

# PANTHER ISLAND

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*STRATEGIC VISION UPDATE - FINAL REPORT*  
*FEBRUARY 29, 2024*

# PROJECT TEAM & ACKNOWLEDGMENTS

PANTHER ISLAND STRATEGIC VISION UPDATE

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# PANTHER ISLAND STRATEGIC VISION BACKGROUND & CONTEXT

## PANTHER ISLAND STRATEGIC VISION UPDATE

In 2023, the Panther Island Steering Committee, which includes the public and civic stakeholders leading planning and implementation, embarked on a mission to update the vision for Panther Island. This process was sparked by the recent influx of federal funding to build the Trinity River bypass channel, an ambitious flood-control project which will help mitigate flooding in the region and will unlock extensive development potential on Panther Island. The goal of the steering committee was to create an updated strategic vision that focuses on the physical and design aspects of the plan and also to gain a deeper understanding of real estate economics, funding, financing, implementation strategies and aspirations to 'do it right'. Throughout the year, the team engaged numerous stakeholders, including landowners, community members from surrounding neighborhood and across the city, real estate and civic organizations, and others to gather valuable feedback, ideas, and desires to shape this document.

The resulting document is the fruit of these efforts—a strategic vision and framework that centers on the design and planning of Panther Island's physical environment. Encompassing streets, parcels, open spaces, buildings, water, and mobility, the vision proposes a district that prioritizes people. It takes into account the intricate relationship between land ownership, infrastructure, and development phasing to outline a realistic approach in alliance with the economics and funding for building out Panther Island.

Fundamentally, **this document serves as a guide rather than a legally adopted regulating plan.** It offers recommendations to guide the design and implementation of public and private investments on Panther Island, providing insights into the vision's benefits and suggesting additional work to come to keep advancing the exciting momentum and collaboration. Furthermore, the document outlines recommendations for updating the legal development regulations that set the standards for Panther Island's development. This strategic vision emerges as a dynamic road map, laying the groundwork for a renewed and well-planned district, fostering sustainable development.

Please visit the 'Panther Island - Real Estate, Economic Development, and Implementation Strategy' document for additional information related to those topics.



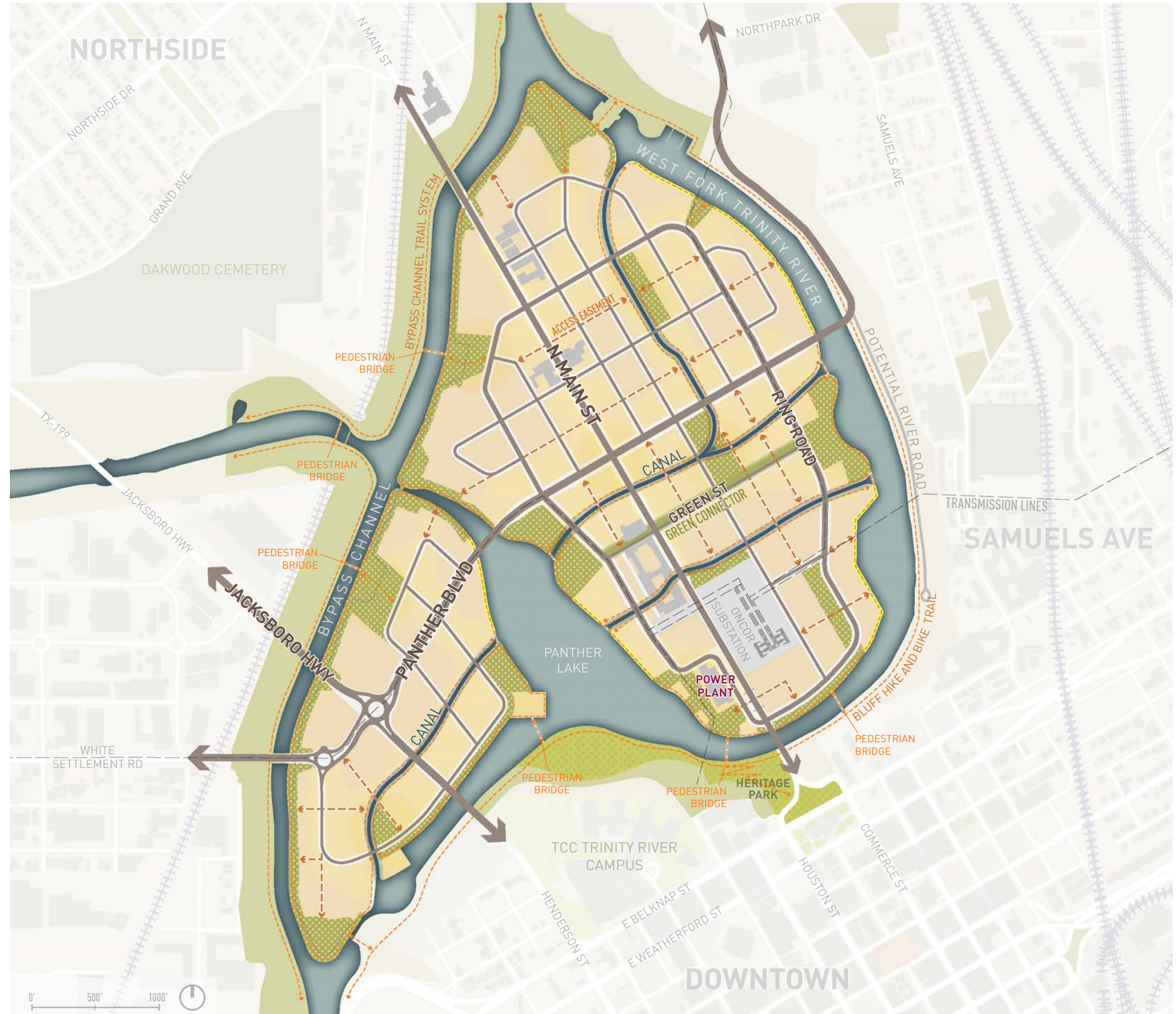
# VISION SUMMARY

## PANTHER ISLAND STRATEGIC VISION UPDATE

The updated strategic vision for Panther Island is characterized by a thoughtful and comprehensive approach to creating a vibrant and sustainable community. The focal points of this vision include a distributed and connected open space network, featuring both active and passive public spaces at various scales with unique programming. Ensuring continuous public waterfront access is a priority, with signature waterfront public spaces and pathways along the canals and entire waterfront. The integration of interior neighborhood public spaces, coupled with intimate and active canals equipped with district stormwater strategies, adds a dynamic dimension to the urban landscape. The introduction of a new bypass channel and pocket parks, along with the development of the interior Panther Island Lake, further enriches the project's environmental features.

A key emphasis is placed on creating a '15-minute city' with a walkable and connected pedestrian environment, supported by an efficient and connected road network that strengthens the urban grid. The plan envisions robust public transportation and transit-oriented development, promoting multi-modal access for the community. Distinctive street designs and experiences, coupled with access to effective bike routes, contribute to a diverse and accessible transportation infrastructure and easy access to daily necessities and services.

With public and private developable land, the design incorporates neighborhood and public amenity anchors, iconic architecture, and a phased implementation approach. The vision aims to seamlessly connect to surrounding neighborhoods and communities, incorporate cultural and historic icons, and ensure a mix of uses, building typologies, heights, and density that cater to the community and economic market needs. The overarching theme of the vision for Panther Island is one of inclusivity and welcoming design, fostering a sense of community and diversity within the urban fabric.



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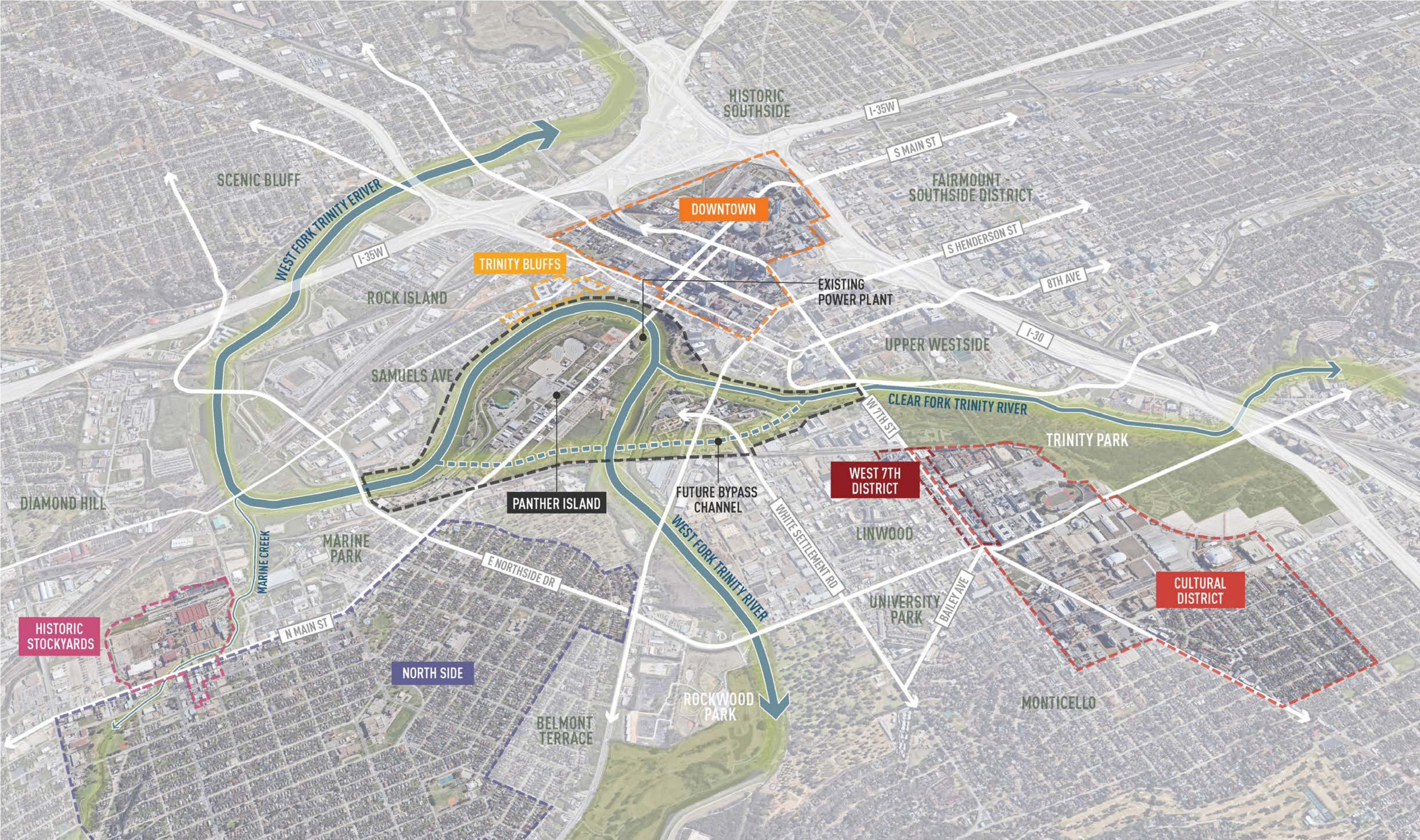
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01

*EXISTING  
CONDITIONS*

# PANTHER ISLAND POSITIONING IN FORT WORTH, TEXAS

EXISTING CONDITIONS



# CURRENT USES & SIGNIFICANT SITES ON PANTHER ISLAND

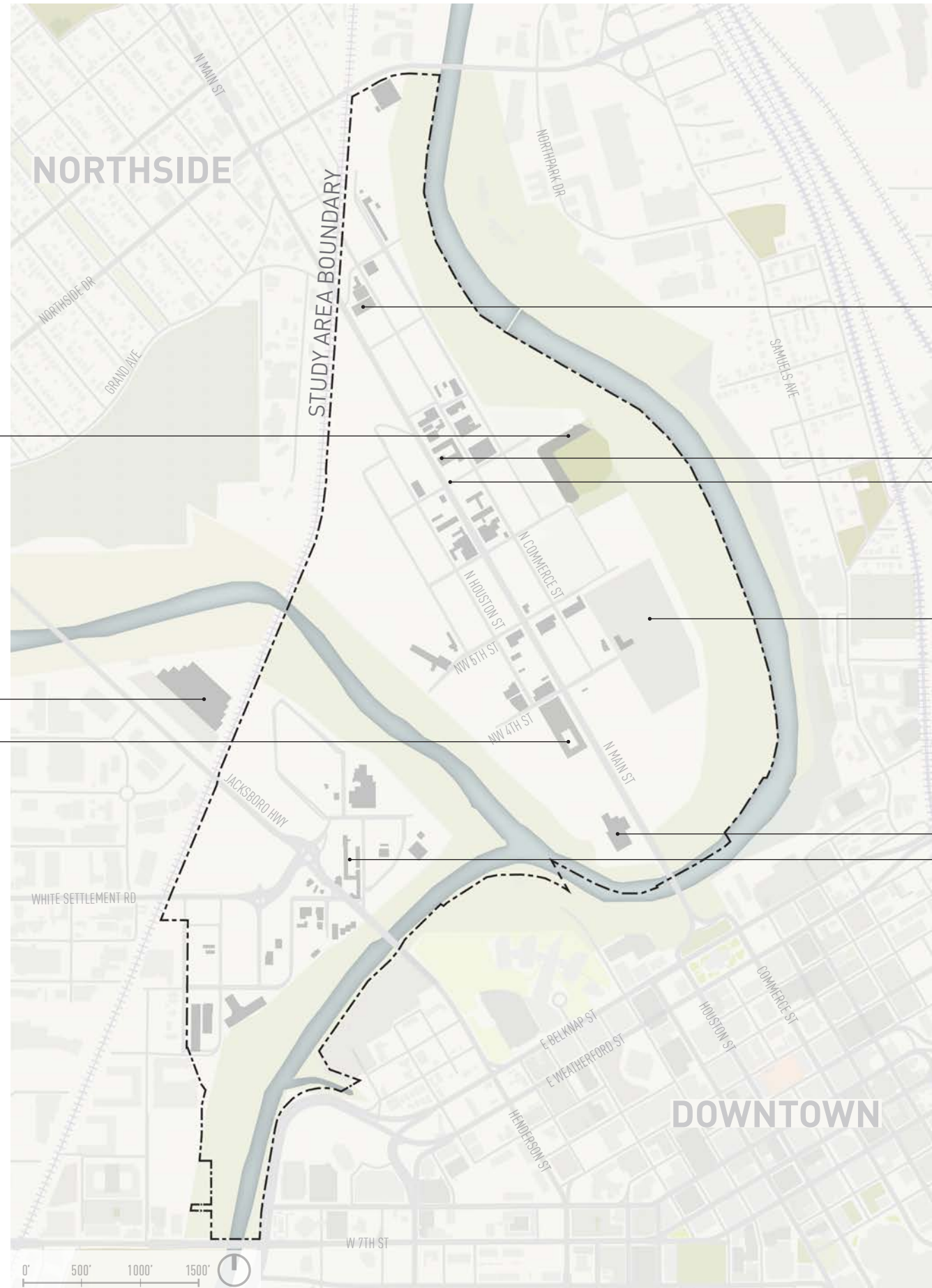
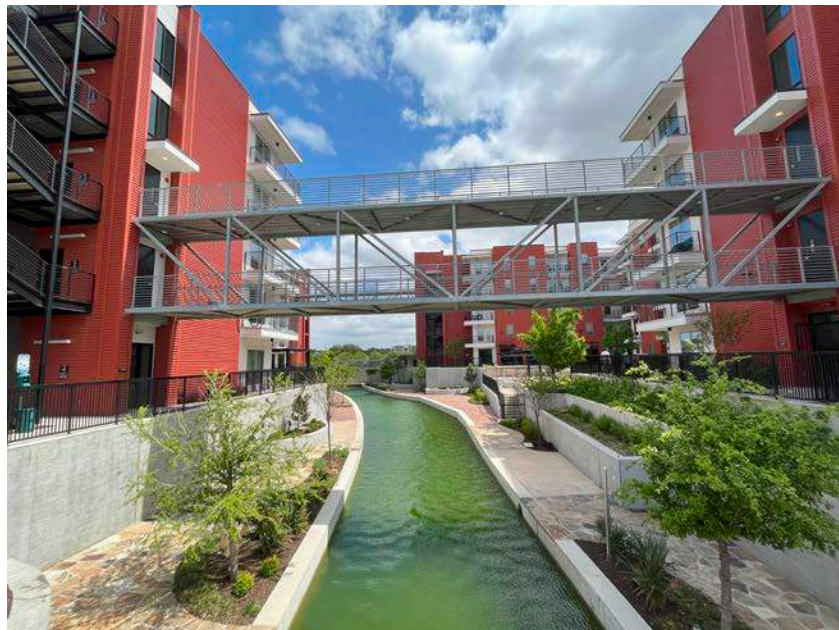
## EXISTING CONDITIONS



**LA GRAVE FIELD** The first baseball diamond built on this site was constructed in 1926 but was eventually flooded and destroyed. It was rebuilt in 1950 but only lasted seventeen years before the club declined and it was torn down. It was revived in 2001 and rebuilt but was soon vacant again.

**HENDERSON STREET FLEA MARKET** This weekend market is an important gathering space for the communities surrounding Panther Island. A wide variety of goods are sold here - everything from fresh produce to cowboy boots.

**ENCORE / PANTHER ISLAND BREWING** New development along N Main st including an apartment building and a brewery. This includes the first built portion of the canal system.



**ELLIS PECAN CO BUILDING** Built in 1925, this large brick building was constructed to house Klu Klux Klan meetings. It was later used as a warehouse, a boxing arena, and more recently by Ellis Pecan Co. Today, the building sits vacant, but a non-profit has plans to convert the building into a Center for the Arts and Community Healing.

**ABNER DAVIS BUILDING** Built around 1921, this building was originally home to the Abner Davis oil refinery business. Since then it has primarily been used by auto shops. It has a historical designation through the city of Fort Worth.

**CONCENTRATION OF LEGACY BUSINESSES** Along this portion of N Main street is where the majority of existing private land ownership is concentrated. Some buildings may be old enough to be considered historically significant

**COYOTE DRIVE-IN** A drive in theater that opened in 2013 on 20 acres of land owned by TRWD.



**POWER PLANT** The old power plant, which was built in Beaux-Arts architectural style in 1912, produced power for the city until it was decommissioned in 2004. The smoke stacks were torn down but the building itself remains on the site.

**FORT WORTH TRANSITIONAL CENTER** This 220 bed halfway house that provides housing and services to people transitioning out of incarceration.



