

FORT WORTH URBAN VILLAGES

HEMPHILL/BERRY FINAL SUMMARY REPORT

PREPARED BY



I.
TABLE OF CONTENTS

Table of Contents 1

Project Background. 2

 Urban Village Program Background 2

 Hemphill/Berry Urban Village Progress 3

Village Planning 6

 Existing Conditions 6

 Existing Land Use 6

 Existing Zoning 7

 Vacant/Underutilized Parcels 8

 Ownership Patterns 9

 Transportation 9

 Building Blocks 11

 Townhouse 12

 Mixed-Use Type ‘A’ 13

 Mixed-Use Type ‘B’ 14

 Consensus Development Plan 16

Village Planning Cont.

 Urban Design 18

 Arts & Crafts (Craftsman) Theme 18

 Recommended Furnishings/Materials. 18

 Prototypical Urban Design Concept 22

 Architectural Character 24

 Transportation 26

 Context Sensitive Streets 26

 Transportation Deficiencies and Needs 26

 Transportation Concept Plan 28

 Transportation Recommendations 32

 Transportation Project Prioritization 33

 Neighborhood Zoning Recommendations 34

Appendices 36

 Appendix 1 36

 Appendix 2 37

 Appendix 3 38

II. PROJECT BACKGROUND Urban Village Program Background

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

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

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

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

Single Uses

Maximum Building Height – 45’ or 3 Stories
Maximum Residential Density – 18 Units/Acre

Mixed-Uses

Maximum Building Height – 60’ or 5 Stories
Maximum Residential Density – 60 Units/Acre

II.

PROJECT BACKGROUND
Hemphill/Berry Urban
Village Progress

The Hemphill/Berry Urban Village is one of the thirteen original villages identified by the Commercial Corridors Task Force in 2002. Since that time, significant progress has been made towards achieving the desired Mixed-Use development. A village boundary was adopted by the Fort Worth City Council in August of 2002 that roughly incorporates the commercial properties on the east and west sides of Hemphill Street, and is generally bounded by Bowie Street on the north, Woodland Avenue on the South, College Avenue on the West, and the alley between Hemphill Street and Jennings Avenue on the East.



Urban Village Boundary

II. PROJECT BACKGROUND Hemphill/Berry Urban Village Progress

In 2004, the Our Lady of Victory School was transformed into the Victory Arts Center, a Mixed-Use development with 46 loft apartments, 2,380 square feet of studio and office space, a 2,500 square-foot theatre and a 3,600 square-foot chapel and reception area.

In March of 2007, the HOK Planning Group, along with Kimley-Horn Associates and Pavlik and Associates was engaged to initiate a two-phase process.

1. Developing an urban village plan that is reflective of the vision that the Hemphill/Berry stakeholders have for their village.
2. Developing final construction documents for urban design elements and transportation improvements to be constructed within the village. Specifically, the scope of work related to the Phase 1 planning study included identifying development opportunities, preparing alternative development scenarios, identifying transportation needs and priorities, preparing a final urban village plan, preparing traffic engineering recommendations, preparing urban design concepts and recommendations, and providing recommendations related to the Phase 2 implementation project.



Victory Arts Center

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III. VILLAGE PLANNING

Existing Conditions

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

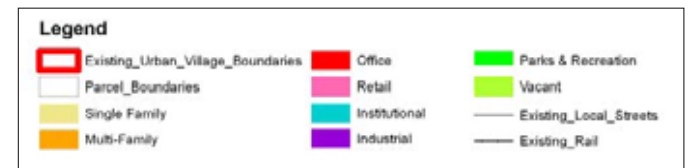
Existing Land Use

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

In the Hemphill/Berry Village study area, a quality residential base provides a strong building block to create community. With the exception of the southeast corner, residential uses surround the district on all sides. Within the district, commercial uses have taken over several of the residential structures along Hemphill with a few remaining residential uses being interspersed along the corridor. Institutional uses dominate the district at the northwest and southwest corners of Hemphill and Berry, and at the intersection of Hemphill and Woodland.



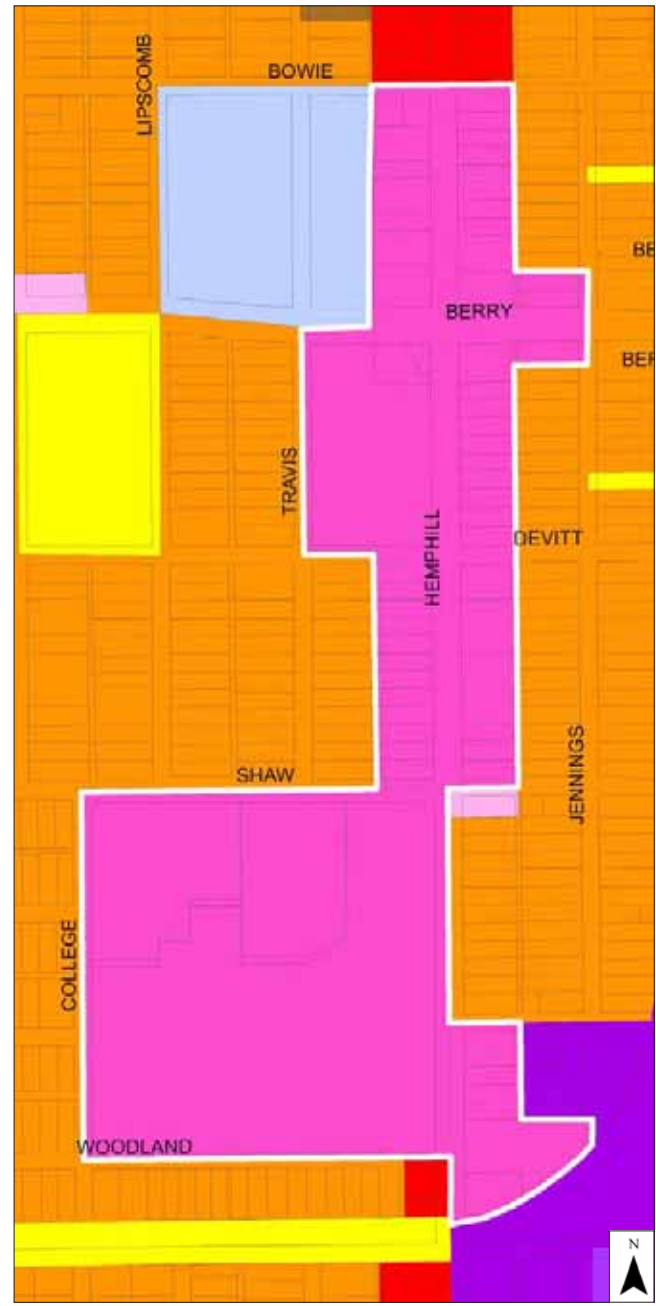
Existing Land Use



III. VILLAGE PLANNING Existing Conditions



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



Existing Zoning

Existing Zoning

Existing zoning influences the planning process by providing an indication of what type and density of development is currently allowed. With the exception of heavy industrial zoning to the southeast and general commercial zoning to the north and south along the Hemphill corridor, the predominant zoning surrounding the Hemphill/Berry district is two-family. It should be noted that the zoning in this area is inconsistent with the single family uses that exist on those same sites.

