ADVANCING EAST LANCASTER

Transit-Oriented Development Plan

April 2022

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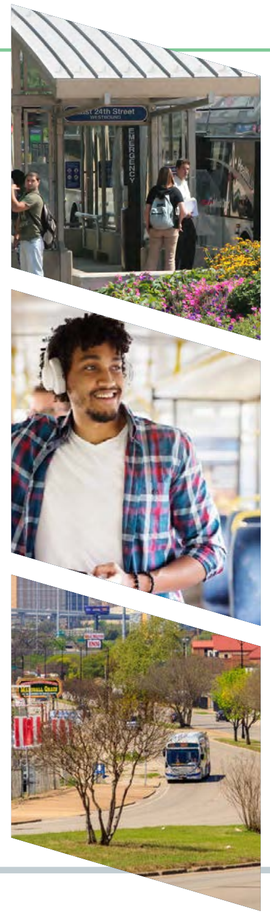
INTRODUCTION

INTRODUCTION

Trinity Metro, the regional transportation authority for the Fort Worth, Texas metro area, is exploring a new and improved high-capacity transit (HCT) service along East Lancaster Avenue. HCT can come in the form of Bus Rapid Transit (BRT), Light Rail Transit (LRT), or other technologies considered to move more people than a standard bus route. The East Lancaster Avenue study corridor runs from downtown Fort Worth to the historic Handley urban village for an approximate length of 6.5 miles.

In addition to enhancing transit service, East Lancaster Avenue has been identified by the City of Fort Worth as a priority corridor for development, especially given its current status as the highest ridership corridor in the Trinity Metro bus network. The existing development along East Lancaster Avenue is predominantly car-oriented businesses, industrial uses, and other underutilized lots that are prime for reinvestment or redevelopment. Future development can be supportive of the anticipated HCT investment by creating vibrant multi-modal nodes (future stations) along the corridor.

Advancing East Lancaster is a transit-oriented development (TOD) plan evaluating potential development scenarios along the corridor that would be supportive of high-capacity transit. The TOD Plan is a visioning exercise that will help align the City's infrastructure investments with future private investments along East Lancaster Avenue. This plan explores existing land uses, zoning designations, multi-modal connectivity, and market conditions to develop conceptual TOD designs at each of the 13 potential stop locations. The findings from this plan will inform a second phase of the study, which will be completed in 2023.



Project Purpose

In 2019, the City of Fort Worth initiated a study called Transit Moves Fort Worth to increase transit's role in the overall transportation system. Although the plan has not been adopted by the Fort Worth City Council, Trinity Metro is using the plan as a guide for how the transit system should be refined over the next 25 years. East Lancaster Avenue was identified in the plan as one of the priority corridors for development and is the highest ridership corridor in the Trinity Metro bus network. Advancing East Lancaster is a transit-oriented development (TOD) plan evaluating potential development scenarios along the corridor that would be supportive of high-capacity transit (HCT). The TOD Plan is a visioning exercise that will help align the City's infrastructure investments with future private investments along the corridor.

Project Objectives

Advancing East Lancaster has several key objectives, including:

- Align the City's infrastructure investments with future private investments along the corridor.
- Benefit existing residents and businesses along the corridor with new housing, retail, and service options.
- Enable residents, commuters, businesses, and students to benefit from improved accessibility to downtown and the East Lancaster corridor.
- Guide growth and economic development in the corridor.
- Accommodate a growing population.
- Maximize the potential for mixed-use development, blending live and work uses at priority locations along the East Lancaster corridor.
- Create opportunities to repurpose and redevelop underutilized land.

What is TOD?

Transit-oriented development can be defined by the following characteristics:

- Places where development and transit support each other
- Compact, walkable, and mixed-use communities where people can live, work, and play
- Focused hubs for stores, community services, jobs, and residential uses
- TODs can be located in downtowns, suburbs, and neighborhoods alike.
- New housing is often built at different price levels and housing types, including townhomes, apartments, accessory dwelling units (ADUs), workforce housing, or other higher-density forms
- Heights, activities, and densities are ultimately linked to the transportation and transit options present at the TOD, creating varying types of TODs and levels of development
- Parking also varies by TOD type, generally reducing the overall parking demand along the corridor
- Multi-modal destinations featuring high-quality streets, sidewalks, and bicycle routes

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EXISTING CONDITIONS

The East Lancaster corridor has a strong history that goes back more than 120 years. It served as an essential transportation link for the region prior to the automobile when horse and buggy was the primary mode of transportation. More recently, East Lancaster Avenue served as the original highway connecting Fort Worth and Dallas. This journey from Fort Worth to Dallas featured more than 60 signalized intersections, creating the need for an upgraded route. The Dallas-Fort Worth Turnpike (now Interstate 30) opened in 1957, siphoning about 17,000 cars a day off East Lancaster Avenue. That change in function for the street began a slow decline, as many restaurants, motor hotels, and other businesses dependent on the motoring public began to struggle. East Lancaster Avenue is also known as State Highway 180 and is under the jurisdiction of Texas Department of Transportation (TxDOT).

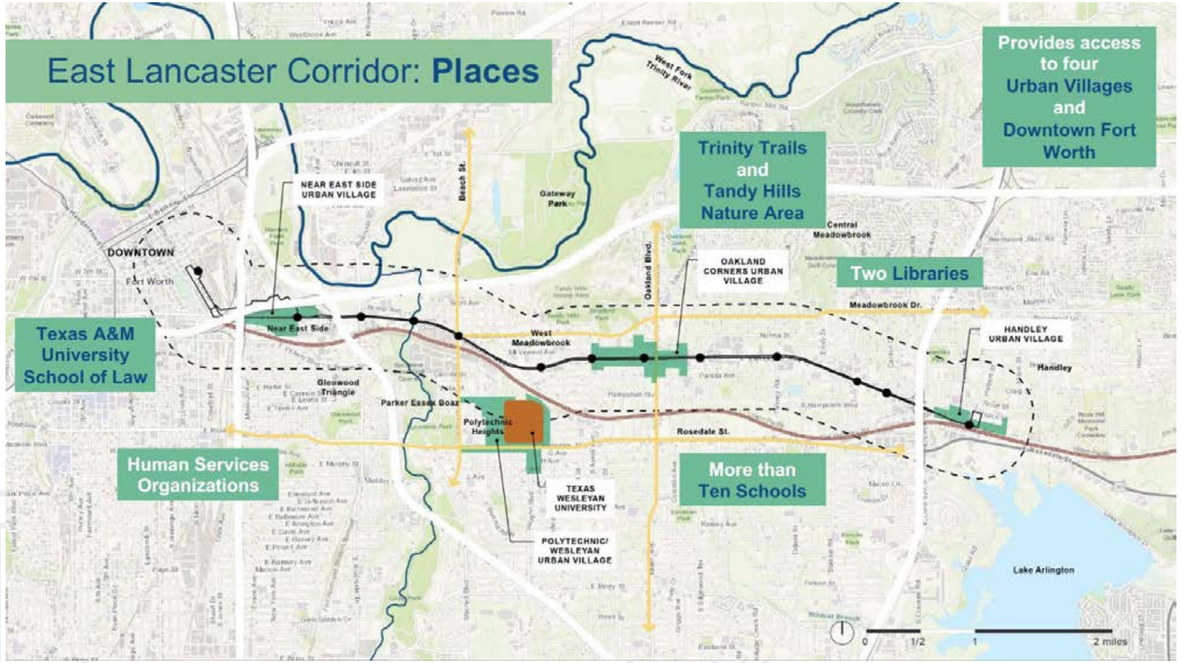
East Lancaster Avenue also featured the Interurban Rail Line connecting Fort Worth to Cleburne, Dallas, Denton, and Sherman. The Texas and Pacific Railway was extended along East Lancaster Avenue in the late 1800s, generally running parallel to the south of the roadway. Today the railroad is operated by Union Pacific. Handley, located on the east side of Interstate 820, was once its own town centered around the railroad. As Fort Worth continued to grow, Handley was annexed to become part of Fort Worth in 1946. The identity of Handley has maintained as an established residential neighborhood. East Lancaster Avenue is also fronted by historic businesses that once constituted downtown Handley.

Handley is one of three urban villages along the corridor, as designated by the City of Fort Worth. Urban villages are “small geographic areas zoned for dense, multiple-use development that is mass-transit and pedestrian-friendly.” The other two urban villages are the Oakland Corners Urban Village (around Oakland and Lancaster) and Near East Side Urban Village (around Pine and Lancaster). These urban villages have their own master plans and recommendations to create memorable, enjoyable places for people to live, work, and play.

Other established neighborhoods along East Lancaster Avenue include Glenwood Triangle, Butler Place, Historic Southside, Polytechnic Heights, Meadowbrook, Caville, Stop 6, and those living Downtown. East Lancaster Avenue is also home to a sizeable community experiencing homelessness. Between Interstate 35 and Highway 287, several human services organizations and resources are concentrated around the intersection at Pine Street. This area is largely industrial and lacking in parks, commercial businesses, or other open public spaces.

East Lancaster Avenue looking west at Downtown Fort Worth
Source: University of Texas at Arlington Libraries

Figure 1: East Lancaster Corridor Destinations



Station Identification Process

The East Lancaster TOD Study began evaluating 15 potential station locations along the corridor. These locations were generally spaced close enough together that the project team began considering consolidating some of the stations. Station spacing is an important design element for effective, efficient high-capacity transit. Spacing stations too closely together can increase overall travel times for the route and its passengers, while also potentially impacting surrounding traffic. It is also important to locate stations in places where people are and where people want to go.

Figure 2 shows the initial station locations that were evaluated for the East Lancaster high-capacity transit (HCT). Changes made to the station locations are as follows:

POPLAR STREET STATION

Poplar Street Station was removed due to the adjacent Pine Street Station serving the same activity centers in the area and Poplar Street does not provide any additional access points for walking or biking. The station at Pine Street is also more ideal for the potential alternative alignment connecting HCT to Butler Place.

GRAFTON STREET STATION

Grafton Street Station was moved to the west in order to serve Riverside Drive and to take advantage of the existing signal at the intersection. Intersection improvements will still be included as part of the HCT construction.

HUDSON STREET STATION

Hudson Street Station was moved to the west to be closer to the future Sycamore Creek shared-use path/trail. This regional amenity will serve as a multi-modal connection to Sycamore Park to the south and Trinity Trails System to the north.

WARD STREET STATION

Ward Street Station was moved to the west to serve the signalized intersection at Beach Street. Beach Street is a major north-south arterial which has another bus route operating on it. The intersection of Beach and Lancaster may need to be reconstructed in the future, as it is currently grade separated.

BEN AVENUE STATION

Ben Avenue Station has been moved to the east to serve the signalized intersection of Collard Street. Collard provides access to Texas Wesleyan University to the south and adjacent neighborhoods to the north.

SARGENT STREET STATION

Sargent Street Station has been moved to the east to serve the signalized intersection of Oakland Boulevard. Oakland provides access to Interstate 30 to the north and multiple neighborhoods and highways to the south.

GRANDVIEW DRIVE STATION

Grandview Drive Station was also removed due to its proximity to the nearby Weiler Boulevard and Canton Drive stations. Removing Grandview Drive Station would improve headway times in the segment. Grandview Drive is also an unsignalized intersection, so significant improvements would be needed to ensure safe connections for pedestrians and bicycles.

Figure 3 shows the finalized set of 13 potential high-capacity transit station locations along the East Lancaster corridor. Each station area consists of a half-mile radius from the major intersection, within which various elements were studied and identified for the TOD study.

Figure 2: Initial Station Locations Evaluated

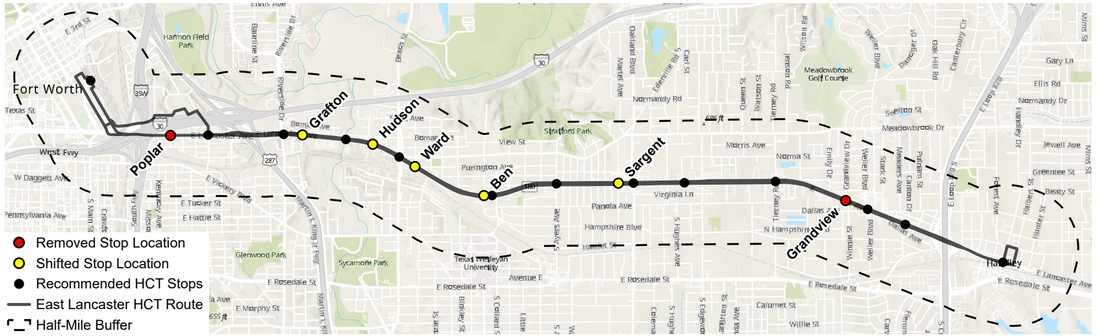
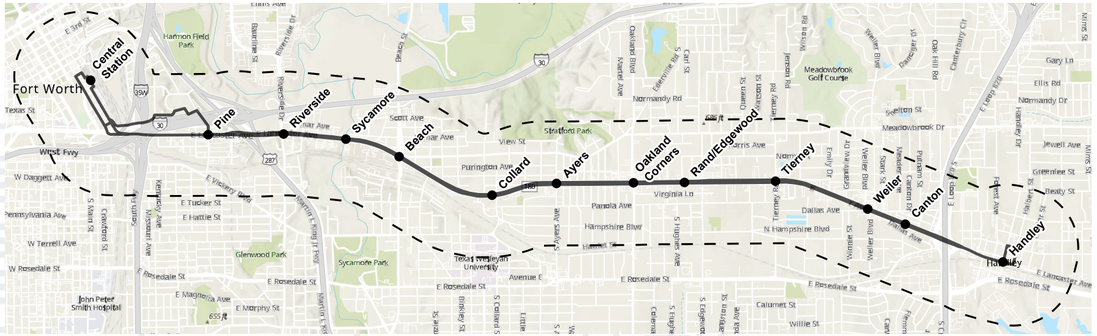


Figure 3: Recommended Potential Station Locations



Land Use

The East Lancaster corridor has a variety of land uses fronting the roadway. The West Segment generally features industrial land uses with commercial retail as a secondary use. The Central and East segments generally feature auto-oriented commercial uses along East Lancaster Avenue with residential neighborhoods behind the retail strips. The introduction of high-capacity transit has the ability to attract transit-oriented development along the corridor, transforming the identity of East Lancaster Avenue while also providing increased opportunities and accessibility for current residents.

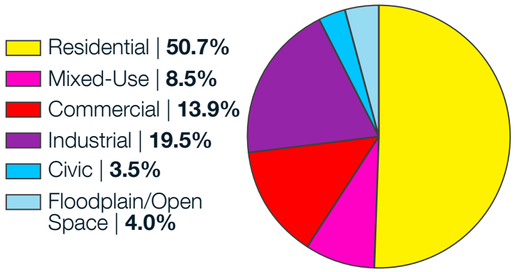
The East Lancaster corridor has several opportunities for connections to parks, trails, and other recreational destinations in the area. The most prominent connection within the corridor itself will be with the future Sycamore Creek shared-use path. This trail will connect to Sycamore Park to the south and the Trinity Trails system to the north. The Trinity Trails system extends from downtown Fort Worth all the way to downtown Dallas. The adjacent neighborhoods along the corridor also feature several neighborhood parks, such as Meadowbrook Park and Normandy Place Park. In between East Lancaster Avenue and Interstate 30 also lies the Tandy Hills/Stratford Nature Area. This large natural area is a popular destination for urban hiking, photography, and other outdoor activities.

An updated Land Use Plan will be included in the 2022 City of Fort Worth Comprehensive Plan. It will be important for the 2022 Land Use Plan to account for high-capacity transit along East Lancaster Avenue and the transit-supportive uses that are needed to help make the corridor more vibrant and sustainable.

Zoning

Existing zoning along the East Lancaster corridor is primarily a mix of residential, industrial, and commercial zoning districts. Figure 4 shows a breakdown of the existing zoning categories along the corridor and Figure 8 shows a map of the zoning designations along the corridor.

Figure 4: Existing Zoning Categories along East Lancaster



RESIDENTIAL ZONING

Almost half of the land in the East Lancaster Avenue station areas is zoned as residential, with most being low-density zones. Residential zones in the corridor consist of:

- Low-Density Residential (A-5, A-7.5, A-10, A-21, and B)
- Medium-Density Residential (C, CR, and UR)
- High-Density Residential (D and UR)

The Low-Density Residential zones account for nearly 30% of all the land in the East Lancaster Avenue station areas. The corridor has several established neighborhoods that will require special care when designing TODs so as not to negatively impact the existing residents.

INDUSTRIAL ZONING

The next largest zoning designation along East Lancaster Avenue is Industrial, which is almost 20% of the land in the station areas. These industrial uses are predominantly at the western and eastern edges of the corridor, primarily west of Beach Street and east of Canton Drive. Much of the industrial zoning is a result of the existing railroad corridor and associated legacy industrial uses, many of which will likely remain over the next ten years. There are three industrial zoning designation in Fort Worth:

- Light Industrial (I)
- Medium Industrial (J)
- Heavy Industrial (K)

While several light industrial and warehouse uses are compatible with the long-term redevelopment of the corridor, several other heavy industrial and manufacturing uses may inhibit the ability of the area to transition to a more livable corridor.

COMMERCIAL ZONING

Significant portions of the East Lancaster corridor frontage are zoned for a range of commercial use zones. Typically, these are commercial-only zones with predominantly auto-oriented development, defined by buildings set back from the corridor and surface parking between the street and the building. The commercial zoning designations in Fort Worth are as follows:

- General Commercial (E, ER, F, and FR)
- High-Intensity Commercial (G and H)

Given the length of the corridor and the neighborhoods served, there is a need for a range of commercial uses, including auto-related sales and service uses. The goal will be to prioritize the location of such uses to minimize their encroachment into the station area hubs.

MIXED-USE ZONING DISTRICTS

The Low-Intensity (MU-1) and High-Intensity (MU-2) Mixed-Use zoning districts are intended to provide for a range of residential, commercial, and civic uses within a compact, walkable development context. Some of the key elements of these designations include:

Proximity Test: In order to ensure that both the Mixed-Use districts implement the goal of mixing uses within a walkable context, each project proposing 90% or greater residential uses requires a proximity test. This proximity test (Figure 5) requires the evaluation of all land uses within one quarter-mile radius of the site and requires that no more than 70% of the land area within that quarter-mile be dedicated to residential uses.

Uses/Building Types: The Mixed-Use zones allow a range of commercial and residential uses, as shown in Figure 6. Building types help establish the form of development that satisfies the intent of compact walkability. Building types permitted include:

- General Commercial: Primarily non-residential uses on all floors
- Mixed-Use Shopfront: Ground floor commercial and upper floor residential or office
- Apartments/Condos: Residential uses on all floors
- Townhouse: Two or more single-family uses attached but platted on individual lots
- Manor House: Three to five residential units in a building that appears to be a single-family home
- Duplex/Two-Family Attached: Two units on an individual lot

Figure 5: Sample Proximity Test

Development Standards: Buildings shall be placed at a distance between 0' and 20' from the street. In the MU-1 District, the maximum height shall be three stories by right with bonus height provisions that allow the maximum to go up to five stories. In the MU-2 District, the maximum height shall be five stories by right up to a maximum of ten stories with height bonuses. The MU-2 district also has a minimum height requirement of two stories.

Figure 6: Mixed-Use Building Types

General Commercial | Mixed-Use Shopfront | Apartment/Townhouse | Manor House | Duplex

Density: The maximum density is based on the proposed height of the building.

Height Bonuses: A development shall be eligible for additional height bonuses based on specific building elements, such as: provision of mixed-use within a development (minimum of 20% residential and minimum of 10% commercial); structured parking; and provision of publicly accessible open space. In addition, when a development is adjacent to one- and two-family districts, it shall also be subjected to the height transition requirements.

Off-Street Parking: All projects located over 250 feet from a one- or two-family district shall not be subject to any parking requirements, but shall provide no more than 100% of the standard parking requirement under Section 6.201(B). Projects that are located within 250 feet of a one- or two-family district shall be required to provide 75% of the standard parking requirement but no more than 100% of the standard parking requirement. Projects that are located within one quarter-mile of a transit stop shall be required to provide a minimum of 50% of the standard parking requirement but no more than 100% of the standard parking requirement.

Parking Location & Lot Frontage: No surface parking shall be allowed between a building front and the street unless it is desgined as on-street parking. In addition, surface parking is limited to no more than 40% of a lot's primary street frontage and 70% of a lot's secondary street frontage (for corner lots), as shown in Figure 7. This implies that a lot shall have a building for a minimum of 60% of its lot width along a primary street and a minimum of 30% of its lot width along a secondary street (for corner lots).

Enhanced Landscaping and Pedestrian Lighting: Shall be required along all public right-of-ways including street trees and pedestrian-scaled lighting. Parking lot landscaping shall screen the view of parking and improve pedestrian comfort through provision of shade.

Facade Design Standards: Building facade design standards are intended to create a more pedestrian-scale and transparency along the street frontage. To this end, specific standards are established for parking garages, especially along the ground floor facades. In addition, facade variation standards require a minimum of one or two elements (depending on the width of the building facade) to create better pedestrian-scale along the street. Another critical element to ensure pedestrian orientation of buildings is the requirement for fenestration of building facades along street frontages. This section establishes minimum doors and windows required for ground and upper floors of mixed-use and residential buildings. This section also includes a minimum of 70% of the building facades to be composed of masonry or similar allowed materials. Building entries are important elements of the building facade and standards are established for mixed-use, apartments, and residential building types in this section.

Other Standards: The MU-1 and MU-2 districts also include standards for signage, fences, screening of services areas, private driveways, and access easements.

Figure 7: Mixed-Use Lot Frontage

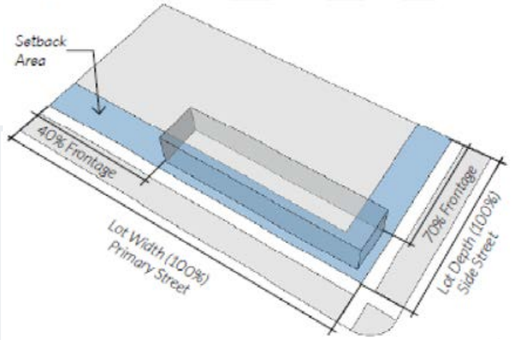


Figure 8a: East Lancaster Corridor Existing Zoning

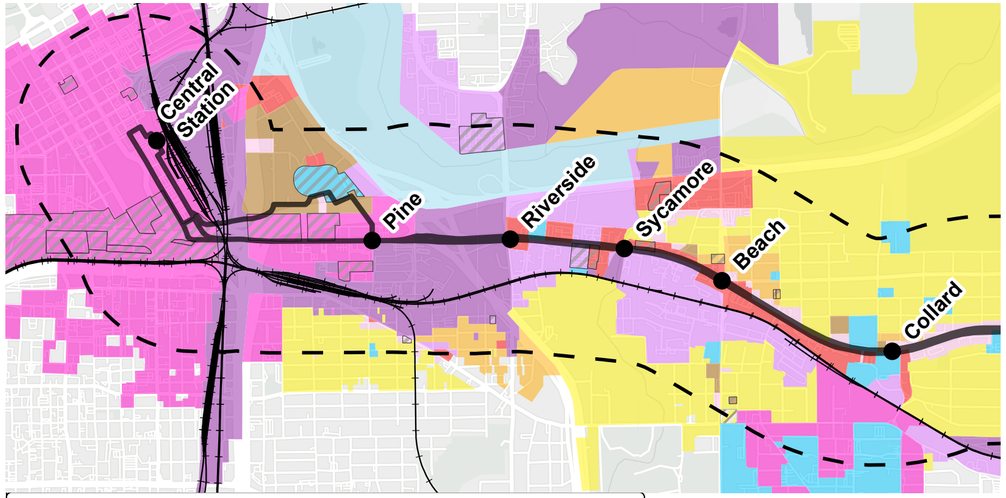
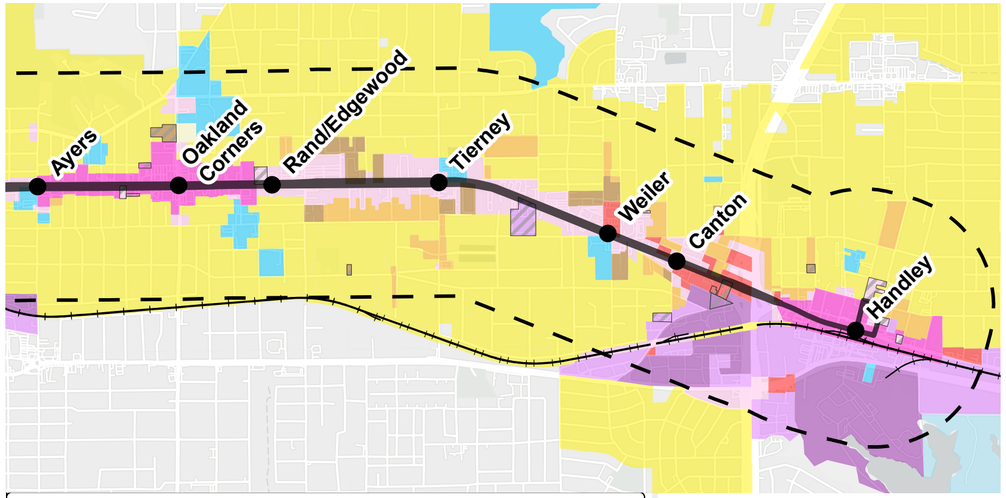


Figure 8b: East Lancaster Corridor Existing Zoning



Corridor-wide Connectivity

East Lancaster Avenue is an essential artery in the Fort Worth transportation system. Although cars have dominated travel along the corridor, although more recently in declining numbers, East Lancaster Avenue also has significant multi-modal potential. The City of Fort Worth has identified East Lancaster Avenue as a high-priority corridor for bicycle facilities and/or a shared use path in the near future in their 2019 Active Transportation Plan. There is currently a funded bicycle facility on East Lancaster Avenue between Interstate 35 and Pine Street, but the rest of the corridor is only proposed as of December 2021. Figure 9 highlights some of the existing connectivity in and around the East Lancaster corridor.

East Lancaster Avenue is also home to one of Trinity Metro's highest-ridership bus routes: Route 89. Route 89 currently operates the same route as the proposed alignment for Advancing East Lancaster's high-capacity transit (HCT). This new service would likely replace the current Route 89. Several other bus routes intersect East Lancaster Avenue, allowing for ample opportunities for bus transfers beyond the corridor. Route 54 briefly operates along East Lancaster Avenue before heading south on Pine Street or north on Riverside Drive. Routes 21, 22, and 25 converge upon East Lancaster Avenue at Oakland Boulevard in order to serve the Dr. Dennis Dunkins Transfer Center. Route 55 meets East Lancaster Avenue at Handley Drive, providing north-south access into adjacent neighborhoods.

As mentioned in the Land Use section, East Lancaster Avenue also provides access to several community resources along the corridor. The following destinations all lie within one-half mile of the corridor:

- Downtown Central Business District
- More than 10 schools
- Texas A&M University School of Law
- University of Texas at Arlington (UTA) Fort Worth
- Texas Wesleyan University
- Two libraries, including the new Reby Cary Youth Library
- Trinity River Trails
- Tandy Hills / Stratford Nature Area
- Sycamore Park
- Human Services Organizations and Resources
- Several Established Neighborhoods

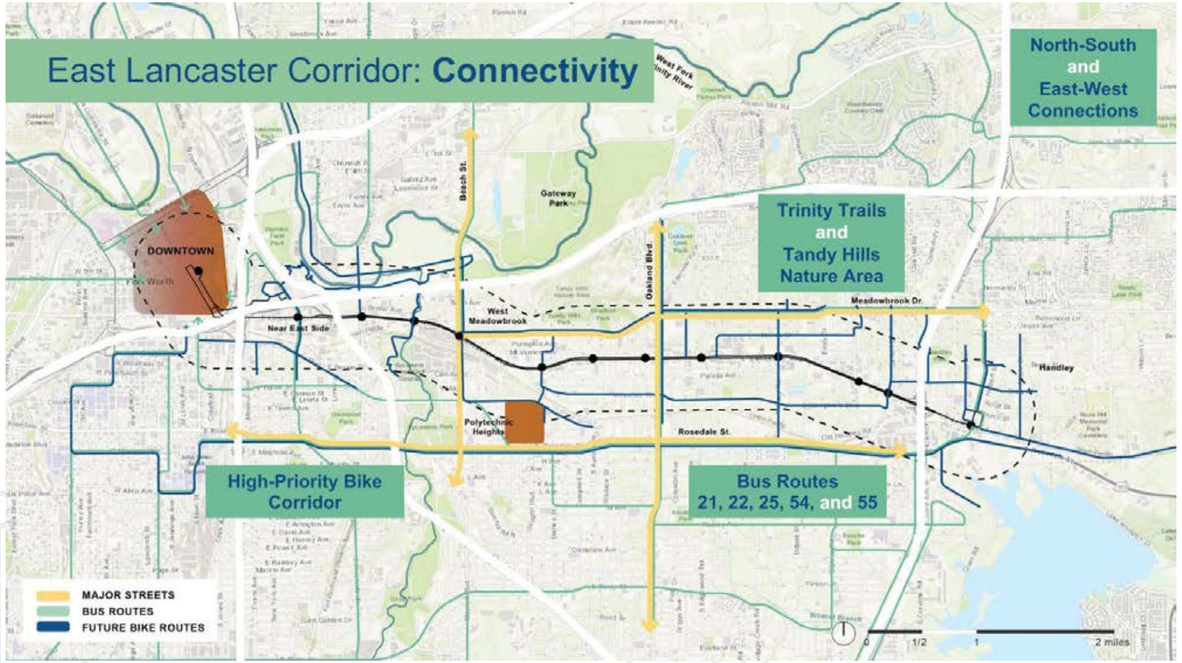
BARRIERS

Some barriers to connectivity along the East Lancaster corridor include intersections with highways. Throughout the study area, East Lancaster Avenue intersects with Interstate 30, Interstate 35, Highway 287, and Interstate 820.

Another barrier to connectivity is the parallel-running Union Pacific Railway, which is especially close to East Lancaster Avenue west of Collard Street and east of Interstate 820. The presence of the railroad limits the number of safe crossing points, forcing people to use 11 non-highway crossings over the 6.5-mile corridor. There are approximately 30 trains that use this segment of railroad every day.

There is also a significant floodplain surrounding Sycamore Creek at East Lancaster Avenue between Riverside Drive and Beach Street. Although this area is elevated above the creek, there is an opportunity to turn this natural feature into a regional amenity by connecting it to the Trinity Trails system to the north and extending the trails to the south.

Figure 9: East Lancaster Corridor Connectivity

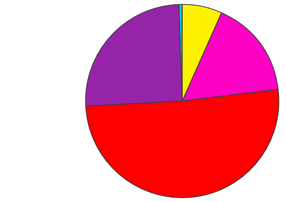


Central Station Existing Conditions

Central Station is located in downtown Fort Worth and acts as a regional transportation hub, facilitating transfers between 15 bus routes, TEXRail commuter rail, Trinity Railway Express commuter rail, and other modes. Downtown Fort Worth is the central business district for Fort Worth, with the Fort Worth Convention Center, two university campuses, and multiple businesses within walking distance of the station. Downtown Fort Worth is home to numerous hotels, restaurants, and other entertainment sources such as Sundance Square. People from across the metroplex commute to Fort Worth for various reasons, creating the need for diverse, accessible transportation options for people to choose from. Downtown Fort Worth has several ongoing studies occurring regarding development and land use, so this study provides limited downtown recommendations so as not to conflict concurrent planning efforts.

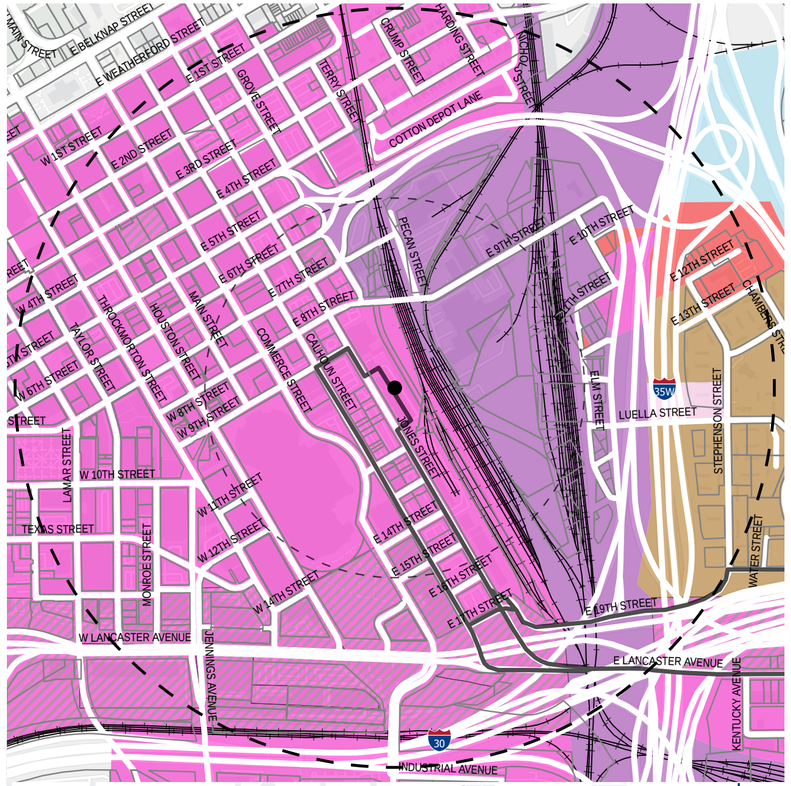
ZONING

The majority of the land in the Central Station area is zoned as Central Business, with industrial uses generally surrounding. Most of the industrial areas are attributed to the railyards and other warehouse uses. The Central Business zoning designation allows for the most density and variety of uses in the City of Fort Worth.



- Residential | **6.8%**
- Mixed-Use | **16.5%**
- Commercial | **50.9%**
- Industrial | **25.4%**
- Civic | **0.0%**
- Floodplain/Open Space | **0.4%**

- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



EXISTING CONDITIONS

CENTRAL

LAND POTENTIAL

Central Station is the most dense and urban area along the East Lancaster corridor. There are several surface parking lots near Central Station, however many of the parcels downtown have plans in place for future development. The conceptual designs for this study are limited for Central Station so as not to conflict with other planning efforts downtown.

CENTRAL

MULTI-MODAL DESTINATIONS

- Central Business District
- Convention Center & Hotels
- Central Station transfers

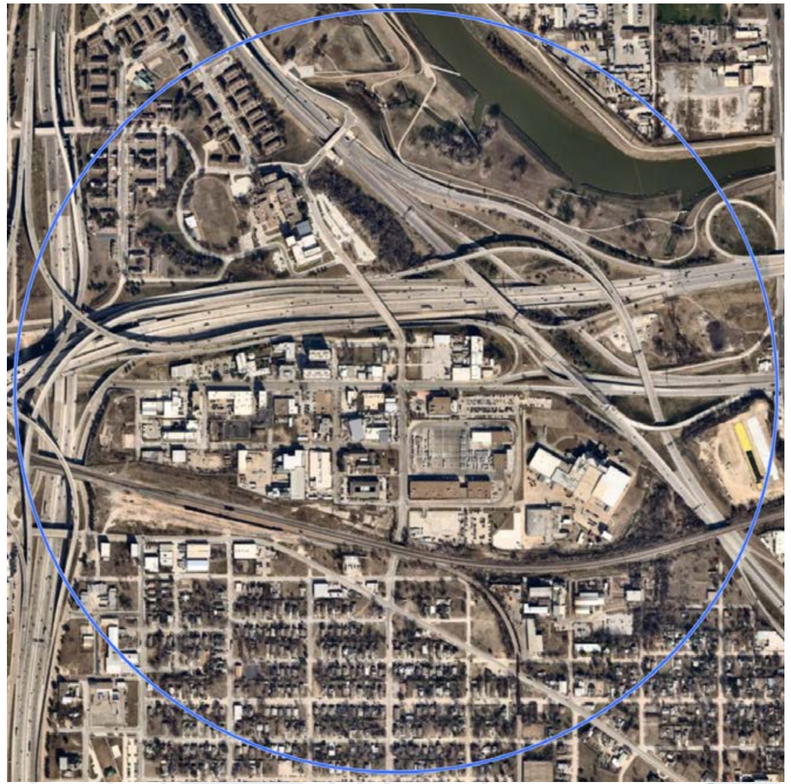
MULTI-MODAL OPPORTUNITIES

- Connectivity to T&P Station
- Connectivity to dining & entertainment
- Pedestrian & bike experience

PINE

Pine Existing Conditions

The Pine Street station area is located southeast of Downtown Fort Worth, surrounded by Interstate 30 to the north, Highway 287 to the east, the railroad to the south, and Interstate 35 to the west. The geographic constraints in this area creates an island affect, isolating those located within. Pine Street provides the only north-south connection for the area, and East Lancaster Avenue provides the only east-west connection. This area is unique along the corridor due to the heavy presence of human service organizations providing assistance to individuals experiencing homelessness. Combined, the isolation effect and existing activities creates an opportunity to envision a unique TOD tailored to serve those experiencing homelessness as well as those travelling through the area.



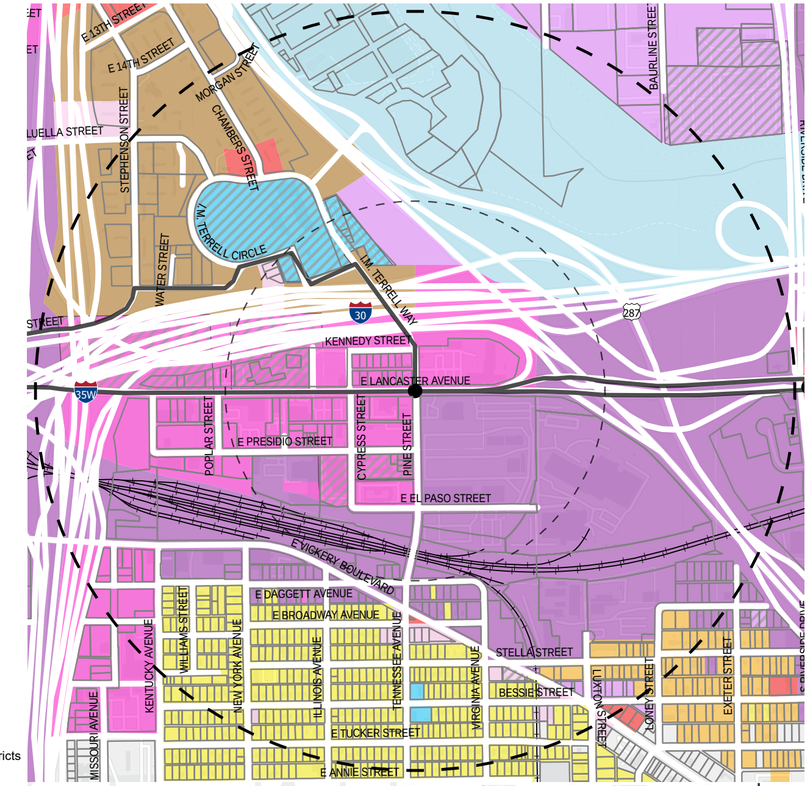
PINE

ZONING

The majority of the land in the Pine Station area is zoned as industrial or mixed-uses. The current land use is largely industrial in nature with limited residential or retail uses. The City of Fort Worth has designated the Pine Street area as an urban village, which speaks to the potential this area has to become more vibrant and accessible.

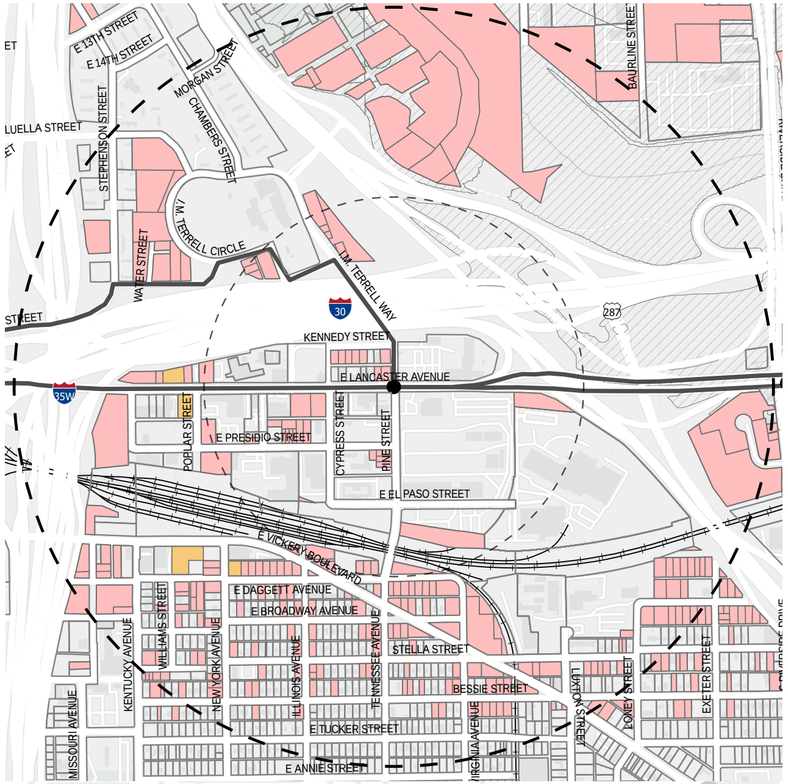
- Residential | **22.4%**
- Mixed-Use | **20.8%**
- Commercial | **1.5%**
- Industrial | **36.3%**
- Civic | **0.2%**
- Floodplain/Open Space | **18.8%**

- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



LAND POTENTIAL

The Pine Street station area currently has a number of grouped vacant parcels that could be utilized to create a TOD by developing more residential and mixed-uses. True TOD activity may be difficult to achieve here, however, due to the constraints of the highways and railroad. One potential opportunity exists to link future TOD along East Lancaster Avenue at this location to the planned Butler Place redevelopment site across Interstate 30.



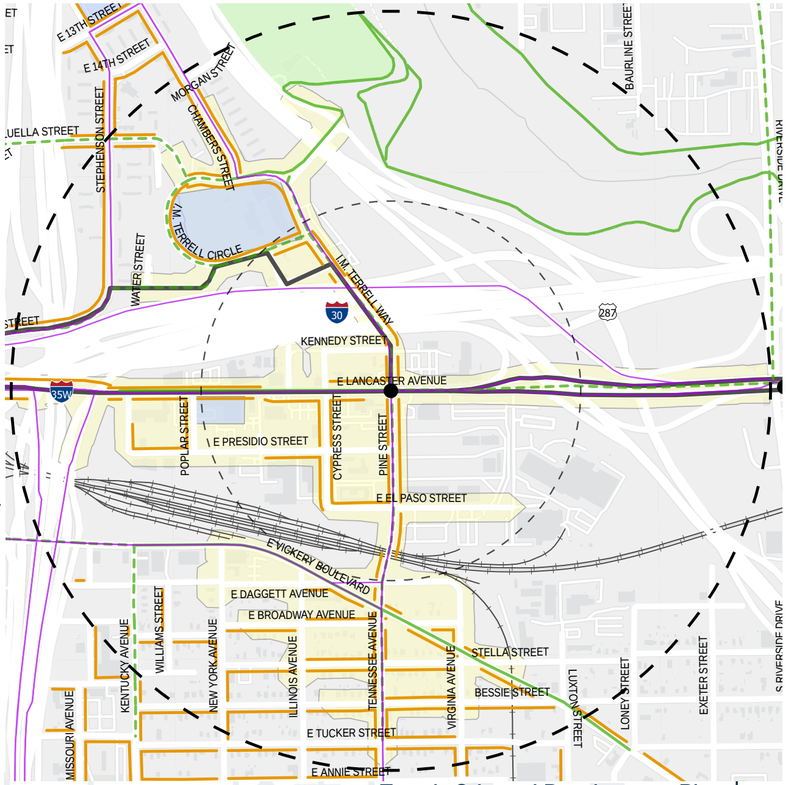
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

MULTI-MODAL DESTINATIONS

- Human services facilities
- IM Terrell Academy & Butler Place Redevelopment Site
- Historic Southside neighborhood
- Route 54 Bus Connection

MULTI-MODAL OPPORTUNITIES

- Pedestrian safety improvements
- Bicycle facilities



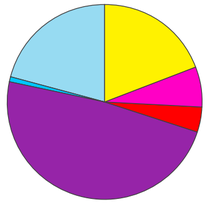
- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Riverside Existing Conditions

The Riverside Drive station is located east of Highway 287 and south of Interstate 30. Riverside Drive notes the transition of East Lancaster Avenue from an urban setting to a more suburban setting with three lanes each direction and a wide, grassy median. The station area is home to the Salvation Army Mabee Center, Humane Society of North Texas, and several automotive businesses. The northwest quadrant of Riverside Drive at East Lancaster Avenue is largely vacant due to an existing easement for the electric utility company and TxDOT ownership of the remaining land. Recent development activity has also begun on the southwest corner of the intersection. The Trinity Trails System intersects Riverside Drive on the north side of Interstate 30, however there is currently no paved connection to access the trail from the road or sidewalk.

