther Island and direct it to the interior lake and river which hold this stormwater until it can be discharged. The purpose of the canals is to act as a district-wide storm water system internal to Panther Island; they are not intended for larger flood water storage.

-  ISOLATION GATE
-  EXTENTS OF USACE/ BYPASS CHANNEL PROJECT UPON COMPLETION
-  ADJACENT GREEN SPACE
-  GREEN SPACE ON PANTHER ISLAND

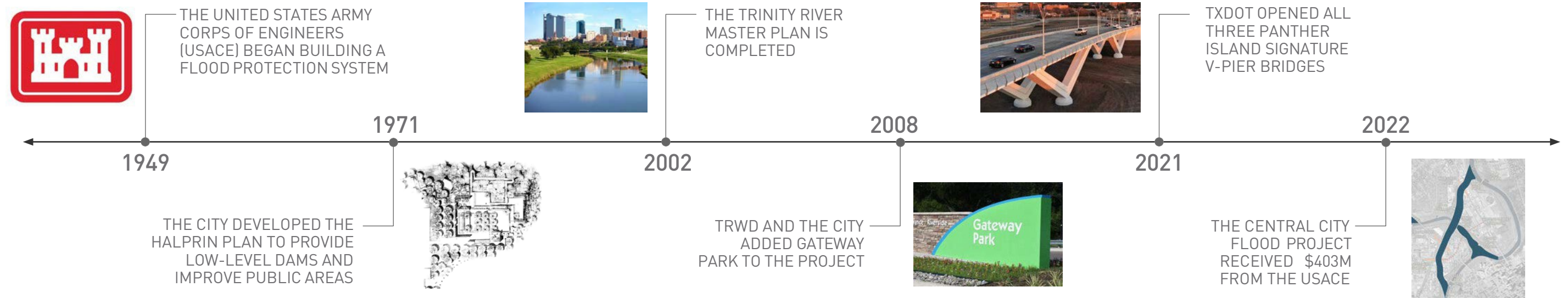


# PARTNERS' VISION

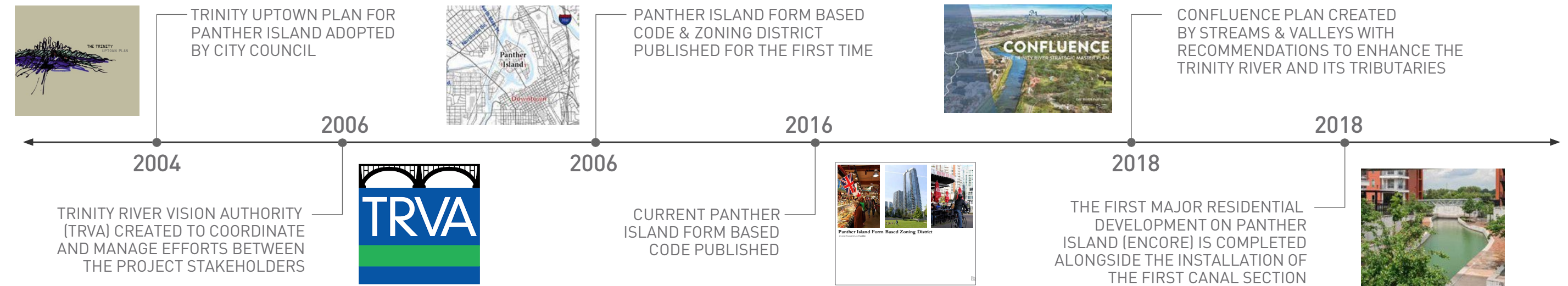
## PAST VISIONS & FLOOD PREVENTION

Federal infrastructure investment and alignment of public partners' has created momentum to reinvigorate the partners vision for a transformed mixed-use district of regional importance.

### CENTRAL CITY FLOOD PROJECT TIMELINE



### PANTHER ISLAND PROJECT TIMELINE



# THE OPPORTUNITY

This is a once-in-a-generation city-building opportunity for Fort Worth to leverage the unprecedented benefits of scale, location, and connectivity that Panther Island can provide.



# PUBLIC & STAKEHOLDER ENGAGEMENT

A variety of engagement approaches allowed the team to collect important input from key stakeholders and the broader public, with a focus on the communities on and surrounding Panther Island who may be most impacted by the development.

**20+** CONVERSATIONS WITH STAKEHOLDERS

**7+** STEERING COMMITTEE MEETINGS

**6** NEIGHBORHOOD-FOCUSED AND CITYWIDE PRIORITY-SETTING WORKSHOPS

**130** ATTENDEES FOR PUBLIC MEETINGS

**110** SURVEY RESPONDENTS

*FORT WORTH REPORT CANDID CONVERSATION PANEL*

*BREAKFAST WITH REAL ESTATE COUNCIL OF GREATER FW AND URBAN LAND INSTITUTE*



## THEMES FROM STAKEHOLDERS:

INCLUSION & REPRESENTATION

BALANCE AUTHENTICITY & UNIQUENESS

ACCESSIBILITY & PARKING

RETAINING & IMPROVING TRAILS & PARKS

EQUITABLE ECONOMIC OPPORTUNITY

EMBRACING WATERFRONT & WATER ACTIVITIES

# GUIDING PRINCIPLES

## 01

### A ONE-OF-A-KIND WATERFRONT DISTRICT NESTLED IN THE TRINITY RIVER

The development of Panther Island will be an unprecedented transformation of a large growing city. Levees will be removed, and a resilient, vibrant, and water-oriented district will take their place. The transformation will restore the public's access to the river and create a new channel, lakes, and canals, enabling a wide variety of waterfront experiences and development opportunities.

## 02

### A HAVEN OF DIVERSE PARKS, GREEN SPACES, AND EXPERIENCES AROUND EVERY CORNER

Panther Island will be home to numerous green spaces with distinct sizes, identities, and programs, connected to one another by trails, canals, and walkable streets. Along the river, Panther Island will bring Fort Worth its first urban, highly-programmed waterfront open space that will be a gathering place for the city and region.

## 03

### A MIXED-USE NEIGHBORHOOD DESIGNED TO BUILD COMMUNITY

Panther Island will be Fort Worth's first purpose-built district for dense, urban, pedestrian-friendly living. Characterized by walkable streets, inviting buildings, and a diverse mix of uses that energize the district, this will be a place that's built for people first and foremost. Panther Island will have office, residential, and commercial spaces, with an emphasis on opportunities for small businesses and cultural institutions, and abundant green space and recreational facilities. The district framework will foster a sense of connection and discovery, offering access to nature, culture, community, and play.

## 04

### A DESTINATION CONNECTING AND COMPLEMENTING VIBRANT SURROUNDING NEIGHBORHOODS

Panther Island will become a place people come to, instead of just passing through. Panther Island will connect and complement Downtown, the Cultural District, the Stockyards, and Northside by offering synergistic uses and honoring the look and feel of the surrounding neighborhoods. The island will add to the energy of Downtown Fort Worth by seamlessly connecting surrounding neighborhoods via the reimagined road network, pedestrian bridges, robust mobility and transit access, and distributed open space network, and drawing new residents, businesses, and visitors to the core of Fort Worth.

## 05

### A CELEBRATION OF FORT WORTH'S DIVERSE COMMUNITIES AND HERITAGE

Panther Island will celebrate the cultural richness and diversity of Fort Worth, showcasing and supporting the arts, culture, and cuisine of legacy communities such as Northside, while welcoming diverse newcomers and influences. The history of the island's industries and communities will be visible in signage, structures, and public art throughout the district, honoring the past as an authentic foundation for growth. With accessibility a core feature of all amenities, the island will be a place for everyone to enjoy.

## 06

### AN ECONOMIC DRIVER SUSTAINING THE RAPID GROWTH OF FORT WORTH

The development of Panther Island is a unique collaboration of public and private investment unparalleled among comparable U.S. cities. Panther Island's size, proximity to downtown, and the abundance of public land create a rare opportunity to utilize public land to channel private investment. That investment will build an inclusive community and intensify the economy, attracting high-paying jobs and opportunities for residents. The development will bolster Fort Worth's ability to compete on the regional and national stage to attract and retain talent. Panther Island will not only help capture the rapid population growth of Fort Worth but build the economic opportunity and amenities to sustain it.



# LAND OWNERSHIP - PUBLIC VS PRIVATE

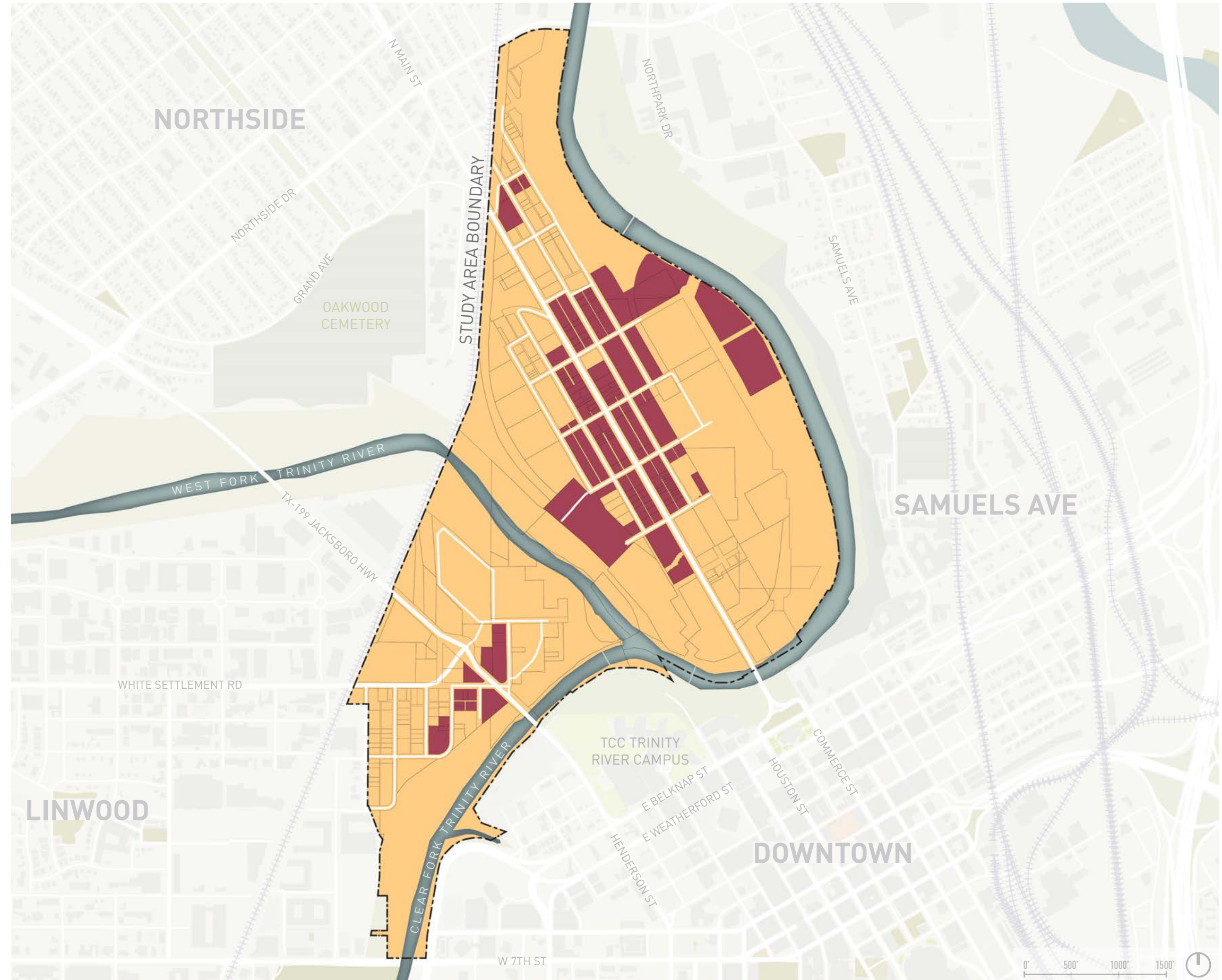
EXISTING CONDITIONS

**74 ACRES (14%)  
PRIVATE LAND**

Land held in study area by various private owners - both larger entities and individuals

**383 ACRES (75%)  
PUBLIC LAND\***

Land held in study area by TRWD, the City of Fort Worth, TCCD, and Oncor  
This does not include land dedicated as public ROW (11%)



\*These land ownership metrics apply to the study area and include all land within that boundary including street R.O.W. and water surface area. These should not be used as a measurement of developable area.

# OVERALL URBAN DESIGN FRAMEWORK

**DISTRIBUTED OPEN SPACE NETWORK  
WITH 14 PUBLIC SPACE OFFERINGS**

**CONTINUOUS PUBLIC WATERFRONT  
ACCESS**

**A WALKABLE AND CONNECTED  
PEDESTRIAN ENVIRONMENT**

**EFFICIENT & CONNECTED ROAD  
NETWORK STRENGTHENING URBAN GRID**










**ACCESS TO EFFECTIVE BIKE ROUTES**

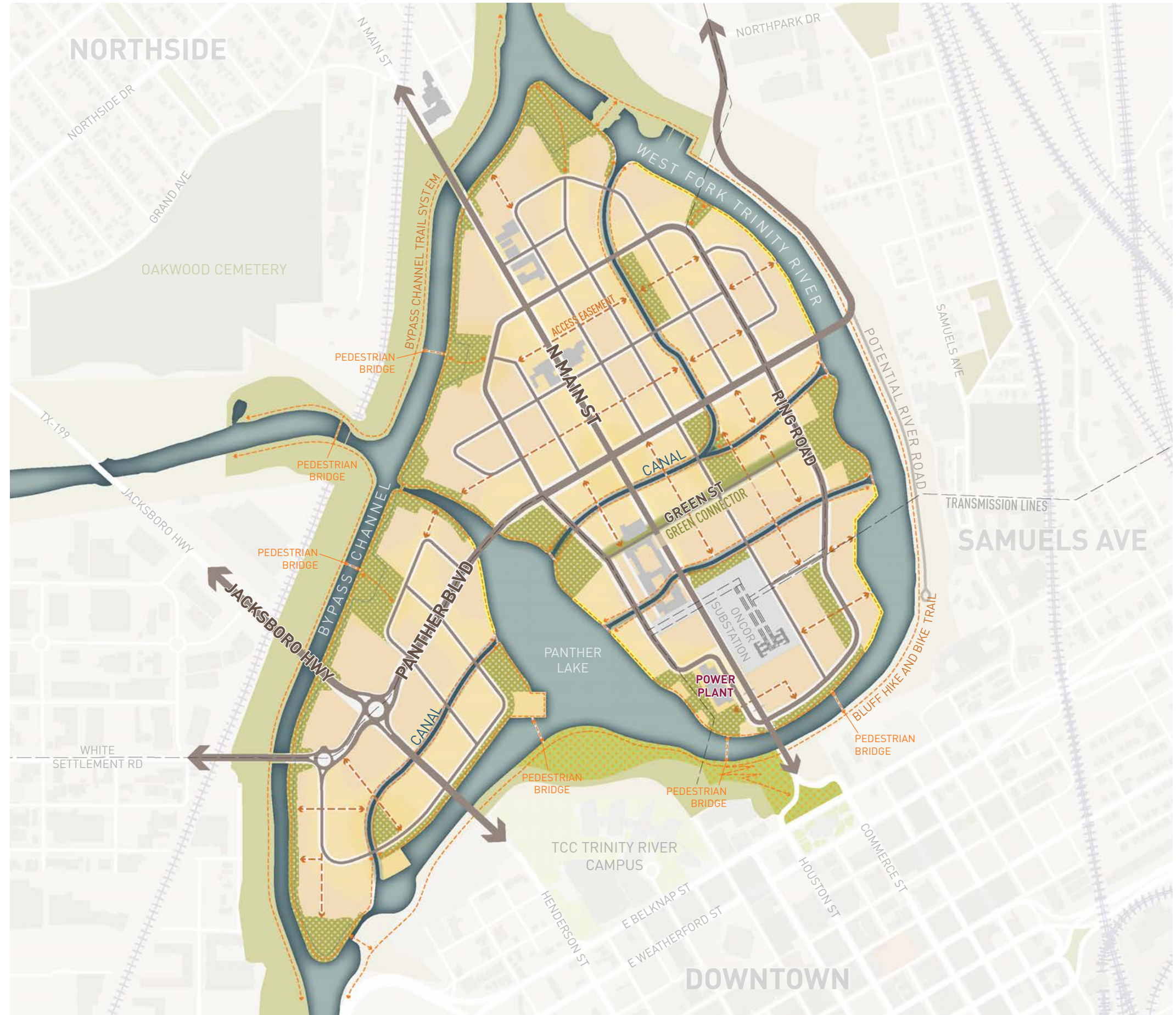
**ROBUST PUBLIC TRANSPORTATION**

**193 ACRES OF PUBLIC & PRIVATE  
DEVELOPABLE LAND**

**INTIMATE & ACTIVE CANALS WITH  
DISTRICT STORMWATER STRATEGIES**

## LEGEND

- |   |   |
|---|---|
|  DEVELOPABLE PARCEL                   |  TRANSMISSION LINES  |
|  PEDESTRIAN ROUTE                     |  WATER BODY          |
|  ACCESS EASEMENT                      |  ROAD                |
|  INTERNAL PANTHER ISLAND PUBLIC SPACE |  ADJACENT GREENSPACE |
|  DOWNTOWN ADJACENT PUBLIC SPACE       |   |



# OPEN SPACE NETWORK - BIG IDEAS

## MAXIMIZE VALUE THROUGH DISTRIBUTED OPEN SPACE NETWORK

Leverage value of public space while creating nodes of identity and activity with multiple unique programs, experiences, typology, and scale across the district to cater to various users and community needs. Proposed vision includes 14 distinct public spaces and 15% of land dedicated to open space across Panther Island.

## SIGNATURE RIVERFRONT PUBLIC SPACES

One-of-a-kind opportunity for the City of Fort Worth to provide a network of active urban waterfront parks surrounding downtown.

## PUBLICLY ACCESSIBLE WATERFRONT

Continuous connectivity along the water front through various engaging open space experiences like parks, plazas, promenades, boardwalks and marinas, promoting a sense of discovery.

## A PHASED IMPLEMENTATION

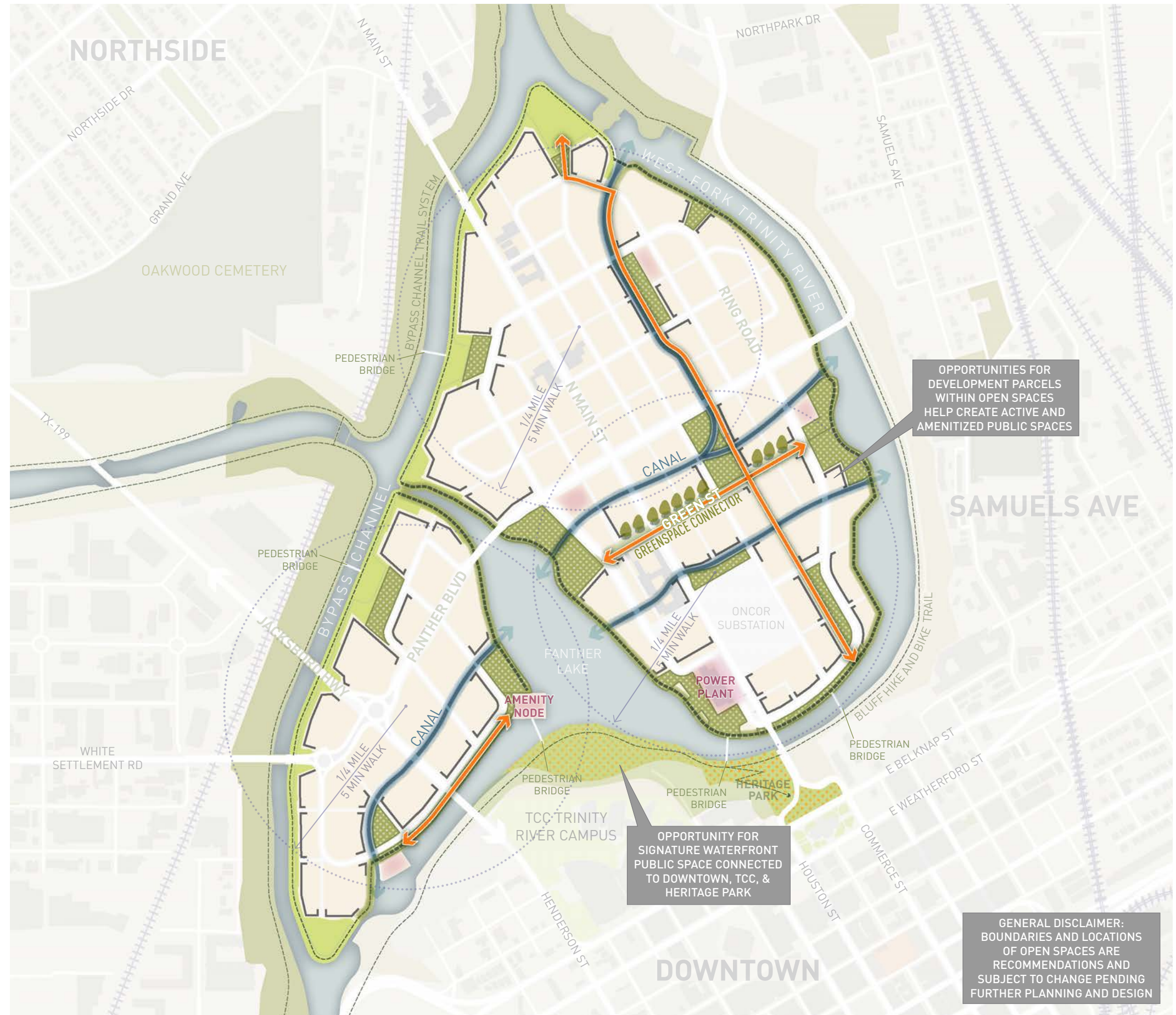
Benefits of a distributed open space network facilitate a phased implementation strategy as finances are available and development occurs.

## INTERCONNECTED PUBLIC SPACE SYSTEM

Location of open spaces are all within a 5-minute walk with various linkages through streets, canals, trails, and pedestrian connections.

## ENGAGEMENT WITH RIVER & CANALS

Multiple opportunities to interact with the river, interior lake, and canals as a unique experience only offered to Panther Island.