III. VILLAGE PLANNING Existing Conditions

Vacant/Underutilized Parcels

Vacant parcels influence the planning process due to their potential ability to develop more rapidly than developed parcels, and with fewer constraints. In the Hemphill/Berry Urban Village, an abundance of open space creates a feeling of emptiness and provides significant infill development opportunities. The majority of those opportunities exist near the intersection of Hemphill and Berry within the vast, underutilized parking lots, and within the open space surrounding the Victory Arts Center.



Vacant/Underutilized Parcels



VILLAGE PLANNING Existing Conditions



Legend

- Existing Urban Village Boundaries
- Public Parcels
- Parcel Boundaries
- Parcel Under Single Ownership
Individual Color Denotes Single Owner
- Existing Local Streets
- Existing Rail



Ownership Patterns

Ownership Patterns

Ownership patterns have a major impact on the ability of sites to develop in a substantial way. Large areas with few owners are much more likely to achieve the types of Mixed-Use development envisioned for the Hemphill/Berry Urban Village than areas with smaller lots and multiple owners. In this village, the large parcels with few owners are located on the northwest and southwest corners of Hemphill and Berry (owned by Travis Avenue Baptist Church), and the property surrounding the Victory Arts Center.

Transportation

In order for Mixed-Use development to occur within the Hemphill/Berry Village, a street network that responds to the needs of pedestrians will be critical. The intersection of Hemphill and Berry has great potential to become a vibrant gateway into the urban village where pedestrians, bicyclists, and automobiles share the same right-of-way. While the intersection currently provides for basic pedestrian needs with crossing controls and ADA ramps, right-turn slip lanes could better define the intersection and aid in pedestrian and vehicular mobility.

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III. VILLAGE PLANNING BUILDING BLOCKS

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



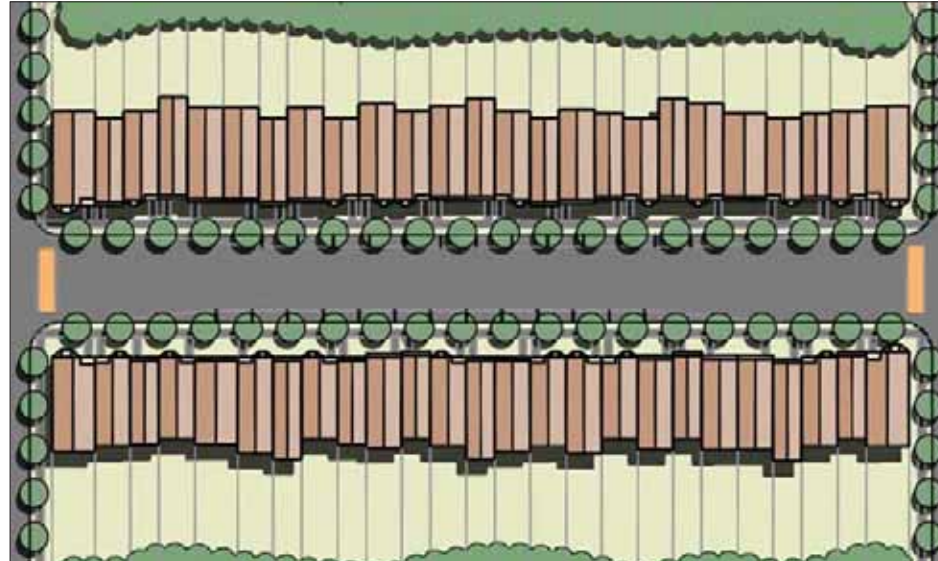
III. VILLAGE PLANNING BUILDING BLOCKS Townhouse

Characteristics

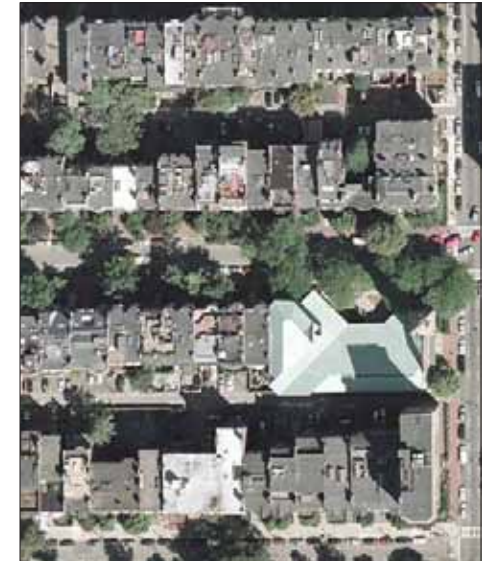
- Single Family Residential - Attached
- Two to three-story structures
- Garage on first floor – Living areas above
- Rear entry garages
- Unique facades for each unit
- Strong relationship between building and street
- Strong pedestrian environment