# BUILDINGS ON PANTHER ISLAND WITH POTENTIAL HISTORIC SIGNIFICANCE

## EXISTING CONDITIONS



BUILT 1924 820 N MAIN ST



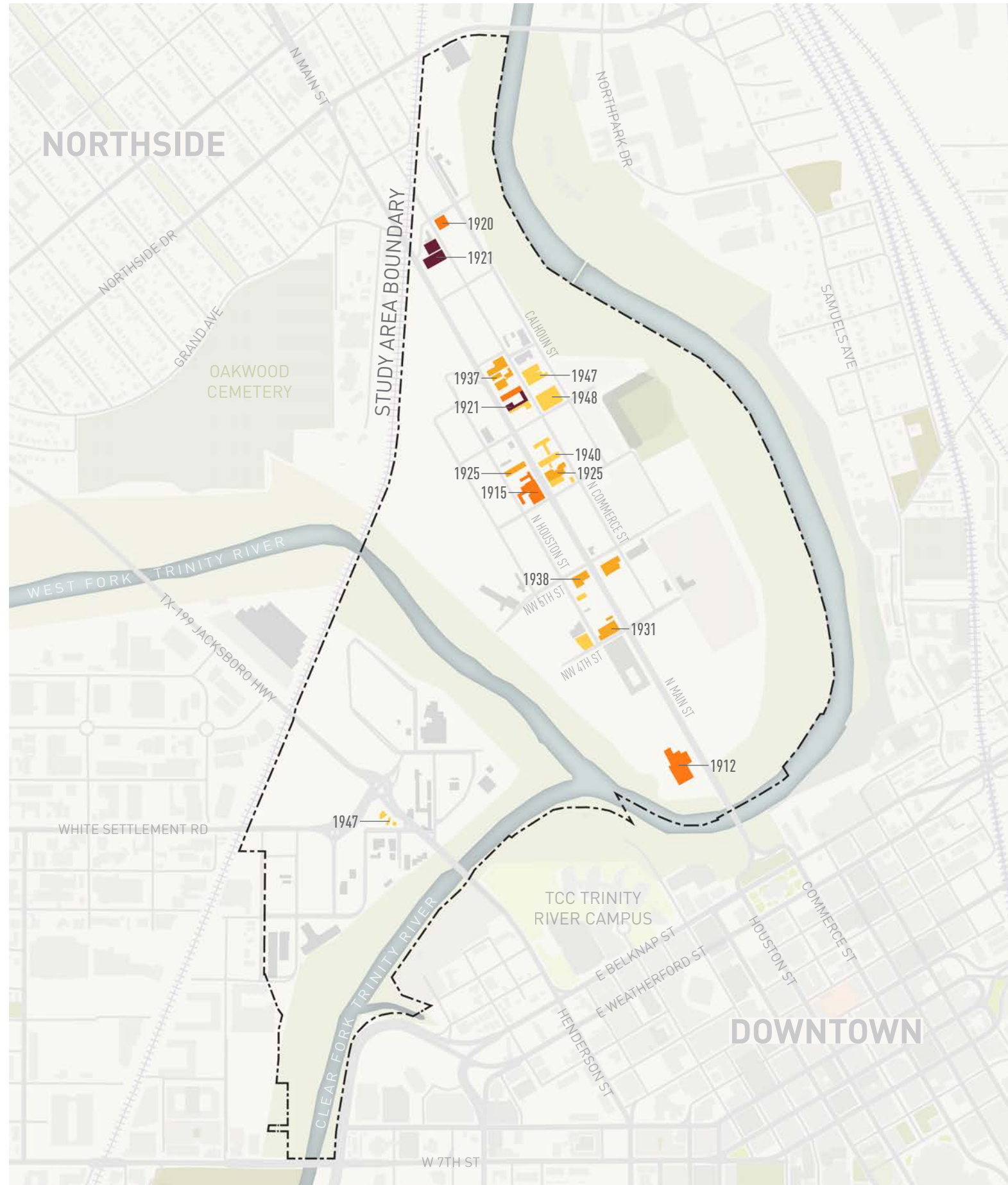
BUILT 1937 840 N MAIN ST



BUILT 1921 818 N MAIN ST

### LEGEND

- EXISTING HISTORIC DESIGNATION
- BUILT BETWEEN 1900-1929
- BUILT BETWEEN 1930-1939
- BUILT BETWEEN 1940-1949



BUILT 1931 501 N MAIN ST



BUILT 1947 704 N MAIN ST



BUILT 1915 705-713 N MAIN ST



BUILT 1937 804 N MAIN ST

# LAND OWNERSHIP - PUBLIC VS PRIVATE

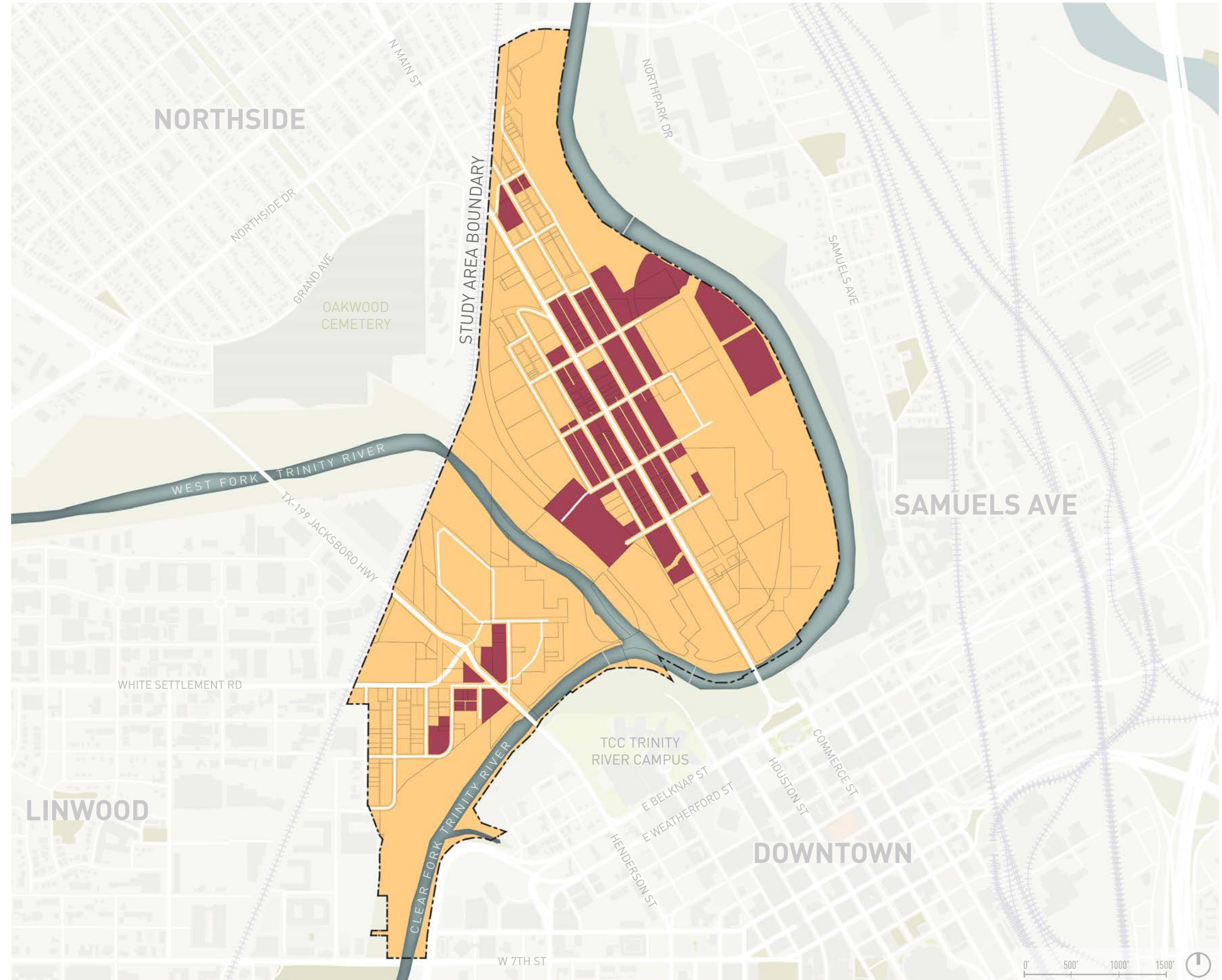
EXISTING CONDITIONS

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

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

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

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



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

# LAND OWNERSHIP BY TYPE - PUBLIC VS PRIVATE

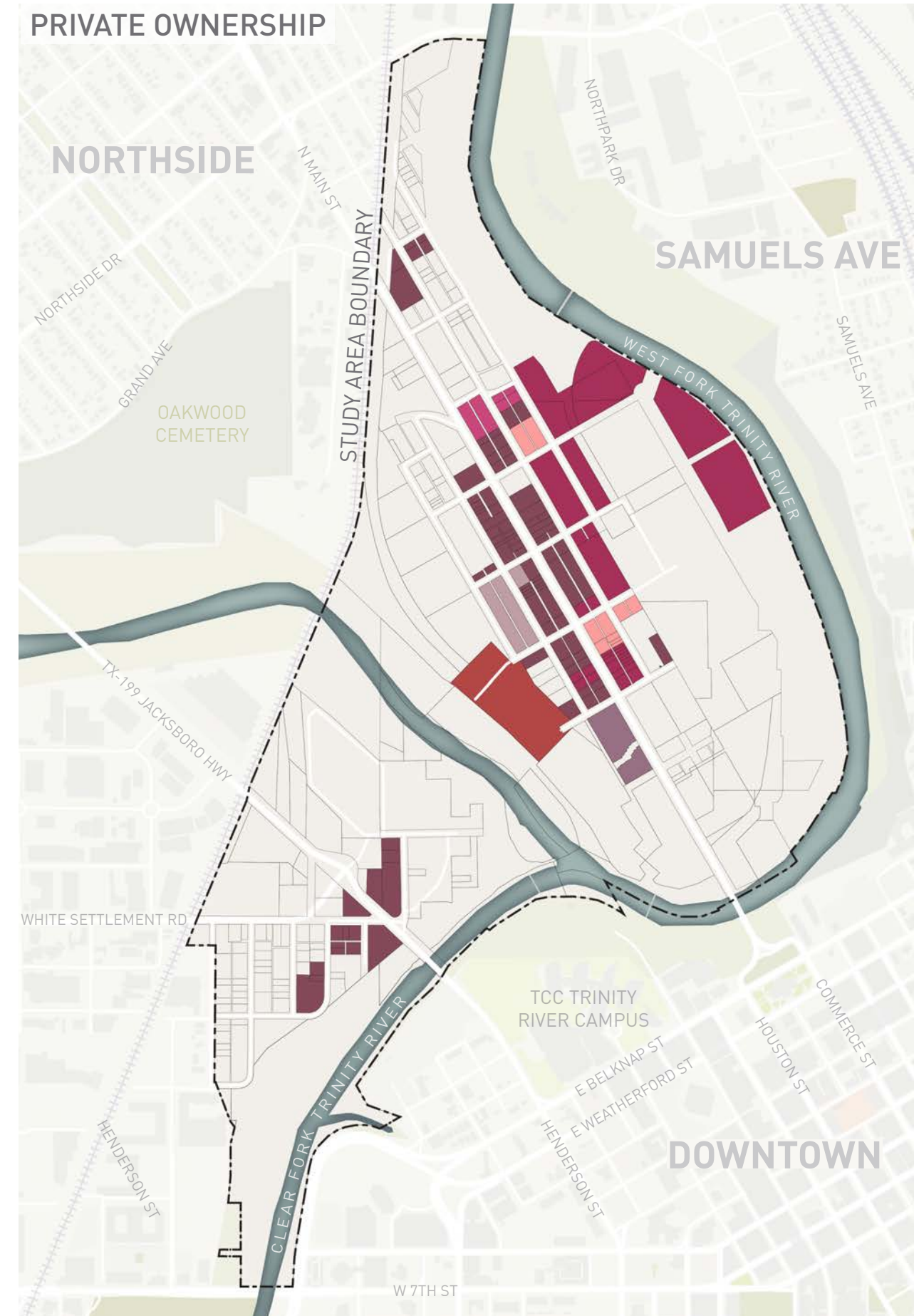
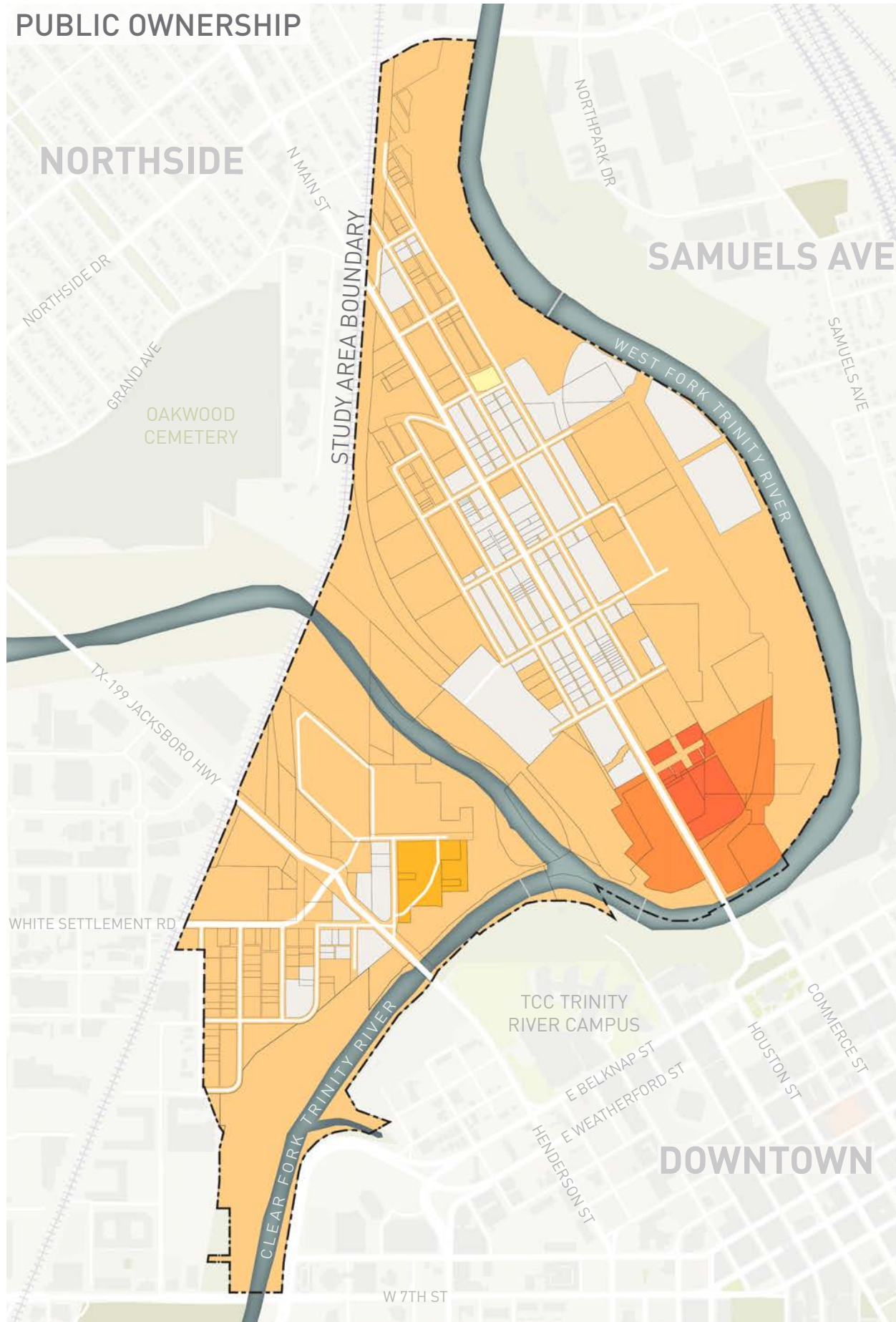
EXISTING CONDITIONS

## PUBLIC 382.61 ACRES

- TRWD  
347.08 acres
- TARRANT COUNTY  
0.72 acres
- CITY OF FORT WORTH  
6.05 acres
- TCCD  
21.33 acres
- ONCOR  
7.44 acres

## PRIVATE 74.31 ACRES

- VARIOUS PRIVATE OWNERS  
25.39 acres
- UNION PACIFIC RAIL ROAD  
11.77 acres
- PANTHER ACQUISITION PARTNERS  
26.06 acres
- TEXAS REFINERY CORP  
1.93 acres
- DEAN VENTURES  
2.96 acres
- RED BARON REAL ESTATE  
3.06 acres
- ENCORE OLYMPUS  
3.15 acres



# LAND OWNERSHIP BY TYPE - PUBLIC VS PRIVATE COMBINED

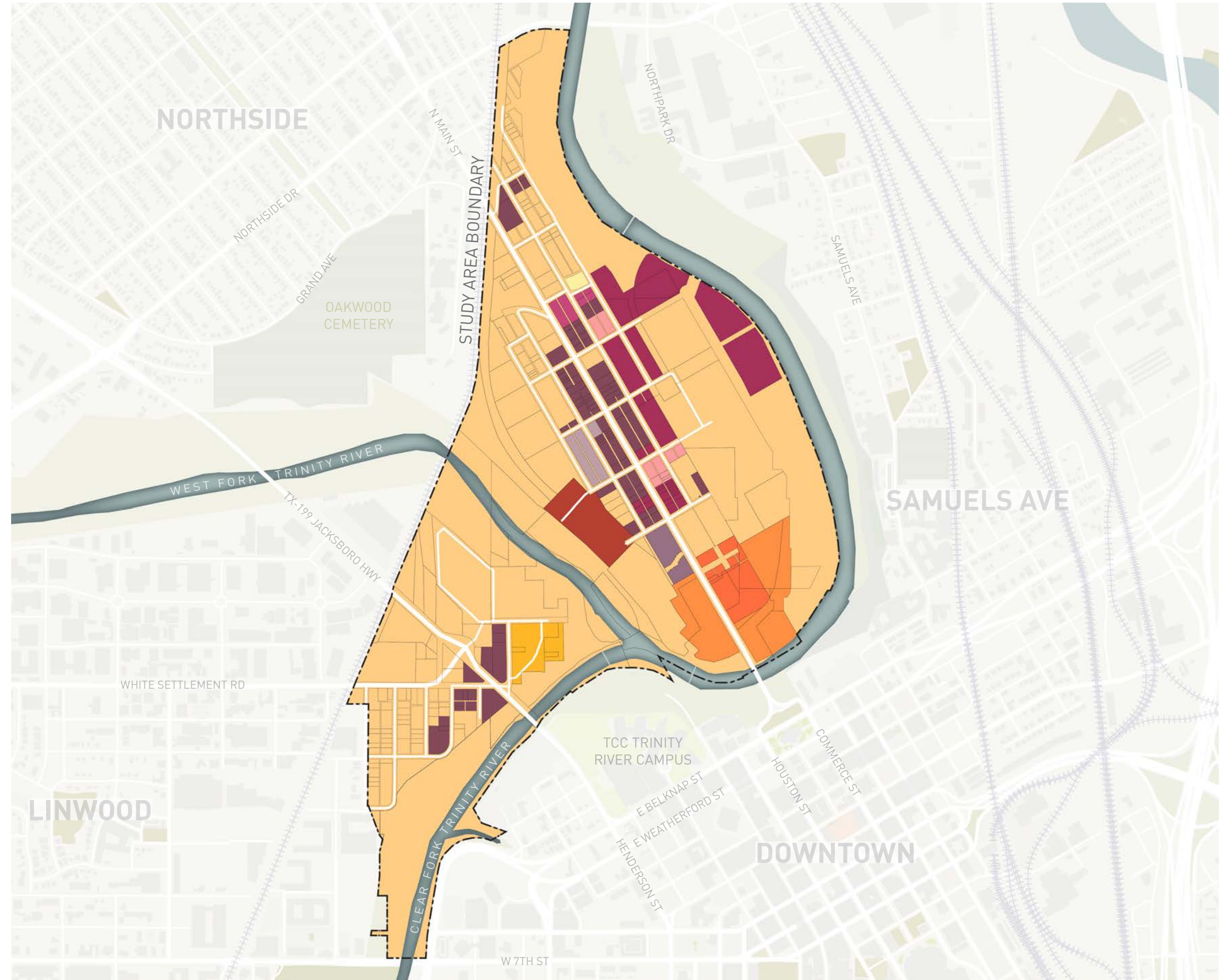
EXISTING CONDITIONS

## PUBLIC 383.15 ACRES

- TRWD  
347.08 acres
- TARRANT COUNTY  
0.72 acres
- CITY OF FORT WORTH  
6.22 acres
- TCCD  
21.38 acres
- ONCOR  
7.75 acres

## PRIVATE 73.78 ACRES

- VARIOUS PRIVATE OWNERS  
25.24 acres
- UNION PACIFIC RAIL ROAD  
9.08 acres
- PANTHER ACQUISITION PARTNERS  
28.36 acres
- TEXAS REFINERY CORP  
1.93 acres
- DEAN VENTURES  
2.96 acres
- RED BARON REAL ESTATE  
3.06 acres
- ENCORE OLYMPUS  
3.15 acres



