

# SIX POINTS URBAN VILLAGE

## FORT WORTH, TEXAS

CONGRESS  
FOR THE  
NEW  
URBANISM



TORTI GALLAS AND PARTNERS  
Architects of Sustainable Community





# CNU LEGACY CHARRETTE

## ACKNOWLEDGEMENTS

The Congress for the New Urbanism would like to thank everyone involved in the Six Points Urban Village Legacy Charrette for donating their time, resources, space, and expertise. Specifically:

### TORTI GALLAS AND PARTNERS

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### TRAVIS ACADEMY OF FINE ARTS

For providing the critical space for these Charrettes to happen.

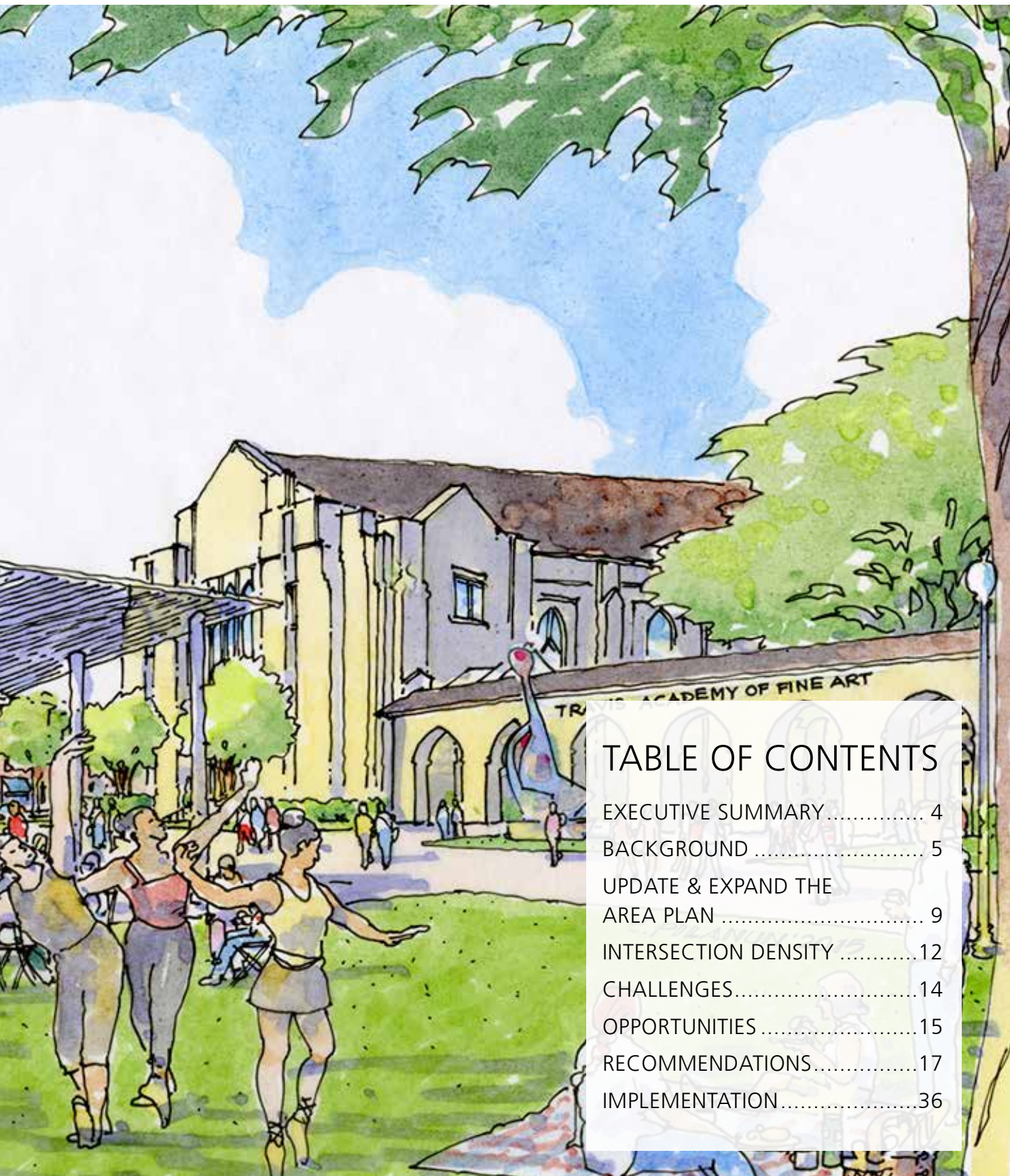
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For providing lunches and snacks that attracted stakeholders and kept designers designing.

### CNU NATIONAL

Doug Farr, FAIA, CNU Board Chair  
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# EXECUTIVE SUMMARY

The Congress for the New Urbanism has always prided itself on making communities better, more walkable places. Our membership has been building places people love for decades. This year, CNU23 will take place in Dallas in order to highlight how to meet the demand for walkable places. In addition to hosting sessions, tours, and networking events, CNU has piloted the Legacy Charrettes Program for the first time in 2015. Through volunteer work from visiting and local professionals, city staff, and countless hours from neighborhood stakeholders, Torti Gallas & Partners teamed up with the City of Fort Worth to help meet the demand for walkable places in the Six Points Urban Village.



By listening to residents, business owners, and civic leaders, the Torti Gallas team set out to build off of the current momentum of streetscape and traffic improvements recommended in the Six Points Urban Village Master Plan from 2007. Some of the priorities that the public identified were:

- Road Diets – Slim streets and calm traffic
- Gateways – Announce the entrance into Six Points
- Shade – Increase number of sidewalk trees
- Neighborhood Identity – Honor the heritage of the area, provide public gathering and recreational spaces, reinforce the Arts District concept

To address these priorities and other issues such as stormwater and development policy, the Torti Gallas team developed the following recommendations:

- The Village Plan – center activity around Race Street and the upcoming streetscape project
- Street Connections – shorten blocks and create better internal circulation with new street connections and pedestrian passeos
- Street Improvements and Crosswalks – reconfigure Race and Belknap Streets and Sylvania Avenue by adding sidewalks, bike lanes, street trees, furniture, traffic calming, and highly visible crosswalks
- Open Spaces – Create public parks and plazas with different uses that also calm traffic, collect and absorb stormwater runoff, enhance views of Downtown Fort Worth, and connect with the existing Trinity River Trail System and Riverside Park
- Art Plaza – Simplify the Six Points Intersection by closing a section of Race Street and combining with an existing triangle lot to create an Arts Plaza in front of the newly relocated Travis Academy of Fine Arts
- Mixed Development Types – Provide housing for residents with different types of housing needs to complement existing development plans
- Policy Changes – develop form-based codes to ensure pedestrian-oriented street design, establish a “park-once” parking management policy, and provide protections for existing and mature trees

These recommendations and designs will assist the City of Fort Worth in updating the Six Points Urban Village Master Plan to respond to current stakeholder priorities and help Fort Worth meet its demand for walkable places.



# BACKGROUND

## WHAT IS A CHARRETTE?

Charrette is a French word that translates as “little cart.” At the leading architecture school of the 19th century, the École des Beaux-Arts in Paris, students would be assigned a tough design problem to work out under pressure of time. They would continue sketching as fast as they could, even as little carts, Charrettes, carried their drawing boards away to be judged and graded. Today, “Charrette” has come to describe a rapid, intensive and creative work session in which a design team focuses on a particular design problem and arrives at a collaborative solution. Charrettes are product-oriented. The public Charrette is fast becoming a preferred way to face the planning challenges confronting American communities.

A Legacy Charrette is an abbreviated version of a charrette. The Congress Legacy Project (CLP), or “Legacy Charrette”, is a program designed to apply CNU’s renowned placemaking expertise to “move the needle” on an urban topic of regional concern in the Congress’ host region. Municipalities, non-profits, and others may submit proposals for low-bono advising from some of the best minds in placemaking and walkable places. The CLP vision workshops have been conceived as 2 to 3-day design workshops with opportunities for input, production and reporting. The work products will vary by design team but will generally consist of conceptual plans and renderings and context and best practice photographs.



## SIX POINTS URBAN VILLAGE

Rallying to save the historic McAdams building put in motion the effort to revitalize the Six Points area and led the City of Fort Worth to designate it as an Urban Village. Today, The Six Points Urban Village is one of Fort Worth’s proudest historical areas. Originally known as Greasy Bend, Sylvania and Riverside, the neighborhood evolved from farmers to nursery workers to today’s mix of residents and business owners.

Located along the Trinity River, just two miles from downtown, commerce has shaped the commercial and residential architectural diversity that make the Six Points Urban Village and the several neighborhoods that make up the area unique.

Today, groups like the Riverside Arts District, the Fellowship of the Arts, and the Riverside Alliance make up a strong network of community-based organizations that are continuing to rally to improve Six Points.

Building on the success of the 2007 Six Points Urban Village Master Plan, Torti Gallas & Partners provided pro bono assistance to the Six Points community and the City of Fort Worth. Although several planning efforts have been conducted in the past, the cast of local interests has changed and a once clear sense of the future of the village has become fractured. By listening to residents, business owners, and developers, Torti Gallas built on existing momentum to plan for Complete Streets, mixed uses, a parking strategy, and an implementation strategy to accommodate and encourage future growth.



# SIX POINTS URBAN VILLAGE MASTER PLAN (2007)

The City of Fort Worth held an extensive public process for the Six Points Urban Village in 2007. The Six Points Urban Village Master Plan (2007) was the result.