Key Zoning Standards – MU-1

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



Plan Delineation



Built Form



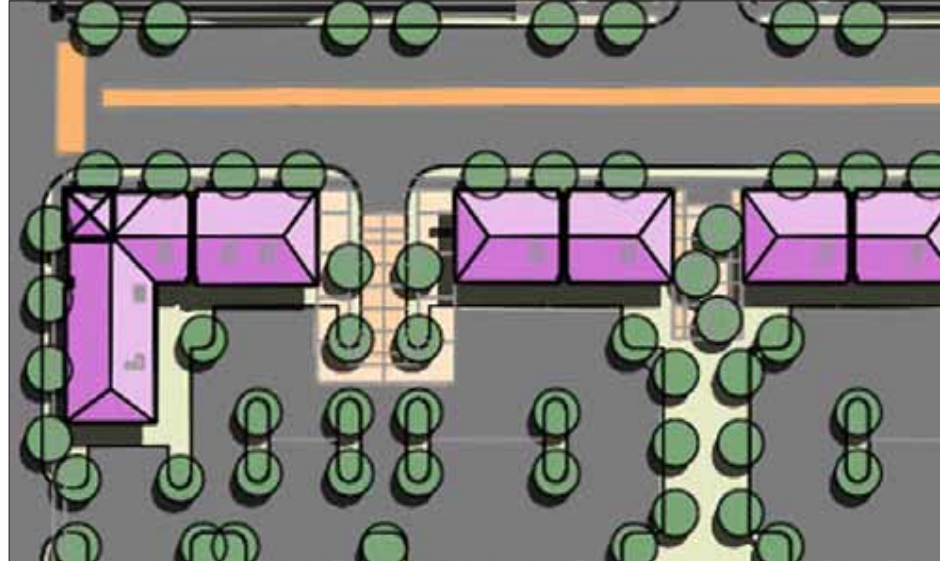
Built Form



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



Built Form



Plan Delineation

Characteristics

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

Key Zoning Standards – MU-1

Max Height Single Use 45' or 3 Stories*

Max Height Mixed-Use 60' or 5 Stories

Max Res. Density Single Use 18 Units/Acre*

Max Res. Density Mixed-Use 60 Units/Acre

* Single use discouraged



Built Form



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

Characteristics

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

Key Zoning Standards – MU-1

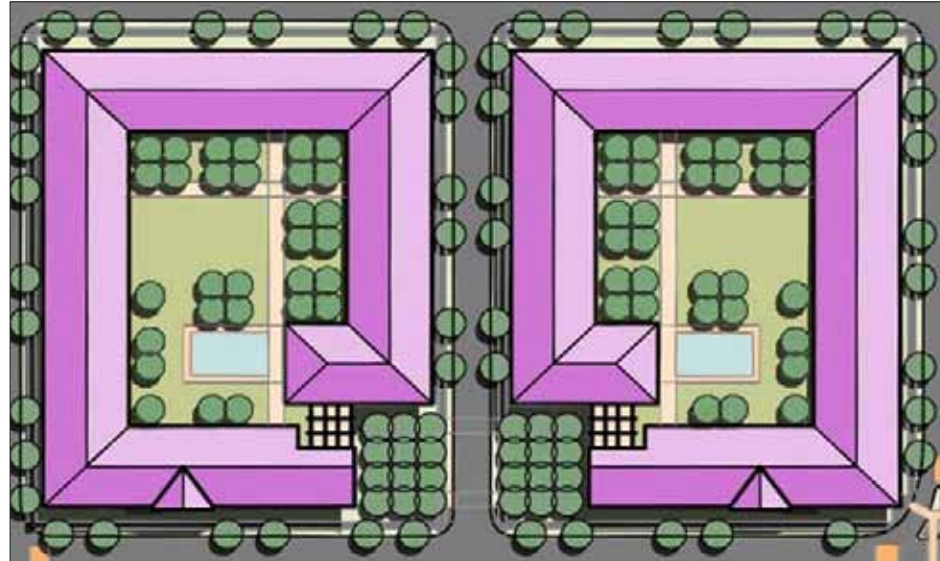
Max Height Single Use 45' or 3 Stories*

Max Height Mixed-Use 60' or 5 Stories

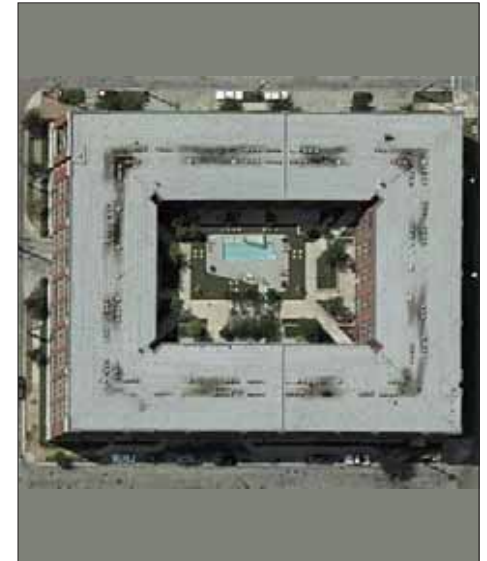
Max Res. Density Single Use 18 Units/Acre*

Max Res. Density Mixed-Use 60 Units/Acre

* Single use discouraged



Plan Delineation



Built Form



Built Form



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III. VILLAGE PLANNING Consensus Development Plan

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

The heart of the plan addresses the opportunities identified for significant redevelopment on the underutilized sites at the intersection of Hemphill and Berry. On the northwest corner of the intersection, the existing gas station and parking associated with Travis Avenue Baptist Church would transform into a Type B mixed-use development with retail uses on the ground floor facing the streets, and supporting church office uses on the side facing the church site. Residential uses would be located on the upper floors. North of this building, a chapel would be built which supports the Travis Avenue Baptist Church master plan. Both of these buildings would be located over structured parking, and the chapel would be located within a landscaped plaza/garden. At the southwest corner of Hemphill and Bowie, a less intense Type A mixed-use development is recommended which will present a nice transition to the residential neighborhoods to the north of the church site.

On the east side of Hemphill, Type A mixed-use development is recommended from the south side of Bowie to the north side

of Devitt, with the exception of the Berry Theater site which would remain in hopes that it could be preserved as a landmark within the community. Again, this intensity of mixed-use development is recommended for these sites due to the proximity of these sites to surrounding single family residential uses, and the relatively limited lot depths.

The southwest corner of Hemphill and Berry offers the most significant opportunity for mixed-use development due to the vast areas of open space and limited number of property owners. Mixed-use Type B development is recommended to be located on this site on either side of a new, pedestrian-oriented street that would bisect the site. Less active residential uses would occupy the ground floors of these buildings along Travis and Devitt, while commercial uses would occupy the ground floors on the Hemphill and Berry Sides. Upper floors of these structures would be residential.

The plan recommends townhouse development on both sides of Hemphill from Devitt to Shaw, and on the east side of Hemphill south of Bewick. They are also recommended as a transitional use between the Victory Arts Center and the single family residences on the south side of Woodland. These residential units will assist in providing additional market for the commercial uses located within the new mixed-use structures within the village. The increase of residential units within the district is expected to also provide a need for additional park land. To respond to this need, the southwest corner

of Hemphill and Shaw should be developed as a new public or private park. Finally, the southern gateway to the district would be defined by Type A mixed-use development on the East side of Hemphill. The overall development statistics for the Hemphill/Berry Village are as follows.

Plan Statistics

Residential	363 Units
Lofts	60
Flats	215
Townhouse	88
Commercial / Retail	147,000 SF
Office	47,000 SF
Park / Open Space*	2.11 AC

* Public or Private



III.
VILLAGE PLANNING
Consensus Development Plan



Consensus Development Plan

III. VILLAGE PLANNING Urban Design

Arts & Crafts (Craftsman) Theme

Two urban design themes were developed and presented to the community in the second stakeholder meeting. The Arts and Crafts (Craftsman) Theme is based upon the Arts and Crafts Movement and is prevalent in many of the houses within the Hemphill/Berry Urban Village. The American Traditional Theme is based upon the traditional design elements of American institutional architecture including Travis Avenue Baptist Church, and has its roots in more historic periods of world architecture such as Greek Revival or Romanesque. The stakeholders in the Hemphill/Berry Urban Village expressed a preference for the elements of the Arts and Crafts (Craftsman) Theme.



Launched in England in 1880's, the Arts and Crafts Movement was celebrated through handicrafts and encouraged use of simple forms and natural materials. The movement had a tremendous impact on American Houses from 1905-1930. Architectural aspects of this movement included wood, stone, or stucco siding, low-pitched roofs, wide eaves with triangular brackets, exposed roof rafters, and porches with thick square or round columns.