# TOPOGRAPHY - EXISTING CONDITIONS

EXISTING CONDITIONS



— 626' HIGHEST ELEVATION

— 618' TOP OF BLUFF

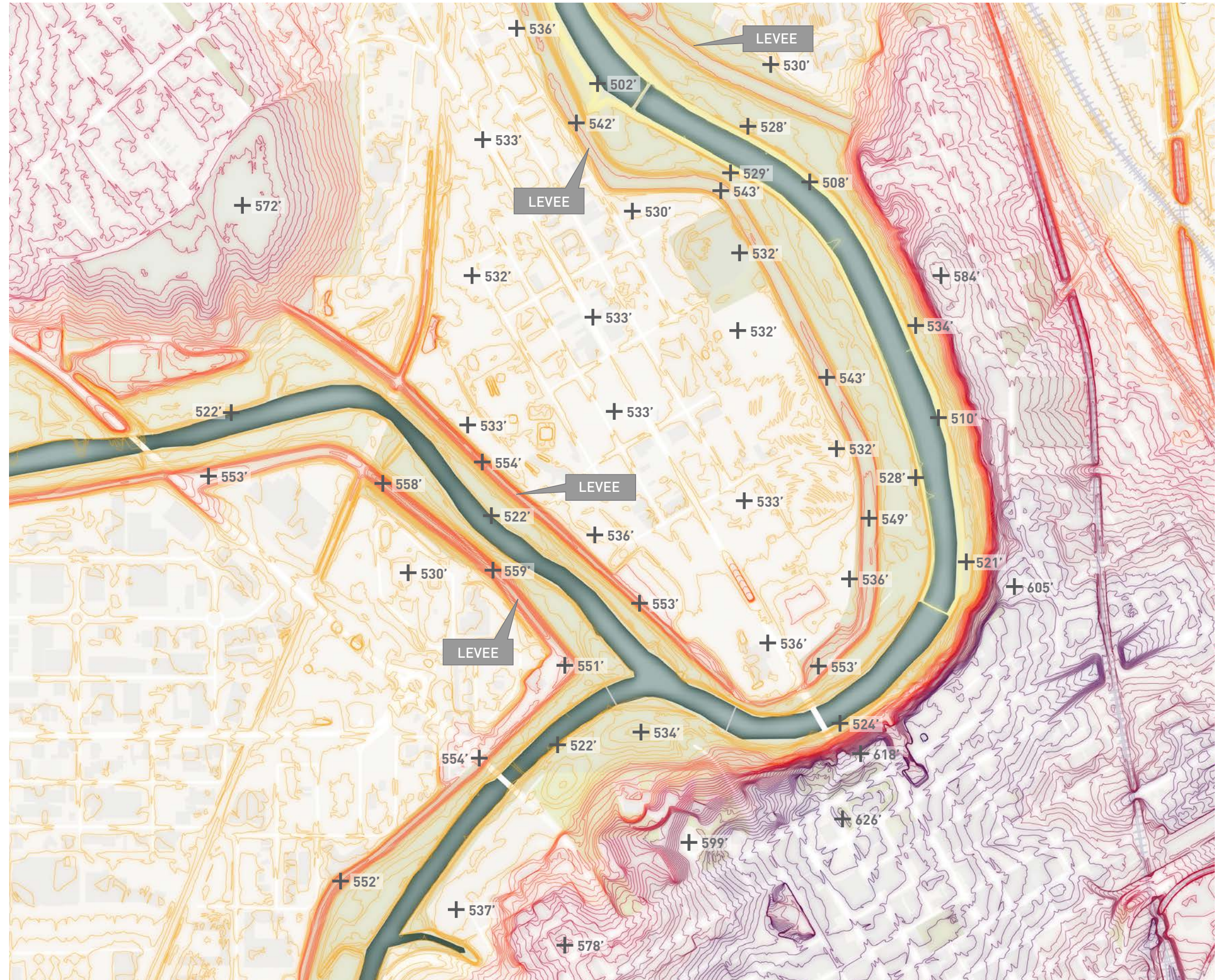
— 572' OAKWOOD CEMETERY

— 554' TOP OF LEVEE

— 530' BOTTOM OF LEVEE

— 524' BOTTOM BLUFF

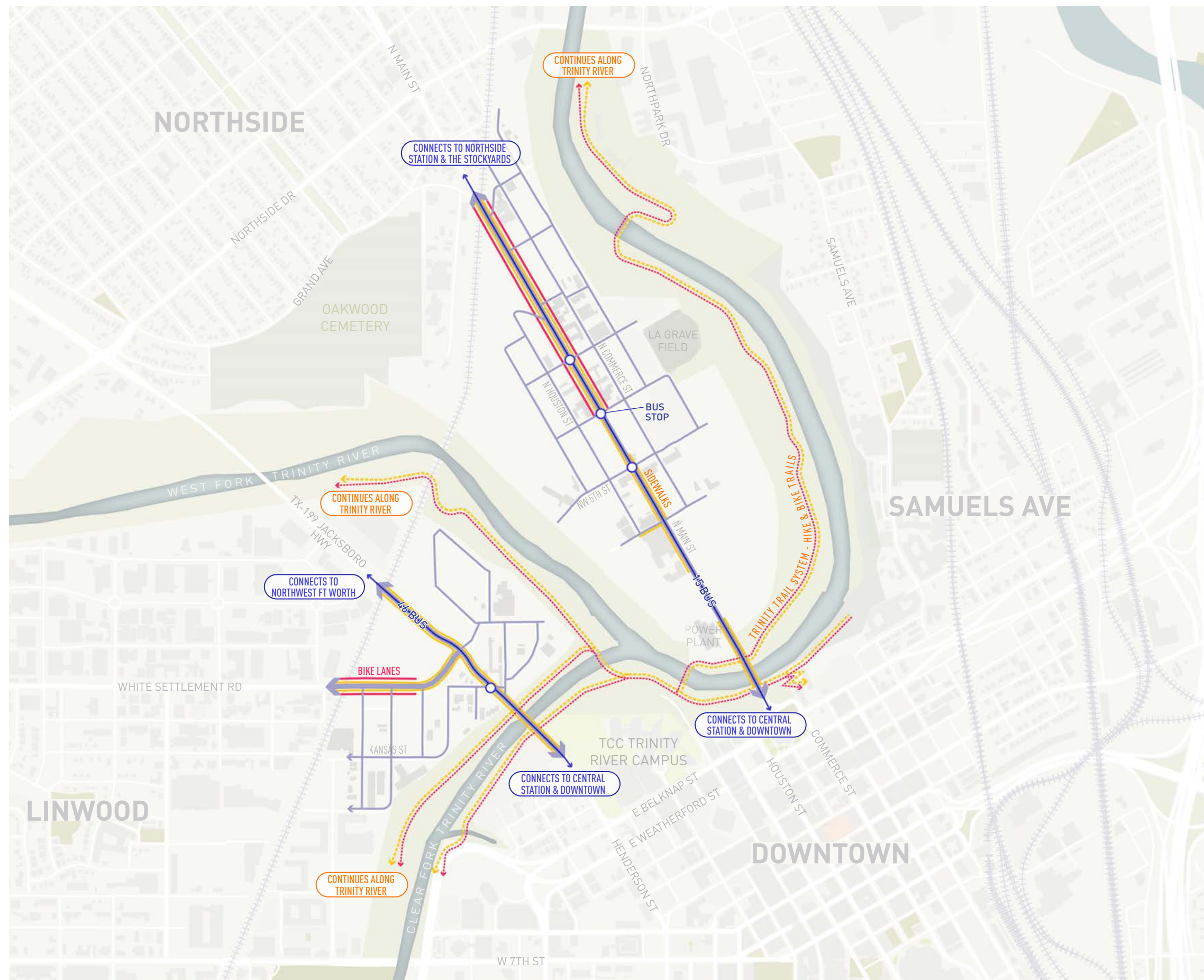
— 502' LOWEST ELEVATION



# EXISTING ACCESS & CONNECTIVITY ON PANTHER ISLAND

## EXISTING CONDITIONS

The current access and connectivity on Panther Island is notably inadequate, posing significant challenges for visitors. The pedestrian infrastructure is fragmented, with many streets lacking sidewalks altogether. The bike infrastructure is almost nonexistent, and the limited bike lanes available are narrow and unsafe. Although the Trinity Trail system along the riverfront is a beloved asset to the community, accessing it from Panther Island proves problematic. The entry points are challenging to find and not handicap accessible, limiting the inclusivity and usability of the trail system.



### LEGEND

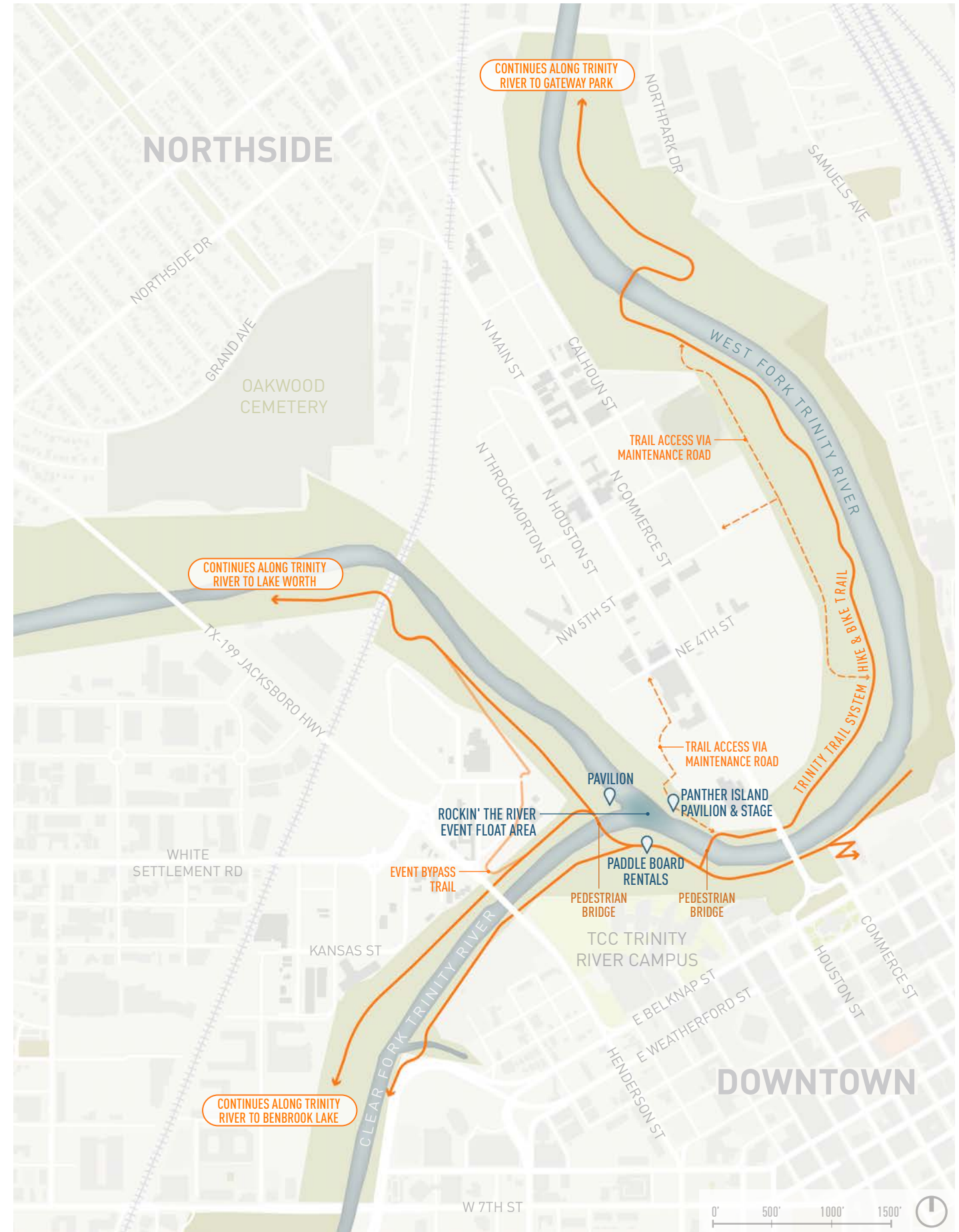
- SIDEWALK
- - - PEDESTRIAN TRAIL
- BIKE LANE
- - - BIKE ACCESSIBLE TRAIL
- BUS ROUTE
- BUS STOP



# PANTHER ISLAND OUTDOOR LIFESTYLE TODAY

## EXISTING CONDITIONS

An examination of the current Fort Worth's waterfront culture reveals the love the community has for the existing trail system and recreational offerings along the river such as walking, biking, and horseback riding. The Panther Island Pavilion contributes vibrancy by hosting events like "Rockin' the River," where attendees float on the water during concerts. Yet the full potential of the Trinity river as a resource remains under-utilized; existing public open space internal to Panther Island consists of mainly passive, recreational, and occasional active experiences with limited programmed spaces. Accessibility also poses a challenge, with issues reaching the river from Downtown, Samuels Ave, and the Northside. Despite the appeal of walking, running, biking, or horseback riding, the serene trails and riverfront are often quiet, raising safety concerns, particularly at night.



02

***PAST VISIONS & FLOOD PREVENTION***

***THE CENTRAL CITY PROJECT & FORM BASED CODE TO UNLOCK PANTHER ISLAND DEVELOPMENT***

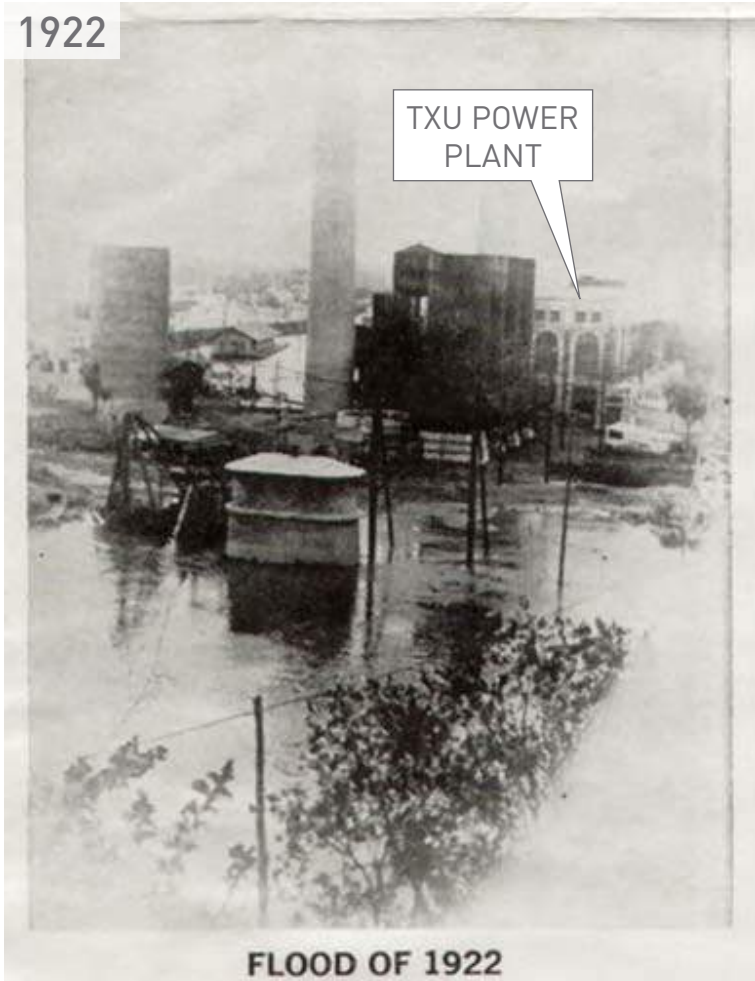


# SITE HISTORY - HISTORIC FLOODING

PAST VISIONS & FLOOD PREVENTION

MAJOR FLOODS: 1889 / 1908 / 1922 / 1949 / 1989

1922



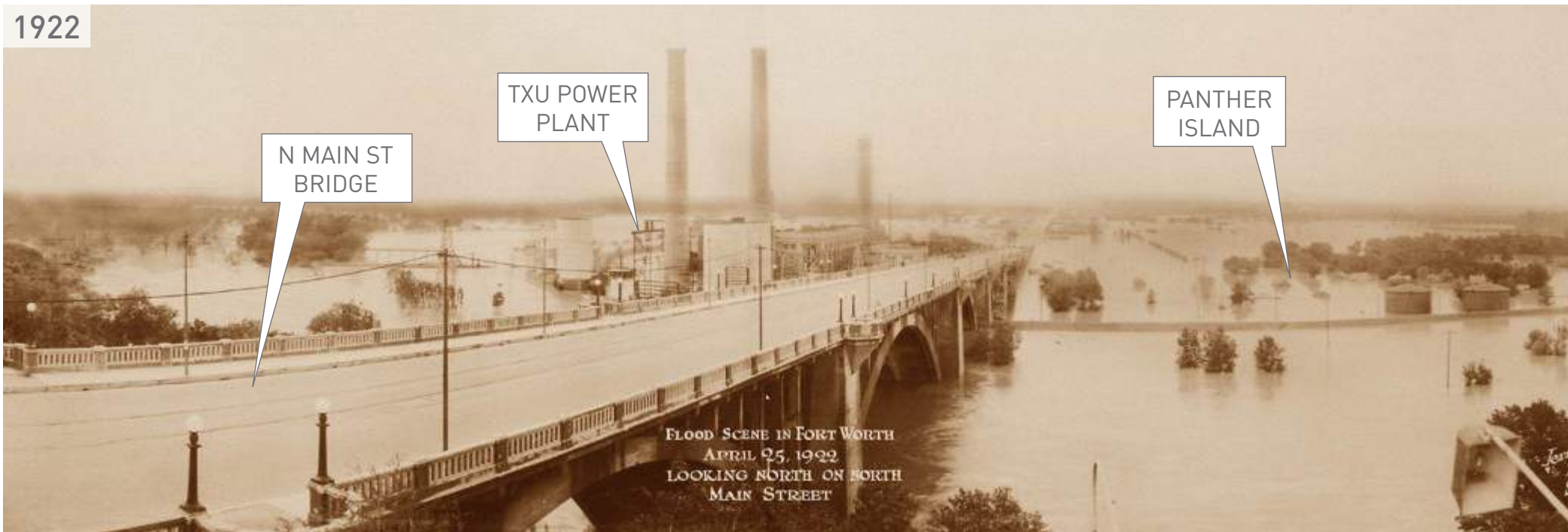
1949



1949



1922



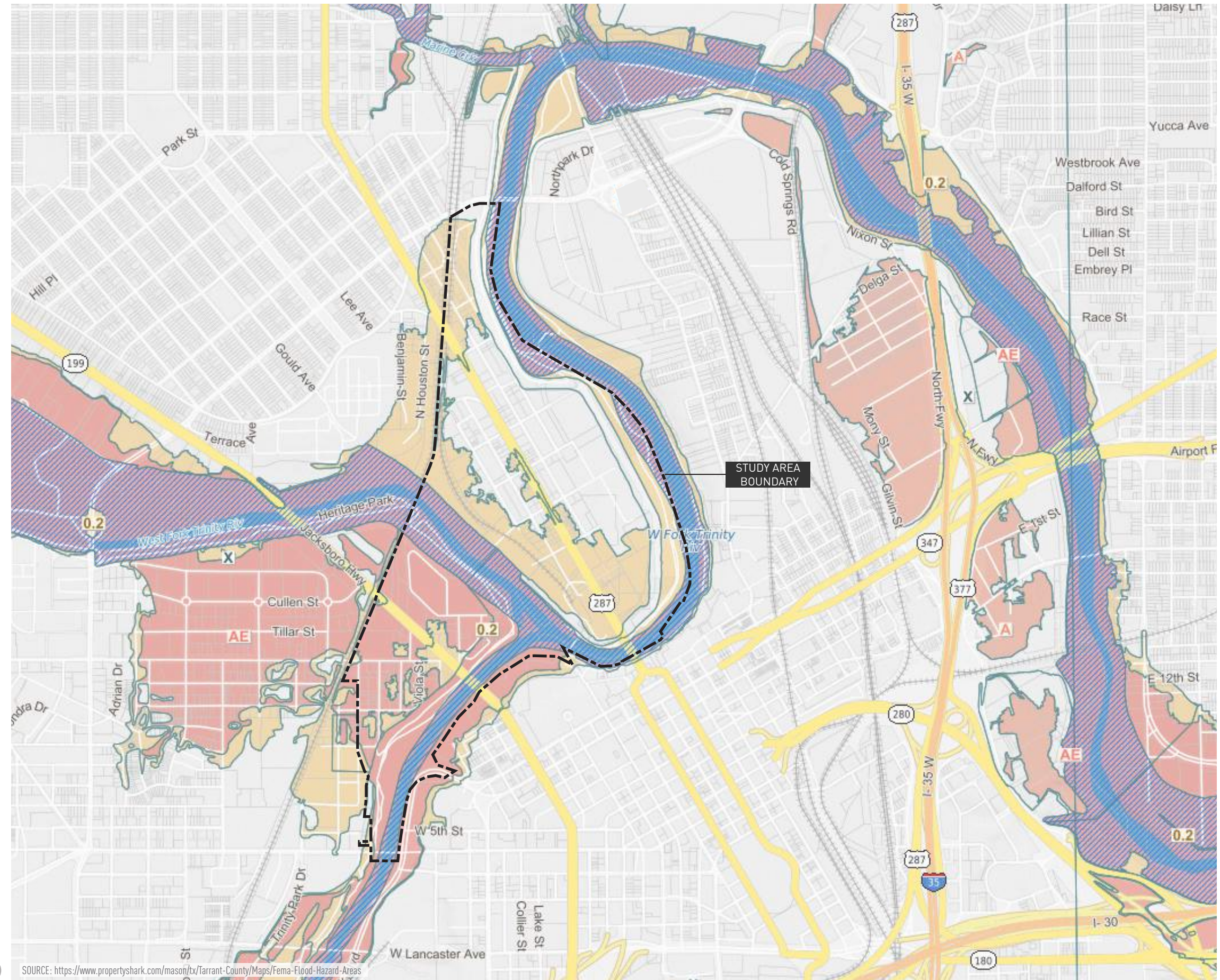
1949






# FEMA FLOODPLAIN - EXISTING CONDITIONS

## PAST VISIONS & FLOOD PREVENTION

Given the existing flood risk on Panther Island shown in the FEMA floodplain map, significant changes are needed in the flood protection infrastructure to unlock the development of the district. These changes are being accomplished by the Central City Project & new bypass channel that will reduce the risk of flooding on Panther Island by managing and partially redirecting the river's flow.



### LEGEND

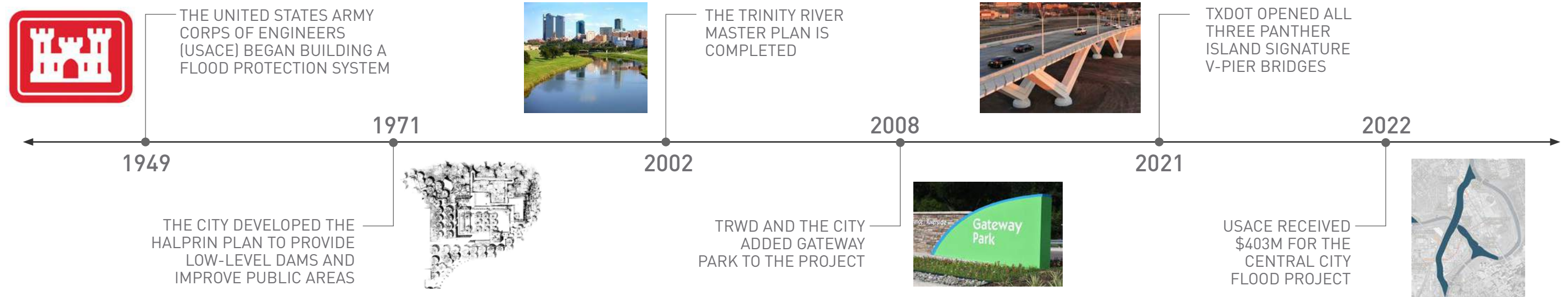
-  FLOODWAY
-  500 YR FEMA FLOODPLAIN
-  100 YR FEMA FLOODPLAIN

# PROJECT HISTORY

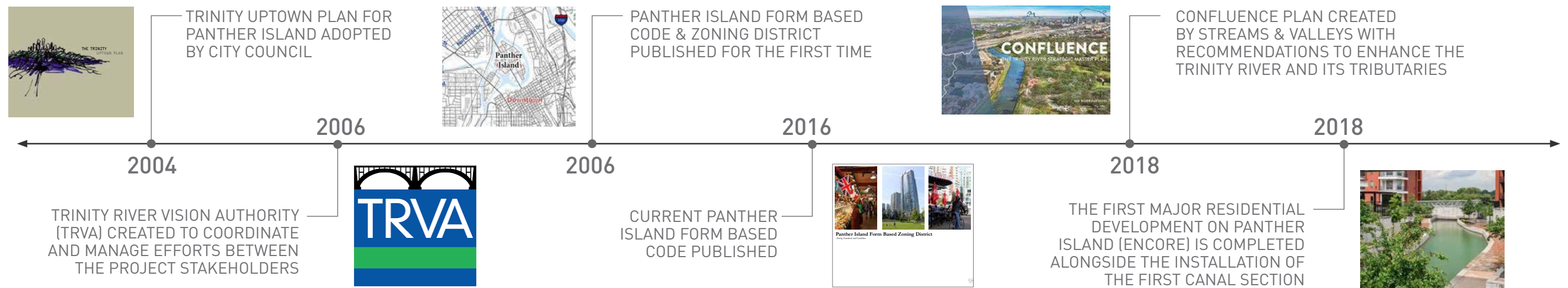
## PAST VISIONS & FLOOD PREVENTION

THE FLOOD CONTROL AND PANTHER ISLAND PROJECTS HAVE A LONG HISTORY. FEDERAL FUNDING AND COMPLETION OF NEW BRIDGES IN RECENT YEARS HAVE ACCELERATED PROGRESS.