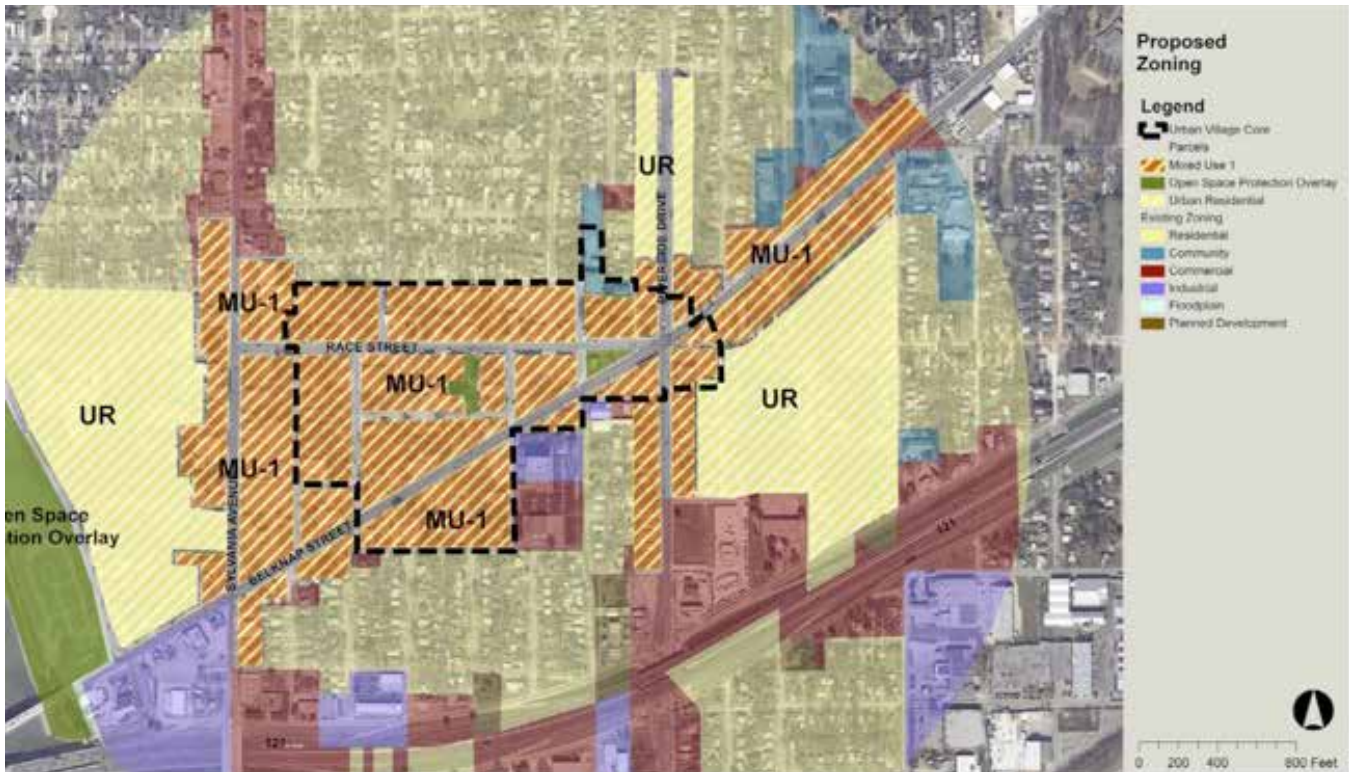
The plan states:

*The Urban Village Master Plan document sets out a short and long-term vision for the village. This vision is the product of three public work sessions, one-on-one interviews and nearly a year long sequence of activities, including initial analysis, staff conversations, establishment of principles and values, and subsequent development of concepts, strategies, and projects...*

*...Based on historical information and public work session consensus, a new Six Points Urban Village vision emerged. This vision is dynamic and based on key values and principles. Images from other similar urban areas were also identified and ranked as part of the visioning exercise. The values and principles agreed upon during the public work sessions include:*

- Celebrating the area's historic values and traditions.
- Living for working-class residents.
- Entertainment environment for residents and visitors.
- Music and culinary Mecca.
- Mixed uses while preserving single family base
- Pedestrian friendly.
- Main Street/Deco-themed urban design.
- Texas oasis of landscape design.





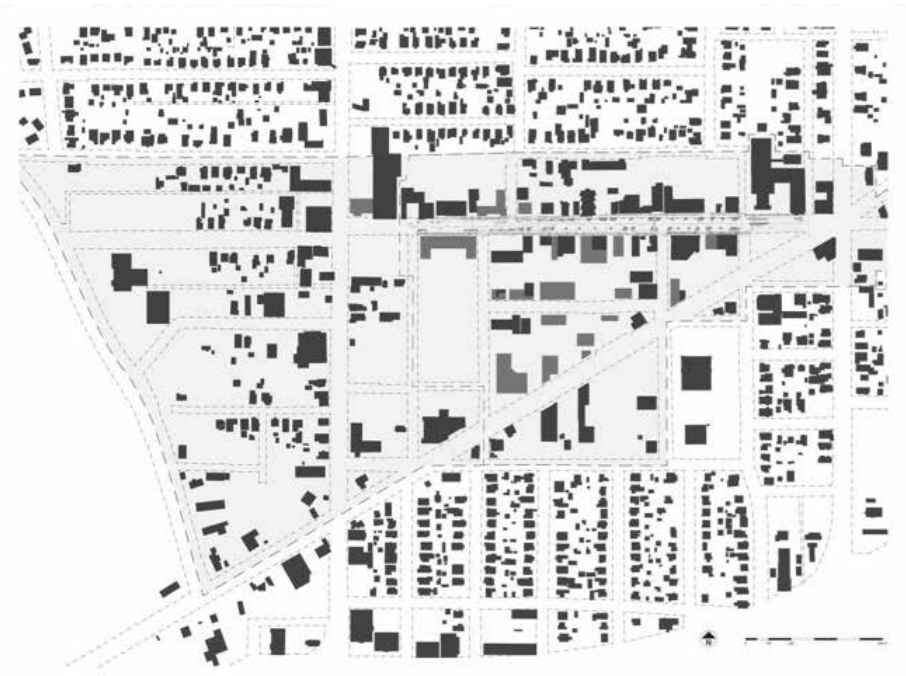
PROPOSED ZONING RESULTING FROM 2007 MASTER PLAN



PROPOSED PHASING OF 2007 MASTER PLAN

# SIX POINTS URBAN VILLAGE MASTER PLAN (2007) CONTINUED

Apart from construction of the Race Street Lofts and some improvements to several of the storefronts on Race Street, the most tangible physical changes resulting from the 2007 Master Plan are to the street itself. As an interim improvement, Race Street received a maintenance asphalt overlay with new bike lane striping in Fall 2013. A permanent streetscape improvement project is currently being designed for Race Street to create enhanced sidewalks, protected bike lanes, and increased on-street parking. This federally funded project is expected to start construction in early 2016. In addition, the City is exploring the possible allocation of \$2.5 million in 2014 Bond Program funds for additional pedestrian enhancements within the Six Points Urban Village.



**FIGURE GROUND**  
Expanded Plan Area with Proposed Plan Area with Proposed 2007 Buildout



**PLAN FOR RACE STREET**

*COURTESY OF FREESE AND NICHOLS*

# UPDATE AND EXPAND THE PLAN AREA



OLD PLAN AREA - 2007

The 2007 Master Plan, outlined in yellow, focused approximately on the triangle of land bounded by the properties on the north side of Race Street, Sylvania Ave, and Belknap Street on the south. The village easily fits within an area defined by a circle with a radius of a ¼ mile, the area considered to be the ideal size of a walkable neighborhood. In this diagram, the empty lot on the north side of Race Street, opposite Blandin, takes on considerable agency as the center of the neighborhood.



EXPANDED PLAN AREA - 2015

The Expanded Area Plan, outlined in orange has become large enough to suggest two neighborhoods. This diagram suggests the creation of two centers, one at Sylvania Avenue and Race Street, and the other at the area's namesake "Six Point intersection". This expansion of the plan area, and the reframing of the neighborhood structure suggests the possibility of two iconic, but different public spaces, one at the center of each sub-neighborhood.

An existing vacant parcel at the intersection of Race St. and Sylvania Ave. provides could provide an opportunity to create a central community focal point for the expanded plan area, while also strengthening the connection between the original urban village and the western side of this redeveloping corridor.

# BIG IDEAS FROM RESIDENTS

During Thursday night's kick-off meeting, residents were broken into five tables with maps of the Six Points study area to identify Challenges and Opportunities, as well as to record their big ideas. Recommendations ranged from new types of businesses to bigger ideas of unifying the urban design and implementing slim streets to make them safer and more pedestrian-friendly. Some big ideas include:



## ROAD DIETS

- Slimming down streets, especially Sylvania, to calm traffic and better accommodate bikes and pedestrians

## GATEWAYS

- Create Gateways into the community at Riverside & Belknap and Sylvania & Belknap

## CONNECTIVITY

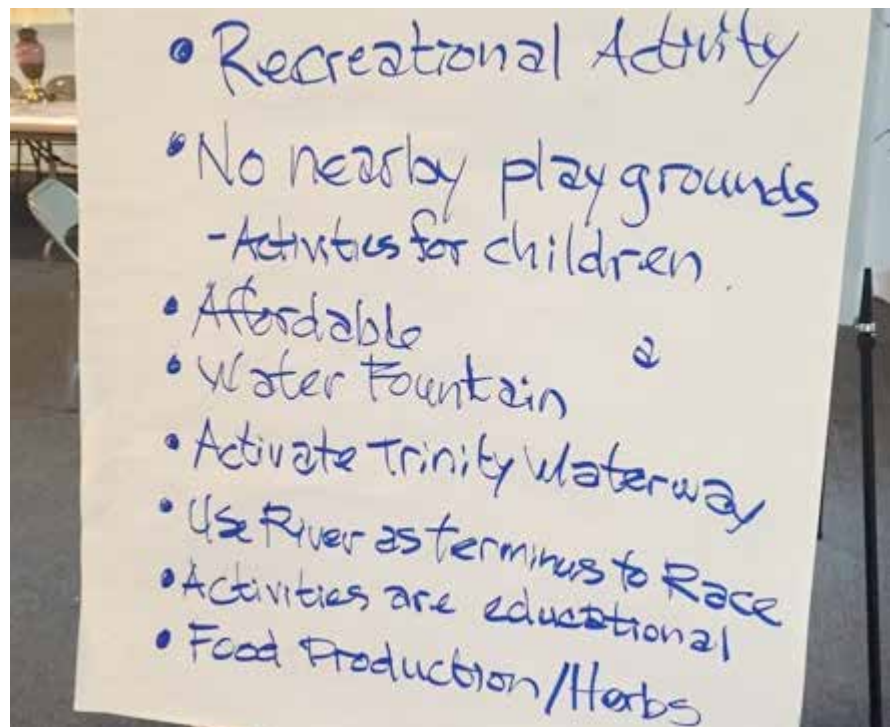
- Increase and improve biking and walking connections from residential areas and east side of the study area to the Trinity River and Riverside Park

## SHADE

- More shade trees along streets/sidewalks (Texas is hot)

## NEIGHBORHOOD IDENTITY

- Honor the agricultural heritage of the area (former farmers, housing for farm workers) with emphasis on urban agriculture
- Places for people to sit, recreational activities, activate the Trinity Parkway and reinforce the idea of an Art District (colorful, fun, mosaic).