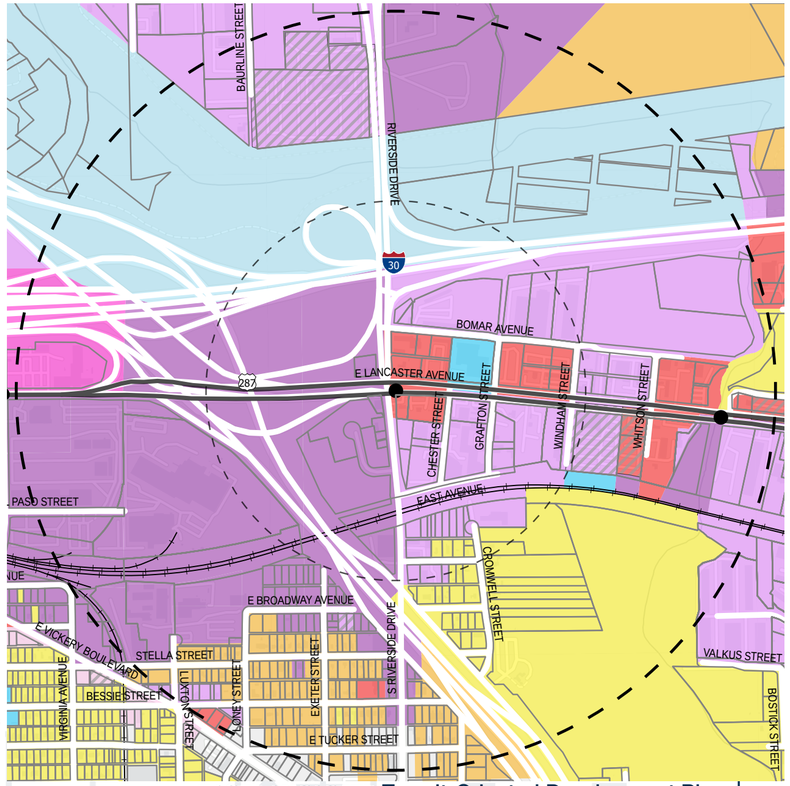
ZONING

The Riverside Drive station area is predominantly zoned as industrial with some commercial fronting East Lancaster Avenue. Open space land exists north of Interstate 30, and residential land exists south of the railroad tracks.



- Residential | **19.2%**
- Mixed-Use | **6.7%**
- Commercial | **4.3%**
- Industrial | **48.3%**
- Civic | **0.8%**
- Floodplain/Open Space | **20.8%**

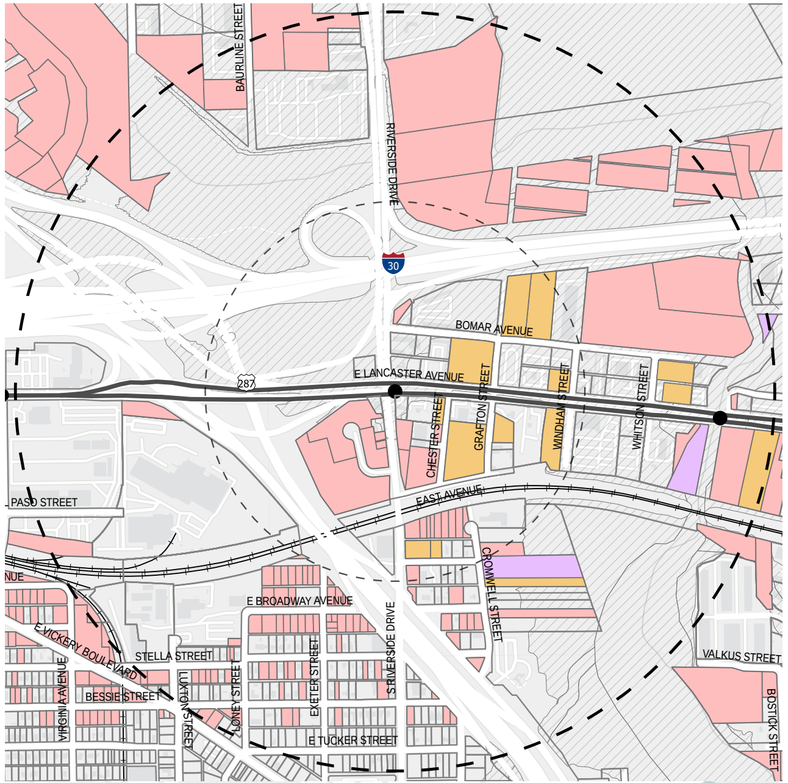
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



RIVERSIDE

LAND POTENTIAL

The Riverside Drive station area features notable potential for redevelopment on vacant and underutilized parcels. The northwest corner of the intersection is vacant, although somewhat constrained due to the highway access ramps for Highway 287 and Interstate 30. East of Riverside Drive, there are opportunities to redevelop auto-oriented businesses in the future.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

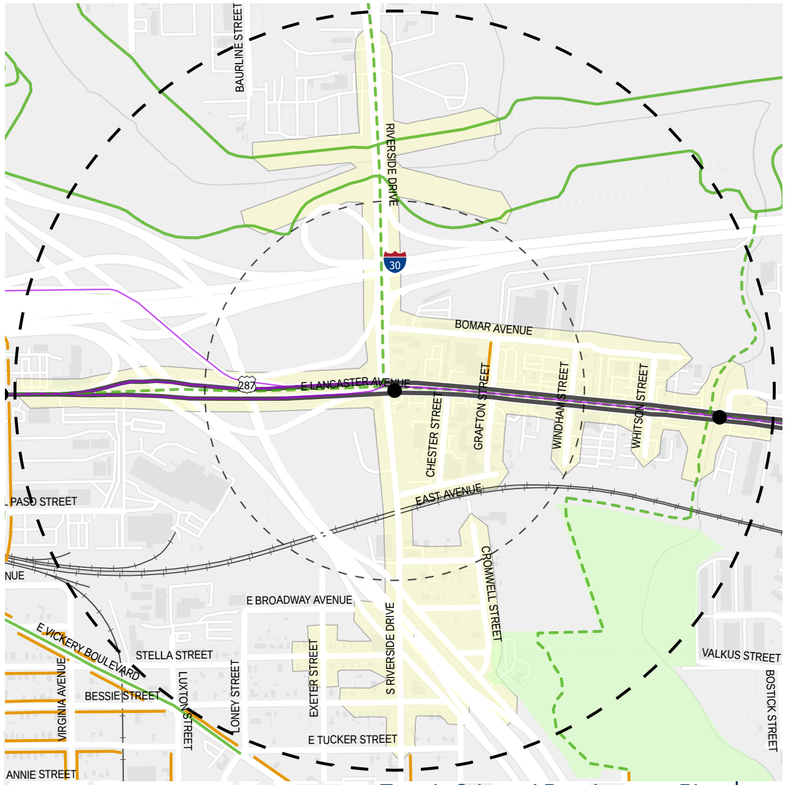
RIVERSIDE

MULTI-MODAL DESTINATIONS

- Salvation Army
- Trinity River Trails System
- Downtown Fort Worth to Downtown Dallas Trail
- Route 54 Bus Connection

MULTI-MODAL OPPORTUNITIES

- Future bicycle facilities
- Address sidewalk gaps
- Connection to Trinity River Trails System



- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Sycamore Existing Conditions

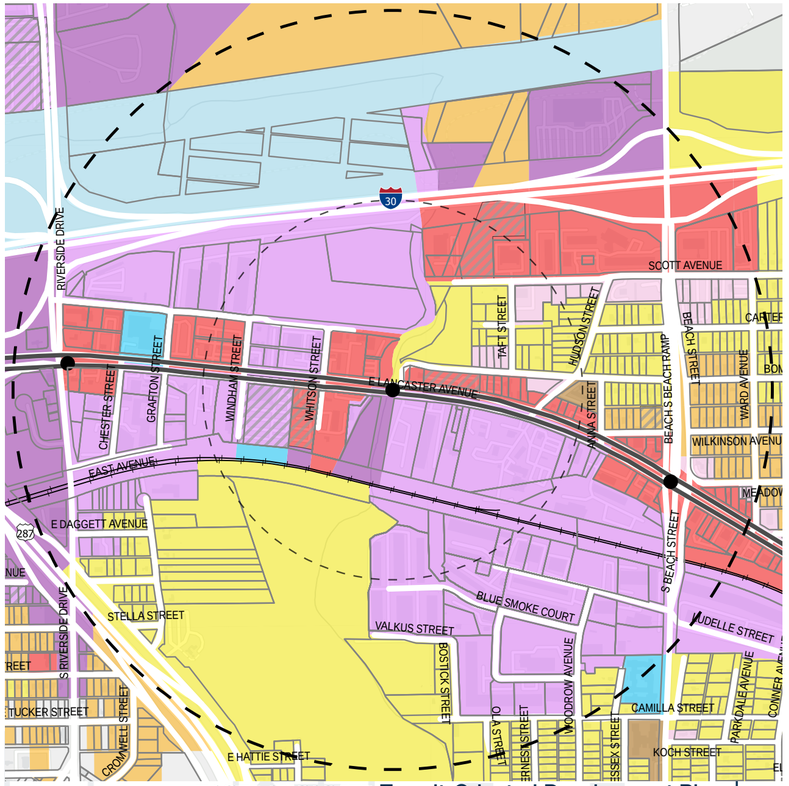
The Sycamore Creek station area is the most unique stop along East Lancaster Avenue due to its focus on the future trail connection to the Trinity Trails system. The Sycamore Creek Trail is a high-priority trail project in the Fort Worth Active Transportation Plan, connecting Trinity Trails north of Interstate 30 to Sycamore Park near Sycamore Street and Vickery Boulevard. The station area has an opportunity to have trail-oriented development and take advantage of the existing recreational potential.

ZONING

The Sycamore Creek station area is largely zoned as industrial and commercial uses along East Lancaster Avenue. Portions of Sycamore Creek are currently zoned as residential. There are also three planned developments in the station area.

- Residential | **31.5%**
- Commercial | **15.3%**
- Civic | **1.0%**
- Mixed-Use | **2.4%**
- Industrial | **38.3%**
- Floodplain/Open Space | **11.6%**

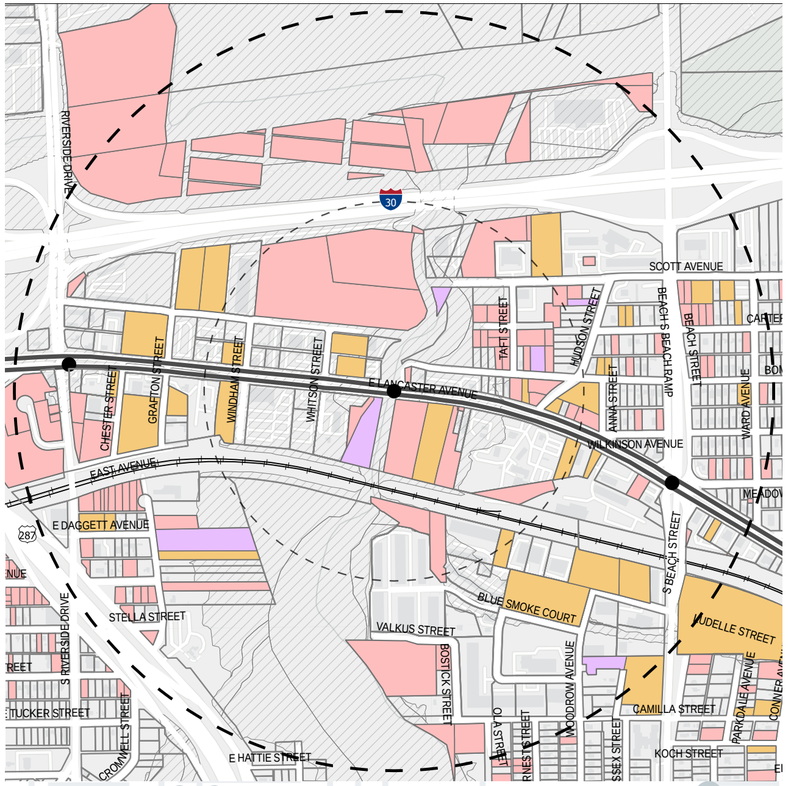
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



SYCAMORE

LAND POTENTIAL

The Sycamore Creek station area has a notable amount of underutilized land along East Lancaster Avenue, as the land uses largely consist of industrial or auto-oriented businesses. There are also two large vacant parcels northwest of the creek and East Lancaster Avenue, however a large gas well pad site currently occupies a significant portion of the property.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

SYCAMORE

MULTI-MODAL DESTINATIONS

- Future Sycamore Creek Trail
- Sycamore Park
- Trinity River Trails System
- Downtown Fort Worth to Downtown Dallas Trail

MULTI-MODAL OPPORTUNITIES

- Future trail facility
- Future bicycle facilities
- Trail-Oriented Development

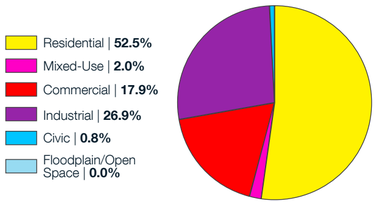
- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Beach Existing Conditions

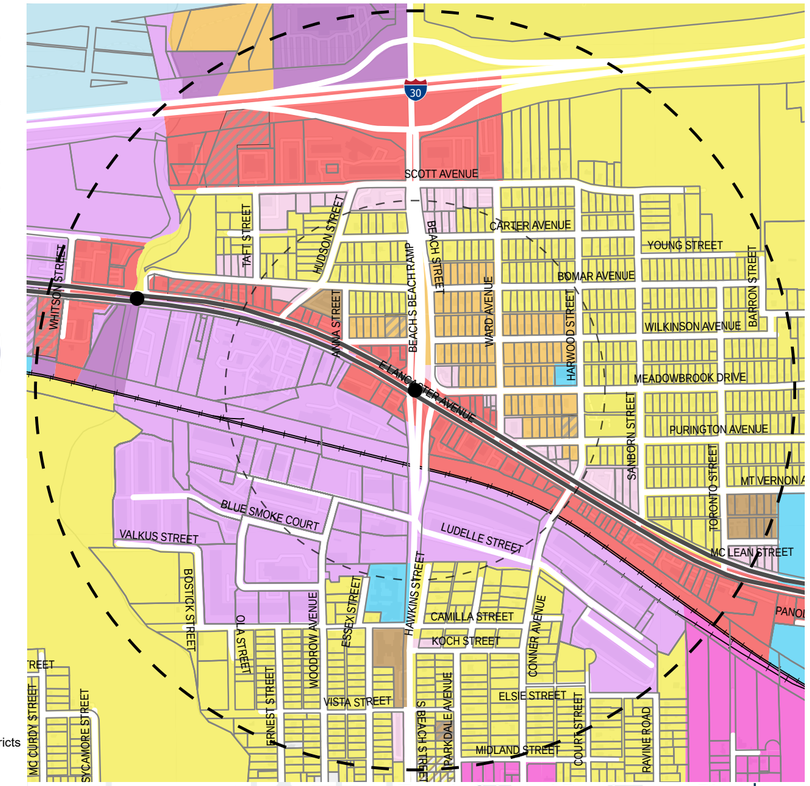
The Beach Street station area is located approximately two miles east of Downtown Fort Worth and less than one-half mile south of Interstate 30. Beach Street is currently grade separated beneath East Lancaster Avenue, partly due to the railroad crossing south of East Lancaster Avenue, under which Beach Street also runs. The intersection of East Lancaster and Beach Street offers a scenic view of Downtown Fort Worth as it sits at the top of a hill.

ZONING

The Beach Street station area has a diverse range of zoning designations. East Lancaster Avenue is fronted with industrial and commercial uses, with residential uses farther to the north and more industrial uses to the south surrounding the railroad tracks. The northeast corner has a group of parcels zoned as Low Density Residential, which allows for more diverse housing types and densities than the yellow, single-family residential zones.

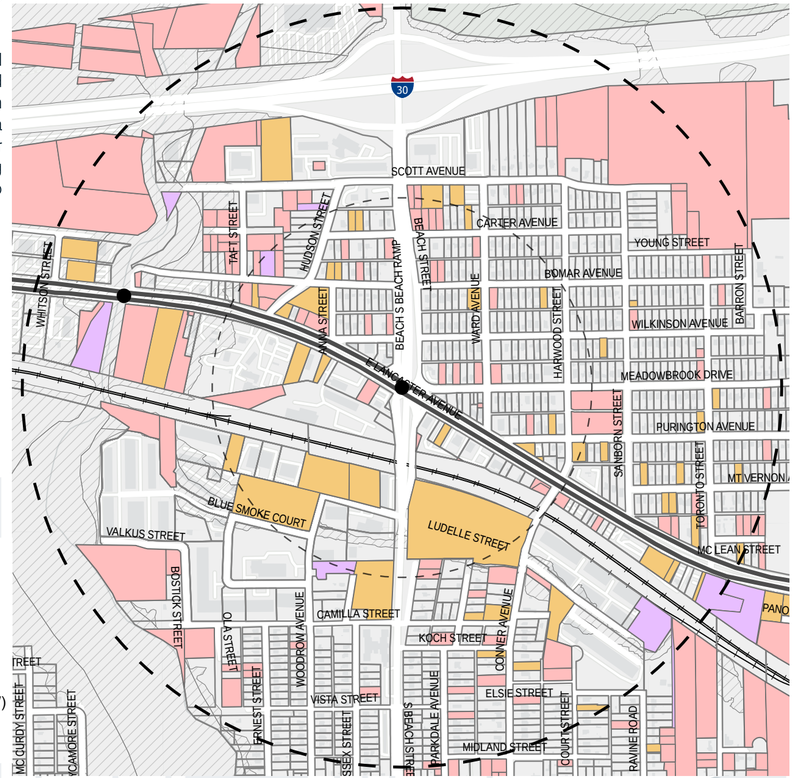


- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



LAND POTENTIAL

The Beach Street station area has some potential for redevelopment, especially south of the railroad tracks. Given the views of Downtown Fort Worth from this intersection, Beach Street could be a sought after location for high-density residential or office uses. Industrial and auto-oriented uses along East Lancaster Avenue could be redeveloped into more transit-friendly uses, as well.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

MULTI-MODAL DESTINATIONS

- Meadowbrook Neighborhood & Park
- Employment Center at Beach & Scott
- Industrial Park south of East Lancaster Avenue

MULTI-MODAL OPPORTUNITIES

- Improved intersection
- Pedestrian safety improvements
- Future bicycle facilities

- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Collard Existing Conditions

The Collard Street station area is approximately halfway between Downtown Fort Worth and Handley Drive, with the proposed high-capacity transit operating three miles in either direction. Collard Street provides access to Texas Wesleyan University (TWU), which is just south of the railroad tracks. TWU also owns Martin Field at the southwest corner of Collard Street and East Lancaster Avenue.

TWU anchors the Polytechnic/Wesleyan Urban Village, which extends from the railroad tracks south to Rosedale Street, encompassing TWU, Polytechnic High School, and the redeveloping East Lancaster corridor. The City of Fort Worth, North Central Texas Council of Governments (NCTCOG), and Tarrant County invested significantly in the reconstruction of East Rosedale Street as a pedestrian-oriented street with key placemaking features along the street.

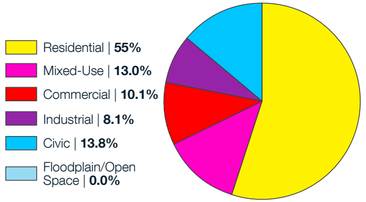
The Collard Street Station is uniquely located to link the University and the Polytechnic/Wesleyan Urban Village to Downtown Fort Worth and other East Lancaster Avenue destinations.

COLLARD

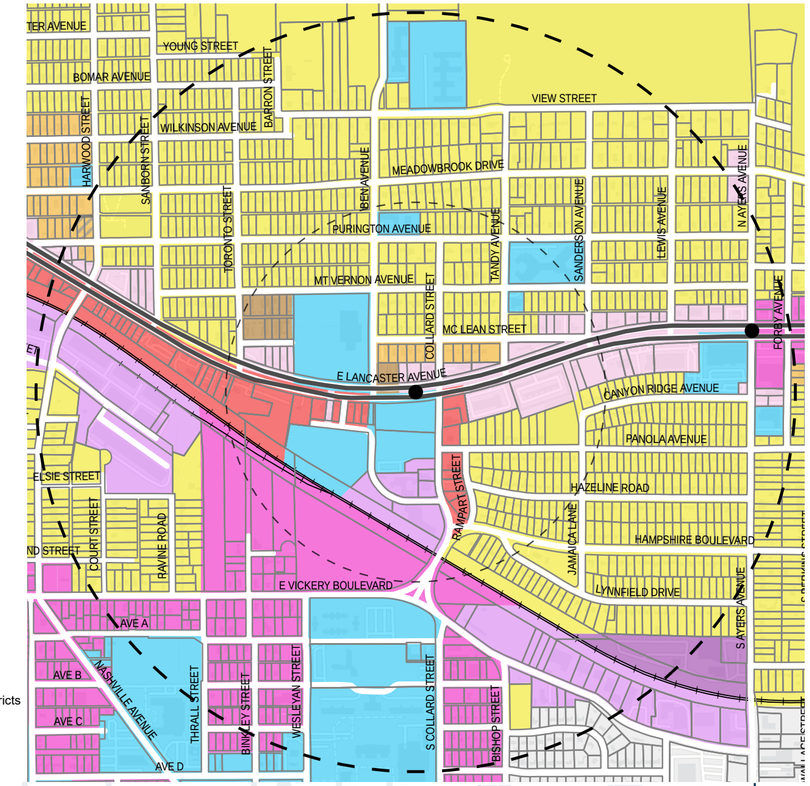
COLLARD

ZONING

The Collard Street station area has a large amount of commercial uses fronting East Lancaster Avenue, with significant residential uses behind. South of the railroad tracks, mixed-use zoning currently exists to help encourage diverse land uses around TWU. Similar to the rest of the corridor, industrially-zoned parcels surround the railroad tracks as well.

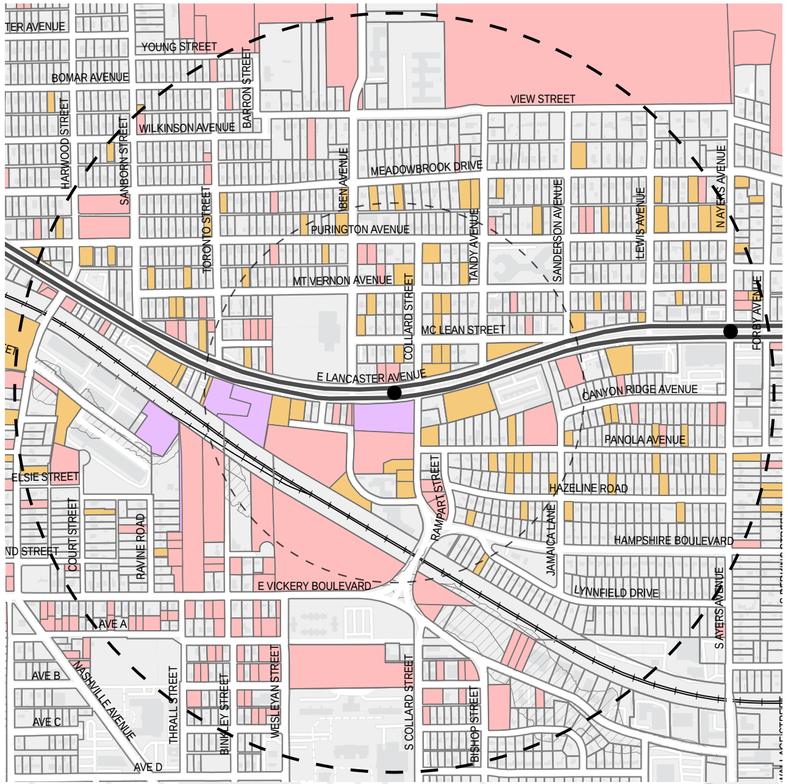


- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



LAND POTENTIAL

The Collard Street station area has potential for unique redevelopment activity that complements the university and its faculty, students, and visitors. Some parcels along East Lancaster Avenue could be redeveloped to better support transit. Some of the industrial parcels could be redeveloped as well for residential, mixed-use, or other transit-supportive developments.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

MULTI-MODAL DESTINATIONS

- Texas Wesleyan University (TWU)
- Tandy Hills / Stratford Nature Area
- Meadowbrook Neighborhood

MULTI-MODAL OPPORTUNITIES

- Future bicycle facilities
- Sidewalk gaps
- Improved viaduct to TWU

- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

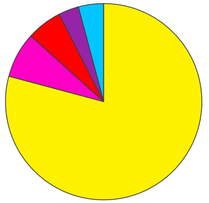
Ayers Existing Conditions

The Ayers Avenue station area is home to the recently-constructed Reby Cary Youth Library, a Fort Worth Police Department facility, and a strong presence of residential uses. The Tandy Hills Natural Area is also less than one-half mile to the north of East Lancaster Avenue. Ayers Avenue also provides access south to Rosedale Street and the greater Polytechnic Neighborhood.

AYERS

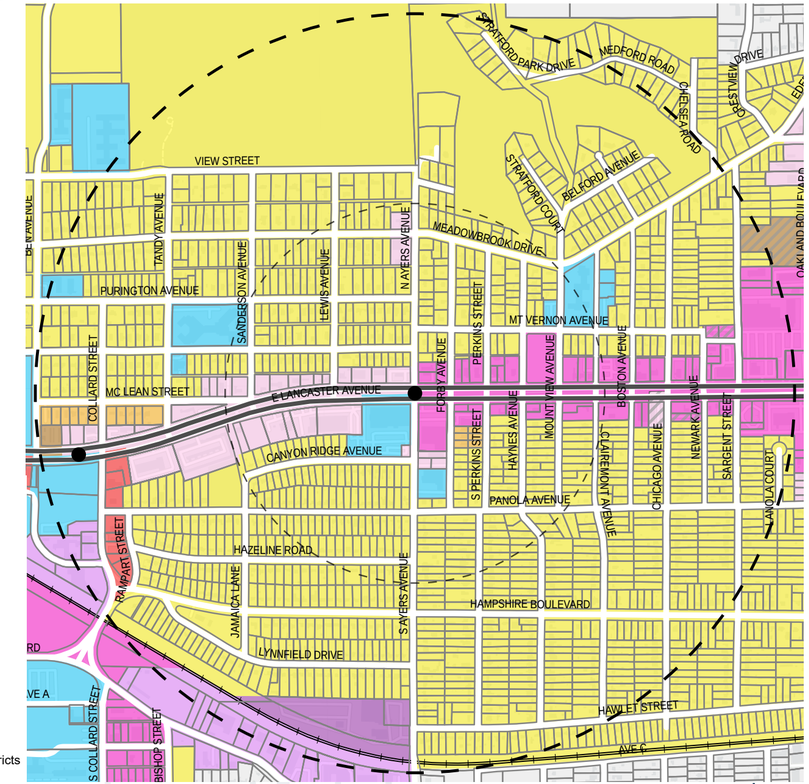
ZONING

Ayers Avenue is the western edge of the Oakland Corners Urban Village, meaning all parcels fronting East Lancaster Avenue east of Ayers Avenue are zoned as mixed-use. West of Ayers, East Lancaster Avenue is lined with commercial uses. The remainder of the station area largely consists of residential zoning designations.



- Residential | **79.4%**
- Mixed-Use | **7.5%**
- Commercial | **5.7%**
- Industrial | **3.3%**
- Civic | **4.1%**
- Floodplain/Open Space | **0.0%**

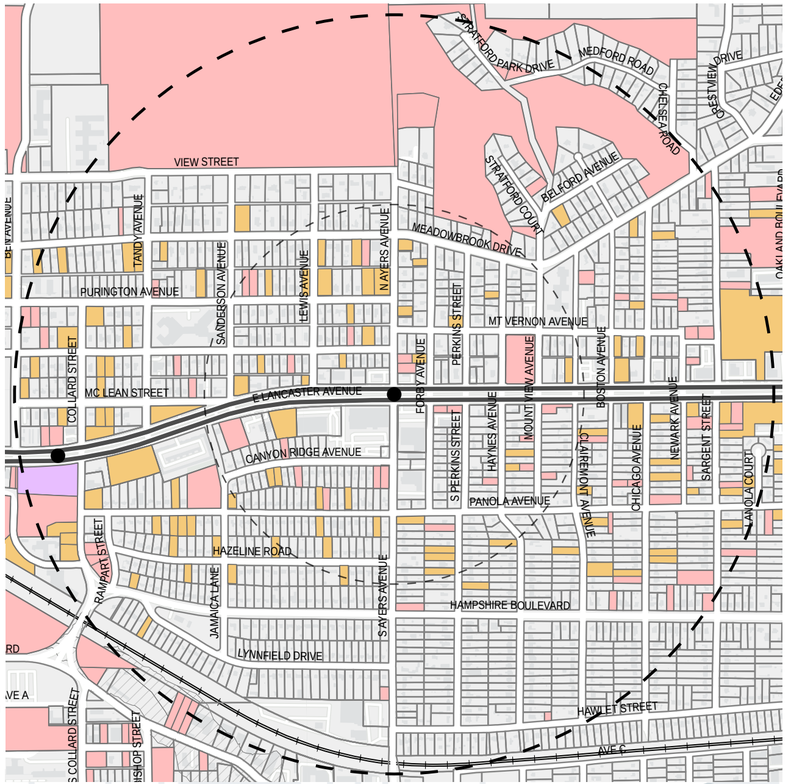
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



AYERS

LAND POTENTIAL

The Ayers Avenue station area has fewer opportunities for redevelopment outside of the existing auto-oriented businesses in the future. The Ayers station area will likely be a lower priority for development along the corridor until existing uses along East Lancaster Avenue become vacant or more attractive for investment.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

MULTI-MODAL DESTINATIONS

- Meadowbrook Neighborhood
- Tandy Hills / Stratford Nature Area
- Reby Cary Youth Library

MULTI-MODAL OPPORTUNITIES

- Improved sidewalks
- Future bicycle facilities

AYERS

- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Oakland Existing Conditions

The Oakland Boulevard station area is one of the busiest nodes along the East Lancaster corridor (outside of Downtown Fort Worth). Oakland Boulevard provides access north to Randol Mill Road/1st Street and south to Mansfield Highway. Four schools lie within one-half mile of Oakland Boulevard and East Lancaster Avenue, as well as a bus transfer center at the southwest corner of the intersection where four bus routes intersect and provide connections to other eastside destinations.

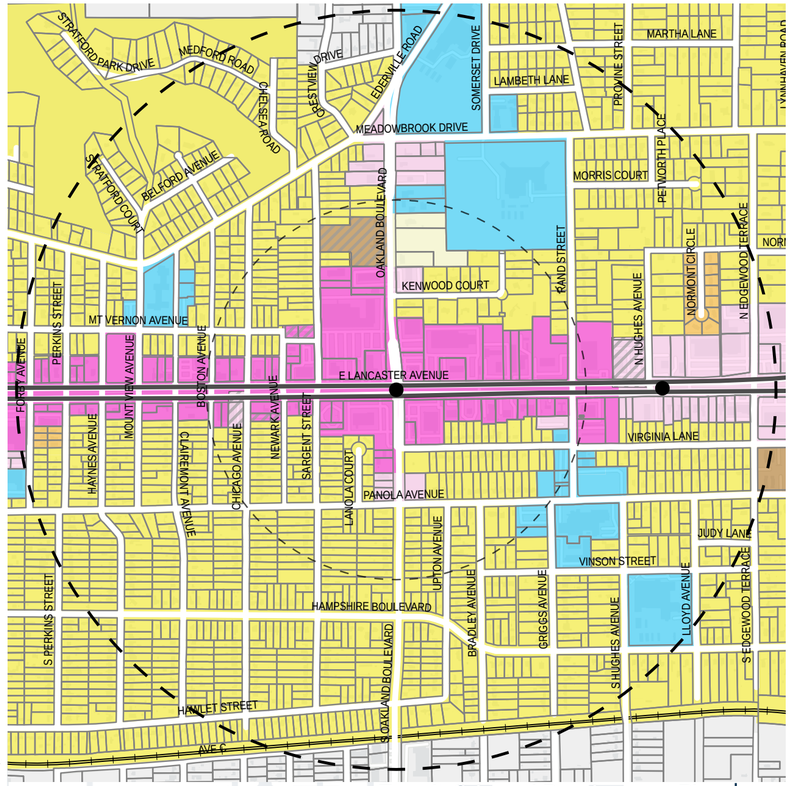
The Oakland Corners Urban Village is centered on the Oakland Boulevard and East Lancaster Avenue intersection, extending multiple blocks east and west along East Lancaster Avenue. Oakland Corners is supported by an adopted urban village master plan and a neighborhood empowerment zone strategic plan.

ZONING

The Oakland Boulevard station area sits in the middle of the Oakland Corners Urban Village. As a result, East Lancaster Avenue is lined with mixed-use zoning designations, as well as parcels along Oakland Boulevard close to East Lancaster Avenue. Behind these major roadways lie predominantly residentially-zoned areas with some commercial to the north.

- Residential | **69.8%**
- Mixed-Use | **14.4%**
- Commercial | **5.0%**
- Industrial | **0%**
- Civic | **10.8%**
- Floodplain/Open Space | **0.0%**

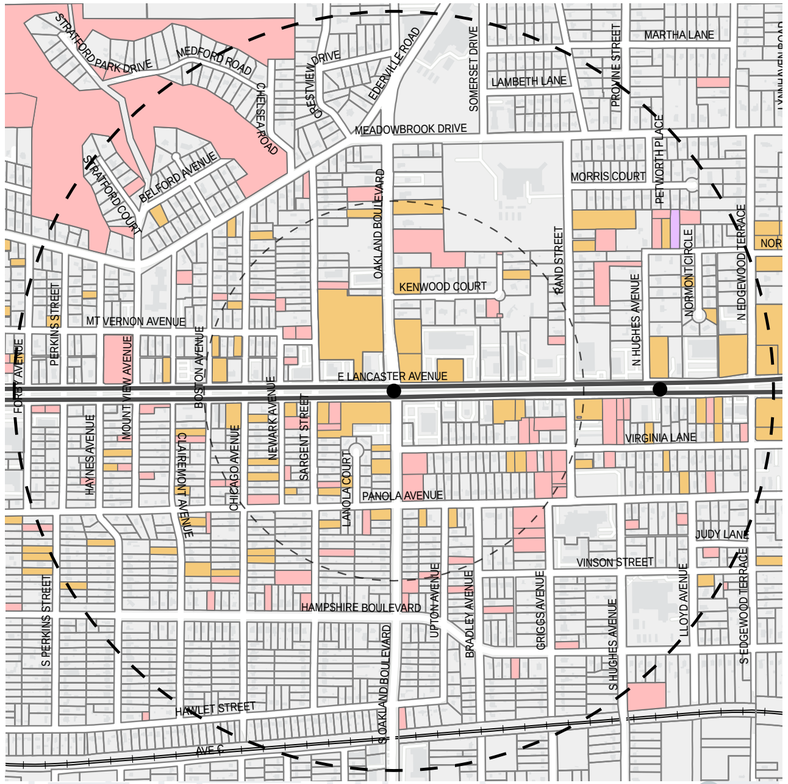
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



EXISTING CONDITIONS

LAND POTENTIAL

The Oakland Boulevard station area has notable surface parking lots at East Lancaster Avenue and Oakland Boulevard, making those parcels attractive for infill redevelopment. The existing big box commercial uses are also candidates for future redevelopment.



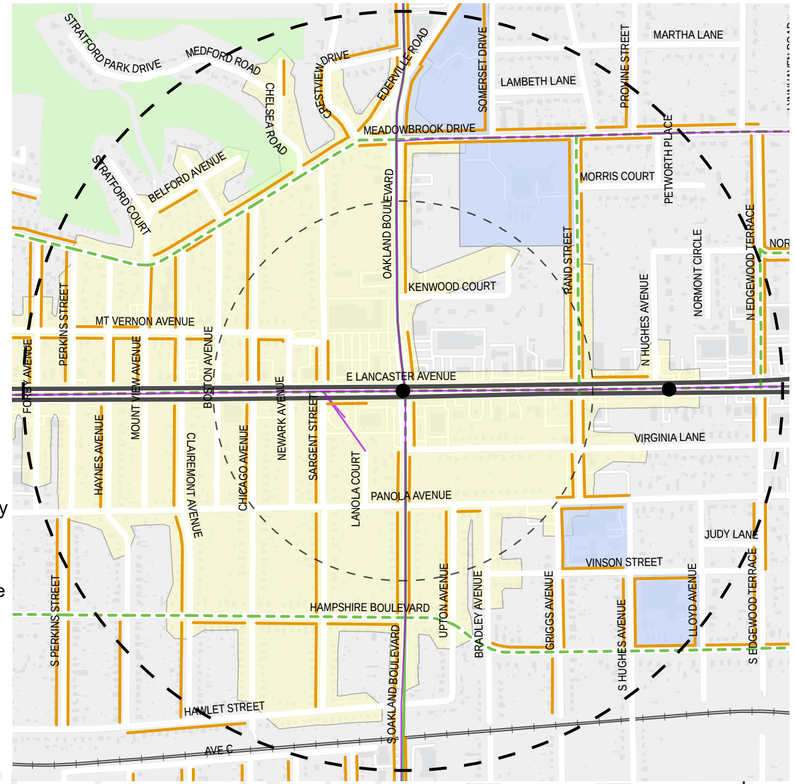
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

MULTI-MODAL DESTINATIONS

- Meadowbrook Neighborhood & schools
- Dr. Dennis Dunkins Transfer Center
- Tandy Hills / Stratford Nature Area
- Routes 21, 22, and 25 Bus Connections

MULTI-MODAL OPPORTUNITIES

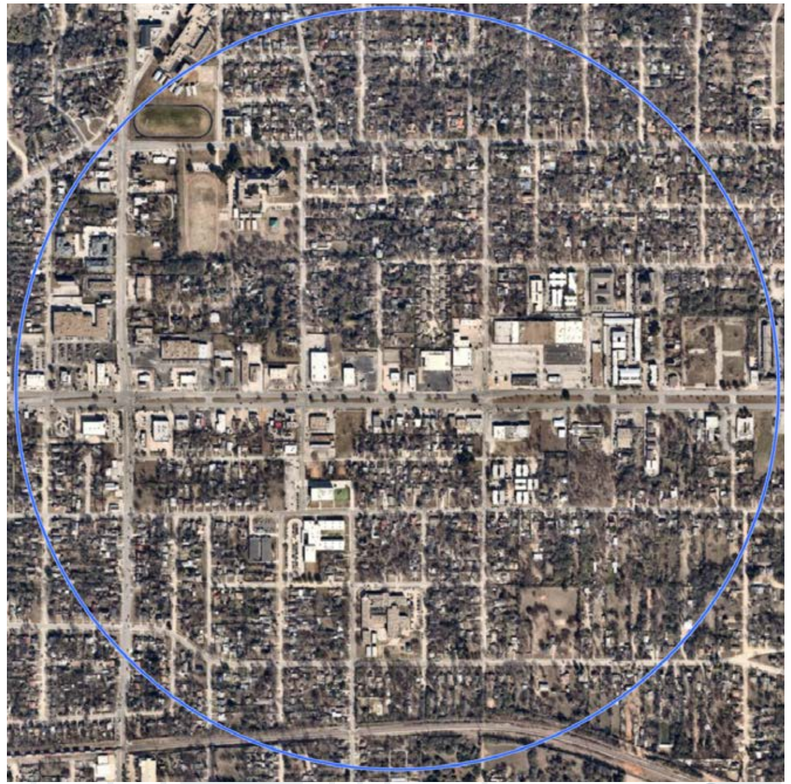
- Future bicycle facilities
- Sidewalk improvements



- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Rand/Edgewood Existing Conditions

The Rand/Edgewood station area is predominantly residential with some commercial and mixed uses fronting East Lancaster Avenue. There are several schools within one-half mile of the proposed station, including two elementary schools and two middle schools. A large, big-box strip mall currently sits at the northeast corner of Edgewood Terrace and East Lancaster Avenue, which features a large surface parking lot between it and the roadways.



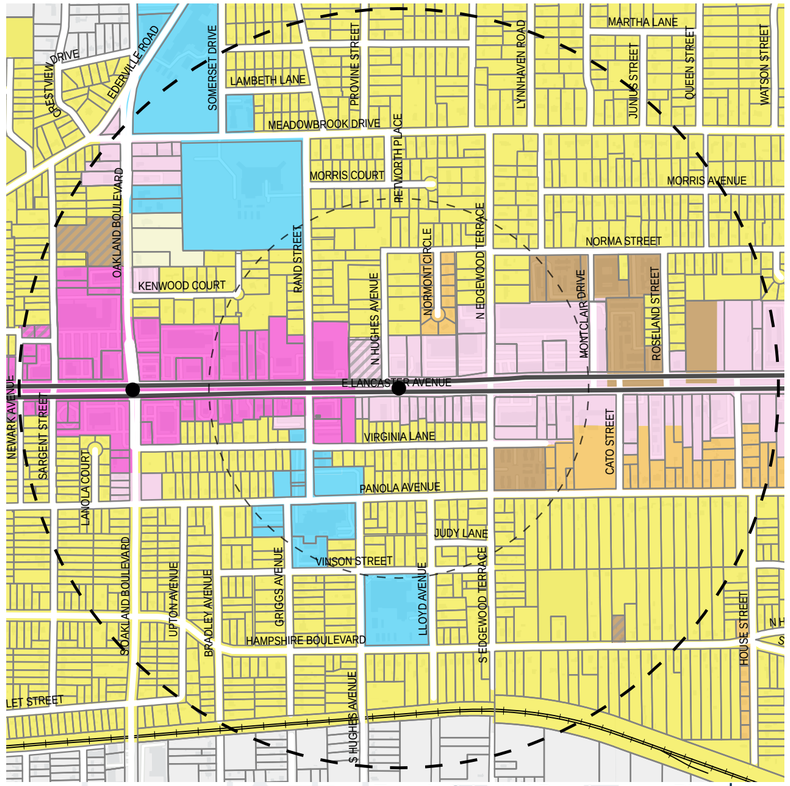
RAND / EDGEWOOD

ZONING

This station area marks the eastern edge of the Oakland Corners Urban Village, with mixed-use zoning fronting East Lancaster Avenue west of Hughes Avenue. East of Hughes Avenue, East Lancaster Avenue is zoned with commercial uses and some higher density residential zones. Beyond East Lancaster Avenue, most of the station area is zoned as residential.