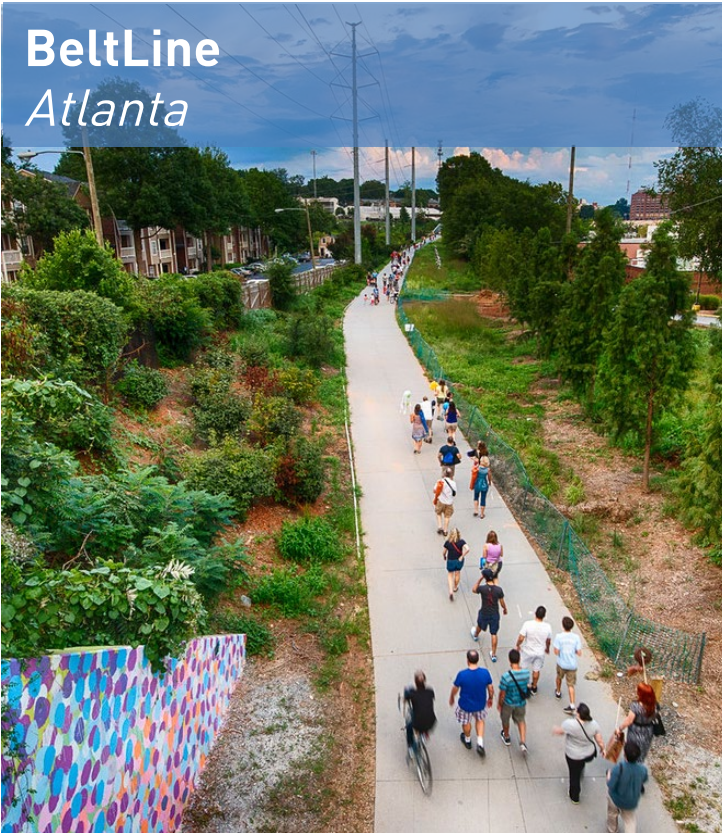
GENERAL DISCLAIMER:  
BOUNDARIES AND LOCATIONS  
OF OPEN SPACES ARE  
RECOMMENDATIONS AND  
SUBJECT TO CHANGE PENDING  
FURTHER PLANNING AND DESIGN

# OPEN SPACE NETWORK - CHARACTER & EXPERIENCES



## OPEN SPACE VALUE CREATION

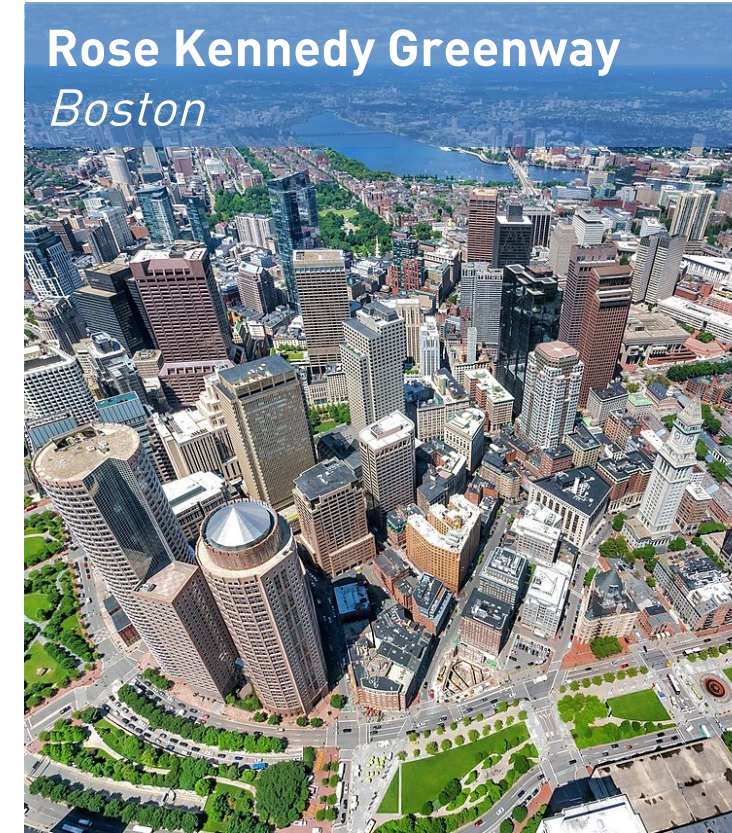
Distributed parks, trails, and public spaces will not only provide a base of amenities, but will also drive meaningful real estate value premiums and overall development feasibility and absorption.



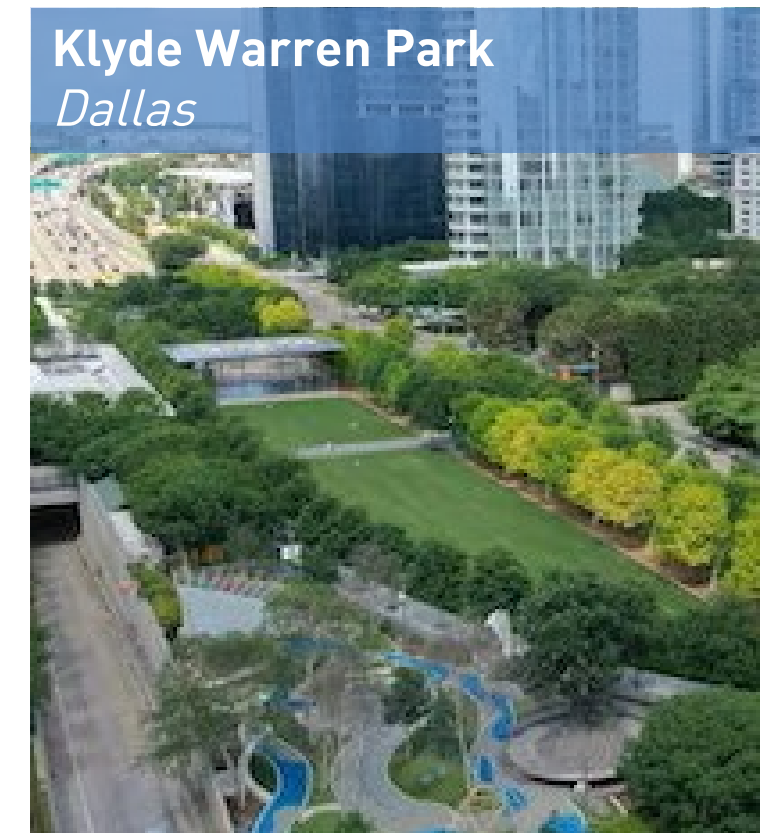
**40-60%**  
**value premium**  
on trail-adjacent blocks



**30-40%**  
**value premium**  
on trail-adjacent blocks



**50-90%**  
**value premium**  
within ¼-mile radius



**40%+**  
**value premium**  
on park-adjacent blocks

# WATERFRONT CONDITIONS - BIG IDEAS

## PUBLICLY ACCESSIBLE WATERFRONT

Provide continuous waterfront connectivity by offering diverse open space experiences such as parks, plazas, promenades, boardwalks, and marinas, promoting a sense of discovery and providing exclusive opportunities to interact with the river, interior lake, and canals.

## INTIMATE & ACTIVE CANALS

Various opportunities for a mix of private, semi-public, and public building and open space programs to engage the canals across the island and provide an authentic experience exclusive to Panther Island.

## CANAL LINKAGES & DISTRICT STORMWATER STRATEGIES

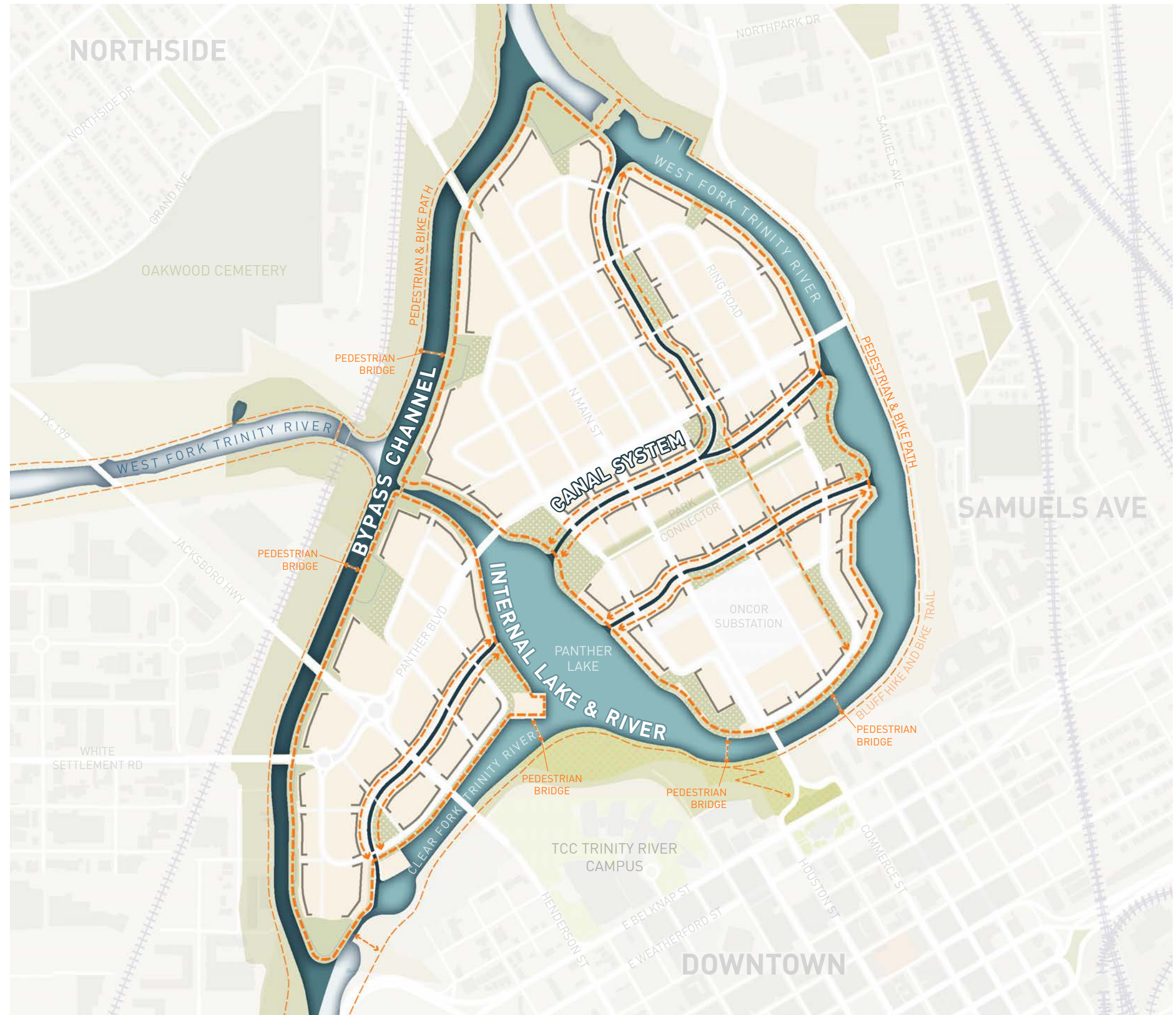
The canals serve as linear pedestrian spines, simultaneously functioning as stormwater retention systems, while providing distinctive waterfront experiences that enhance connectivity, access, and fulfill infrastructure requirements throughout the district, linking open spaces and the riverfront.

## DESTINATION INTERIOR "PANTHER LAKE"

One-of-a-kind opportunity to provide a large water body adjacent to downtown Fort Worth that becomes a regional attraction for water-based activities, engagement, and visually captivating attractions.

## BYPASS CHANNEL & PARKS

Open space offerings on both sides of the bypass channel provides an opportunity to connect to adjacent neighboring districts and Panther Island. Public realm spaces include a large linear greenspace along the western levee edge and an urban promenade along Panther Island eastern edge connecting several pocket neighborhood parks.



# WATERFRONT CONDITIONS - CHARACTER & EXPERIENCES



# ROAD NETWORK - BIG IDEAS

## MORE EFFICIENT & CONNECTED ROAD NETWORK WITH HIERARCHY OF STREETS

Re-routing select roadways to promote a more seamless and interconnected network across the district and to surrounding neighborhoods. Provide various street typologies with a goal of putting pedestrians first and creating safe, engaging, and intimate street environments and experiences.

## A TRANSIT-MINDED TEXAS MAIN STREET

Opportunity to create an authentic Texas Main Street with high capacity transit in mind.

## 'GREEN STREET' @ 4th STREET

Unique shopping & dining street with tree alley promenade connecting major east-west greenspaces together.

## REIMAGINED EAST-WEST PANTHER BLVD

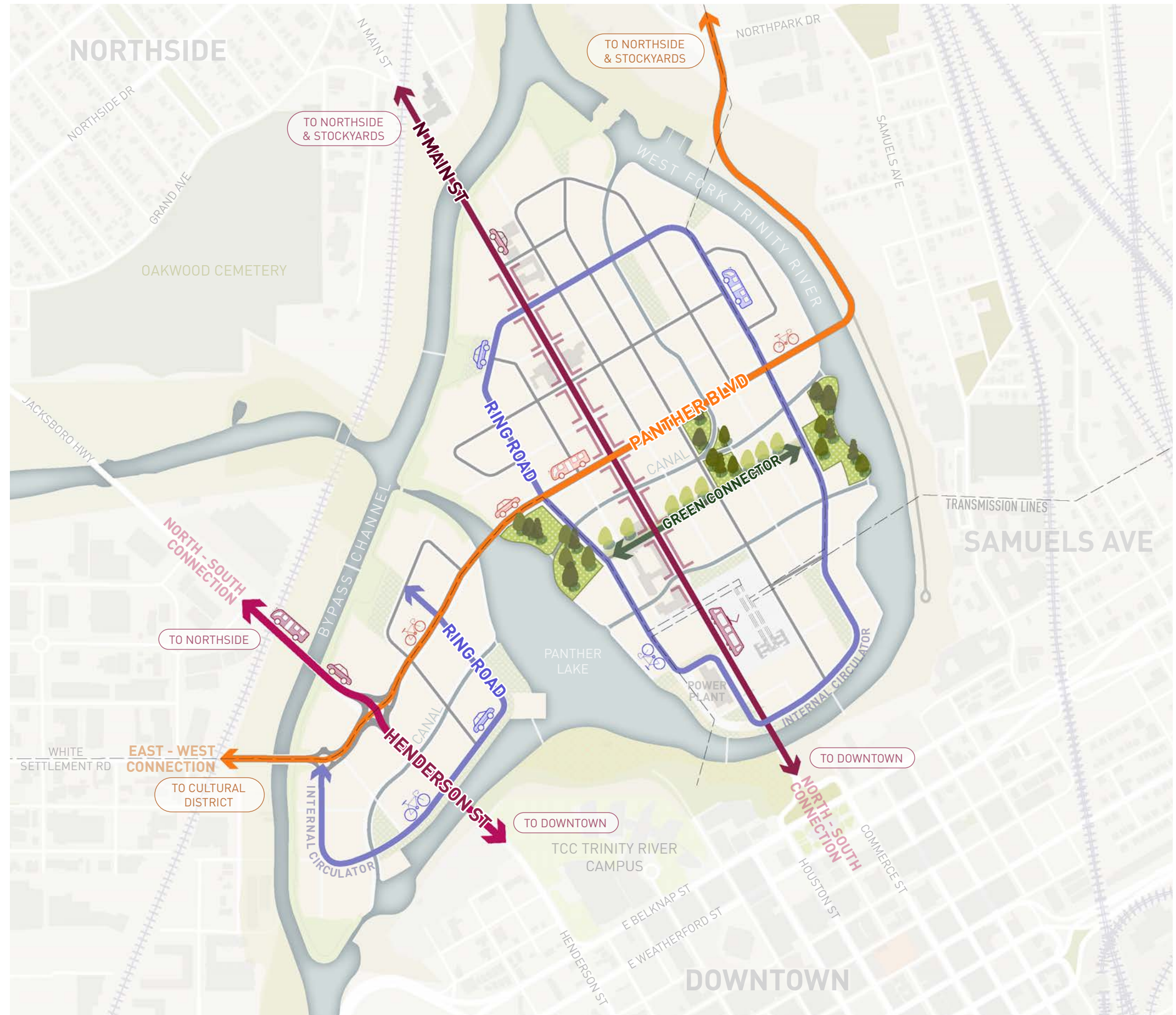
A relocated urban boulevard efficiently connecting north and south islands together with its surrounding neighborhoods.

## INTERNAL RING ROADS

Promotes connectivity internal to north & south island with access to riverfront open spaces and opportunities for mobility.

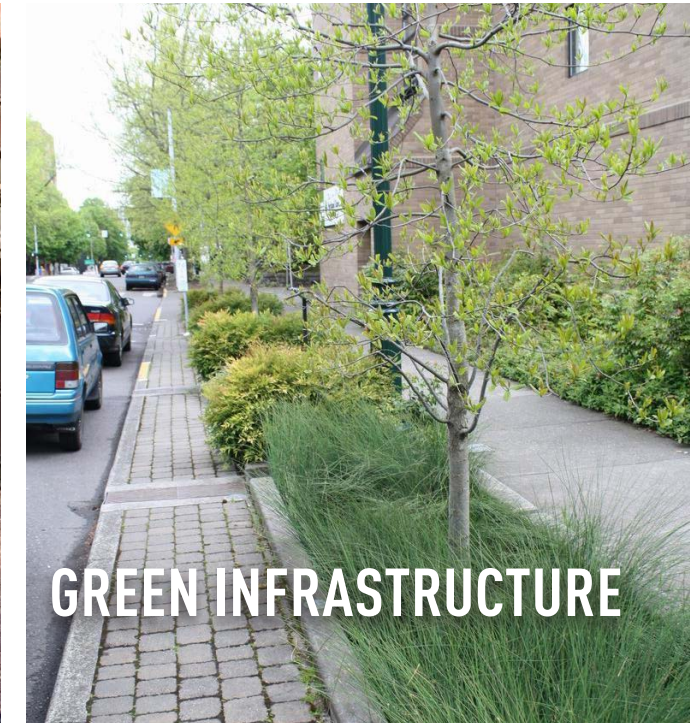
## PEDESTRIAN & MOBILITY ORIENTED STREETS

Streets are designed for people with comfortable sidewalks, adequate tree planting, street parking, and ability to provide bike and transit access.





# ROAD NETWORK - CHARACTER & EXPERIENCES



# TRANSIT NETWORK - BIG IDEAS

## A TRANSIT ORIENTED DEVELOPMENT

An equitable, compact, walkable, pedestrian-oriented, mixed-use community centered around high quality and capacity public transportation.

## N-S-E-W CONNECTION TO SURROUNDING NEIGHBORHOODS

Multiple transit options through buses, high capacity transit, and mobility loops increase connectivity to and from the district and adjacent communities.

## HIGH CAPACITY TRANSIT OPTION

Opportunity to provide a high capacity transit spine running north-south from Downtown to Stockyards and Northside Station along North Main St. or parallel corridor, to be determined through a future alternative analysis.

## MOBILITY CIRCULATORY

Promote public transportation connectivity internal to the north island community with access to riverfront open spaces.

## RE-BRANDED ROUTE 15 BUS LINE

Current plans by Trinity Metro to re-brand the Route 15 bus line aesthetically to encourage use and clear route destination from Downtown to the North along N Main Street.



# TRANSIT NETWORK - CHARACTER & EXPERIENCES



**BRANDED BUSES**



**BUS RAPID TRANSIT**



**MULTI-MODAL ACCESS**



**BIKE STATIONS**



**AUTONOMOUS TRANSIT**

**MOBILITY CIRCULATOR**



**TRANSIT BOULEVARD**



**LOCAL CULTURE**

**TROLLEY**



**HIGH CAPACITY TRANSIT**

**PEDESTRIAN FRIENDLY STATIONS**

# PEDESTRIAN NETWORK - BIG IDEAS

## A WALKABLE & PEOPLE SCALED DISTRICT

A human scaled district with core values of accessibility and inclusion connected through streets, canals, and pedestrian corridors with access to open space and waterfronts.

## PUBLICLY ACCESSIBLE WATERFRONT

Continuous connectivity along the water front through various engaging open space experiences like parks, plazas, promenades, boardwalks and marinas, promoting a sense of discovery.

## NORTH-SOUTH PEDESTRIAN SPINE

Unique pedestrian oriented corridor connecting north-south open spaces, downtown, TCC campus, and waterfront across on the north island with multiple experiences along various public spaces and canals.

## MID-BLOCK CONNECTIONS

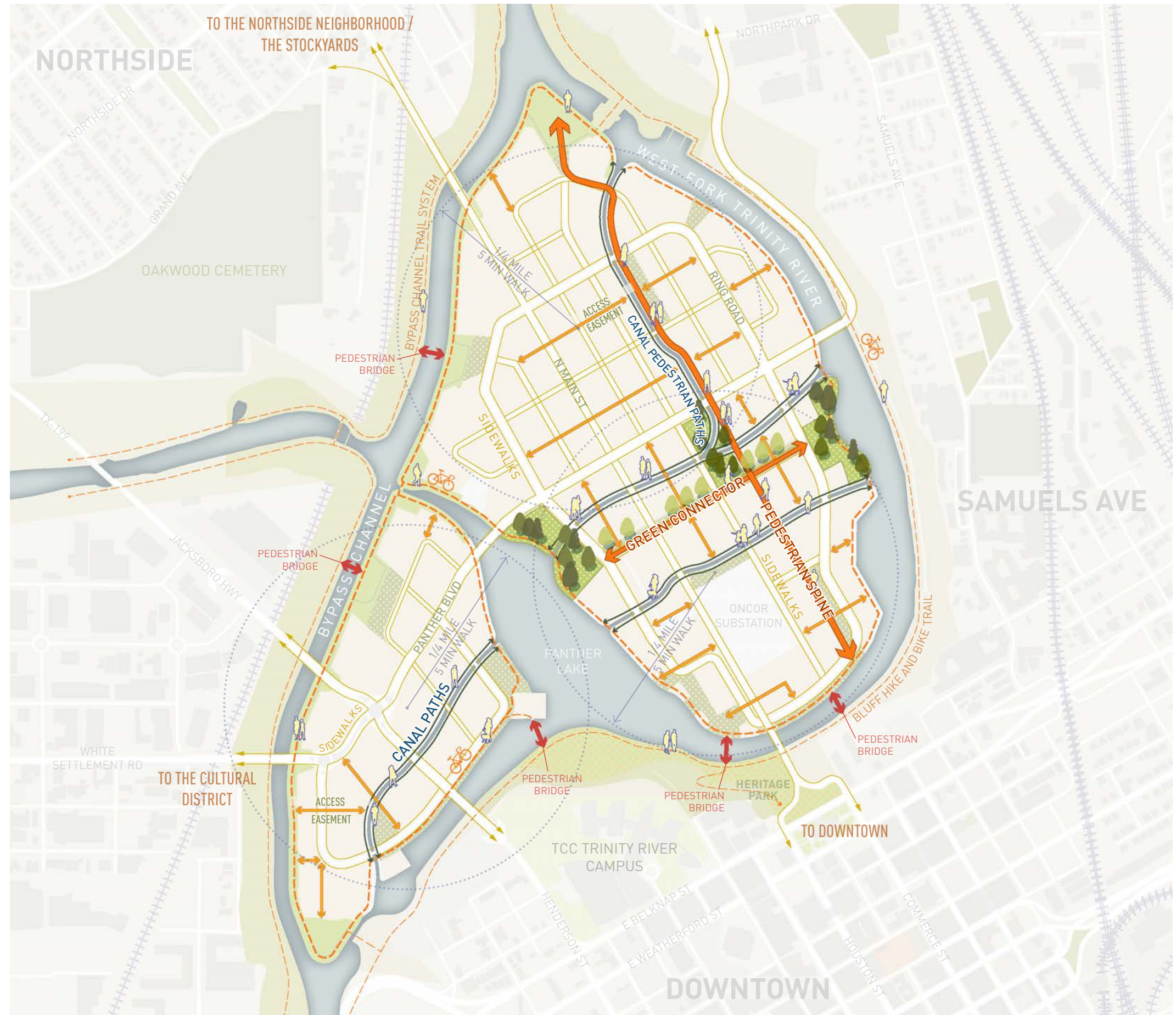
Promoting pedestrian scaled blocks by breaking down large block lengths by providing connectivity through alleyways, paseos, and pedestrian connections to better accommodate development.