Recommended Furnishings / Materials

The following site furnishings and materials are recommended for use within the Hemphill/Berry Urban Village and are compatible with the arts and crafts theme:





Cable Suspended Lights
Louis Poulson – Orbital Cable



Pedestrian / Bollard Lights
Louis Poulson – Orbital Bollard



Site Pole Lights
*Existing Berry Street Redevelopment
Program Standard*

III.
VILLAGE PLANNING
Urban Design

Street Furniture



Planters
Komegay – Mexican Bold Series



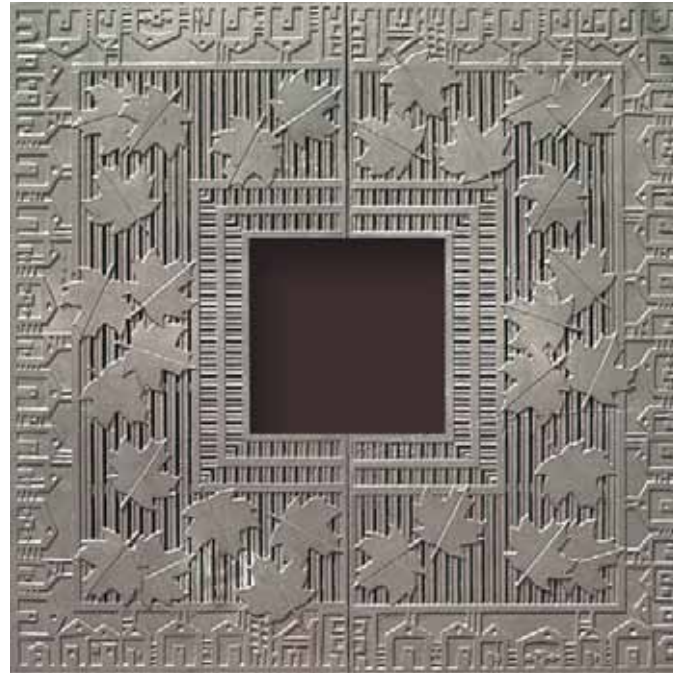
Litter Receptacles
Landscape Forms – Lakeside (Grass)



Benches
Landscape Forms – Lakeside (Falling Leaf)



Concrete Pavers
ABC Stoneways – Mega Bergeral Combo

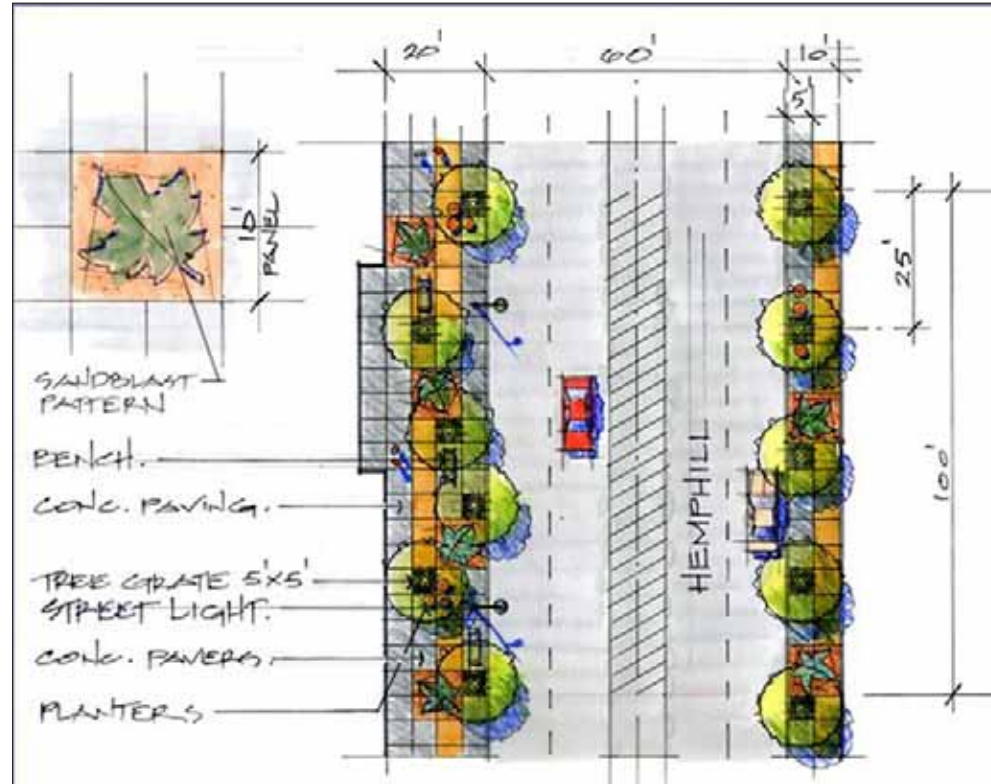


Tree Grates
Canterbury – Urban Leaf 5 x5

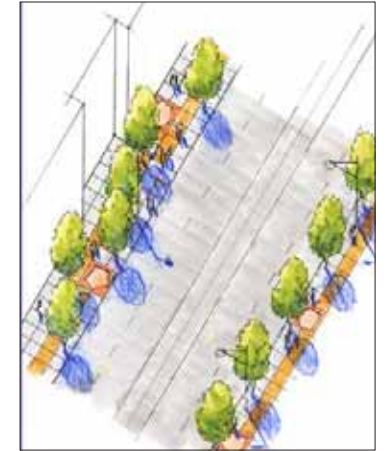
III. VILLAGE PLANNING Urban Design

Prototypical Urban Design Concept

The prototypical urban design concept assembles the recommended materials and furnishings in a manner that is unique to the Hemphill/Berry Urban Village. The concept plays upon the varying right-of-way width that exists along Hemphill Street by creating a pattern of paving and trees that provide a more random feel in areas where pedestrian widths are greater than 10', and a more consistent pattern of paving and trees where pedestrian widths are 10' or less. Colored concrete pavers would contrast with standard, poured in place concrete by creating continuous zones of color on the ground plane that lead the pedestrian through the village. 10' panels would be located at key intervals throughout the village providing opportunities for public artists to develop palettes in the ground plane that reflect the art of natural elements. Shade trees within the village would be located on 25' maximum intervals and would consist of Allee Elms and Red Oaks.