- Residential | **70.1%**
- Mixed-Use | **10.3%**
- Commercial | **11.1%**
- Industrial | **0.0%**
- Civic | **8.5%**
- Floodplain/Open Space | **0.0%**

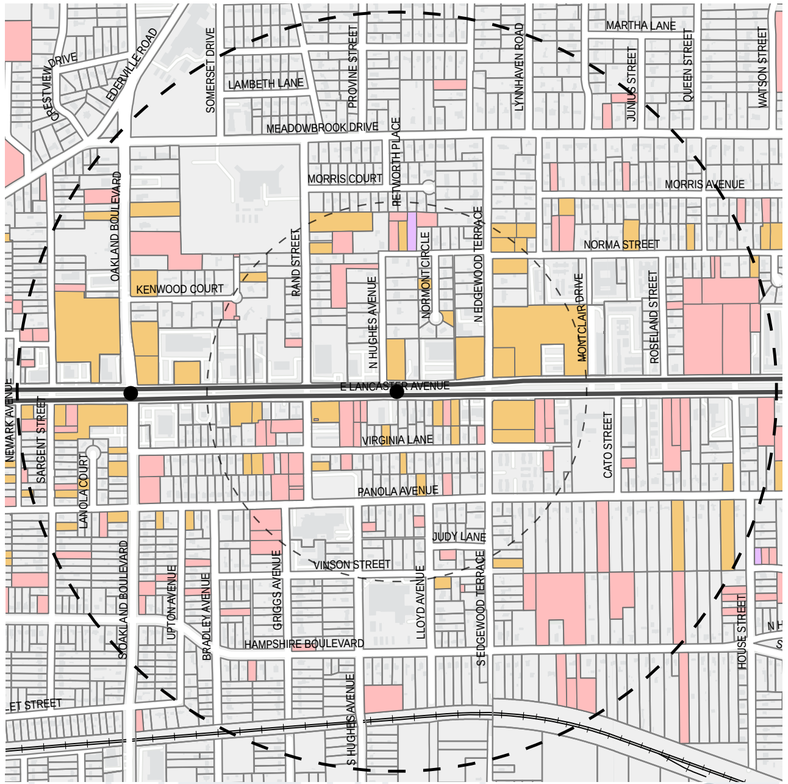
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



RAND / EDGEWOOD

LAND POTENTIAL

The Rand/Edgewood station area has some redevelopment and infill development potential along East Lancaster Avenue, especially on parcels with larger surface parking lots and auto-oriented businesses. Three of the four corners at Edgewood Terrace and East Lancaster Avenue, for example, provide opportunities for redevelopment and infill development.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

RAND / EDGEWOOD

MULTI-MODAL DESTINATIONS

- Meadowbrook Neighborhood
- Trinity Basin Prep School
- Sagamore Hill Elementary

MULTI-MODAL OPPORTUNITIES

- Future bicycle facilities
- Sidewalk improvements

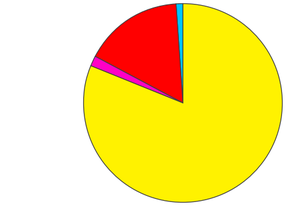
- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Tierney Existing Conditions

The Tierney Road station area is located approximately one mile west of Interstate 820 on East Lancaster Avenue. Tierney Road provides access to the Meadowbrook Neighborhood to the north and Cavile Place redevelopment area to the south at Rosedale Street.

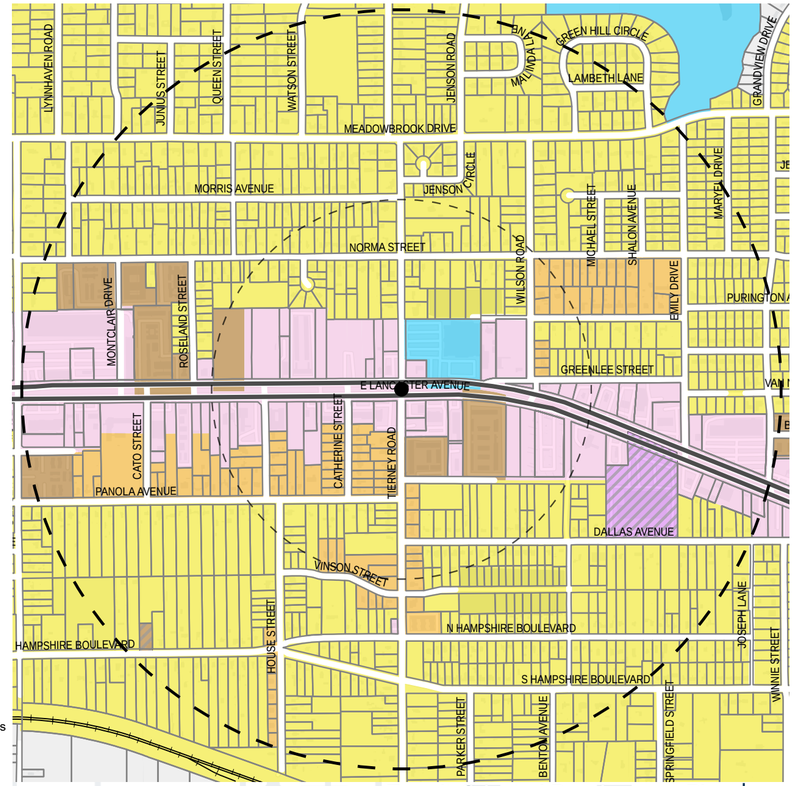
ZONING

The Tierney Road station area features East Lancaster Avenue lined with mainly commercially-zoned parcels and various residential zones behind East Lancaster Avenue.



- Residential | **81.2%**
- Commercial | **16.1%**
- Civic | **1.1%**
- Mixed-Use | **1.5%**
- Industrial | **0.0%**
- Floodplain/Open Space | **0.0%**

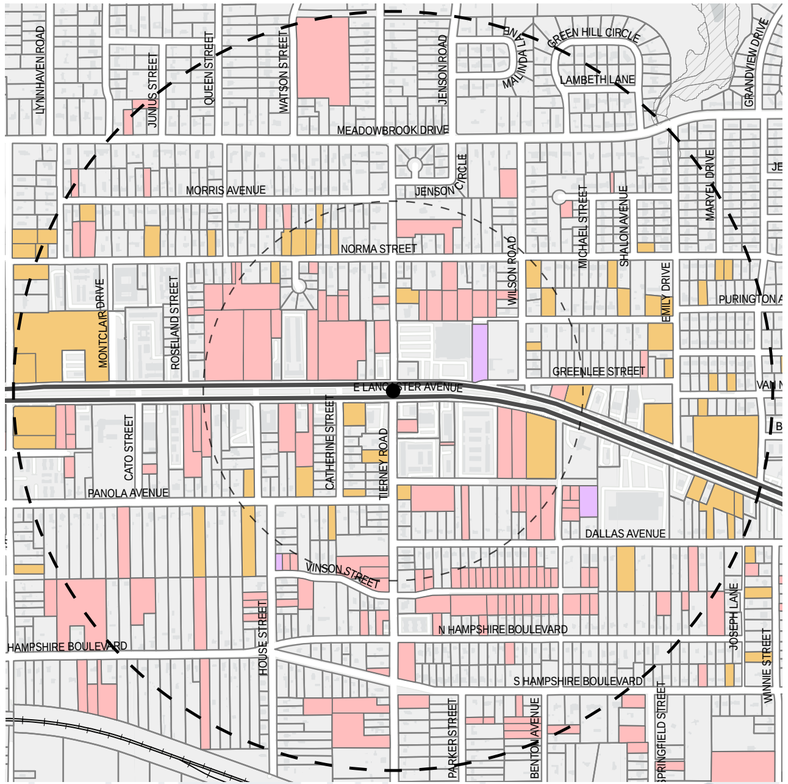
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



TIERNEY

LAND POTENTIAL

The Tierney Road station area has large lots fronting East Lancaster Avenue that provide opportunities for redevelopment and infill development. For example, the vacant lots northwest of the intersection and the large parking lot at the northeast corner could be developed into transit-supportive land uses.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

MULTI-MODAL DESTINATIONS

- Meadowbrook Neighborhood
- Our Lady of Fatima Catholic Church
- Cavile Place Redevelopment Area

MULTI-MODAL OPPORTUNITIES

- Future bicycle facilities
- Sidewalk improvements
- Address sidewalk gaps

TIERNEY

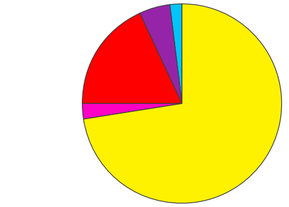
- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Weiler Existing Conditions

The Weiler Boulevard station area is located approximately one-half mile west of Interstate 820 along East Lancaster Avenue. Destinations in the area include Lancaster Hall event center, Fort Worth Public Library - Meadowbrook, and the St. Rita Catholic Church and School. Fort Worth Police Department also has a facility at the southeast corner of Weiler Boulevard and East Lancaster Avenue. Weiler Boulevard provides access to Interstate 30 to the north and Old Handley Road to the south.

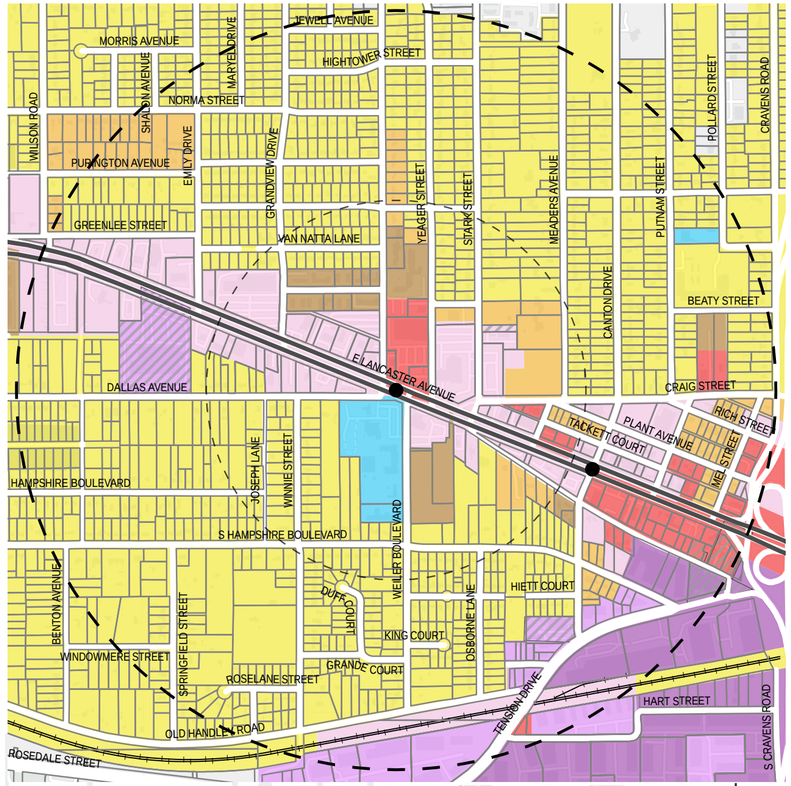
ZONING

The Weiler Boulevard station area features East Lancaster Avenue being lined with parcels zoned as commercial with urban residential and other single-family residential zones set back behind East Lancaster Avenue.



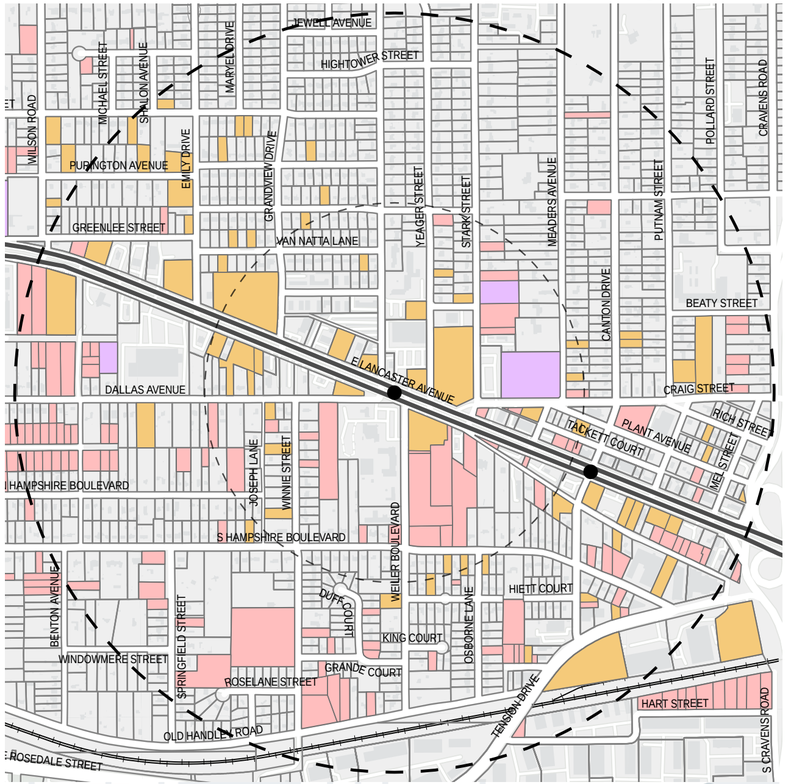
- Residential | **72.7%**
- Mixed-Use | **2.4%**
- Commercial | **18.1%**
- Industrial | **5.0%**
- Civic | **1.8%**
- Floodplain/Open Space | **0.0%**

- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



LAND POTENTIAL

The Weiler Boulevard station area has large parcels of land, some of which have surface parking lots fronting East Lancaster Avenue that could be redeveloped. Additionally, a large vacant parcel currently sits immediately south of the Police Department's facility which is an opportunity for development.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

MULTI-MODAL DESTINATIONS

- Meadowbrook Public Library
- St. Rita Catholic Church & School
- Eastern Hills High & Elementary School

MULTI-MODAL OPPORTUNITIES

- Future bicycle facilities
- Sidewalk improvements
- Address sidewalk gaps

WEILER

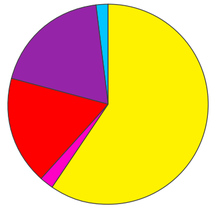
- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Canton Existing Conditions

The Canton Drive station area is located approximately one-quarter mile west of Interstate 820 along East Lancaster Avenue. Canton Drive provides access to Meadowbrook Drive to the north and Tension Drive to the south. This station area marks a transition from largely residential uses to more commercial and industrial uses moving eastward towards the interstate. West Handley Elementary School sits approximately one-quarter mile from Canton Drive and East Lancaster Avenue. Interstate 820 creates a significant barrier to the east of the station area, creating the need to ensure multi-modal accessibility around the station and explore how to improve connectivity across the greater area.

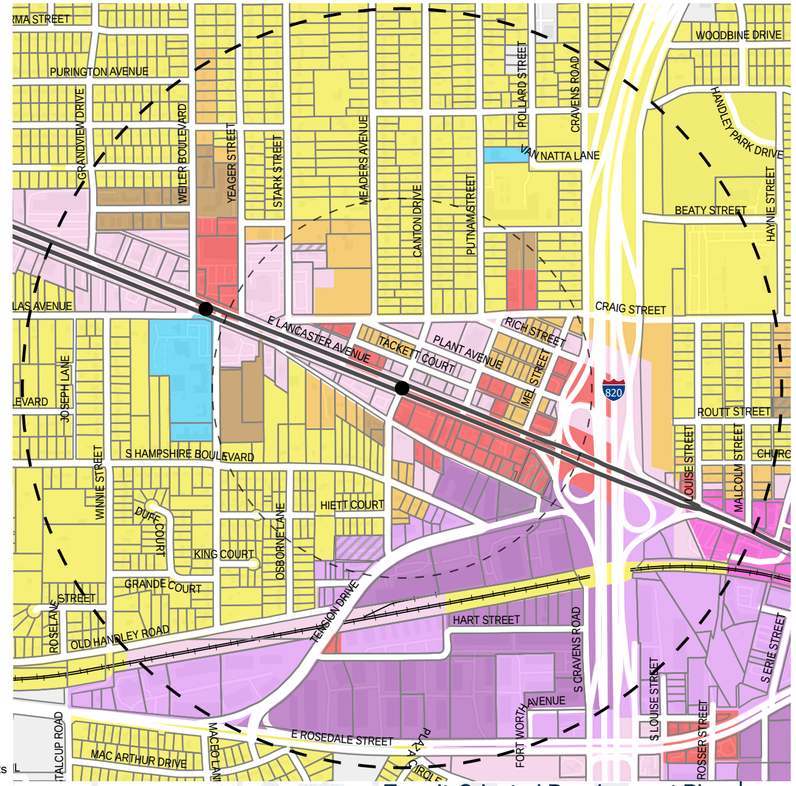
ZONING

The Canton Drive station area features a number of different zoning designations. East Lancaster Avenue is fronted with commercially-zoned parcels of varying intensities. South of East Lancaster Avenue, residential zones lie west of Canton Drive and industrial zones lie east of Canton Drive. North of East Lancaster Avenue features various levels of residential zones.



- Residential | **59.7%**
- Mixed-Use | **2.0%**
- Commercial | **17.5%**
- Industrial | **19.0%**
- Civic | **1.8%**
- Floodplain/Open Space | **0.0%**

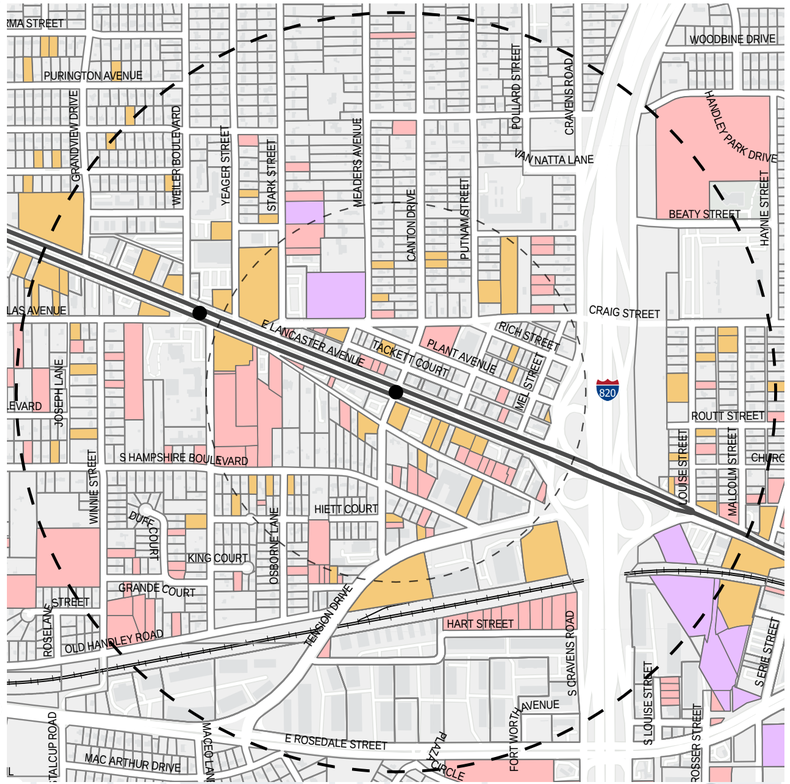
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



CANTON

LAND POTENTIAL

The Canton Drive station area presents some potential for redevelopment around East Lancaster Avenue, particularly along existing auto-oriented businesses and industrial uses to the southeast of Canton Drive and East Lancaster Avenue. Development opportunities also exist along nearby Craig Avenue. Interesting small-scale redevelopment and reuse opportunities also exist on either side of Canton Drive amidst the storefronts along East Lancaster Avenue.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

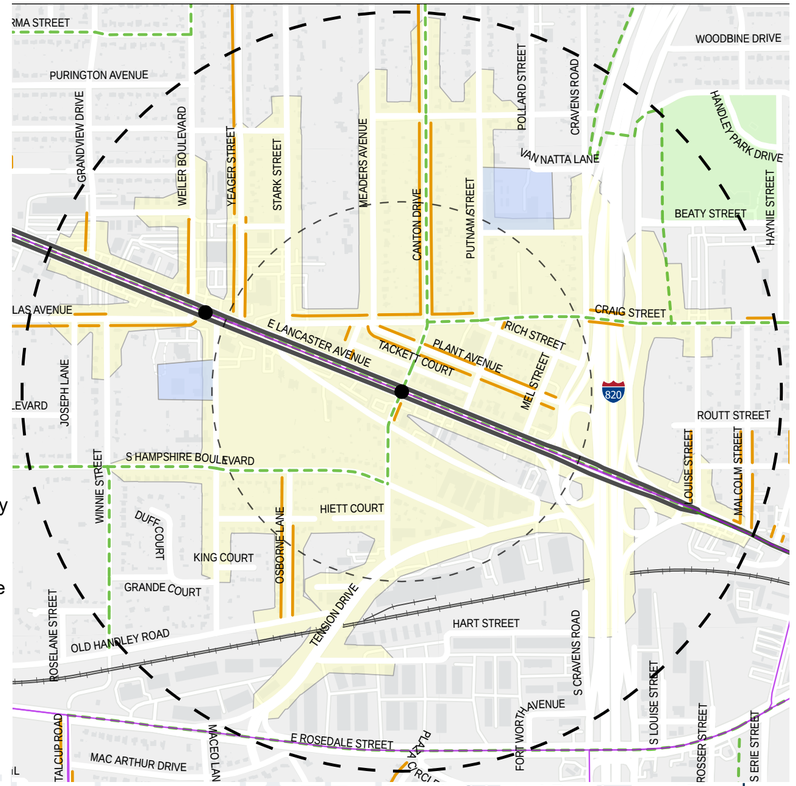
MULTI-MODAL DESTINATIONS

- Nearby neighborhoods
- West Handley Elementary School
- Businesses & employment

MULTI-MODAL OPPORTUNITIES

- Future bicycle facilities
- Sidewalk improvements
- Address sidewalk gaps

CANTON



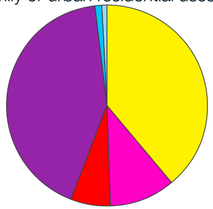
- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

Handley Existing Conditions

The Handley Drive station area could potentially be the last stop along the East Lancaster high-capacity transit route, serving the historic town of Handley. The route could be extended farther east in the future. The station area is located approximately one-quarter mile east of Interstate 820. East Lancaster Avenue is lined with historic storefronts along the north side of the street and railroad right-of-way along the south side of the street. There is also Jean McClung Middle School located one-quarter mile north of the station area.

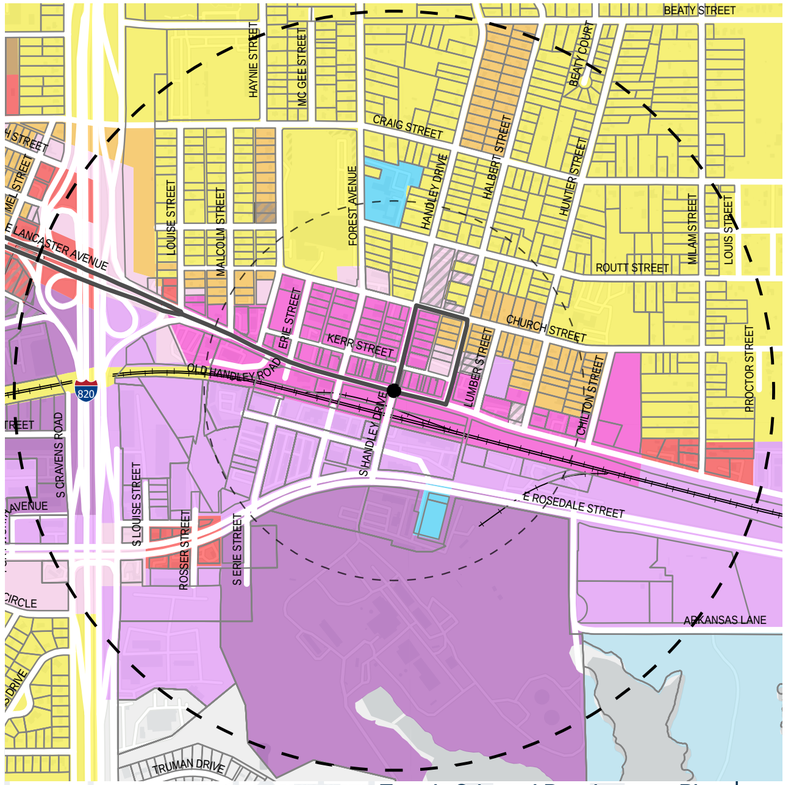
ZONING

The Handley Drive station area is located in the Handley Urban Village and features mixed-use zoning along East Lancaster Avenue from Interstate 820 to Milam Street. South of East Lancaster Avenue features industrially-zoned parcels due to the presence of the railroad and proximity to the interstate. North of East Lancaster Avenue is predominantly zoned as single-family or urban residential uses.



- Residential | **38.9%**
- Mixed-Use | **10.6%**
- Commercial | **6.4%**
- Industrial | **42.3%**
- Civic | **1.0%**
- Floodplain/Open Space | **0.8%**

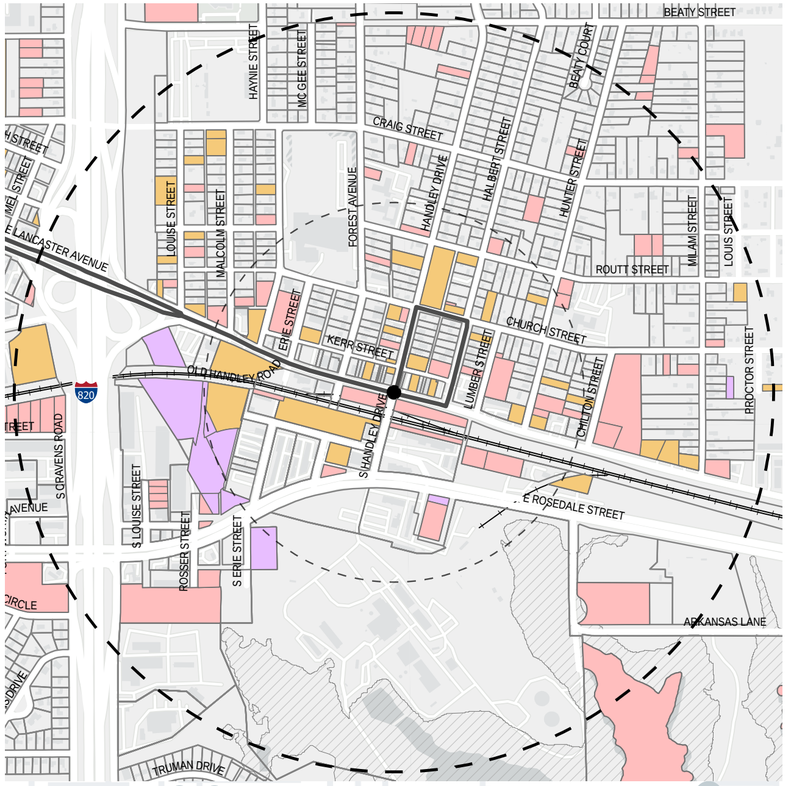
- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Planned Development
- Residential (Single Family, 1/2 Acre +)
- Residential (Single Family)
- Manufactured Housing
- Low Density Residential
- High Density Residential
- Urban Residential
- Community Facility
- Neighborhood Commercial
- Mixed-Use, Downtown and Form Based Districts
- General Commercial
- Light Industrial
- Heavy Industrial
- Floodplain



HANDLEY

LAND POTENTIAL

The Handley Drive station area presents unique opportunities for redevelopment and other investments. Vacant land currently sits between East Lancaster Avenue and the railroad, however these lots are long and narrow. There is also a large vacant parcel at the northeast corner of Chilton Street and East Lancaster Avenue.



- Potential HCT Stops
- East Lancaster HCT Route
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer
- Parcel Boundaries
- Vacant Parcels (TAD)
- Potential Vacancies for Redevelopment (COFW)
- Potential Redevelopment (Age or Land Value)
- 100-Year Floodplain

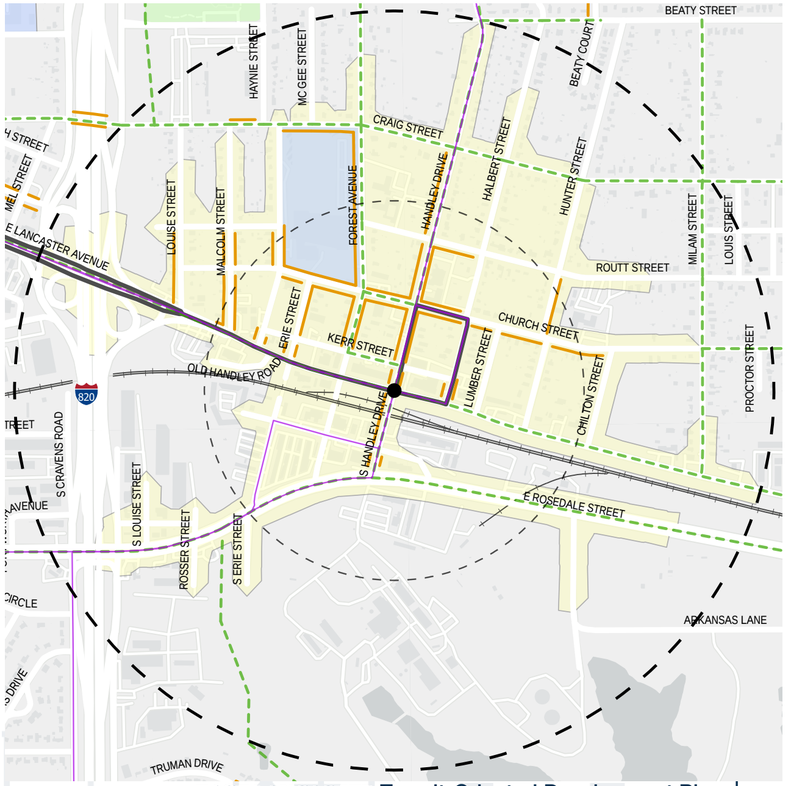
MULTI-MODAL DESTINATIONS

- Historic Handley
- Jean McClung Middle School
- Handley Meadowbrook Community Center

MULTI-MODAL OPPORTUNITIES

- Future bicycle facilities
- Sidewalk improvements
- Address sidewalk gaps

HANDLEY



- Potential HCT Stops
- Existing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- Existing Bus Routes
- East Lancaster HCT Route
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Railroad
- Quarter-Mile Buffer
- Half-Mile Buffer

3

MULTI-MODAL ASSESSMENT

MULTI-MODAL

Every transit trip begins and ends with walking to some extent. Successful high-capacity transit corridors provide safe and accessible connections to transit through multiple modes. East Lancaster Avenue has the potential to become an efficient multi-modal corridor, with the integration of some improvements. This chapter builds on the multi-modal existing conditions identified in Chapter 2. The public identified several priority connections along East Lancaster Avenue, including existing neighborhoods, Trinity Trails system, and wide sidepaths along East Lancaster Avenue itself. Support was also strongly expressed for wide sidewalks, shade trees, building canopies, and lighting to promote walkability.

Corridor Recommendations

The East Lancaster corridor is planned to have a future sidepath that will serve both bicycles and pedestrians. In order to make this corridor truly accessible and comfortable for all modes, the following recommendations should be considered:

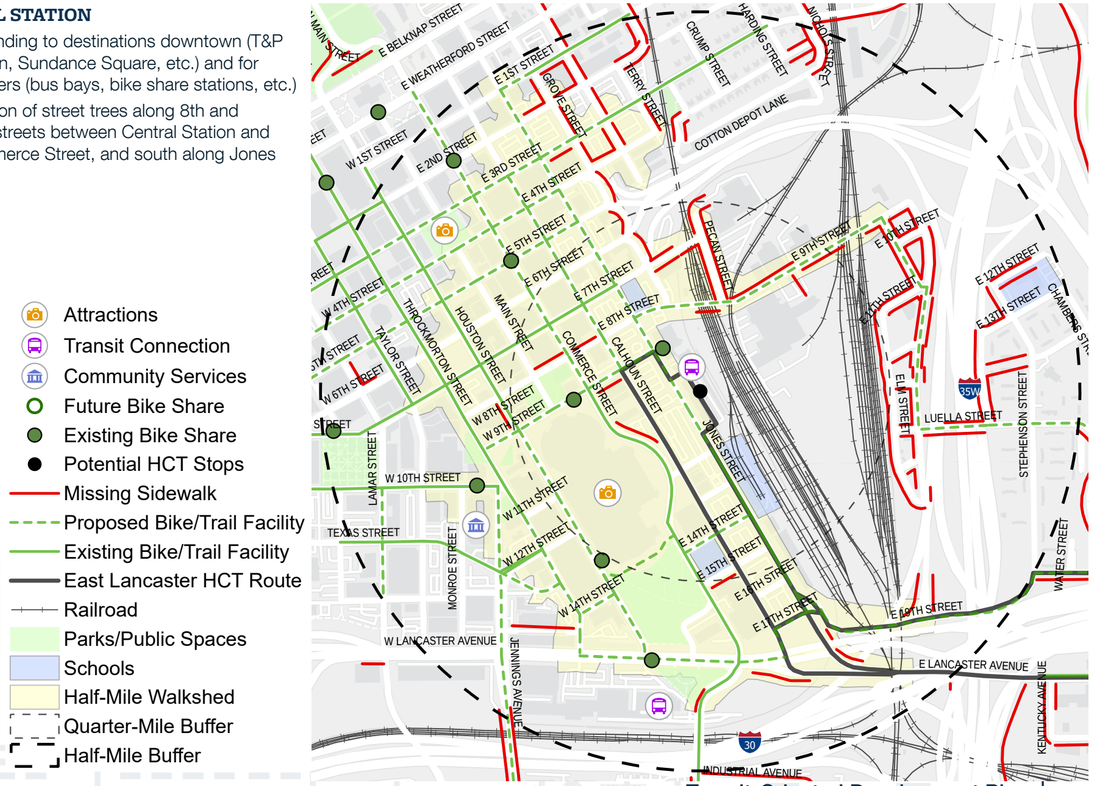
- Construct wide sidepath along the entire East Lancaster corridor as identified in the Active Transportation Plan.
- Ensure adequate street trees along the corridor for pedestrian comfort and protection.
- Pursue filling all sidewalk gaps present within one-half mile of East Lancaster Avenue.
- Explore locations along East Lancaster Avenue for future bike share stations.
- Where possible, integrate new back roads into developments to improve multi-modal connectivity and accessibility.
- Encourage development to prioritize pedestrians over cars (buildings fronting the sidewalks, parking placed on the side or rear, etc.).

The multi-modal recommendations are intended to achieve the project objectives, specifically:

- Enable residents, commuters, businesses, and students to benefit from improved accessibility to downtown and the East Lancaster corridor.
- Maximize the potential for mixed-use development, blending residential and work uses at priority locations along the East Lancaster corridor.
- Guide growth and economic development in the corridor.

CENTRAL STATION

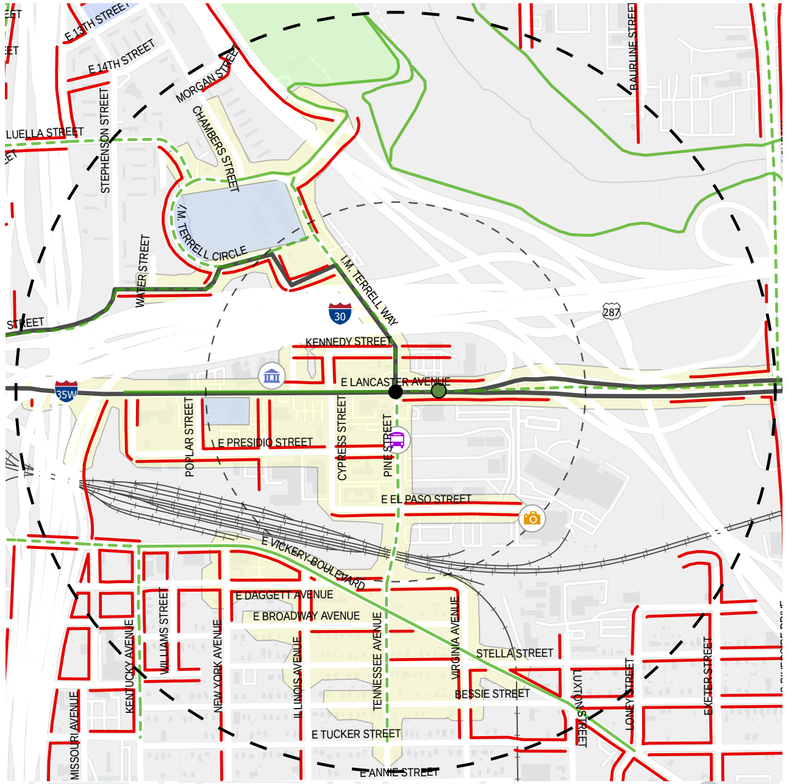
- Wayfinding to destinations downtown (T&P Station, Sundance Square, etc.) and for transfers (bus bays, bike share stations, etc.)
- Addition of street trees along 8th and 12th streets between Central Station and Commerce Street, and south along Jones Street



PINE

PINE STREET STATION

- Work with local community to identify beneficial bicycle and pedestrian programs for the area
- Street trees along East Lancaster Avenue for shade and street furniture for people to sit and relax
- Provide an improved pedestrian connection across Interstate 30 to the IM Terrell school

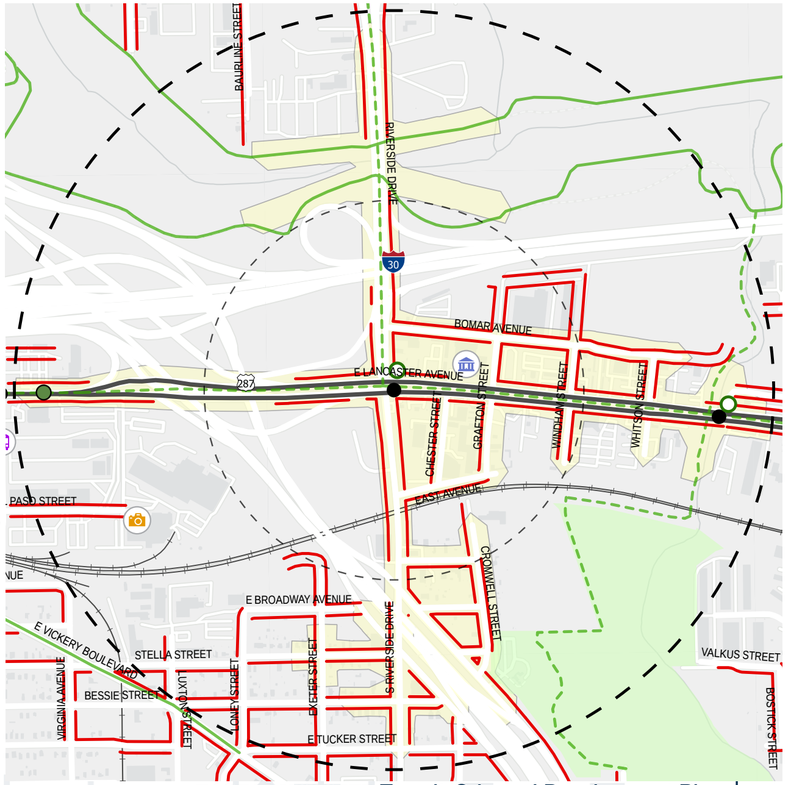


- Attractions
- Transit Connection
- Community Services
- Future Bike Share
- Existing Bike Share
- Potential HCT Stops
- Missing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- East Lancaster HCT Route
- Railroad
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Quarter-Mile Buffer
- Half-Mile Buffer

RIVERSIDE

RIVERSIDE DRIVE STATION

- Provide paved connection to Trinity Trails
- Close sidewalk gaps throughout station area, such as along Riverside Drive
- Street trees along East Lancaster Avenue
- Improve safety and accessibility for pedestrians crossing this intersection
- Explore installing a bike share station at Riverside Drive
- Explore amending Route 54 to continue south on Riverside Drive, rather than turning west to go south on Pine Street

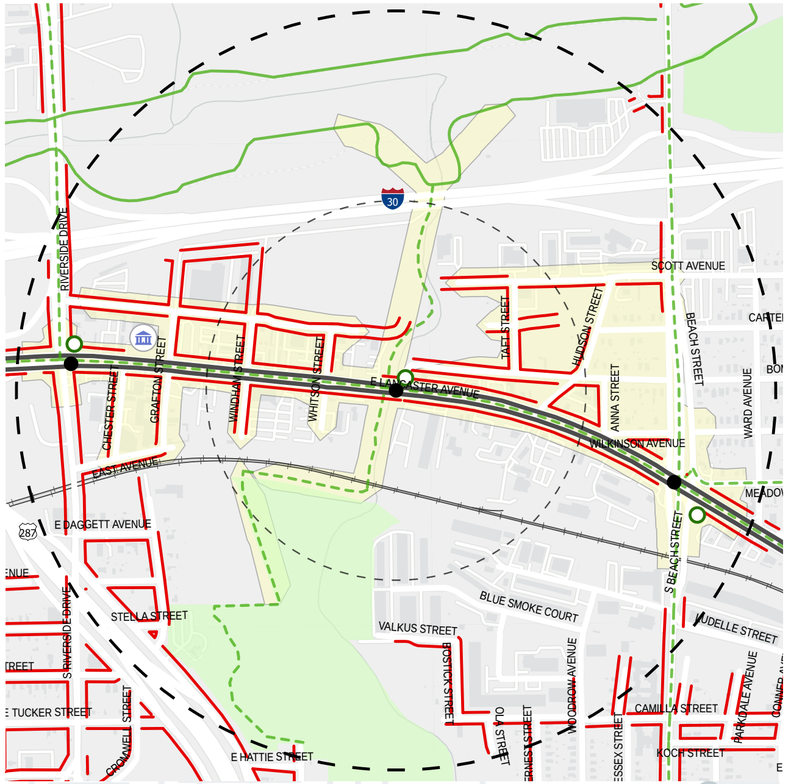


- Attractions
- Transit Connection
- Community Services
- Future Bike Share
- Existing Bike Share
- Potential HCT Stops
- Missing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- East Lancaster HCT Route
- Railroad
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Quarter-Mile Buffer
- Half-Mile Buffer

SYCAMORE

SYCAMORE CREEK STATION

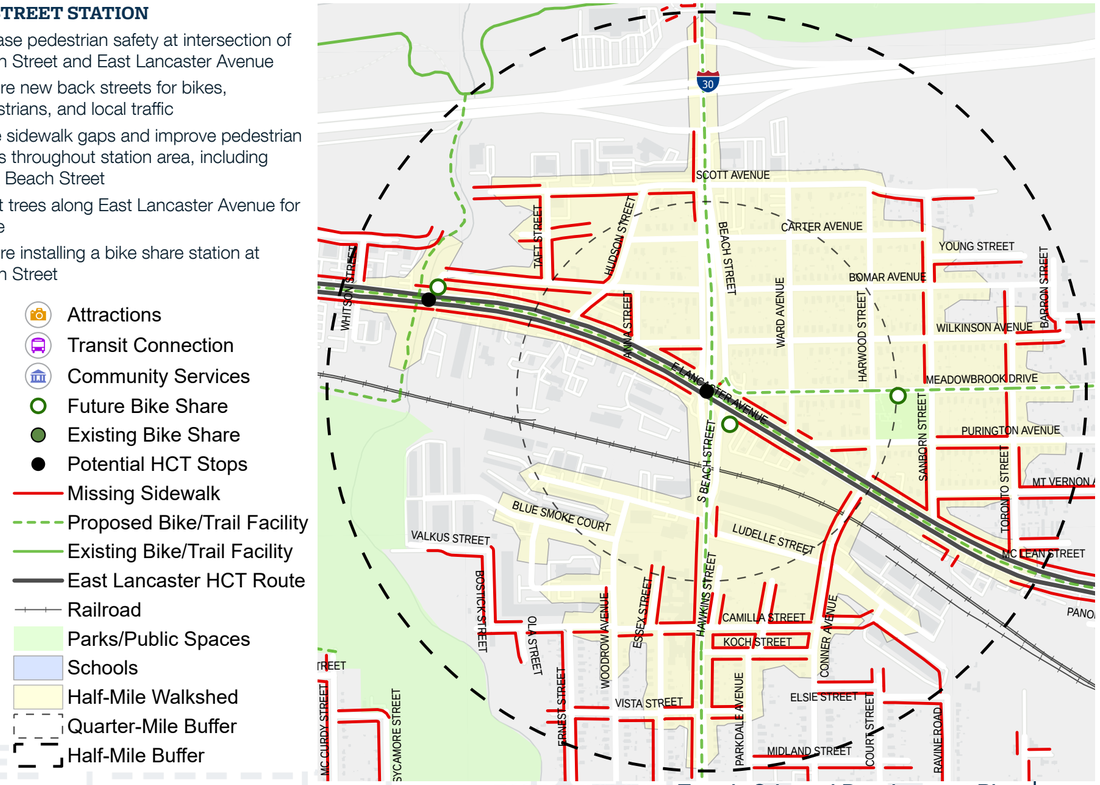
- Construct the planned Sycamore Creek Trail and connect to Trinity Trails system and Sycamore Park
- Provide ADA-compliant paths from East Lancaster Avenue to the future trail
- Explore installing a bike share station at the future trail connection at Sycamore Creek
- Street trees along East Lancaster Avenue for shade