## CANAL & OPEN SPACE LINKAGES

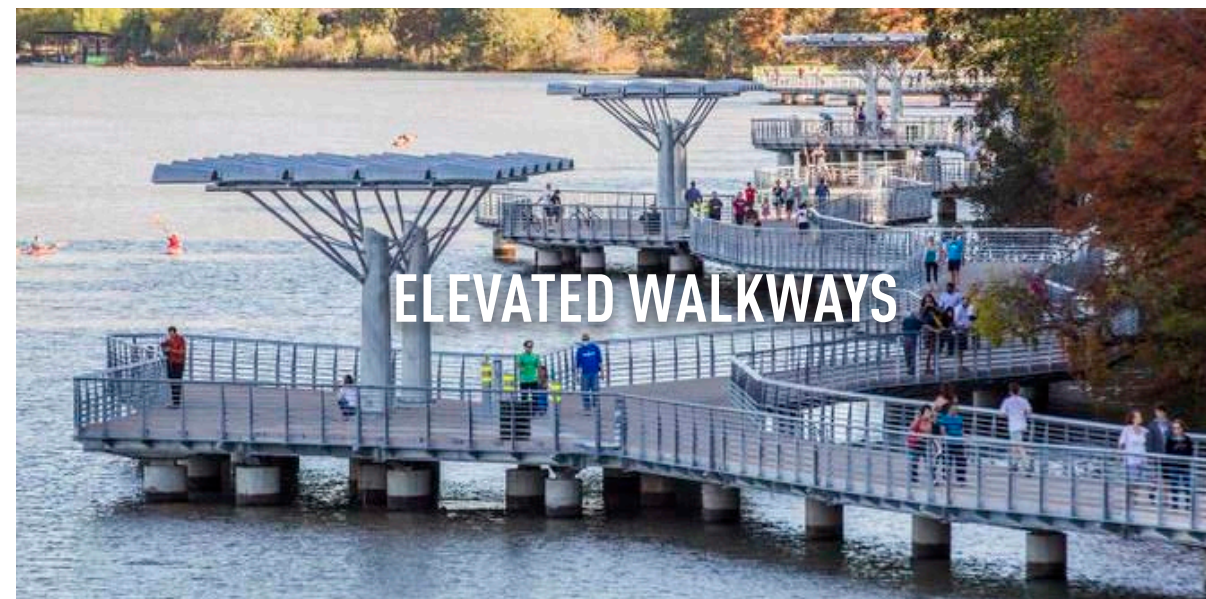
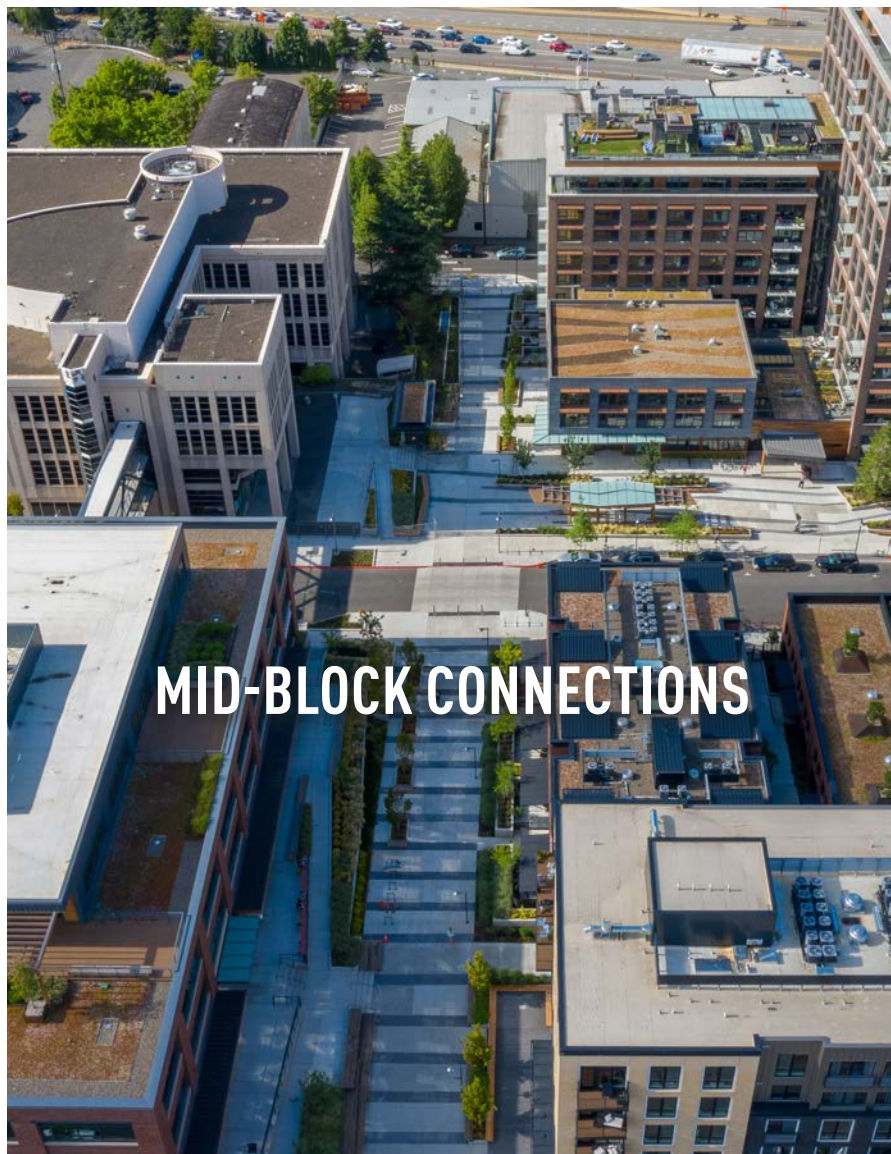
Canals act as linear pedestrian spines with unique waterfront experiences promoting connectivity and access across the district to open spaces and riverfront. 'Green Connector' is a tree alley promenade that provides an east-west pedestrian friendly connection to large riverfront open spaces.

## PEDESTRIAN BRIDGES & ACCESS TO SURROUNDING NEIGHBORHOODS

Future pedestrian bridges promote access to Downtown and Northside community along the Bypass Channel riverfront greenspace.



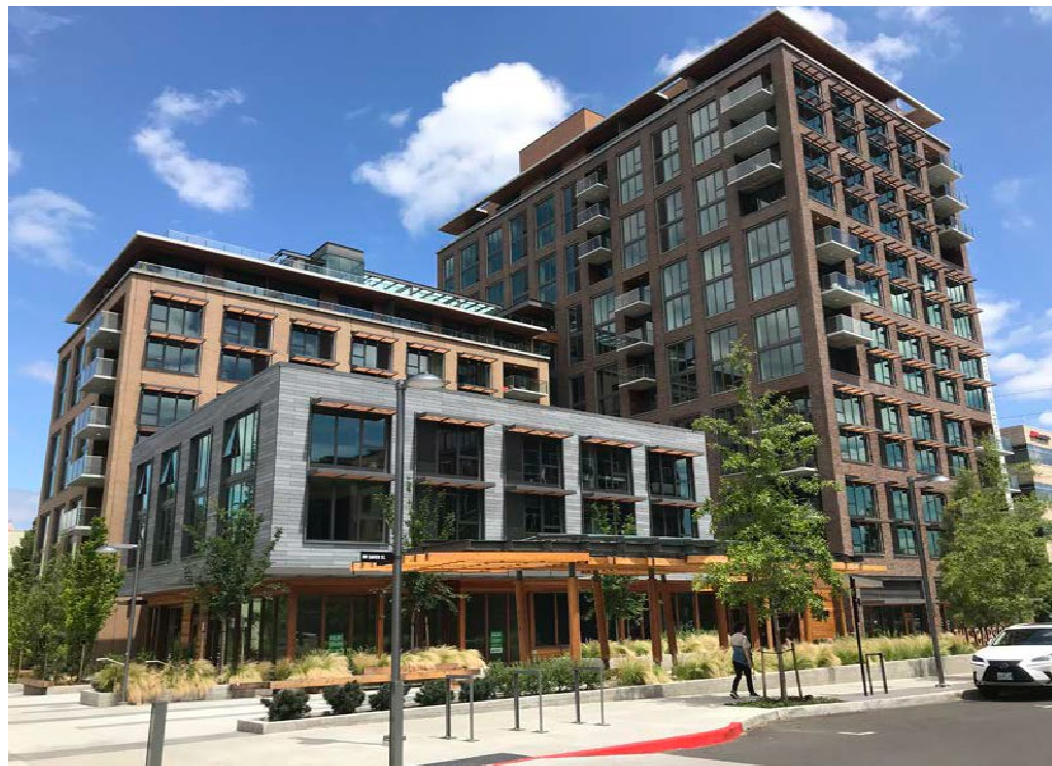
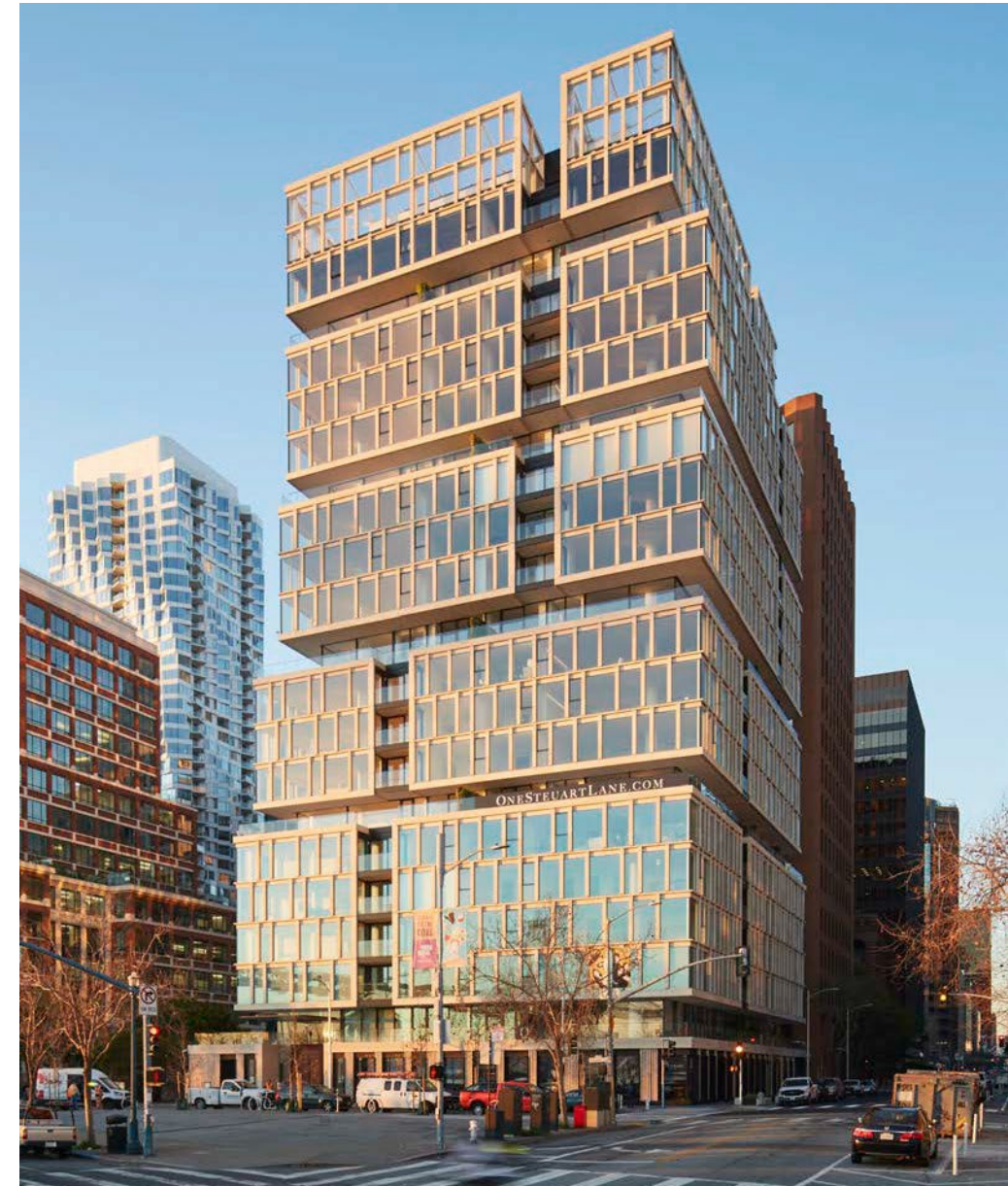
# PEDESTRIAN NETWORK - CHARACTER & EXPERIENCES



# PROGRAM & DENSITY ON PANTHER ISLAND

The island will feature a mix of:

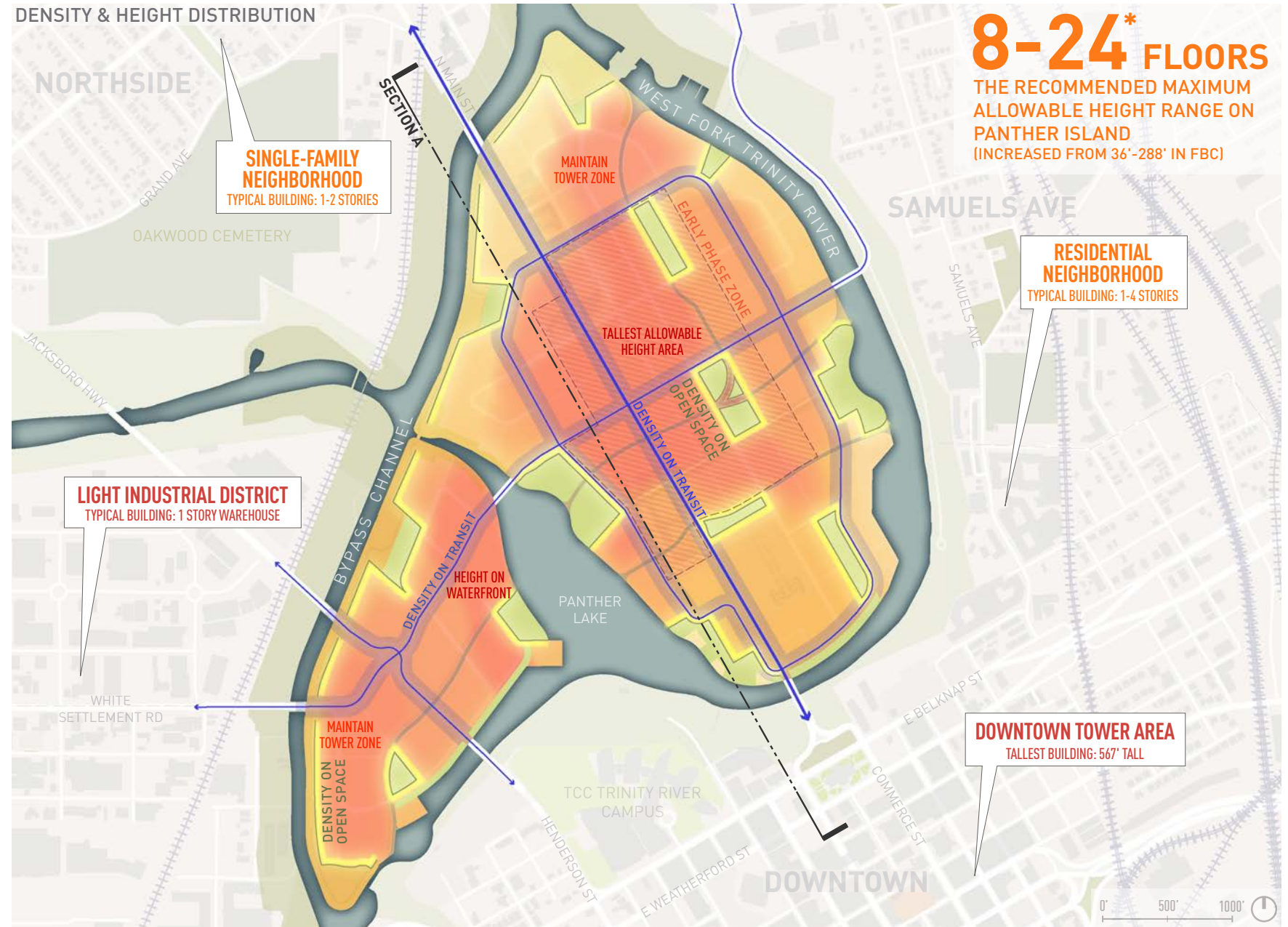
- Residences
- Offices
- Restaurants
- Stores
- Grocery
- Spaces for art
- Places for music
- Schools
- Gyms
- Libraries
- Other attractions and venues to foster activity



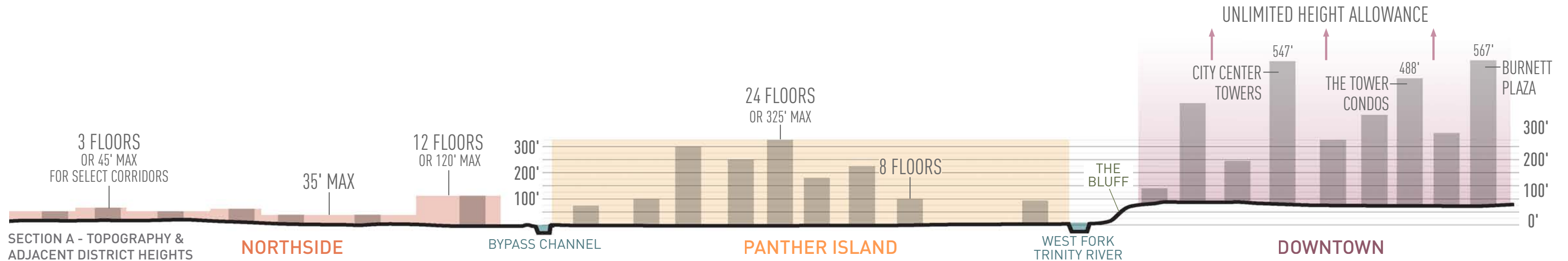
# HEIGHT AND DENSITY

Recommendations to updating the Form-Based Code for height and density:

- Consider less rigid approach to height zones from original code
- Locate height adjacent to transit corridors, stations, select open spaces and Panther Lake waterfront
- Be sensitive to residential neighbors by transitioning height down towards the north and eastern edges
- Maintain tower zones from original form-based code
- Provide views of Tarrant County Courthouse and Panther Lake and consider views from Downtown to the islands



\*MAX HEIGHT: 24 FLOORS OR 325' WHICHEVER IS LESS



# DEVELOPMENT ZONES

Large-scale projects such as Panther Island require patience, long-term collaboration, and commitment to implement a shared vision.

## ■ ZONE 1

### CONSTRAINTS:

- Area of the island within the levee system that can be developed early using existing utility infrastructure.
- Land ownership is a mix of public and private.

### IMPACT:

- Generate energy along N Main St, marking the first "four corners" of new development at the intersection of Main Street and 4th Street.
- High-impact, low investment option for the first phase of development on the island.

## ■ ZONE 3

### CONSTRAINTS:

- Highest concentration of existing buildings, some of which potentially have historical significance. Almost all privately owned.

### IMPACT:

- Culmination of potential near-term development within the levee system, infusing significant energy into N Main Street and contributing to the comprehensive growth of the area

## ■ ZONE 2

### CONSTRAINTS:

- Poised for near-term development, contingent on the installation of the new wastewater main and canal construction.
- To meet stormwater detention needs, several new canal segments will need to be constructed.

### IMPACT:

- Connects additional canals and generates public space activity interior to the district with two new open space offerings along the canal system.

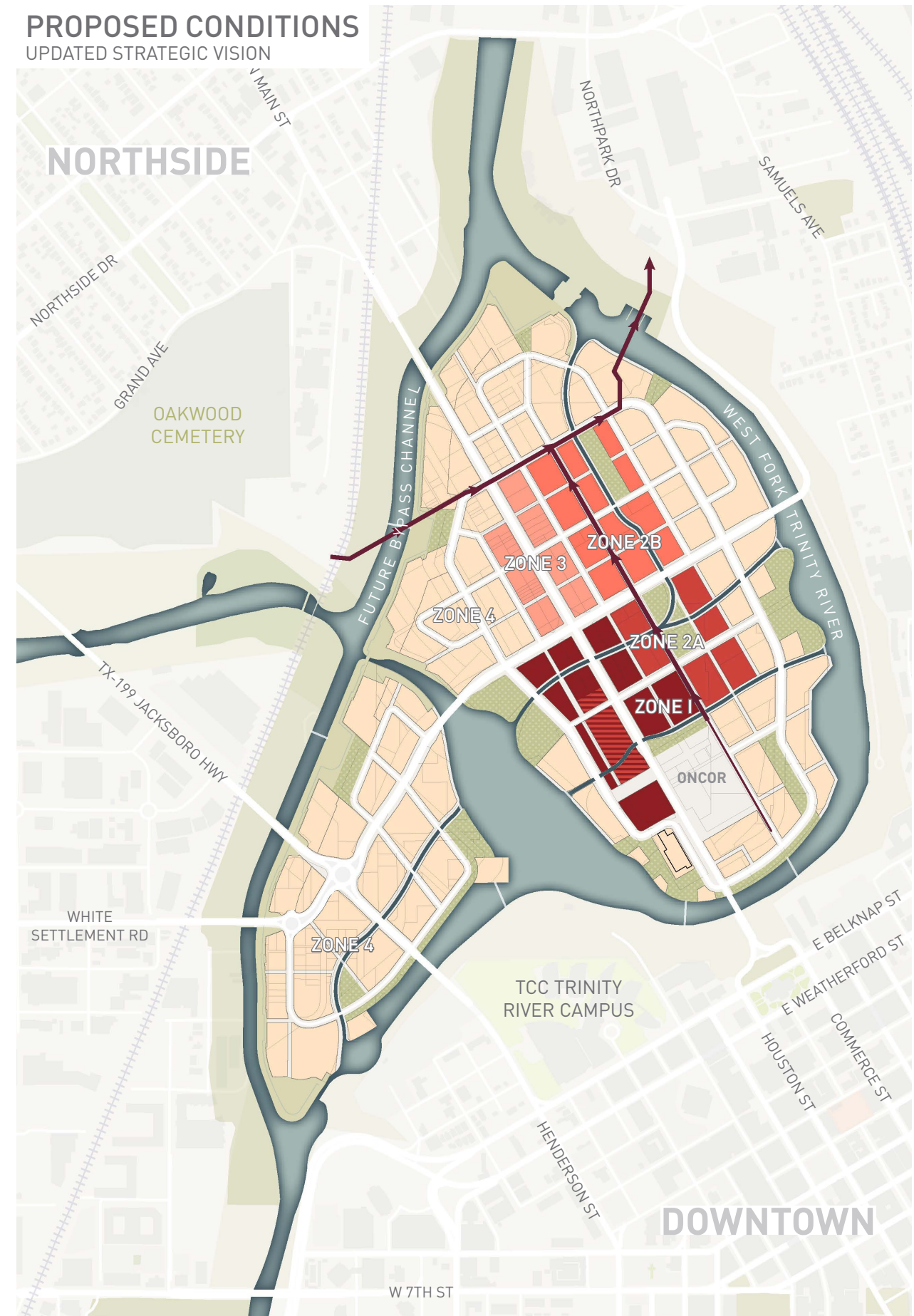
## ■ ZONE 4

### CONSTRAINTS:

- All development parcels within Panther Island unavailable for development until the levees are dismantled

### IMPACT:

- Will introduce the major waterfront open spaces, the redevelopment of the power plant site, and the establishment of Fort Worth's deep connection to the waterfront.