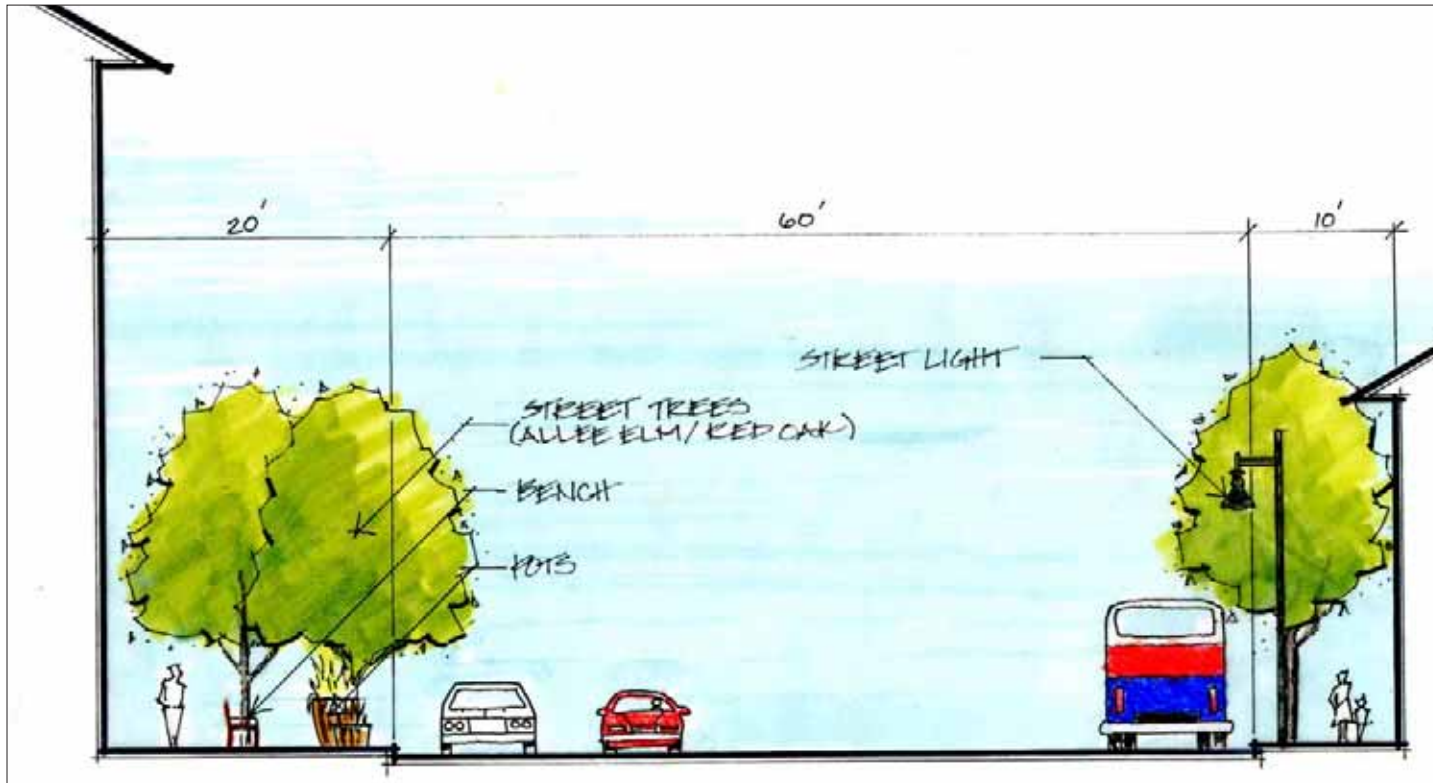


Plan View



Isometric View

III.
VILLAGE PLANNING
Urban Design



Section View

III. VILLAGE PLANNING Urban Design

Architectural Character

As is consistent with many of the existing homes, it is recommended that development within the village respond to the basic principles of the Arts and Crafts Movement which includes the use of various building materials, natural colors and textures, strongly projecting eaves, and an overall horizontal character. The following images provide examples of these principles:



Various Building Materials



Natural Colors and Textures

III.
VILLAGE PLANNING
Urban Design



Strongly Projecting Eaves



Horizontal Character

III.

VILLAGE PLANNING

Transportation

Traffic Engineering

Context Sensitive Streets

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

Transportation Deficiencies and Needs Analysis

The Hemphill at Berry intersection has been upgraded with ADA compliant pedestrian ramps and crossing devices, yet it is still difficult to cross as a pedestrian. (Image 1)

The recommended cross section for the Hemphill/Berry Intersection would create pedestrian refuge islands and right-turn slip lanes that define the intersection and aid in both pedestrian and automobile mobility (Image 2).



Image 1



Image 2

III. VILLAGE PLANNING Transportation



Image 3



Image 4

Image 3 illustrates the scrape marks that are created from vehicles navigating the “hump” in Hemphill. The hump is actually a valley gutter used to channel drainage thru the intersection. Drainage is the foundation of any roadway or intersection.

For the intersection to become pedestrian friendly, the drainage must first be improved. Table-topping the intersection will improve drainage and allow for the geometric changes to the intersection that are needed to add pedestrian refuge islands, right-turn slip lanes and aesthetic improvements such as trees, benches, and transit shelters (Image 4).

III.
VILLAGE PLANNING
Transportation

Transportation Concept Plan

The transportation concept plan takes a balanced approach to solving the current transportation needs and deficiencies with all recommendations working within the existing right-of-way of Hemphill and Berry.



Transportation Concept Plan
*TWLTL - Two-Way Left Turn Lane

Transportation Concept Plan



Transportation Concept Detail
*TWLTL - Two-Way Left Turn Lane

III.
VILLAGE PLANNING
Transportation

Transportation Concept Plan



Transportation Concept Detail
*TWLTL - Two-Way Left Turn Lane

Transportation Concept Plan



Transportation Concept Detail
*TWLTL - Two-Way Left Turn Lane

III. VILLAGE PLANNING Transportation

Transportation Recommendations

The transportation recommendations focus on improving the intersection of Hemphill Street and Berry Street. Currently Hemphill has a “hump” created by the existing valley street drainage that makes it difficult to navigate by automobile, and limits the ability to provide pedestrian improvements, such as crosswalks. Altering the drainage to below ground and “table topping” or flattening the intersection as depicted below would prepare the intersection for future urban village pedestrian, transit, and vehicular traffic.

Planning Level Cost Estimate for Hemphill Street and Berry Street Improvements			
Project	Construction Cost	Design and Administration	Funding Source
Streetscape improvements on the East and West sides of Hemphill from 150' North of Berry to the South curb line at Bowie, and from 150' South of Berry to the North curb line at Devitt.	\$585,000	\$155,500	Current Urban Village Grant
Intersection improvements on all approaches to 150' away from the Hemphill/Berry intersection, re-construct with drainage improvements and table top.	\$600,000	\$120,000	Unknown, CIP, TxDOT Safety, City Drainage Budget
Streetscape improvements on all approaches to 150' away from the Hemphill/Berry intersection	\$800,000	\$140,000	Future Streetscape Grant
Hemphill Street On-Street Parking from Shaw to Bewick	\$10,000	\$2,000	Unknown, Developer Assisted
Hemphill Street flush median and on-street parking from Bewick to Woodland	\$45,000	\$5,000	Unknown, Developer Assisted



Transportation Recommendations

Transportation Project Prioritization

Priority	Roadway / R-O-W	Roadway Segment	Technique											
			Slip lane/lane drop	On Street Parking	Mid-Block Crossing	Add Turn Lane(s)	Bulb Out	Raised Median	Flush Median	Intersection Modification	Sidewalk / Pedestrian Facilities	Street Trees		
1	Hemphill	Berry to Bowie									●		●	●
2	Hemphill	Berry to Devitt									●		●	●
3	Hemphill	Intersection with Berry	●									●		
4	Berry	Intersection with Hemphill	●						●		●			
5	Hemphill	Devitt to Shaw		●		●	●							
6	Hemphill	Shaw to Bewick								●				
7	Hemphill	Bewick to Woodland		●	●					●				

III.