BEACH

BEACH STREET STATION

- Increase pedestrian safety at intersection of Beach Street and East Lancaster Avenue
- Explore new back streets for bikes, pedestrians, and local traffic
- Close sidewalk gaps and improve pedestrian ramps throughout station area, including along Beach Street
- Street trees along East Lancaster Avenue for shade
- Explore installing a bike share station at Beach Street

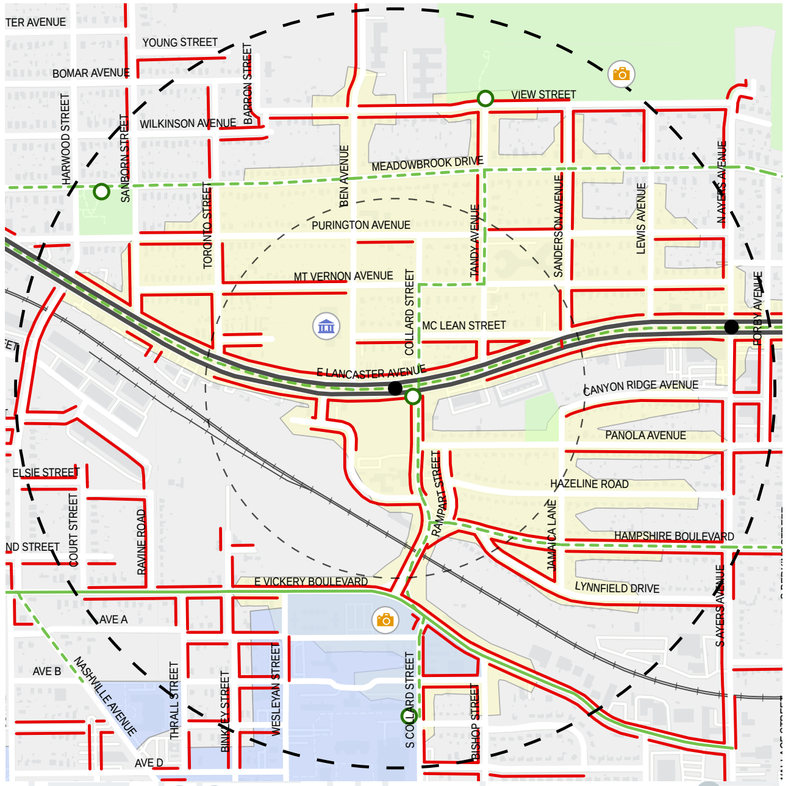


MULTI-MODAL

COLLARD STREET STATION

- Improve viaduct at railroad crossing over Collard Street to increase pedestrian and bicycle safety
- Provide wayfinding for TWU to and from East Lancaster Avenue
- Street trees along East Lancaster Avenue
- Close sidewalk gaps throughout the station area, especially along Collard Street south of East Lancaster Avenue
- Explore new back streets for bikes, pedestrians, and local traffic
- Explore installing a bike share station at Collard Street

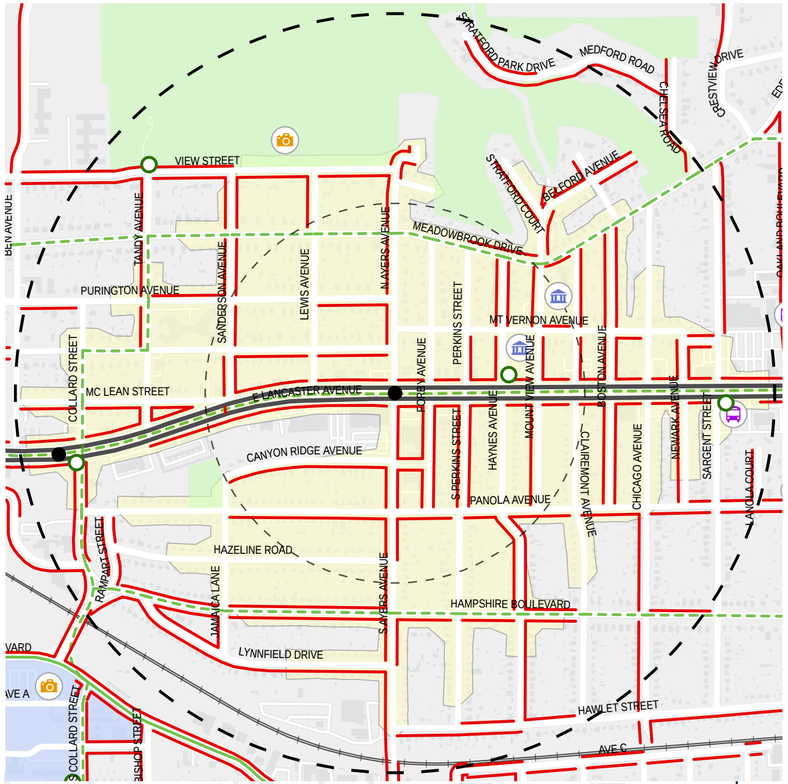
- Attractions
- Transit Connection
- Community Services
- Future Bike Share
- Existing Bike Share
- Potential HCT Stops
- Missing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- East Lancaster HCT Route
- Railroad
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Quarter-Mile Buffer
- Half-Mile Buffer



AYERS AVENUE STATION

- Improve quality of sidewalks and fill gaps
- Street trees along East Lancaster Avenue for shade
- Provide wayfinding for Tandy Hills Nature Area
- Explore Safe Routes to School program for nearby schools to and from transit

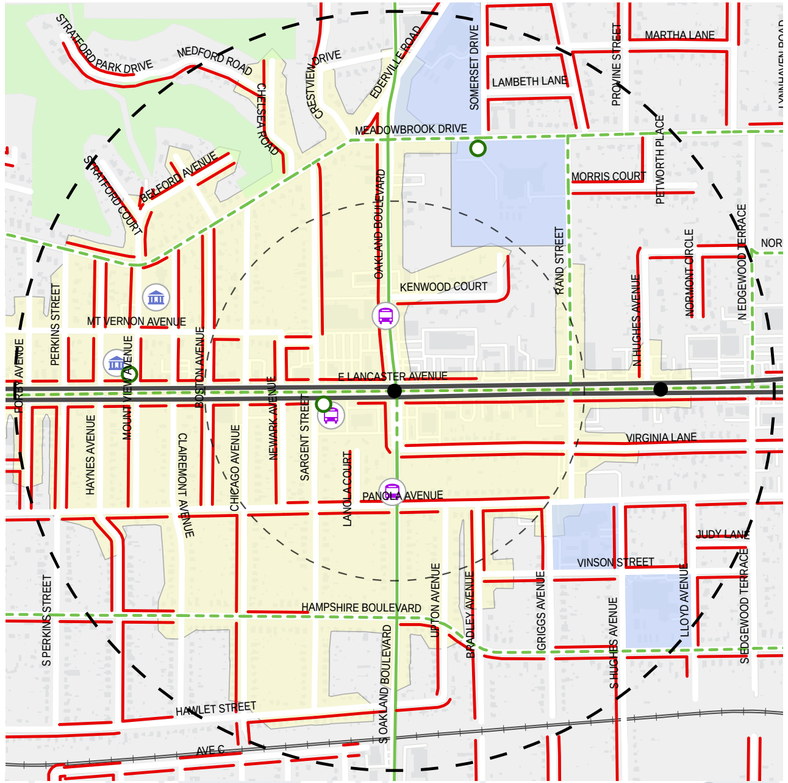
- Attractions
- Transit Connection
- Community Services
- Future Bike Share
- Existing Bike Share
- Potential HCT Stops
- Missing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- East Lancaster HCT Route
- Railroad
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Quarter-Mile Buffer
- Half-Mile Buffer



OAKLAND

OAKLAND BOULEVARD STATION

- Close sidewalk gaps throughout station area, especially along Oakland Boulevard
- Street trees along East Lancaster Avenue for shade
- Improve bicycle facilities to increase safety
- Explore installing a bike share station at Oakland Boulevard
- Explore establishing this intersection as a mobility hub, integrating rideshare, transit, micromobility, and other innovative modes

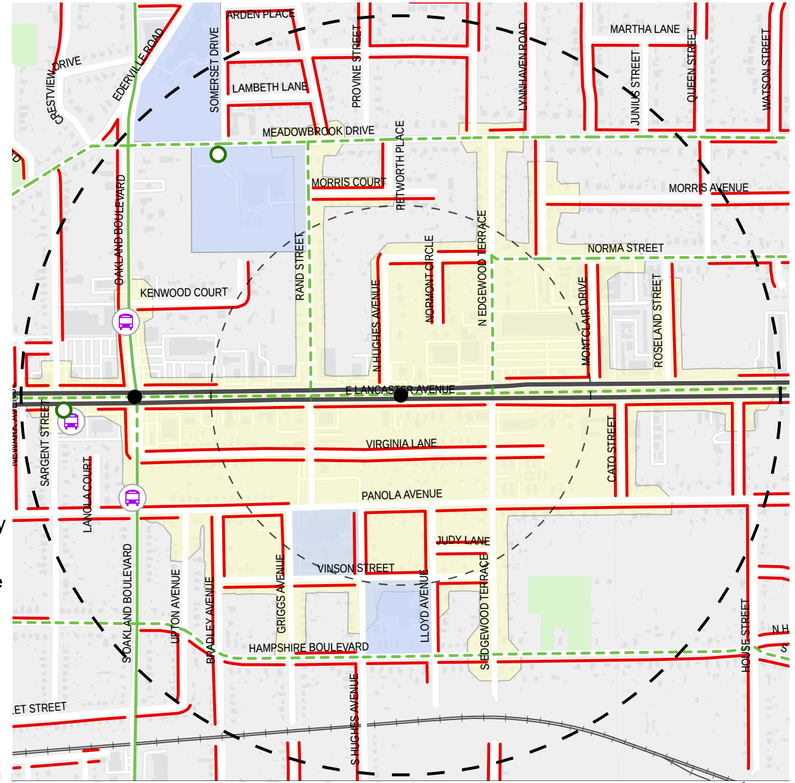


Attractions
Transit Connection
Community Services
Future Bike Share
Existing Bike Share
Potential HCT Stops
Missing Sidewalk
Proposed Bike/Trail Facility
Existing Bike/Trail Facility
East Lancaster HCT Route
Railroad
Parks/Public Spaces
Schools
Half-Mile Walkshed
Quarter-Mile Buffer
Half-Mile Buffer

RAND / EDGEWOOD

RAND/EDGEWOOD STATION

- Street trees along East Lancaster Avenue for shade
- Close sidewalk gaps throughout station area
- Explore potential bicycle routes for Edgewood Terrace
- Explore Safe Routes to School program for the neighborhood while considering high-capacity transit along East Lancaster Avenue



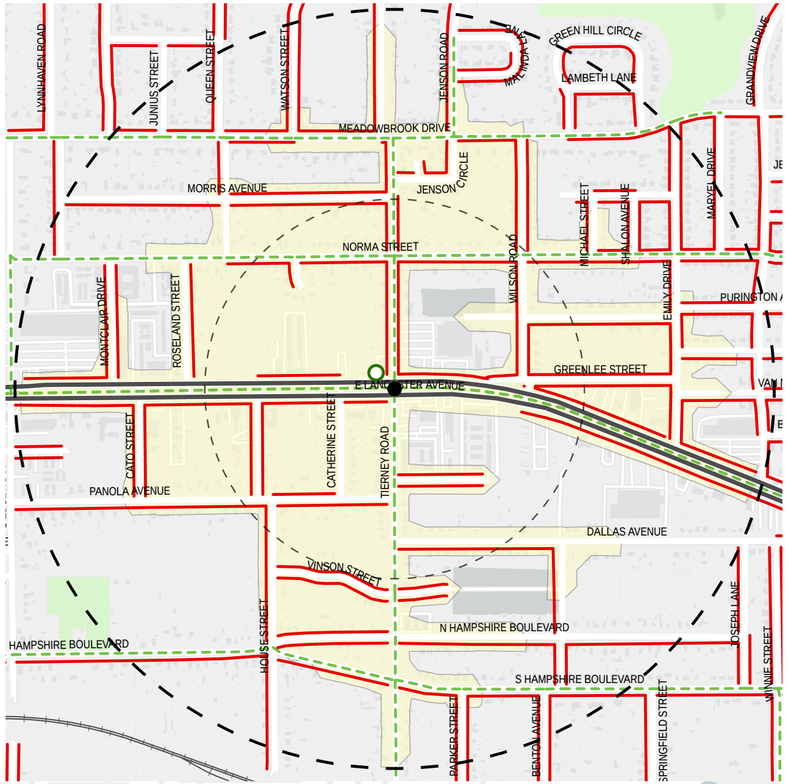
Attractions
Transit Connection
Community Services
Future Bike Share
Existing Bike Share
Potential HCT Stops
Missing Sidewalk
Proposed Bike/Trail Facility
Existing Bike/Trail Facility
East Lancaster HCT Route
Railroad
Parks/Public Spaces
Schools
Half-Mile Walkshed
Quarter-Mile Buffer
Half-Mile Buffer

TIERNEY

TIERNEY ROAD STATION

- Close sidewalk gaps throughout station area, especially along East Lancaster Avenue and Tierney Road
- Street trees along East Lancaster Avenue for shade
- Explore potential bicycle routes for Tierney Road
- Explore new back streets to increase mobility to and from East Lancaster Avenue

- Attractions
- Transit Connection
- Community Services
- Future Bike Share
- Existing Bike Share
- Potential HCT Stops
- Missing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- East Lancaster HCT Route
- Railroad
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Quarter-Mile Buffer
- Half-Mile Buffer



WEILER

WEILER BOULEVARD STATION

- Explore a bicycle facility for Weiler Boulevard up to Interstate 30 and the Trinity Trails system
- Close sidewalk gaps and provide street trees for shade

- Attractions
- Transit Connection
- Community Services
- Future Bike Share
- Existing Bike Share
- Potential HCT Stops
- Missing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- East Lancaster HCT Route
- Railroad
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
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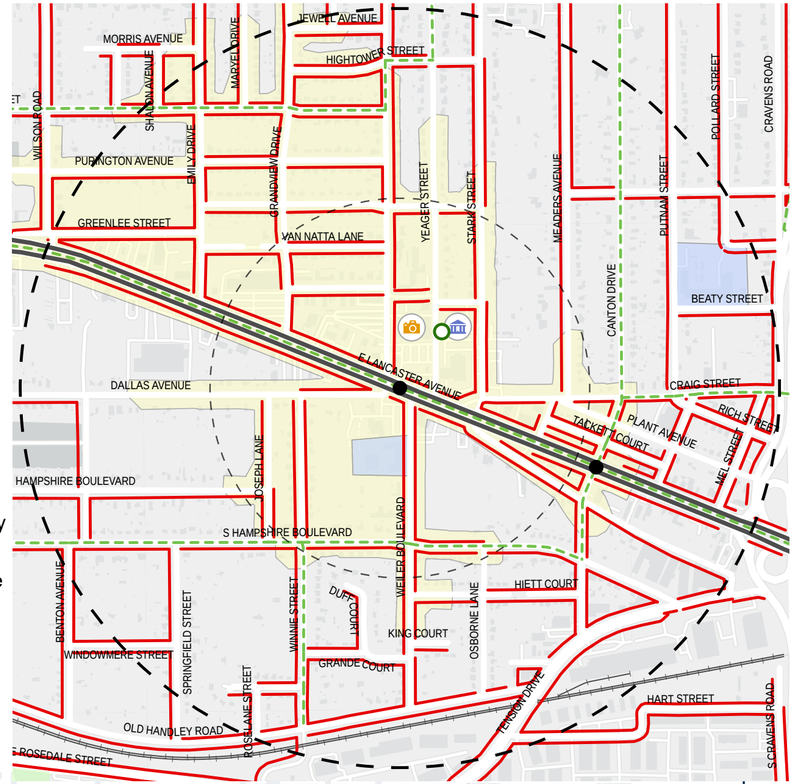
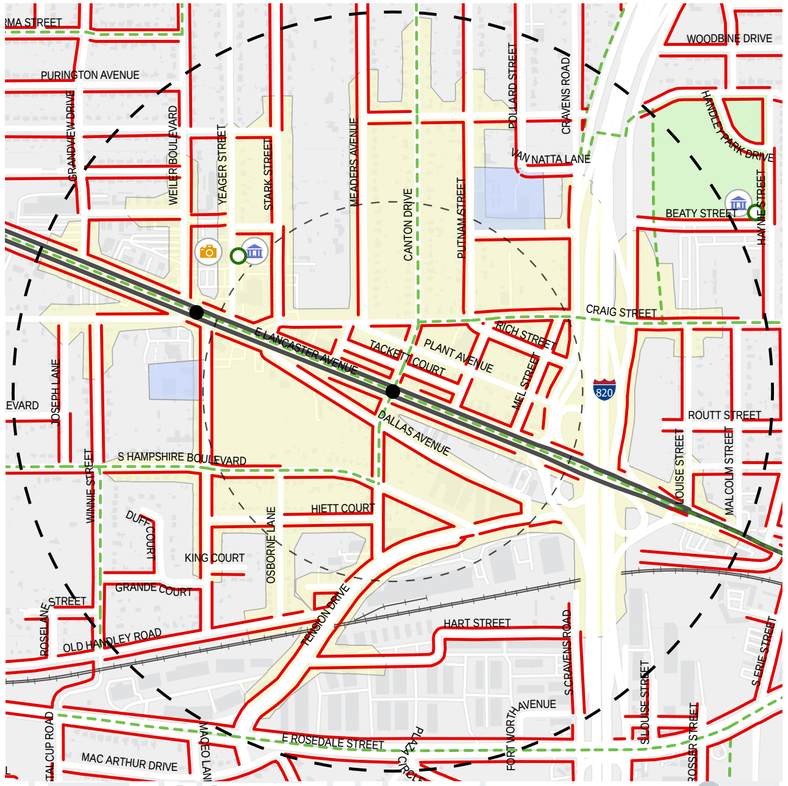


CANTON

CANTON DRIVE STATION

- Improve bicycle and pedestrian facilities for safety and accessibility
- Street trees along East Lancaster Avenue for shade
- Explore Safe Routes to School program for the neighborhood while considering high-capacity transit along East Lancaster Avenue

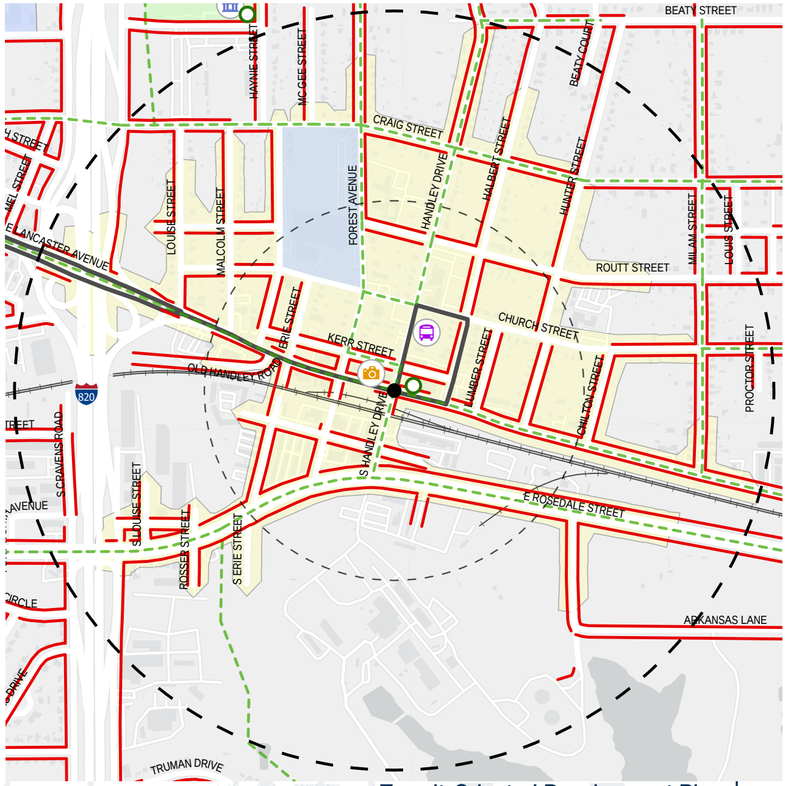


- Attractions
- Transit Connection
- Community Services
- Future Bike Share
- Existing Bike Share
- Potential HCT Stops
- Missing Sidewalk
- Proposed Bike/Trail Facility
- Existing Bike/Trail Facility
- East Lancaster HCT Route
- Railroad
- Parks/Public Spaces
- Schools
- Half-Mile Walkshed
- Quarter-Mile Buffer
- Half-Mile Buffer

HANDLEY

HANDLEY DRIVE STATION

- Explore a hike and bike trail running parallel between East Lancaster Avenue and the railroad going east from Handley Drive
- Street trees along East Lancaster Avenue
- Explore Safe Routes to School program for the neighborhood while considering high-capacity transit along East Lancaster Avenue
- Explore installing a bike share station at Handley Drive
- Explore establishing an off-street turnaround and transfer point (Route 55) to minimize neighborhood impacts



- Attractions
- Transit Connection
- Community Services
- Future Bike Share
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- Existing Bike/Trail Facility
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- Railroad
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- Half-Mile Walkshed
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- Half-Mile Buffer

4

PUBLIC INVOLVEMENT

Engagement Approach

Advancing East Lancaster's engagement approach is to partner and communicate with the public and stakeholders to educate them on plan objectives and to generate project support and buy-in. An equally important goal is to gather feedback and validation of plan recommendations.

Engagement objectives consist of an inclusive approach to reach the diverse community to make sure everyone is included, heard, and input is valued to establish a partnership that can guide the development of an implementable plan. The project team enacted the following to promote resident feedback during the two rounds of engagement.

- Implemented multiple and diverse techniques to engage as broad a spectrum of the community as possible.
- Identified and involved key stakeholders to support the process.
- Sought to engage residents directly in the community following COVID-19 physical distancing guidelines (e.g., online, masking, and distancing at public facilities).
- Focused on shared values, goals, and aspirations.

ENGAGEMENT DURING COVID-19

The COVID-19 pandemic continues to affect us all. The strengths and challenges of in-person engagement with public engagement were carefully considered and a decision was made to proceed using primarily virtual media. Throughout engagement, a key consideration has been to develop an approach that continues to meet engagement goals, even though activities have been modified to follow current health guidelines.

SOCIAL MEDIA & EMAIL CAMPAIGN

To promote the virtual and in-person public meetings during each round of public engagement, social media posts focused on project education, upcoming opportunities for involvement, and to encourage participation to attend virtual meetings and other input opportunities. The project team created social media posts to be issued through the social media channels of Trinity Metro and the City of Fort Worth.

Paid advertising was used to boost posts to specific zip codes within the corridor and to advertise public meetings and the community survey. Using Facebook's advertising tools, we focused our boosted posts on areas of low engagement. The following zip codes were targeted to increase engagement:

- 76102
- 76103
- 76105
- 76112
- 76120

To promote the public input efforts for Advancing East Lancaster, the project team also used the stakeholder database to communicate project information and proactively engage the community. Email campaigns provided big-picture project updates and promoted public engagement efforts and input opportunities. Advancing East Lancaster had 286 individuals subscribe to the project's email campaign.

STAKEHOLDER COORDINATION

Meetings with key stakeholders were conducted during each round of engagement to reach a diverse subset of East Lancaster Avenue residents. Input received was used to help drive outreach to the community to ensure inclusion across the corridor. The engagement with stakeholders was inclusive and collaborative to engage a diverse audience. The goal for all stakeholders to be heard, valued, and included in decisions involving their communities through a two-phased engagement plan that includes virtual/online engagement and stakeholder coordination.

The project team accomplished these goals through continuous engagement with existing community groups, key neighborhood leaders, and through collaboration with other planned engagement activities such as the City of Fort Worth equitable transit-oriented development (TOD) webinar.

Since the first round of engagement in June, the project team participated in several stakeholder coordination meetings with vital community partners, including:

Elected Officials
Support from local elected officials is critical to the development of a transit-oriented development plan. Elected officials possess meaningful information on community needs and aspirations. Through a series of one-on-one meetings, councilmembers were consulted to review preliminary plans and provide feedback.

Design Fort Worth, Inc.
Design Fort Worth seeks to enhance the quality of life in Fort Worth communities through planning and design. During the Advancing East Lancaster project, Design Fort Worth was a continued partner and supporter, providing invaluable insight and robust public engagement data to support the recommendations of the transit-oriented development plan.

Downtown Fort Worth, Inc.
Downtown Fort Worth, Inc. seeks to be the catalyst for transforming Downtown Fort Worth into a vibrant place to live, visit, enjoy, and conduct business through aggressive leadership of programs, projects, and partnerships. The project team coordinated with Downtown Fort Worth, Inc. to discuss planning efforts for the Central Station area so that Advancing East Lancaster could accurately capture and reflect that information into this plan.

Texas Wesleyan University (TWU)
Serving as an institutional pillar in the Fort Worth community, Texas Wesleyan University (TWU) sits along the corridor and has been actively engaged in providing feedback, insights, and project support. The project team met with staff to discuss project goals, objectives, and opportunities to incorporate campus needs in the transit-oriented development plan.

Spanish Media Coordination
Continuing to build on our partnership from Round 1 of engagement, Spanish radio station KDFT 540 (La Poderosa) conducted a live interview with a project team member to promote the in-person and virtual opportunities to participate in the October meetings.

Local Libraries and Community Centers
Community resource centers such as the Meadowbrook Library and Handley Community Center served as hubs to engage residents directly and inform the public about the project and ways to stay involved. Throughout the life cycle of the project, several recreational centers and libraries permitted outreach and advertising of all public involvement opportunities.

PROJECT WEBSITE

Throughout the Advancing East Lancaster project, public involvement and feedback played an important role in the development of the TOD plan. One consistent connection between the public and the project team was the project website (www.advancingeastlancaster.com). On the website, one could learn more about the East Lancaster corridor and its history, the project goals and objectives, engagement opportunities coming soon, project updates, review presentation materials, and contact the project team.

PUBLIC MEETINGS

Advancing East Lancaster consisted of three rounds of public engagement in order to bounce ideas off residents and stakeholders and adapt the TOD plan based on their feedback. Round 1 took place virtually from June 15th to June 17th, 2021. Round 2 took place in-person and virtually from October 27th to October 28th, 2021. Additionally, the project team organized a virtual Development Panel on November 17th, 2021, which featured three TOD professionals discussing their experience and sharing their thoughts on how East Lancaster Avenue can achieve its full potential with HCT. Lastly, Round 3 took place virtually on March 31st, 2022.

Round 1 Public Engagement Summary

The following engagement summary documents Round 1 of the community engagement process for the Advancing East Lancaster project.

PUBLIC MEETINGS OVERVIEW

The first round of engagement included three virtual community meetings, each to bring stakeholders, the community and project representatives together to obtain vital input to help guide the development of the plan. The project team shared information on:

- Opportunities for increased pedestrian and bike traffic, commercial, residential, and mixed-use development.
- Information on how resident feedback could influence the design.
- Possible station locations.
- What development could look like around each station.

ATTENDEES

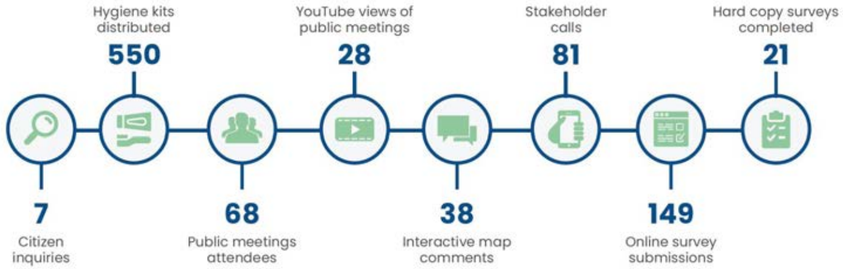
Over 65 residents along the East Lancaster corridor attended the first round of community meetings. Representing the West Meadowbrook, Central Meadowbrook, Near East Side, and Handley neighborhoods.

PUBLIC INPUT

During the meeting, a series of questions were asked to attendees via the Zoom polls feature. When asked what type of improvements are important to you, over 97% of respondents wanted improvements to streets for people and 91% of respondents wanted improved diversity in the housing stock.

Next, the project team gauged the excitement for the Advancing East Lancaster project. When polled, 51% of respondents were most excited about the opportunity to bring food & culture to the corridor and 47% of respondents sought active community hubs as an outcome of the TOD project.

The chat box was also used during the meeting to promote interaction and feedback during the meeting. The primary topics of discussion included: trails, economic development, connectivity, and the preservation of Historic Handley. In addition to polling attendees, a community survey was developed that launched after the first of the three virtual meetings.



PUBLIC INVOLVEMENT

COMMUNITY SURVEY PARTICIPATION

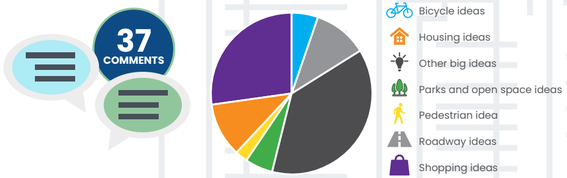
An online and hard copy survey was developed increase the reach of information and obtain input across stakeholders and the public. The survey was available in English and Spanish on the Advancing East Lancaster website and hard copy surveys were available at the following locations:

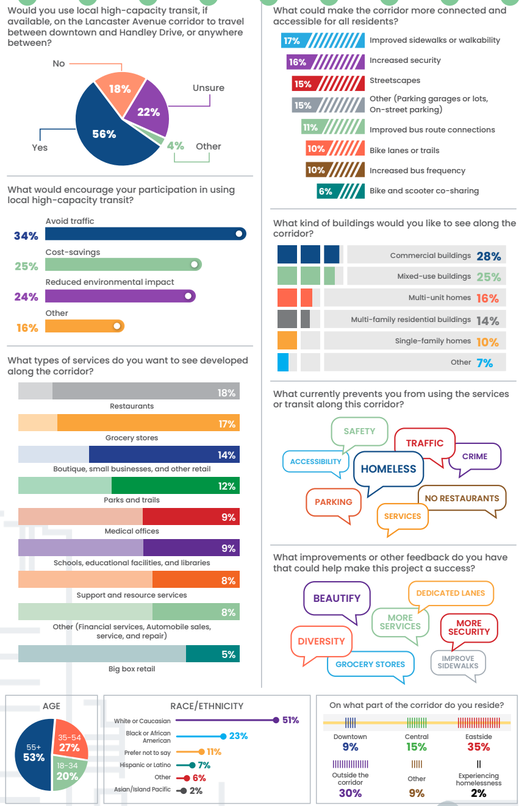
- Eugene McCray Community Center Park
- Sycamore Community Center
- Handley Meadowbrook Community Center
- Fort Worth Library- Meadowbrook
- Fort Worth Library-East Regional

In addition, a Spanish radio interview was conducted on KDFT 540 (La Poderosa) to promote the survey in Latino and Hispanic communities.

MAPPING IDEAS

An interactive map was designed to solicit feedback from residents on what specific type of development they envision along the corridor and how the Advancing East Lancaster project could impact their daily lives. The infographic below highlights some of the types of feedback received on the interactive map.





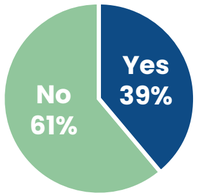
Round 2 Public Engagement Summary

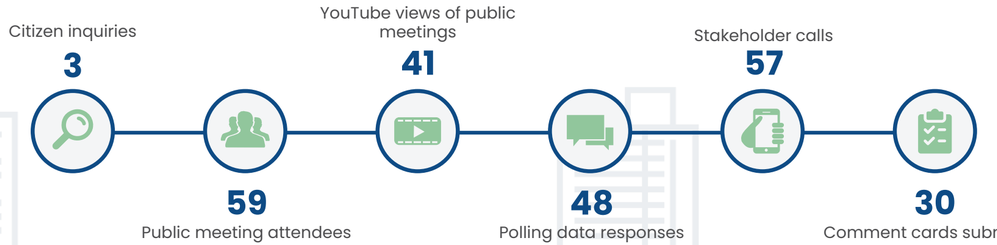
Expanding on stakeholder relationships and project interest created in the first round of engagement, during Round 2 our goals included coordinating with key stakeholders, community partners, and residents along the corridor to inform stakeholders of plan objectives and generate robust involvement.

An equally important goal was to continue to gather direct feedback on conceptual designs and building preferences and validate input from Round 1 of engagement; ensuring the public's needs are reflected in the transit-oriented development (TOD) plan.

During Round 2 of engagement, the project team provided a project overview and showcased proposed station locations and surrounding economic development opportunities. Neighborhood level impacts and proposed improvements were communicated through a series of stakeholder coordination meetings, calls, two public input sessions, and a Developer Panel.

Did you attend the Round 1 Meetings?





PURPOSE OF ENGAGEMENT

The purpose of Round 2 of engagement was to cultivate interactive spaces that promote two-way communication. Round 2 of engagement sought to show East Lancaster Avenue residents, business owners, and the larger Fort Worth community the potential benefits of TOD and envision how the implementation of local high-capacity transit can increase access and economic opportunities for the community.

The second round of engagement included two public meetings, one in-person open house and one virtual meeting, each to bring stakeholders, the community, and project representatives together to obtain vital input to help guide the development of the plan. In addition to public meetings, the project team hosted a Developer Panel, designed to provide an opportunity for the community to learn from industry leaders how transit-oriented development can benefit the East Lancaster corridor.

During the second round of engagement the project team shared information on:

- Proposed station locations
- Potential commercial, residential, and mixed-use development around the proposed stations
- Multi-modal connections and market analysis

In-Person Open House

The project team hosted a three-hour drop-in open house where residents were invited to receive project updates, provide feedback on corridor design preferences, and submit comments. Upon entry, attendees were welcomed to sign-in using a contactless registration process, then paired with a project team member who provided personalized materials and a one-on-one guided experience through the open-house event.

Attendees viewed a presentation highlighting the goals and aspirations for TOD in Fort Worth, then reviewed an engagement summary from Round 1 to assess if their values and opinions aligned with findings from the first round of engagement.

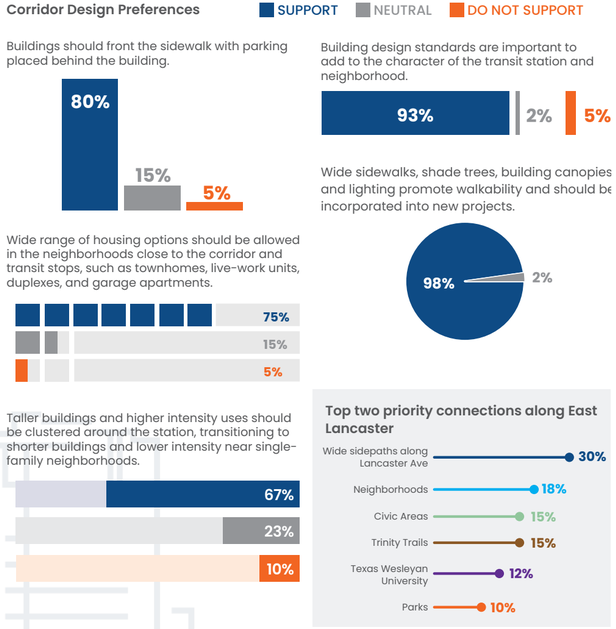
Each proposed station and surrounding economic development concepts were described by a project team member as attendees walked through a museum style layout. Proposed station locations were organized by segment (West, Central, and East). Attendees were provided comment cards and dot stickers to vote for specific design elements to be included in plan recommendations.

Virtual Meeting

At the start of the event, all attendees participated in a brief presentation to review project background, summary of Round 1 of engagement, and provide feedback on a series of corridor design preferences via the Zoom polling feature. After a group presentation, breakout rooms were formed to allow residents to ask questions and review station plans most relevant to them. During this portion of the program, residents had the ability to move from room to room to gain insight on what development could look like in each segment of the corridor.

PUBLIC ENGAGEMENT RESULTS

The following section summarizes the series of questions asked during Round 2 of engagement. Participation data from the in-person and virtual public input opportunities were combined. Attendees provided their input on various topics, including corridor design preferences, priority connections along the corridor, and feedback on the conceptual station area designs.



Development Panel

PURPOSE OF ENGAGEMENT

The Development Roundtable event hosted professionals from the real estate and public transit fields to share their perspectives and lessons learned that can be adapted to the East Lancaster corridor. The roundtable focused on land use, implementation lessons learned, and potential design preferences for East Lancaster Avenue. Participants responded to poll questions throughout the roundtable in order to obtain feedback from residents, business owners, and other stakeholders.

Approximately half of the roundtable participants indicated that they had not attended any of the prior Advancing East Lancaster engagement events. In order to orient the audience to the project, Advancing East Lancaster's goals, objectives, and project background were first presented to provide additional information.

The expert panelists included:

- Debbie B. Frank - Director of Transit-Oriented Development (Metropolitan Atlanta Rapid Transit Authority)
- Chris Harden - Senior Director (Cushman & Wakefield)
- Jason Claunch - President (Catalyst Commercial)
- Brandon Hopkins - Director of Construction (StoneHawk Capital Partners, LLC)
- Stephen Stansbery (Moderator) - Vice President (Kimley-Horn)

The discussions centered around the successes of other TODs around the country and in the Dallas-Fort Worth region, and how those factors could be adapted for the East Lancaster corridor.

ADVANCING EAST LANCASTER

Virtual Developer Panel

WEDNESDAY, NOVEMBER 17
11:30 AM - 1:00 PM

"We need to contemplate what the community aspirations are, both in terms of achieving community goals and objectives, but in a manner that certainly allows for the maximum level of integration with minimizing disruption, while also creating great places with lasting value."

- Stephen Stansbery

"One-half mile within transit is now considered beach front property."

- Debbie B. Frank

"You can either meet the market or make the market."

- Chris Harden

Round 3 Public Engagement Summary

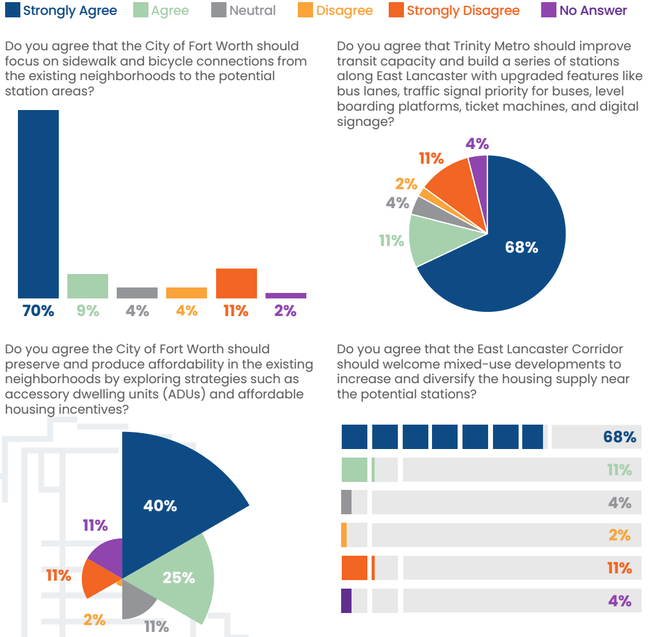
Advancing East Lancaster concluded its public involvement efforts through a third round of public engagement. A virtual public meeting was held at 7 p.m. on March 31, 2022, with the goal of presenting the final elements of the TOD Plan that had not yet been presented to the public. The virtual public meeting attracted 47 total attendees. Discussion topics during the Round 3 virtual public meeting included:

- Round 2 public engagement summary,
- Zoning assessment and recommendations,
- Value capture assessment,
- Affordability recommendations, and
- Implementation plan.

An online survey was also distributed amongst the community to provide feedback on the final elements of the TOD Plan. Online surveys were open to the community from March 24, 2022, to April 8, 2022. The online survey attracted 29 total participants.

The virtual public meeting also included live polling of participants, asking the same questions that were included in the online survey. The infographic to the right summarizes the feedback received Round 3 public engagement, combining the responses received from the virtual public meeting and online survey.

Respondents expressed strong support (79%) for the City of Fort Worth to focus on sidewalk and bicycle connections from the existing neighborhoods to the potential station areas. 79% of participants also agreed that the corridor should welcome mixed-use developments and diversify the housing supply, especially near the potential stations. The community also strongly supports (79%) Trinity Metro improving transit services and facilities along East Lancaster Avenue.



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MARKET ASSESSMENT

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The City of Fort Worth, Texas has experienced significant growth in the past 20 years. According to 2020 Census data, Fort Worth's population has increased by 22% since 2010, reaching approximately 920,000 residents. As Fort Worth continues to anticipate sustained growth, it is important to articulate the unique opportunities and challenges that can accompany such an outlook. Understanding socioeconomic and real estate forces is an important component of the East Lancaster Transit-Oriented Development (TOD) Study to better understand the corridor's development trajectory, prescribe proper land uses, and identify implementation policies to successfully complement future growth and maximize value capture of community investments.

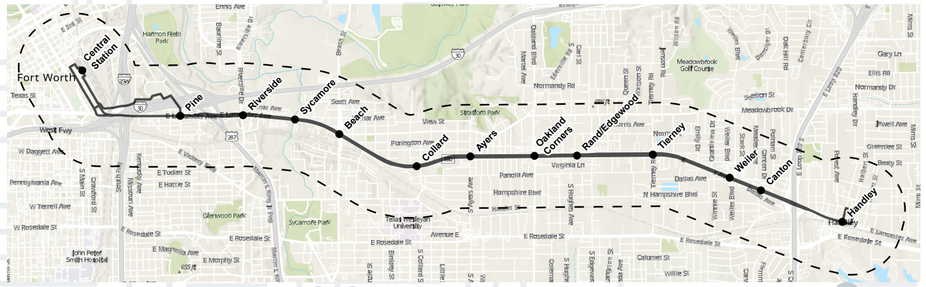
The market analysis evaluates the East Lancaster corridor against greater market conditions and trends (City, County, Trade Areas) to better inform future potential along the corridor. It should be noted that the influence of Downtown market performance and capture on the East Lancaster High-Capacity Transit (HCT) corridor were discussed in detail. With a significant market draw anticipated for Downtown, it was decided to exclude the areas west of IH-35 to avoid skewing the data for the rest of the corridor. This results in a more conservative analysis and a better baseline for the development potential along the rest of the corridor.

The East Lancaster corridor (Figure 10) is defined as the East Lancaster Avenue right-of-way and the one-half mile (2,640 feet) off the right-of-way.

Comparing the East Lancaster corridor to the City of Fort Worth, we can see that the corridor is experiencing the following trends:

- Slower growth rates
- Lower educational attainment levels
- Residents are commonly unmarried
- More ethnically diverse with a greater concentration of minority populations
- Household and disposable incomes nearly one-half of the city average
- Double the poverty rate of the city average
- Higher usage of public transit than the city average
- Elevated unemployment rates
- Housing vacancies are more common than in the city overall
- Lower median home values
- Higher concentration of households with zero cars available

Figure 10: East Lancaster Corridor



Socioeconomic Conditions

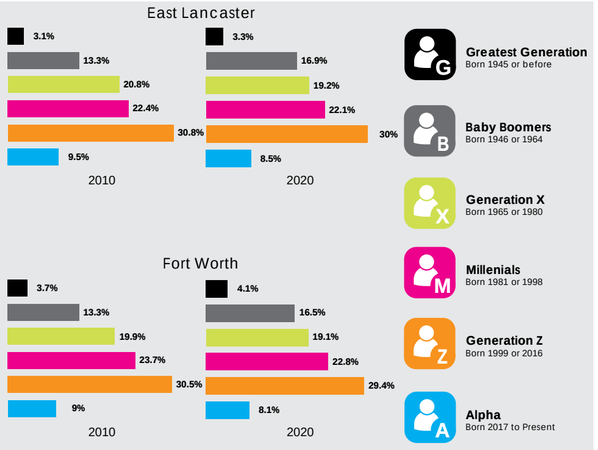
POPULATION CHARACTERISTICS

The East Lancaster corridor is home to approximately 20,551 of Fort Worth's 920,000 residents, representing 2.2% of the total. Since 2010, the citywide population has grown at a faster rate (approximately 22% according to American Community Survey (ACS) data from the US Census) than the East Lancaster corridor (approximately 9%). Slower growth rates along the corridor are partially driven by the established land use pattern, compared to more suburban areas of Fort Worth that can accommodate larger-scale greenfield development. Targeted investment along the corridor is expected to cause the rate of population growth to increase and align more closely with citywide trends.