### CENTRAL CITY FLOOD PROJECT TIMELINE

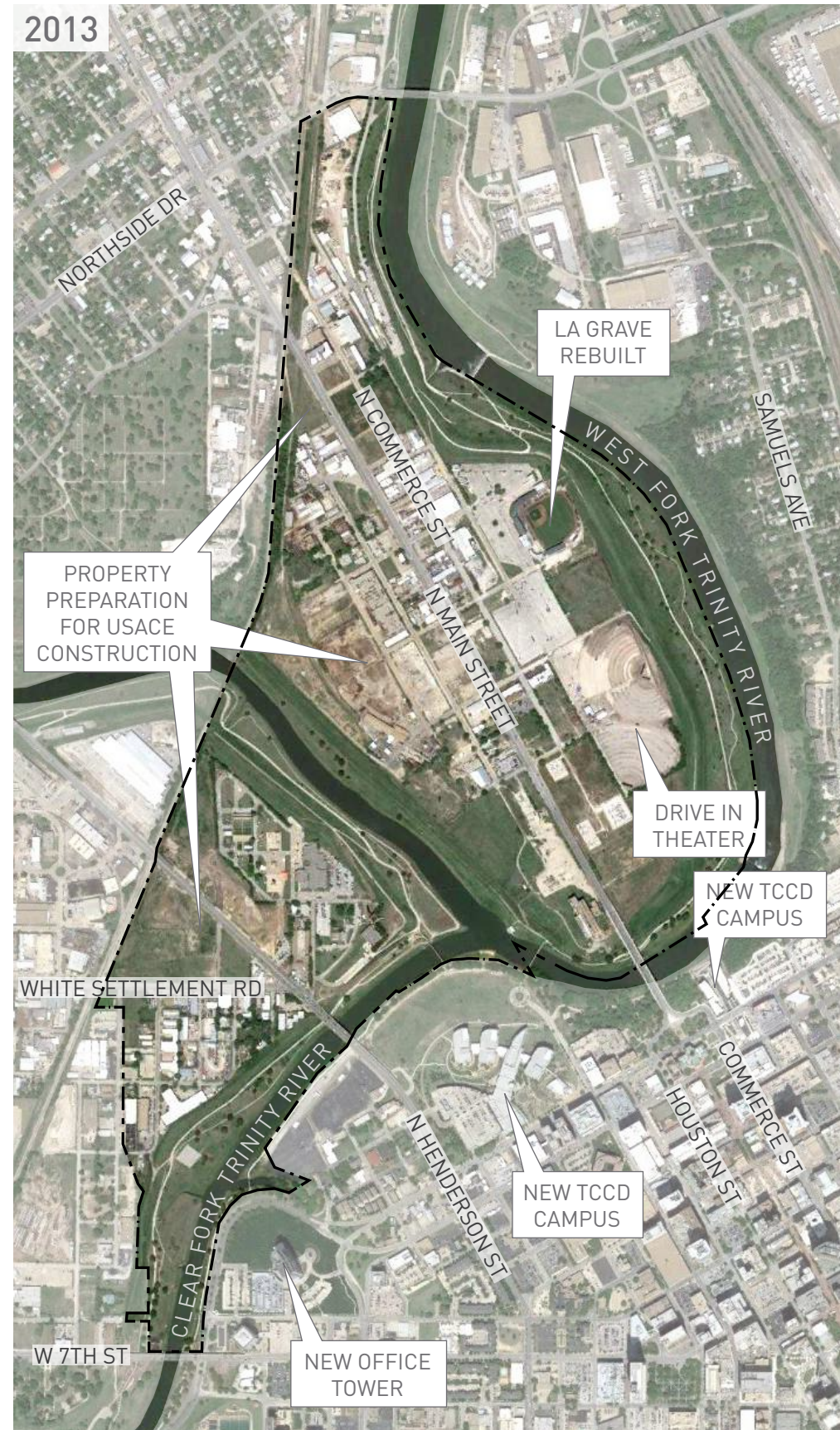


### PANTHER ISLAND PROJECT TIMELINE



# PANTHER ISLAND RECENT PAST & PRESENT

## PAST VISIONS & FLOOD PREVENTION



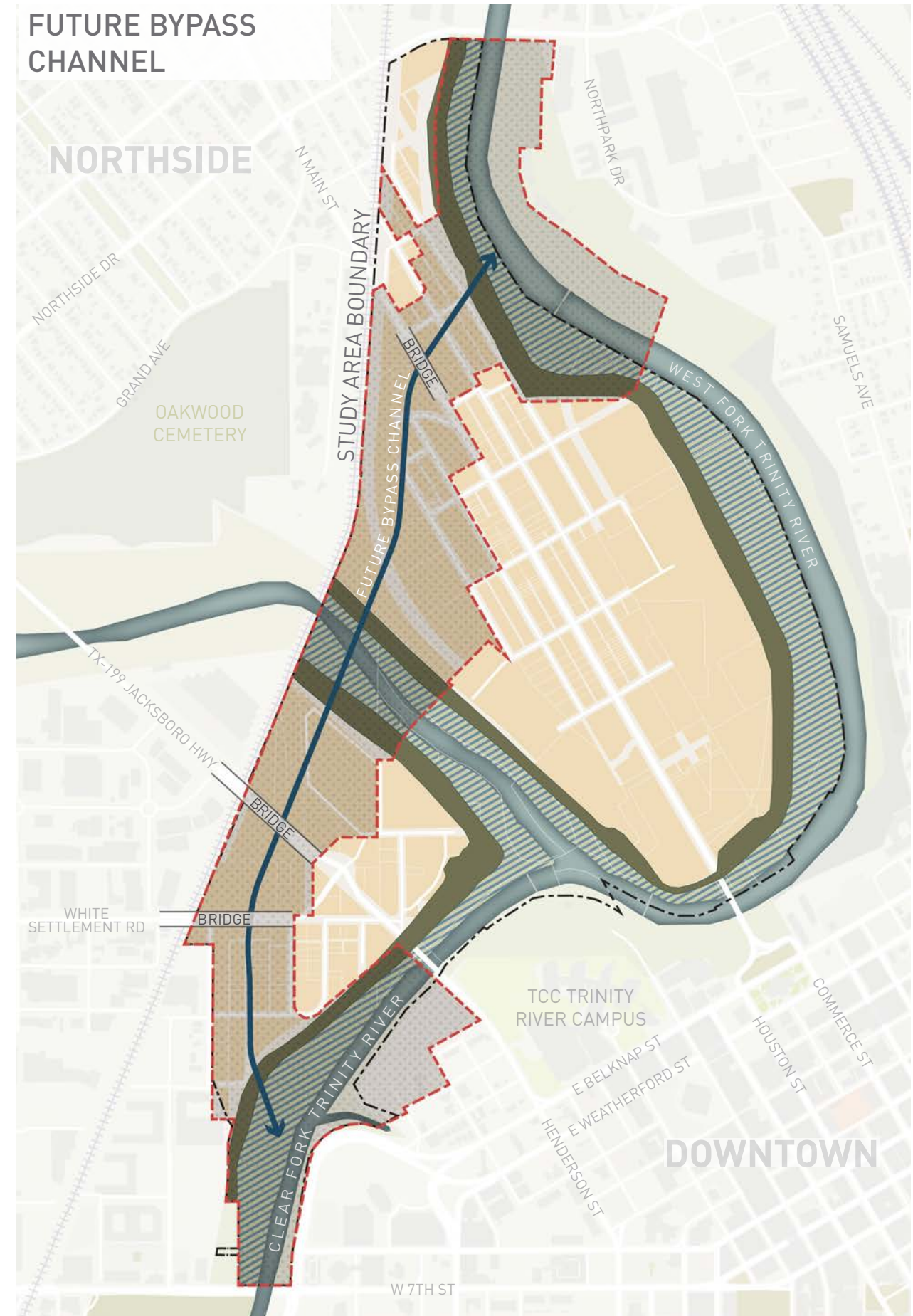
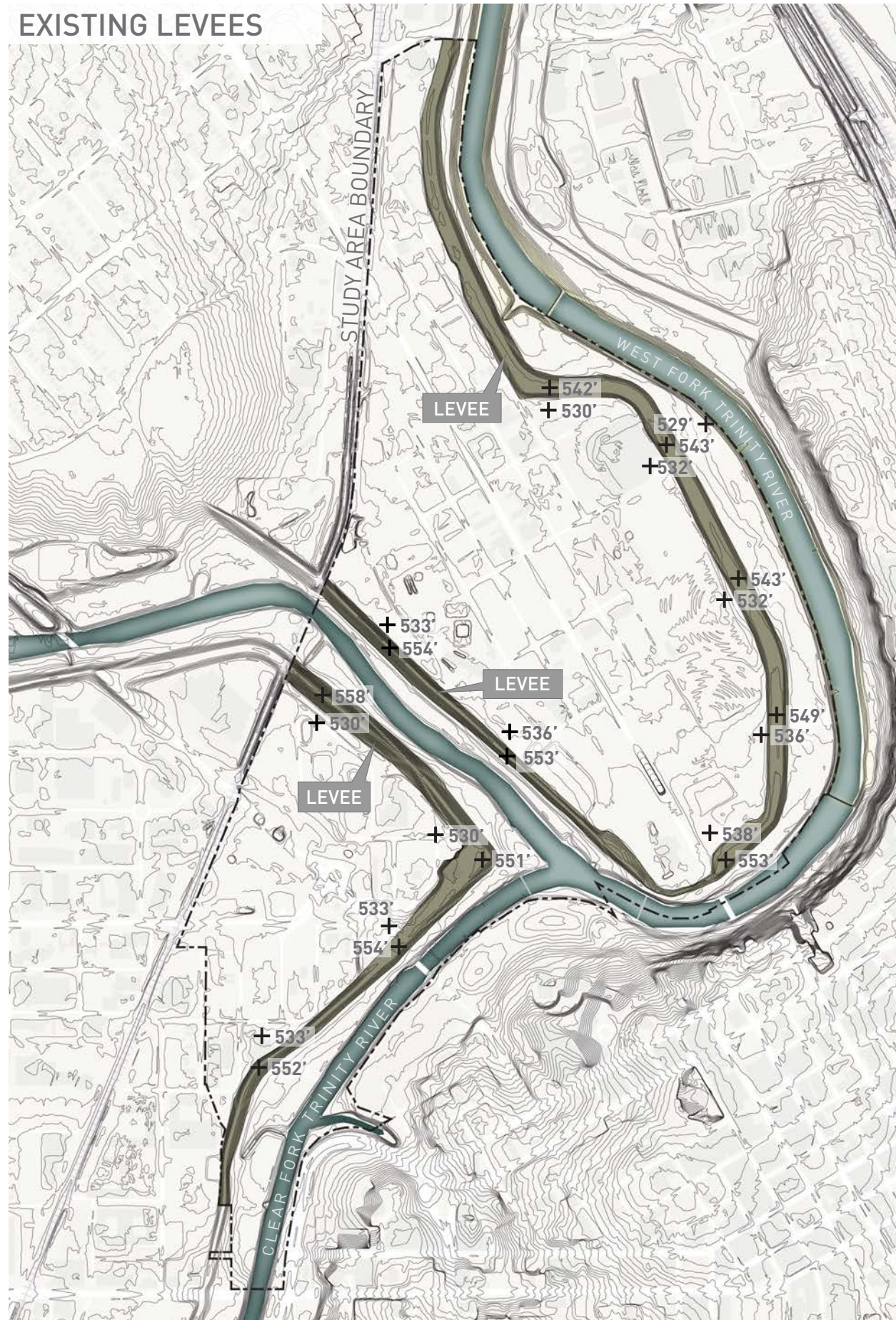
# EXISTING LEVELS & INTERIM BYPASS CHANNEL CONSTRUCTION

## PAST VISIONS & FLOOD PREVENTION

The existing flood protection infrastructure system uses levees to protect development in 2,400 acres along the river and in the Panther Island area. The new bypass channel will allow these levees to be removed once the Central City Project is completed and unlock additional development potential on Panther Island.

### LEGEND





- DEVELOPABLE LAND**  
Properties currently protected by the levees.
- LEVEE** Land that is currently undevelopable due to the location of the levees.
- FLOODABLE AREA** Properties currently unprotected from the levee system and prone to flooding.
- CONSTRUCTION AREA** Land utilized for the construction of the bypass channel.
- SPOT ELEVATION**  
Existing conditions

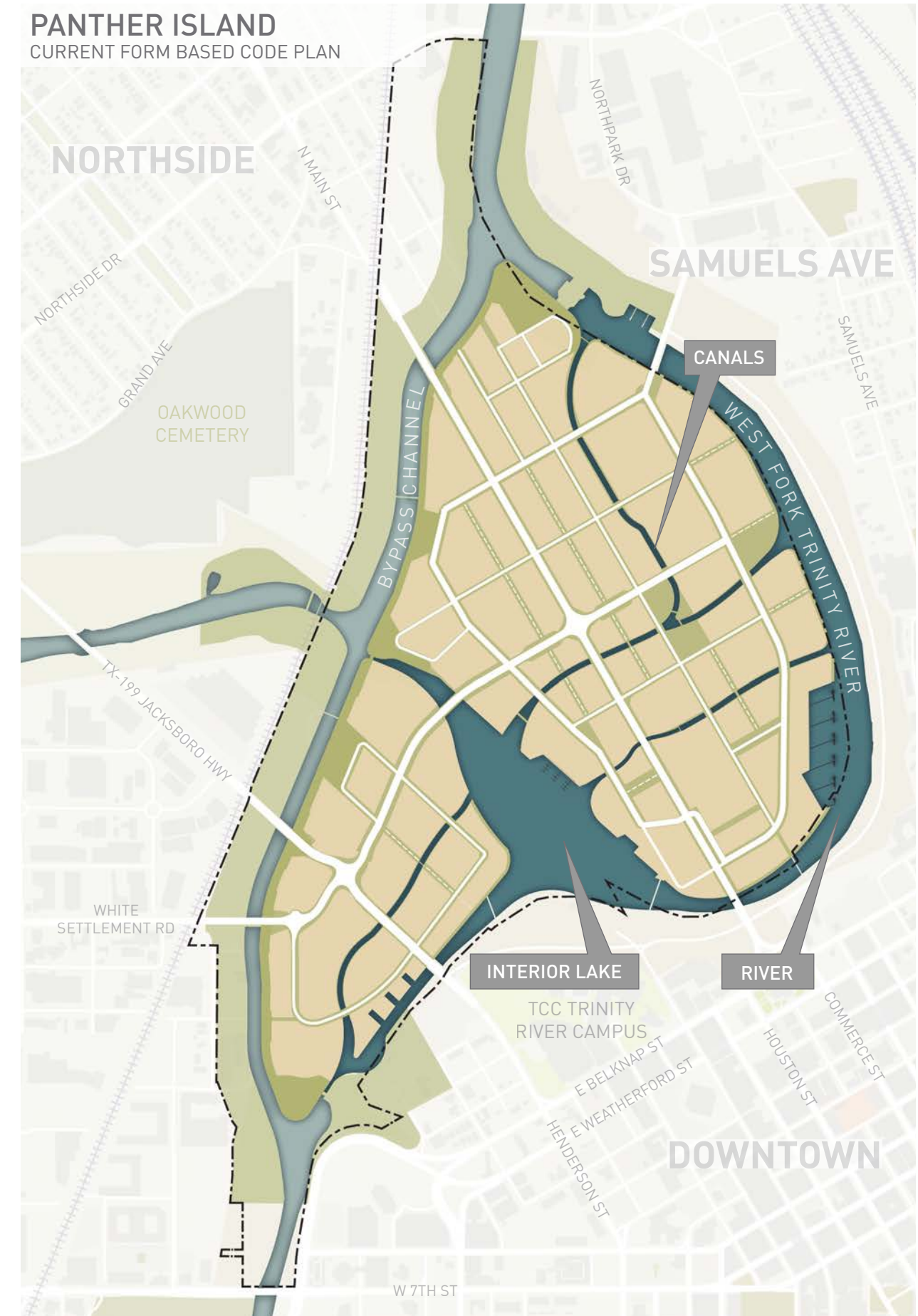
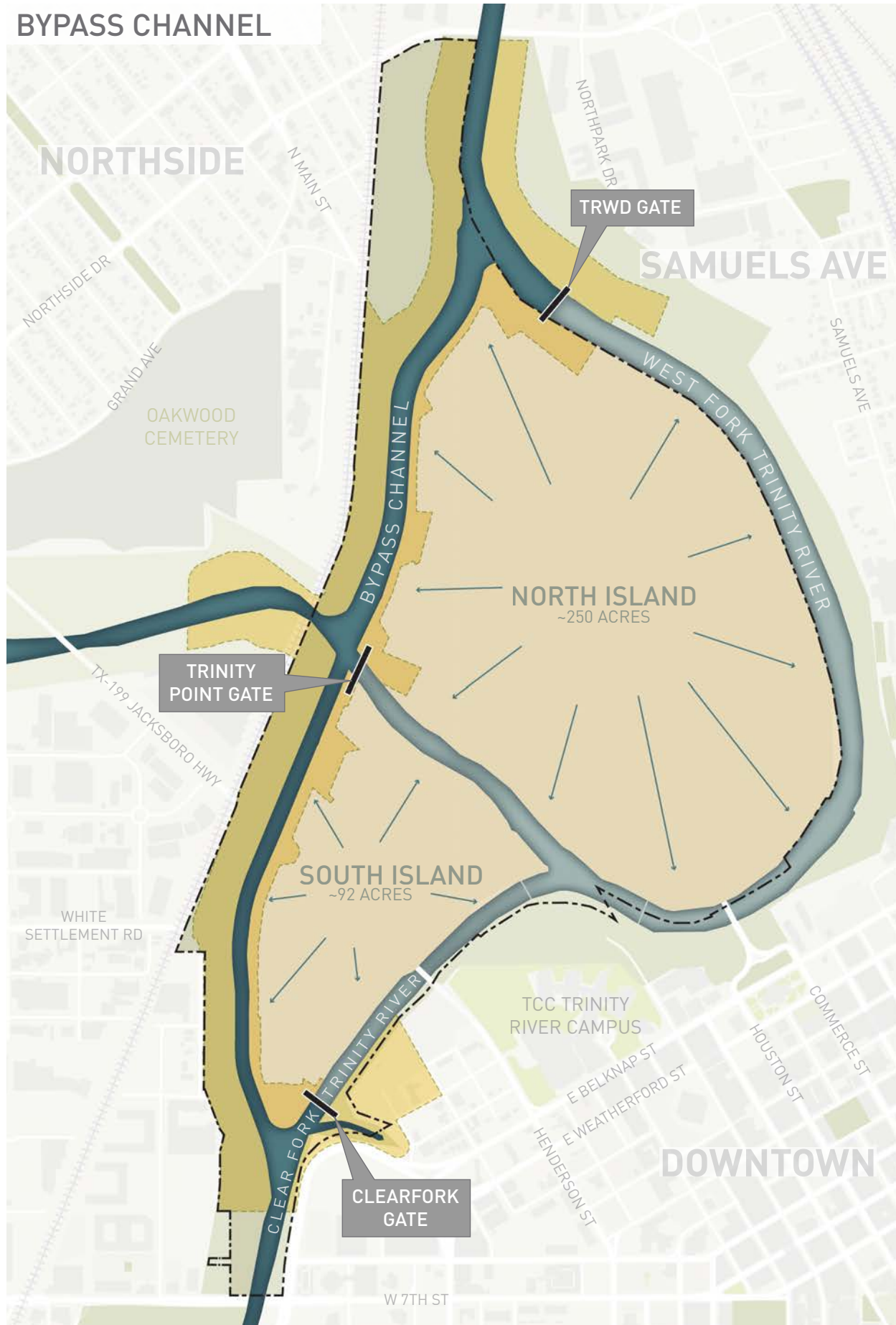


# TWO SEPARATE PROJECTS & FLOOD PROTECTION - BYPASS CHANNEL & PANTHER ISLAND

## PAST VISIONS & FLOOD PREVENTION

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

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



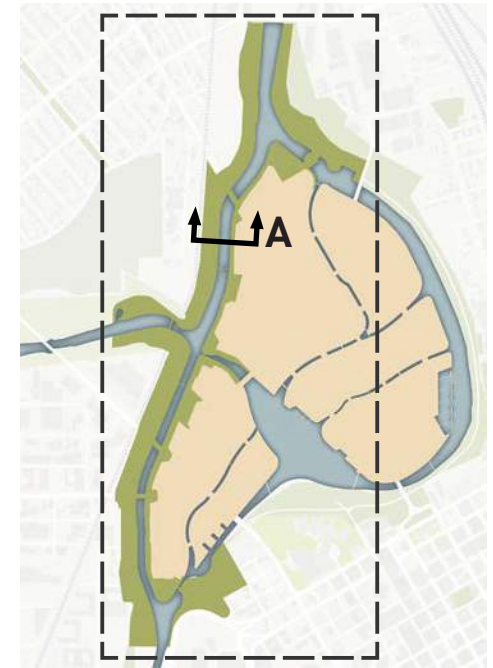
# FUTURE BYPASS CHANNEL

## PAST VISIONS & FLOOD PREVENTION

These are preliminary design ideas for the bypass channel provided by the Central City Project and meant to display design intent for graphic reference only.