# BIG IDEAS FROM THE CHARRETTE TEAM

The charrette began with a public kick-off meeting and brainstorming session on Thursday, March 19. Neal Payton, Principal at Torti Gallas & Partners gave an opening presentation, offering a set of steps and general recommendations for Six Points Urban Village ranging from mixing housing types to completing streets.

## 7 Steps to Transformation

- Know the History
- Capitalize on Opportunities, Work within Constraints
- Create a Compelling Vision
- Make Complete Streets
- Mix Your Uses and Building Types
- Parking Strategy
- Implementation Plan



## How Do We Make Complete Streets?

- Prioritize the Pedestrian Experience
  1. Sufficient Space and Safety PUBLIC INFRASTRUCTURE
    - Wide Sidewalks
    - Articulated Crosswalks
  2. Amenities and Activities PUBLIC/PRIVATE STREETSCAPING DISTRICTS
    - Greenery, Shade
    - Seating, Lighting & Street Furniture
  3. Attractive Street Wall DESIGN STANDARDS AND CODES
    - Human Scale Buildings
    - Articulated Facades
    - Active Frontages

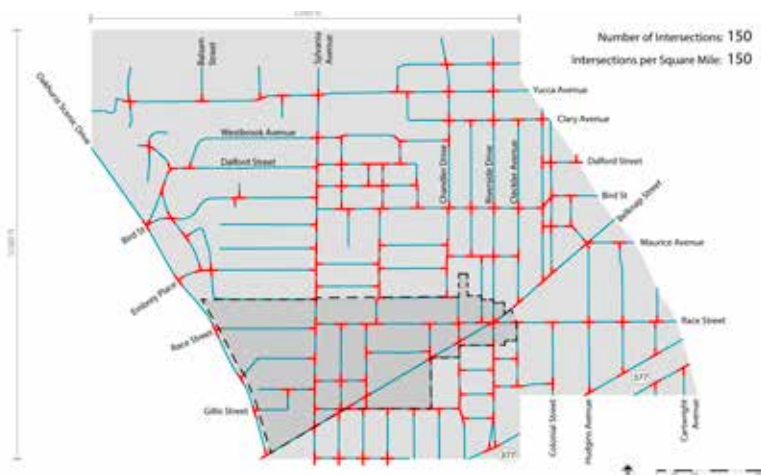
# INTERSECTION DENSITY

One of the most important characteristics of walkable cities is that they have street networks that are highly connected, or 'tightly-woven'. Planning scholars Reid Ewing and Robert Cervero, in a study on Travel and the Built Environment found that "intersection density" is the single most important measurement for understanding what makes a place walkable. In fact, they found that intersection density has the largest effect on walking of all the built environment measurements, -- more than population density, or mix of uses, or even distance to a transit stop, or jobs within one mile.



AERIAL - 1 MILE SQUARE

With that in mind, the team measured the number of intersections per square mile in the area surrounding the Six Points Village study area, and found 150, which would be considered walkable, but at the low end of the walkability scale (which holds that 90 intersections per square mile is the minimum to achieve some measure of walkability and finds that some of the most walkable neighborhoods in the nation can exceed 400 intersections per square mile).



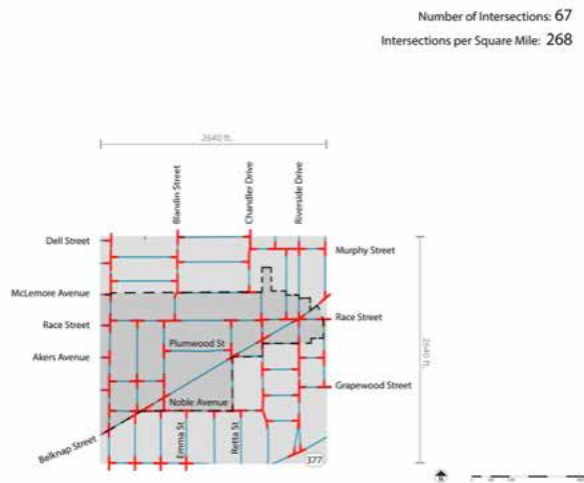
MAP OF INTERSECTIONS - 1 MILE SQUARE

# INTERSECTION DENSITY CONTINUED



INTERSECTION DENSITY - 1/4 SQUARE MILE, HIGHLIGHTED

The team noted however, that the one-quarter square mile immediately surrounding the site seemed to have a more 'finely-grained' street network.



INTERSECTION DENSITY - 1/4 SQUARE MILE

That count determined that there were 67 intersections in that small area, equating to 268 intersections per square mile – clearly a more walkable pattern. However, the geographic area of that count omitted the Master Plan study area, west of Sylvania Avenue, where a 'coarser-graining' of the street network can be observed.

As a result of this study, the team created a plan with New Street Connections west of Sylvania that allows an additional north/south route from Belknap to Race Street. This new connectivity will have the effect of enhancing the walkability of this part of the Plan area while accommodating additional automobile traffic without the need for widening Sylvania Avenue.

# CHALLENGES

## A GROWING REGION

According to the City of Fort Worth: “Fort Worth, with 42 percent growth between 2000 and 2013, ranks first as the nation’s fastest-growing among cities with more than 500,000 in population” far outpacing neighboring Dallas, which grew at less than 3% in the same period. The DFW region and Texas generally, is booming.

That said, area residents and developers suggest that the market for retail and new single family housing is weak in Six Points (no market analysis was done for this project). Any additional growth and development, at least in the first phases of this project, will be led by an increase multifamily housing – rentals units, condos.

## VACANCIES

Vacant buildings and vacant lots dot the study area.

## TRAFFIC ON SYLVANIA

Current construction on I-35W has increased truck traffic on Sylvania, increasing noise and pollution and making crossings more dangerous. One current idea to handle the additional traffic is to introduce a modern roundabout at Race and Sylvania, to slow the traffic and increase safety.

## DEMOGRAPHICS

Demographically, the Six Points Urban Village area is more than 40% Hispanic. However, many charrette participants suggest that the Hispanic community does not often engage in public meetings and events.

## BELKNAP STREET

This thoroughfare is a state DOT route. The street is a vestige of a highway system that was supplanted by the interstate highway system. The good news: TxDOT may be open to upgrading and relinquishing the road to the City of Fort Worth. However, in accepting the route, the City of Fort Worth would take on the liability of the roadway.

## CRIME

Residents complain of crime, especially gang and drug related. The Fort Worth Police Department maintains several storefront stations in neighborhoods around Ft. Worth. They no longer have a storefront location in Six Point Urban Village.

## GATEWAY

There is not clear entry, front or back, into the neighborhood. The six points intersection is wide and off-set. There are no iconic buildings that signal entry into a distinct urban neighborhood.

## STORMWATER

Mikel Wilkins, an engineer from Verdunity (a local CNU member and project support firm), walked out in the rain, recording the water flow and location of permeable and impermeable surfaces. There is little infrastructure in the center of the Urban Village for water management



# OPPORTUNITIES

## STREETSCAPE IMPROVEMENTS

The City of Fort Worth has a federal grant of \$1.5 million for streetscape improvements along Race Street, a project that is currently in design. In addition, the city is seeking to allocate \$2.5 million in 2014 Bond Program Funds for additional streetscape improvements in the Six Points Urban Village.

## TRAVIS ACADEMY OF FINE ARTS

Riverside Baptist Church sits near the corner of Race and Belknap Streets. The Travis Academy of Fine Arts recently acquired the site for renovation for a new school. Once complete, the school will draw 900 students, who are generally homeschooled, from around the Metroplex for classes in visual and performing arts including dance, theater, music, photography, choir, and a variety of visual arts mediums.

## PROXIMITY

The Six Points Urban Village sits just 2 miles from downtown Fort Worth. The neighborhood also abuts the West Fork of the Trinity River, with access to the Trinity River Trails System.

## VACANT LAND

The abundance of vacant land in the area provides a good opportunity to “start over.” The community and developers can design and define their desired urban form.

## COMMUNITY SUPPORT

There is significant support for development and growth in this area.