AGE DISTRIBUTIONS

The East Lancaster corridor has a similar age distribution as the citywide population, with 38.5% of the area's residents born in 1999 or later, otherwise known as Generation Z (Figure 11). The Generation Z cohort represent young adults, with the majority still residing in their childhood home. Since 2010, the median age in both the East Lancaster corridor and the citywide population have become slightly older. In both areas, the Baby Boomer generation increased by more than three percent. The median age is also aligned with citywide statistics at 32 years of age.

Figure 11: East Lancaster Corridor Age Distributions



EDUCATIONAL ATTAINMENT

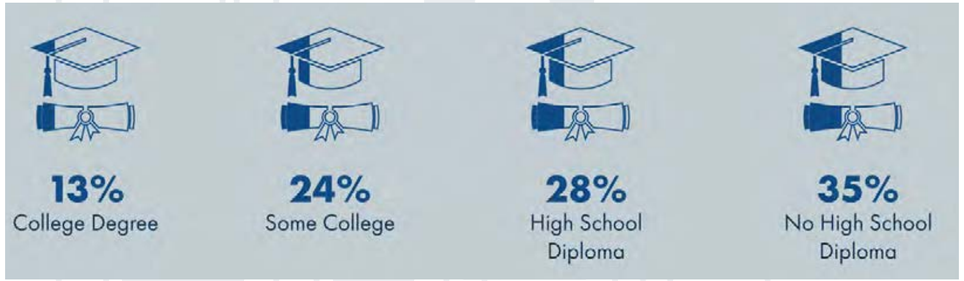
Compared to the citywide population, the East Lancaster corridor is home to a greater proportion of individuals without a high school diploma (35% vs. 17%) and lesser proportion with college degree (13% vs. 30%) (Figure 12). Several factors contribute to this type and magnitude of education disparity, such as a higher propensity of technical, trade and services employment (blue-collar jobs) by individuals.

This large difference could lead to more blue-collar or service job opportunities in the corridor in the short-term. It also is an opportunity for those individuals to start-up small-scale manufacturing and trades, building a larger core of new entrepreneurs in the corridor. In the current economy the most common types of small businesses are in the food services, nutrition/health, construction, website design, and automotive repair industries. In fact, the Construction industry in Fort Worth has one of the smallest average company sizes at less than ten employees per establishment. Small business start-ups represent a wide range of industries and require various educational levels, and coupled with the comparably lower building space costs, could flourish along the East Lancaster corridor as complementary ground-floor retail space or second-floor office space.

HOUSEHOLD COMPOSITION

Approximately 50% of East Lancaster Avenue residents are single/unmarried, compared to 37% citywide. This could create more opportunities for commercial that would be directed towards singles, such as entertainment focused venues. This could also impact the types of new housing construction that may be more appropriate for the corridor, such as micro-units, condos, townhomes, and other smaller housing types. A healthy mix of rental and owner-occupied housing units would also complement the corridor and high-capacity transit, given the higher proportion of single individuals. Multi-unit developments would likely be initially led by rental communities, followed by infill projects focusing on attached for-sale product, including townhouses, duplexes, and triplexes. With financing mechanisms for condominium developments still being challenged, high-density for-sale units are unlikely in the short-term following completion of HCT.

Figure 12: East Lancaster Corridor Educational Attainment

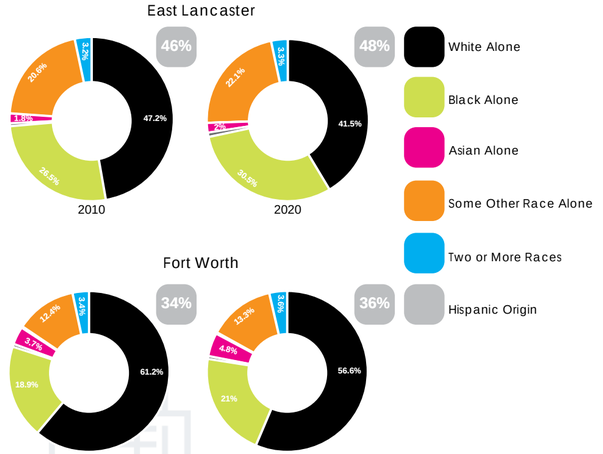


RACIAL DIVERSITY & ETHNICITY

Compared to the citywide population, the East Lancaster corridor population is much more ethnically diverse. Nearly half (48%) of the corridor is of Hispanic origin, compared to 36% citywide. The East Lancaster corridor white population decreased by nearly 6% since 2010, compared to a 5% decrease citywide (Figure 13).

Typically, neighborhoods with higher concentrations of minority residents experience lower levels of investment, resources, and attention than predominantly white neighborhoods. It will be important to ensure that development along the East Lancaster corridor be culturally relatable, equitable and conscious of potential for displacement. Investment in the area may come in the need for improvements and adaptive reuse, rather than full-scale redevelopment to support existing businesses and introducing opportunities for additional density to support those businesses. Neighborhood gentrification, both residential and businesses, could be an unintended consequence of public investment and should be considered early and often during the planning process.

Figure 13: East Lancaster Corridor Racial Diversity



Income

The citywide median household income ($61,143) is almost double that of the East Lancaster corridor ($37,727) (Figure 14). Similarly, the citywide per capita income ($29,150) is almost double that of the East Lancaster corridor ($16,686). The median disposable income along the corridor ($28,526) is also significantly lower than the citywide population's disposable income ($53,153). Improving high-capacity transit along high-activity corridors like East Lancaster Avenue can increase residents' access to various employment, training, and educational resources to increase their chances for upward mobility professionally and financially.

Figure 14: East Lancaster Corridor Median Incomes

Lower incomes make it difficult to afford daily needs, especially as households approach the threshold for poverty. In fact, 30% of residents in the East Lancaster corridor are living below the poverty level. This proportion is double the 15% of citywide residents living below the poverty level. This is a significant issue that must be addressed for the corridor to improve while also avoiding the risk of gentrification or displacement of current residents. Higher investment into the corridor could also bring higher-paying job opportunities that could lift some households out of poverty.

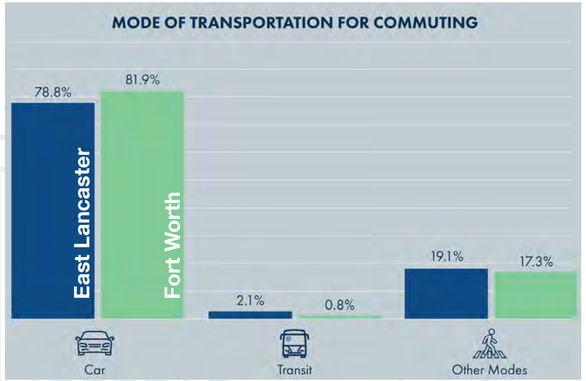
Neighborhoods within walking distance of a transit station typically have lower monthly expenses because they spend less on transportation costs. The American Public Transportation Association has found that households using transit instead of driving can save almost $9,500 per year, an amount equivalent to the cost of groceries, childcare, or community college tuition for two kids over the same period. This benefit of transit-oriented development is expected to contribute to a continued strong desire to live in these types of neighborhoods in the future. In fact, according to the Center for Transit-Oriented Development, the demand for transit-adjacent housing will nearly triple in the next 20 years. The fastest growing demographic groups, including singles, couples without kids, low-income households, and older empty nesters, are all likely to seek housing options near transit.

Jobs & Employment

The East Lancaster corridor is home to approximately 1,992 businesses and 29,431 employees. Some of the larger employers include Texas Wesleyan University, Trinity Metro, City of Fort Worth, human services organizations, and car-oriented businesses. The largest industry represented in the corridor is Retail trade, comprising nearly 15% of the total jobs. This is a higher concentration of Retail Trade jobs than citywide (13.1%). Most residents in the corridor either work in or near East Lancaster Avenue or in Downtown Fort Worth.

Commute mode share for the East Lancaster corridor is comparable to the citywide distribution, however the corridor utilizes a greater share of transit and other non-car modes. Approximately 21.2% of East Lancaster Avenue commuters use non-car modes (transit, bicycle, walking, etc.) compared to 18.1% citywide (Figure 15). East Lancaster Avenue currently facilitates a high-ridership bus route which travels to and from Downtown Fort Worth.

Figure 15: East Lancaster Corridor Mode Split



The unemployment rate (Figure 16) for the East Lancaster corridor population is higher (12.5%) than the citywide population (9.3%). This is likely be related to the corridor's lower levels of educational attainment, coupled with larger concentration of Retail Trade jobs, which have been more susceptible and slower to recovery from the impacts of the COVID-19 pandemic. East Lancaster Avenue is also home to a noticeable homeless population and human services organizations, which could also contribute to the higher unemployment rate.

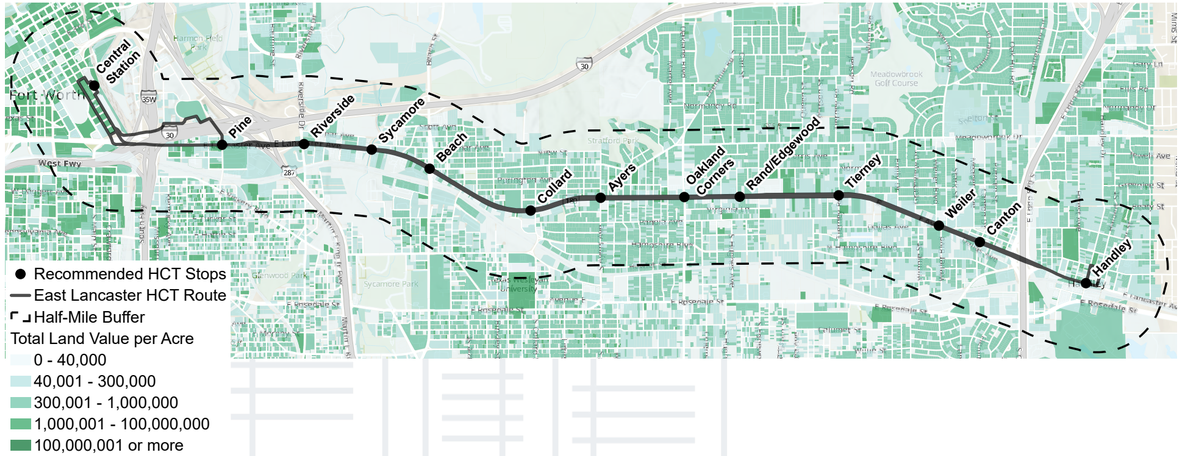
Figure 16: East Lancaster Corridor Unemployment

Since March 2020, the United States has been heavily impacted by the COVID-19 pandemic, which has resulted in job losses in every region of the country. Retail Trade, Entertainment, Hospitality and Food Services have been hit particularly hard as many establishments were required to close or restrict business to stop the spread of the virus. Although unemployment rates in the Fort Worth area have improved from peaks experienced in second-quarter 2020, they have not yet fully recovered to pre-pandemic levels. This is consistent with trends experienced across the United States.

CORRIDOR LAND VALUES

More generally, land values per acre were also evaluated for properties along the corridor. There are a variety of influencers on property value, one of which is a community's investment in infrastructure; the deferral of maintenance on city infrastructure has an adverse effect on values, particularly when compared to neighborhoods that have experienced recent investments. As Figure 17 shows, there are several lots along East Lancaster Avenue that have relatively high land values per acre ($300,000 per acre or higher) in the central segment of the corridor (darker green = higher values). The corridor also has areas of comparatively lower land values per acre that offer catalytic opportunities for increasing value through public and private investment.

Figure 17: East Lancaster Corridor Total Land Values per Acre



Forecasted Real Estate Demand

RESIDENTIAL DEMAND

Citywide housing units are 53% owner occupied, compared to 43% along the East Lancaster corridor. The corridor has a higher percentage of renter occupied housing units (45% vs. 40%) and vacant housing units (11% vs. 7%) (Figure 18). Despite the recent trends in real estate, the corridor's higher vacancy rate could be attributed to social conditions (high transient populations), an aging housing stock (and related deferred maintenance), or more likely, the higher costs of construction and land values are out-pricing comparative sales and rental rates for the corridor, creating need for subsidized new construction.

Figure 18: East Lancaster Corridor Vacancies

The median home value along the East Lancaster corridor is $87,929, compared to $184,327 citywide (2019 ACS data) (Figure 19). Apartment rental rates follow a similar trend, when compared to the Fort Worth average ($814 per month versus $1,083). The difference in average land value along the East Lancaster corridor when compared to other areas of the City is not enough to offset construction costs, which have no discernable difference from one area of the community to the next for a consistent development type. Partnerships with Community Housing Development Organizations (CHDOs) is one way to minimize construction costs and provide new affordable for-sale and rental housing within the neighborhoods. As mentioned previously, the housing market is influenced by several different characteristics. Additional investment, maintenance, and services would have positive impacts on the median home value for the corridor.

Future residential demand has been forecasted by analyzing household growth in the corridor and citywide for a ten-year period following construction and operation of HCT along the East Lancaster corridor. Based on anticipated growth rates, the corridor is expected to add between 5,500 and 7,500 new residents in the ten years following construction and operation of HCT. Residential forecasts are presented in a range where the "low" forecast assumes new residential development is focused primarily in the station areas spurred by new HCT and coupled with the corridor's proximity to jobs in the central business district. The "high" forecast demonstrates a more aggressive growth outlook with widespread growth in the larger corridor study area, including redevelopment and infill opportunities in the existing neighborhoods.

Figure 19: East Lancaster Corridor Home Values

*Compared to Fort Worth's median home value of $184,327

Housing unit forecasts are based on average household sizes and an 8% vacancy rate. This analysis assumes that the average household size will decrease over the next ten years, mimicking recent trends. Household unit vacancy was estimated at 8%, an improvement from the current rate of approximately 11%. As shown in Table 1, housing in the corridor is expected to increase by between 3,000 and 4,200 units in the ten-year period following operation of HCT.

Future residential demand will likely be accommodated in a variety of product types. Based on the established land use pattern of the area, recent demographic trends, land availability, and market performance indicators the following break-out of the forecasted net new residential demand could be assumed. Single-family residential will be largely represented by infill opportunities within the existing neighborhoods near the corridor.

1. Single-family detached residential: 15-20% of total 10-year corridor demand
2. Multi-family residential: 80-85% of total 10-year corridor demand

For the East Lancaster corridor, it is expected that new construction rental housing demand over the next five years will be strong for units at higher price points. These higher price points represent a variety of housing types (townhomes, duplexes, apartments, etc.) and demand better placemaking around the developments. They can also be attributed to the rise in construction costs and demands for choice rental programs for aging households with two-incomes and no kids in the Gen-X and Millennial generations (Ages 35-54). As development occurs, a strong focus on building unit sizes to match household budgets will need to drive the conversation, rather than the price per square foot being the driving force. Small homes or units with less yards and more public amenities within walking distance will create less likelihood of displacement from the area.

Table 1: East Lancaster Avenue Housing Forecast

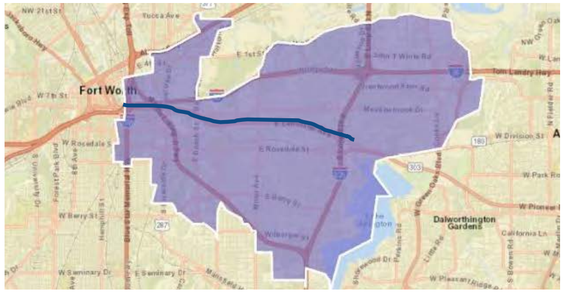
Metric	2021 Base Year	10 Years Post HCT Operation Low	High
Population	20,551	25,483	28,052
Assumed Household Size	*2.71*	*2.4*	*2.4*
Households	7,583	10,618	11,688
Assumed Vacancy Rate	*11%*	*8%*	*8%*
Housing Units	8,418	11,467	12,623

Source: Sunset at Fash Place (Oakland Boulevard & East Lancaster Avenue)

RETAIL DEMAND

A trade area (Figure 20) was established because retail spending typically occurs at a larger scale as residents and visitors travel to access the goods and services they need. The boundary considers travel time and the location of competition. The East Lancaster HCT line is shown in blue.

Figure 20: East Lancaster Avenue Market Trade Area



Based on defined retail categories that are most likely to be represented in a modern, urban development, the expenditure potential of local households could increase from $489.8 million in 2021 to over $621 million ten years following operation of HCT (Table 2). These forecasts are derived from percentages of income spent on specific types of goods and services, based on interpretation of U.S. Census data. Retail sales reflect trade area household and income increases. The sales also consider the performance of retail already existing in the area, as well as impacts from spending by employees and visitors. The net, 10-year increase is estimated at $131.4 million for the trade area. For the East Lancaster trade area, consumer spending in 2021 is predominantly concentrated in food, furniture and furnishments, apparel and services, and pharmacy and personal care. These same categories are anticipated to remain the highest spending priorities for the East Lancaster trade area following completion of HCT.

Table 2: East Lancaster Avenue Retail Spending Forecast

Business Category	Consumer Spending (2021)	Forecasted Demand (10-Year Post HCT)	Ten-Year Δ #	Ten-Year Δ %
Apparel and Services	$56,945,195	$72,226,700	$15,281,505	26.8%
Computer/TV/Video	$37,571,853	$47,654,654	$10,082,801	26.8%
Pets	$17,971,882	$22,783,349	$4,811,467	26.8%
Toys/Games/Crafts/Hobbies	$3,212,709	$4,075,375	$862,666	26.9%
Sports/Exercise Equipment	$4,563,285	$5,781,118	$1,217,833	26.7%
Reading	$6,114,655	$7,754,966	$1,640,311	26.8%
Food at Home	$146,190,905	$185,398,975	$39,208,070	26.8%
Food Away	$117,913,374	$149,522,578	$31,609,204	26.8%
Furniture/Furnishings/Household	$58,457,593	$74,117,413	$15,659,820	26.8%
Pharmacy/Personal Care	$40,895,596	$51,882,364	$10,986,768	26.9%
Total	**$489,837,047**	**$621,197,492**	**$131,360,445**	**26.8%**

Based on average sales per square foot figures, the increase in spending potential equates to net demand of over 435,000 square feet of retail in the trade area in the ten-year period following completion and operation of HCT along the East Lancaster corridor (Table 3). Note that this household-generated demand could be spent anywhere, but a substantial portion would be spent within or close to the trade area, particularly for food, convenience, and drug store purchases.

Table 3: East Lancaster Corridor Retail Demand Forecast

Business Category	Net New Spending Potential	Sales per Sq.Ft.	10-Year Retail Demand (SF)
Apparel and Services	$15,281,505	$280	54,577
Computer/TV/Video	$10,082,801	$400	25,207
Pets	$4,811,467	$245	19,639
Toys/Games/Crafts/Hobbies	$862,666	$150	5,751
Sports/Exercise Equipment	$1,217,833	$150	8,119
Reading	$1,640,311	$150	10,935
Food at Home	$39,208,070	$400	98,020
Food Away	$31,609,204	$350	90,312
Furniture/Furnishings/Household	$15,659,820	$180	86,999
Pharmacy/Personal Care	$10,986,768	$300	36,623
Total	**$131,360,445**	**$301**	**436,182**

High growth in consumer spending categories suggests categories that could have short-term development opportunities in the trade area. The sectors with the most notable 10-year growth are food-related categories that would drive demand for the development of grocery stores and dining options. Reliable transit options through public investment can be leveraged to attract a higher capture of the future trade area spending to the immediate East Lancaster corridor. Given existing retail distribution and expected investments in HCT that would create nodes of activity around stations, it is expected that the East Lancaster corridor could capture 35% to 50% of the trade area total, equating to 150,000 to 225,000 square feet of net new retail demand over ten years.

Retail is widely reported to be one of the most impacted industries during and following the COVID-19 pandemic. Not only were retail businesses and restaurants required to close in many states across the country to support social distancing, but they also often had to reopen to capacities that are 50% or less than pre-pandemic levels. Local, or independent, retailers have been hit particularly hard, with many having to shutter their doors as consumer spending and store traffic plummeted. It should be noted that some retailers, primarily grocery, pharmacy, and building supply stores that offer essential services, have fared well during this time.

On top of the direct closure impacts related to COVID-19, it is not disputed that consumer preferences were already shifting. COVID-19 has amplified trends that were already impacting retail, particularly as it relates to the influence of online shopping. Online shopping has increased rapidly since the beginning of March 2020. As local economies reopen, brick and mortar sales will rebound. That can already be demonstrated in retail receipt indexes. However, online retailers will be positioning to sustain their newfound capture. Locations that offer experiential retail options will be well positioned to attract continued momentum during recovery from the COVID-19 pandemic. TOD can be a compelling strategy to increase activity-based and experiential retail destinations and will be positioned well to compete against shifts towards online shopping.

OFFICE DEMAND

The office demand forecast for the East Lancaster corridor is based on employment growth projected for Tarrant County. The employment forecast is used to project office demand by considering the types of jobs that would require new space. The employment forecast was then allocated to the corridor based on location, visibility, access, and recent office trends. Tarrant County hosted more than 888,000 jobs in 2020. Like the East Lancaster corridor, Retail Trade represents the largest employment segment in the County at 14.9% of the total, followed by Health Care (11.8%) and Accommodation and Food Services (11.1%). Between 2021 and 2031, the County is projected to experience an increase of approximately 164,900 employees, representing 18.6% growth.

Finance and Insurance, Professional and Technical Services, Management of Companies and Enterprises, and Real Estate and Rental and Leasing have the highest shares of office-occupying employment with shares ranging from 85% to 90%. Table 4 demonstrates the shares applied to the various sectors and the resulting office-occupying job growth.

Office-occupying jobs were estimated to project future demand for office space in Tarrant County. Long-established trends indicated that companies have been gradually seeking to utilize space more efficiently, demonstrating a declining amount of office space per employee. Given the uncertainties relate to COVID-19, this analysis uses a standard 225 square feet per employee and holds it constant over the forecast horizon.

Table 4: East Lancaster Corridor Office Demand Forecast

Total Industry	Office Share	2021 Base Year	10 Years Post HCT	Ten-Year Δ #	Ten-Year Δ %
Forestry, Fishing, and Related Activities	5.0%	47	45	-2	-3.9%
Mining	5.0%	149	160	10	7.0%
Utilities	5.0%	149	165	16	10.7%
Construction	5.0%	2,122	2,391	269	12.7%
Manufacturing	5.0%	3,239	3,544	305	9.4%
Wholesale Trade	15.0%	5,443	6,409	967	17.8%
Retail Trade	5.0%	6,680	7,438	758	11.3%
Transportation and Warehousing	15.0%	6,155	6,949	793	12.9%
Information	40.0%	6,708	7,548	839	12.5%
Finance and Insurance	90.0%	31,667	35,941	4,273	13.5%
Real Estate and Rental and Leasing	75.0%	19,040	21,415	2,375	12.5%
Professional and Technical Services	85.0%	59,728	67,294	7,566	12.7%
Management of Companies and Enterprises	90.0%	1,908	1,887	-21	-1.1%
Adminsitrative and Waste Services	65.0%	15,916	18,040	2,124	13.3%
Educational Services	15.0%	10,581	11,950	1,370	12.9%
Health Care and Social Assistance	30.0%	31,374	35,372	3,998	12.7%
Arts, Entertainment, and Recreation	10.0%	1,817	2,057	239	13.2%
Accommodation and Food Services	10.0%	9,827	11,042	1,215	12.4%
Other Services	15.0%	9,135	10,228	1,093	12.0%
Government	70.0%	25,722	28,932	3,211	12.5%
Total		**247,407**	**278,804**	**31,397**	**12.7%**

Tarrant County is forecasted to add 31,397 new office-occupying jobs in the ten-year period that aligns with completion of the East Lancaster HCT. At an average space per employee of 225 square feet, this equates to demand of more than 7.0 million square feet of new office space (Table 5). Additionally, it is important to account for vacant space to support inter- and intra-market moves. This analysis assumes an average vacancy rate of 10% to determine total net new office space demand. Applying this vacancy rate, the County could support 7.7 million square feet of new office space.

Table 5: East Lancaster Corridor Net New Office Demand

Measure	Net New Demand (SF)
Office-Occupying Jobs	31,397
Square Feet/Employee	*225*
Net Demand (Sq.Ft.)	7,064,389
Vacancy Rate	*10.0%*
Net Office Space Demand	7,770,828

As the COVID-19 pandemic began, many companies moved to a remote platform to allow for social distancing. For those companies that were able, allowing employees to work from home provided maximum flexibility to respond to the pandemic. However, industries are craving the benefits that come from idea sharing and collaboration that can only truly be realized through face-to-face interaction. It is certain that the office sector will not stay fully remote in the long-term.

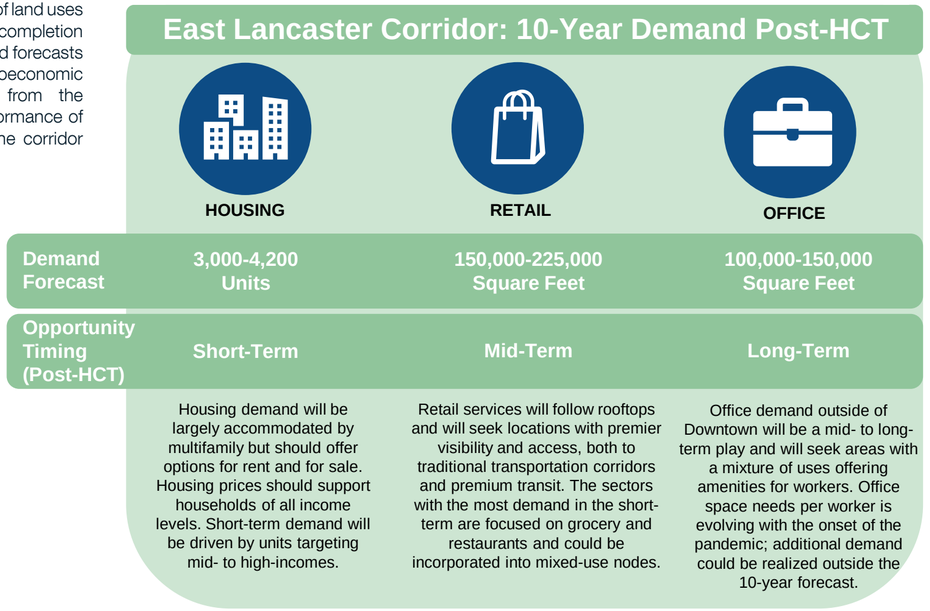
While companies are highly likely to retain space to support collaboration, it is unlikely to return to the same format prior to the COVID-19 pandemic. Now that companies know that their employees can work remotely, it is expected that many will offer this as a benefit moving forward. The results in the longer-term may be a reduced amount of space that a company needs. Organizations had already been shrinking their space foot prints so they had less than one desk per person and the COVID-19 pandemic is likely to accelerate that. What makes this situation unique is that while companies were previously shrinking their space per employee, they now may seek more space per employee, but with fewer people occupying the office.

As previously noted, this analysis excludes the areas west of IH-35 to avoid skewing the data for the rest of the corridor. Downtown Fort Worth will continue to be a center for job growth in Tarrant County, but capture rates for the corridor do not include this area or the station that is planned to the west of IH-35. This analysis assumes that the balance of the corridor, east of IH-35, could capture roughly between 1.0% and 2.0% of the County's projected net office demand, resulting in a ten-year increase of approximately 100,000 to 150,000 square feet. The capture rates are based on existing distribution of supply and the assumption of HCT delivery along the East Lancaster corridor.

Demand Summary

Based on demand forecasts for the various real estate sectors, the East Lancaster corridor could support a variety of land uses in the ten-year period following completion of HCT. The summary of demand forecasts takes into consideration socioeconomic profiles, continued recovery from the COVID-19 pandemic, and performance of existing product in and near the corridor (Figure 21).

Figure 21: East Lancaster Corridor Market Demand Summary



Note: With a significant market draw anticipated for Downtown, it was decided to exclude the areas west of IH-35 to avoid skewing the data for the rest of the corridor. Forecasts exclude the Downtown station area.

AFFORDABILITY

Investments in high-capacity transit along corridors have shown positive correlations in land values and additional investment activities. Although there is potential for increased quality of life, an unintended consequence of these investments has also been increasing home values and costs of living to a point where current residents can no longer afford to live along the corridor. This phenomenon has been referred to as gentrification, amongst other terms.

Conversely, investments in new, more accessible transportation options can reduce a community's reliance on single-occupancy vehicles, which can pose a considerable cost to households. Car ownership is typically accompanied by several other costs that may or not be planned for. Maintenance and repairs can negatively impact a household when the cost to fix the vehicle is high and unexpected. Recurring costs also include insurance, fuel, taxes, and car payments. Parking also comes with costs, both directly and indirectly. Paid parking impacts individuals directly through time and money, while "free" parking can often impact congestion, the environment, and other indirect impacts that are assumed by the community. The accumulating costs of single-occupancy vehicle ownership can be eliminated and replaced with dependable, accessible public transportation, greatly benefitting households along the corridor.

For East Lancaster Avenue, investments in high-capacity transit will do much to provide current and future residents access to jobs and employment in downtown Fort Worth, all levels of education including Texas Wesleyan University, and other family-supportive opportunities for jobs and wages.

Transit-oriented development, or renovated development along transit corridors, can be considered part of gentrification and a cause of displacement. One of the goals of the Advancing East Lancaster study is to preserve the affordability of the existing neighborhoods along the corridor. With the implementation of the East Lancaster TOD, it is recommended to develop strategies that produce affordable housing within the identified TODs themselves and preserve the affordability within the East Lancaster corridor boundaries.

Overall strategies to address displacement can vary depending on the context and appetite for implementation. The City of Fort Worth could consider creating full-time anti-displacement staff, who would oversee programs and monitor policies and their effects on affordability across the City. The City could also dedicate funding towards anti-displacement efforts, which would be secured and facilitated by the anti-displacement staff.

Considerations for ensuring affordable, successful TODs could include:

- Providing multiple housing options to accommodate a diverse population of residents in the development from families to individuals.
- Designing housing products for different densities and including residential units that are appropriate for all zones throughout the corridor, such as mixed-use multi-family buildings, small apartment buildings and four-plexes, townhomes, duplexes, and small-lot single family homes.
- Prioritizing new affordable housing units in close proximity to transit in other desirable areas to improve access to jobs and other destinations.
- Prioritizing and preserving publicly-owned land to develop affordable housing.
- Considering zoning and policy changes to facilitate affordable housing development in key locations and considering potential partnerships for funding and financing affordable housing development.

Preserving and creating affordability along the East Lancaster corridor will be a pivotal component in avoiding severe gentrification and displacement. Some strategies to preserve affordability could include:

- Property tax limits: The City could consider establishing a limit on property taxes for certain qualified households, areas of the City, or other criteria.
- Funds for preservations: The City could convene a blue-ribbon panel to identify strategies intended to protect any potential at-risk housing inventories in the area and promote construction of more affordable housing units, with the panel focusing on local governance, legal frameworks, municipal codes, financial revenues, and organization recommendations.
- City and Tenant Right to Purchase Program: The City could inventory existing, quality affordable housing within a certain distance of the TODs to preserve.
- Accessory Dwelling Unit (ADU) program and policy: The City could amend its code to allow ADUs in certain areas or zoning designations, allowing homeowners to build secondary units for family, rental units for additional income, or affordable units while also increasing density.

Some strategies to produce affordability along the corridor could include:

- Affordable housing trust fund: The City could evaluate the funding required to administrate an affordable housing program, either through sales taxes, tax increment financing, or some other approach.
- Affordable housing incentives: The City could promote infill development along the high-capacity transit corridor, specifically with affordable housing through ADUs, public-private partnerships, and active community investments.
- Land acquisitions: The City could secure land along the corridor and dedicate it towards affordable housing and other transit-friendly uses.
- Transit affordability: The City could modernize transit subsidies and benefits for qualifying riders to help promote ridership and connect vulnerable populations with enhanced opportunities. This could also be monitored by a full-time staff position with the City or Trinity Metro.

Example of Accessory Dwelling Unit (ADU)

6

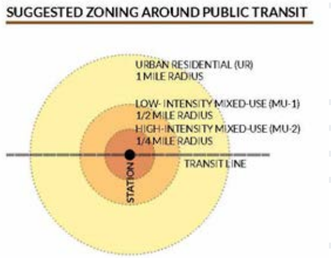
ZONING ASSESSMENT

Zoning for Transit Corridors & Station Types

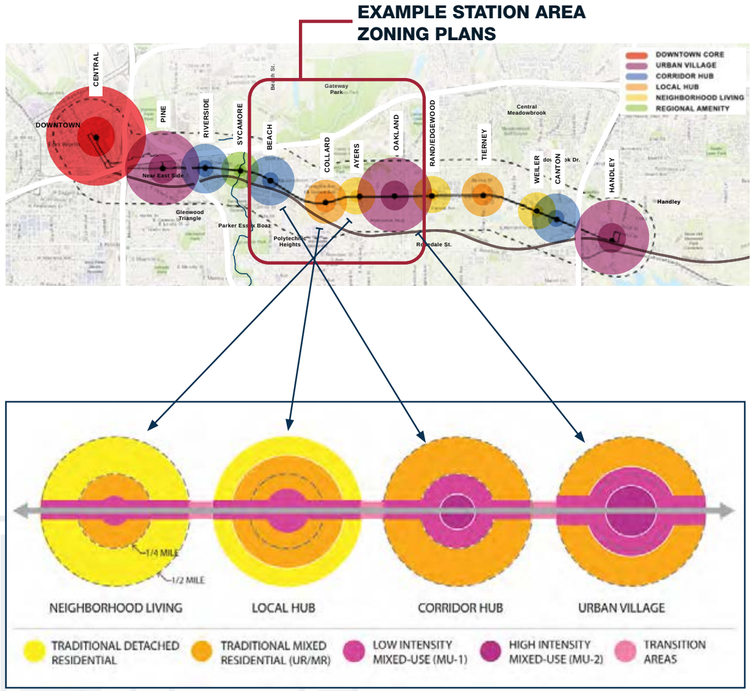
The 2022 Comprehensive Plan addresses land use and zoning for transit corridors. The City of Fort Worth has existing commuter rail corridors along the Trinity Railway Express (TRE) and TEXRail lines and recommends the MU-1 and MU-2 zoning districts to implement the vision for transit-oriented development at the stations. Figure 22 conceptually shows a high-intensity mixed-use core surrounded by low-intensity mixed-use and urban residential zones within one mile of the station.

Advancing East Lancaster sets the stage for the City and Trinity Metro to envision and transform corridors to support high-capacity transit while also revitalizing the corridors with a vibrant mix of new urban living and neighborhood-supporting uses.

Figure 22: Land Use Diagram



Source: Land Use chapter of the Fort Worth Comprehensive Plan



This section recommends using a framework similar to the one established in the City's Comprehensive Plan for transit-oriented development. Given the length of the corridor, varied contexts, and the different redevelopment opportunities, six station typologies were identified for East Lancaster Avenue (Chapter 8) in decreasing order of their regional influence, scale, and intensity: Downtown Core, Urban Village, Corridor Hub, Local Hub, Neighborhood Living, and Regional Amenity.

Four of the six station types (Urban Village, Corridor Hub, Local Hub, and Neighborhood Living) have the potential to be utilized multiple times along East Lancaster Avenue and other future high-capacity transit corridors. This section illustrates the method of calibrating the City's existing zoning categories, with modest refinements, to these four station types. This section uses the four stations from Beach Street to Oakland Corners as examples to depict how the conceptual allocation of the new and refined zones can be applied along East Lancaster Avenue.

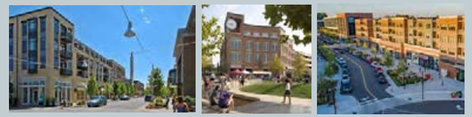
The zoning recommendations for the station types are for informational and illustrative purposes only. Once this plan is adopted, specific amendments as provided in this section will need to be made to the City's Comprehensive Plan to set the framework for implementing the zoning recommendations.

Figure 23 shows the conceptual illustration for the East Lancaster corridor station area zoning recommendations that corresponds with the four different station types developed. This conceptual diagram is meant to be flexible and responsive to site-specific conditions such as parcel size and geometry, physical constraints (railroad tracks, topography, etc.), and existing neighborhood context.

Figure 23: East Lancaster Avenue Conceptual Zoning Diagrams

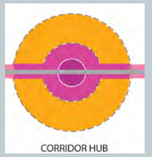
Urban Village

Unique mixed-use destination attracting visitors from across Fort Worth



Corridor Hub

Corridor node serving nearby neighborhoods, transit users, and commuters

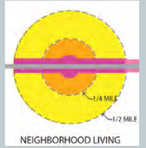


Local Hub

Meeting the needs of local neighborhood residents

Neighborhood Living

New "missing middle" housing to meet local needs



Proposed TOD Corridor Zoning Tools

Advancing East Lancaster recommends using several of the City's existing zoning districts with some key refinements needed to implement the station area visions for redevelopment. Several existing zoning classifications are already ideally suited to be utilized within the station areas, such as the MU-1, MU-2, UR, and I Light Industrial zoning districts. More specifically, this section makes recommendations on modifications to existing zoning districts such as MU-1 and MU-2 districts, as well as recommendations for new zoning districts to be considered.

These recommended modifications to existing zoning districts may be implemented in one of two ways: (1) create new corresponding zoning district categories with a "T" designation. For example, the modified MU-1 district for East Lancaster Avenue would be MU-1(T); or (2) create a Transit Station Overlay district that would allow the modification of specific mixed-use district standards within the boundary of the overlay, which would apply to all the station area boundaries.

This first section identifies the key elements within the MU-1 and MU-2 districts that should be amended in the new zoning tool used for the East Lancaster Avenue station areas. Next, the recommendations for new zoning categories should be developed based on the goal of supporting the vision of transit-oriented development along not just East Lancaster Avenue, but also along other transit corridors in the City. These new tools include the MR - Mixed Residential zone (currently under consideration by the City) and the MU-C Mixed-Use Corridor zone intended for areas that are transitioning from conventional commercial uses to an expanded set of uses that would include residential.

ZONE: MU-1 - LOW-INTENSITY MIXED-USE

The Low-Intensity Mixed-Use (MU-1) zone is well-suited to enable mixed-use development within the station area walksheds, and some areas have already been re-zoned to this zoning category (e.g., Oakland Corners Urban Village). However, there are attributes of the zoning classification which may be overly burdensome and hinder redevelopment.

Proximity Test: While the intent of the Proximity Test is valid (to ensure a balance of commercial and residential units), the application of this test may be overly burdensome and inflexible. Commercial uses are most critical along arterials and collector streets within a two block area of the station (neither would residential uses be desireable in these locations, especially on the ground floor). Beyond that, commercial uses should be allowed to occur based on market demand. Some stations may only need a very limited amount of commercial uses to create a vibrant transit hub. A specific formula may be arbitrary in the context of a Local Hub or Neighborhood Living station type.

Parking: The elimination of minimum parking requirements is a step in the right direction. However, setting maximums may limit development flexibility and creative solutions to parking issues, especially shared parking between adjoining properties. A better approach may be to pursue the un-bundling of parking from uses and allow the supply to fluctuate based on demand. This might include allowing for-profit, stand-alone parking garages that would support a mix of uses within two or three blocks of the station or garage.

Block Standards: The addition of block standards is a critical component of walkable urbanism. These standards would ensure that when large super blocks are developed, they would organize into smaller blocks that promote walkability and access through the site from adjoining properties. Even though they may be required at the time of plat, it should also be carried through in the mixed-use district standards since the redevelopment of large parcels may happen incrementally.

ZONE: MU-2 - HIGH-INTENSITY MIXED-USE

The High-Intensity Mixed-Use (MU-2) zone has many similar attributes as the MU-1 zone, but allows for greater densities and building heights. Like the MU-1 zone, there may be certain aspects of the zoning metrics which should be reconsidered when applied to the East Lancaster corridor.

Building Height: The minimum height of two stories should be reconsidered. While multi-story buildings are preferred in the district, there may be circumstances that warrant one-story buildings. There are successful examples of high-intensity mixed-use projects that have one-story commercial buildings, which are typically utilized for restaurant use because of their ventilation requirements. In addition, one-story buildings can be part of a successional development sequence in which they are replaced by multi-story buildings as the market matures.

Parking: The findings regarding parking regulations, noted previously for the MU-1 zone, are also applicable to the MU-2 zone.

Block Standards: The findings regarding block standards, noted previously for the MU-1 zone, are also applicable to the MU-2 zone.

ZONE: I - LIGHT INDUSTRIAL

There is a substantial amount of Light Industrial zoning (I) within the station area walksheds, especially west of Beach Street and east of Canton Drive. Upon reviewing the zoning ordinance, it is recommended that much of the Light Industrial remain unchanged initially, as it allows for a wide variety of non-residential uses which will support job development. However, at key station locations, and based on the market for future redevelopment, larger industrially-zoned properties could potentially transition to mixed-use development, further supporting the vision for transit-oriented development along East Lancaster Avenue.

Block Standards: Similar to the MU-1 and MU-2 zones, a Station Area Overlay could be used to address issues such as block standards and pedestrian access.

NEW ZONING DISTRICT: MU-C - MIXED-USE CORRIDOR

The Mixed-Use Corridor (MU-C) zone is a proposed new zoning classification intended to be used along corridors that are envisioned to transition from a conventional commercial-only development pattern to a more mixed-use pattern that includes moderate-density residential (multi-family) development by right. The main difference between the MU-C zone and the MU-1 zone, is that the MU-C zone would allow for mixed-use and residential uses, but not mandate them. Unlike the MU-1 zone, the MU-C zone would still allow commercial-only developments to co-exist with mixed-use and residential-only developments. Both zones prohibit or limit, through a Specific Use Permit (SUP), uses such as mini-storage and auto dealers that are incompatible with the long-term vision for East Lancaster Avenue as a transit-supportive corridor.

Flexible Zoning Tool: This zone will allow for a more organic transition to higher density development over time. This zoning classification may be useful in many other areas of the City that are candidates for redevelopment, but where the market and transit services do not yet support intensive mixed-use. In the context of East Lancaster Avenue, this zone is proposed for properties along the corridor that occur between the station area walksheds.

Design Standards: The blocks in between the station areas are currently characterized by aging commercial uses with limited pedestrian or aesthetic improvements along these property fronts. Given the tremendous incentive for redevelopment through the addition of multi-family uses permitted by right within this new district, it will be important to add building and site design standards that promote walkability, including:

- Additional design standards for multi-family developments, including open space and building design standards.
- Height transition standards when adjoining one- and two-family districts.
- Allow for some surface parking between the building and the street (in the middle of the block) but screened along the street frontage.
- Building frontage required at street intersections and at transit stop locations.
- Pedestrian connections from public sidewalks and transit stops to building entrances.
- Additional standards for auto-oriented uses and drive thrus.

Height and Density: Same as modified MU-1 zone recommendations.

Parking: Same as modified MU-1 zone recommendations.

NEW ZONING DISTRICT: MR - MIXED RESIDENTIAL

The Mixed Residential (MR) zone is currently under consideration by the City of Fort Worth. The intent of the zone is to allow for a variety of detached and missing middle housing types, along with small-scale, non-residential uses in the pattern of a traditional early-20th century neighborhood. The MR zone is similar to the City's Urban Residential (UR) zone but with some distinguishing attributes.