VILLAGE PLANNING

Neighborhood Zoning Recommendations

As was discovered in the review of existing land use and zoning in the Hemphill/Berry Village, many of the single family neighborhoods surrounding the mixed-use zoning boundary are zoned as two-family. It is recommended that the neighborhoods consider asking the Fort Worth City Council to initiate a rezoning process to bring the areas with two-family zoning into conformance with the current single family use. Additionally, to better accommodate appropriate development on the sites along Hemphill Street with extremely limited depths and adjacency to single family uses, the City should consider changes to current MU-1 standards to address contextual heights when MU-1 abuts a one or two-family zoned district

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IV. APPENDICES

Appendix 1 Preliminary Development Concepts

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



Scenario A



Scenario B

IV. APPENDICES Appendix 2 Development Summary

Building Number	Residential							Commercial / Retail					Office					Total Required Parking	Total SF Parking	Structured (1/300)	Lot Area	Parking Floors	Total Floors
	Floor Plate	Floors	Gross SF	Gross SF/Unit	Units	Parking / Code	Required Parking	Floor Plate	Floors	Gross SF	Parking Code	Required Parking	Floor Plate	Floors	Gross SF	Parking Code	Required Parking						
1	6000	1.00	6000	1100	5	1.6	9	6000	1.00	6000	1/250 SF	24	6000	0.00	0	1/400 SF	0	33	10,473				2
2	6000	1.00	6000	1100	5	1.6	9	6000	1.00	6000	1/250 SF	24	6000	0.00	0	1/400 SF	0	37	11,869				2
3	6800	1.00	6800	1100	6	1.6	10	6800	1.00	6800	1/250 SF	27	6800	0.00	0	1/400 SF	0	21	6,633				2
4	3800	1.00	3800	1100	3	1.6	6	3800	1.00	3800	1/250 SF	15	3800	0.00	0	1/400 SF	0	21	6,633				2
5	3800	1.00	3800	1100	3	1.6	6	3800	1.00	3800	1/250 SF	15	3800	0.00	0	1/400 SF	0	21	6,633				2
6	9900	1.00	9900	1100	9	1.6	14	9900	1.00	9900	1/250 SF	40	9900	0.00	0	1/400 SF	0	54	17,280				2
7	4000	0.00	0	1100	0	1.6	0	4000	1.00	4000	1/250 SF	16	4000	0.00	0	1/400 SF	0	16	5,120				1
8	5400	0.00	0	1100	0	1.6	0	5400	1.00	5400	1/250 SF	22	5400	0.00	0	1/400 SF	0	22	6,912				1
9	10300	1.00	10300	1100	9	1.6	15	10300	1.00	10300	1/250 SF	41	10300	0.00	0	1/400 SF	0	56	17,576				2
10	4200	1.00	4200	1100	4	1.6	6	4200	1.00	4200	1/250 SF	17	4200	0.00	0	1/400 SF	0	23	7,331				2
11	6800	1.00	6800	1100	6	1.6	10	6800	1.00	6800	1/250 SF	27	6800	0.00	0	1/400 SF	0	37	11,869				2
12	6500	1.00	6500	1100	6	1.6	9	6500	1.00	6500	1/250 SF	26	6500	0.00	0	1/400 SF	0	35	11,345				2
13	2350	1.00	2350	1100	2	1.6	3	2350	1.00	2350	1/250 SF	9	2350	0.00	0	1/400 SF	0	13	4,102				2
14	23000	2.00	46000	1100	42	1.6	67	23000	0.50	11500	1/250 SF	46	23000	0.50	11500	1/400 SF	29	142	42,498	1	29500	1.44	4
15	47500	2.00	95000	1100	86	1.6	138	47500	0.75	35625	1/250 SF	143	47500	0.25	11875	1/400 SF	30	310	93,111	1	72950	1.28	4
16	47500	2.00	95000	1100	86	1.6	138	47500	0.50	23750	1/250 SF	95	47500	0.50	23750	1/400 SF	58	293	87,767	1	72950	1.28	4
Total			302,450		275		440			146,725		587			47,125		118	1,145					
%			60.9%							29.6%					9.5%								
			Loft		60																		
			Flats		215																		
			Townhouse		88																		
			Total Residential Units		363																		
Total SF Development(*)			496,300																				

* Does not include SF of Townhouse

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



Consensus Development Plan



IV. APPENDICES

Appendix 3

Stakeholder Meeting Comments

Community Meeting 1
Travis Avenue Baptist Church
June 4, 2007

Community Meeting 1 – Travis Avenue Baptist Church – June 4, 2007

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

Mr. Millican gave a summary of Fort Worth's Central City Revitalization Strategy, which incorporates the urban village concept that combines a mixture of uses, jobs, public spaces, transportation connections, pedestrian activity and sense of place. He noted that the City can utilize capital improvement programs and economic incentives to stimulate revitalization, as well as apply Mixed-Use zoning that is higher density and pedestrian-oriented, consistent with the community's vision for the area. The City has already authorized \$740,000 for the design and construction of a project in the next two to three years that would complement the plan to be finalized during this effort.

Discussion began with recognition of large open spaces such as the acreage owned by Travis Avenue Baptist Church, and it was suggested that some opportunities could exist for "shared" projects on this property. Participants complained about the bars in the area and agreed they are constraints to revitalization initiatives. Council Member Davis requested, for the next meeting, information about where alcohol sales are permissible and a map showing Mixed-Use zoning areas.

One participant said traffic needs to be slowed and street medians utilized to make the area more attractive. Historically, it was noted, trees lined the former "road to Austin" (Hemphill).

With further discussion, all participants concurred that traffic should be slowed and other businesses encouraged to come into the area. There are opportunities now to look at creating medians, so there are not "suicide lanes" that exist along Hemphill today. Council Member Davis pointed out that on Berry, the trade-off has been slower traffic to support some pedestrian activity.

Housing

While older houses in the neighborhood give the area "character" and "charm", many are in total disarray and, in a few cases, literally destroyed by fire. Travis Avenue Baptist Church has a vision for senior housing on their property; others suggested developing housing for seminary students. The consultants pointed out that new housing can be created on the second and third floors of business establishments along the commercial corridor. All agreed that code enforcement and compliance with city ordinances should help support the neighborhood's cohesiveness, which is much desired.

One participant noted that old sewer lines are a serious problem now in the residential areas, and questions arose about the status of public works projects on College, Lipscomb, Travis, and other area streets. This information is to be brought back to the group at the next meeting.

Architectural Considerations, Most Sacred

Participants expressed their enthusiasm for maintaining the architectural integrity of the area. They want to keep at least the façade of the old Berry Street Theater and Rexall/Modern Drugs. There was discussion of using the same architectural theme of TCU, the 20's era, etc. The theater and the residential bungalows were listed as the most sacred features of the area.