SECTION A - PROPOSED TYPICAL BYPASS CHANNEL



## CENTRAL CITY PROJECT - BYPASS CHANNEL



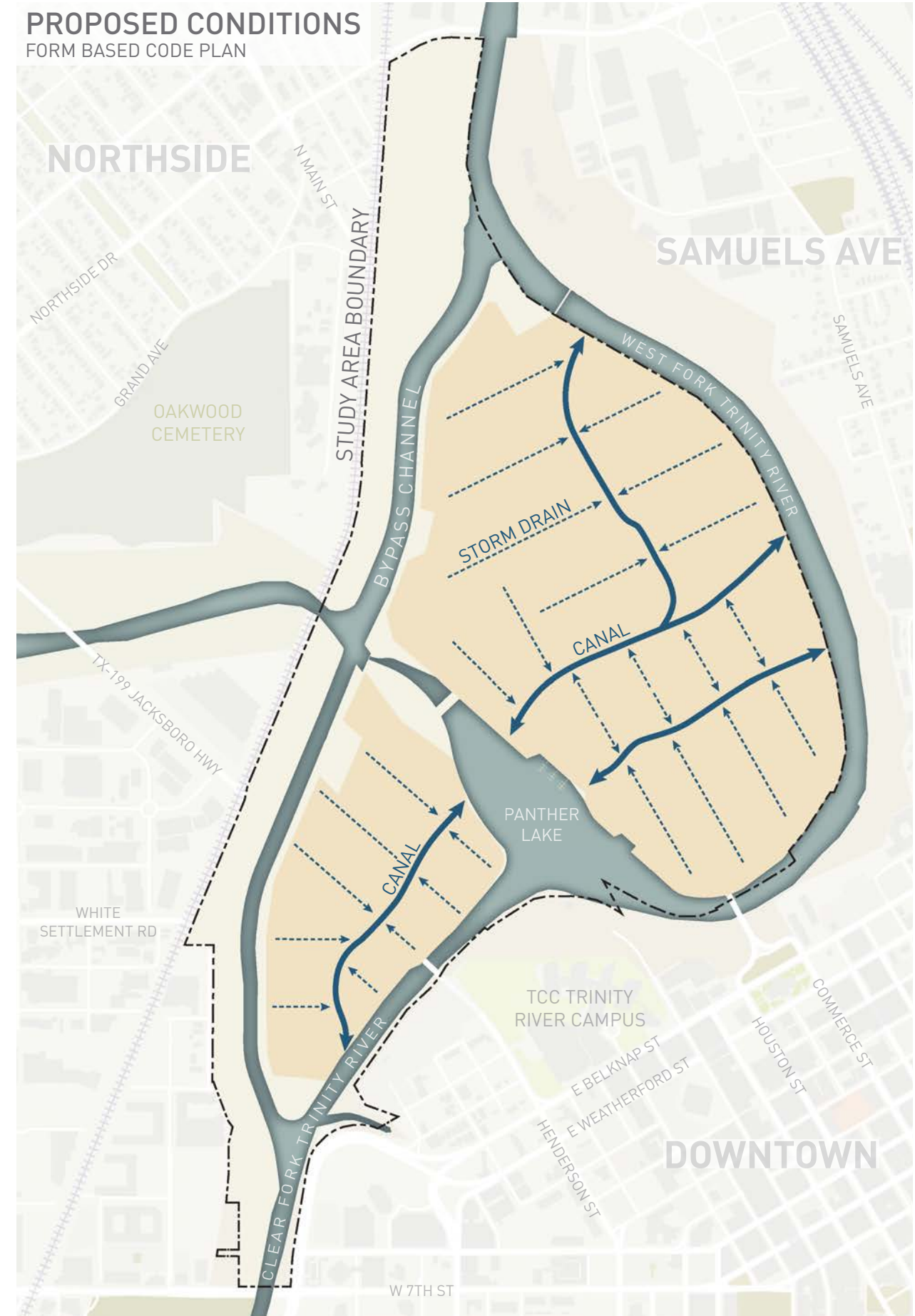
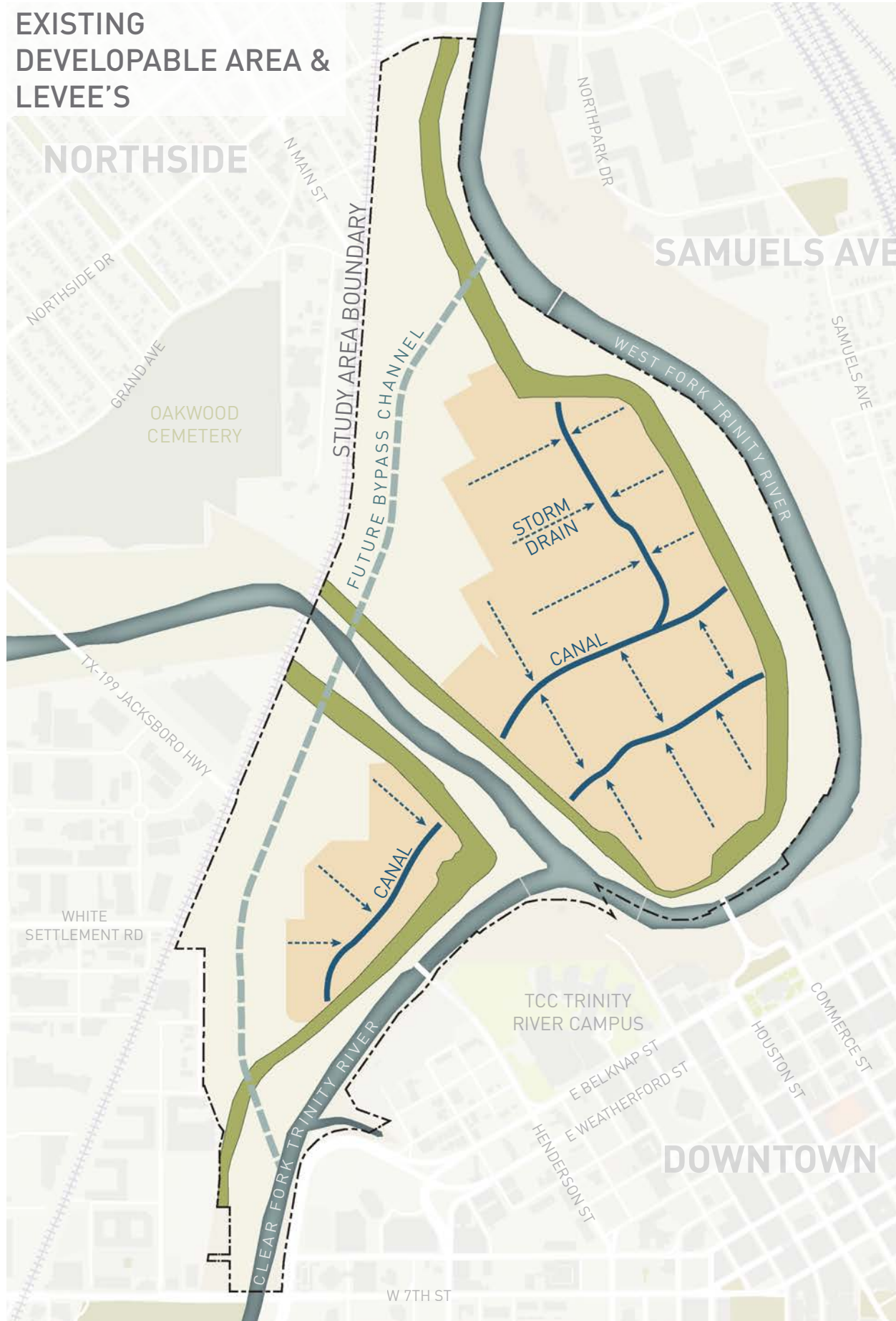
# CANAL STORMWATER PLANNING

## PAST VISIONS & FLOOD PREVENTION

The main purpose of the canals is to act as a district-wide stormwater system for both the north and south Island. Stormwater internal to the district is captured and pre-treated in the adjacent development parcels before flowing into the canals for storage. The system is designed to be built in segments which allows development to start today in select locations with the levee systems still in place. Once the levees are removed, the canals can connect to the river and interior lake. See chapter 5 for more information and recommendations on development zones and phasing of canal construction.

### LEGEND

- DEVELOPABLE LAND
- LEVEE
- CANAL
- STORM DRAIN





# PLANNING HISTORY FOR PANTHER ISLAND - PAST VISIONS

## PAST VISIONS & FLOOD PREVENTION

### TRINITY UPTOWN PLAN (2004)

This plan generated the larger design and vision aspirations for Panther Island and sparked initial discussions with the local community.



### FORM BASED CODE PLAN (~2016)

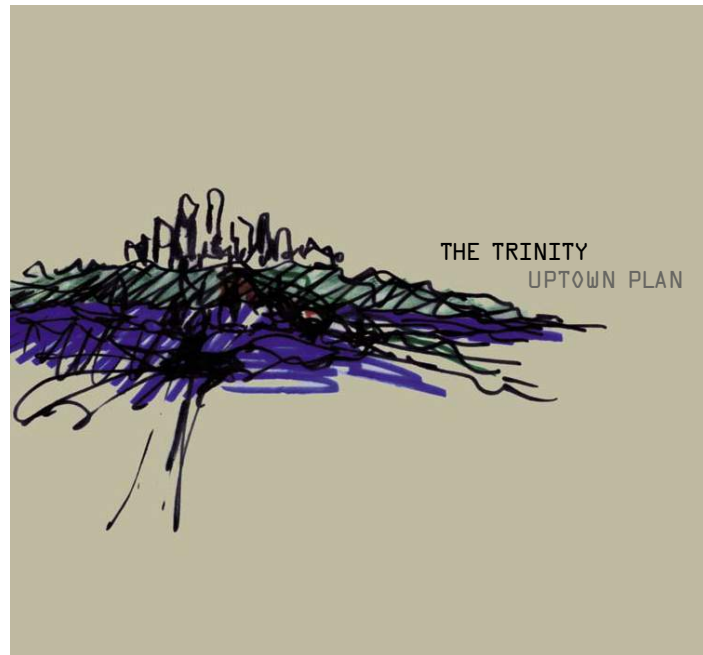
This plan was used as the basis to generate the now adopted form based code which regulates the development of Panther Island today.



# PLANNING HISTORY FOR PANTHER ISLAND - URBAN DESIGN GOVERNANCE

PAST VISIONS & FLOOD PREVENTION

KEY EFFORTS HAVE SHAPED PANTHER ISLAND'S URBAN DESIGN VISION TO WHAT IT IS TODAY



## TRINITY UPTOWN PLAN (2004)

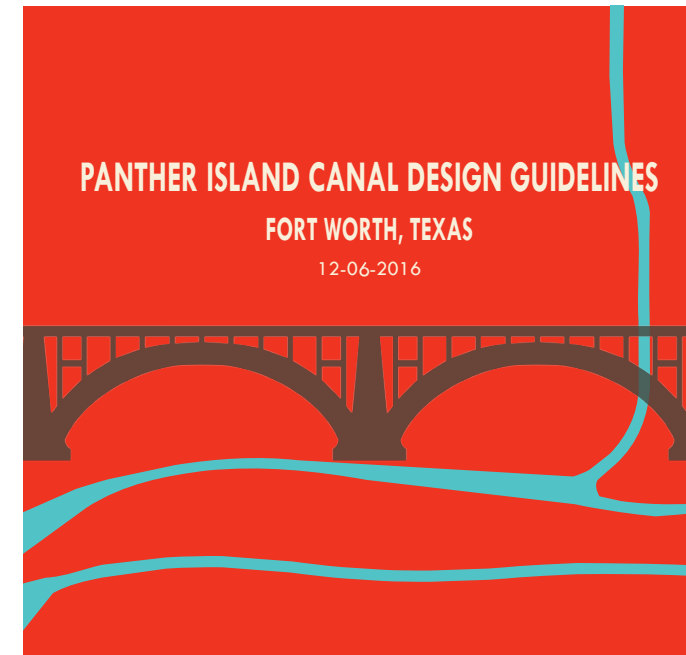
- INITIAL VISION & IDENTITY ASPIRATIONS
- DENSITY
- PROGRAM DISTRIBUTION
- OPEN SPACE NETWORK
- CHARACTER



**Panther Island Form Based Zoning District**  
*Zoning Standards and Guidelines*

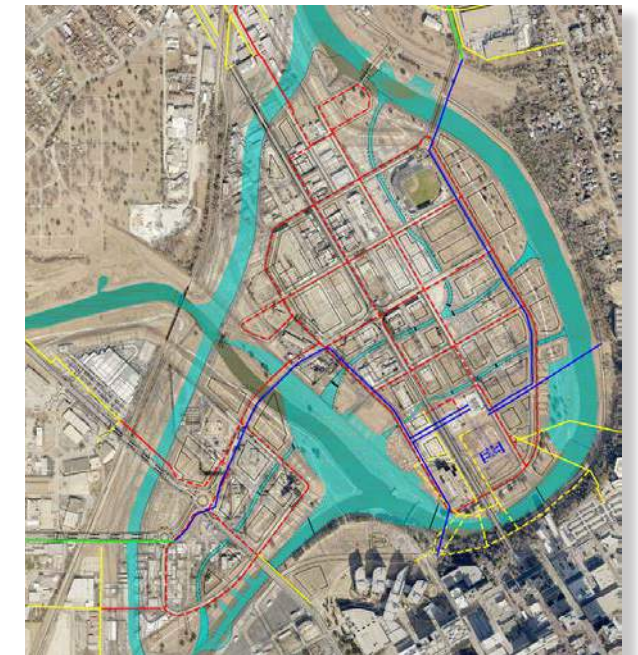
## FORM-BASED CODE (2006, 2010, 2016)

- FRAMEWORK PLAN
- ILLUSTRATIVE SITE PLAN
- STREETS
- WATERWAYS / CANALS
- OPEN SPACE NETWORK
- DENSITY
- LAND USES & DENSITY
- BLOCK TYPOLOGIES
- FURNISHINGS
- SIGNAGE
- PROGRAM DISTRIBUTION



## CANAL DESIGN STANDARDS (2016)

- CANAL FRAMEWORK
- PRECEDENTS
- DESIGN FEATURES
- EDGE TREATMENTS
- GROUND MATERIAL
- SEATING
- PLANT SPECIES



## INFRASTRUCTURE PLANNING (ONGOING)

- WATER
- WASTEWATER
- STORMWATER / CANALS
- ONCOR ELECTRICITY

# PLANNING HISTORY FOR PANTHER ISLAND - HISTORY & OPPORTUNITY

PAST VISIONS & FLOOD PREVENTION

SINCE THE TRINITY UPTOWN PLAN WAS ADOPTED BY THE CITY IN 2004, THE DEVELOPMENT AND COMMUNITY LANDSCAPE HAS CHANGED, AND FORT WORTH'S POPULATION AND ECONOMY HAS BOOMED



A RESIDENTIAL-DRIVEN PLAN WITH EMPHASIS ON HOUSING, PARKS, AND SCHOOLS WITH LIMITED COMMERCIAL USES.

## IN THE NEWS:

**Fort Worth could be home to 1 million people by 2028. How will growth change the city?**

**Welcome to Cowtown: Fort Worth adds more residents than any other city in US, Census data**

**Move Over, Austin: Fort Worth Is the New Texas Boomtown**

DATA SOURCE: ACS, COSTAR, CITY OF FORT WORTH

## SINCE 2004:



**+155%**  
Population



**+13M SF**  
New development



**+181%**  
Employment

03

***COMMUNITY  
FEEDBACK***

# OVERVIEW OF PUBLIC & STAKEHOLDER ENGAGEMENT

## COMMUNITY FEEDBACK

A VARIETY OF ENGAGEMENT APPROACHES PROVIDED OPPORTUNITIES FOR PUBLIC INPUT INTO THE STRATEGIC VISION, WITH A FOCUS ON THE PRIORITIES OF NEIGHBORING COMMUNITIES MOST IMPACTED BY THE PROJECT.

### PHASE I: INTERVIEWS & ENGAGEMENT PLANNING

**20+** CONVERSATIONS WITH STAKEHOLDERS

**3** STEERING COMMITTEE MEETINGS

FORT WORTH REPORT CANDID CONVERSATION PANEL

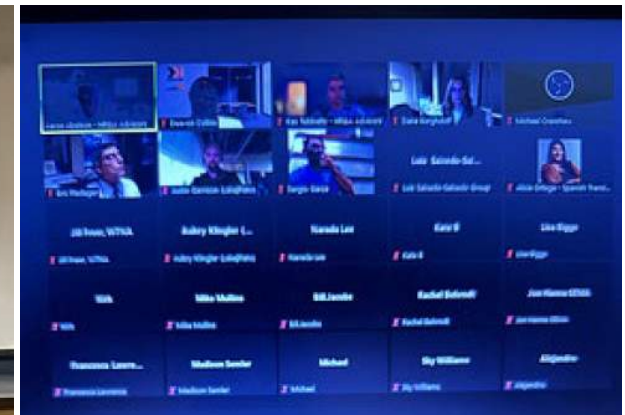
BREAKFAST WITH THE REAL ESTATE COUNCIL OF GREATER FORT WORTH

### PHASE II: VISIONING

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

**130** ATTENDEES FOR PUBLIC MEETINGS

**110** SURVEY RESPONDENTS



IMAGES FROM ENGAGEMENT EVENTS

# PUBLIC WORKSHOPS - WHAT WE SHARED

## COMMUNITY FEEDBACK

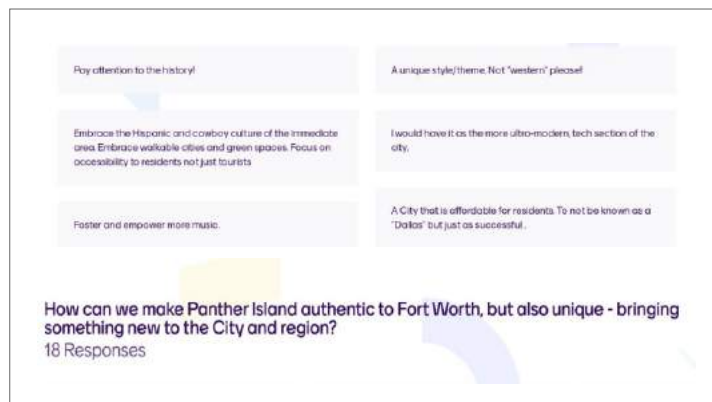
AT PUBLIC WORKSHOPS, STAKEHOLDERS LEARNED ABOUT THE STATUS OF PANTHER ISLAND, HEARD ABOUT GOALS FOR THIS ENGAGEMENT, ASKED QUESTIONS, AND PROVIDED INPUT ON PRIORITIES.

### MEETING GOALS:

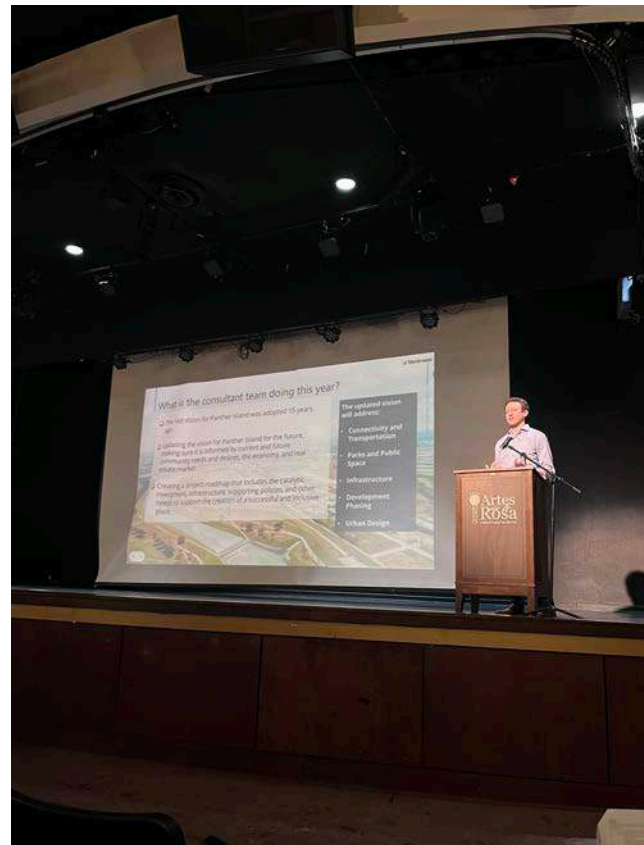
- BUILD A SHARED VISION FOR THE FUTURE OF PANTHER ISLAND, PUTTING COMMUNITY ASPIRATIONS FRONT AND CENTER.
- EXPLORE THE NEEDS OF NEIGHBORING COMMUNITIES TO INFORM THE STRATEGY'S APPROACH TO IDENTITY, CONNECTIVITY, AND INCLUSION.
- EDUCATE THE PUBLIC ABOUT PANTHER ISLAND, RE-ENERGIZING RESIDENTS ABOUT ITS FUTURE POTENTIAL AS AN ASSET TO THE REGION.

### DISCUSSION PROMPTS:

- WHAT ARE SOME NEIGHBORHOODS OR PLACES THAT YOU LOVE? WHAT DO YOU LOVE ABOUT THEM?
- HOW CAN WE MAKE PANTHER ISLAND AUTHENTIC TO FORT WORTH, BUT ALSO UNIQUE-BRINGING SOMETHING NEW TO THE CITY AND REGION?
- HOW CAN WE ENSURE THAT THE PANTHER ISLAND DEVELOPMENT IS INCLUSIVE AND BENEFITS ALL FORT WORTH RESIDENTS



INTERACTIVE RESPONSES FROM PARTICIPANTS



CONSULTANT TEAM PRESENTATION

SEPTEMBER		Attendance Encouraged
<b>Thurs 7</b> 6 p.m. *Artes de Rosa Cultural Center for the Arts 1943 N. Main St., Fort Worth, TX 76164 <b>Northside and Rock Island/ Samsels Ave. Communities</b>	<b>Tues 26</b> 6 p.m. Virtual Scan the QR code to register <b>Open to the Public</b>	
<b>Thurs 14</b> 6 p.m. Tarrant County College - Trinity River Campus 300 Trinity Campus Circle, Fort Worth, TX 76102 <b>West 7th and Downtown Communities</b>	<b>Thurs 28</b> 6 p.m. Virtual Scan the QR code to register <b>Open to the Public</b>	
<b>Tues 19</b> 6 p.m. Tarrant County College - Trinity River Campus 300 Trinity Campus Circle, Fort Worth, TX 76102 <b>Current Panther Island Residents, Landowners, and Businesses</b>	<b>Sat 30</b> 10 a.m. *Artes de Rosa Cultural Center for the Arts 1943 N. Main St., Fort Worth, TX 76164 <b>Northside and Rock Island/ Samsels Ave. Communities</b>	

**Stay involved. Your feedback matters.**  
Scan to RSVP and take our survey

FLYER WITH WORKSHOP SCHEDULE

# PUBLIC ENGAGEMENT - WHAT WE HEARD

## COMMUNITY FEEDBACK

### ACCESSIBILITY & PARKING

ENSURE THAT PANTHER ISLAND IS READILY ACCESSIBLE, AFFORDABLE TO REACH, AND EFFECTIVELY ADDRESSES PARKING AND OTHER TRANSPORTATION/MOBILITY CHALLENGES.

*"FOR ALL CITIZENS OF FORT WORTH TO BE ABLE TO USE THIS AREA, IT MUST BE AFFORDABLE FOR ALL CITIZENS."*

*"PANTHER ISLAND SHOULD BE EXTREMELY WALKABLE, SO THAT PEOPLE CAN ARRIVE BY TRANSPORTATION AND GET AROUND PANTHER ISLAND BY FOOT/BIKE/PUBLIC TRANSPORTATION WHILE THEY ARE ON PANTHER ISLAND."*

### EMBRACING WATERFRONT & WATER ACTIVITIES

PROVIDE ACCESS TO THE WATERFRONT AND CREATIVE RECREATIONAL ACTIVITIES FOR ALL.

*"NEW WATERFRONT IS A UNIQUE TREASURE AND NEEDS TO BE DEVELOPED CAUTIOUSLY AND WITH GREAT CARE."*

### RETAINING AND IMPROVING TRAILS & PARKS

ENSURE RESIDENTS CAN WALK AND BIKE SAFELY TO AND WITHIN PANTHER ISLAND.