Building Types Permitted: Detached residential, townhouse, small apartment, corner commercial, and accessory dwelling unit (ADU).

Scale: No more than three stories maximum and not eligible for height bonuses. The MR zone is proposed to limit the footprint and/or street frontage dimension for multi-unit buildings to mitigate the impact of long apartment facades which detract from the fine-grained character of the traditional neighborhood.

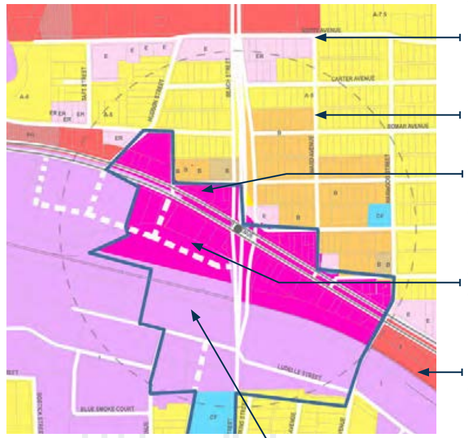
Non-Residential Uses: Small-scale, non-residential uses are compatible with this development character and should be accommodated in this district.

Small offices that adhere to the architectural character of the street, expanded home offices, and small corner commercial stores and cafes can add vitality to the neighborhood and provide more "eyes on the street" at all times of the day. Limit the square footage of any non-residential use to no more than 2,000 square feet per lot. Allow expanded home occupations and office uses anywhere in the MR zones, but limit retail and restaurant uses to corner lots.

BEACH STATION AREA ZONING EXAMPLE

Figure 24: Beach Existing Zoning

Figure 25: Beach Proposed Zoning



These areas along Scott Avenue are candidates for low-intensity mixed-use.

Future Mixed Residential within station area walkshed, with potential for Urban Residential close to the station.

MU-1 zone on north side of East Lancaster Avenue. Mixed-use development may be limited by parcel geometry.

Area between East Lancaster Avenue and railroad tracks may be suitable for high-intensity mixed-use.

Properties fronting the corridor between stations are candidates for MU-C district.

Industrially-zoned properties within the station area could transition to mixed-use as future market opportunities for redevelopment increase.

LAND USE DIAGRAM

	MU-1	Low-Intensity Mixed-Use
	MU-2	High-Intensity Mixed-Use
	UR/MR	Urban/Mixed Residential
DASHED WHITE LINE		Recommended street

APPLICABLE ZONING

COLLARD STATION AREA ZONING EXAMPLE

Figure 26: Collard Existing Zoning

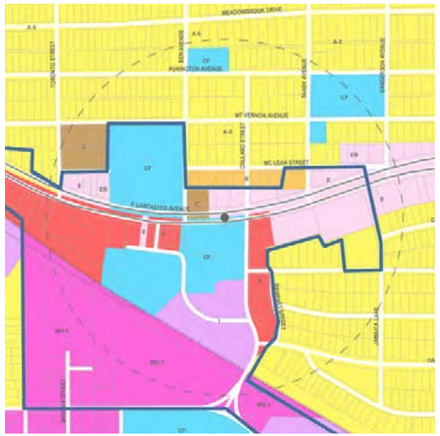
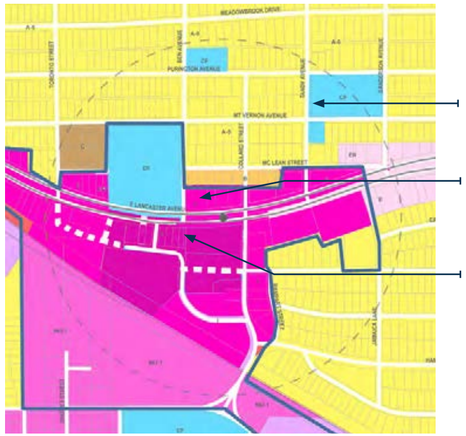


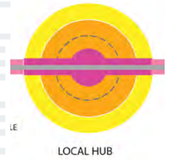
Figure 27: Collard Proposed Zoning



Future Mixed Residential within station area walkshed, with potential for Urban Residential close to the station.

Smaller parcels next to existing residential are suitable for low-intensity mixed-use.

Large parcels between East Lancaster Avenue and railroad tracks are suitable for high-intensity mixed-use development.



LAND USE DIAGRAM

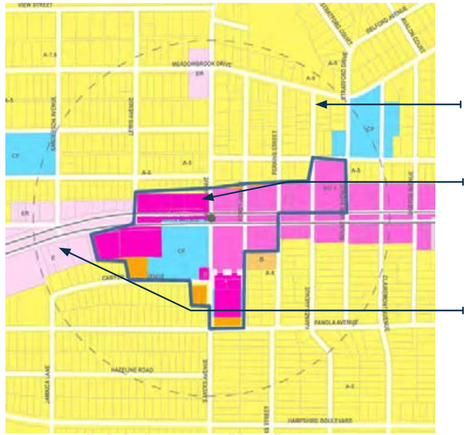
	MU-1	Low-Intensity Mixed-Use
	MU-2	High-Intensity Mixed-Use
	UR/MR	Urban/Mixed Residential
DASHED WHITE LINE		Recommended street

APPLICABLE ZONING

AYERS STATION AREA ZONING EXAMPLE

Figure 28: Ayers Existing Zoning

Figure 29: Ayers Proposed Zoning



Future Mixed Residential within station area walkshed, with potential for Urban Residential close to the station.

Low-intensity mixed-use is recommended for this station type.

Existing commercial parcels between the station areas are candidates for proposed MU-C district.

LAND USE DIAGRAM

	MU-1	Low-Intensity Mixed-Use
	MU-2	High-Intensity Mixed-Use
	UR/MR	Urban/Mixed Residential
DASHED WHITE LINE		Recommended street

APPLICABLE ZONING

OAKLAND STATION AREA ZONING EXAMPLE

Figure 30: Oakland Existing Zoning

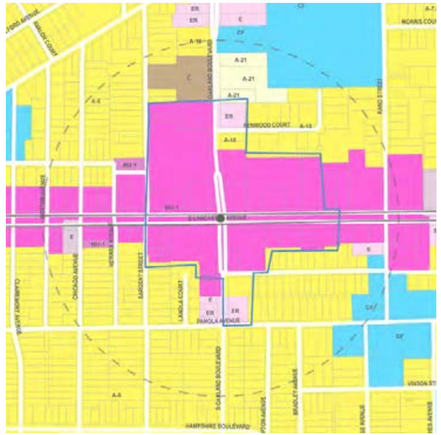
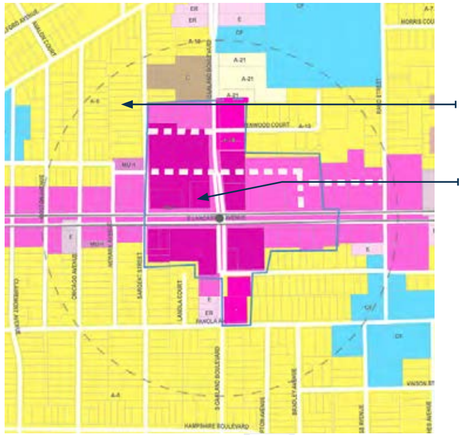


Figure 31: Oakland Proposed Zoning



Future Mixed Residential within station area walkshed, with potential for Urban Residential close to the station.

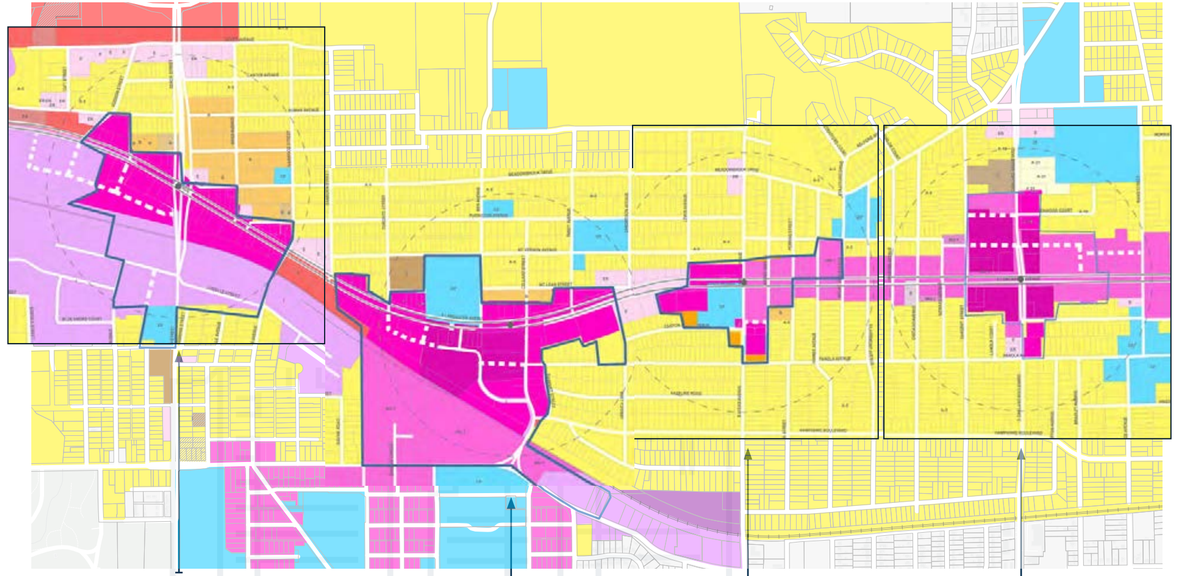
The Urban Village station type supports more intensive mixed-use development.

LAND USE DIAGRAM

	MU-1	Low-Intensity Mixed-Use
	MU-2	High-Intensity Mixed-Use
	UR/MR	Urban/Mixed Residential
DASHED WHITE LINE		Recommended street

APPLICABLE ZONING

Figure 32: Assembled Station Area Zoning Plans



BEACH
CORRIDOR HUB

COLLARD
LOCAL HUB

AYERS
NEIGHBORHOOD LIVING

OAKLAND
URBAN VILLAGE

ADDITIONAL CONSIDERATION: FORM-BASED CODES

What are Form-Based Codes?

Form-based codes (FBCs) are development regulations used by cities that emphasize the physical character of development and de-emphasize the regulation of land use. They are intended to implement a specific form of development based on a master plan developed through a community involvement process. They provide greater predictability about the look and feel of development and offer builders and developers a clearer understanding of what the community seeks in terms of development. In addition, FBCs can make it easier for a community to help create the vision for physical development they want, which will more likely lead to their acceptance of new development and street improvements in their community.

Form-Based Codes vs. Conventional Zoning

Conventional zoning, which is common throughout the United States, primarily regulates development by separating uses since its origins are rooted in preventing incompatible uses next to residential uses. Zoning requirements are usually applied generically throughout the entire community. Conventional zoning regulations are often applied in a one-size-fits-all manner, without any plan about what the community should look like. The key differences are outlined in Table 6 below.

Table 6: Zoning Comparison

Conventional Zoning	Form-Based Codes
Single-use pods of development	Promotes walkable mixed-use
Uses buffers instead of transitions	Uses transitions instead of buffers
Mostly auto-oriented	Pedestrian and transit-friendly while still accommodating the automobile
Not built to last	Planned to endure
New uses often require rebuilding	Allows for reuse of existing buildings
Value of development drops when original use is no longer viable	Value of development holds when original use is no longer viable

Recommendations

In the context of the East Lancaster Corridor, one other option to implement the vision for the station areas is to calibrate a form-based code and undertake a city-initiated zoning change along the corridor to a tailored form-based code for East Lancaster Avenue. The City of Fort Worth has a long history of creating tailored zoning tools to implement walkable mixed-use within specific areas such as the Camp Bowie Corridor, Berry Street/Texas Christian University area, the Stockyards, and Near Southside to name a few. In all these cases, the process of spearheading the form-based code process has been led by property owners within the affected area.

For such a process to be successful for the East Lancaster Corridor, the East Lancaster Avenue PID #20 and other key stakeholders should lead the initiative through a city-initiated zoning for all the properties along the corridor in a process similar to previous FBC projects in the city. Additionally, as an interim step, zoning may be changed to the existing MU-1, MU-2, and UR zones, or the proposed MR zone, to ensure that new development supports the TOD vision for East Lancaster Avenue.

Some of the benefits of creating a tailored FBC for East Lancaster Avenue would be that property owners and the neighborhoods along the corridor could partner to create a tool that fits the vision exactly through a grass-roots effort that builds long-term ownership. Some of the cons of creating such a tool would be that it could not be used for other corridors in the City and each corridor will be expected to create its own FBC tool. In addition, the City may have limited capacity (financial and staff) to fund and administer such initiatives for all such urban corridors.

7

TOD BEST PRACTICES

TRANSIT-ORIENTED DEVELOPMENT CASE STUDIES

As Fort Worth begins to explore the benefits of high-capacity transit along East Lancaster Avenue, it is important to establish guiding principles based off the lessons learned from other transit investments from across the country. This chapter explores five national case studies in an effort to identify best practices from successful transit-oriented developments. This TOD study explores the following five case studies:

- Cleveland, OH HealthLine BRT
- Albuquerque, NM Rapid Transit (ART)
- San Jose, CA Whole Foods on The Alameda
- St. Paul, MN Metro Transit Victoria Street Station
- Atlanta, GA Beltline

Each of the case studies were tied to one of the six station typologies identified in this study. Each case study was also evaluated based on the five following topics:

- Governance
- Regulations
- Equity & Enhancing Community Characteristics
- Visioning Process
- Project Cost & Funding

Takeaways and lessons learned are provided for each case study. The case studies and their key takeaways are meant to serve the Advancing East Lancaster project objectives, specifically:

- Align the City's infrastructure investments with future private investments along the corridor.
- Benefit existing residents and businesses along the corridor with new housing, retail, and service options.
- Guide growth and economic development in the corridor.

URBAN VILLAGE - CLEVELAND, OH HEALTHLINE BRT

The Cleveland (OH) HealthLine Bus Rapid Transit (BRT) line is a 6.5-mile route connecting downtown Cleveland, Cleveland State University, Cleveland Clinic Hospital, University Hospitals Cleveland Medical Center, and the Stokes-Windermere Subway Station in East Cleveland. The HealthLine BRT line provides 24-hour service seven days per week with frequencies ranging from 30 minutes in off-peak hours to 10 minutes in peak hours. The HealthLine BRT line features both center-running and curb-running operations. The fleet vehicles that serve the corridor feature doors on both sides of the vehicles, allowing riders to board at center-running and curb-running platforms.

The HealthLine BRT project replaced 108 bus stops with 36 conveniently-spaced stations and reduced travel time along the corridor from 46 minutes to 34 minutes. HealthLine BRT has been credited with catalyzing more than $9.5 billion in investments along the corridor (as calculated in 2018). This equates to a return on investment of $190 for every transit dollar invested. Notable investments along the corridor include:

- $200+ million at East Ninth & Euclid Avenue
- $380 million invested by Cleveland State University
- $370 million invested by University Hospital
- $350 million invested by Cleveland Museum of Art
- $1.3 billion invested by Cleveland Clinic Foundation
- 8,800+ new residential units
- 1,800+ new dorm rooms
- 1,300+ new hotel rooms
- 23 million square feet in total development
- 13,000 new jobs

Governance

Cleveland HealthLine BRT is operated by the Greater Cleveland Regional Transit Authority (GCRTA) and runs through the cities of Cleveland and Euclid. The metropolitan planning organization (MPO) for this area is the Northeast Ohio Areawide Coordinating Agency. GCRTA worked with businesses and developers along the route to encourage TOD and other partnerships. For example, the two medical centers along the line partnered to buy the naming rights for the line. Tax increment financing (TIF) districts were also utilized along the corridor to provide additional incentives for development.

Regulations

Regulatory policies and zoning ordinances for the HealthLine corridor were guided by the *Beyond 2005: A Vision for MidTown* master plan. GCRTA worked with municipalities to target transit-supportive zoning along the corridor, such as 3-story height minimums with first floor commercial uses. A new zoning designation (Midtown Mixed-use District) was created requiring buildings to front property lines and encouraging ground level retail, plazas, and other pedestrian-friendly amenities. Initially, the City allowed more exceptions to the zoning regulations so as to not scare off developers. Over time, the new ordinances were enforced more strictly.

Equity & Enhancing Community Characteristics

HealthLine BRT was designed to accommodate riders of all ages and abilities, given its serving two major hospitals and other activity centers. Special attention was given to individuals with disabilities. For example, additional rear-facing unsecured wheelchair bays for buses were installed, going above and beyond the Americans with Disabilities Act (ADA) requirements.

TAKEAWAY: *Public-private partnerships (P3s) can be a catalyst for transit-friendly development that helps maximize transit's return on investment.*

Visioning Process

GCRTA engaged in a study evaluating and analyzing existing conditions along the corridor and held open houses to consult public opinion on how the area should be improved. Out of that engagement, four alternatives were developed to explore various routes and modes of transportation to meet the identified needs. A six-month public workshop process was also undertaken in order to reach as many stakeholders as possible. Six key elements were considered throughout this process:

- Early and continuous public outreach and engagement
- Development of the study's purpose and need
- Development of a wide range of alternatives and criteria for alternative evaluation
- Development and understanding of potential environmental impacts
- Detailed screening of alternatives and trade-offs
- Recommendation of a locally-preferred alternative (LPA)

Project Cost & Funding

The total cost for the HealthLine BRT was approximately $200 million. Approximately 84% of the financing came from a full-funding grant agreement, which consisted of:

- FTA New Starts Grant: $82.2 million
- FTA Rail Modernization Funds: $600,000
- Ohio DOT / TRAC Funds: $50 million
- RTA / Local Funds: $17.6 million
- NOACA (MPO): $10.0 million
- City of Cleveland: $8.0 million

The remaining portion of the financing, which was not part of the full-funding grant agreement, consisted of:

- ODOT: $25.0 million
- RTA: $3.75 million
- Cleveland Clinic: $2.85 million

CORRIDOR HUB - ALBUQUERQUE, NM RAPID TRANSIT (ART)

The Albuquerque (NM) Rapid Transit (ART) line is an 8.8-mile route connecting east and west Albuquerque via Central Avenue (Historic Route 66). The ART line provides service seven days per week with frequencies ranging from 8 to 15 minutes. Daily service ranges from approximately 11 to 18 hours. The ART line features both center-running and curb-running operations. The fleet vehicles that serve the corridor feature doors on both sides of the vehicles, allowing riders to board at center-running and curb-running platforms.

The ART project consists of 25 stations and stops spaced ¼ to ½ mile apart. ART reduced travel times along Central Avenue by 15% and improved on-time performance by up to 25%. A recent study projected the ART line to generate approximately $2.9 billion in investment along the corridor over the next 20 years. This investment could include up to 7,300 residential units, 6,200 office jobs, and 3,500 retail jobs.

Governance

Albuquerque Rapid Transit is operated and maintained by the City of Albuquerque's transit department (ABQ RIDE). The ART route runs entirely within the city limits of Albuquerque. The council of governments (COG) for this area is the Mid-Region Council of Governments (MRCOG). ABQ RIDE also coordinates with Bernalillo County and the Federal Highway Administration. Metropolitan Redevelopment Areas (MRAs) were established by the City to utilize tax incentives and infrastructure improvements to encourage private sector development in blighted or underutilized areas along the corridor. The City is also considering establishing Transportation Management Associations (TMAs) for future ART line additions where employers along the corridor would contribute financially to the transit services benefitting their workers and enlarging their job or customer pools.

Regulations

Regulatory policies and zoning ordinances for the ART corridor are intended to encourage development and transit ridership through transit-friendly zoning regulations. The City has three main zoning designations along the ART corridor: Downtown District, Urban Neighborhood District, and Town Center District. The Downtown District designation includes high-density neighborhoods with neighborhood-serving amenities such as retail. This designation allows for 1-3 stories of residential buildings and 5-10 stories of office uses. The Urban Neighborhood District includes historic neighborhoods that surround the downtown area. This designation features moderate to high-density housing with main street shopping and civic amenities integrated into the neighborhoods. The Urban Neighborhood District allows for 1-3 stories of residential buildings and 2-4 stories of office uses. The Town Center District designation entails emerging neighborhoods with demand for high-quality shopping and transit connections to the downtown area. The buildings in these districts generally scale down in size within a half-mile from the stations. This designation also allows for 1-3 stories of residential buildings and 2-4 stories of office uses.

Equity & Enhancing Community Characteristics

The Albuquerque Rapid Transit line does not feature any specific tools or efforts to increase or maintain affordable housing along the corridor. Transit generally provides greater accessibility for individuals with lower incomes or other needs. Approximately one in five households within a half-mile of the BRT line are living with household incomes below the poverty threshold.

TAKEAWAY: ***Major thoroughfares with transit-friendly zoning districts, high-capacity transit, and major employers are ideal for attracting development.***

Visioning Process

The goals and visions for the ART line began with a series of public meetings approximately 18 months before federal funding for the project was approved. Initially, neighborhoods were the primary groups included in the public meetings, while major employers and other stakeholders were missed. This lack of inclusion led to objections over the project and negative press coverage. The City increased its outreach efforts to improve public perception, ultimately leading to a community-supported project.

Project Cost & Funding

The total cost for the ART line was approximately $134 million. Approximately 80% of the financing came from a full-funding grant agreement, which consisted of:

- FTA Small Starts: $75.04 million
- FTA Urbanized Area Formula Program: $15.66 million
- FHWA Flexible Funds (CMAQ/Surface Transportation Program): $12.07 million
- FTA Bus and Bus Facilities Formula Funds (MAP-21): $3.40 million
- FTA Bus and Bus Facilities Formula Funds (SAFETEA-LU): $0.77 million

The remaining portion of the financing, which was not part of the full-funding grant agreement, consisted of:

- City of Albuquerque Gross Receipts Tax Revenue Bonds: $13.00 million
- Dept. of Municipal Development Transportation Infrastructure Tax Revenues: $6.40 million
- City of Albuquerque General Obligation Bonds: $4.03 million
- City of Albuquerque Capital Program: $3.10 million
- Bernalillo County General Funds: $0.20 million

LOCAL HUB - SAN JOSE, CA WHOLE FOODS ON THE ALAMEDA

Whole Foods Market is a national grocery store company providing natural and organic foods with nearly 500 locations across the United States. In the heart of San Jose, California, Whole Foods built a store at the corner of Stockton Avenue and Santa Clara Street (also known as The Alameda). This building is unique due to its orientation on an acute corner with minimal setbacks from the sidewalks. Two blocks to the east of the Whole Foods is SAP Arena, home of the San Jose Sharks professional hockey team. There are also several transit options nearby, including two Valley Transportation Authority (VTA) bus stops on The Alameda and the San Jose Diridon Station which serves CalTrain and Amtrak train services. The bus stops are located along the curb on The Alameda.

Governance

The City of San Jose has established various urban villages across the City in an effort to identify needed increases in mixed-use developments, including residential, retail, and office uses. Urban villages "provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to an innovative workforce." The Alameda is one of San Jose's urban villages established in December 2016, which led to the Whole Foods development being built as a transit- and pedestrian-oriented building.

Regulations

The Alameda Urban Village Plan (adopted in 2016 and amended in 2018) details land use and regulatory plans for the urban village area. Identified land uses range from neighborhood community commercial, to urban village mixed-use, to urban residential. Generally, the zoning calls for five to six story buildings along The Alameda and on larger lots, with heights gradually declining towards established neighborhoods.

The Urban Village Amenity (UVA) fee program is proposed to require a developer to pay a contribution for any proposed residential development in an urban village. UVA fees have been proposed but not yet adopted by the City. The UVA fee shall credit a residential development for eligible, publicly-accessible on-site improvements. Commercial developments that exceed 120% of minimum commercial space requirements of the zoning/urban village plan shall also earn credit against UVA fees imposed on residential portions of projects by the same developer in the same urban village area. A discount of the UVA fee may also be considered for a binding commitment on the developer/land owner for unqualified support for a PBID or other special financing district.

Equity & Enhancing Community Characteristics

The future UVA fee shall be waived entirely for any rent-restricted affordable units where rents are targeted at residents whose incomes equal 60% of area median income or lower. For affordable units targeted to affordability between 60% and 120% of area median income, a graduated reduction in the UVA fee shall be allowed, according to a pre-determined formula. This policy is aimed at encouraging developers to build affordable residential housing projects in urban village areas. The UVA fees may be utilized by the City to fund specific priority urban village amenities identified in any village's respective plan. Funded amenities must primarily serve the urban village's residents, customers, and businesses. Additionally, in order to ensure more fair valuations, the fee shall be allocated on a basis of square footage rather than per-unit.

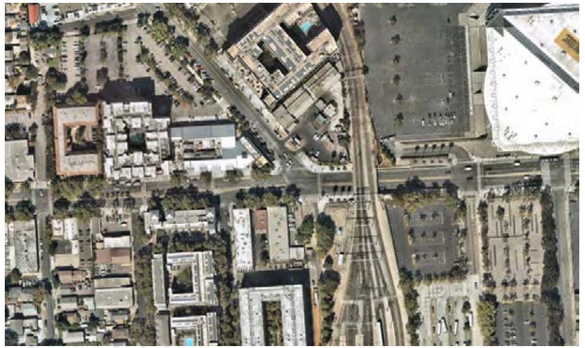
TAKEAWAY: ***Cities can use incentives to credit developers for constructing public amenities, exceeding minimum densities, and/or building affordable housing within the station area.***

Visioning Process

Visioning for the Alameda Urban Village included community meetings to establish guiding principles and values for the future of the area. Guiding vision elements identified included: 1) a vibrant business district and neighborhood, 2) attractive public spaces, and 3) a memorable, great place.

Project Cost & Funding

TOD improvements are currently partially funded by standard developer fees established by the City. The UVA fee structure has been proposed by the City but not yet approved.



NEIGHBORHOOD LIVING - ST. PAUL, MN METRO TRANSIT VICTORIA STREET STATION

The Twin Cities' Metro Transit operates the Metro Green Line light rail from downtown Minneapolis to downtown St. Paul through established neighborhoods and the University of Minnesota-Twin Cities. The Green Line runs on a 10-minute frequency during weekday peak hours and a 15-minute frequency on weekday off-peak hours. The green line is predominantly oriented in the median along University Avenue, with some off-street alignment segments. A majority of the stations are also in the center of the median with dual-sided boarding. Some stations are also split median stations, with boarding and alighting on the right-side doors of the light rail vehicles.

Victoria Street Station (Victoria Street & University Avenue) is a split station, center running light rail station with predominantly residential uses in the station area. The station is located between Minneapolis (approximately five miles to the west) and St. Paul (approximately 2 miles to the east). The buildings fronting University Avenue at the station are pedestrian-oriented with a new four-story multi-family development at the northeast corner of the intersection. The Route 16 bus line also runs along University Avenue with approximately 30-minute headways. The Victoria Street Station area is a traditional streetcar neighborhood comprised of residential areas surrounding a mixed-use "main street" spine.

Governance

The Victoria Street Station is located in the City of St. Paul, Minnesota and Ramsey County. The Met Council is the metropolitan planning organization (MPO), and the Counties Transit Improvement Board manages the transit tax funds for the system.

Regulations

Zoning along the corridor predominantly maintains the character of the surrounding areas while also encouraging more dense, transit-friendly land uses along University Avenue. Along the corridor, the zoning allows for smaller lots to integrate two to three story infill developments and larger lots to integrate three to four story developments. The buildings are to transition down in height along alleys and side streets to blend into surrounding neighborhoods. The corridor encourages pedestrian-friendly, mixed-use buildings with green space that contributes to the character of the community.

For the surrounding neighborhoods, new buildings must respect existing buildings in scale, height, aesthetic, and other features. The zoning regulations focus on rehabilitating and constructing new single-family homes. Empty lots are also encouraged to be utilized as community gardens or other communal uses.

Equity & Enhancing Community Characteristics

During the planning phase of the Metro Green Line, Victoria Street Station was home to a population that was more than 80% minority and had lower income families with an average household income of $33,300. Initial designs of the Green Line did not include stations at Victoria Street or two other similar cross-streets in the area. Community organizers led a campaign demanding Metro Transit add the three stations to the project in the name of equity. After several community meetings and coordination with FTA, the three stations were added to the project with financial support from FTA.

TAKEAWAY: *Local municipalities and the transit agency partnered with local private foundations to include three new stations in minority communities, improving the equity of high-capacity transit services in the area.*

Visioning Process

The visioning process for Victoria Street Station (and the Green Line) involved significant public engagement, including two task forces and other focus groups comprised of residents, community leaders, business owners, and other stakeholders along the corridor. Key development principles identified early on include making development fit existing scales, transit-supportive land uses and densities, transit-supportive access and parking, and green, pedestrian-friendly environments.

Project Cost & Funding

The Green Line, including Victoria Street Station, was partially funded through FTA, as well as contributions from the City of St. Paul, Ramsey County, and the Counties Transit Improvement Board. The central corridor segment, which also includes Victoria Street Station, was funded in part by the Central Corridor Funders Collaborative, a partnership of local, private foundations who addressed corridor-related issues. This group has also funded affordable housing projects in the area.

REGIONAL AMENITY - ATLANTA, GA BELTLINE

The Atlanta Beltline is a regional, 22-mile off-street multi-use path around downtown Atlanta. The Beltline began in 2005 with a grassroots community group (Atlanta BeltLine Partnership) advocating for the former railroad corridor to be transformed into a regional asset. Ultimate plans for the BeltLine will feature either light rail or streetcar transit, in addition to the trails system currently being constructed. Since the first segment opened to the public in late 2008, the BeltLine has prioritized multi-modal connectivity, housing affordability, economic development, regional health, and equity, amongst other efforts. As of 2019, approximately $6 billion of private investment has been put into the corridor, more than halfway towards the goal of $10 billion.

Governance

The Atlanta BeltLine is a multi-agency effort that has benefitted from coordination by entities across the Atlanta metro area. The entire BeltLine is located within the Atlanta city limits. The BeltLine Tax Allocation District (TAD) was approved in 2005 by the Atlanta City Council, Fulton County Board of Commissioners, and the Atlanta Public School Board of Education. The TAD is the primary funding mechanism for the BeltLine, acting similar to a tax increment financing district. Taxes collected and bonds proceeds may be used for any BeltLine-related infrastructure, services, or other pertinent costs. Special Service Districts (SSDs) were also established to help secure additional funding through collecting taxes from commercial and multi-family developments. In 2006, the Atlanta BeltLine, Inc. (ABI) was formed to oversee the TAD funds and development of the BeltLine. ABI also acquires, leases, and/or maintains the land for the BeltLine. Metropolitan Atlanta Rapid Transit Authority (MARTA) also approved the BeltLine alignment as a locally-preferred alternative for future high-capacity transit, ensuring that the BeltLine is eligible for federal funding once the community is ready to introduce transit into the corridor.

Regulations

From 2008 to 2012, the master plans were developed for the BeltLine, divided into 10 segments. The last of the 10 master plans was adopted by Atlanta City Council in April 2012. These plans included specific zoning recommendations, amongst other topics, for the entire 22-mile corridor and its surrounding areas. Enhancing characteristics were also integrated into the plans, such as parks, trails, and art along the path. Zoning recommendations ranged from 10+ story mixed-use developments to one to four story residential uses to industrial and office buildings. The zoning also generally transitions from higher densities along the corridor to blend into lower densities further away into surrounding neighborhoods.

Equity & Enhancing Community Characteristics

Equity has been a strong priority throughout the life of the BeltLine project, especially regarding affordable housing along the corridor. The Atlanta BeltLine Affordable Housing Advisory Board (BAHAB) was formed early in 2007 to kickstart this effort. The project has a goal of creating or preserving 5,600 units of affordable and workforce housing by 2030, having already allocated approximately $90 million towards this goal. In 2019, ABI closed nearly 400 affordable units, exceeding its goal of 250. There are another 700 units in the pipeline as well. Minimizing displacement and gentrification is also a guiding principle of the BeltLine project. The Atlanta philanthropic community has created a community retention fund of $12.5 million to help nearby homeowners who are concerned about displacement. ABI has also dedicated funds towards employing minority-owned contractors and grants for Disadvantaged Business Enterprises (DBEs).

TAKEAWAY: ***Thorough community engagement and planning prior to implementation will increase the project's likelihood of success and attracting development.***

Visioning Process

Visioning efforts for the Atlanta BeltLine included significant public engagement and multi-agency coordination to identify goals and priorities for the regional amenity. Formal visioning and engagement efforts included:

- Citizen Participation Framework (adopted March 2007),
- Equitable Development Plan (adopted July 2009),
- Community Benefit Guiding Principles (adopted October 2010),
- 10 sub-area Master Plans (last plan adopted April 2012),
- Environmental Justice Policy (adopted August 2012),
- 2030 Strategic Implementation Plan (adopted December 2013),
- Establishment of the Design Review Committee in March 2015 to review development proposals along the corridor,
- Streetcar System Plan (adopted December 2015),
- Affordable Housing Working Group Final Report (issued August 2018),
- Establishment of ABI's first equity and inclusion vision statement in February 2019, and
- MARTA's adoption of the final project list and implementation schedule for the first phases of transit along the BeltLine in June 2019.

Project Cost & Funding

The total cost for the Atlanta BeltLine is estimated to be $4.8 billion upon completion in 2030. The TAD was originally anticipated to provide $3 billion, but this total is now expected to be approximately $1.5 billion by 2030. The additional SSD is expected to contribute roughly $100 million. As of 2017, $500 million has been funded from TAD and other bonds:

- Bonds: $143 million
- City of Atlanta: $85 million
- Atlanta Public Schools TAD: $80 million
- Fulton County TAD: $51 million
- City of Atlanta TAD: $48 million
- Other governmental grants: $43 million
- Private philanthropic grants: $42 million
- Other funds: $8 million

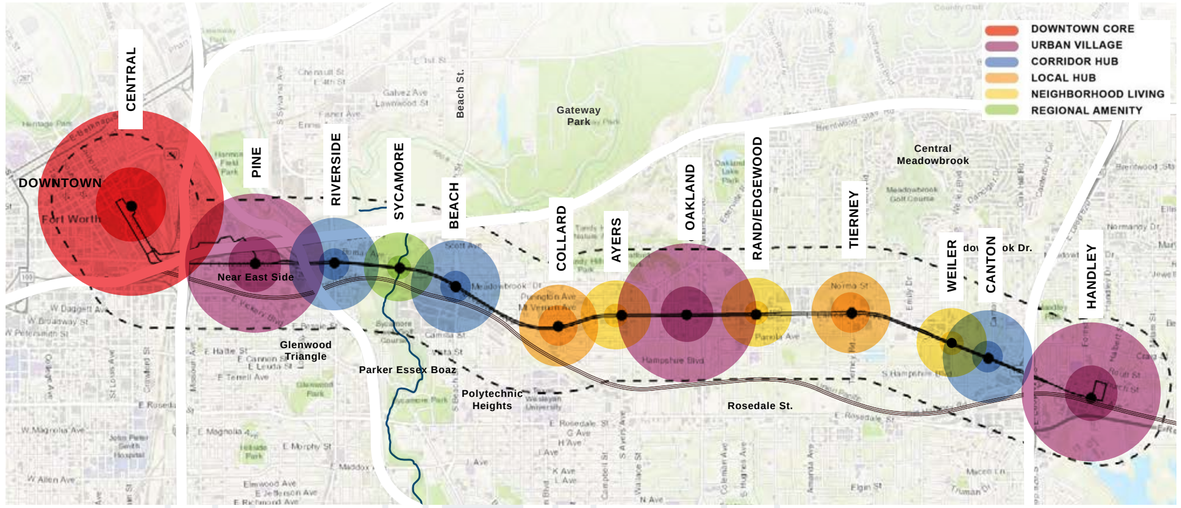
8

STATION TYPOLOGIES

STATION TYPOLOGIES

The Advancing East Lancaster project is a transit-oriented development study that endeavors to establish a framework through which corridor investment and development activity can build. In order to better define the role each of the 13 station areas will play along the corridor, each station was assigned a station typology (Figure 33). These typologies are based on several factors, including existing conditions, regional connectivity, potential for future investments, and location along the corridor, to name a few. Stations with similar typologies can generally be approached with similar strategies for transit and development investments, however local contexts still make each station unique in its own way. The map below shows each station's assigned typology along the corridor. The size of each circle generally represents the potential densities, influence, and attractiveness of each station at build out. The following pages in this chapter illustrate examples of each station typology and what kinds of built forms make up each typology. These can serve as inspiration for what East Lancaster Avenue could transform into with the addition of high-capacity transit along the corridor.

Figure 33: East Lancaster Avenue Station Typologies



DOWNTOWN CORE
- Major mixed-use center
- High-density, urban living

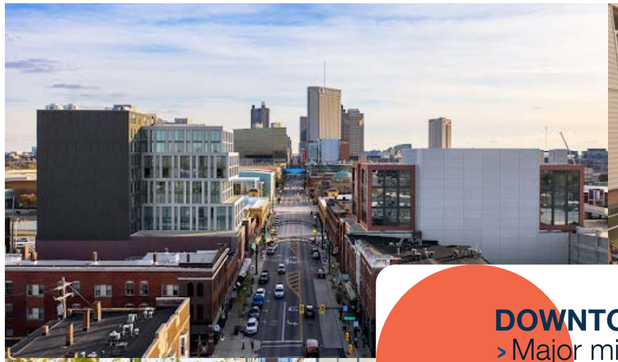
URBAN VILLAGE
- Unique mixed-use destinations
- Brings visitors from across Fort Worth

CORRIDOR HUB
- Focused on the corridor
- Serves residents, transit riders, and passing traffic

LOCAL HUB
- Focused on surrounding neighborhoods
- Meets needs of local residents

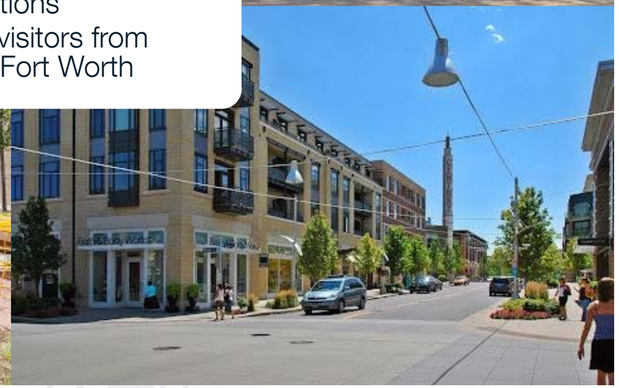
NEIGHBORHOOD LIVING
- Smallest immediate service area
- New housing to meet local needs

REGIONAL AMENITY
- Multi-modal connections
- Open spaces, recreation, and water access



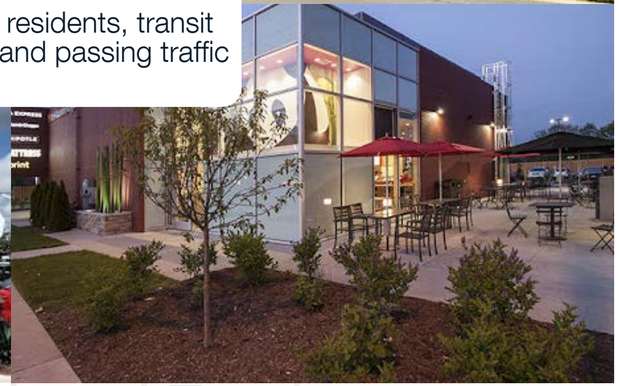
DOWNTOWN CORE

- Major mixed-use center
- High-density, urban living



URBAN VILLAGE

- Unique mixed-use destinations
- Brings visitors from across Fort Worth

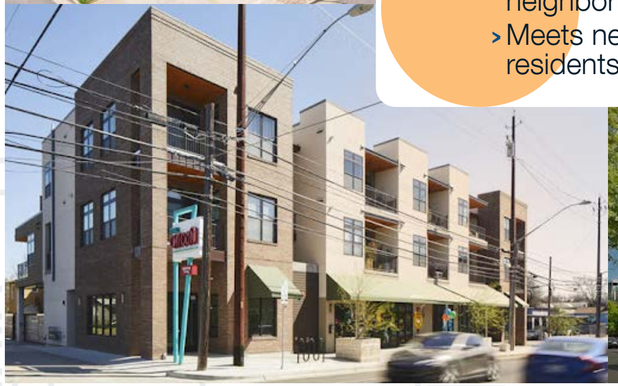


CORRIDOR HUB

- Focused on the corridor
- Serves residents, transit riders, and passing traffic

LOCAL HUB

- Focused on surrounding neighborhoods
- Meets needs of local residents

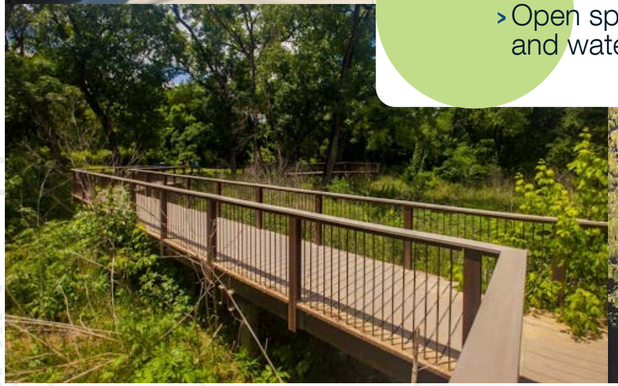


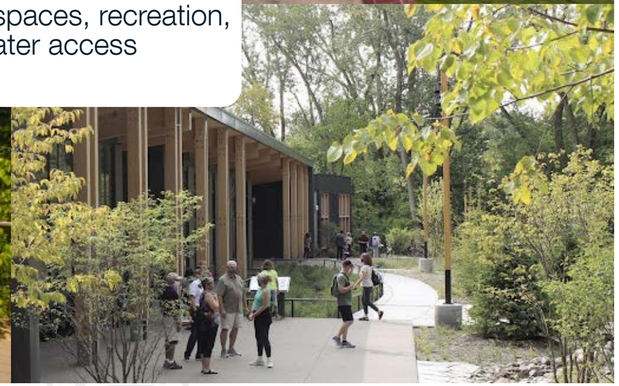
NEIGHBORHOOD LIVING

- Smallest immediate service area
- New housing to meet local needs

REGIONAL AMENITY

- Multi-modal connections
- Open spaces, recreation, and water access





9

STATION CONCEPTS

Station Area Conceptual Designs

Based on the exploratory analyses conducted up to this point, including community and stakeholder engagement, conceptual designs and renderings were developed for each of the 13 station areas. Existing land uses and zoning designations were first evaluated, identifying vacant or underutilized parcels in each area. Within the half-mile station areas, TOD focus areas were drawn to focus on specific groups of parcels that could be good candidates for future TOD. These TOD zones strive to limit impacts to existing residential uses in the station areas. The zoning recommendations and station conceptual designs were developed within the TOD focus areas. Figure 34 illustrates the design process undertaken for the station area conceptual designs.

These conceptual designs include parcel-level land uses and potential building placement by use. The conceptual designs were informed by feedback received from the public meetings and other engagement efforts. Some design preferences expressed by the public included clustering taller buildings towards the high-capacity transit stations, orienting buildings closer to sidewalks with parking placed to the side or behind, and establishing building design standards to support the character of the transit stations. The conceptual designs were developed in concert with the zoning recommendations so that the designs reflect the potential regulatory changes. Two of the station areas also provide aerial 3D renderings depicting the conceptual buildings and a street-level rendering of the station area. All designs shown here are diagrams illustrating planning principles and objectives, and are not specific designs for construction.

The project objectives that influenced these designs include:

- Align the City's infrastructure investments with future private investments along the corridor.
- Maximize the potential for mixed-use development, blending live-work-play uses at priority locations along East Lancaster Avenue.
- Guide growth and economic development in the corridor.
- Create opportunities to repurpose and redevelop underutilized land.