## OPEN SPACE/THE BLUFF

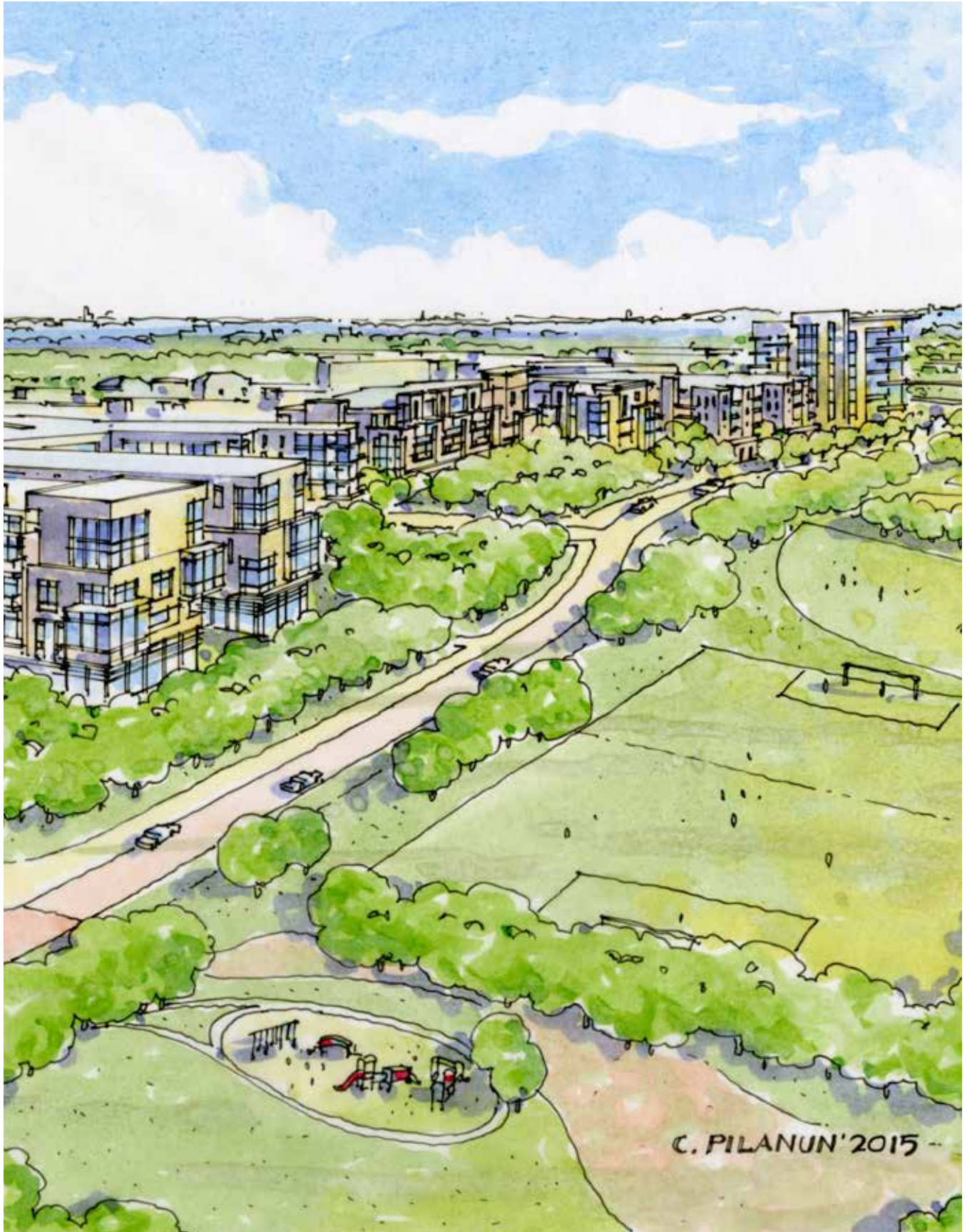
Open Space already exists and is in close proximity to the Six Points Urban Village. A bluff on the western edge of the neighborhood provides views of the Trinity River and the downtown Fort Worth skyline.

## RIVERSIDE ARTS DISTRICT

A burgeoning arts scene along Race Street -- with artist/gallery space and an urban garden between Blandin and North Retta -- adds eclectic diversity to the mix of uses in the area.

## DIY URBANISM

A successful Better Blocks intervention occurred in 2012 on Race Street. This community-driven event temporarily narrowed a portion of Race Street, demonstrating the desire of the community for a Complete Street makeover in the urban village. This first DIY Urbanism event included a community garden and festival market. A celebration of the event occurred in 2014 and another event is planned for 2015.



# RECOMMENDATIONS

After listening to stakeholders' big ideas from the charrette and analyzing the challenges and opportunities of Six Points, the Torti Gallas & Partners team developed a recommended plan centered around different layers and policies:

## THE VILLAGE PLAN

In the original Six Points Urban Village Master Plan from 2007, the community determined that Race Street should serve as the commercial identity of the neighborhood. To that extent, the Village Plan centers the local Six Points activity around Race Street.

## STREET CONNECTIONS

Strong communities benefit from a tight street grid to both disperse traffic and to provide short and redundant accessibility to the entire area. The preferred plan recommends eleven new street connections, pedestrian passeos and reconfigurations in Six Points.

## STREET IMPROVEMENTS AND CROSSWALKS

The key to a strong urban village is to prioritize the pedestrian experience. The Plan features redesigning the main thoroughfares to add sidewalks, trees, street furniture and lighting, and on-street parking. In addition, articulated crosswalks will increase safety across Belknap, Race, and Sylvania Streets.

## OPEN SPACES

Several open spaces, each with a different function, are recommended for the Six Points area. From people plazas to splash parks to stormwater features with downtown views, the quantity and variety of public spaces provide residents and visitors with important recreation amenities.

## ARTS PLAZA

Probably one of the most transformative recommendations for Six Points builds off of the momentum of the Travis Academy of Fine Arts and transforms a small existing auto repair shop and parking lot into a public plaza and gateway into the Six Points Urban Village.

## MIXED DEVELOPMENT TYPES

In addition to the existing development plans, the team recommends a mix of types of housing such as townhomes, flats with parking, and mixed-use residential/retail wrapped around a parking garage.

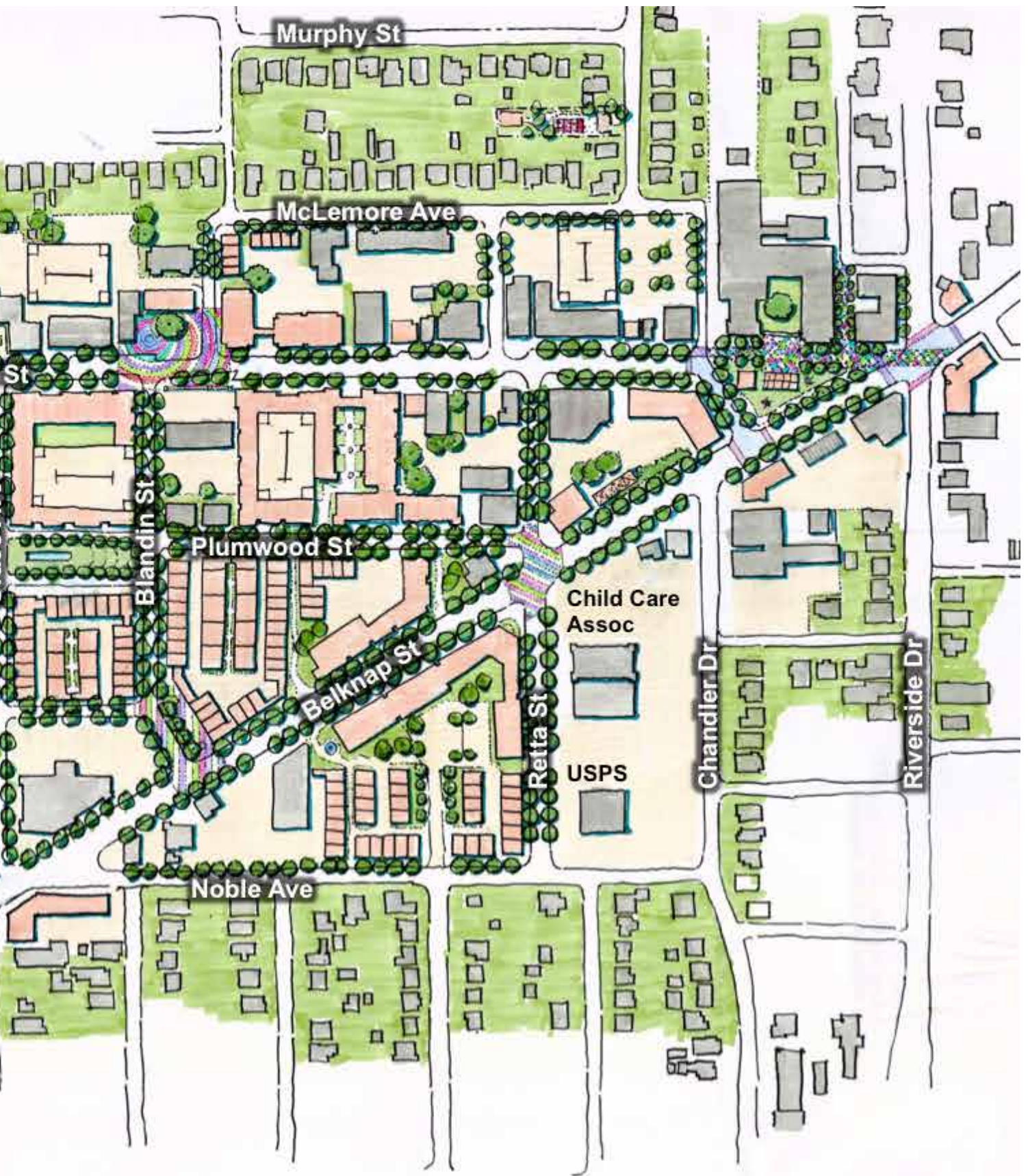
## POLICY CHANGES

The Plan also recommends several policy changes, including a "Park-Once" parking management policy, adopting a form-based code to ensure new buildings contribute to a pedestrian friendly environment, and a program to protect mature street trees.



# RECOMMENDED PLAN





# STREET IMPROVEMENT & CROSSWALKS

A major theme among the stakeholders was traffic calming and improving the pedestrian experience along major thoroughfares. Building on the existing streetscape project for Race Street between Holden Street and Grace Avenue, the plan recommends extending the Race Street streetscape west of Sylvania Avenue, and a new street layout for Sylvania Avenue and Belknap Street. These redesigns would add wide sidewalks, street trees, improved lighting, and street furniture such as benches.