## EQUITABLE DEVELOPMENT: PRECEDENT TOOLS & POLICIES FOR CONSIDERATION

The redevelopment of Panther Island has the potential to offer immense economic and social benefits to Fort Worth but also increases the potential for unintended consequences on surrounding communities, making the early and proactive implementation of equitable development strategies essential.

Goals	Example Tools & Strategies
<p><b>Maximize local participation</b> throughout the process of developing Panther Island and maximize local presence and benefit in the final development.</p>	<ul style="list-style-type: none"><li>• Business equity requirements</li><li>• Local vendor and small business opportunities</li><li>• Worker training partnerships</li><li>• 'Formula business' restrictions</li></ul>
<p><b>Support the vibrancy</b> and stability of surrounding neighborhoods and <b>mitigate displacement.</b></p>	<ul style="list-style-type: none"><li>• Legacy business programs</li><li>• Tax exemption awareness programs in surrounding neighborhoods</li><li>• Affordable and workforce housing requirements</li></ul>
<p><b>Welcome everyone to Panther Island.</b></p>	<ul style="list-style-type: none"><li>• Equitable development criteria for design and development team selection</li><li>• Cultural and historic representation through signage and wayfinding</li><li>• Diverse representation in project governance</li></ul>

# FUNDING & FINANCING

We looked at a myriad of funding sources and mechanisms, involving both public and private entities, that can be employed to address Panther Island’s needs and support economic development efforts.

**Budget Allocation**  
*City of Fort Worth,  
Tarrant County*

**City/County Bond**  
*City of Fort Worth,  
Tarrant County*

**Developer Capital Contributions**  
*Developers*

**Federal Infrastructure Funding Opportunities**  
*City of Fort Worth,  
Tarrant County*

**Fees**  
*Developers*

**Philanthropic Contributions**  
*TBD*

**Private Land Contribution**  
*Private Landowners,  
in conjunction with development partners*

**Public Land Sale/ Lease Proceeds**  
*City of Fort Worth, TCC, TRWD*

**State Funding Opportunities**  
*City of Fort Worth,  
Tarrant County,  
State of Texas*

**Tax Increment Financing**  
*City of Fort Worth*

## GOVERNANCE & COORDINATING STRUCTURE

Governance solutions will deliver upon a need for streamlined decision-making processes, efficient resource allocation, commitment to vision, and the dedicated authority and attention necessary for the successful long-term execution of the Panther Island project.

Recommendations	Considerations
<p>Establish a new independent entity to <b>steward the implementation of the Panther Island</b> development project, separate from the flood control project.</p>	<p>Potential responsibilities could include:</p> <ul style="list-style-type: none"> <li>• Planning</li> <li>• Infrastructure development management</li> <li>• Land disposition and developer solicitation economic development</li> <li>• Branding and marketing</li> <li>• Community engagement</li> </ul>
<p>The City and TRWD should <b>formalize their partnership through an interlocal agreement</b></p>	<p>Govern who pays for and completes:</p> <ul style="list-style-type: none"> <li>• Infrastructure work</li> <li>• Land disposition</li> <li>• Design review and approval, especially for early phase infrastructure projects</li> </ul>
<p><b>Establish an operating public improvement district (PID).</b></p>	<p>Funds and manages operations and maintenance for:</p> <ul style="list-style-type: none"> <li>• Parks, public space, and canal public realm</li> <li>• Clean and safe functions across Panther Island</li> <li>• Potentially unique ongoing/capital maintenance needs related to Panther Island infrastructure and water recreation</li> </ul>
<p>Charge an organization (e.g., an independent 501c3) to be <b>responsible for overseeing programming and activation of public space</b> and other operational responsibilities.</p>	<ul style="list-style-type: none"> <li>• TRWD should have an ongoing and long-term role in the underlying ownership, operations, and maintenance</li> <li>• New entity could assume responsibilities for marketing, programming, and fundraising</li> </ul>

# IMPLEMENTATION PATHWAY

We recommend organizing the immediate efforts ahead into four separate but deeply coordinated efforts.

## **Tactical Planning for Zone 1 Infrastructure and Real Estate Development**

- Development Strategy and Economics
- Developer Solicitation
- Infrastructure Costing
- Landowner Engagement
- Zone 1 Planning, Urban Design, and Zoning

## **Infrastructure Design and Delivery**

- Street and Road Design
- Transit / Transportation Planning
- Wastewater System Design and Procurement
- Costing
- Infrastructure Funding Strategy

## **Architecture, Public Realm Design, and Planning**

- Form-Based Code Update
- Panther Island Green Space and Public Space Master Plan
- Architectural Design Guidelines
- Canal Design Guidelines

## **Governance Planning and Organizational Implementation**

- Organizational Planning
- Board and Staff Recruitment
- Creation of Governance Entity and Operating PID

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STRATEGIES

# Appendix



# ACKNOWLEDGMENTS

PANTHER ISLAND EXECUTIVE SUMMARY

## PUBLIC SECTOR & CIVIC PARTNERS



### STEERING COMMITTEE

ANDY TAFT *DOWNTOWN FORT WORTH, INC.*  
DAN BUHMAN *TARRANT REGIONAL WATER DISTRICT*  
DAVID COOKE *CITY OF FORT WORTH*  
ELVA LEBLANC *TARRANT COUNTY COLLEGE*  
G.K. MAENIUS *TARRANT COUNTY*  
KENNETH BARR *REAL ESTATE COUNCIL OF GREATER FORT WORTH*  
RICHARD ANDRESKI *TRINITY METRO*  
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### K-STRATEGIES

COMMUNITY ENGAGEMENT

WIL MURPHY *VICE PRESIDENT*  
DEAVON COLLINS *ASSOCIATE VICE PRESIDENT*

### SALCEDO GROUP

CIVIL ENGINEERING

LUIS SALCEDO, PE, RPLS *OWNER*

# FUNDING & FINANCING

Different funding mechanisms, involving both public and private entities, can be employed to address Panther Island’s needs or to support economic development efforts.

Source	Entities	Definition and Considerations
Budget Allocation	City of Fort Worth Tarrant County	The City and/or County can designate a portion of the annual municipal budget to fund necessary capital projects. It is likely limited as a capital source given the scale of costs and requires greater understanding of political and fiscal realities.
Capital Public Improvement District (C-PID)	City of Fort Worth	C-PID enables the expenses associated with capital projects in a defined area to be assigned to and covered by the landowners who directly benefit from these improvements. This system establishes a revenue stream that can be leveraged for initial infrastructure investments, necessitating owner approval and contributing to an increase in the overall cost of ownership. A cost-benefit analysis would need to be undertaken to assess the potential impact of adopting a capital PID on development feasibility.
City/County Bond	City of Fort Worth Tarrant County	Municipal bonds represent a type of debt issued by a local government to secure funding for capital projects. Investors acquire these bonds, supplying the municipality with immediate capital for the implementation of these projects. The City and/or County undertakes the obligation to reimburse bondholders, along with interest, over a predetermined timeframe. The issuance of City bonds involves considerations such as assessing bond capacity, existing allocations, and navigating political considerations.
Developer Capital Contributions	Developers	Developers are required to allocate capital towards necessary infrastructure.
Federal Infrastructure Funding Opportunities*	City of Fort Worth Tarrant County	The City and/or County may consider applying for federal funding programs, such as Building Resilient Infrastructure and Communities (BRIC) funds, EPA’s Water Infrastructure Finance and Innovation Act (WIFIA) program, and the Federal Highway Administration’s Transportation Alternatives Program.
Fees	Developers	Developers will be obligated to pay fees to public entities in return of using the infrastructure such as wastewater or canal network.
Philanthropic Contributions	TBD	Contributions from local nonprofits with an interest in Panther Island and the riverfront (e.g. Streams and Valleys) along with other local and regional foundations or civic organizations can be a potential source for certain water-oriented projects and public space development. Should other similar nonprofits be in place to support development and/or operations of the island’s green spaces, they can be a similar source of grants and gifts.
Private Land Contribution	Private Landowners	Landowners may contribute their property as equity or in-kind, minimizing the capital needed by developers. Motivated owners are essential for voluntary contributions, while public entities might explore land swaps for strategic advantages.
Public Land Sale/Lease Proceeds	TRWD, TCC, City of Fort Worth	The sale and ground lease of public land offer a means to generate revenue for infrastructure or other project expenses. For instance, TRWD could allocate proceeds from land transactions to fund the expansion of the canal system. The scale and timing of these initiatives will hinge on market dynamics.
Statewide Funding Opportunities*	City of Fort Worth Tarrant County	The City and/or County may consider applying for State flood mitigation funding programs, such as the Clean Water State Revolving Fund (CWSRF) and the Flood Infrastructure Fund (FIF). These programs offer financial assistance for activities related to planning, acquisition, design, and construction of wastewater, reuse, and stormwater infrastructure. They may also utilize Texas Parks and Wildlife grant funding to support recreation.
Tax Increment Financing (TIF)	City of Fort Worth	TIF is a public financing method that involves earmarking future increases in property tax revenue to fund infrastructure within that designated area. Typically, TIF is a key resource for infrastructure or development incentives. However, the Trinity River Vision TIF District, which encompasses Panther Island, which is set to sunset in 2054 or earlier, is fully obligated to repay flood control costs at an 80% capture rate through 2054.

\* Information provided above only covers a portion of the available funding opportunities at both the State and Federal levels. To apply for these programs, additional discussions are necessary for eligibility and requirements.

# PROJECT GOVERNANCE & COORDINATING STRUCTURE

## PANTHER ISLAND DEVELOPMENT AND OPERATION ORGANIZATIONAL RESPONSIBILITIES

Below are initial recommendations on the allocation of responsibilities with respect to the economic development of Panther Island. Responsibilities largely pertain to considerations for development, disposition, and public infrastructure.

Topic	Responsibility	Development Lead	Development Support	Operating Lead	Operating Advisee
Public Land Disposition and Development Key Considerations – phasing & timing, value maximization, commitment to vision, incentives, zoning, development partners	Land Use Regulation & Design Oversight	City	New Organization ( <i>Development Oversight</i> ); TRWD	N/A	N/A
	Land Disposition	New Organization ( <i>Development Oversight</i> )	TRWD	N/A	N/A
	Developer Solicitation, Selection	New Organization ( <i>Development Oversight</i> )	City, TRWD, TCC	New Organization ( <i>Development Oversight</i> )	-
	Attracting Investment	New Organization ( <i>Development Oversight</i> )	City; County	New Organization ( <i>Development Oversight</i> )	City; County
Public Infrastructure – Flood Control Key considerations – construction management, stormwater planning, risk management, phasing	Canals	TRWD	City	TRWD	New Organization ( <i>Parks &amp; Public Spaces</i> )
	Water Quality	TRWD	City	TRWD	-
Public Infrastructure – Green Space Key considerations – capital development, capital maintenance, phasing, operation & maintenance, programming & activation, security, steward public resources, partnerships	Green Space	New Organization	City; TRWD	New Organization ( <i>Parks &amp; Public Spaces</i> )	TRWD; Streams & Valleys
	Water Recreation	TRWD	New Organization ( <i>Development Oversight</i> )	TRWD	-
	Canal Walkways & Access	TRWD	New Organization ( <i>Development Oversight</i> )	New Organization ( <i>Parks &amp; Public Spaces</i> )	TRWD
	Clean & Safe	-	-	New Organization ( <i>Parks &amp; Public Spaces</i> )	-
Public Infrastructure – Mobility & Connectivity Key considerations – commitment to vision, phasing & timing, operations & maintenance	Streets & Roads	City	-	City	-
	Sidewalks	City	New Organization ( <i>Development Oversight</i> )	City	-
	Public Transit	Trinity Metro	-	Trinity Metro	-
Public Infrastructure – Utilities & Other Key considerations – capacity & phasing, coordination with development	Wastewater	City	-	City	-
	Water	City	-	City	-
	Electricity	City, Oncor	-	City, Oncor	-

# FUNDING & FINANCING

Uses	Capital Project Needs	Funding Source Identified	Funding Raised Or Deployed
Site Preparation	Land Acquisition	Y	Completed
	Levee Removal	Y - Waterfront Owners/Developers	Pending Development
Utilities & Core Infrastructure	Wastewater - Branch Lines	Y - Developers	Pending Development
	Wastewater - Main Lines	Y - City	In Process
	Stormwater Laterals	Y - Developers	Pending Development
	Wastewater Connection to Each Property	Y - Developers	Pending Development
	Electricity Service	Y - Developers	Pending Development
	Water - Branch Lines	Y - Developers	Pending Development
Stormwater Infrastructure	Canal Design & Construction	Y - Likely Combination of TRWD Sale/Lease Proceeds and Developers	Pending Land Sales and Development
	Canal Connections from Each Property	Y - Developers	Pending Development
Transportation & Mobility	Road Elevation for Canals	N - Likely Shared Responsibility of City & Developers	No
	Streets & Roads	Y - Likely Combination of City, Regional Partners (i.e., TXDOT and NCTCOG, and Developers	Pending Development
	Sidewalks	Y - Developers	Pending Development
	Streetscape	Y - Developers	Pending Development
	Vehicular Bridges	Y - Transportation Impact Fees	Pending Development
	Pedestrian Bridges	N - Likely Shared Responsibility of TRWD and City	No
Green & Public Space	Public Spaces & Green Spaces	N - Likely Mix of Public, Private, and Philanthropic Sources including TRWD land donation	No

# *LAKE & RIVER'S EDGE CONDITIONS*

*BYPASS CHANNEL CONDITIONS*

*CANAL CONDITIONS*

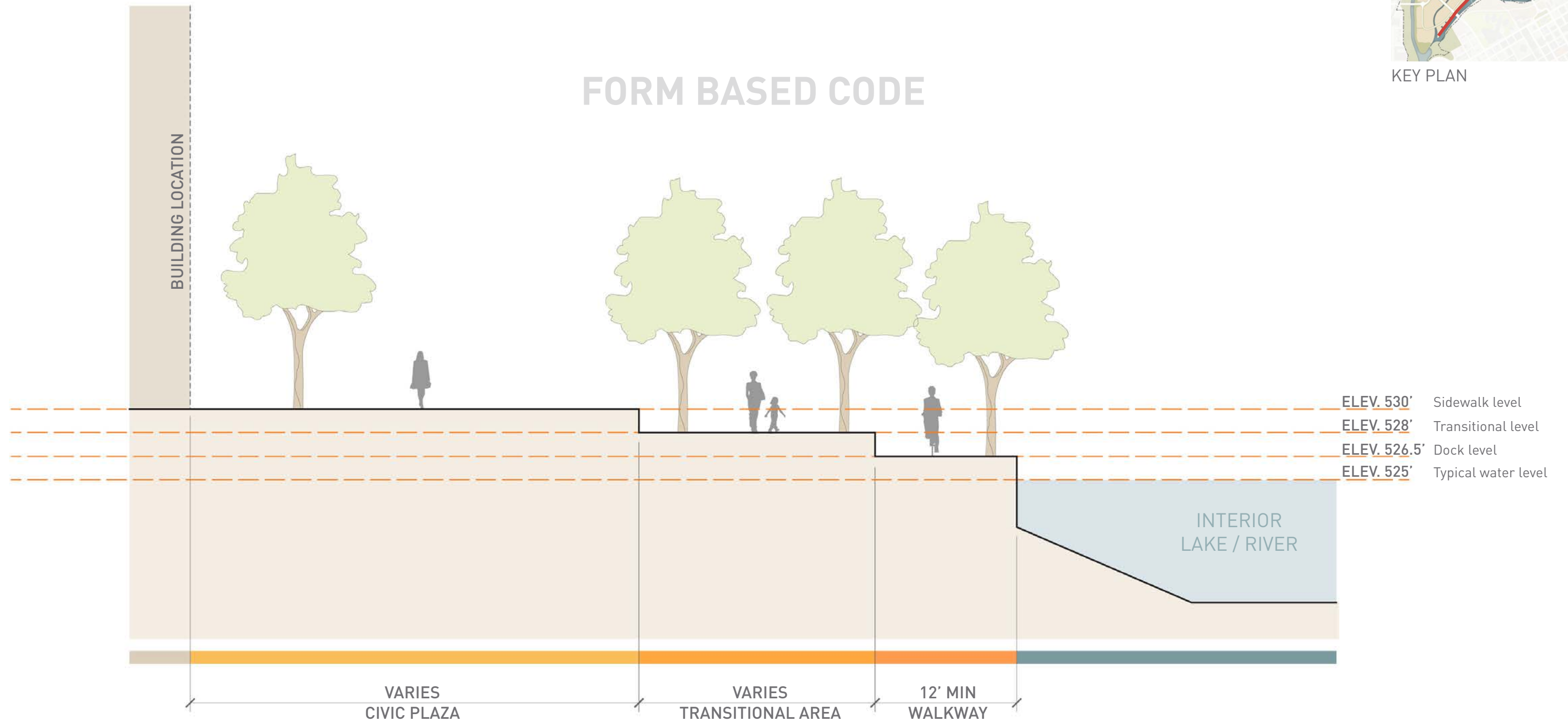
# FORM BASED CODE SECTION - INTERIOR LAKE & RIVER