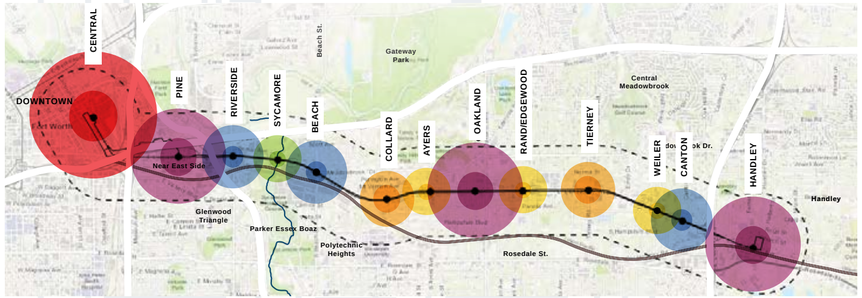
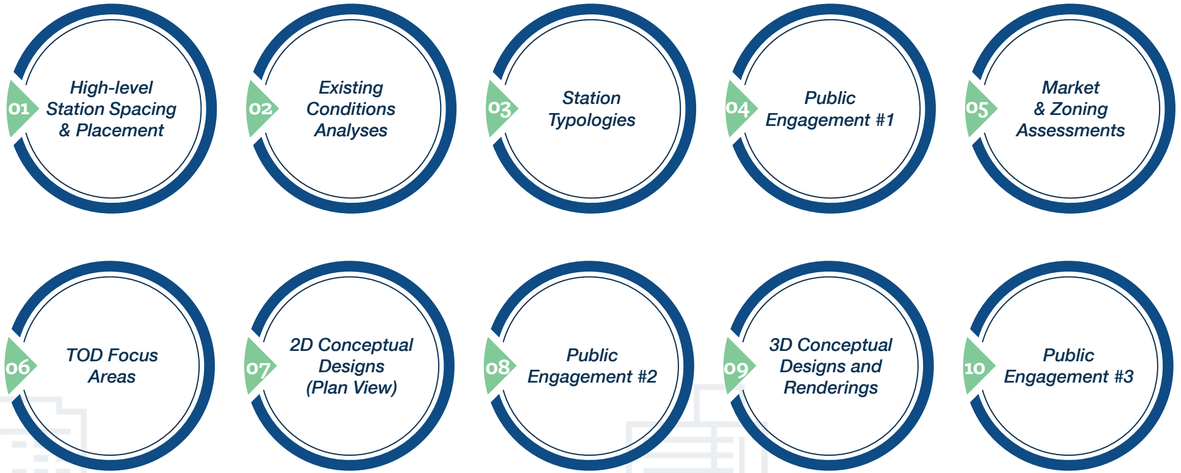


Figure 34: Advancing East Lancaster Design Process



Central Station Potential Land Uses

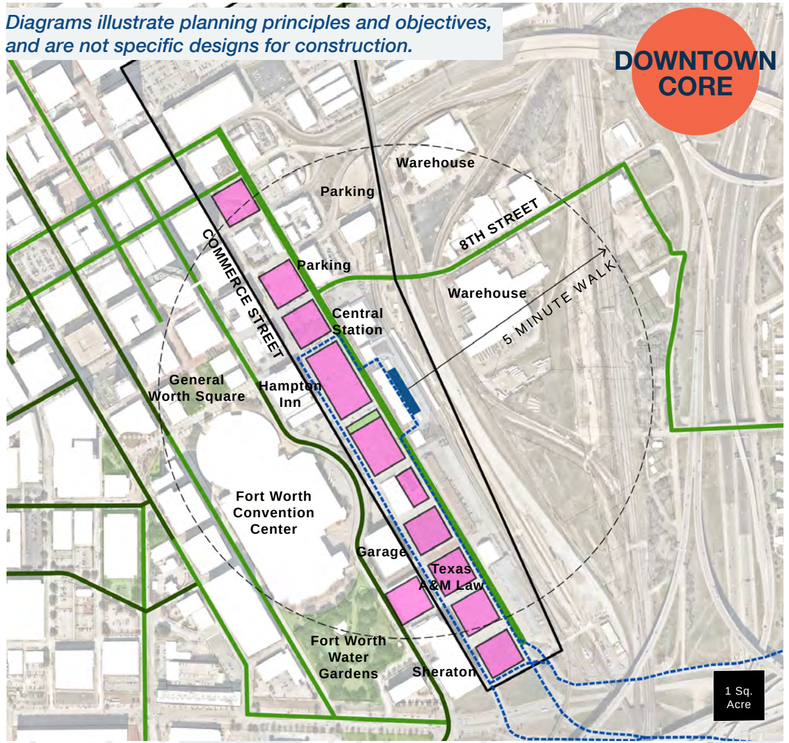
The Central Station area lies in Downtown Fort Worth, which will serve as the anchor for East Lancaster high-capacity transit. The downtown area is home to numerous office, commercial, and residential uses with high densities. There are several underutilized blocks to the west of Central Station between Jones and Calhoun streets, such as surface parking lots. These blocks could be repurposed into higher-density, mixed-use and residential developments that further support transit and downtown living.

DEVELOPMENT RANGE

- 1,000 Residential Units
- 30,000 Square Feet Mixed-Use

Note: Ongoing planning efforts for Downtown Fort Worth, such as the update of the 2023 Downtown Fort Worth 10-Year Strategic Action Plan, may supersede the conceptual designs shown in this plan for the Central Station area.

Potential Land Uses



Mixed-Use Building

Parks/Community Space

Central Station Conceptual Development Design

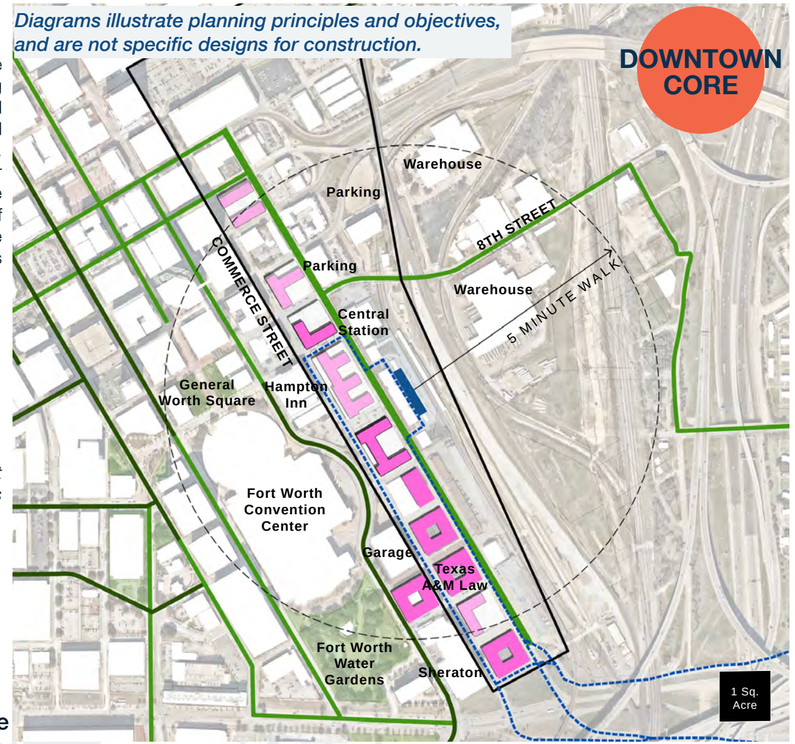
The Central Station area can integrate mixed-use developments that utilize shared, hidden parking structures. Some of the residential uses could also be catered towards university students and young professionals seeking to live downtown. Shading street trees would also be beneficial for the station area for a more pleasant experience for pedestrians while also serving as a source of wayfinding to downtown destinations (such as the Texas A&M campus) and connecting transit routes (including the future high speed rail service).

OPPORTUNITIES

- Student & young professional housing
- High-density urban developments
- Improve wayfinding to downtown destinations and transit connections

Note: Ongoing planning efforts for Downtown Fort Worth may supersede the conceptual designs shown in this plan for the Central Station area.

Conceptual Development Design



Mixed-Use Building

Parks/Community Space

PINE

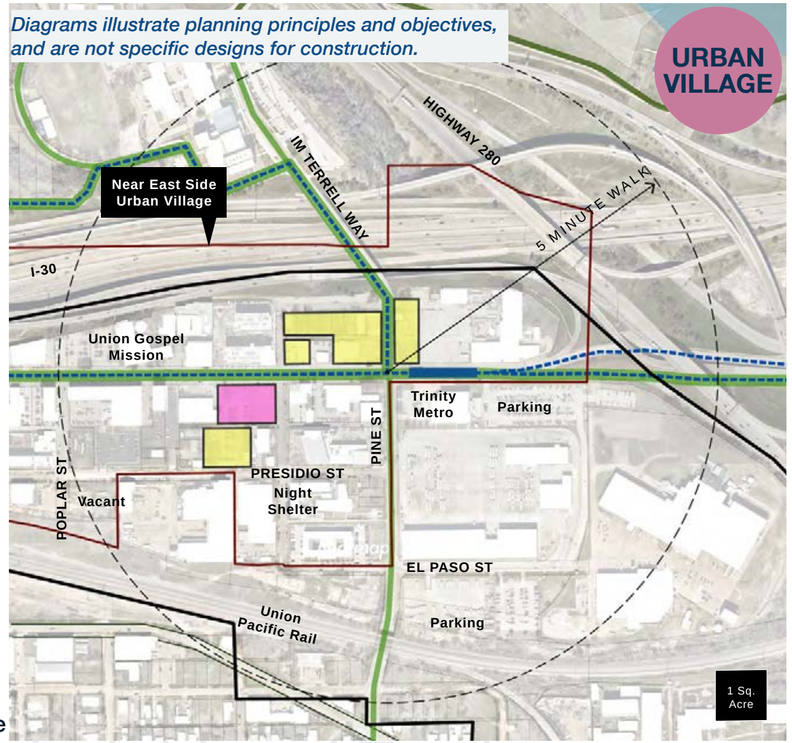
Pine Station Potential Land Uses

The Pine Street station area will require a unique approach that helps support the existing community experiencing homelessness. The parcels to the north of East Lancaster Avenue provide opportunities for high-quality, equitable housing developments catered towards those with lower incomes and those who need entry-level housing.

DEVELOPMENT RANGE

- 250 Residential Units
- 5,000 Square Feet Mixed-Use

Potential Land Uses



Residential Building

Mixed-Use Building

Parks/Community Space

PINE

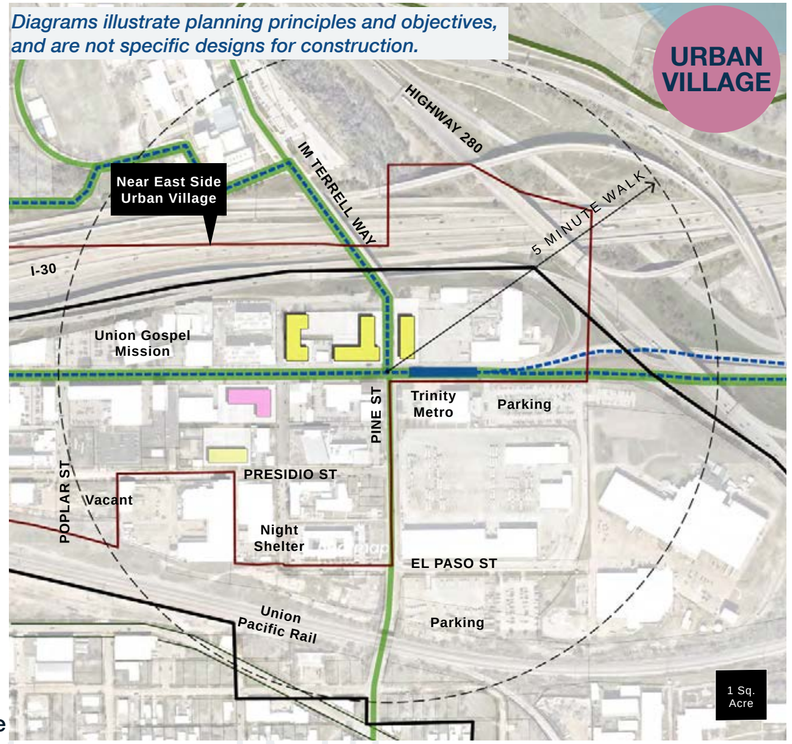
Pine Station Conceptual Development Design

The Pine Street station area would benefit from walkable, transit-oriented developments that front East Lancaster Avenue. In order to provide the needed mixed-income housing, the public sector may need to incentivize the private sector to build those units through zoning regulations or other mechanisms.

OPPORTUNITIES

- Mixed-income housing
- Opportunities for individuals transitioning into housing and jobs
- Improved pedestrian realm and bicycle infrastructure

Conceptual Development Design



Residential Building

Mixed-Use Building

Parks/Community Space

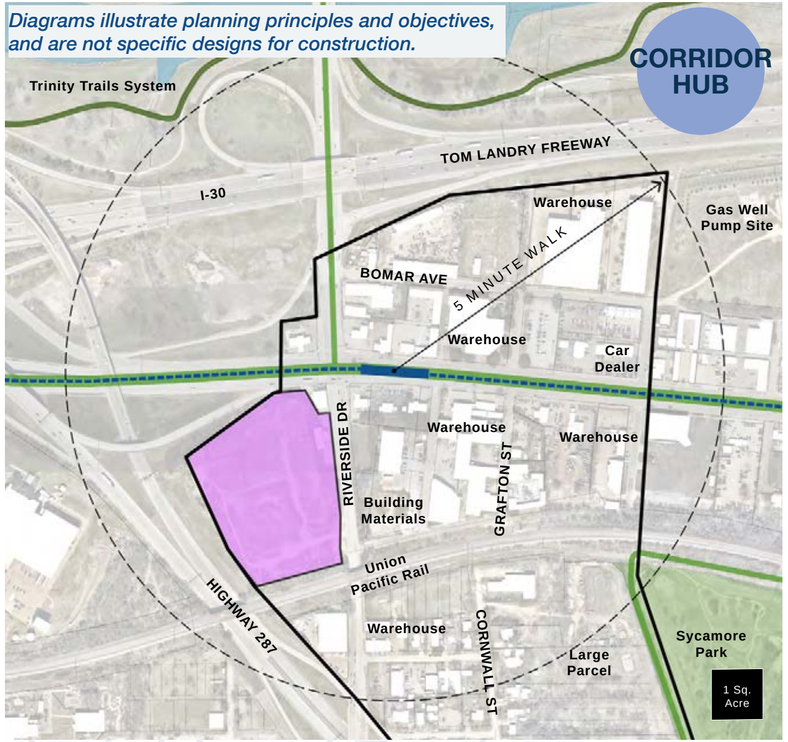
Riverside Station Potential Land Uses

The Riverside Drive station is predominantly an industrial area with two freeways within one-quarter mile. The existing land uses could be partially improved by redeveloping the current underutilized parcels to the east or developing the vacant parcels to the west. Modernized industrial uses could be inserted into the area, such as distribution centers, small-scale manufacturing, or other jobs hub opportunities.

DEVELOPMENT RANGE

- 100,000 Square Feet Light Industrial

Potential Land Uses



Residential Building

Mixed-Use Building

Parks/Community Space

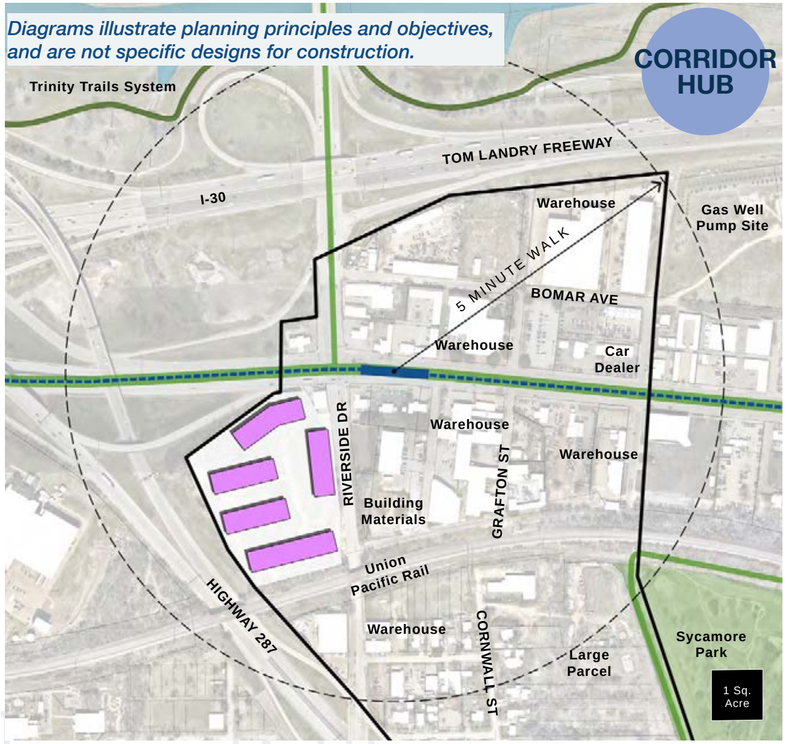
Riverside Station Conceptual Development Design

The Riverside Drive station area would likely benefit from additional light industrial developments and other supportive businesses that bring jobs and activity to the area. The southwest corner of Riverside Drive and East Lancaster Avenue is currently vacant and provides an opportunity for a large development to positively contribute to the area's character.

OPPORTUNITIES

- Industrial employement center
- Food or other supportive businesses

Conceptual Development Design



Residential Building

Mixed-Use Building

Parks/Community Space

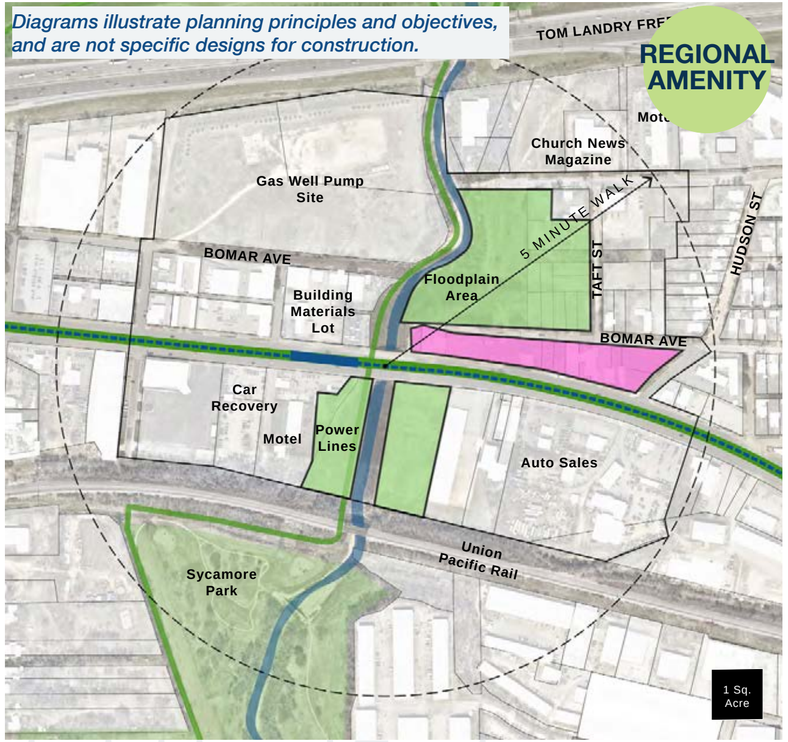
Sycamore Station Potential Land Uses

The Sycamore Creek station area is another unique node along East Lancaster Avenue, given its potential for a trail-oriented development model. Development can take advantage of the existing creek that crosses beneath East Lancaster Avenue in anticipation of the future Sycamore Creek trail connection to the Trinity Trails system and the Fort Worth-to-Dallas Spine Trail to the north. The northeast corner of the intersection has an irregular shape of parcels that could be transformed into trail-oriented mixed-use development.

DEVELOPMENT RANGE

- 56,500 Square Feet Mixed-Use
- Nature or Recreation Center
- Trail-Oriented Food/Services

Potential Land Uses



Residential Building

Mixed-Use Building

Parks/Community Space

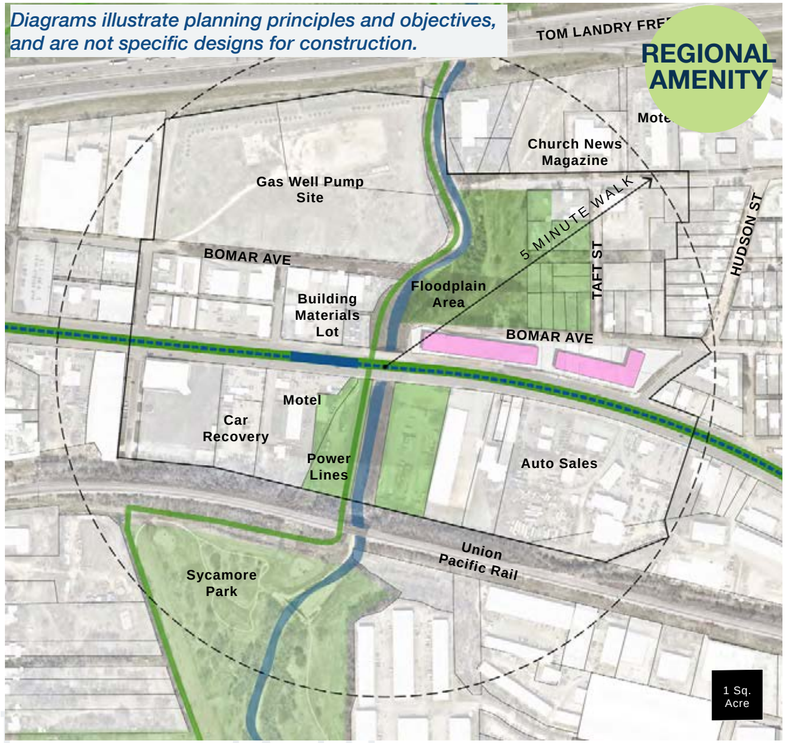
Sycamore Station Conceptual Development Design

The Sycamore Creek station area can utilize the strip of land between East Lancaster Avenue and Bomar Avenue to provide hikers, walkers, bikers, and other travelers a rest stop to rehydrate and enjoy the regional trail amenity. Trail-oriented food destinations with large patios would fit well in this area, as well as a nature or recreation center where the community can learn more about the ecology of Fort Worth and the Trinity River ecosystem.

OPPORTUNITIES

- Trail-oriented food and services
- Recreational and educational experiences
- Future trail connection to Trinity Trails system and the Fort Worth-to-Dallas Spine Trail to the north

Conceptual Development Design



Residential Building

Mixed-Use Building

Parks/Community Space

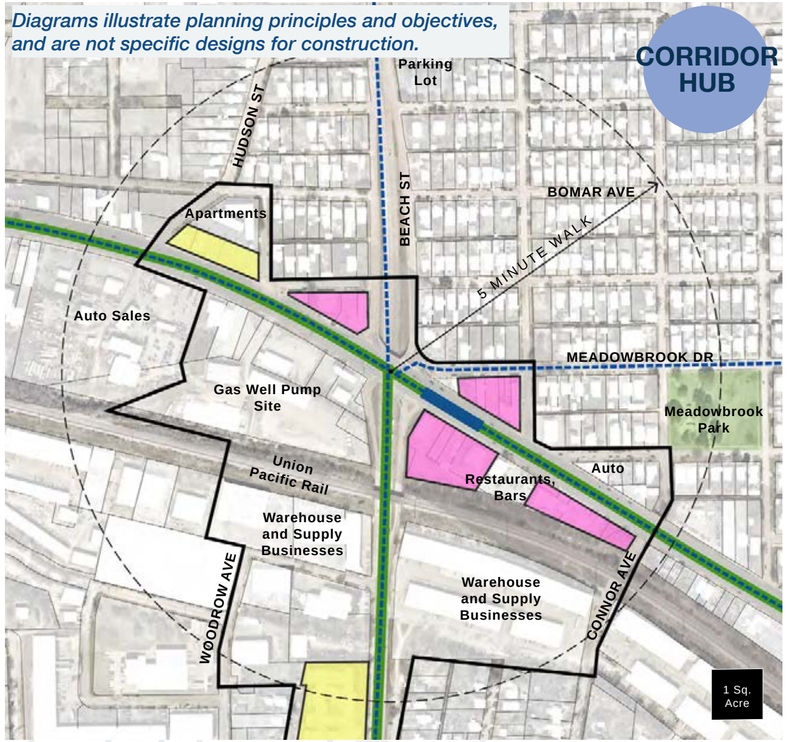
Beach Station Potential Land Uses

The Beach Street station area is perched on top of a hill with a scenic view of Downtown Fort Worth to its west. Beach Street currently crosses beneath East Lancaster Avenue due to the railroad crossing south of East Lancaster Avenue. This intersection could be leveled out evenly in the future, thus creating additional areas for development and placemaking. Currently, the traingular shaped parcels along East Lancaster Avenue provide opportunities for mixed-use and residential developments to take advantage of the downtown views and support transit.

DEVELOPMENT RANGE

- 200 Residential Units
- 8,000 Square Feet Mixed-Use

Potential Land Uses



Residential Building

Mixed-Use Building

Parks/Community Space

Beach Station Conceptual Development Design

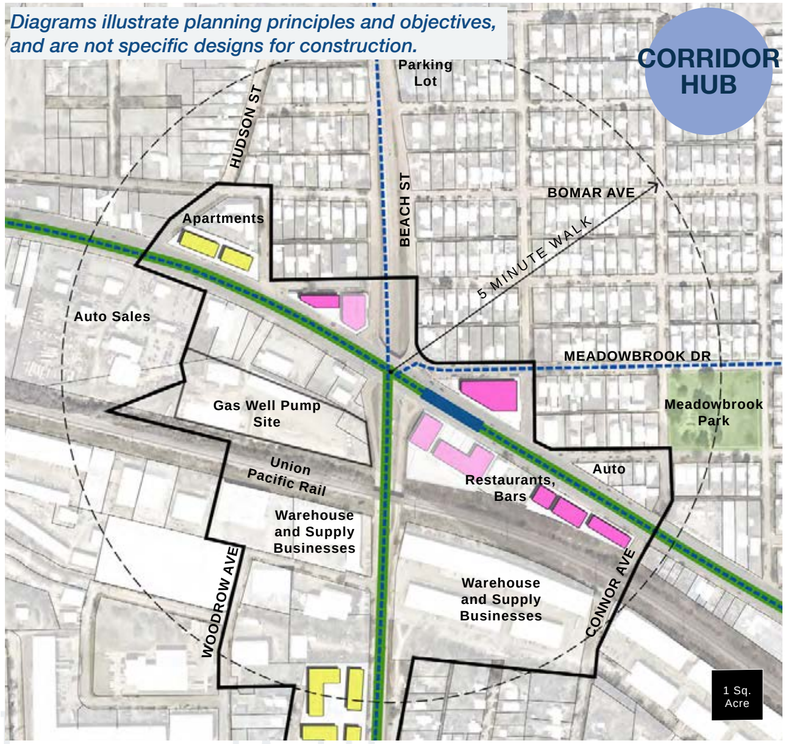
The Beach Street station area could have dense, mixed-use developments fronting East Lancaster Avenue that provide housing options as well as opportunities for existing neighborhood residents to walk to new businesses and services. The housing at Beach Street could cater to young professionals working downtown or in the business park at Beach Street and Interstate 30 to the north.

OPPORTUNITIES

- Scenic views of Downtown Fort Worth
- Mixed-income housing developments
- Corridor- and neighborhood-serving businesses

The rendering on the next page (Figure 35) shows a conceptual aerial view of the Beach Street station area based on these conceptual development designs.

Conceptual Development Design

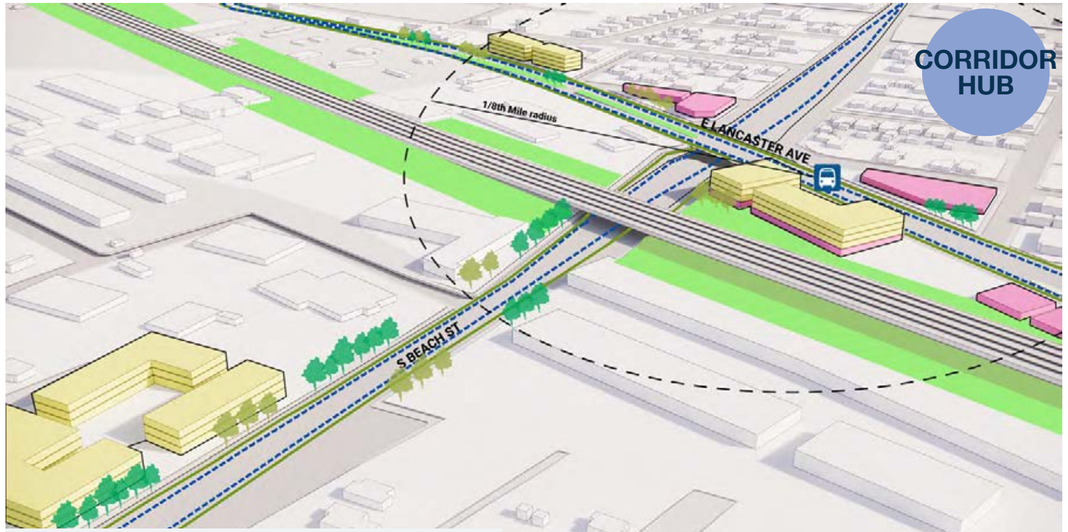


Residential Building

Mixed-Use Building

Parks/Community Space

Figure 35: Beach Station Conceptual Rendering



Diagrams illustrate planning principles and objectives, and are not specific designs for construction.

- Residential Building
- Mixed-Use Building
- Parks/Community Space

Collard Station Potential Land Uses

The Collard Street TOD is envisioned to include mixed-use developments and higher density residential buildings. Much of the residential development at Collard may cater to student and young professional housing. This would allow TWU students to walk or bike to campus, and provide young professionals the option of biking or taking transit to businesses in downtown Fort Worth. The retail and other mixed uses along East Lancaster Avenue could include an urban-style grocery store or pharmacy, restaurants, and other lifestyle businesses.

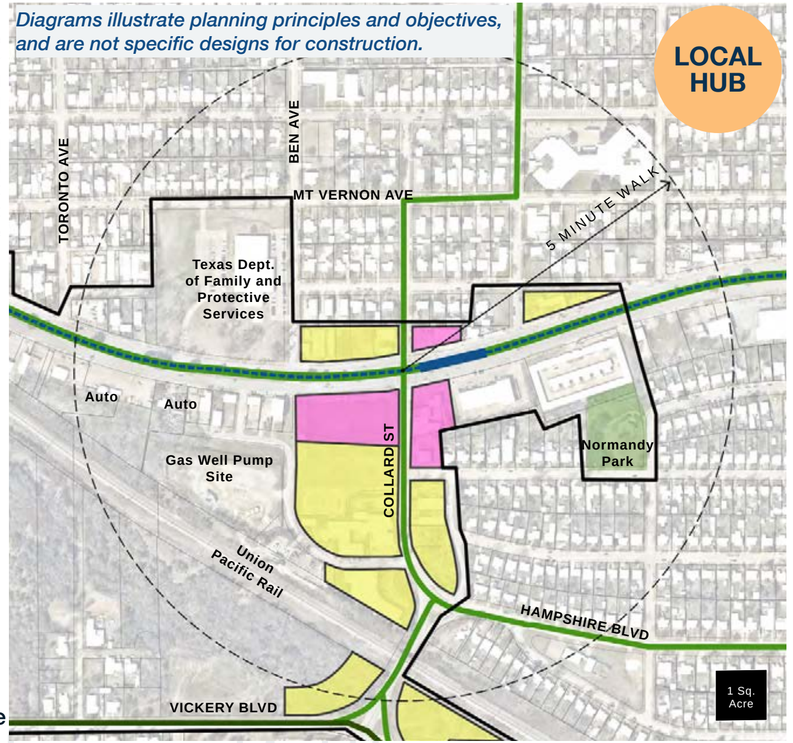
DEVELOPMENT RANGE

- 400 Residential Units
- 16,000 Square Feet Mixed-Use

- Residential Building
- Mixed-Use Building
- Parks/Community Space

Potential Land Uses

Diagrams illustrate planning principles and objectives, and are not specific designs for construction.



Collard Station Conceptual Development Design

The Collard Street station will provide access to TWU, a major destination along the East Lancaster corridor. The existing viaduct leading to East Lancaster Avenue will likely need to be improved for a more safe and accessible journey for all.

The TOD will have its highest densities fronting East Lancaster Avenue with buildings heights gradually decreasing as you move away from East Lancaster Avenue. This step-down framework (shown on the next page) helps the development blend into the surrounding neighborhoods without unnecessarily impacting existing residents.

OPPORTUNITIES

- Student housing for TWU
- "Step-down" development to existing neighborhoods
- Improve viaduct for better connection to TWU

Figure 36 provides an aerial rendering of the conceptual development, and Figure 37 shows a street-level view of the same conceptual development design.

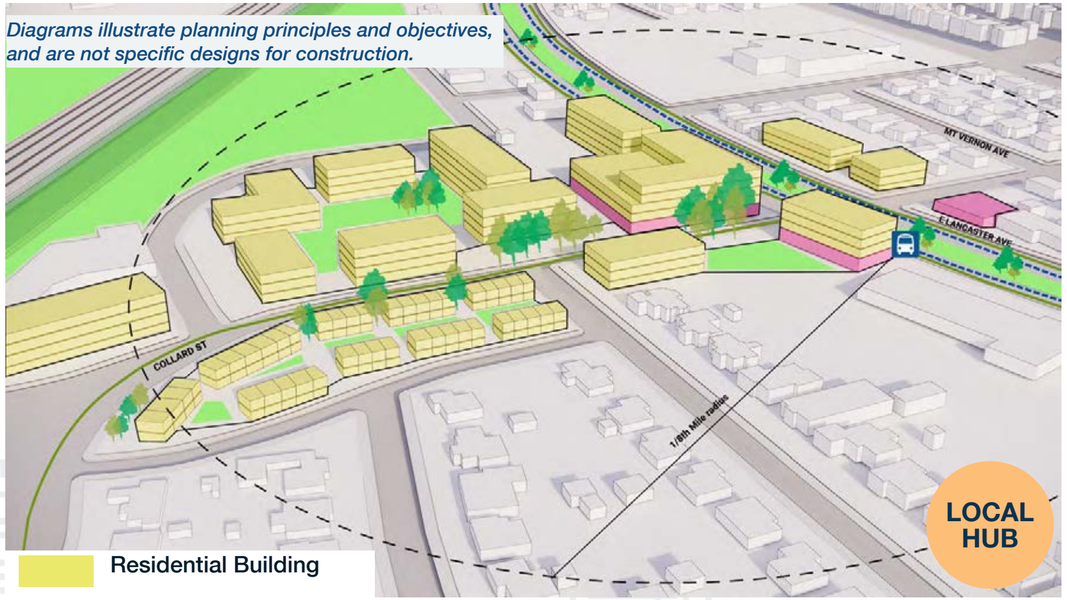
Conceptual Development Design

Residential Building

Mixed-Use Building

Parks/Community Space

Figure 36: Collard Station Conceptual Rendering



Residential Building

Mixed-Use Building

Parks/Community Space

Figure 37: Collard Station Conceptual Eye-level Rendering

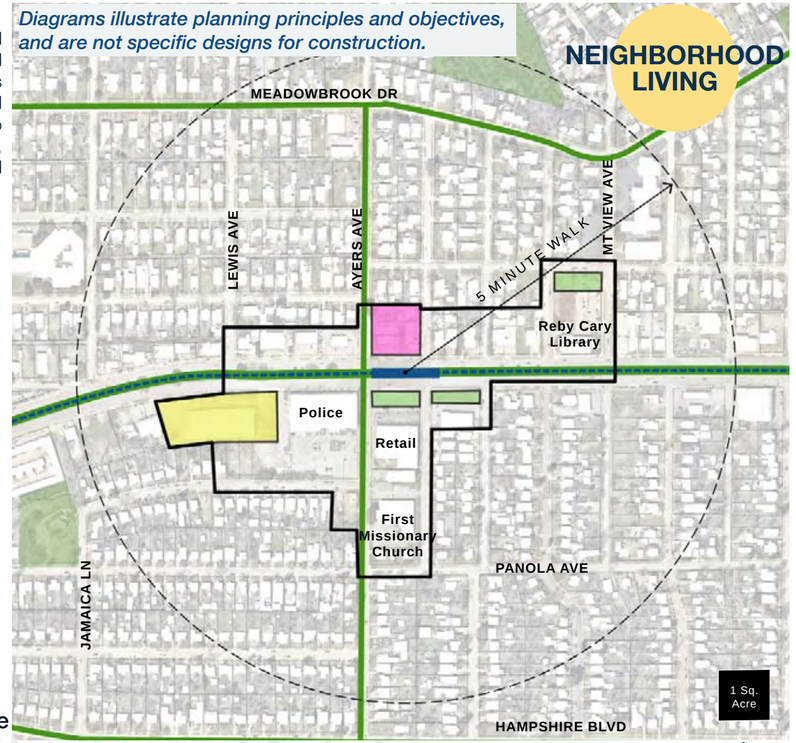
Ayers Station Potential Land Uses

The Ayers Avenue station area features established businesses that front East Lancaster Avenue and neighborhoods behind. Some underutilized parcels may be redeveloped into mixed-use or residential development. There are also opportunities to increase community spaces in the station area, both fronting East Lancaster Avenue and located behind the new Reby Cary Youth Library.

DEVELOPMENT RANGE

- 110 Residential Units
- 2,000 Square Feet Mixed-Use

Potential Land Uses



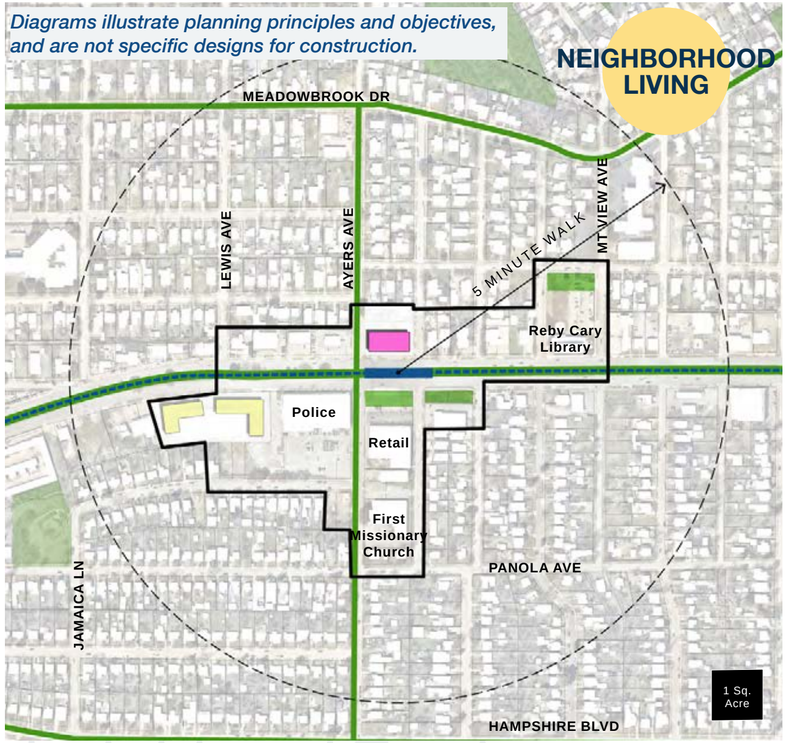
Ayers Station Conceptual Development Design

The Ayers Avenue station area could feature new transit-oriented developments fronting East Lancaster Avenue, including a residential building southwest of the intersection and a mixed-use building on the northeast corner. The mixed-use building, as well as the opportunities for community spaces, could provide amenities for the surrounding neighborhoods to enjoy and attract people to the area.

OPPORTUNITIES

- Neighborhood-serving developments
- Parks and community spaces

Conceptual Development Design



Residential Building

Mixed-Use Building

Parks/Community Space

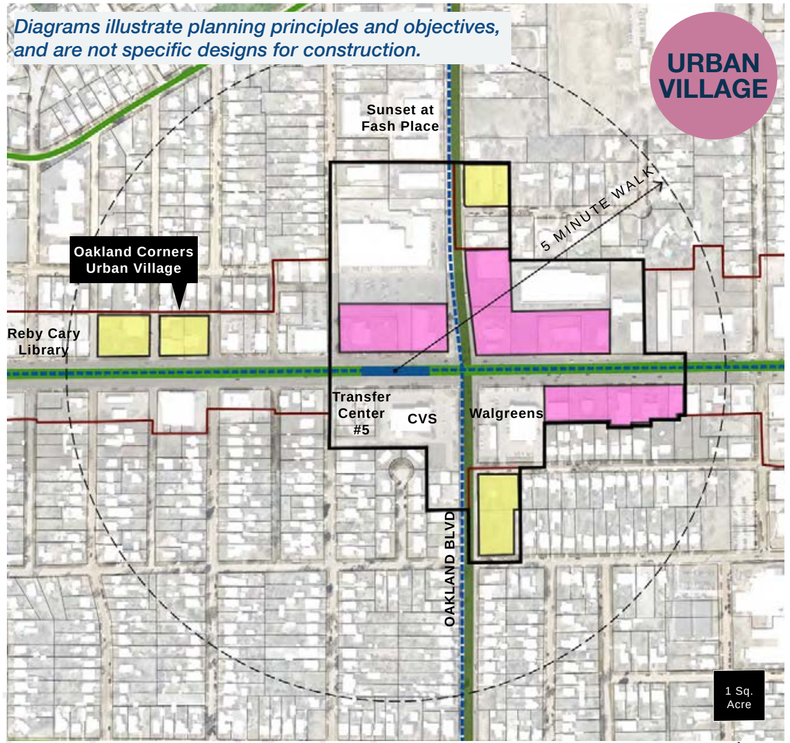
Oakland Station Potential Land Uses

The Oakland Boulevard station area has significant potential for a successful transit-oriented development given its existing big box retail uses at the northern corners of the intersection. This intersection is heavily trafficked and also facilitates bus tranfers. Along East Lancaster Avenue, mixed-use developments may benefit from fronting the street and utilizing as much land as possible to increase densities and support transit. Further away from the intersection, residential buildings could help meet housing demand along the corridor.

DEVELOPMENT RANGE

- 400 Residential Units
- 50,000 Square Feet Mixed-Use

Potential Land Uses



Residential Building

Mixed-Use Building

Parks/Community Space

Oakland Station Conceptual Development Design

The Oakland Boulevard station area could utilize mixed-use buildings at the northwest and northeast corners of East Lancaster Avenue and Oakland Boulevard. Other residential buildings could also benefit the area in underutilized parcels and parking lots.

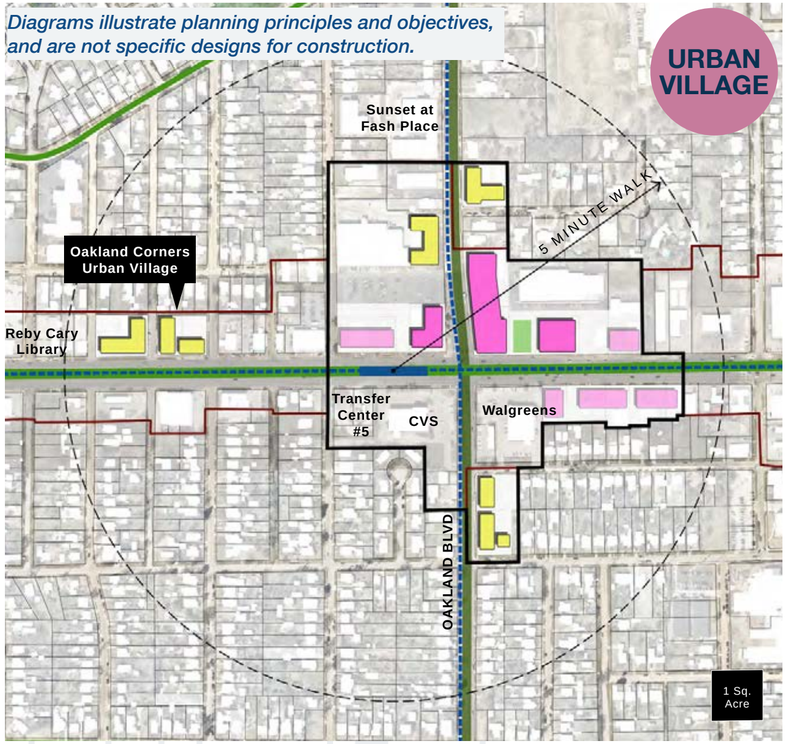
OPPORTUNITIES

- Adaptive re-use of big box retail
- Take advantage of increased densities allowed in urban villages
- Improved pedestrian and bicycle facilities

The rendering on the next page (Figure 38) shows an aerial view of the Oakland Boulevard station area based on these conceptual development designs. Figure 39 provides a street-level rendering of the same conceptual designs.