In order to improve safety at major intersections, high visibility crosswalks are also essential elements of the Plan.

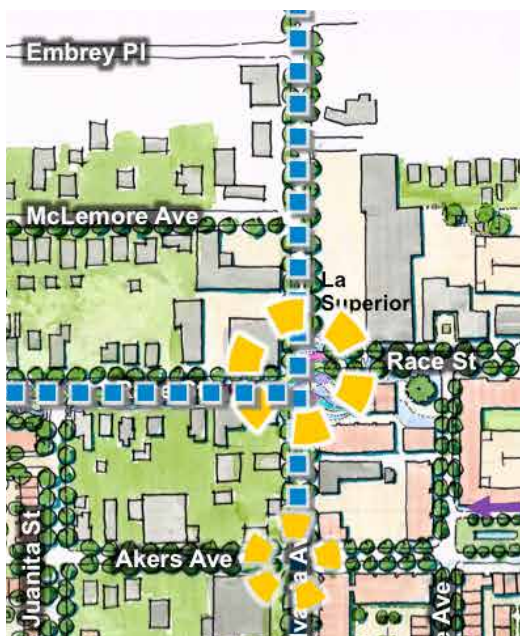


# TACTICAL IMPROVEMENTS - CROSSWALKS AT RACE STREET AND SYLVANIA AVENUE

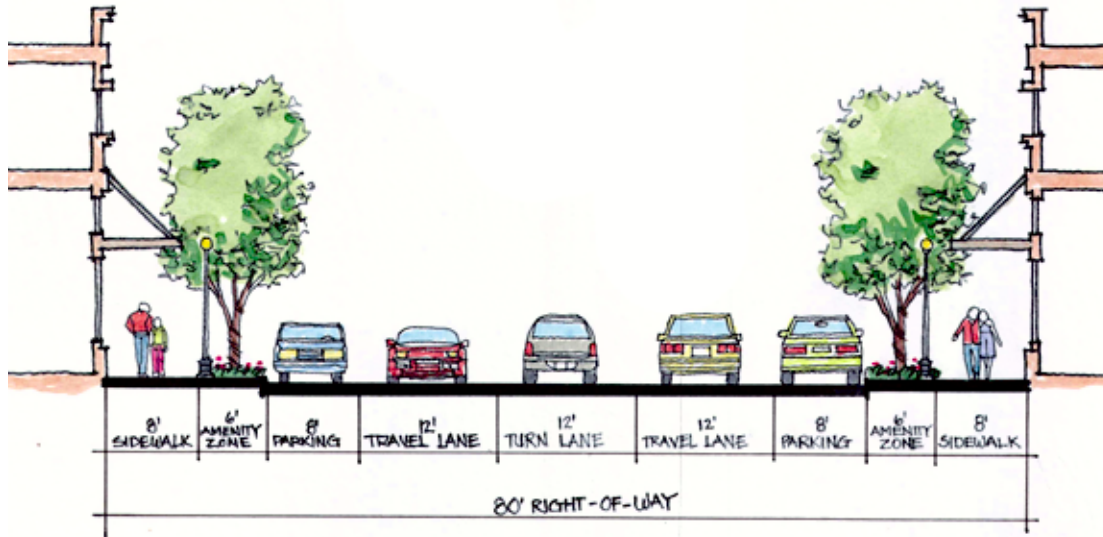
Perhaps the most problematic intersection in the Master Plan area is at Sylvania Ave and Race Street. The mis-alignment of Race Street as it travels from west to east has resulted in a paint striping problem that is dangerous for pedestrians. Cars headed north on Sylvania stop just south of Race Street coming from the east, resulting in a line of cars blocking what would be the normal pedestrian crossing area. Indeed, it is impossible for a pedestrian to cross Sylvania on the south side of Race Street without weaving back and forth between stopped cars as seen here.

Several solutions have been offered to solve this problem, including a roundabout. However, the charrette team does not support a roundabout in this situation because of its added expense and because, while it does slow traffic, and provide a decorative space, it does not facilitate pedestrian movement across Sylvania, which is a key objective of this Master Planning effort. Nor would a roundabout provide a useable public space.

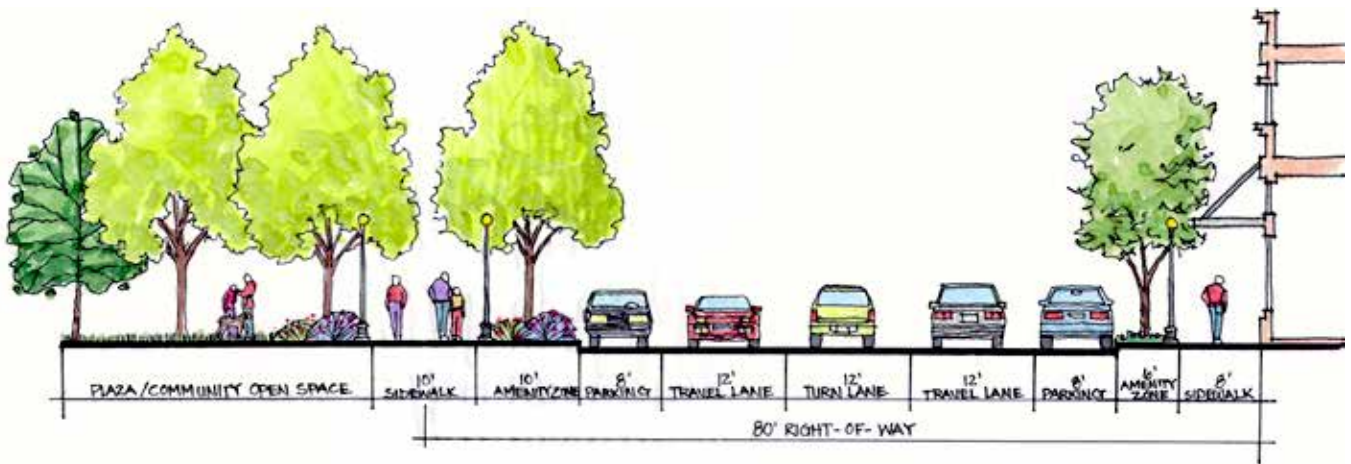
The team studied several other solutions to solve this problem and provide for a celebratory public gathering space. These options are illustrated later in subsequent pages. However, in the very near term, a tactical and inexpensive solution would simply be to paint a new stop line at the intersection, south of the Race Street and west of Sylvania, coupled with new “zebra” stripe cross walks as indicated on the adjacent sketch. New signal timing allowing the pedestrian a few additional seconds to cross the street would be a further enhancement.