WATERWAY DESIGN & ACTIVATION



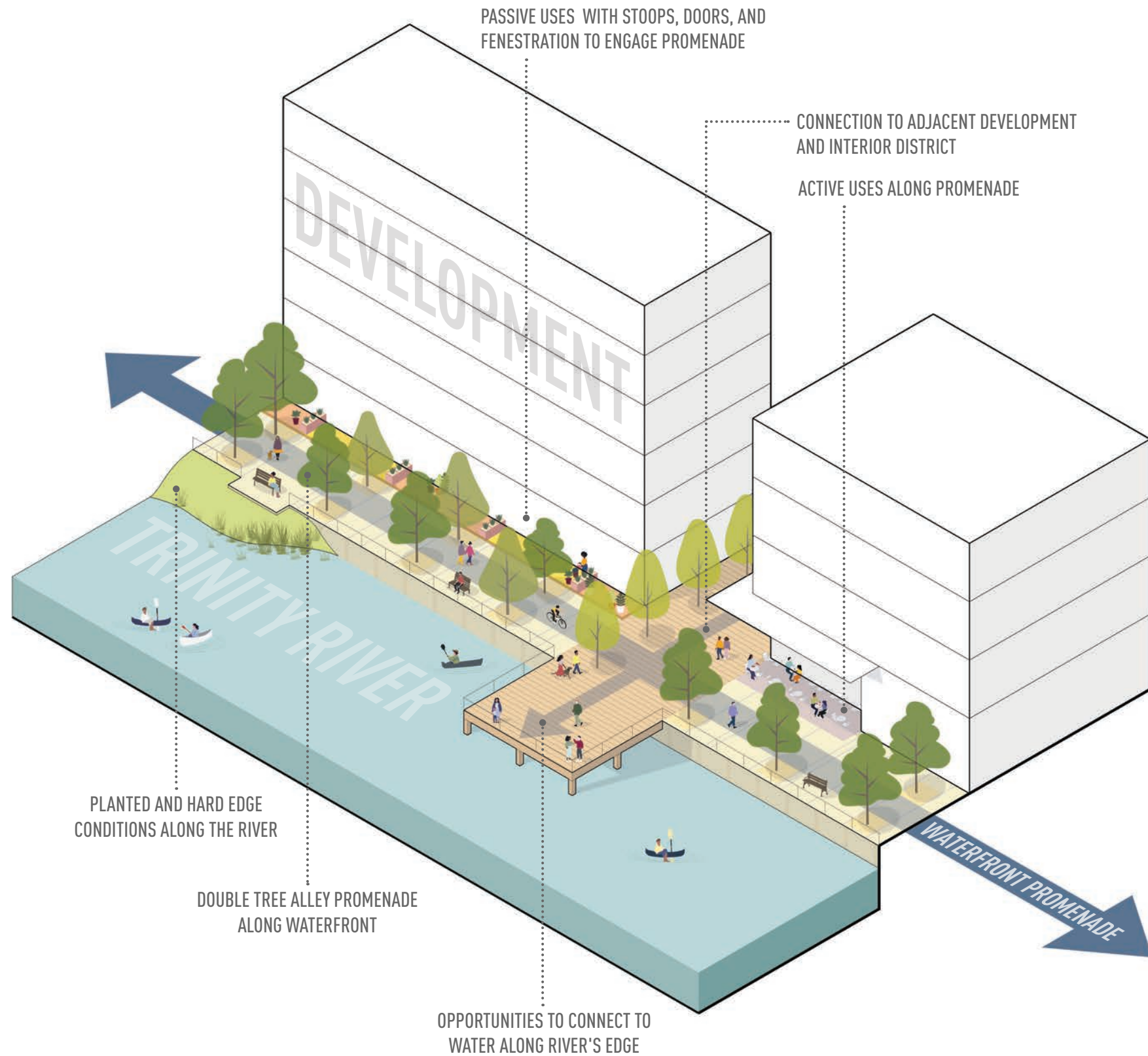
KEY PLAN

## FORM BASED CODE



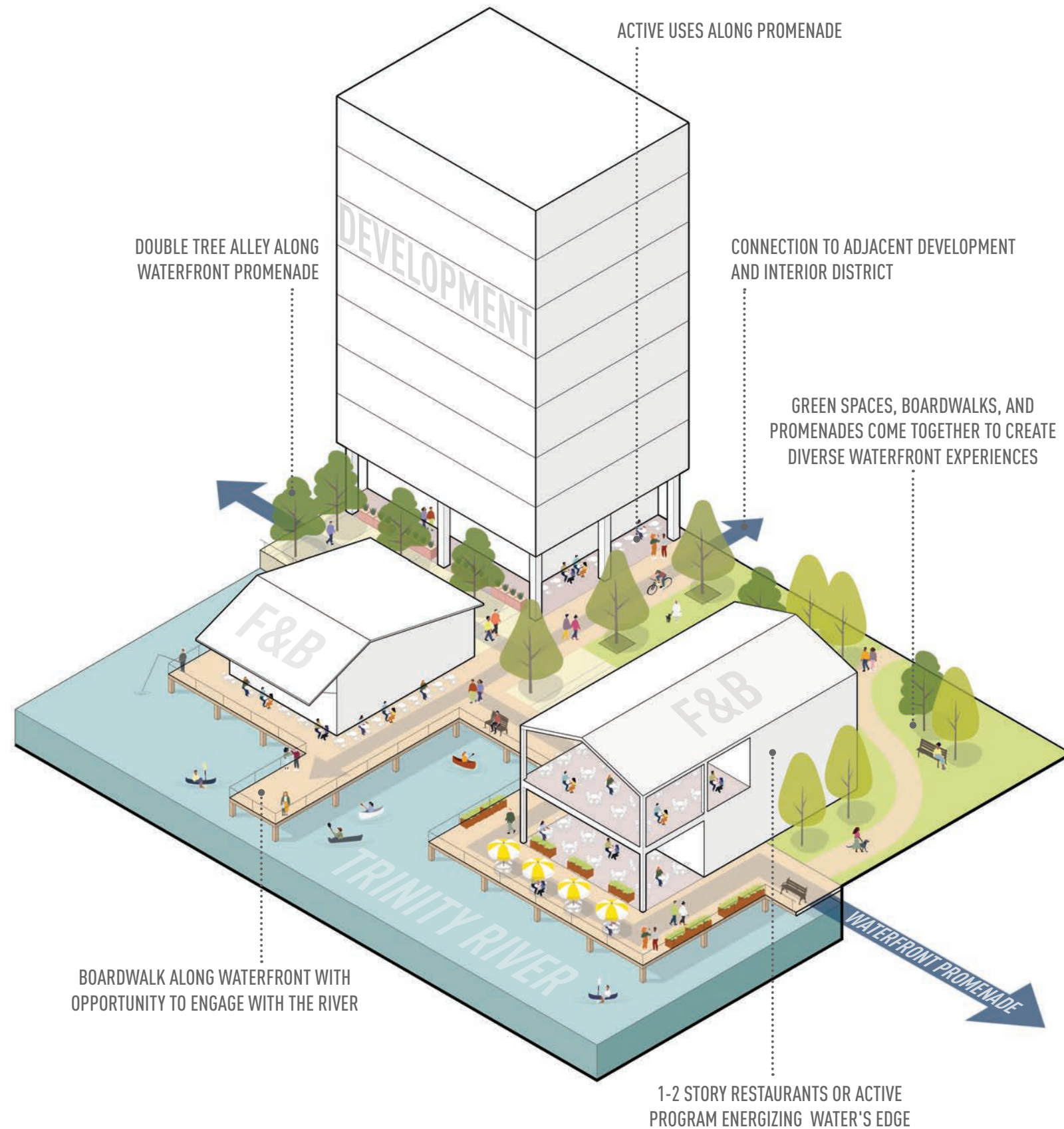
# PROPOSED LAKE / RIVER EDGE TYPOLOGIES - DEVELOPMENT EDGE & PROMENADE

WATERWAY DESIGN & ACTIVATION



# PROPOSED LAKE / RIVER EDGE TYPOLOGIES - BOARDWALK & DEVELOPMENT INTERACTION

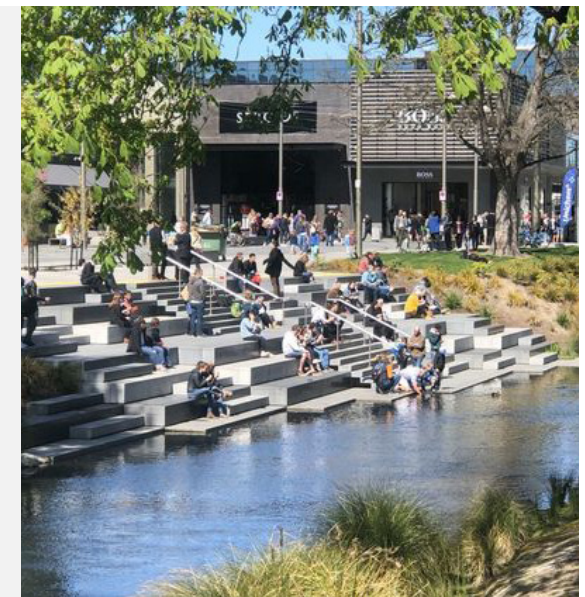
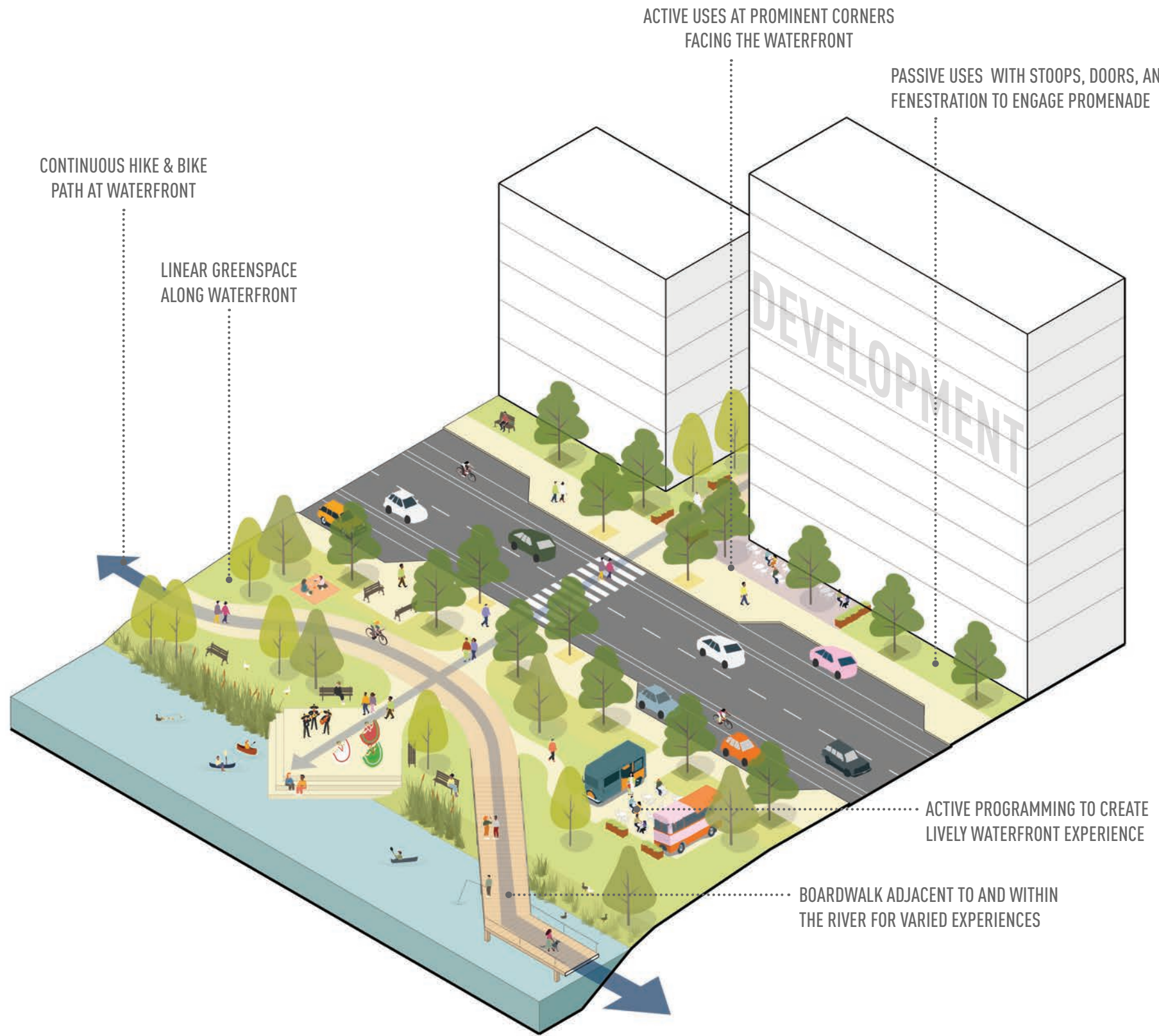
WATERWAY DESIGN & ACTIVATION





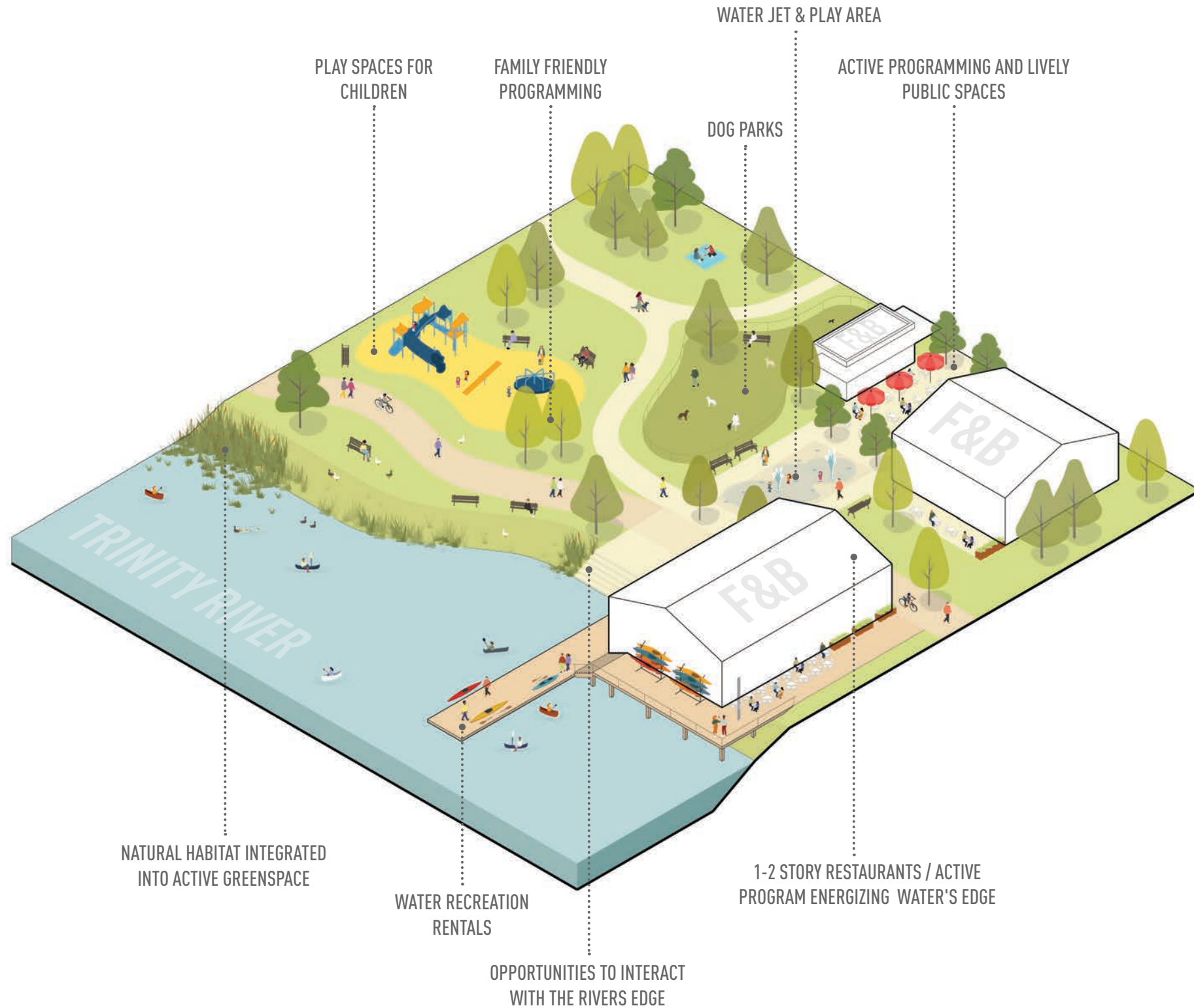
# PROPOSED LAKE / RIVER EDGE TYPOLOGIES - LINEAR OPEN SPACE

WATERWAY DESIGN & ACTIVATION



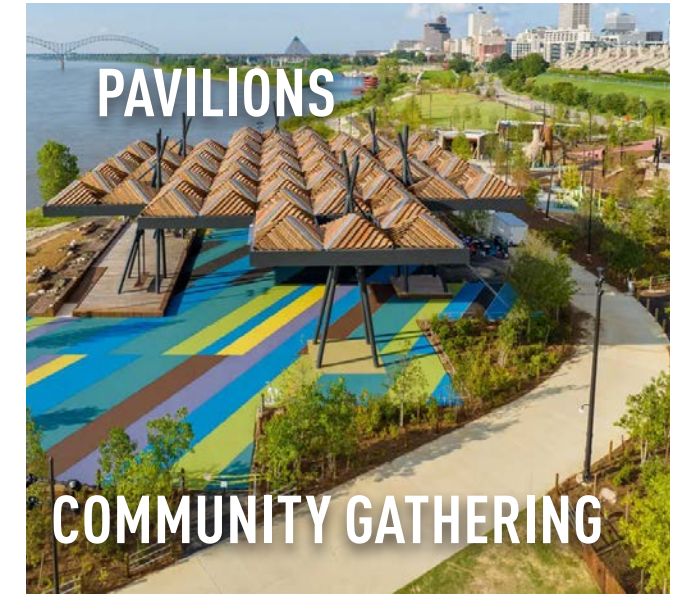
# PROPOSED LAKE / RIVER EDGE TYPOLOGIES - SIGNATURE OPEN SPACE

WATERWAY DESIGN & ACTIVATION



# LAKE AND RIVER - CHARACTER & EXPERIENCES

WATERWAY DESIGN & ACTIVATION



*LAKE & RIVER'S EDGE CONDITIONS*

***BYPASS CHANNEL  
CONDITIONS***

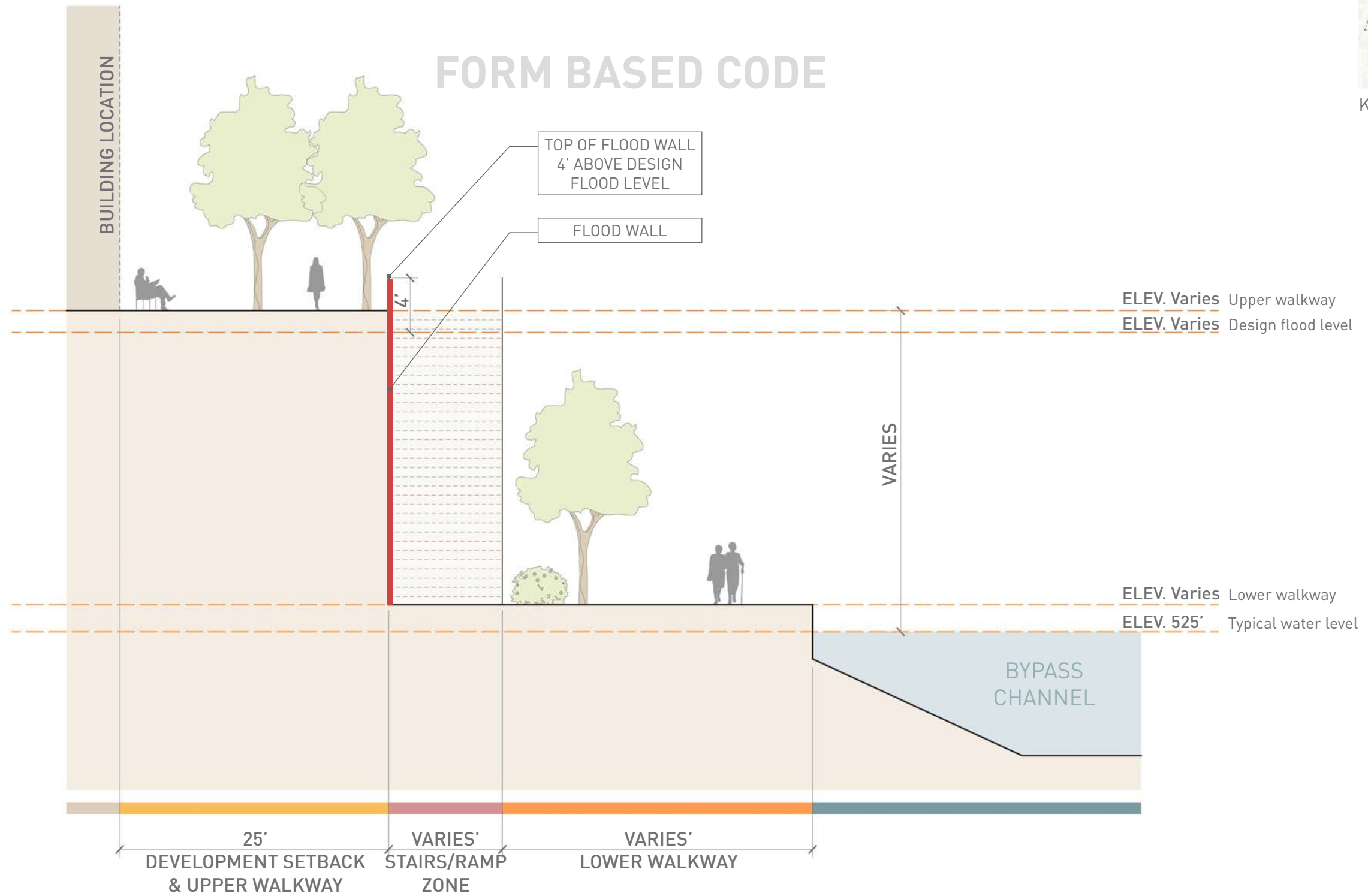
*CANAL CONDITIONS*

# FORM BASED CODE - BYPASS CHANNEL FLOOD WALL EDGE

WATERWAY DESIGN & ACTIVATION

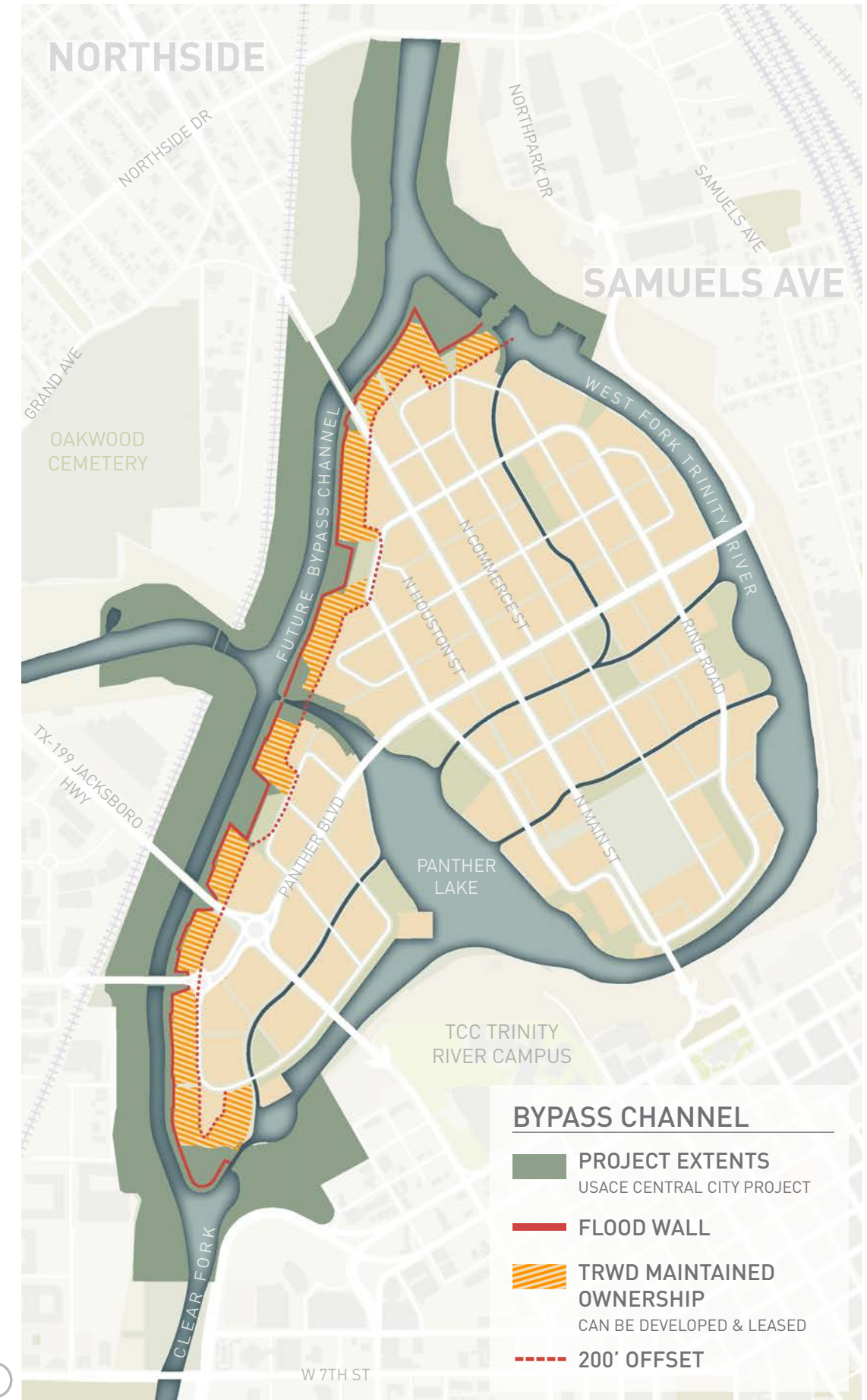
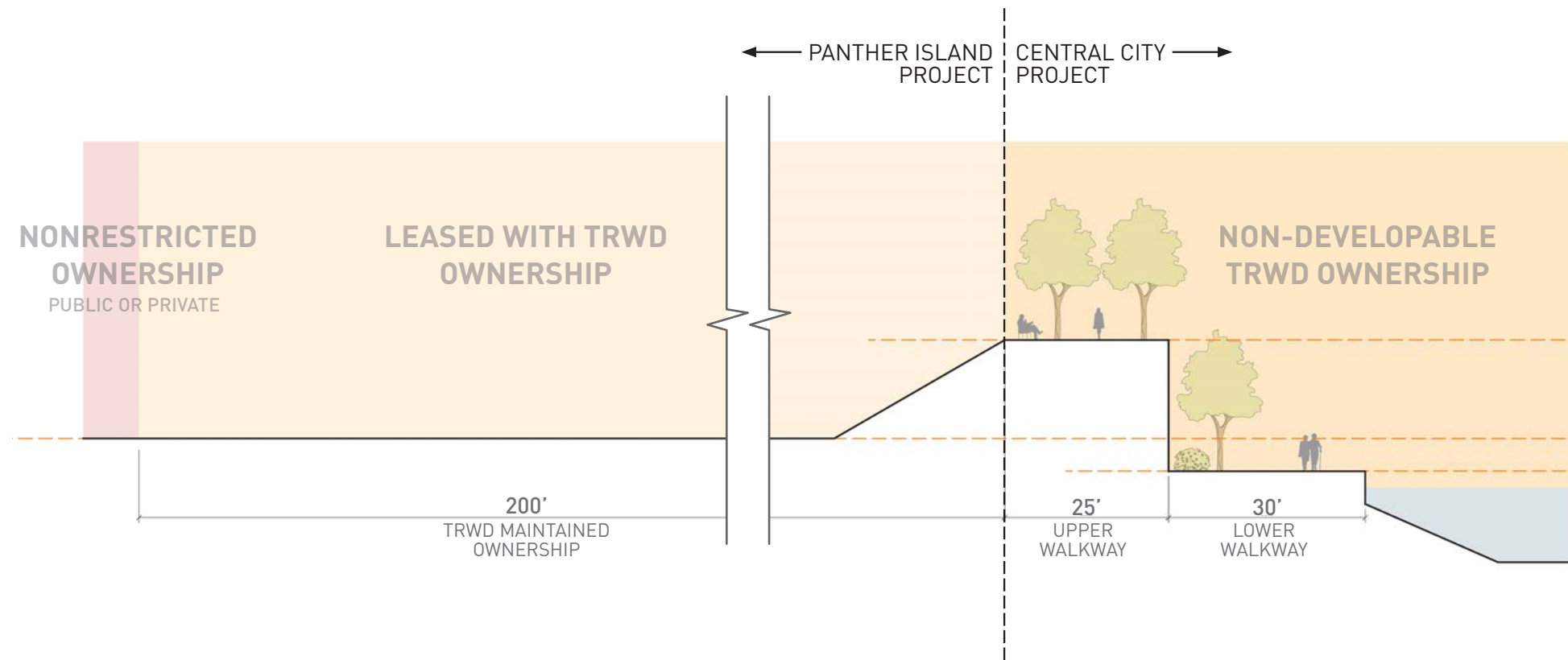