Parking

Lack of parking is a constraint for commercial redevelop-

IV. APPENDICES

Appendix 3 Stakeholder Meeting Comments

Community Meeting 1
Travis Avenue Baptist Church
June 4, 2007

ment, though the group would like to see services and retail stores brought into the area that residents need and want. Discussion about the City possibly purchasing land for parking facilities followed, and Council Member Davis discussed the merits of a Tax Increment Finance District that could support a public/private partnership to alleviate this problem.

Visions for the area

Because security, gangs, and crime are concerns, it was discussed that environmental design of the urban village can help with crime prevention. Understanding that revitalization requires careful planning and great resources, some participants agreed with the consultant's recommendation that the initial focus of this initiative should be on the locations of Travis Avenue, the southeast corner of Hemphill and Berry, the old Safeway store and other commercial uses. However, other participants are equally eager to address issues in the residential areas.

Attendees (Elected Officials, Staff, Consultants)

Wendy Davis	Councilmember; District 9	City of Fort Worth
Arty Wheaton-Rodriguez	Planner	Fort Worth Planning and Development Department
Scott Bellen	Senior Planner	Fort Worth Planning and Development Department
Mark Bowers	Consultant	HOK
Marisa Conlin	Graduate Engineer/Traffic Services	Fort Worth Transportation & Public Works Department
Phil Dupler		Fort Worth Transportation Authority
Don Koski	Senior Planner	Fort Worth Transportation & Public Works Department
Kirk Millican	Consultant	HOK
Linda Pavlik	Consultant	Pavlik and Associates
Becky Pils	Senior Planner	Fort Worth Planning and Development Department
Andrew Howard	Consultant	Kimley-Horn and Associates

Participants

Bill Armstrong		
Vicki Bargas	Homeowner	City of Fort Worth
Harold Carminati	Homeowner	City of Fort Worth
Jacqueline Dixon	Homeowner	City of Fort Worth
Fernando Florez	Stakeholder	Hemphill Corridor Task Force
Mary D. Giles	Homeowner	City of Fort Worth
Joe Guerrero		
Jim Hodges	Homeowner	City of Fort Worth
Tommy H. Hollon		
Ron and Nancy Livesay	Homeowner	City of Fort Worth
Chrystal Mitchell	Homeowner	City of Fort Worth
Al Saldivar	Homeowner	City of Fort Worth
Doug Sutherland	Stakeholder/Homeowner	South Hemphill Heights
Donnie Voss	Stakeholder	Travis Avenue Baptist Church
Ignacio Zamora	Stakeholder/Homeowner	Worth Heights NA

IV. APPENDICES

Appendix 3

Stakeholder Meeting Comments

Community Meeting 2
Travis Avenue Baptist Church
July 16, 2007

Community Meeting 2 – Travis Avenue Baptist Church – July 16, 2007

The second community meeting of the Berry/Hemphill Urban Village planning initiative was convened by Mark Bowers, Group Vice President, HOK, at Travis Avenue Baptist Church. Fort Worth Council Member Wendy Davis joined the group. (See the attached listing of all attendees.)

Mr. Bowers asked attendees to think about how they would like the area to look in the next 20, 25 or 50 years, or what would be the “ultimate” vision for the area. He said the scenarios presented may not be right for the area, but everyone should comment on them so that the plan being developed is truly theirs. MU-1 zoning is already in place. The Victory Arts Center includes 46 loft apartments, 2,380 square feet of studio and office space, a 2,500 square-foot theater, and a 3,600 square-foot chapel and reception area. He noted that existing land use in the area is not always consistent with the current zoning and that it is preferable to look at where a single entity owns several parcels that could serve as a catalyst for redevelopment. The church’s long range plan should be factored into redevelopment of the area, because it offers opportunities for partnering.

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

For example, a parking garage may be completely wrapped by other buildings so it is disguised. The buildings may be separated by streets or pedestrian roadways. The automobile is not dominant, and amenities are at street level.

Based on citizen input from the first community meeting and employing the City’s design guidelines, the HOK team presented two Mixed-Use concepts on which they solicited comments from attendees. Scenario A was less dense than Scenario B. In Scenario A, Berry Street Theater would no longer have a specific use; the façade could be kept. In Scenario B, the theater goes away entirely and the church becomes an integral part of the area’s redevelopment. Transportation is important to the area’s overall redevelopment. The following is an assessment of current conditions and solutions:

- The Hemphill at Berry intersection has been upgraded with ADA compliant pedestrian ramps and crossing devices. Yet, it is still difficult to cross as a pedestrian. Potential cross sections could identify pedestrian refuge islands.
- In addition to refuge islands, right-turn slip lanes could define the intersection and aid in both pedestrian and auto mobility.
- The “hump” in Hemphill Street should be addressed.
- Drainage is the foundation of any roadway or intersection. Table-topping the intersection is the logical first step to reconstructing the intersection to be pedestrian friendly.
- Berry Street at Hemphill Street should be reduced from six to four lanes, with one becoming a free right turn lane.
- Reducing lane width from 12 to 11 feet would help with the implementation of public transit in the area.

In discussion of urban design, Mr. Bowers pointed out that this area is indicative of the Arts and Crafts Movement,

**IV.
APPENDICES
Appendix 3**

Stakeholder Meeting Comments

Community Meeting 2
Travis Avenue Baptist Church
July 16, 2007

which celebrated handicrafts and encouraged use of simple forms and natural materials. Beginning in England in the 1880s, the movement had a tremendous impact on American houses from 1905 to 1930. Architectural aspects included wood, stone, or stucco siding; low pitched roof, wide eaves with triangular brackets, exposed roof rafters, and porches with thick square or round columns. The American Traditional theme is based upon the traditional design elements of American institutional architecture. Its roots are typically in more historic periods of world architecture (Greek Revival, Romanesque). When asked their preference between the two, the group was evenly divided.

General comments made by the participants included:

- The townhouse concept, and the open space as exemplified by the Victory Arts Center, met with acceptance.
- Most participants continued to express their desire to make certain the Berry Street Theater stays in place.

- Interest was expressed in putting MU-2 zoning in place.
- Parking is still of great concern. Even if the church were to build a parking garage, concern was that it may dominate the area in an undesirable way.
- Pedestrian-friendly intersections are most desirable.
- The pros and cons of whether to table top or to completely rebuild the Berry and Hemphill intersection took place. Everyone was cognizant of costs. Ultimately the community agreed that there should be a balance between function and aesthetics that allows people to see an improvement.
- There was some concern that density is not family oriented. Families need to have homes with yards.