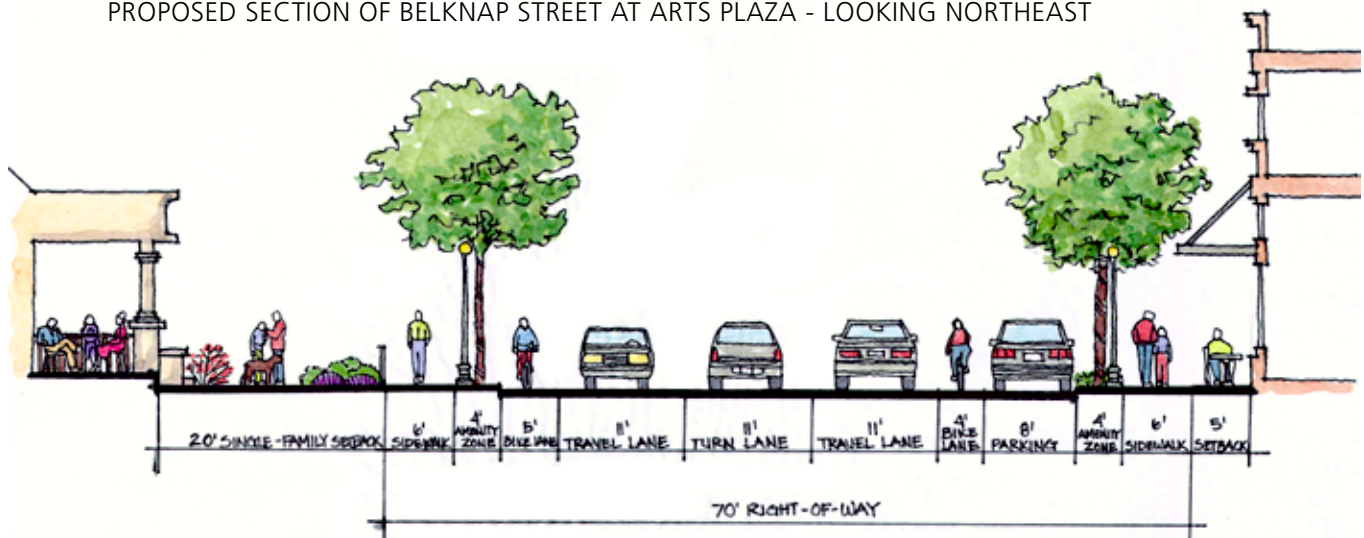
# STREET IMPROVEMENTS



PROPOSED SECTION OF BELKNAP STREET (TYPICAL) LOOKING NORTHEAST



PROPOSED SECTION OF BELKNAP STREET AT ARTS PLAZA - LOOKING NORTHEAST



PROPOSED SECTION OF SYLVANIA AVENUE - LOOKING NORTH



# STREET IMPROVEMENTS CONTINUED

Prioritize the pedestrian experience

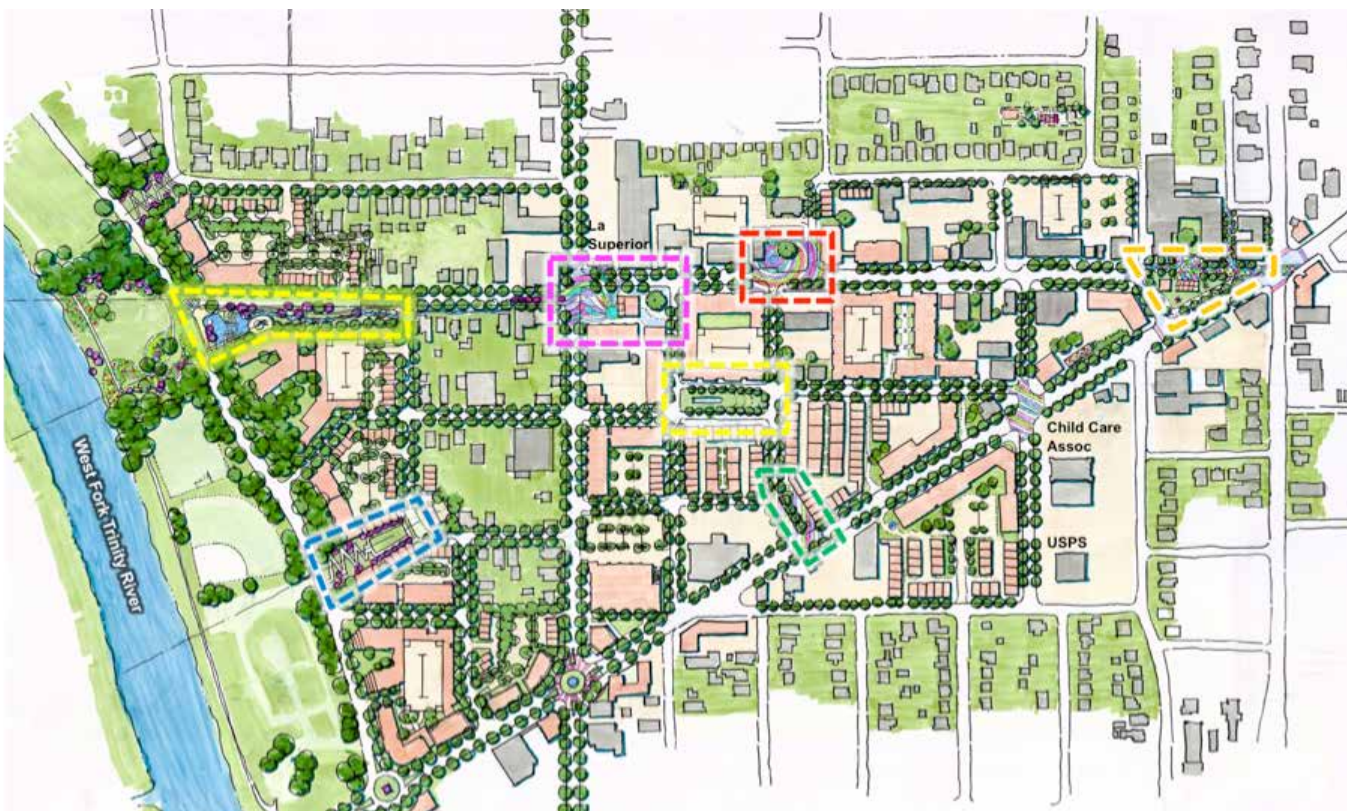
1. Sufficient space and safety
  - Wide sidewalks
  - Articulated Crosswalks
2. Amenities & Activities
  - Greenery, shade
  - Seating, lighting & furniture
  - Public Art, vendors
3. Attractive Street Wall
  - Human scale buildings
  - Articulated Facades
  - Active Frontages

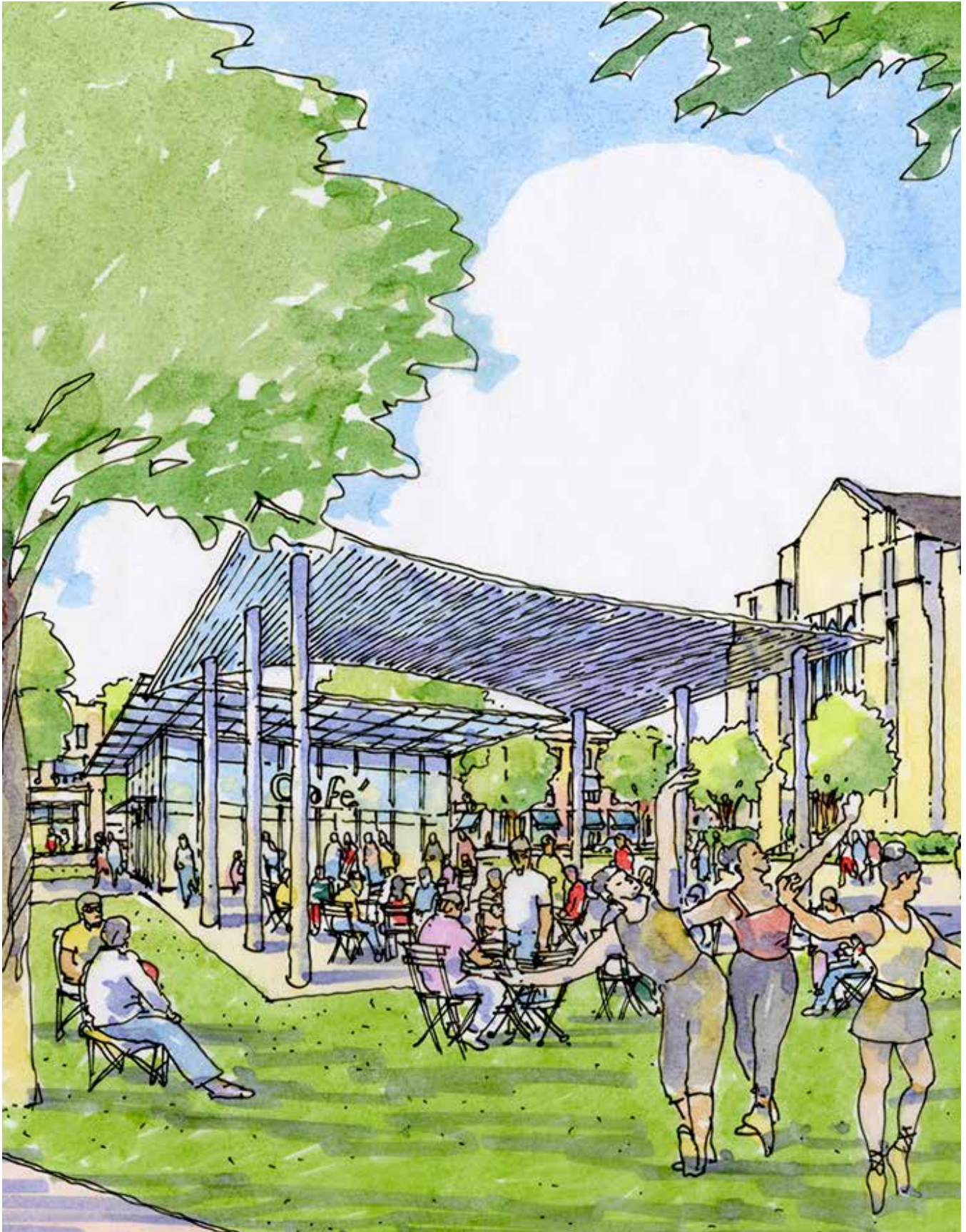


# OPEN SPACES AND ARTS PLAZA

Parks and open spaces are crucial components to every community. The Plan recommends several types of open spaces with a variety of functions including recreation, programmable events space, managing stormwater, and connecting the Six Points Urban Village to the Trinity River Trails system and Riverside Park. The following are the specific recommended open spaces:

- Along the western edge – two open spaces to connect the Six Points Urban Village down the bluff to the Trinity River Trails system and Riverside Park. The space outlined in gold shows a green stormwater feature to handle the area’s runoff. The space in blue provides pedestrian access to the sports fields.
- The Plaza at the intersection of Sylvania Avenue and Race Street is outlined in magenta and would be intended to serve as a focal point for the Six Points Neighborhood. The space would be mostly paved, with seating and programmable space for events.
- The Splash park on Race Street is outlined in red and would provide an active, kid-oriented space to beat the Texas heat.
- The park outlined in yellow between Grace Avenue and Blandin Street would serve as a quiet green park and would also collect and absorb stormwater runoff.
- The Six Points Arts Plaza, shown outlined in orange, would provide a major gateway into Six Points and a dramatic “front yard” for the Travis Academy of Fine Arts. This will be explained in more detail in the next section.