KEY PLAN



# BYPASS CHANNEL - TYPOLOGICAL EDGE CONDITIONS

WATERWAY DESIGN & ACTIVATION



# PROPOSED BYPASS CHANNEL EDGE TYPOLOGIES - ELEVATED PRIVATE COURTYARD WITH PUBLIC ACCESS

## WATERWAY DESIGN & ACTIVATION

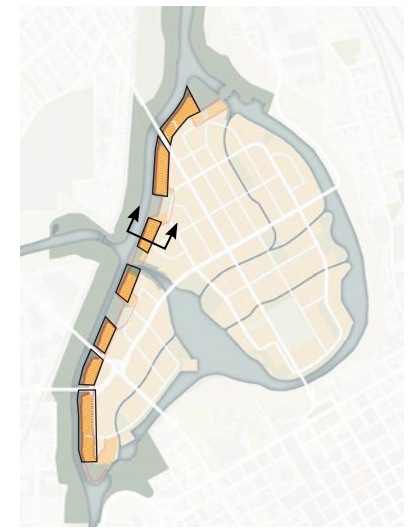
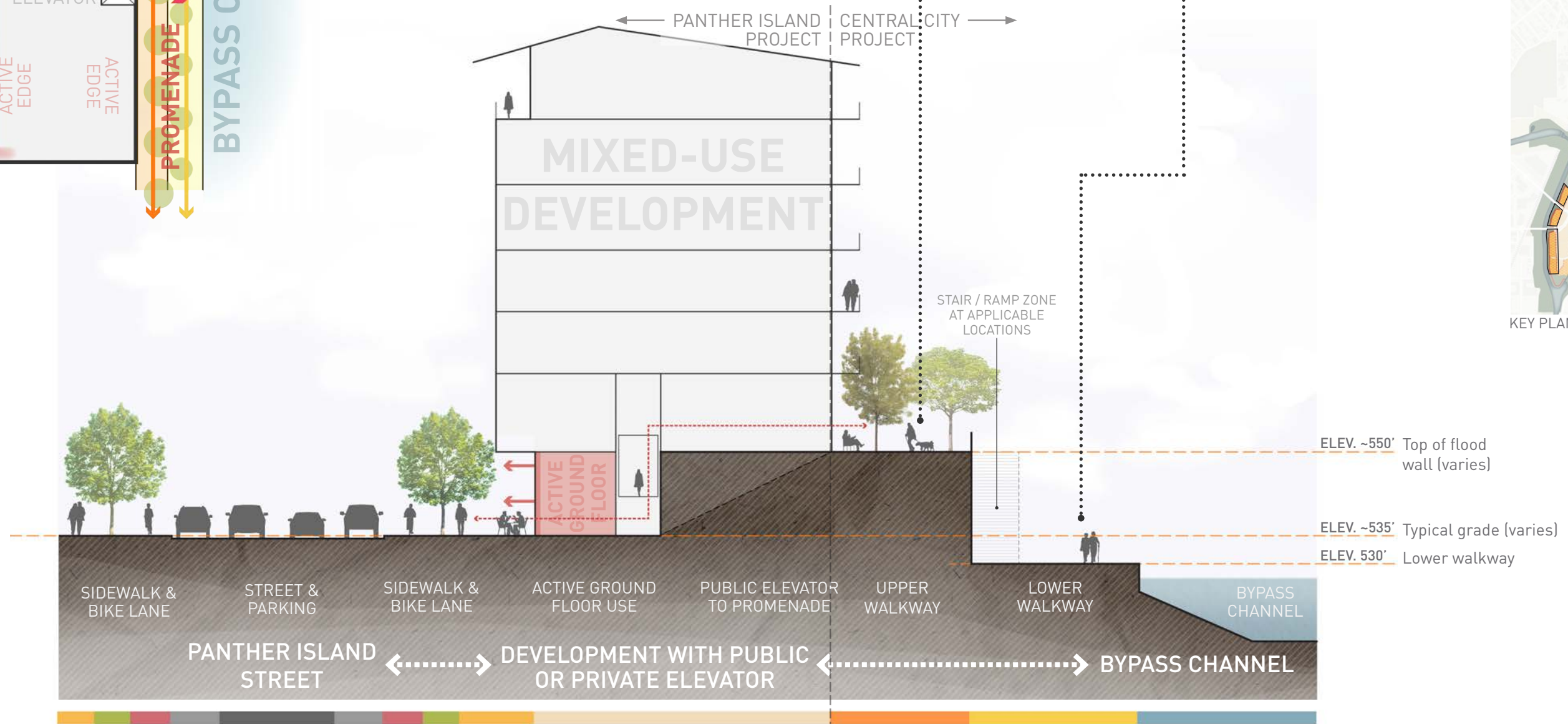
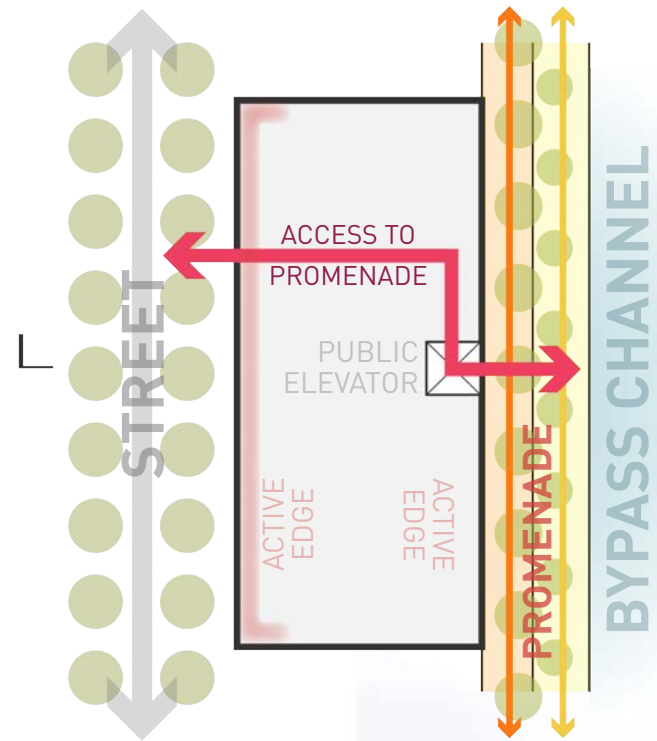
\*CONTENT ON THIS PAGE IS INTENDED TO REPRESENT TYPOLOGICAL CONDITION FOR URBAN DESIGN PURPOSES ONLY. SHOULD NOT BE USED AS A SCALED DRAWING.



# PROPOSED BYPASS CHANNEL EDGE TYPOLOGIES - DEVELOPMENT WITH PUBLIC OR PRIVATE ELEVATOR

## WATERWAY DESIGN & ACTIVATION

\*CONTENT ON THIS PAGE IS INTENDED TO REPRESENT TYPOLOGICAL CONDITION FOR URBAN DESIGN PURPOSES ONLY. SHOULD NOT BE USED AS A SCALED DRAWING.



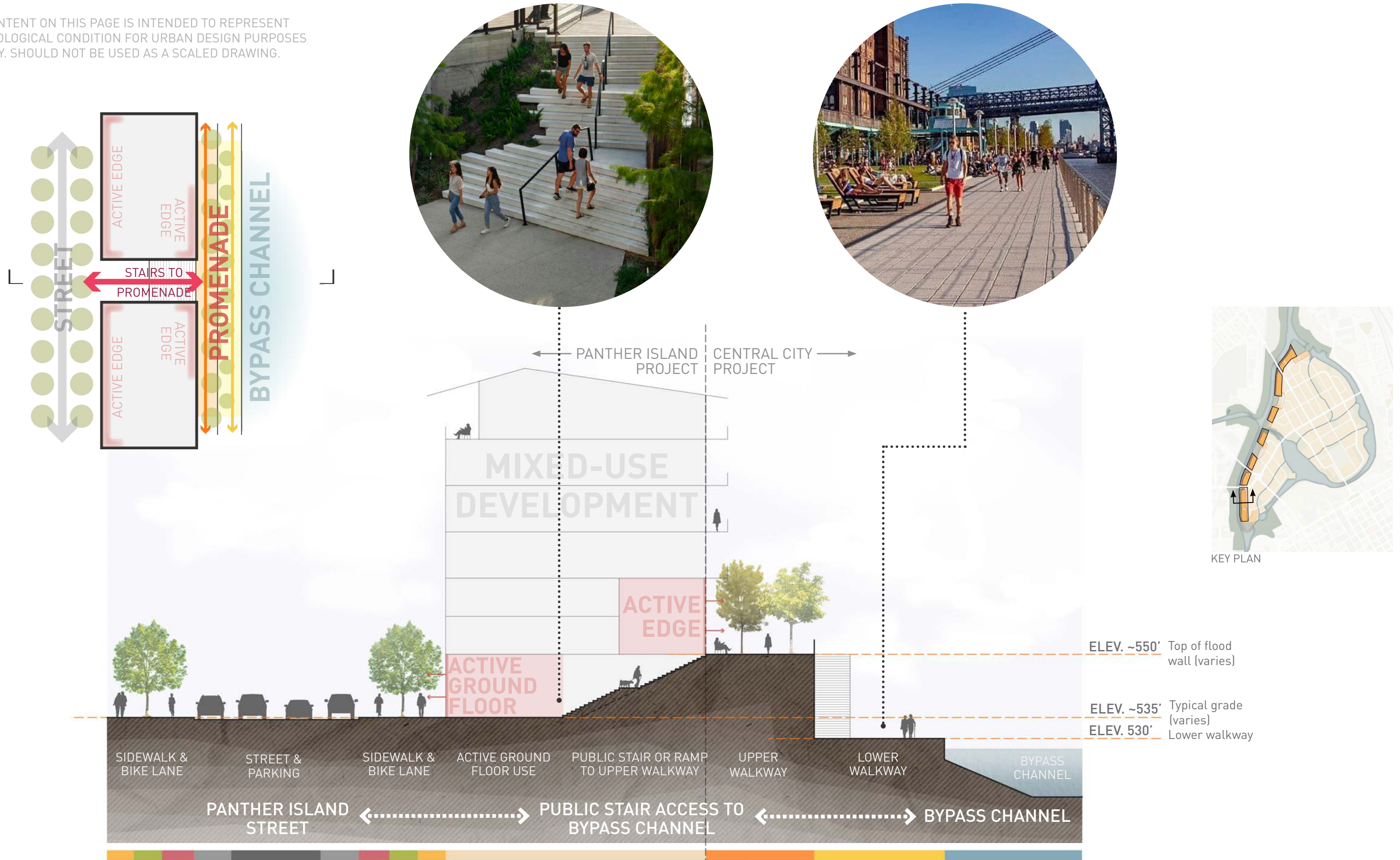
KEY PLAN



# PROPOSED BYPASS CHANNEL EDGE TYPOLOGIES - PUBLIC STAIR ACCESS TO BYPASS CHANNEL

## WATERWAY DESIGN & ACTIVATION

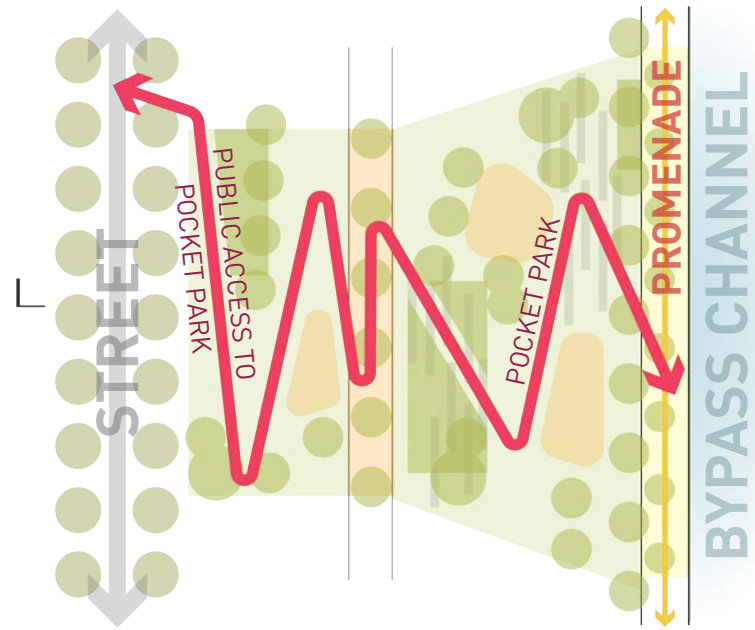
\*CONTENT ON THIS PAGE IS INTENDED TO REPRESENT TYPOLOGICAL CONDITION FOR URBAN DESIGN PURPOSES ONLY. SHOULD NOT BE USED AS A SCALED DRAWING.



# PROPOSED BYPASS CHANNEL EDGE TYPOLOGIES - ACCESS TO BYPASS CHANNEL POCKET PARKS

## WATERWAY DESIGN & ACTIVATION

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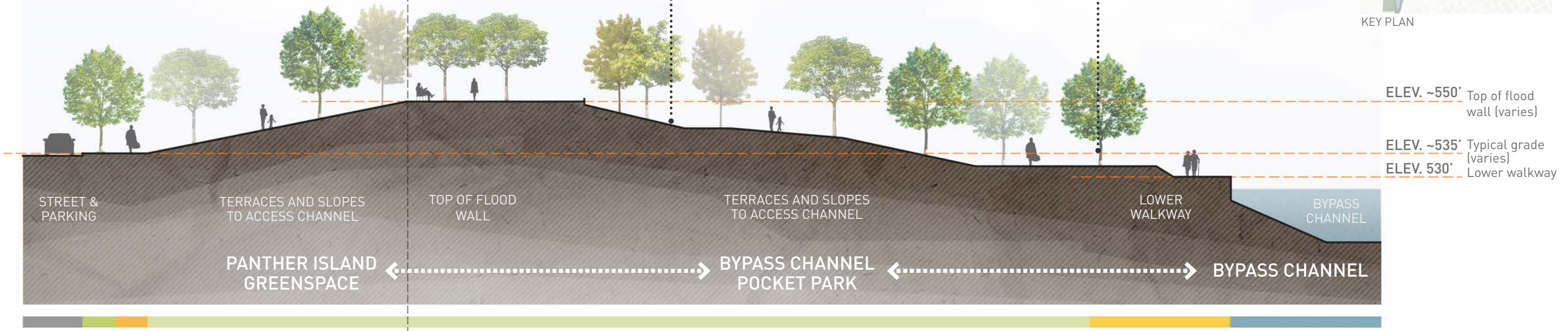
KEY PLAN

← PANTHER ISLAND PROJECT

GREENSPACE PROVIDES LANDSCAPE CONNECTION UP TO THE BYPASS CHANNEL PARK & PROMENADE

CENTRAL CITY PROJECT →

THIS GRAPHIC IS AN APPROXIMATION OF THE FUTURE BYPASS CHANNEL POCKET PARK. DESIGN TO BE PROVIDED BY THE CENTRAL CITY PROJECT.



# BYPASS CHANNEL WATERFRONT CONDITION - CHARACTER & EXPERIENCES

WATERWAY DESIGN & ACTIVATION



*LAKE & RIVER'S EDGE CONDITIONS*

*BYPASS CHANNEL CONDITIONS*

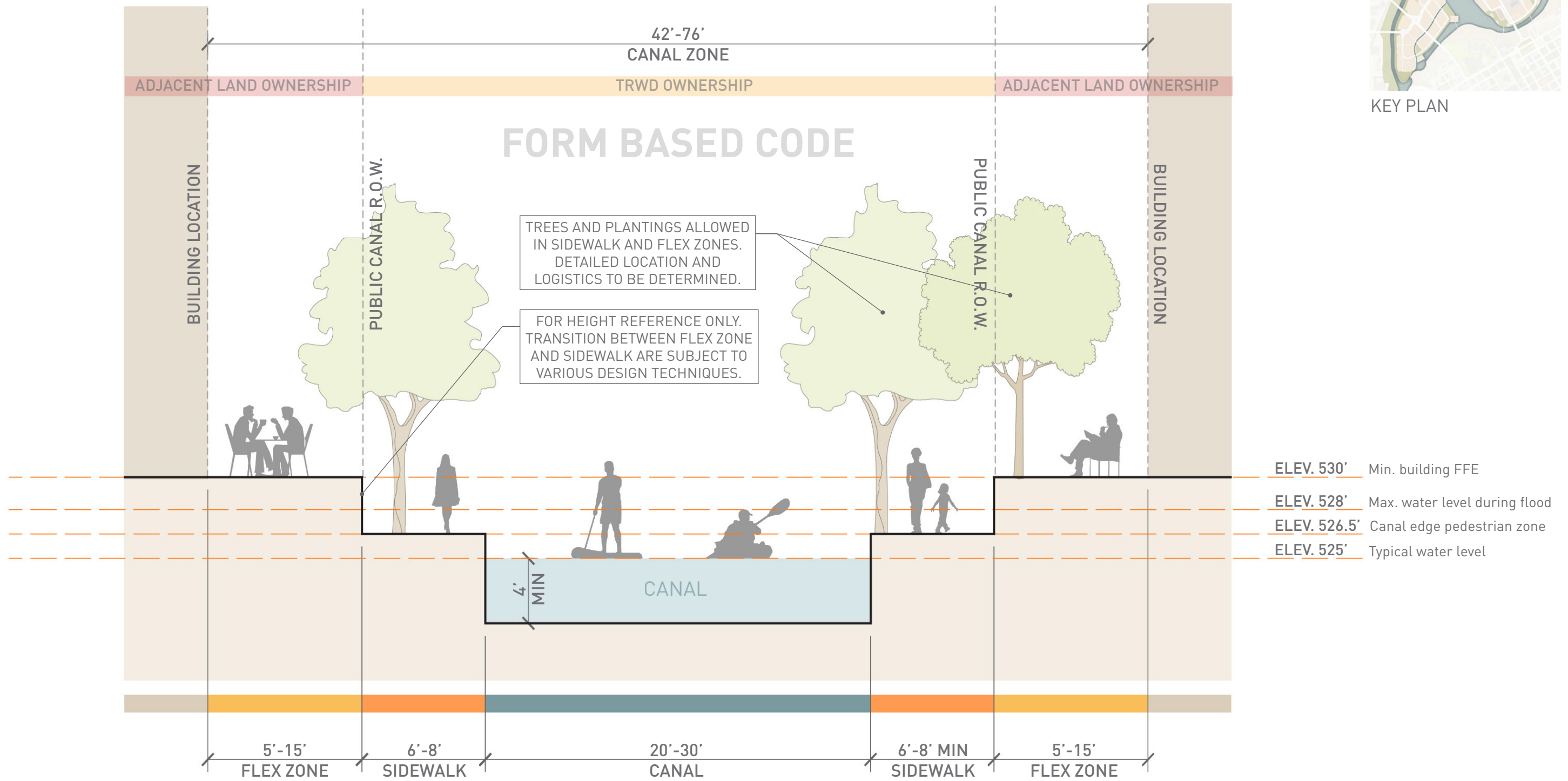
***CANAL CONDITIONS***

# FORM BASED CODE - NORTH ISLAND CANALS

WATERWAY DESIGN & ACTIVATION



KEY PLAN

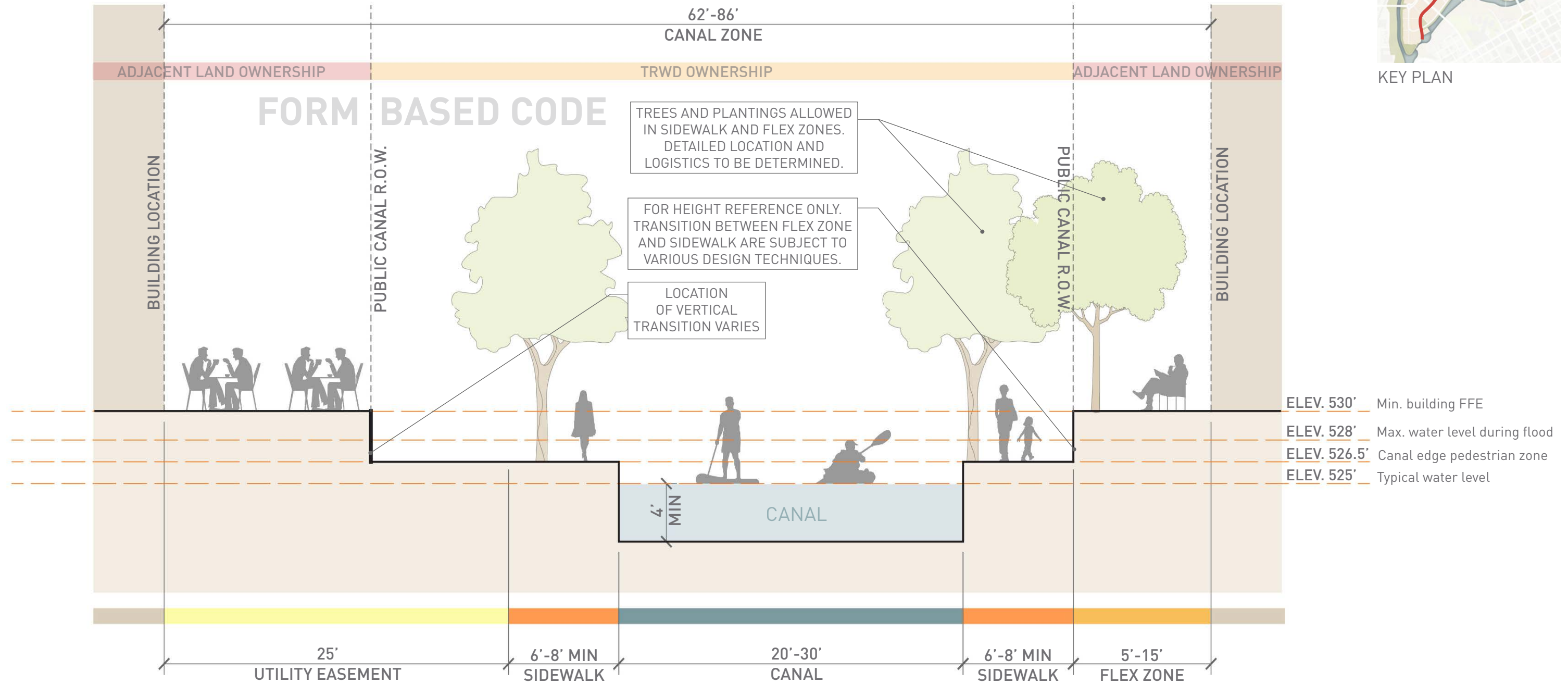


# FORM BASED CODE - SOUTH ISLAND CANAL

WATERWAY DESIGN & ACTIVATION





KEY PLAN



# TOPOGRAPHY - PROPOSED CONDITION NEXT TO CANALS (BASED ON FORM BASED CODE PLAN)

## WATERWAY DESIGN & ACTIVATION

A grading plan was developed for the previously proposed form based code plan. That grading plan seeks to elevate significant portions of the island from existing conditions to facilitate efficient drainage. The proposed elevations of parcels along the canals have critical implications for both the public space design and experience and the logistical accessibility and connectivity aspects of bridge crossings over the canals. Both underscoring the intricate relationship between grading and the functionality of the canal system. It is recommended to revisit the proposed topography and elevations across the island with a strong prioritization of public realm design, experience, access, connectivity, and development implications.