*"I WOULD SEE PANTHER ISLAND AS A LOCAL GEM WITHIN OUR CITY THAT PROMOTED ACTIVITIES THAT EMPHASIZE GREEN SPACE AND OUTDOOR ACTIVITIES WITH NATURALLY SHADED PARKS AND CANOPIES AND WATER ACTIVITIES."*

*"I WANT TO FEEL CONNECTED TO NATURE IN FORT WORTH WHILE STILL ENJOYING THE CITY FEEL."*

### BALANCE AUTHENTICITY & UNIQUENESS

DESIRE FOR PANTHER ISLAND TO BE OF FORT WORTH, WHILE DRAWING INSPIRATION FROM THE FINEST APPROACHES IN NEIGHBORHOOD AND WATERFRONT DEVELOPMENT IN OTHER CITIES.

*"OUR CITY HAS A UNIQUE HISTORY WITH SOUTHWESTERN ART DECO STYLES WHICH COULD ALSO LOOK VERY INTERESTING AND GIVE PANTHER ISLAND A DISTINCTIVE FORT WORTH IDENTITY."*

*"I'D LIKE TO SEE IT DEVELOP INTO AN ACTIVE RIVERFRONT, SUCH AS SAN ANTONIO."*

### INCLUSION & REPRESENTATION

CELEBRATE THE HISTORY AND CULTURE OF PANTHER ISLAND AND ITS NEIGHBORING COMMUNITIES THROUGH ART, HISTORICAL MARKERS, AND DESIGN.

*"THERE WILL BE PEOPLE OF ALL AGES, FAMILIES, SINGLE PEOPLE. I WOULD LIKE TO SEE THIS BE A SPECIAL, EXTRA FUN PART OF TOWN AND NOT JUST ANOTHER NEIGHBORHOOD."*

*"PANTHER ISLAND WOULD LOOK LIKE AN INVITING PLACE FOR PEOPLE OF ALL KINDS AND DEMOGRAPHICS."*

### EQUITABLE ECONOMIC OPPORTUNITY

ENSURE THAT LOCAL BUSINESSES AND RESIDENTS CAN BOTH DERIVE BENEFITS FROM AND ACTIVELY PARTICIPATE IN THE PROJECT AS IT PROGRESSES.

*"PANTHER ISLAND SHOULD NOT MEAN REMOVING CURRENT RESIDENTS AND GENTRIFYING ONLY. WE NEED A PLACE FOR EVERYONE TO COME TOGETHER AND GROW AS A COMMUNITY."*

*"IT'S EXTREMELY IMPORTANT TO LISTEN TO LOCAL STAKEHOLDERS IN THE CENTRAL FORT WORTH AREA, PARTICULARLY CURRENT RESIDENTS IN AND AROUND PANTHER ISLAND."*

# PUBLIC ENGAGEMENT - QUESTION THEMES

COMMUNITY FEEDBACK

QUESTIONS FROM WORKSHOP PARTICIPANTS ADDRESSED CONSISTENT THEMES.

## TIMELINE

WHAT IS THE PROJECTED TIMELINE FOR THE FLOOD CONTROL PROJECT, AND WHEN CAN WE EXPECT THE DEVELOPMENT OPPORTUNITIES FOR PANTHER ISLAND?

## COST & FUNDING

HOW MUCH WILL THE PROJECTS COST? WHERE WILL THE FUNDING COME FROM?

## OPPORTUNITIES FOR PARTICIPATION

HOW WILL RESIDENTS AND BUSINESSES BE ABLE TO PARTICIPATE IN THE PROJECT? WHAT DOES THE PROCESS FOR COLLABORATING WITH NEIGHBORING COMMUNITIES, PROVIDING CONTRACTING OPPORTUNITIES, AND SUPPORTING SMALL BUSINESSES LOOK LIKE?

## CONNECTIVITY & ACCESSIBILITY

HOW WILL PEOPLE ACCESS AND NAVIGATE PANTHER ISLAND AS IT DEVELOPS OVER TIME? WHAT OPPORTUNITIES FOR CONNECTIVITY, WILL BE AVAILABLE DURING THE DEVELOPMENT PROCESS?



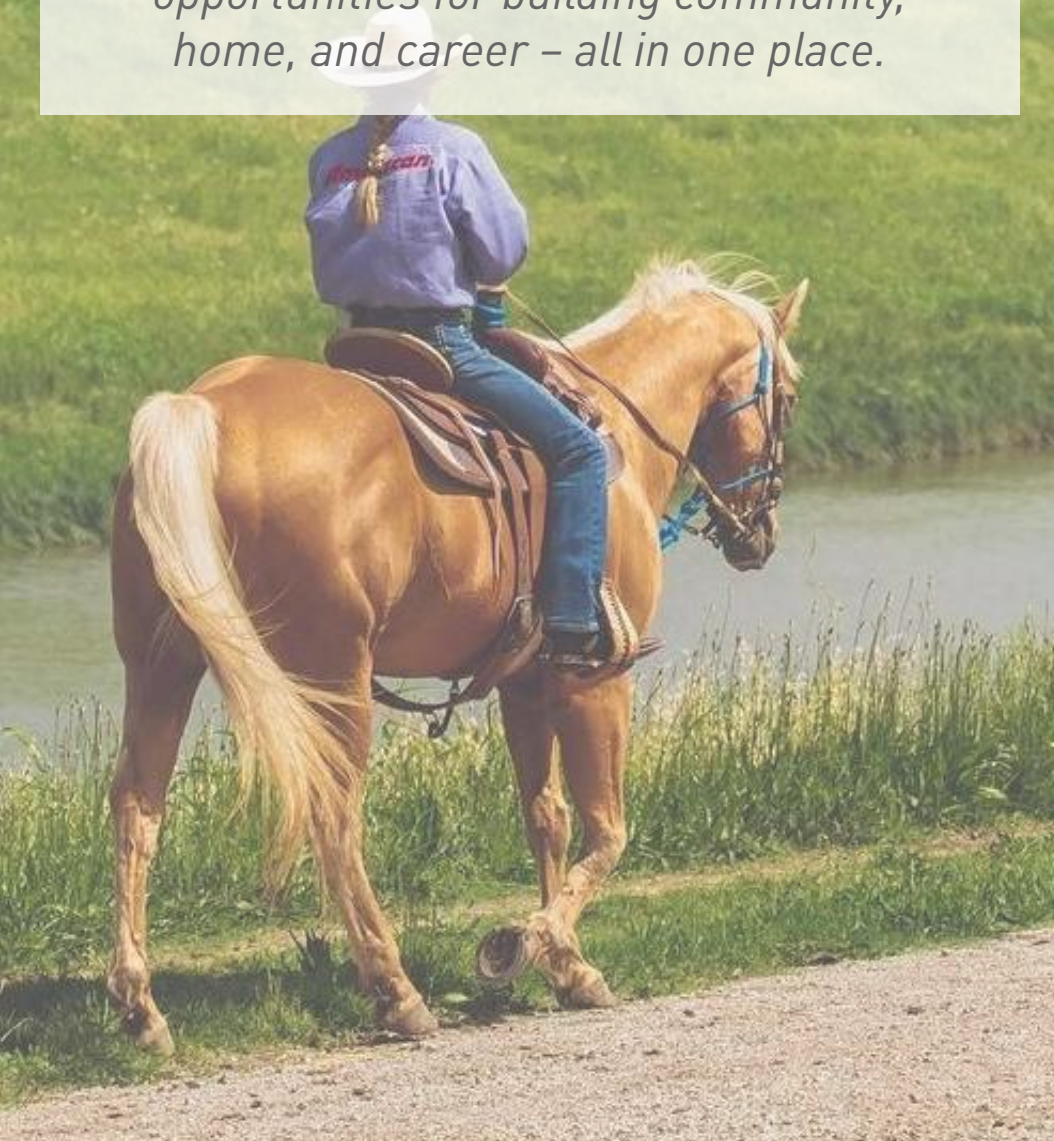
04

***URBAN DESIGN  
& PLANNING***

# CORE VALUES

## CONNECTION

Panther Island is a place that connects neighborhoods and people, turning what were once dividing lines of rivers and railroads into places of congregation and community. Long a place that people passed through on their way to somewhere else, Panther Island will become a destination that *connects opportunities for building community, home, and career – all in one place.*



## DISCOVERY

Panther Island is a place to discover Fort Worth – encountering the city's culture, ecology, and community around every corner. Through the great feat of removing and overcoming massive barriers to reconnect people to the Trinity River and to their environment, the Panther Island project *invites people to rediscover their city.*



## OPPORTUNITY

Panther Island embraces the past while building for the future. Deeply rooted in the city of Fort Worth's historic industries, Panther Island's heritage will serve as an authentic foundation for the City's economic growth. Panther Island will cultivate the growth of communities, businesses, and individuals, becoming a *place to evolve and thrive.*



# GUIDING PRINCIPLES

## 01

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

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

## 02

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

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

## 03

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

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

## 04

### A DESTINATION CONNECTING AND COMPLEMENTING VIBRANT SURROUNDING NEIGHBORHOODS

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

## 05

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

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

## 06

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

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

# OVERALL URBAN DESIGN FRAMEWORK

UPDATED STRATEGIC VISION

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

**CONTINUOUS PUBLIC WATERFRONT  
ACCESS**

**A WALKABLE AND CONNECTED  
PEDESTRIAN ENVIRONMENT**

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










**ACCESS TO EFFECTIVE BIKE ROUTES**

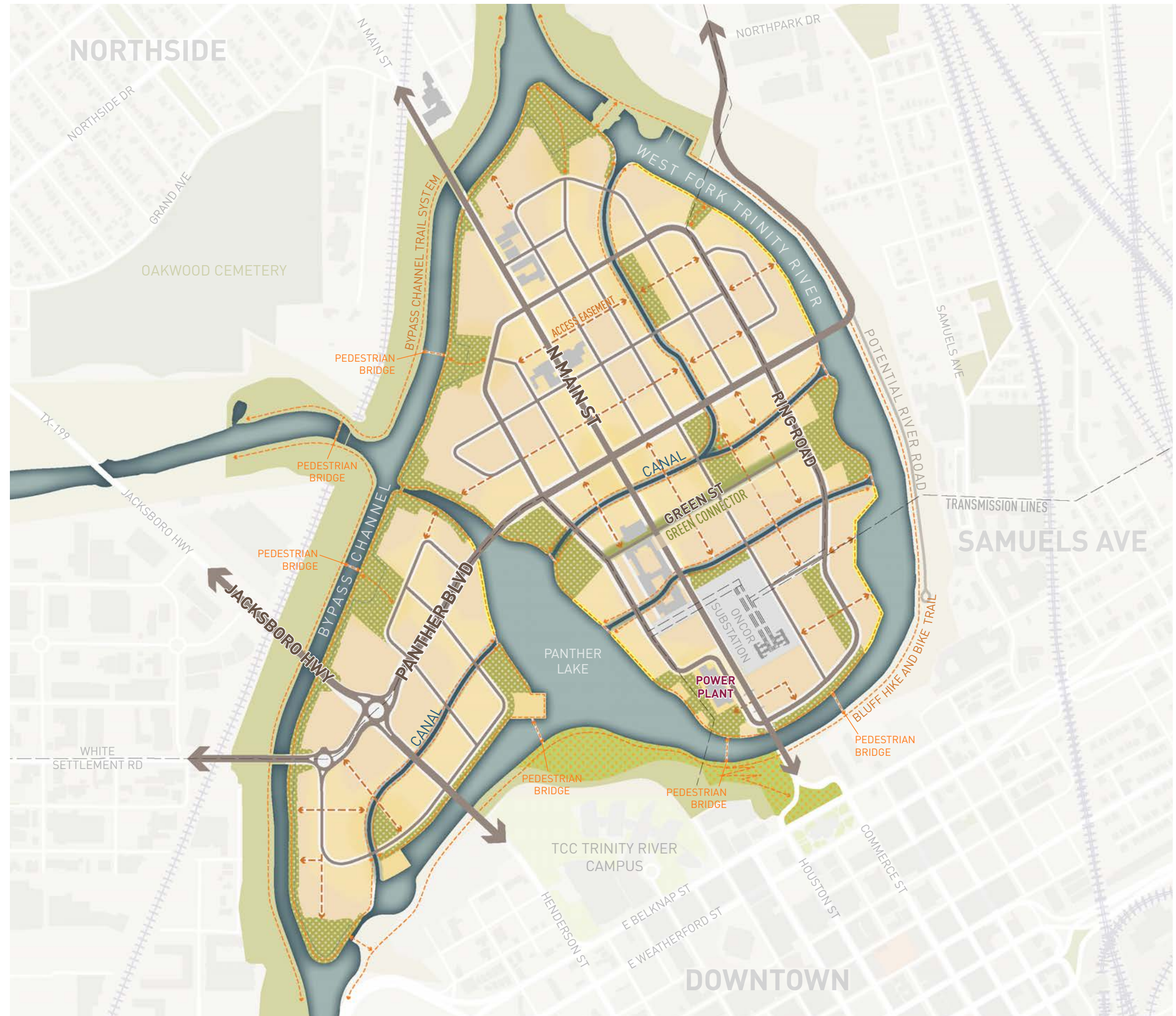
**ROBUST PUBLIC TRANSPORTATION**

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

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

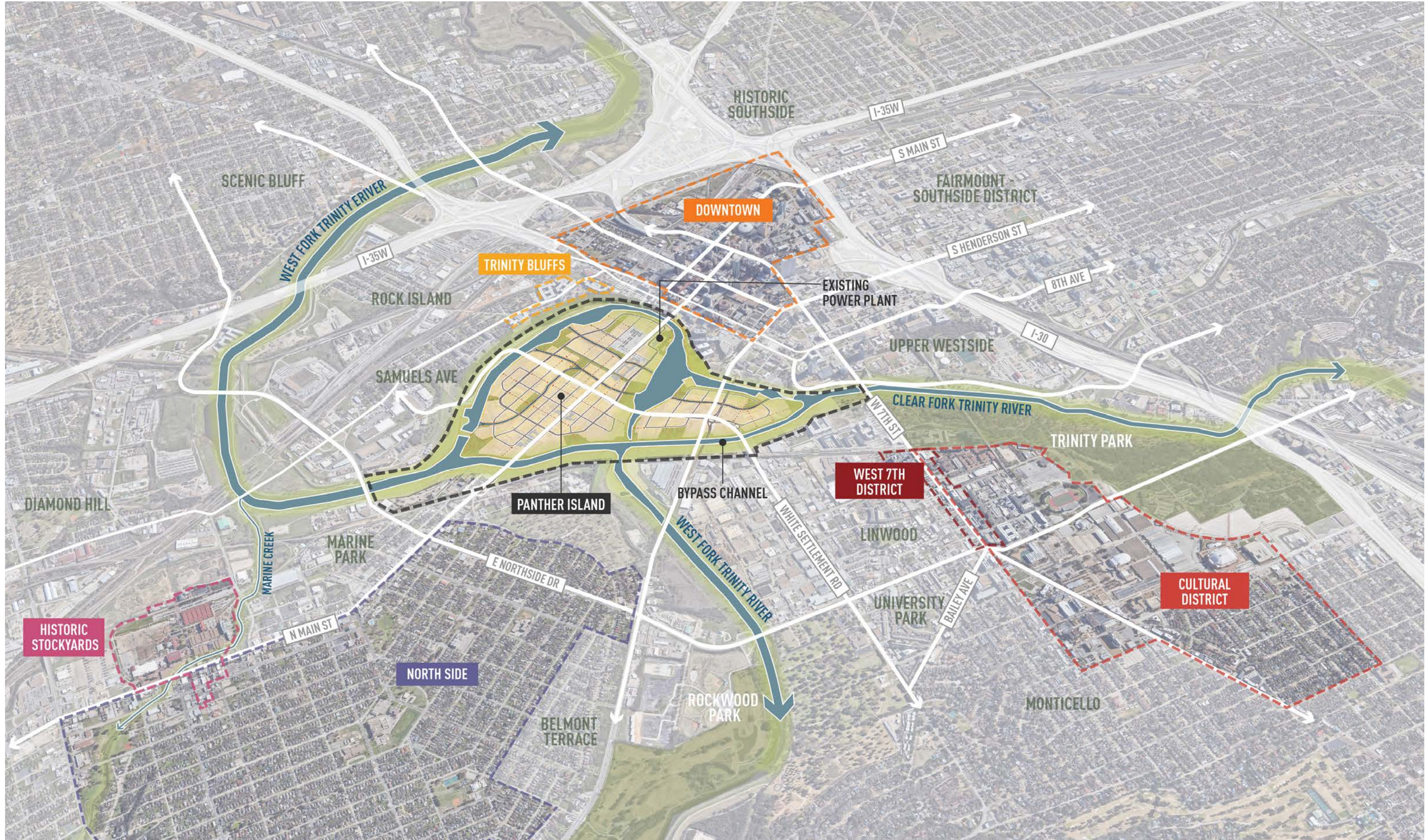
## LEGEND

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



# THE FUTURE PANTHER ISLAND IN FORT WORTH, TEXAS

UPDATED STRATEGIC VISION



***OPEN SPACE  
NETWORK***

# KEY OBSERVATIONS & CONSTRAINTS

## OPEN SPACE NETWORK

- Existing public open space internal to Panther Island consists of a passive trail network along the river and levee system with limited active or programmed spaces including the Panther Island pavilion and kayak/canoe rental.
- While Fort Worth boasts numerous high-quality public parks providing access to nature and recreational spaces, it stands in contrast to other major U.S. cities by lacking a distinctive, centrally located, and actively programmed waterfront green space in or around downtown.
- The future Central City Project bypass channel will provide a linear riverfront promenade on the Panther Island side of the channel. There will be several pocket parks distributed at intervals along its length. This valuable public open space will need to be easily accessible from Panther Island and surrounding neighborhoods.
- A new system of canals is planned to provide a river walk type experience for pedestrians. The canals will enhance connectivity and create a unique water-focused identity for the new district.
- The current Form Based Code plan shows minimal public open space offerings interior to Panther Island compared to the scale of overall development.
- The current Form Based Code has minimal and conflicting guidelines regarding public open space along the district's waterfront. Continuous public access along the waterfront will be important in creating an active, water-focused district.
- Kessler Plan from 1912 recommend open space along Trinity River.



# RECOMMENDATIONS

## OPEN SPACE NETWORK

- Increase the amount of open space across Panther Island to provide better access to high-quality, active public space. A robust green space network will enhance quality of life for future Panther Island residents, workers, and visitors and will help create a world-class district in the heart of Fort Worth.
- Utilize a distributed open space model that leverages the value creation potential of open space while creating nodes of identity and activity across the island. A distributed network can provide both neighborhood hubs and regional destinations, and can offer a variety of unique experiences, amenities, and scales tailored to various user groups and community needs.
- Provide multiple signature destination waterfront open spaces to create a regional draw for the City of Fort Worth and opportunities to access the waterfront and natural environments. Desired riverfront open space is consistent with 1912 Kessler Plan.
- Create opportunities for unique buildings and public-facing programs such as restaurants, cafes, or community and event spaces, to be located within the open spaces and help activate and engage with users.
- Link the public spaces together through pedestrian-focused streets, canals, bridges, and waterfront trails with excellent wayfinding to promote connectivity to all public spaces within Panther Island and its adjacent districts.
- Maintain continuous high-quality public space along the Panther Island waterfront to promote access to the river for the entire Fort Worth community.
- Generate a phased implementation plan for the open space network so the cost of the system can be spread out over time and respond to the evolution of the district.
- Design and program each open space using a strong community engagement strategy.
- Develop open space guidelines (in addition to the Form Based Code and Canal Design Guidelines) to support the design, programming, and implementation of exceptional open spaces on Panther Island.
- Further study and coordination needed on exact amount, size, and location of proposed open space across Panther Island.