# PLAZA AT RACE STREET AND SYLVANIA AVENUE

## IDEA 1

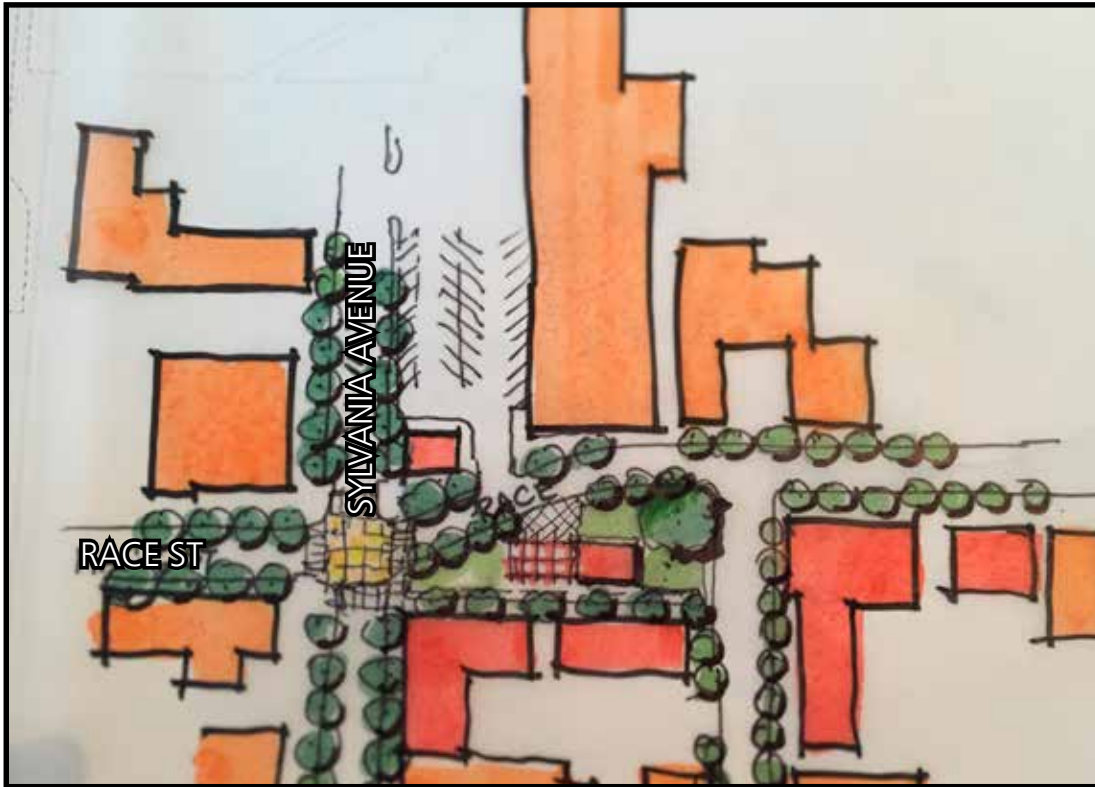
With a finite amount of money, one way to solve this tricky intersection is to just repaint the intersection effectively, with striping on all sides and moving the "stop" line for cars behind the path of a crossing pedestrian.



## IDEA 3

Move the path of Race slightly, for just one block, but use colored paving. Some property acquisition would be required for this.





**IDEA 2**

Bend the path of Race slightly, for just one block. Some property acquisition would be required for this.



**IDEA 4**

Move the tricky intersection away from Sylvania avenue onto smaller streets with less traffic that would move slower. Some property acquisition would be required for this.

# SIX POINTS INTERSECTION CLOSING A STREET FOR THE ARTS PLAZA



EXISTING



ARTS SQUARE



ARTS PLAZA



ARTS PLAZA 2

# THE SIX POINTS ARTS PLAZA

Perhaps one of the most exciting and dramatic elements of the plan is the Six Points Arts Plaza. The Travis Academy of Fine Arts recently acquired the Riverside Baptist church for renovation for a new school. Once complete, the school will draw 900 students, who are generally homeschooled, from around the Metroplex for classes in visual and performing arts including dance, theater, music, photography, choir, and a variety of visual arts mediums. The Church sits near the Six Points Intersection of Race and Belknap Streets and Riverside Drive, and across the street is a small auto repair shop and parking lot. This location is ideal for a monumental gateway like the Arts Plaza.

Implementing the plaza should be done incrementally. The team recommended a "Tactical Urbanism" project that briefly closes a short block of Race Street, creating the plaza temporarily.

If this is successful, the City of Fort Worth could purchase the adjacent land and transform the whole space, including the block of Race Street, into a public plaza and gateway into the Six Points Urban Village.

The Team Looked at several options for creating such a plaza as depicted on the previous pages.







# NEW STREET CONNECTIONS

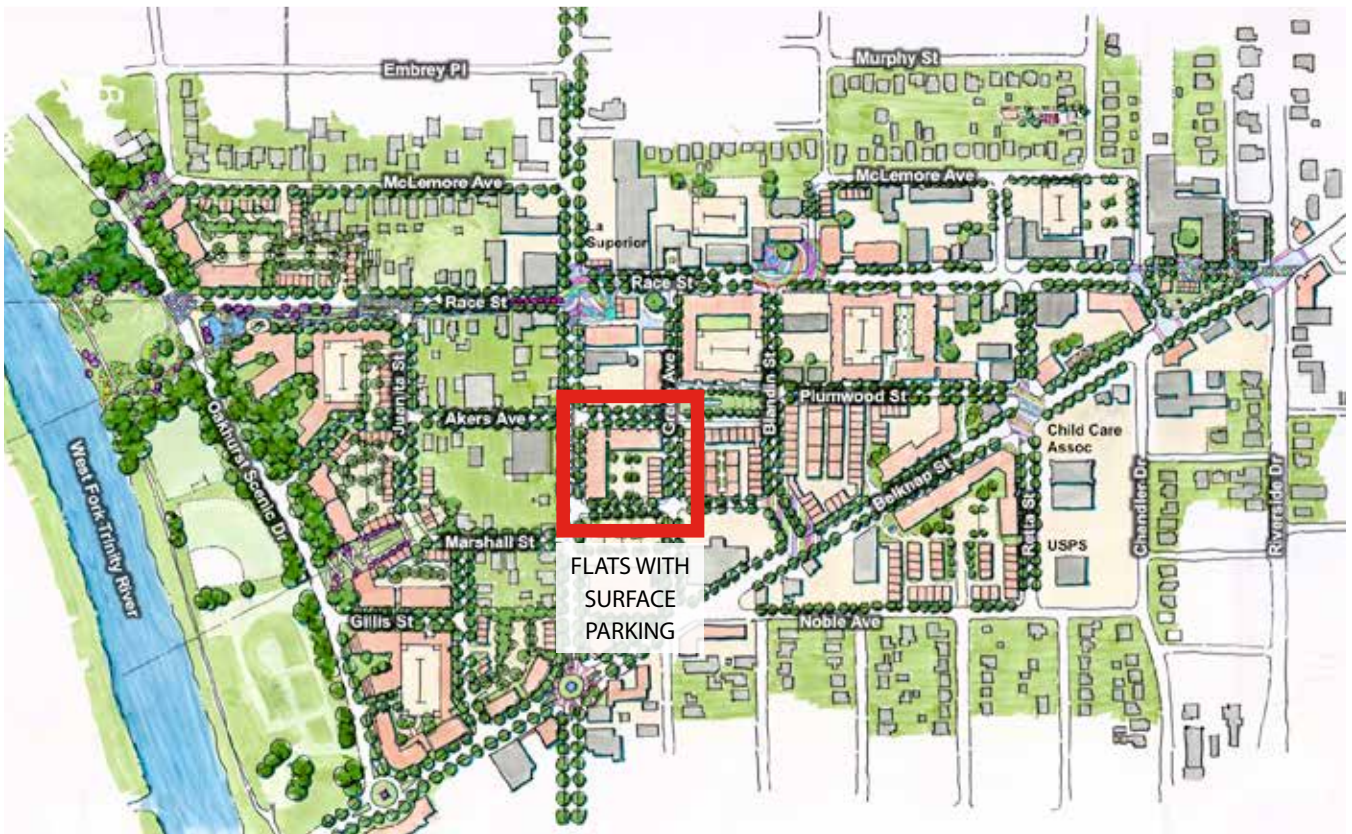
Short blocks and a dense street network are essential to prioritizing the pedestrian and to disperse traffic to avoid congestion on any one street. The Plan recommends adding the following streets incrementally as development takes place

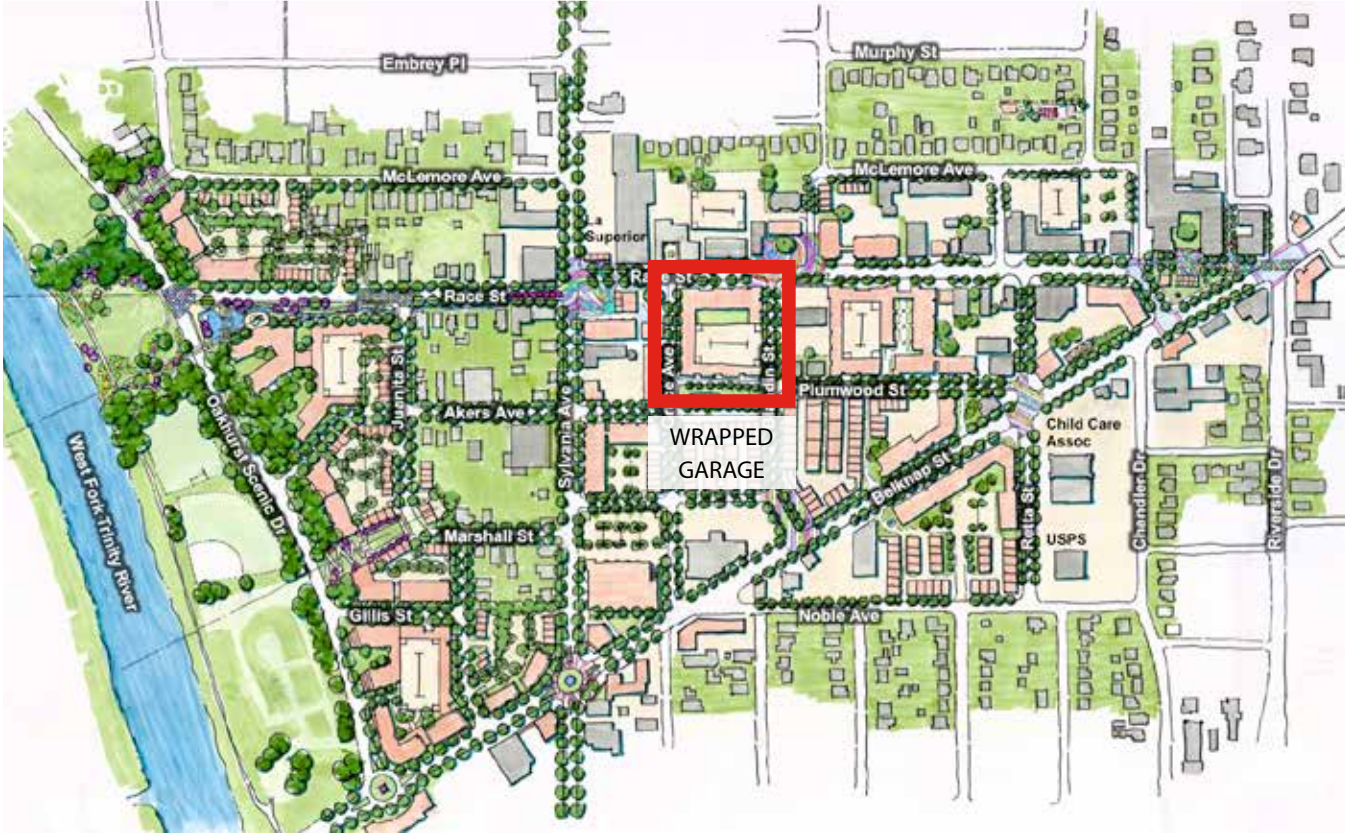
- **Juanita Street**, connecting Race Street, Akers Avenue, and Marshall Street, and between Gillis and Belknap streets (shown in Yellow)
- **Akers Avenue**, connecting Sylvania and Grace Avenues, and Blandin Street (shown in Red)
- **Plumwood Street**, connecting Blandin Street and Grace Avenue (shown in Purple)
- **Retta Street**, connecting Race Street and McLemore Avenue (shown in Purple)
- **Chandler Drive**, reconfigure so that it more safely intersects with Belknap Street at a right angle
- **Pedestrian Passeos**, connecting Race, Plumwood and Belknap Streets (shown in green). Because of proposed development plans between Race and Plumwood Streets -- and the City's MU-1 zoning standards requiring pedestrian connections through long blocks -- these connections will be green, landscaped pedestrian passeos to walk through blocks.