-  LOW CLEARANCE BRIDGE
-  LOW CLEARANCE WATER WAY  
Kayaks and paddle boards only

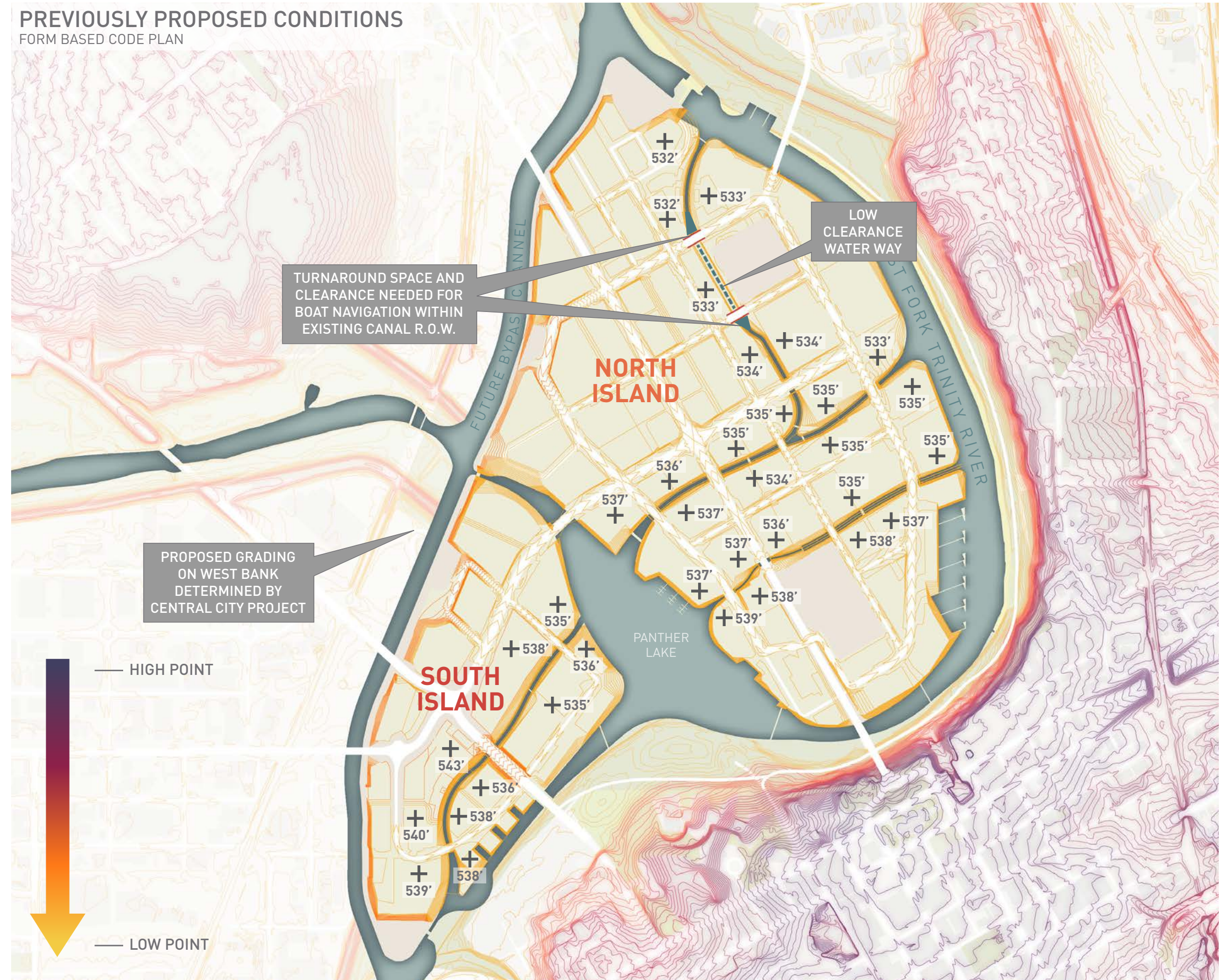
**535'** AVERAGE GRADE OF PARCELS ADJACENT TO CANAL ON **NORTH ISLAND**

ADJACENT GRADE RANGES FROM 532-539' WATER LEVEL AT 525'

**537'** AVERAGE GRADE OF PARCELS ADJACENT TO CANAL ON **SOUTH ISLAND**

ADJACENT GRADE RANGES FROM 535'-542.5' WATER LEVEL AT 525'

### PREVIOUSLY PROPOSED CONDITIONS FORM BASED CODE PLAN

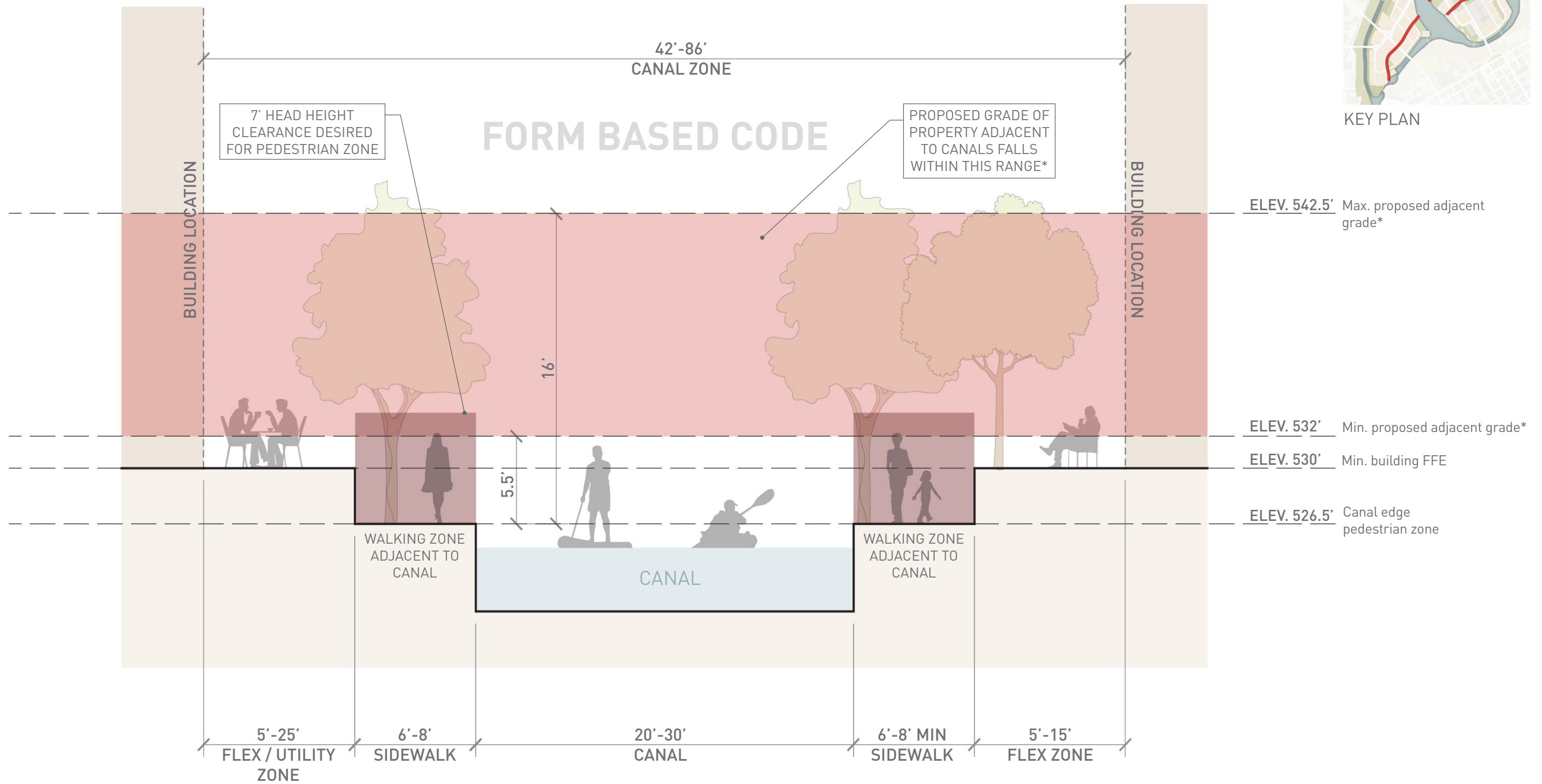


# TYPICAL CANAL SECTION - NORTH ISLAND - FUTURE ADJACENT GRADE

WATERWAY DESIGN & ACTIVATION



KEY PLAN



\*PROPOSED ADJACENT GRADE ELEVATIONS REFERENCED IN THIS EXHIBIT ARE SUBJECT TO CHANGE PENDING FURTHER STUDY AND AN UPDATE TO THE GRADING PLAN TO BE BASED ON THIS VISION DOCUMENT. THESE ELEVATIONS REPRESENT CURRENTLY PROPOSED VALUES, NOT EXISTING CONDITIONS.

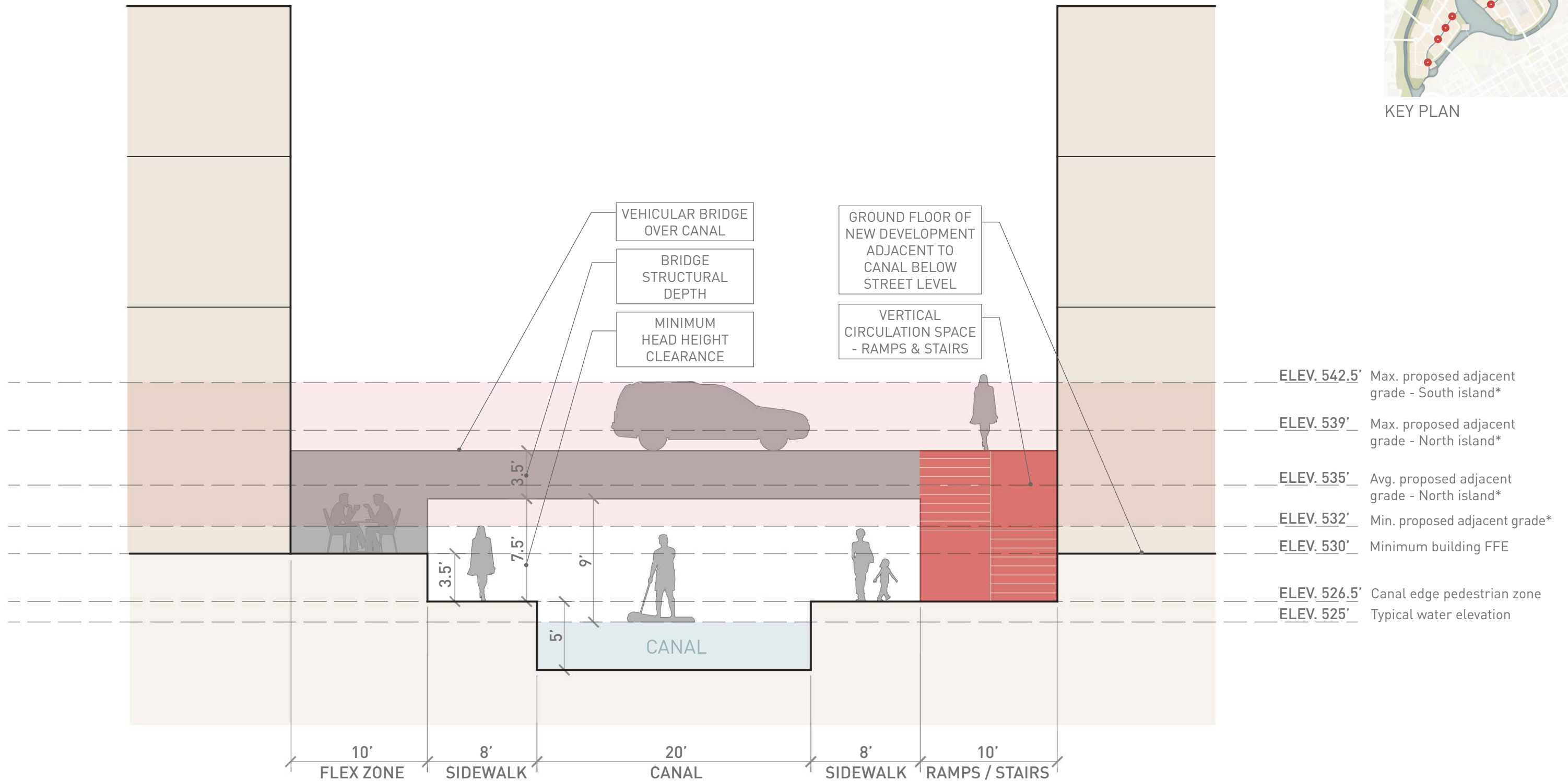


# TYPICAL CANAL SECTION - NORTH ISLAND - CANAL / ROAD INTERSECTION STUDY

WATERWAY DESIGN & ACTIVATION



KEY PLAN

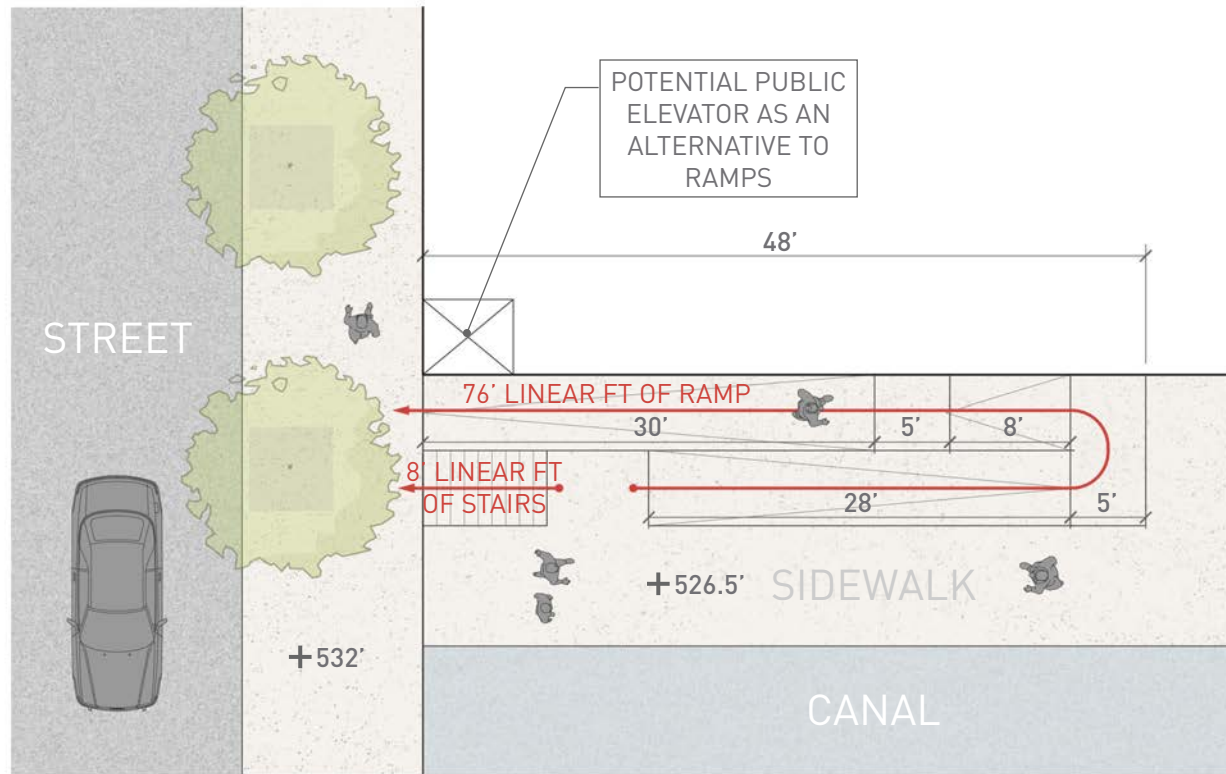


\*PROPOSED ADJACENT GRADE ELEVATIONS REFERENCED IN THIS EXHIBIT ARE SUBJECT TO CHANGE PENDING FURTHER STUDY AND AN UPDATE TO THE GRADING PLAN TO BE BASED ON THIS VISION DOCUMENT. THESE ELEVATIONS REPRESENT CURRENTLY PROPOSED VALUES, NOT EXISTING CONDITIONS.

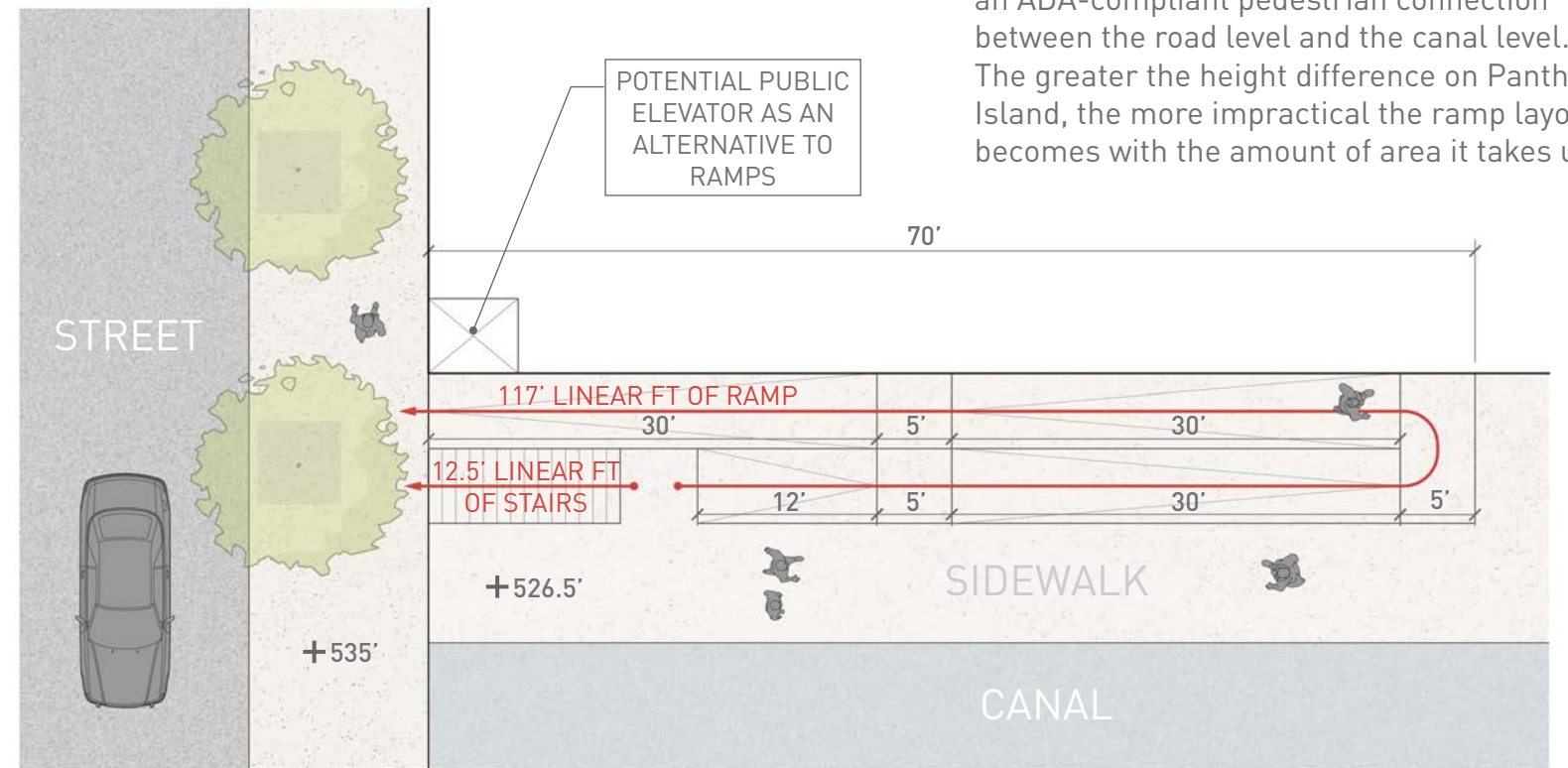
# CANAL / ROAD INTERSECTION ACCESSIBILITY STUDY

WATERWAY DESIGN & ACTIVATION

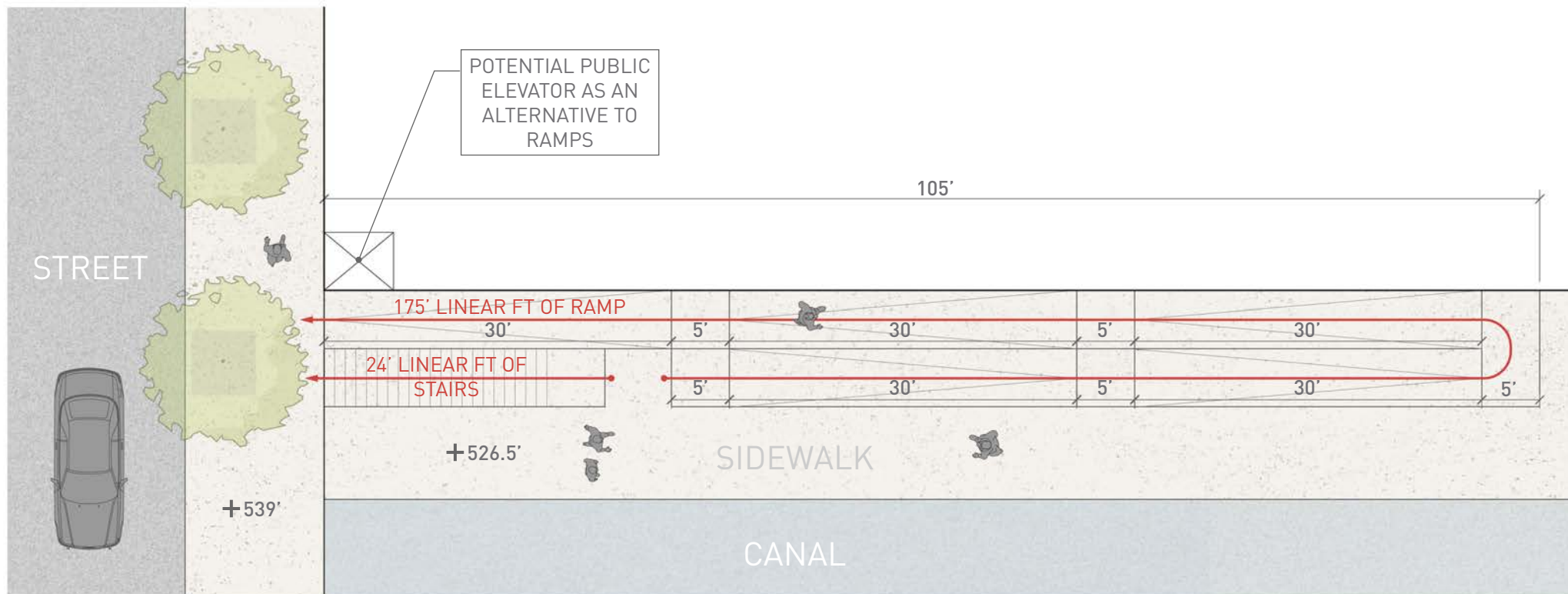
These diagrams illustrate three potential scenarios depicting the layout of ramps and stairs that would be needed to establish an ADA-compliant pedestrian connection between the road level and the canal level. The greater the height difference on Panther Island, the more impractical the ramp layout becomes with the amount of area it takes up.