Attendees (Elected Officials, Staff, Consultants)

Mark Bowers	Consultant	HOK
Wendy Davis	Councilmember, District 9	City of Fort Worth
Phil Dupler		Fort Worth Transportation Authority
Don Koski	Senior Planner	Fort Worth Transportation & Public Works Department
Julia McCleary	Development	Fort Worth Transportation & Public Works Department
Linda Pavlik	Consultant	Pavlik and Associates
Wade Peterson	Senior Associate	HOK
Arty Wheaton-Rodriguez	Planner	Fort Worth Planning and Development Department

Participants

Vicki Bargas	Homeowner	
Joel Burns	Homeowner	
Linda Clark	Stakeholder	Berry Street Initiative
Juan B. Davis		
Tony and Mary Delvalle	Homeowner/Stakeholder	Shaw Clark NA
Richard Deniker	Homeowner	
Sandra Dennehy	Homeowner/Stakeholder	Berry Street Initiative
Jacqueline Dixon	Homeowner	
Jacq. A. Duncan	Homeowner	
Fernando Florez	Stakeholder	Hemphill Corridor Task Force
Jeff Harper	Homeowner	
Tommy H. Hollon	Homeowner	
Carol Misfeldt	Homeowner	
Chrystal Mitchell	Homeowner	
Camilla Stephens	Homeowner	
Doug Sutherland	Stakeholder/Homeowner	South Hemphill Heights
Terry Thompson	Homeowner	
Donnie Voss	Stakeholder	Travis Avenue Baptist
Ignacio Zamora	Stakeholder/Homeowner	Worth Heights NA

IV. APPENDICES Appendix 3 Stakeholder Meeting Comments

Community Meeting 3
Travis Avenue Baptist Church
September 20, 2007

Community Meeting 3 – Travis Avenue Baptist Church – September 20, 2007

The third and final community meeting of the Hemphill/Berry Urban Village planning initiative was convened by Mark Bowers, Group Vice President, HOK, at Travis Avenue Baptist Church University Christian Church. Fort Worth Council Member Wendy Davis joined the group. (See the attached listing of all attendees.)

Mr. Bowers presented a brief overview of the initiative, showing the village boundaries and emphasizing that the momentum for development already exists with the construction of facilities at the Victory Arts Center. Many existing uses are not compatible with current zoning, and area residents could approach the City Council about making certain that they are the same so that inappropriate uses do not show up, especially in residential neighborhoods. It was noted that ownership patterns in the area lend themselves to desirable redevelopment.

The urban village consensus plan, based on feedback received at the second public meeting, provides for the following structures: 363 residential units made up of 60 lofts, 215 flats and 88 townhouse units; 147,000 SF of commercial/retail space; 47,000 SF of office space; and 2.11 acres of park or public/private open space.

Travis Avenue Baptist Church is a valuable partner in this urban village, the consultants said. They studied the church's master plan, looking to identify how the church and neighborhood could share facilities. The consensus plan shows Mixed-Use projects at the entrances of the village. The design shows an underground parking facility off of Hemphill that features trees and a fountain at the ground level. Small, locally-owned retail shops are shown near the Berry Theater. It is believed that as the area changes, the theater will be restored.

Andrew Howard of Kimley Horn said that roadways within urban villages in Fort Worth should be designed to move people, not just cars. Consideration must be made for transit, walking, and biking. He noted that the Hemphill at Berry intersection has been upgraded with ADA compliant pedestrian ramps and crossing devices, but it seems cluttered an undefined. He suggested that the area could become a vibrant gateway into the urban village where pedestrians, bicyclists and automobiles share the same right-of-way in harmony. At the very minimum the potential for leveling the intersection should be explored. He recommends raising the islands so that they are "refuges" for pedestrians who are crossing the street and that the townhouse garages shown on the consensus plan should be accessed from the alleys to allow for on-street parking.

Also presented were: (1) probable costs to the Hemphill at Berry intersection (not based on design) for four and six lane divided urban reconstruction approximately 680 feet in length; (2) planning level cost estimates for improvements such as reconstruction with drainage and table top design; (3) streetscape on all approaches to the intersection; (4) streetscape on the east and west sides of Hemphill; and (5) Hemphill on-street parking. The consultants recommend using the village's enhancement grant totaling \$740,000 to make streetscape improvements on the east and west sides of Hemphill from 150' north of Berry to the south curb line at Bowie and from 150' south of Berry to the north curb line at Devitt.

To create a really unique village, the consultants said, the Arts and Crafts Movement theme should continue to be used in this area. Urban design elements that should be utilized include: (1) the existing street light standard; (2) eclectic litter receptacles, benches and planters; (3) concrete pavers which resemble stone; and (4) architectural elements similar to the strongly projecting eaves and horizontal character of existing structures.

**IV.
APPENDICES
Appendix 3**

Stakeholder Meeting Comments

Community Meeting 3
Travis Avenue Baptist Church
September 20, 2007

Three additional recommendations made by the consultants are:

- Make no changes to the existing village boundary.
- Neighborhoods request the City Council to initiate a rezoning process to bring the areas with two-family zoning into conformance with its current single family use.
- Consider development of a third Mixed-Use zoning category with less density and lower heights than currently allowed under the MU-1 category.

During the discussion, concern was expressed about how right of way distances vary along the corridor and how this could impact redevelopment. Attendees said they like on-street parking and recognized how the integration of the Berry Street light standard can create consistencies, even though each village along Berry Street should have its own personality. Council Member Davis said that redevelopment plans are being developed for areas like this village so that developers understand their projects must be compatible with what the neighborhood wants. Attendees asked if there are other funding sources to address drainage problems in the area.

Attendees (Elected Officials, Staff, Consultants)

Mark Bowers	Consultant	HOK
Wendy Davis	Councilmember, District 9	City of Fort Worth
Phil Dupler		Fort Worth Transportation Authority
Mike Keller		City of Fort Worth
George Kruzick	CGCS	City of Fort Worth
Randy Hutcheson	Senior Planner	Fort Worth Planning and Development Department
Don Koski	Senior Planner	Fort Worth Transportation & Public Works Department
Julia McCleary	Development	Fort Worth Transportation & Public Works Department
Linda Pavlik	Consultant	Pavlik and Associates
Wade Peterson	Senior Associate	HOK
Arty Wheaton-Rodriguez	Planner	Fort Worth Planning and Development Department

Participants

Vicki Bargas	Homeowner	
Lupe P Buentello	Homeowner	
Calvin Clayton	Stakeholder	South Hemphill Heights NA
Sandra & Paul Dennehy	Stakeholder/Homeowner	Berry Street Initiative
Jacqueline Dixon	Homeowner	
Fernando Florez	Stakeholder	Hemphill Corridor Task Force
Tommy H. Hollon	Homeowner	
Andrew Howard		Kimley-Horn and Associates
Phillip D & Barb Lagesse	Homeowner	
Juan Rangel	Homeowner	
Russell Redder		
Jason Smith		
Doug Sutherland	Stakeholder/Homeowner	South Hemphill Heights
Donnie Voss	Stakeholder/Homeowner	Travis Avenue Baptist Church
Ignacio Zamora	Stakeholder/Homeowner	Worth Heights NA



Artist character sketch of proposed Hemphill/Berry enhancements