# MIXED HOUSING TYPES

Healthy communities are founded on diversity, and housing stock is no exception. This plan recommends townhomes, multi-family housing, and mixed-use residential/retail wrapped around structured parking. This promotes housing choice for residents with different housing needs and complements the existing single-family homes in the area.





# PUBLIC ART & INTERSECTIONS

One of the “big ideas” that came out of the kick-off meeting was the desire for more public art. Art that takes on the character of the neighborhood.

*In October 2001 the City of Fort Worth created landmark legislation to set aside two percent (2%) of capital construction costs for the creation of public art. The ordinance also established the Fort Worth Art Commission (FWAC) to advise City Council on matters of public art and the development of the Fort Worth Public Art Program. The Mayor appointed 9 individuals from the community — many with expertise in art and design — to serve on the Fort Worth Art Commission in February 2002. By August 2002, the City selected the Arts Council of Fort Worth and Tarrant County, Inc. to manage the program.*

*– Fort Worth Art Commission*

The team identified locations for public art that reinforce the urban design framework, support wayfinding, and add “fun” to the urban experience. Incorporating art into key intersections make human scaled spaces and celebrate the pedestrian -- they are not just places for two cars to meet one another. A hierarchy of public art ranges from large gestures to small gestures.

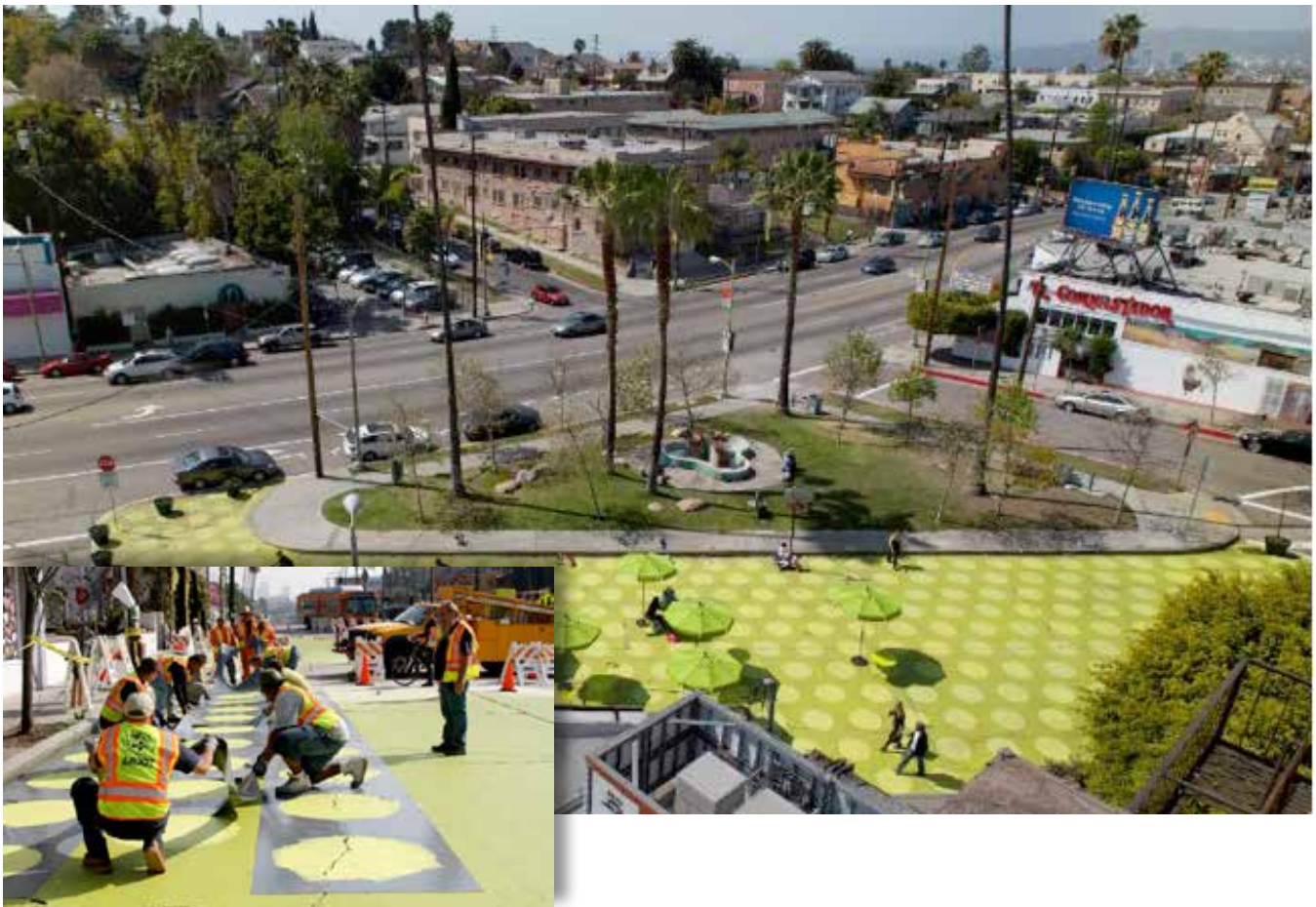


# IMPLEMENTATION

## NEAR TERM

These recommendations can be implemented within 6 months to one year.

- Improve the intersection of Race Street and Sylvania Avenue with new striping and decorative painting.
- Test the closing of Race Street in front of the Riverside Baptist Church.
  - Because the Travis Academy of Fine Arts has not yet relocated to this site, ways should be found to animate the space with special events and community activities like farmers markets, craft fairs, music events, etc.
- Restripe Sylvania from Belknap Street to Race Street (and beyond if possible) to add bike lanes in both directions and on-street parking on the east side.
- Work with TxDOT to redesign Belknap Street from river to Riverside to accommodate on-street parking with the goal of a road diet.
  - This could be tested on one or two blocks, or during off-peak hours only.
- Install signage on highways in the area that directs travelers to “Six Points Urban Village”.



# IMPLEMENTATION CONTINUED

## MID-TERM

These recommendations should be implemented within two to four years.

- Permanently close Race Street in front of the Riverside Baptist Church and acquire adjacent triangle property on Belknap Street to combine with the closed portion of Race Street to create “Arts Park” at Six Points intersection.
- Acquire land (if necessary) to permanently improve the intersection of Race Street and Sylvania Avenues in order to implement crosswalk improvements and begin designing the plaza.
  - This will require the City of Fort Worth to pay for improvements.
- Extend Race Street Streetscape west of Sylvania to Oakhurst Scenic Drive.
- New tree-planting/streetscape improvements along Sylvania.
- Acquire Belknap from TxDOT.
  - Create roundabouts at Sylvania and Oakhurst Scenic Drive.
  - New Streetscape/Tree-planting.
  - Finalize road diet.

## POLICY RECOMMENDATIONS

These policy recommendations will take time and due diligence to implement. It is wise to begin now, as implementation of these recommendations can serve as a catalyst to improve the Six Points Urban Village.



## IMPLEMENTATION CONTINUED

- Develop policy to save healthy and mature trees (work development around them).
  - This will help the community retain value and attract development.
- Create a Parking Management District to provide a “Park-Once” strategy.
  - Because parking spaces sit empty at various times (for example, a restaurant’s parking demands are different than a school’s and different than apartment complex’s), fewer total parking spaces can be built and shared among different uses.
  - Consider a “pool” of parking for businesses and other uses.
  - Create an incentive for businesses to pool their parking in lieu of building individual spaces for each business.
    - » Building less parking overall saves money (especially important to attract and develop small businesses).
    - » By proactively managing parking supply before the demand is too great, the City of Fort Worth will be able to avoid future problems. This area already has a dearth of parking.
    - » Business owners should be engaged early in this process.
- Develop a policy to ensure incremental creation of new a north south street from Belknap to Race Streets (between Sylvania Avenue and Oakhurst Scenic Drive) and other new street and pedestrian connections.
- Update zoning to include a new Six Points Form Based Code to ensure new buildings contribute to a pedestrian friendly environment.
  - All new buildings need to speak to the street, and positively impact the pedestrian experience.
  - Address the needed new street connections in the Form Based Code.











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