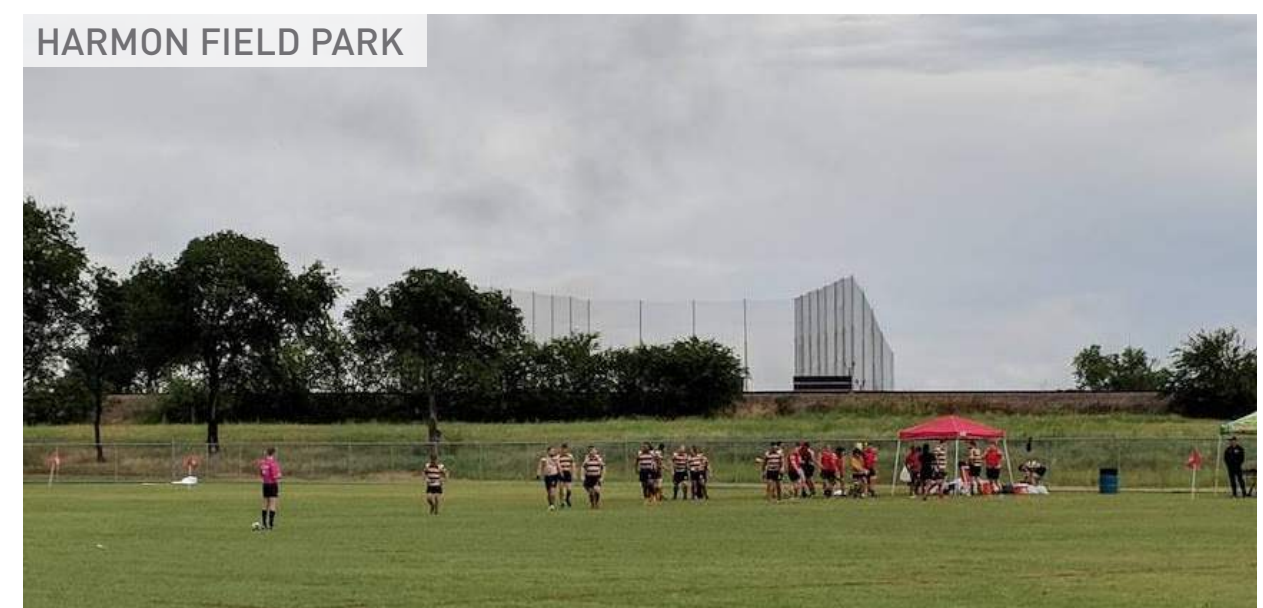
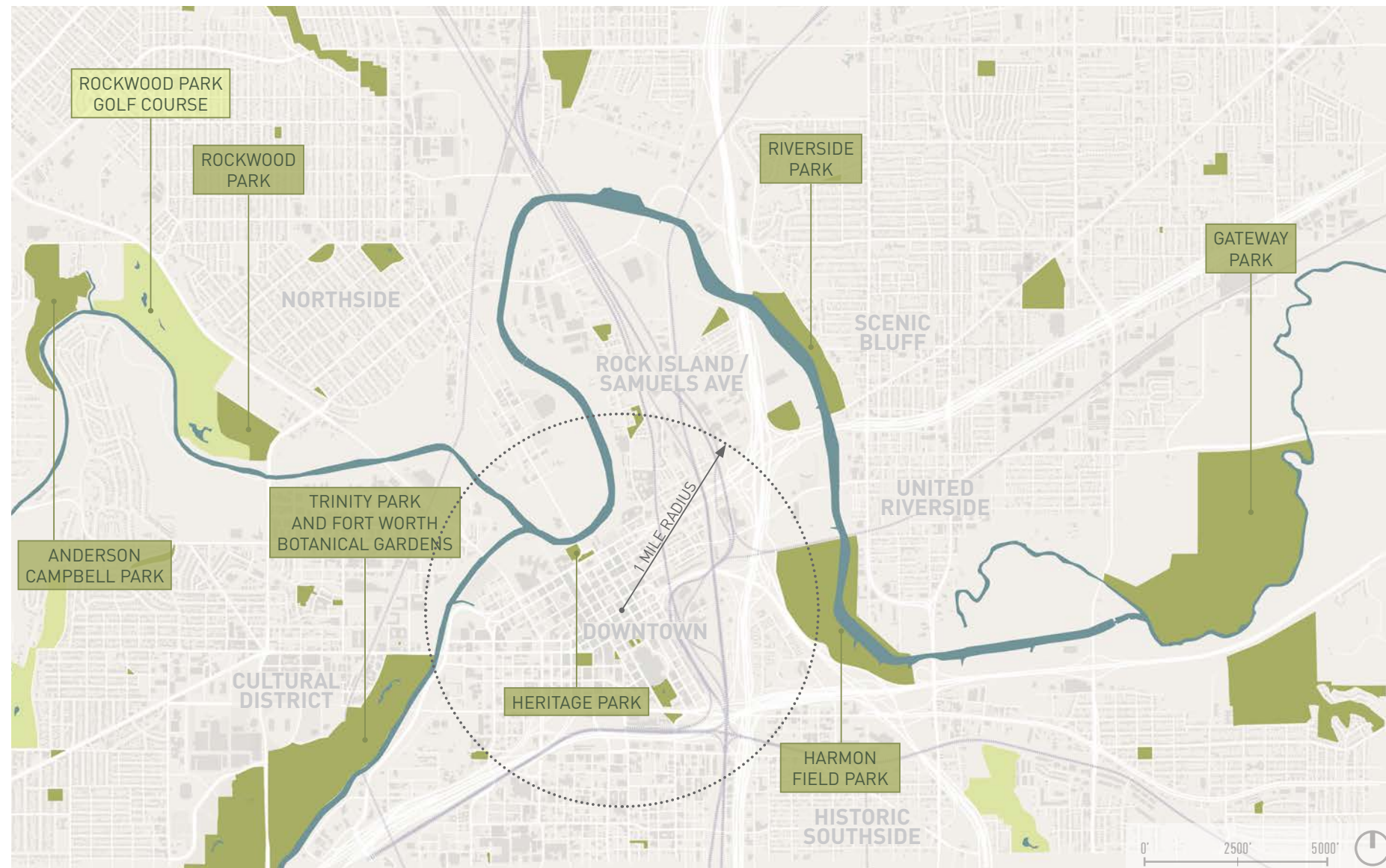




# EXISTING RIVERFRONT PARKS NEAR DOWNTOWN FORT WORTH, TX

## OPEN SPACE NETWORK

Panther Island and Downtown Fort Worth are surrounded by several parks for the local community, but none of which are highly programmed with active uses and surrounded by dense urban development. Existing amenities of these existing parks include; hike & bike trails, sports fields, golf courses, mountain bike trails, playscapes, dog parks, wildlife habitat, and access to nature. There is an opportunity for Panther Island to provide some uniquely and highly active program public spaces within a one mile proximity to Fort Worth urban core.



# TRUST FOR PUBLIC LAND - PARKS SCORE

OPEN SPACE NETWORK

Trust for Public Land is a national non-profit organization that was founded in 1972. They've helped protect millions of acres of public land and helped create thousands of public parks across the country. They believe quality parks and green spaces are fundamental for sustaining equitable, resilient communities.



## TRUST FOR PUBLIC LAND'S FOUR COMMITMENTS



Equity



Health



Climate



Community

## THE PARK SCORE RATING RANKS THE 100 MOST POPULOUS US CITIES

### SCORING PROCESS

To determine a city's ParkScore rating, we assign points for 14 measures across five categories:

ACREAGE

ACCESS

INVESTMENT

AMENITIES

EQUITY

For each of the 14 measures, points are awarded on a relative basis, based on how a city compares to the 100 largest US cities.

1 Washington, D.C.

- 99% residents live near a park
- 24% city land is used for parks
- \$259 per capita park spending
- 683 parks and greenspaces



2 St. Paul, MN



3 Minneapolis, MN



4 Irvine, CA



5 Arlington, VA



6 Cincinnati, OH

SOURCE: [www.tpl.org](http://www.tpl.org)



# TRUST FOR PUBLIC LAND - PARKS SCORE SHOWS NEED FOR CHANGE

OPEN SPACE NETWORK

SOURCE: <https://www.tpl.org/city/fort-worth-texas>



## FORT WORTH RANKED 88

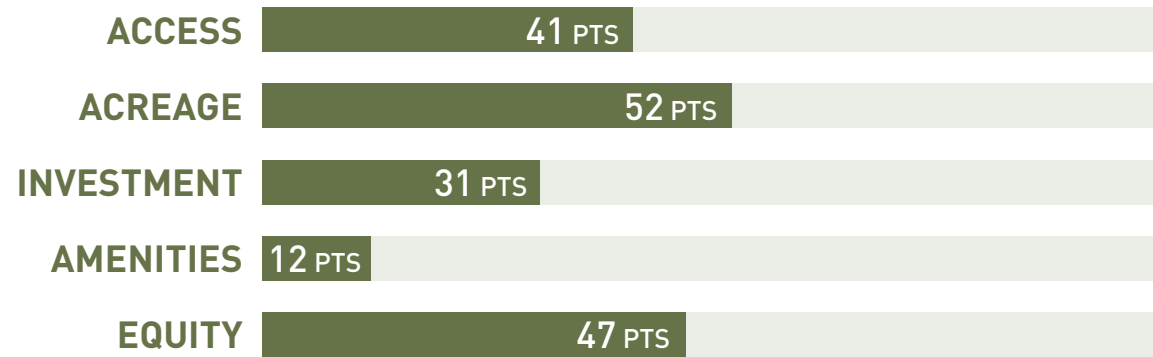
OUT OF THE 100 MOST POPULOUS CITIES IN THE US



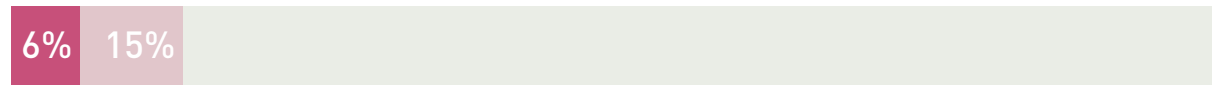
- |                    |                      |                    |
|--------------------|----------------------|--------------------|
| 1. WASHINGTON D.C. | 6. CINCINNATI, OH    | ...                |
| 2. ST PAUL, MN     | 7. SAN FRANCISCO, CA | 86. PHOENIX, AZ    |
| 3. MINNEAPOLIS, MN | 8. SEATTLE, WA       | 87. GARLAND, TX    |
| 4. IRVINE, CA      | 9. PORTLAND, OR      | 88. FORT WORTH, TX |
| 5. ARLINGTON, VA   | 10. NEW YORK/BOSTON  | 89. DURHAM, NC     |

2023 Rank	Points	Values for Fort Worth, TX:			'Per capita' value needed to achieve*:	
		City-wide total	City-wide 'per capita'	City-wide score*	1 pt	100 pts
88	36.5					

## FORT WORTH SCORED BETWEEN 12 AND 52 POINTS ON 5 CATEGORIES



## ONLY 6% OF FORT WORTH'S LAND IS DEDICATED TO PARKS AND RECREATION



NATIONAL MEDIAN: 15%

## FORT WORTH SCORED POORLY ON PARK AMENITIES 12/100 POINTS

- |  |  |
|--|--|
| <b>2.2</b> BASKETBALL HOOPS<br>PER 10,000 PEOPLE       | <b>0.4</b> DOG PARKS<br>PER 100,000 PEOPLE     |
| <b>2.2</b> PLAYGROUNDS<br>PER 10,000 PEOPLE            | <b>0.2</b> PARK RESTROOMS<br>PER 10,000 PEOPLE |
| <b>0.5</b> REC AND SENIOR CENTERS<br>PER 20,000 PEOPLE | <b>0.1</b> SPLASH PADS<br>PER 100,000 PEOPLE   |

### Access (41 Points)

Percent of population within a 10-minute walk of a park with public access	Fort Worth	Points	Median	Target
	62%	41 points	35%	100%

**62% OF THE POPULATION** LIVES WITHIN A 10-MINUTE WALK OF A PARK WITH PUBLIC ACCESS

IN COMPARISON, OF THE 100 MOST POPULOUS CITIES IN THE US, THE MEDIAN PERCENTAGE IS **74%**

AND OF ALL THE URBAN CITIES AND TOWNS IN THE US, THE MEDIAN PERCENTAGE IS **55%**

### Acreage (52 Points)

Metric	Fort Worth	Median	Target
Parkland as a percentage of city area	13,156 acres (6.0% of city area)	24 points (1.7%)	19.5%
Median Park Size	8.7 acres	79 points (.6)	10.8

### Investment (31 Points)

Metric	Fort Worth	Median	Target
Annual park investment (three-year average)	\$81,033,518	31 points (\$86 per resident)	\$216

### Amenities (12 Points)

#### Equity (47 Points)

Metric	Fort Worth	Points	Median	Target
Percent of people of color within a 10-minute walk of a park	62%	40 points	38%	100%
Percent of low-income households within a 10-minute walk of a park	63%	35 points	43%	100%
Residents in neighborhoods of color have _____ park space as those in white neighborhoods	15% less	55 points	91% less	47% more
Low-income neighborhoods have _____ park space as those in high-income neighborhoods	14% less	57 points	86% less	40% more

# AMERICAN CITIES WITH URBAN WATERFRONT PARKS

## OPEN SPACE NETWORK

Many cities across the United States have built or plan to build central riverfront parks. In recent years there has been a focus on cities reinvigorating their riverfronts with new parks that provide valuable amenities and gathering places for their communities. Below is a list of all the US cities that have built, are currently building, or are planning to build signature riverfront parks.

### BUILT

**INDIANAPOLIS, IN**  
INDIANAPOLIS WATERFRONT

**CHARLESTON, NC**  
CHARLESTON WATERFRONT

**CEDAR RAPIDS, IN**  
CEDAR RAPIDS RIVERFRONT

**SARASOTA, FL**  
SARASOTA BAYFRONT

**CINCINNATI, OH**  
CINCINNATI JOHN G. AND PHYLLIS W.  
SMALE RIVERFRONT PARK

**CHICAGO, IL**  
CHICAGO RIVERWALK

**LONG BEACH, CA**  
LONG BEACH SHORELINE

**PORTLAND, OR**  
SOUTH WATERFRONT GREENWAY

**CHICAGO, IL**  
NAVY PIER

**BALTIMORE, MD**  
BALTIMORE INNER HARBOR

**WASHINGTON D.C.**  
DISTRICT WHARF

**MILWAUKEE, WI**  
MILWAUKEE RIVERWALK AND PARKS

**FT LAUDERDALE, FL**  
DOWNTOWN WATERFRONT

### UNDER CONSTRUCTION

**LOS ANGELES, CA**  
WILMINGTON WATERFRONT PROMENADE

**OMAHA, NE**  
RIVERFRONT PARK SYSTEM

**CLEVELAND, OH**  
VISION FOR THE VALLEY

**MEMPHIS, TN**  
TOM LEE PARK

**LOUISVILLE, KY**  
LOUISVILLE WATERFRONT PARK

**CHATTANOOGA, TN**  
CHATTANOOGA RENAISSANCE PARK

### PLANNED

**MADISON, WI**  
LAKE MONONA WATERFRONT

**MINNEAPOLIS, MN**  
UPPER HARBOR TERMINAL WATERFRONT PARK

**PITTSBURGH, PA**  
ALLEGHENY RIVERFRONT GREEN BOULEVARD

**FORT WAYNE, IN**  
FORT WAYNE RIVERFRONT

**JACKSONVILLE, FL**  
JACKSONVILLE LANDING

**NASHVILLE, TN**  
WHARF PARK

**PENSACOLA, FL**  
PENSACOLA WATERFRONT

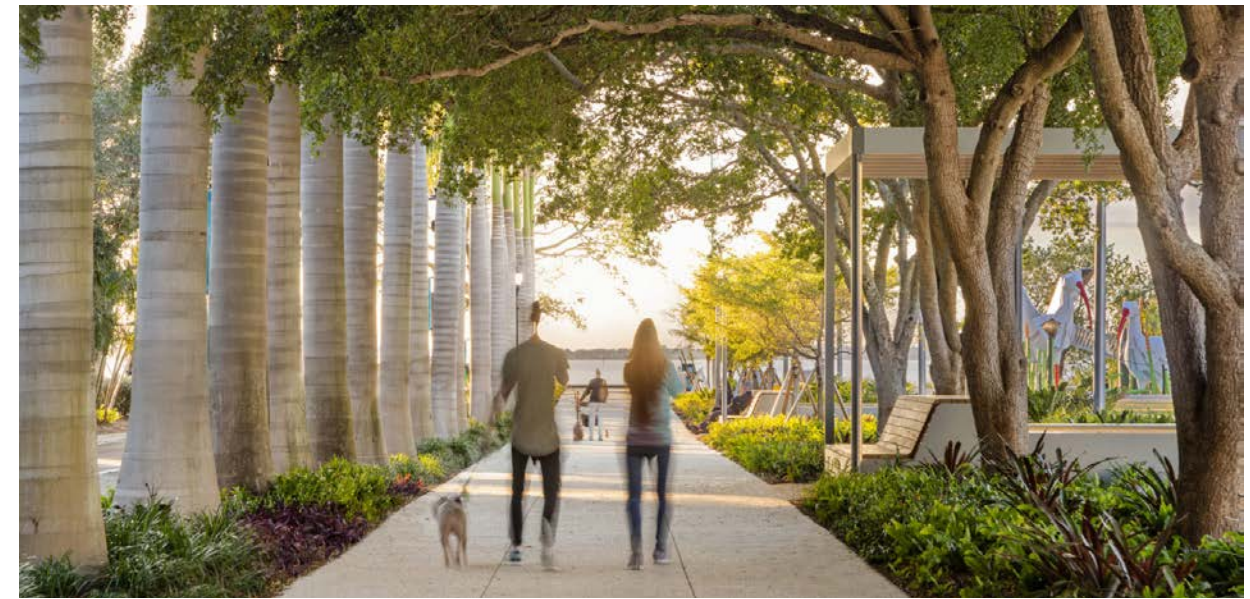
**ALEXANDRIA, VA**  
ALEXANDRIA WATERFRONT

**WEST PALM BEACH, FL**  
CURRIE PARK

**CLARKSVILLE, IN**  
ORIGIN PARK

**EVANSVILLE, IN**  
OHIO RIVERFRONT

**DETROIT, MI**  
RALPH C. WILSON JR CENTENNIAL PARK



# HERITAGE PARK - DESIGN PROGRESS

## OPEN SPACE NETWORK

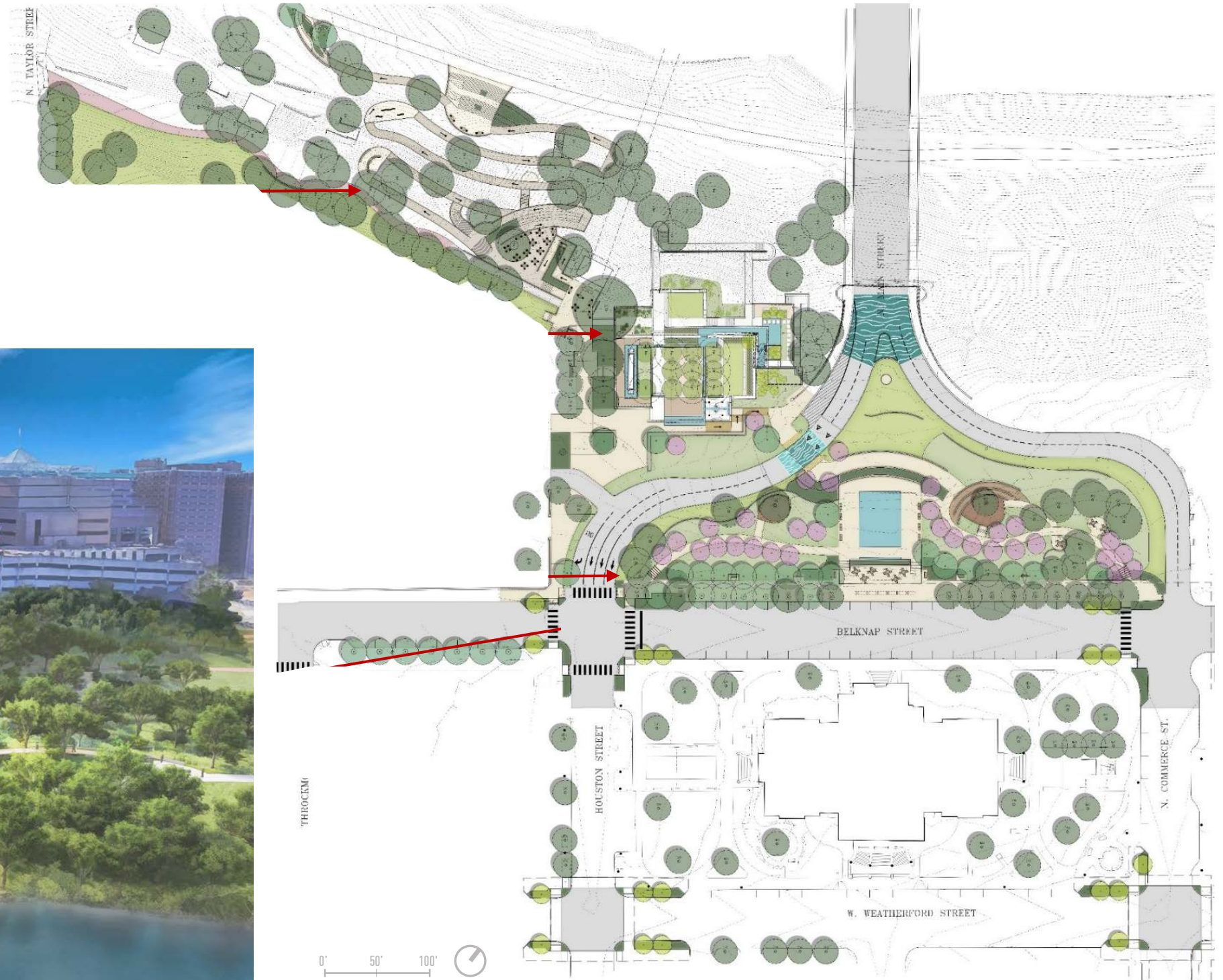
It is publicly known that Heritage Park is currently going through updated design efforts and fund raising. This updated park will tremendously help provide an ease of access and connection to Panther Island from Downtown and act as a entry gateway to and from the two districts. Design team includes Bennett Partners, Studio Outside, and MIG.

- 30% Schematic design
- Attempting to raise more funding
- Projected to open by end of 2027
- Desire for pedestrian bridge at park base across the river to panther island. Location TBD based on future panther island plan and design conditions

Foyer and Balcony



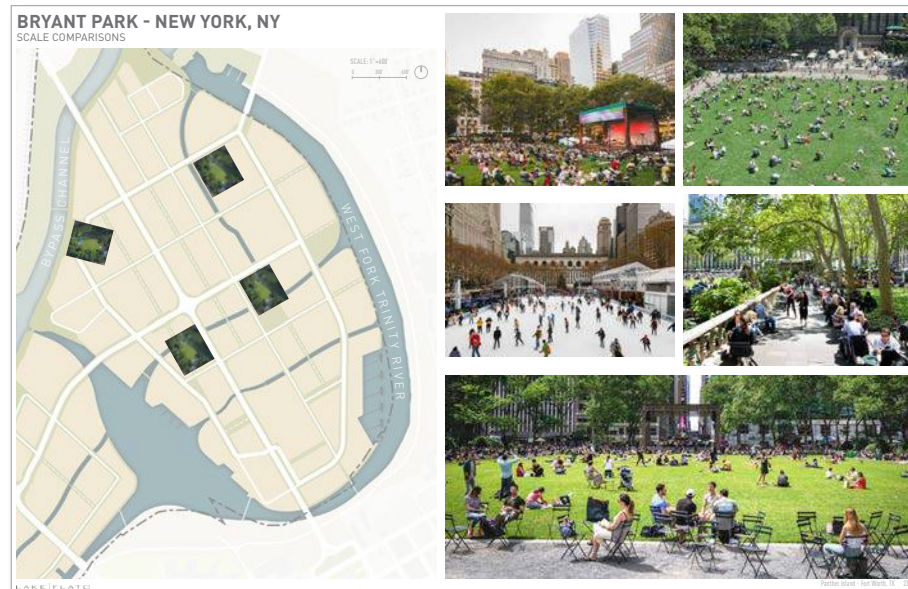
Forecourt and Promenade



# PRECEDENT RESEARCH - SCALE COMPARISONS

## OPEN SPACE NETWORK

Thorough research into successful parks and open space around the world was conducted as part of the planning process for the updated strategic vision. Analyzing parks situated along riverfront or within urban environments provided valuable insights to make informed decisions about a new open space network. Overlaying plans from these valuable open spaces onto Panther Island facilitated a better understanding of the site's potential and played a pivotal role in shaping an appropriately-scaled and forward-thinking approach to the open space network on the island.