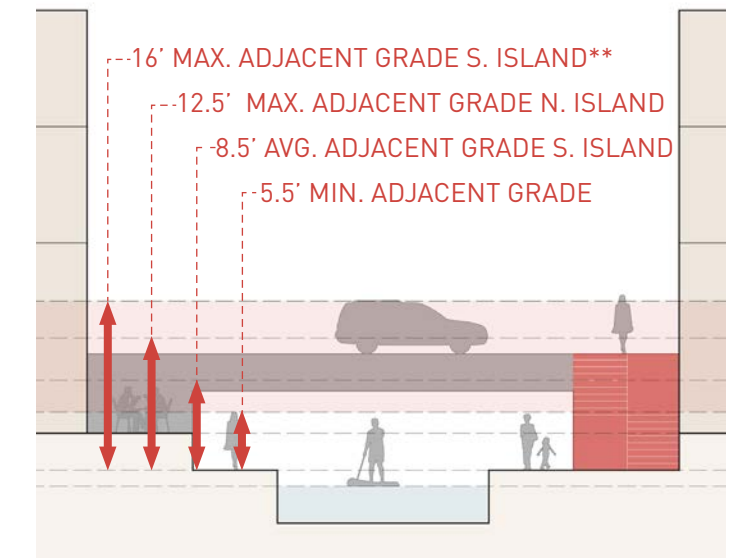
MINIMUM ADJACENT PROPOSED GRADE 532' - 48' OF RAMPS & STAIRS



AVERAGE ADJACENT PROPOSED GRADE 535' - 70' OF RAMPS & STAIRS



MAXIMUM ADJACENT PROPOSED GRADE 539' - 105' OF RAMPS & STAIRS



\*\*SOUTH ISLAND MAX HEIGHT VERTICAL CIRCULATION SCENARIO NOT DEPICTED - RAMP LENGTH WOULD BE ~227'

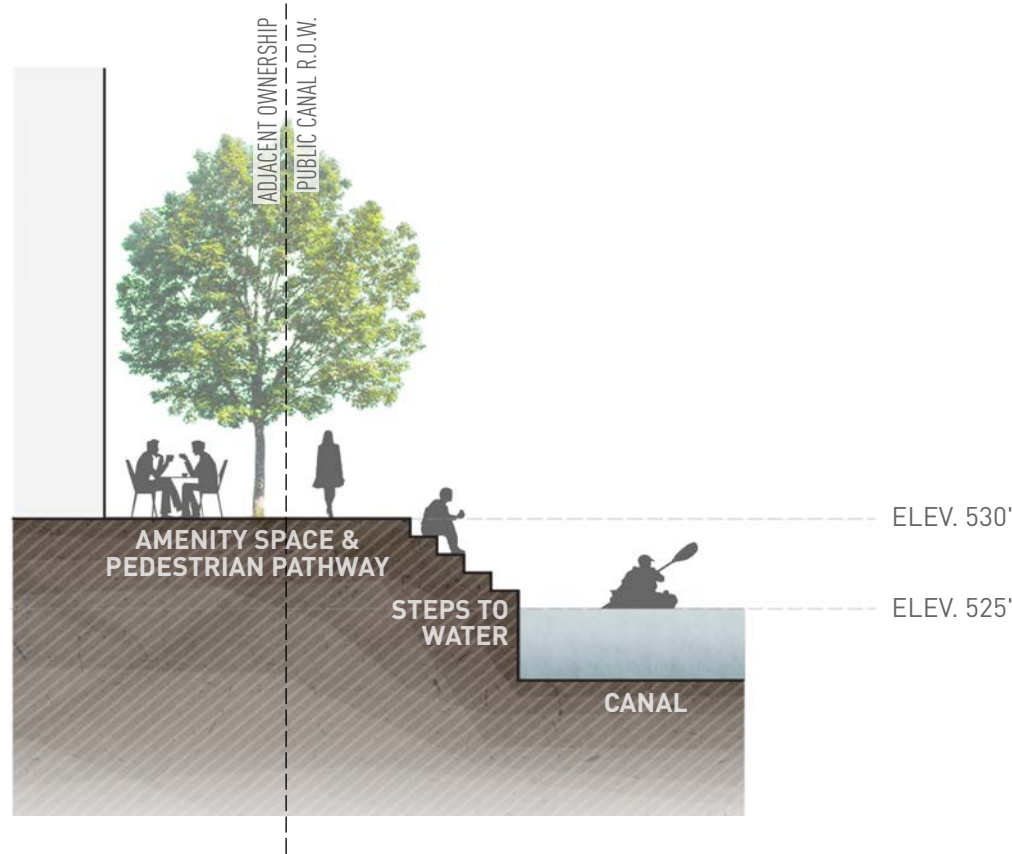
PROPOSED ADJACENT GRADE ELEVATIONS REFERENCED IN THIS EXHIBIT ARE SUBJECT TO CHANGE PENDING FURTHER STUDY AND AN UPDATE TO THE GRADING PLAN TO BE BASED ON THIS VISION DOCUMENT. THESE ELEVATIONS REPRESENT CURRENTLY PROPOSED VALUES, NOT EXISTING CONDITIONS.

# PROPOSED CANAL EDGE ELEVATION TREATMENT TYPOLOGIES

## WATERWAY DESIGN & ACTIVATION

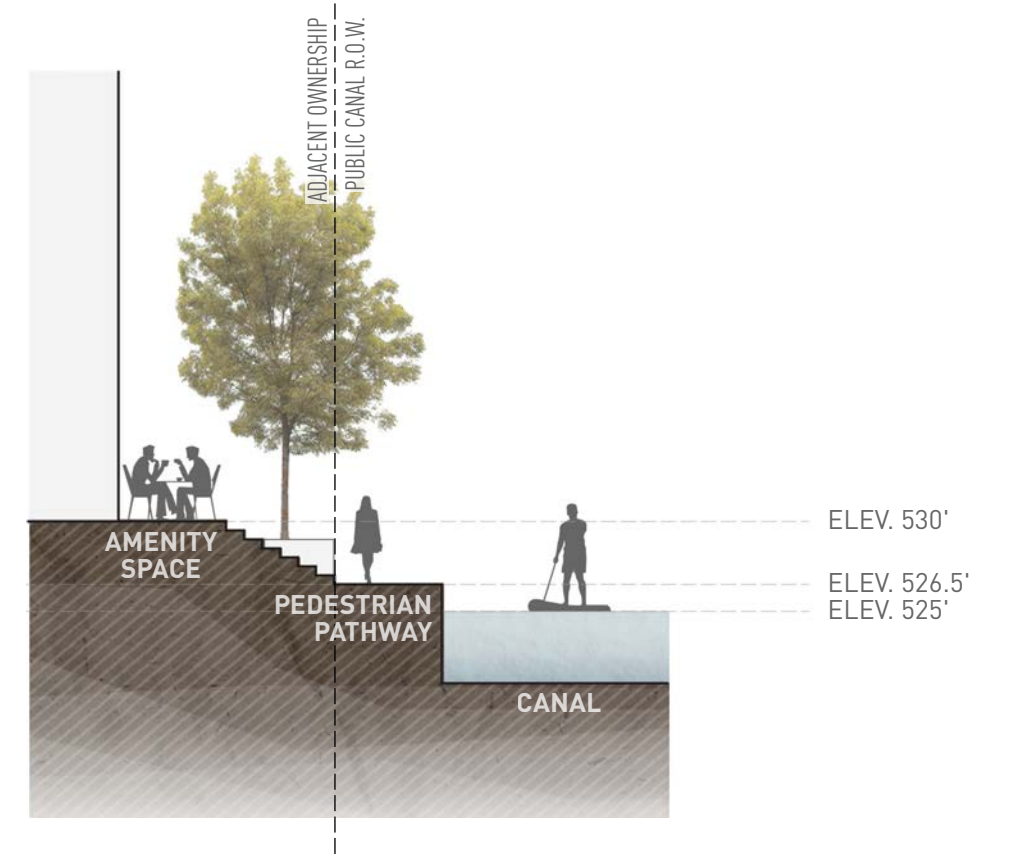
### EDGE TRANSITION 1

- Wider continuous level at the building ground floor elevation to provide amenity space and pedestrian pathway for seamless activation and engagement with the canal and building edge
- Transition space like steps provide connection to canal
- Amenity space adjacent to buildings can be a passive (ex. residential stoops or amenity space spill out zones) or active (ex. food & beverage seating) uses depending on building program



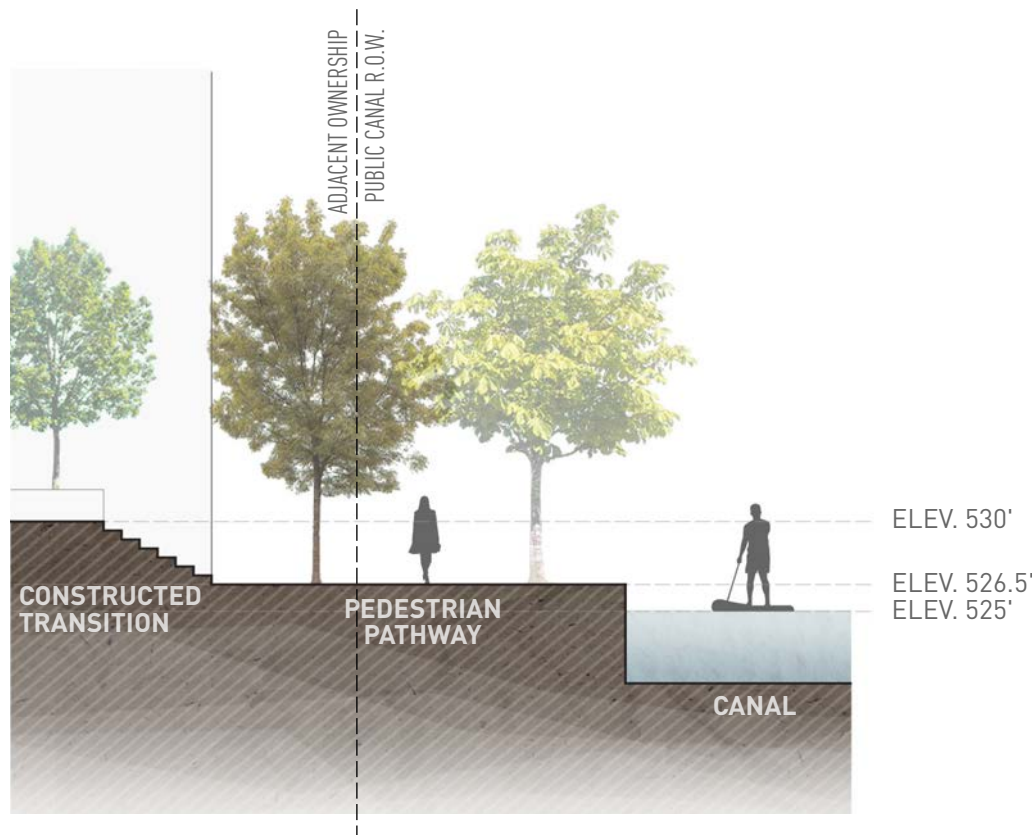
### EDGE TRANSITION 2

- Split level approach with pedestrian access along the canal level and amenity space adjacent to building edge
- Lower pathway adjacent to canal allows ease of access to canal and water recreation activities
- Amenity space adjacent to buildings can be a passive (ex. residential stoops or amenity space spill out zones) or active (ex. food & beverage seating) uses depending on building program



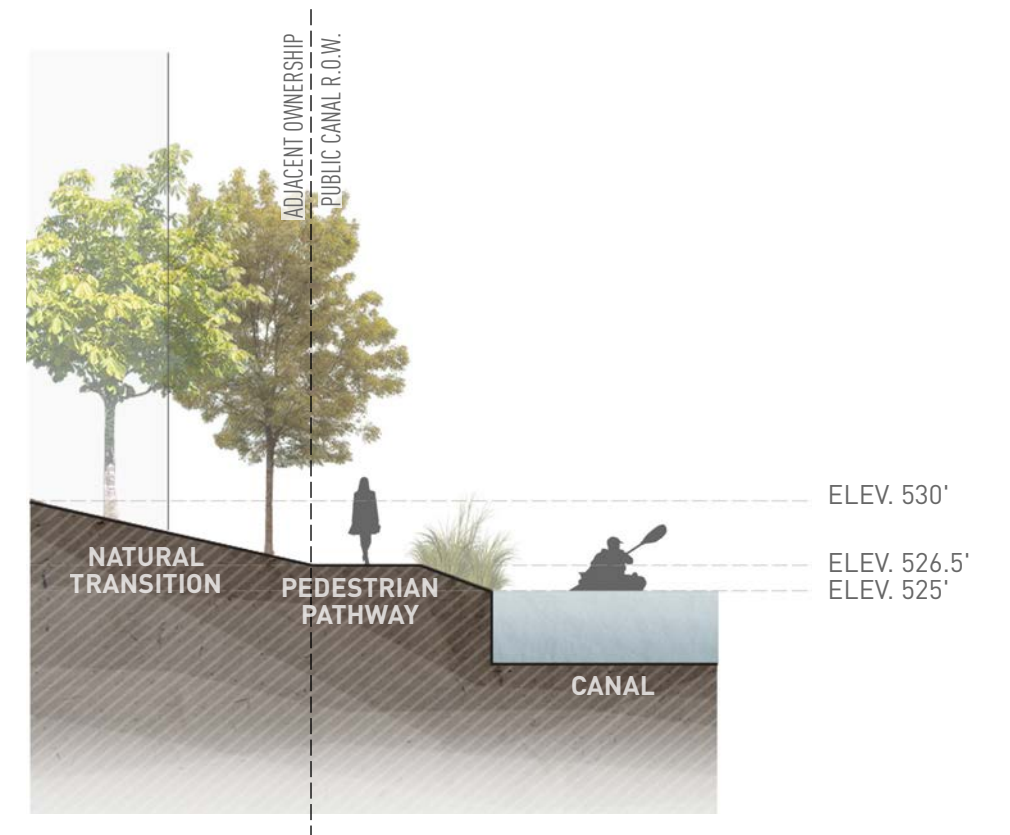
### EDGE TRANSITION 3

- Wider continuous level at the canal elevation to provide a more comfortable pedestrian experience along canal
- Lower pathway adjacent to canal allows ease of access to canal and water recreation activities
- Transition space provides constructed elevation change for privacy to adjacent development
- Building ground floor is elevated adjacent to pathway



### EDGE TRANSITION 4

- Lower pathway adjacent to canal allows ease of access to canal and water recreation activities
- Natural planted canal edge
- Transition space provides a natural elevation change for a more publicly accessible experience to adjacent development
- Building ground floor is elevated adjacent to pathway



# PROPOSED CANAL EDGE TYPOLOGIES - ACTIVE VS PASSIVE

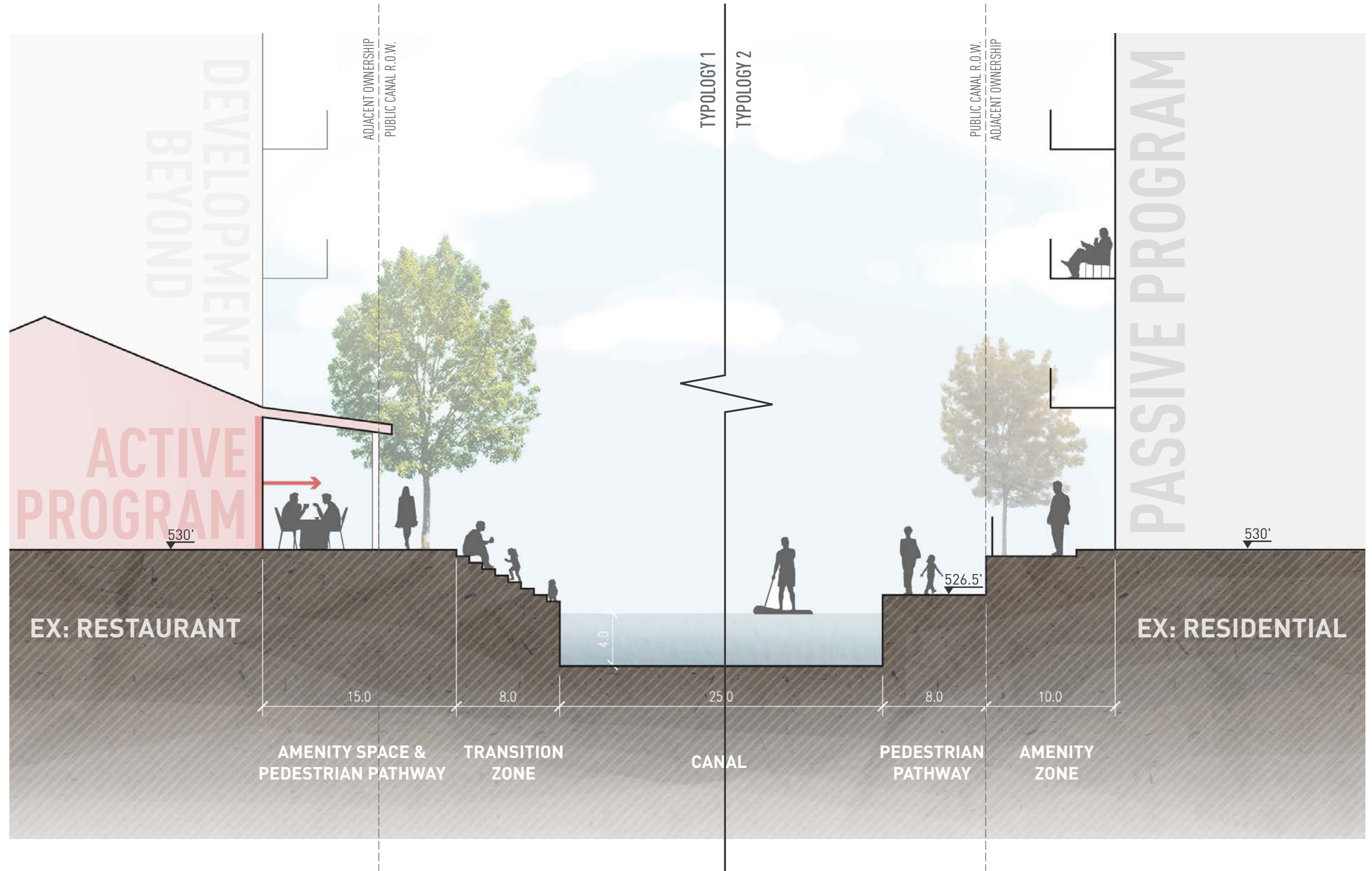
## WATERWAY DESIGN & ACTIVATION

### TYOLOGY 1 - ACTIVE

- Active uses along the canal edge help energize it with life provide a way to bring the public to the canals
- Programs could include restaurants, retail, breweries, libraries, community & event spaces, sports & recreation, amenity rooms, etc
- Having a variety of heights help break down the scale along the canal so it doesn't feel too cavernous with tall buildings along its entirety

### TYOLOGY 2 - PASSIVE

- Passive uses are important to help fill the gap between active zones while still engaging with the canal and pedestrian experience
- Programs could include residential stoops, residential amenity spaces, office space and amenities, hotel rooms with stoops, hotel amenities, etc. Back of house is not recommended to face the canals
- Split level option allows for these passive uses to have more of a privacy from the public accessible pathway along the canal



# PROPOSED CANAL EDGE TYPOLOGIES - PUBLIC VS PRIVATE

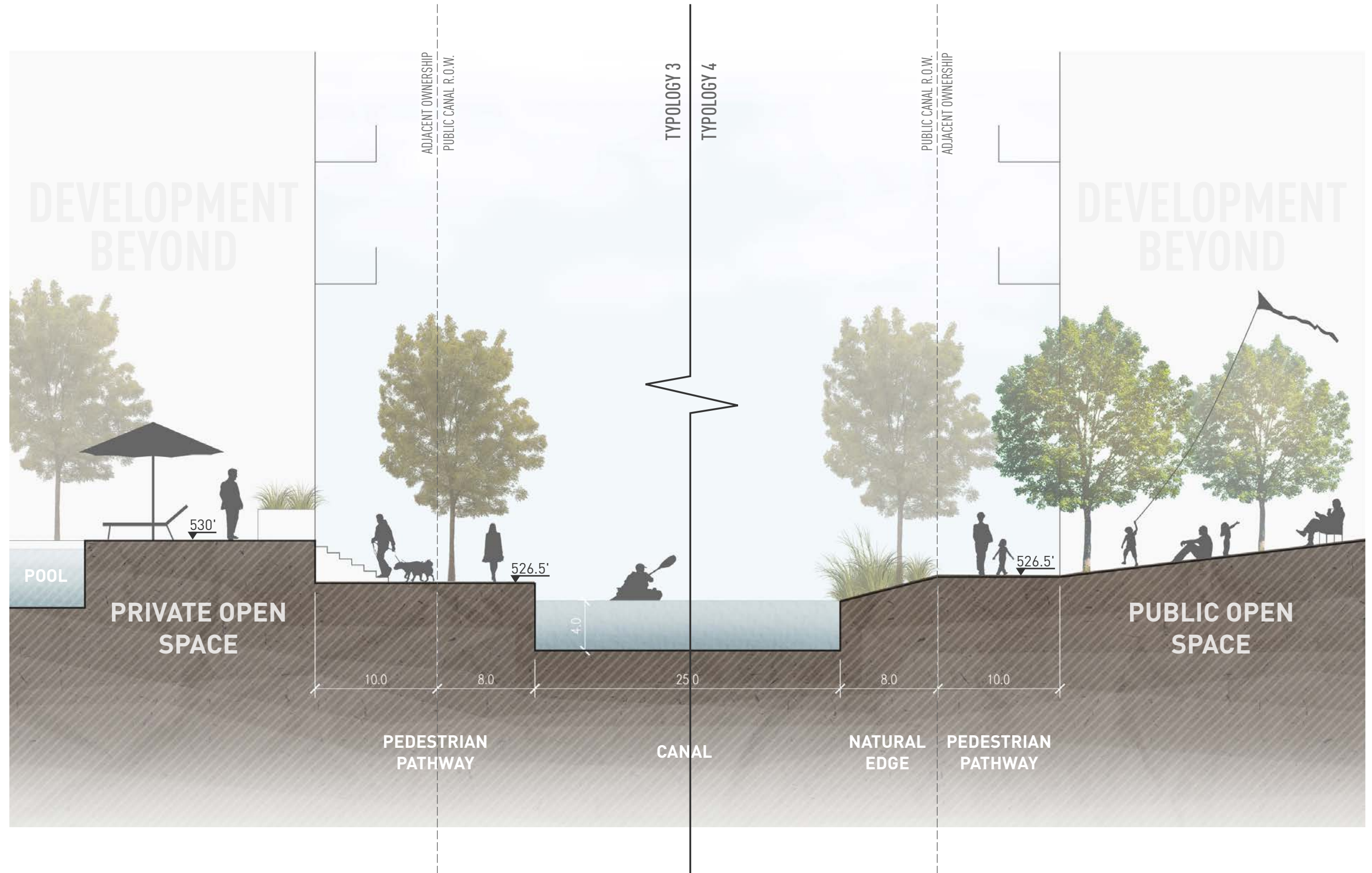
WATERWAY DESIGN & ACTIVATION

## TYOLOGY 3 - PUBLIC

- Split level approach with public access along the canal level and private interior amenity space adjacent to building edge provides more privacy for adjacent development

## TYOLOGY 4 - PRIVATE

- Allows for a more publicly accessible experience connecting to the canal from adjacent development parcels that could be public open space



# CANALS - CHARACTER & EXPERIENCES

WATERWAY DESIGN & ACTIVATION