Conceptual Development Design

Diagrams illustrate planning principles and objectives, and are not specific designs for construction.

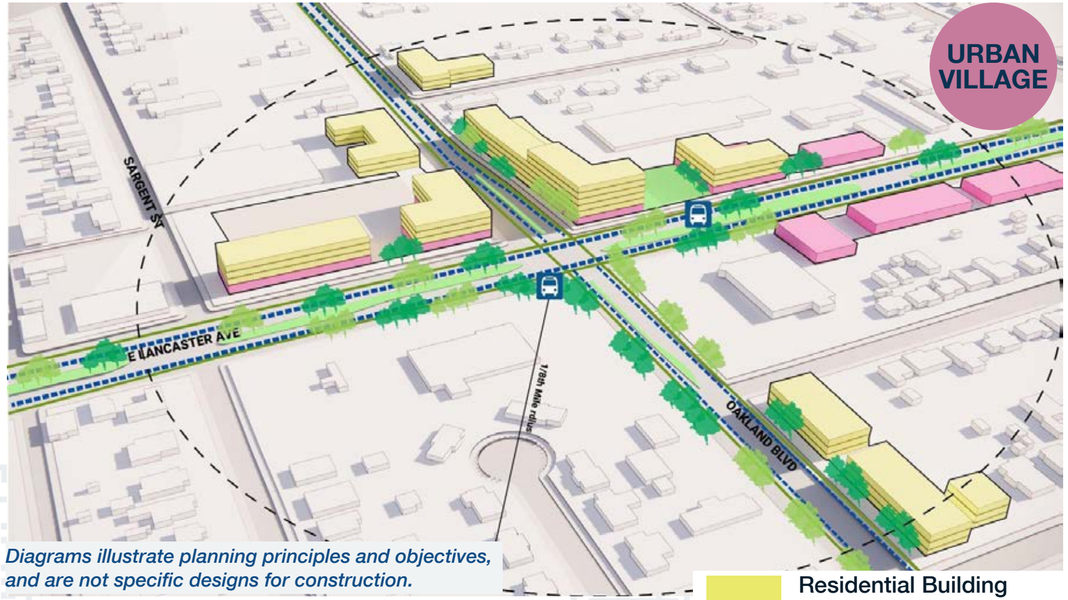


Residential Building

Mixed-Use Building

Parks/Community Space

Figure 38: Oakland Station Conceptual Rendering



Diagrams illustrate planning principles and objectives, and are not specific designs for construction.

Residential Building

Mixed-Use Building

Parks/Community Space

Figure 39: Oakland Station Conceptual Eye-level Rendering

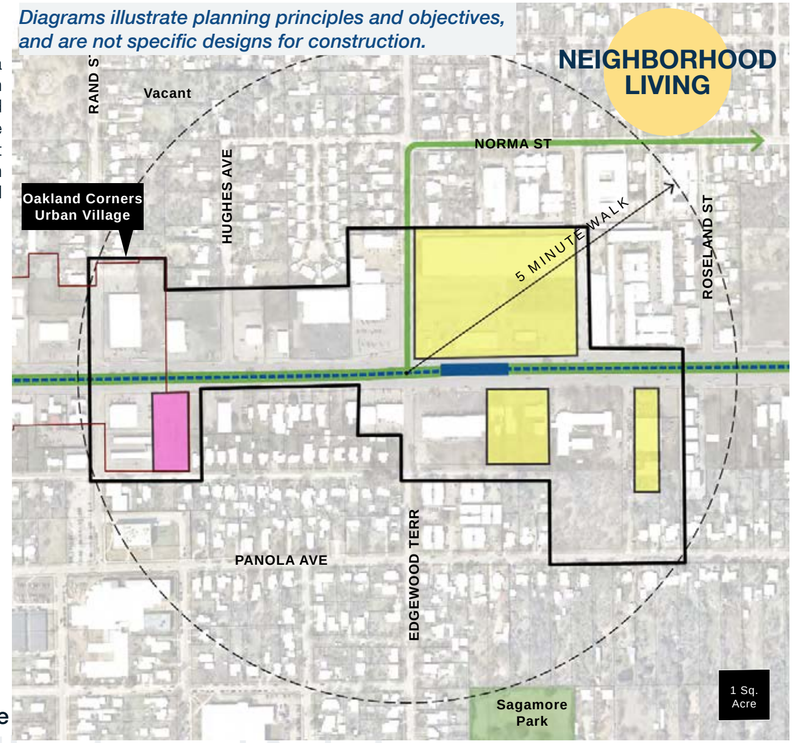
Rand/Edgewood Station Potential Land Uses

The Rand Street/Edgewood Terrace station area features parcels along East Lancaster Avenue with large surface parking lots and other underutilized properties. Behind East Lancaster Avenue there are established neighborhoods would could benefit from high-capacity transit nearby. The intersection around Edgewood Terrace has notable potential for residential developments.

DEVELOPMENT RANGE

- 250 Residential Units
- 3,000 Square Feet Mixed-Use

Potential Land Uses



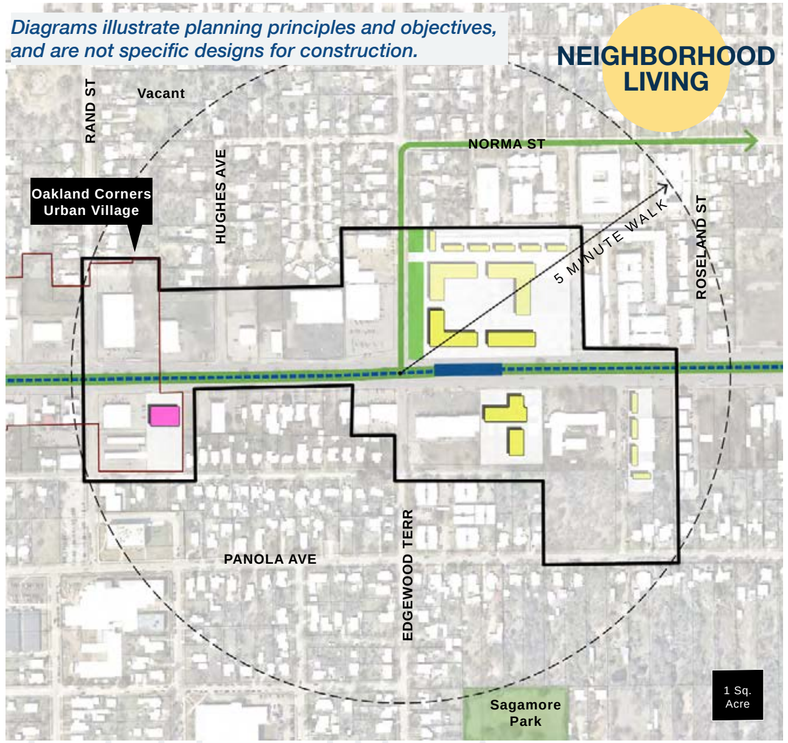
Rand/Edgewood Station Conceptual Development Design

The Rand Street/Edgewood Terrace station area has an opportunity for a large residential development at the northeast corner of East Lancaster Avenue and Edgewood Terrace, which could also feature a community space along the property. This area could also feature some mixed-use development activity, especially to the west in the Oakland Corners Urban Village boundary.

OPPORTUNITIES

- Mixed-income residential development
- Adaptive re-use of big box retail
- Community space and bicycle route connections

Conceptual Development Design



Residential Building

Mixed-Use Building

Parks/Community Space

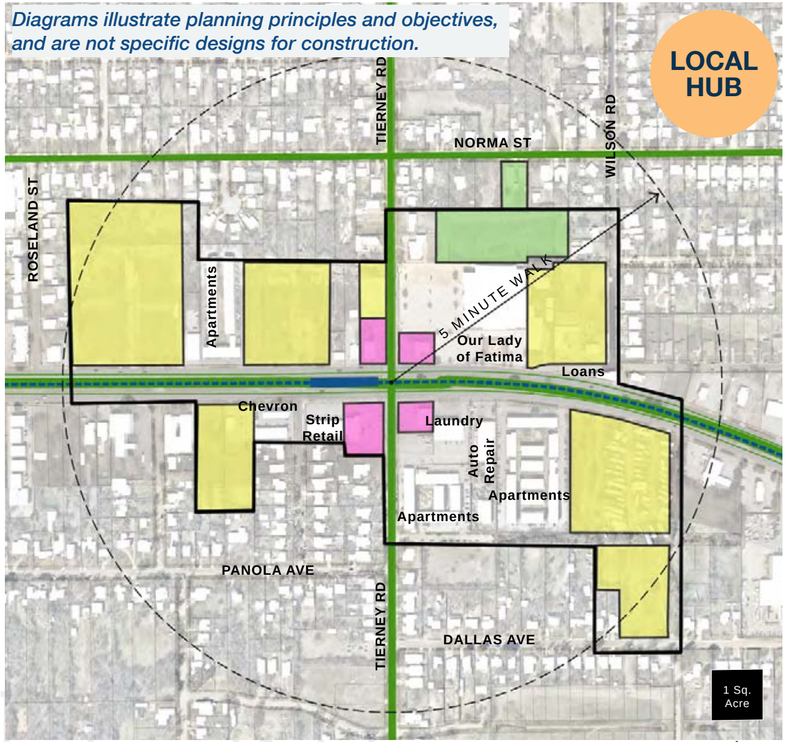
Tierney Station Potential Land Uses

The Tierney Drive station area also has a notable presence of larger, underutilized parcels. With some multi-family developments existing in the station area, there could be additional residential developments in the underutilized portions of the station area and mixed-use developments oriented towards the intersection of East Lancaster Avenue and Tierney Drive.

DEVELOPMENT RANGE

- 750 Residential Units
- 10,000 Square Feet Mixed-Use

Potential Land Uses



Residential Building

Mixed-Use Building

Parks/Community Space

Tierney Station Conceptual Development Design

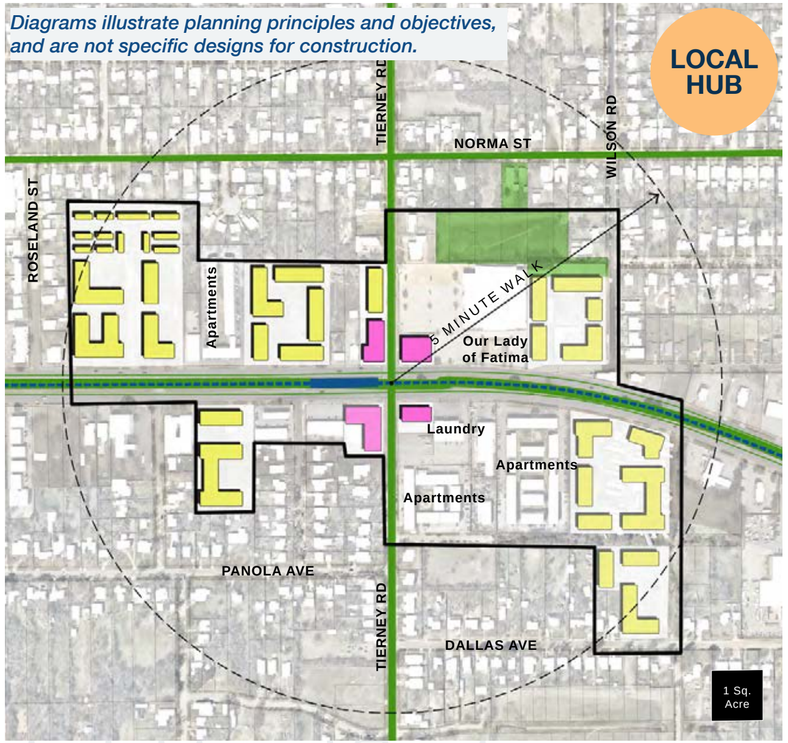
The Tierney Road station area could feature a wide range of housing types at different levels of affordability and mixed-use retail at the corners of the intersection at East Lancaster Avenue. The drainage land to the northeast of the intersection could also be transformed into a neighborhood park and community space.

OPPORTUNITIES

- Residential developments at varying costs and types
- Enhanced pedestrian and bicycle infrastructure
- Walkable TOD with local amenities and resources

Conceptual Development Design

Diagrams illustrate planning principles and objectives, and are not specific designs for construction.



Residential Building

Mixed-Use Building

Parks/Community Space

Weiler Station Potential Land Uses

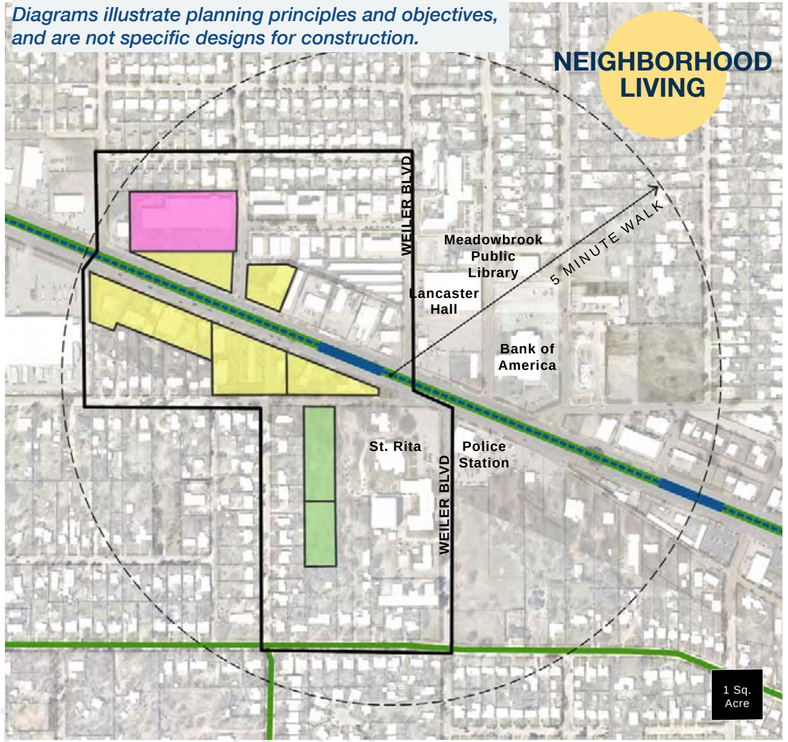
The Weiler Boulevard station area has underutilized properties along East Lancaster Avenue west of Weiler Boulevard. Residential uses would complement the surrounding neighborhoods. The existing big box retail west of Grandview Drive, along with its large surface parking lot fronting East Lancaster Avenue, could also be redeveloped as a mixed-use development.

DEVELOPMENT RANGE

- 240 Residential Units
- 30,000 Square Feet Mixed-Use

Potential Land Uses

Diagrams illustrate planning principles and objectives, and are not specific designs for construction.



Residential Building

Mixed-Use Building

Parks/Community Space

Weiler Station Conceptual Development Design

The Weiler Boulevard station area could provide a variety of housing options along the south side of East Lancaster Avenue. The north side of East Lancaster Avenue could provide residents and riders with commercial and retail opportunities while also potentially providing additional housing options. Lastly, there is an opportunity for a park or community space south of the potential residential developments.

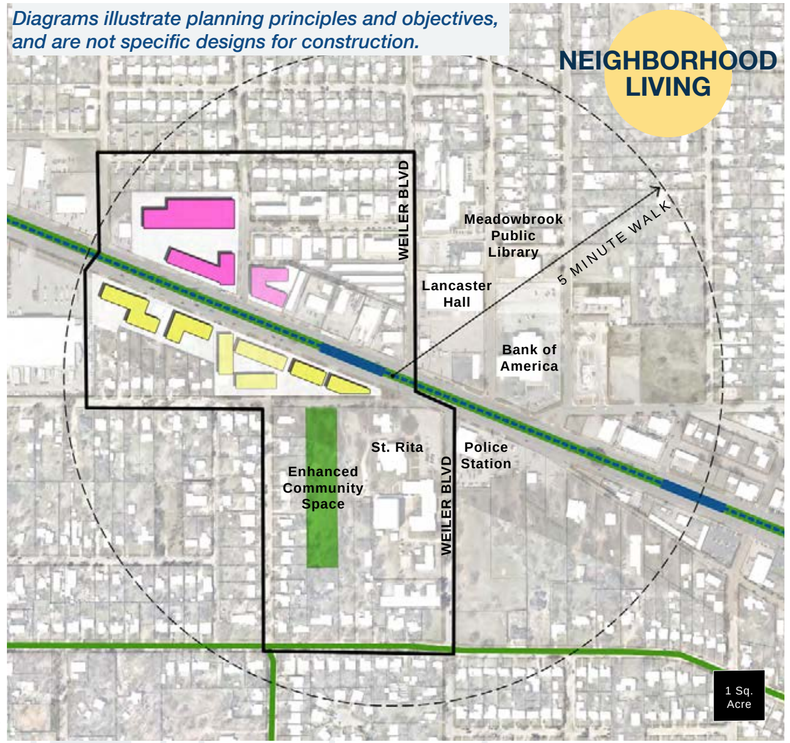
OPPORTUNITIES

- Adaptive re-use of big box retail
- "Step-down" development to existing neighborhoods
- Improved pedestrian and bicycle facilities

The rendering on the next page (Figure 40) shows a conceptual aerial view of the Weiler Boulevard station area based on these conceptual development designs.

Conceptual Development Design

Diagrams illustrate planning principles and objectives, and are not specific designs for construction.



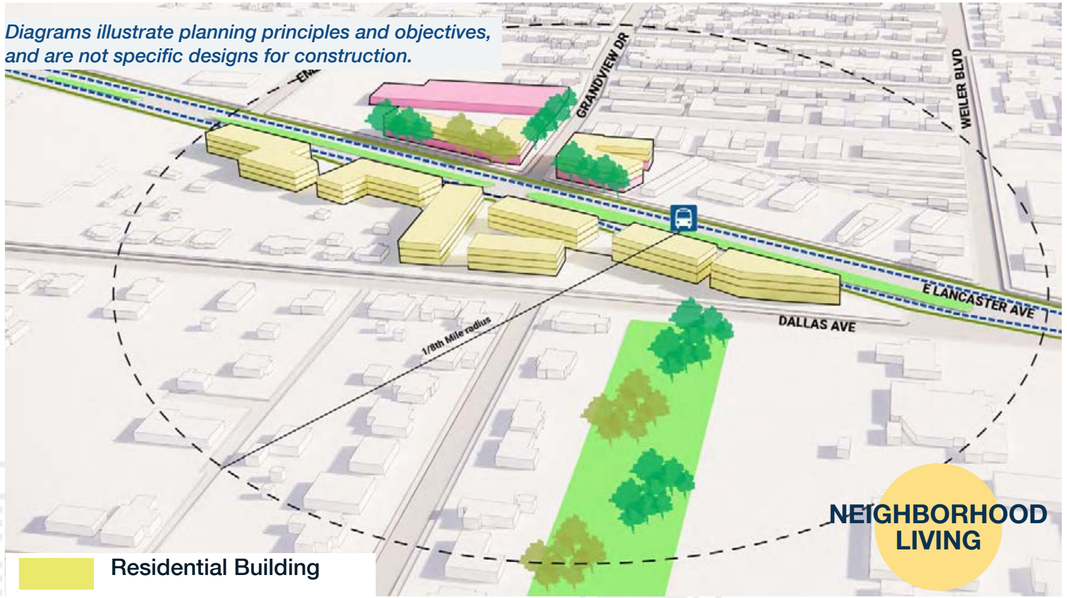
Residential Building

Mixed-Use Building

Parks/Community Space

Figure 40: Weiler Station Conceptual Rendering

Diagrams illustrate planning principles and objectives, and are not specific designs for construction.



Residential Building

Mixed-Use Building

Parks/Community Space

Canton Station Potential Land Uses

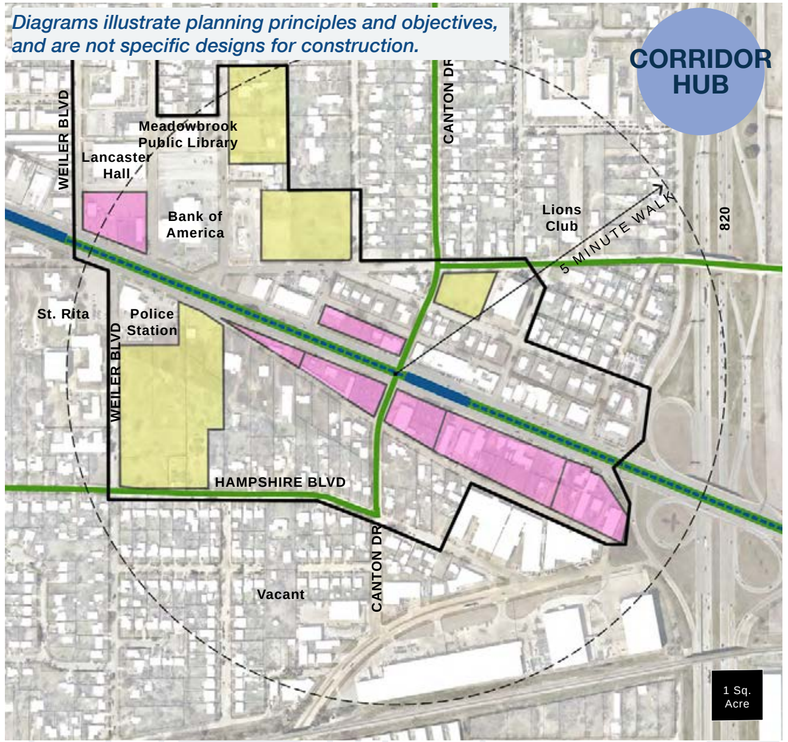
The Canton Drive station area sits on the west side of Interstate 820, although there are established neighborhoods nearby. East Lancaster Avenue is lined with commercial and industrial businesses. There are also vacant and underutilized parcels further away from East Lancaster Avenue. These areas could be developed into various housing options.

DEVELOPMENT RANGE

- 650 Residential Units
- 27,500 Square Feet Mixed-Use

Potential Land Uses

Diagrams illustrate planning principles and objectives, and are not specific designs for construction.



Residential Building

Mixed-Use Building

Parks/Community Space

Canton Station Conceptual Development Design

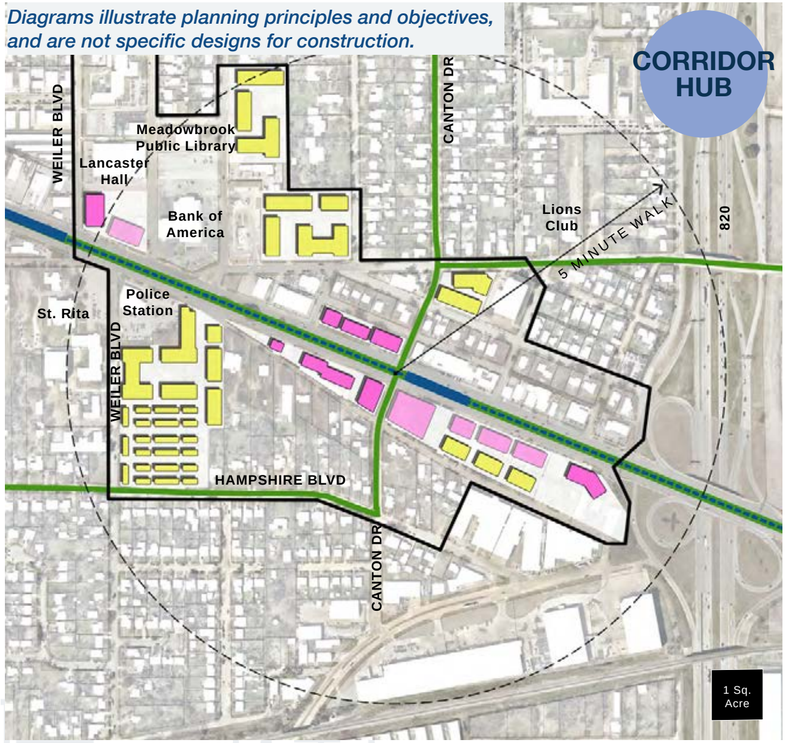
The Canton Drive station area has potential for several mixed-use developments along the south side of East Lancaster Avenue, especially as you approach Interstate 820. Away from East Lancaster Avenue, several opportunities for residential developments exist that can vary in housing type and affordability.

OPPORTUNITIES

- Variety of housing typologies
- Commercial and retail hub
- Improved pedestrian and bicycle facilities

Conceptual Development Design

Diagrams illustrate planning principles and objectives, and are not specific designs for construction.



Residential Building

Mixed-Use Building

Parks/Community Space

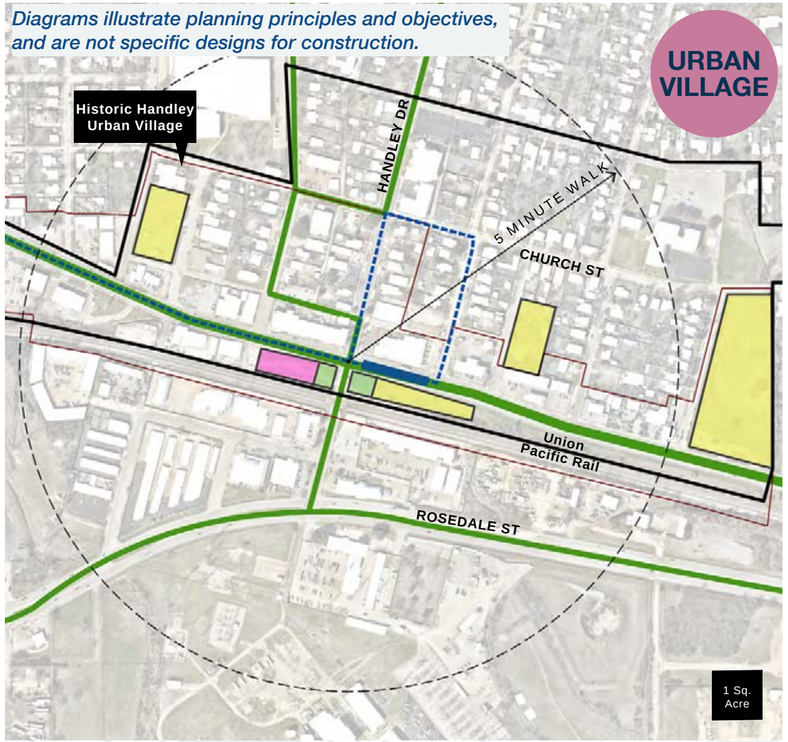
Handley Station Potential Land Uses

The Handley Drive station area serves as the end of line stop for the East Lancaster high-capacity transit, as it is currently envisioned. Additional study is needed to determine if high-capacity transit should be extended east of the Historic Handley Urban Village. The existing Historic Handley businesses that front East Lancaster Avenue will remain, however there are opportunities between East Lancaster Avenue and the railroad tracks to provide various improvements to the area. Some pockets of vacant land also have potential for new residential developments that tie into the surrounding neighborhood.

DEVELOPMENT RANGE

- 130 Residential Units
- 3,000 Square Feet Mixed-Use

Potential Land Uses



Residential Building

Mixed-Use Building

Parks/Community Space

Handley Station Conceptual Development Design

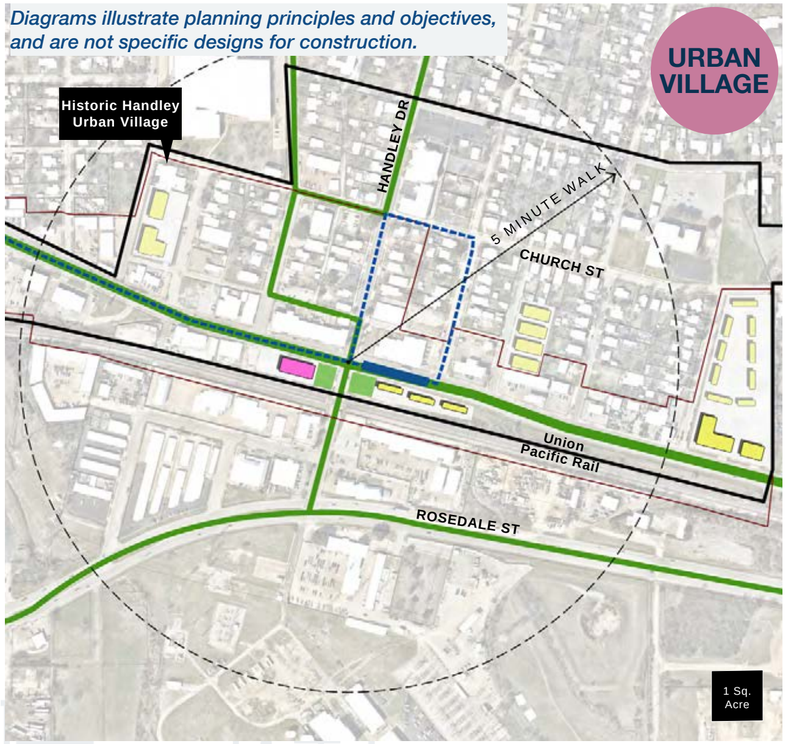
The Handley Drive station area can complement the Historic Handley businesses fronting East Lancaster Avenue by providing new parks or community spaces across the street, with the potential for unique mixed-use and residential developments on either side. Further east, the large traingular vacant property could be developed into a large residential development with various housing typologies. This parcel could also help facilitate future high-capacity transit operations, depending on the mode of transit.

OPPORTUNITIES

- Emphasize and complement Historic Handley
- Variety of housing typologies
- Placemaking as a unique urban village

The rendering on the next page (Figure 41) shows a conceptual aerial view of the Handley Drive station area based on these conceptual development designs.

Conceptual Development Design



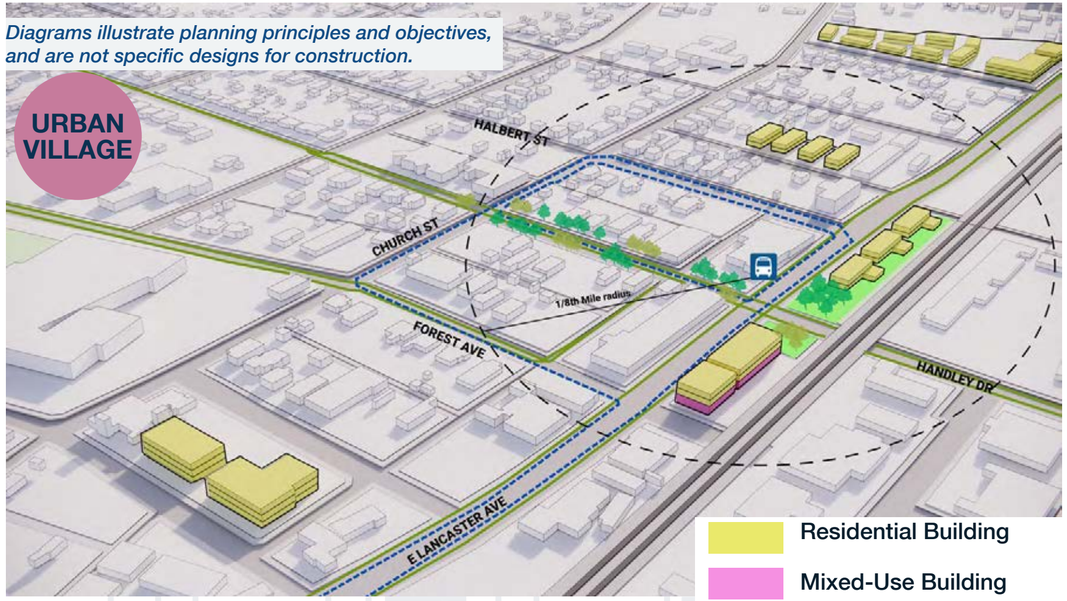
Residential Building

Mixed-Use Building

Parks/Community Space

Figure 41: Handley Station Conceptual Rendering

Diagrams illustrate planning principles and objectives, and are not specific designs for construction.



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VALUE CAPTURE

10

VALUE CAPTURE

The East Lancaster TOD plan will require significant up-front investment in order for the corridor to realize its full potential. Necessary investments include high-capacity transit service, connectivity improvements, improved sidewalks, street trees and enhanced streetscaping, and utility upgrades. In addition, the East Lancaster corridor may require investments in affordable housing, parks and open space, or other investments to improve the corridor's quality of life and to establish the TODs as community-serving destinations.

Value Capture describes an approach where a public agency "captures" a portion of the increased property values to help pay for the needed infrastructure improvements that enhance the TOD area, increase capacity to serve new development, and improve the quality of life for the surrounding neighborhoods. Public investments in high-capacity transit generate value for nearby property owners. Common value capture tools include tax increment financing (TIF), special assessments such as a Public Improvement District (PID), and other developer contributions.

Currently, East Lancaster Avenue has a Public Improvement District between Riverside Drive and East Loop 820. The East Lancaster Public Improvement District (known as PID #20) was established for a ten-year period by a Fort Worth City Council resolution in February 2019. A Public Improvement District is designed to provide supplemental services and improvements for the benefit of all properties within the District. These are enhancements which would not otherwise be provided by the City of Fort Worth. The rate of 26.6 cents per $100 of assessed value was established for fiscal year 2021. PID #20 does not cover all the parcels included in Advancing East Lancaster's TOD Station Plans. PID #20 only includes the parcels that front Lancaster from Riverside Drive to East Loop 820. Consideration could be recommended to expand the PID to include this study's TOD boundaries upon implementation of the high-capacity transit.

The evaluation of potential value capture focused solely on potential ad valorem taxes that could be collected. Additional value capture would be added through sales taxes, while other amenities such as improved connectivity, quality of life, and access to parks and open space would provide additional benefits to the area. This value capture assessment evaluates 12 of the 13 proposed transit stations. Central Station in Downtown Fort Worth was not included in this value capture assessment since Downtown currently utilizes many of these value capture strategies to improve Downtown. This assessment focuses on improvements along the larger East Lancaster corridor outside of Downtown.

A preliminary evaluation of the East Lancaster corridor indicates that land values and building improvement values are lower than commonly seen across the City of Fort Worth. A preliminary assessment of Tarrant County Appraisal District data indicates a land value of $2.40 per square foot. In addition, building improvements along the corridor are indicated at $78.83 per square foot. Newer investments in the corridor have generated higher values. For example, the Reby Cary Youth Library (opened in 2021 at East Lancaster Avenue and Haynes Avenue) has a land value of $7.75 per square foot and a building improvement value of $128.85 per square foot. The recently constructed Sunset at Fash Place (on Oakland Boulevard just north of East Lancaster Avenue) has a land value of $3.00 per square foot, showing the bright potential for value capture along the corridor.

The current land and improvement values within each station's TOD boundary are shown below:

Table 7: Current Parcel Values by Station Area

STATION	CURRENT PARCEL LAND VALUE	CURRENT PARCEL IMPROVEMENT VALUE	CURRENT PARCEL TOTAL VALUE
Pine	*$6,816,328*	*$50,916,271*	**$71,271,533**
Riverside	*$6,287,150*	*$15,574,197*	**$25,203,563**
Sycamore	*$2,724,210*	*$7,123,176*	**$10,052,872**
Beach	*$2,600,690*	*$11,142,068*	**$17,079,954**
Collard	*$4,586,258*	*$9,169,998*	**$14,141,740**
Ayers	*$2,423,950*	*$8,622,794*	**$11,283,995**
Oakland	*$4,546,800*	*$12,833,502*	**$20,046,875**
Rand/ Edgewood	*$2,039,980*	*$9,400,435*	**$12,581,314**
Tierney	*$2,877,408*	*$16,619,691*	**$20,048,978**
Weiler	*$1,774,467*	*$13,445,202*	**$15,759,484**
Canton	*$3,591,074*	*$15,515,769*	**$21,110,147**
Handley	*$3,976,055*	*$19,500,203*	**$24,236,677**
TOTALS	*$44,244,370*	*$189,863,306*	**$262,817,132**

The conceptual design scenarios for each station area result in the following development programs:

Table 8: Proposed Development by Station Area

STATION	PROPOSED RESIDENTIAL UNITS	PROPOSED MIXED-USE SQUARE FOOTAGE
Pine	*250*	*5,000*
Riverside	*0*	*100,000*
Sycamore	*0*	*56,500*
Beach	*200*	*8,000*
Collard	*400*	*16,000*
Ayers	*110*	*2,000*
Oakland	*400*	*50,000*
Rand/Edgewood	*250*	*3,000*
Tierney	*750*	*10,000*
Weiler	*240*	*30,000*
Canton	*650*	*27,500*
Handley	*130*	*3,000*
TOTALS	*3,380*	*311,000*

Utilizing conservative construction/building improvement values would result in the values illustrated below. Note existing values of the parcels were pulled out to account for current values. These values do not include the increase in land value:

Table 9: Net New Parcel Improvement Values

STATION	NET NEW PARCEL IMPROVEMENT VALUE
Pine	$27,550,134
Riverside	$7,083,921
Sycamore	$4,373,421
Beach	$20,193,844
Collard	$45,047,246
Ayers	$11,055,074
Oakland	$45,122,338
Rand/Edgewood	$25,996,878
Tierney	$83,846,265
Weiler	$29,270,698
Canton	$72,883,937
Handley	$14,919,039
TOTALS	$387,342,795

The East Lancaster corridor has seven different taxing entities, as outlined below:

Table 10: East Lancaster Corridor Taxing Entities

TAXING ENTITY	AD VALOREM TAX RATE
026 CITY OF FORT WORTH	0.732500
220 TARRANT COUNTY	0.229000
905 FORT WORTH ISD	1.343200
223 TARRANT REGIONAL WATER DISTRICT	0.028700
224 TARRANT COUNTY HOSPITAL	0.224429
225 TARRANT COUNTY COLLEGE	0.130170
640 CFW PID #20 - EAST LANCASTER AVENUE	0.266000

Assuming only the net new ad valorem tax revenue from the new buildings within the TOD station areas, the East Lancaster corridor would bring the following additional ad valorem values at build-out assuming 2021 dollars:

Table 11: Ad Valorem Revenues (2021 dollars)

STATION	BUILD-OUT YEAR - TODAY'S DOLLARS
Pine	$79,373
Riverside	$79,311
Sycamore	$14,137
Beach	$66,868
Collard	$131,025
Ayers	$34,919
Oakland	$146,238
Rand/Edgewood	$79,578
Tierney	$237,724
Weiler	$85,828
Canton	$215,099
Handley	$42,014
TOTALS	$1,212,108

It was assumed that the additional values would begin at year four after the implementation of high-capacity transit along the corridor. The table below shows the 10-year and 20-year cumulative tax revenues for each station's TOD area:

Table 12: Cumulative Tax Revenues by Station Area

STATION	10-YEAR CUMULATIVE TAX	20-YEAR CUMULATIVE TAX
Pine	$6,253,217	$18,341,694
Riverside	$2,320,281	$7,150,604
Sycamore	$1,118,335	$3,311,498
Beach	$5,290,368	$15,667,995
Collard	$10,336,409	$30,411,833
Ayers	$2,751,737	$8,076,258
Oakland	$11,572,244	$34,287,898
Rand/Edgewood	$6,279,661	$18,488,688
Tierney	$18,744,102	$55,083,689
Weiler	$6,770,684	$19,919,649
Canton	$16,987,588	$50,106,161
Handley	$3,316,796	$9,774,615
TOTALS	$91,741,422	$270,620,582

This value capture represents only 22% of the land within a half-mile of the East Lancaster HCT alignment. Additional value capture will occur between the stations as well as infill development outside of the TOD areas and in neighborhoods. The market analysis indicates a need for another 825 residents in the corridor, further increasing the value along East Lancaster Avenue. In addition, as the TOD area matures along the corridor, existing land values will rise and continue to bring additional value.

11

IMPLEMENTATION PLAN

IMPLEMENTATION

The East Lancaster corridor has potential to be a successful series of TOD nodes that support the future high-capacity transit investment. This plan provides a framework upon which to build, to ensure that the vision for the corridor becomes a reality. This section highlights the major recommendations identified in the Advancing East Lancaster TOD Plan.

MULTI-MODAL MOBILITY (CHAPTER 3)

- Construct wide sidepaths along the entire East Lancaster corridor as identified in the Active Transportation Plan.
- Ensure adequate street trees along the corridor for pedestrian comfort and protection.
- Pursue closing all sidewalk gaps present within one-half mile of East Lancaster Avenue.
- Explore locations along East Lancaster Avenue for future bike share stations.
- Where possible, integrate new back roads into developments to improve multi-modal connectivity and accessibility.
- Encourage development to prioritize pedestrians over cars (buildings fronting the sidewalks, parking placed on the side or rear, etc.).

MARKET AFFORDABILITY (CHAPTER 5)

- Implement strategies intended to both preserve and produce affordable housing along the corridor.
- Preserve affordability through property tax limits, funds for preservation, City and tenant right to purchase programs, and accessory dwelling unit programs and policies.
- Produce affordability through affordable housing trust funds, affordable housing incentives, land acquisitions, and transit affordability programs.

ZONING REGULATIONS (CHAPTER 6)

- Consider amending the Low-Intensity (MU-1) and High-Intensity (MU-2) Mixed-Use zoning designations as recommended in this plan.
- Consider amending the Light Industrial (I) zoning designation as recommended in this plan.
- Consider creating the Mixed-Use Corridor (MU-C) and Mixed Residential (MR) zoning designations as recommended in this plan.
- As an interim step, zoning may be changed to the exising MU-1, MU-2, and UR zones, or the proposed MR zone, to ensure that new development supports the TOD vision.
- Consider a City-initiated Form-Based Code zoning for all the properties along East Lancaster Avenue.

TOD BEST PRACTICES (CHAPTER 7)

- Pursue public-private partnerships (P3s) to encourage transit-friendly development along the corridor.
- Explore incentives for developers to provide community amenities, affordable housing, and increased densities.
- Engage and listen to the corridor's residents and stakeholders.
- Ensure thorough community engagement and visioning prior to project implementation.

DEVELOPMENT STRATEGY (CHAPTERS 8 - 10)

- Consider utilizing the station typologies as recommended in this plan as a framework for future development patterns.
- Prioritize certain TOD areas first in order to create momentum along the corridor.
- Consider utilizing various value capture tools along the corridor, such as tax increment financing (TIF), special assessments such as a Public Improvement District (PID), and other developer contributions.

ADVANCING EAST LANCASTER PHASE II

Following the completion and acceptance of Advancing East Lancaster, the City of Fort Worth will initiate Advancing East Lancaster Phase II, building upon the findings and recommendations identified in this plan. Phase II of the project will address the following topics:

- Design and construction for a new East Lancaster Avenue roadway and transit, including transit mode and alignment.
- Expand the study area (e.g. to Eastchase) for additional connections.
- Identify potential new urban villages and mixed-use growth centers along the corridor or elsewhere within the Phase II study area.
- Develop alternatives for land use and transportation, including the development of Form-Based Codes in appropriate locations within the study area.
- Coordinate with partner agencies for implementation, including North Central Texas Council of Governments (NCTCOG).
- Coordinate with Texas Department of Transportation (TxDOT) on the reconstruction of Interstate 30 and Loop 820.
- Develop cross sections, safety and operational improvements, and other recommendations for crossing and parallel corridors.

Phase II of Advancing East Lancaster will also build off this plan by embracing the following five guiding principles:

- Equitable investment for east side residents and businesses that improves quality of life, access to opportunity, and upward mobility.
- Economic development that is inclusive, provides for the community, and leverages transportation investment.
- Safe, comfortable, and convenient infrastructure that provides amenities such as lighting, technology, dedicated transit, and pedestrian and bicycle facilities that enhance mobility options for all users.
- Street design that is respectful of the community, prioritizes pedestrians, creates a sense of place, and catalyzes investment.
- Affordable living options that allows residents to age in place and enhances community sustainability.

Potential Timeline

ADVANCING
EAST LANCASTER