**AND MANY MORE...**  
REFERENCE APPENDIX B

# OPEN SPACE NETWORK - BIG IDEAS

## OPEN SPACE NETWORK

### MAXIMIZE VALUE THROUGH DISTRIBUTED OPEN SPACE NETWORK

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

### SIGNATURE RIVERFRONT PUBLIC SPACES

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

### PUBLICLY ACCESSIBLE WATERFRONT

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

### A PHASED IMPLEMENTATION

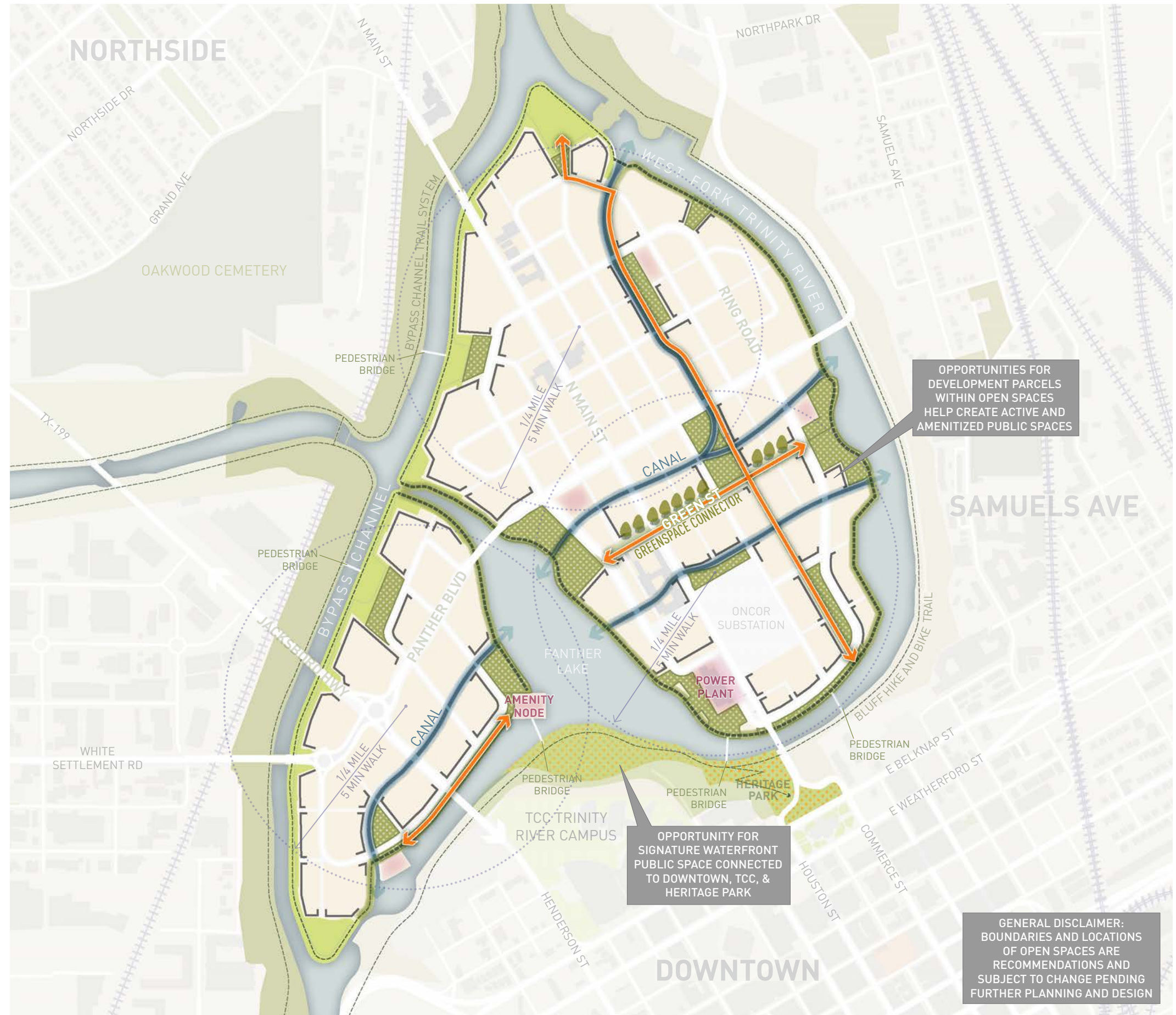
Benefits of a distributed open space network facilitate a phased implementation strategy as finances are available and development occurs.

### INTERCONNECTED PUBLIC SPACE SYSTEM

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

### ENGAGEMENT WITH RIVER & CANALS

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



# OPEN SPACE NETWORK - CHARACTER & EXPERIENCES

OPEN SPACE NETWORK

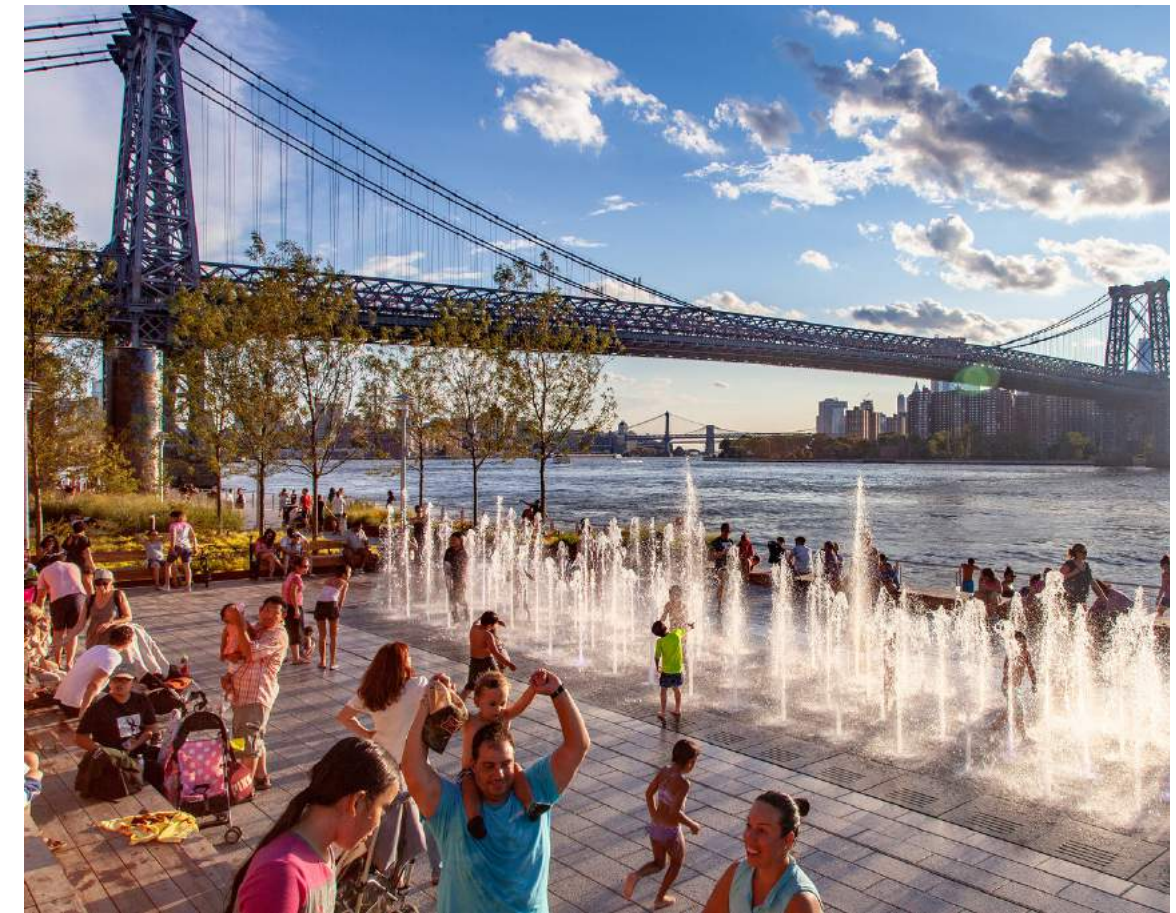




# REGIONAL DESTINATION OPEN SPACES

## OPEN SPACE NETWORK

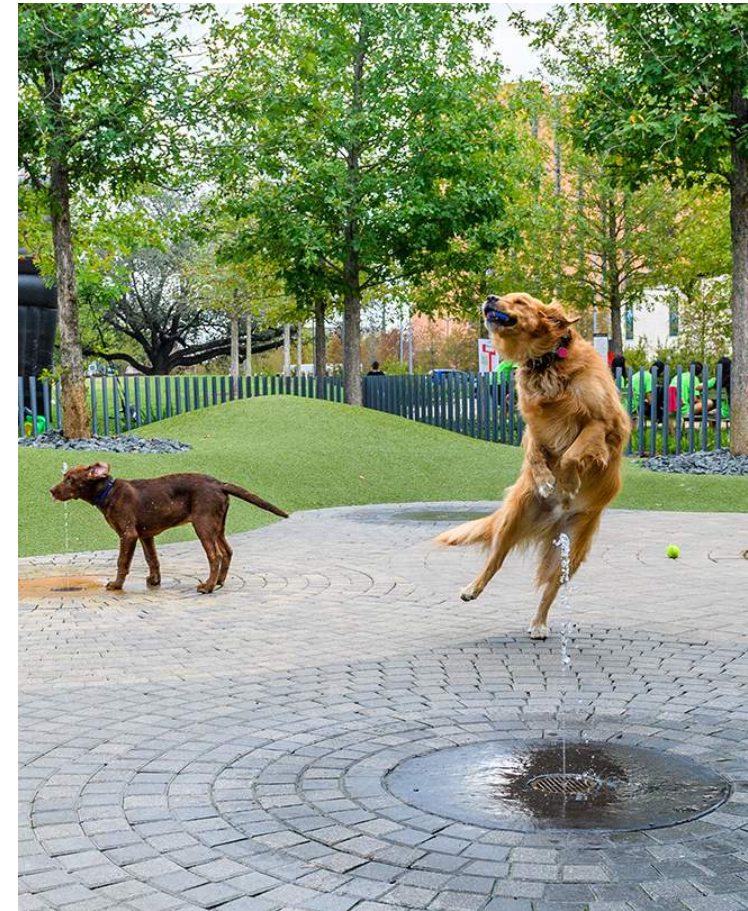
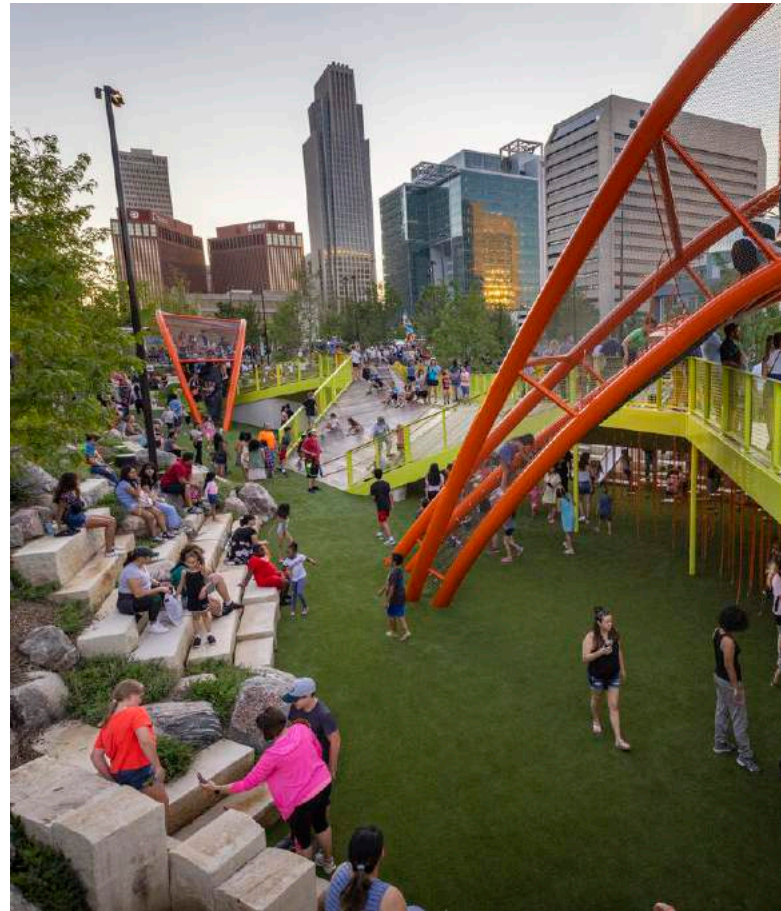
Destination open spaces serve as expansive public areas that cater to the entire city, offering a thoughtfully designed environment with diverse programming to accommodate various user types and experiences. These spaces are not just local, but draw in the larger regional community through a plethora of engaging programs, activities, and events. These spaces provide a unique, one-of-a-kind experience, fostering a welcoming and inclusive atmosphere for everyone. With an iconic and memorable presence, these open spaces play a pivotal role in putting Fort Worth on the map as a city that values community, design, and cultural engagement. Having the opportunity to be located on the riverfront further strengthens the uniqueness and visibility of them as premier and actively programmed waterfront destinations not currently provided in Fort Worth.



# NEIGHBORHOOD OPEN SPACES

## OPEN SPACE NETWORK

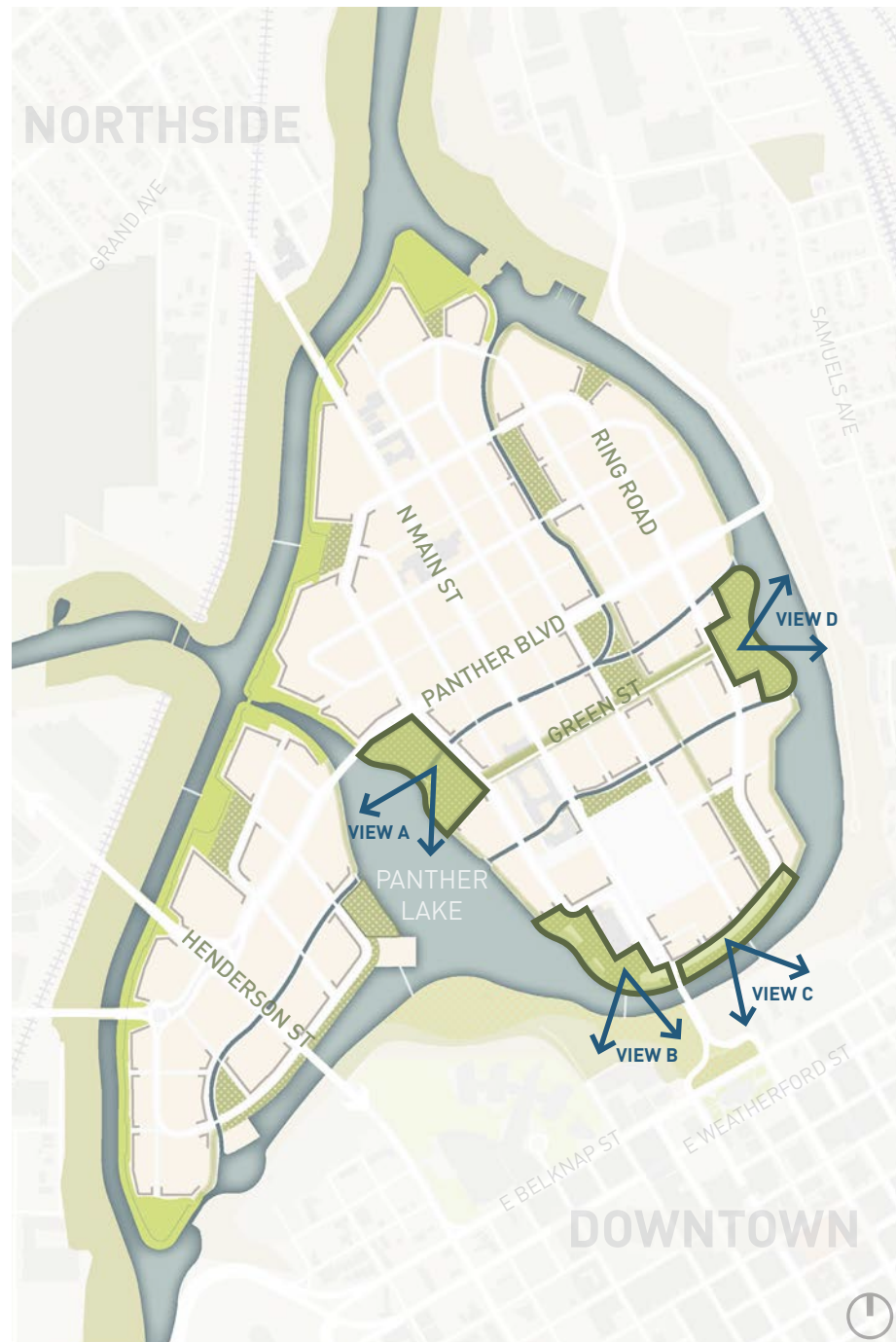
Neighborhood open spaces are intricately designed and programmed to cater specifically to the local communities within each neighborhood and sub-district. Tailored to the needs of residents in walking, biking, and strolling distance, these spaces possess unique identities and designs that reflect the character of the surrounding blocks. Providing both active and passive experiences with nature, these open spaces become focal points where residents feel a sense of ownership and connection. Additionally, they play a vital role in augmenting and seamlessly connecting with larger regional parks, contributing to a cohesive and integrated urban and natural environment.



# SIGNATURE RIVERFRONT OPEN SPACE LOCATIONS VIEWS & CONTEXT

## OPEN SPACE NETWORK

The open spaces on Panther Island offer distinctive and varied experiences, with each waterfront open space possessing its own unique identity and views. Whether it's the cityscape of downtown Fort Worth, the historic charm of the courthouse, the iconic Main Street Bridge, or the serene natural beauty of the bluff, each open space provides a distinct perspective, creating a diverse and enriching environment for visitors to enjoy.



A - VIEW FROM WESTERN OPEN SPACE TO SOUTH ISLAND AND DOWNTOWN



B - VIEW FROM POWER PLANT OPEN SPACE TO DOWNTOWN



C - VIEW FROM LINEAR OPEN SPACE TO DOWNTOWN



D - VIEW FROM EASTERN OPEN SPACE TO BLUFF



# OPEN SPACE NETWORK - FORM BASED CODE VS UPDATED STRATEGIC VISION COMPARISON

## OPEN SPACE NETWORK

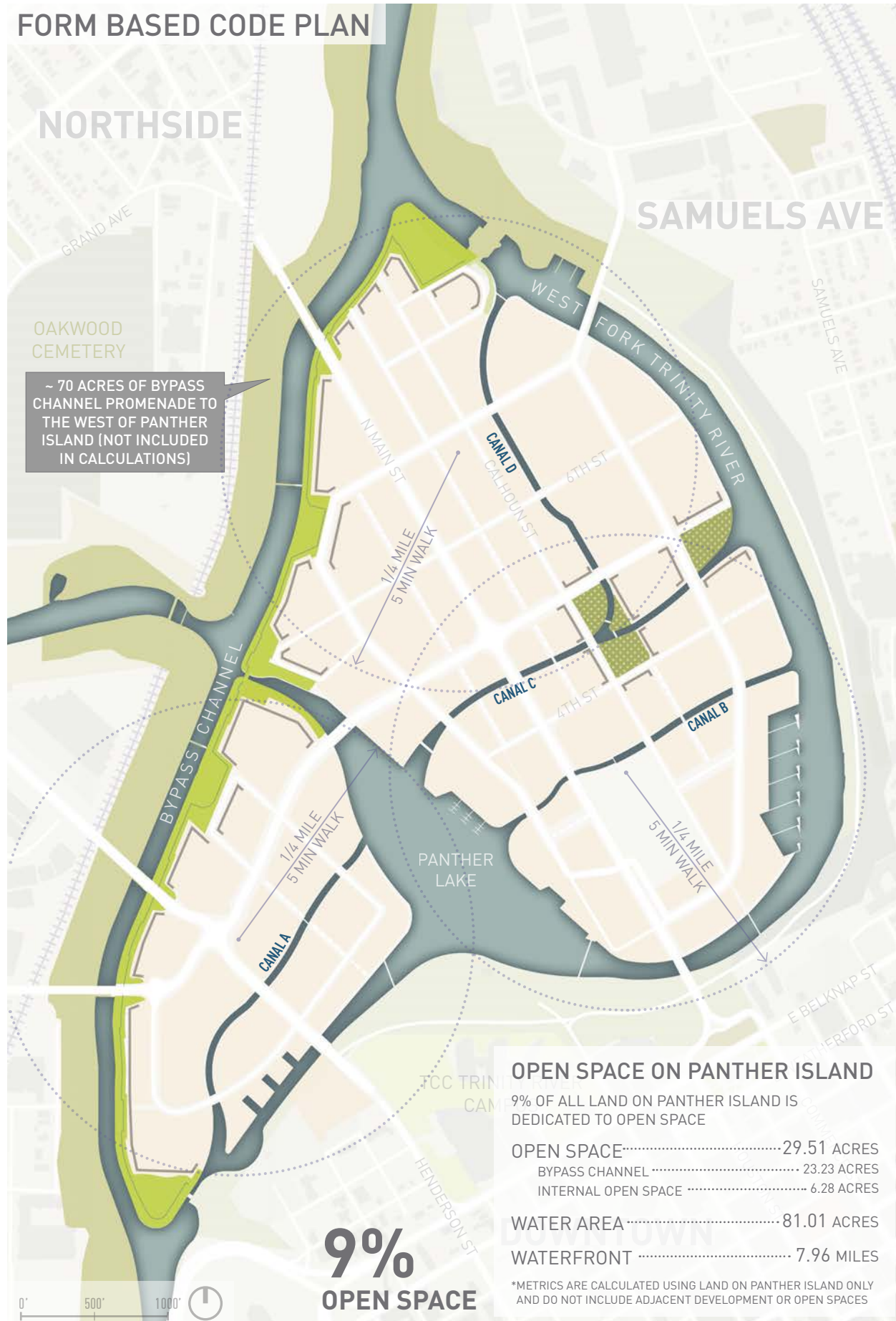
### RECOMMENDATIONS

- 1 SIGNATURE WATERFRONT PUBLIC SPACE**  
High quality urban waterfront public space provide a regional destination and a vibrant space for the communities of Fort Worth to come together.
- 2 GREEN CONNECTOR STREET**  
Pedestrian-focused street with lush trees and sidewalk cafes links two major greenspace, creating a vibrant, inviting corridor for leisurely strolls and social gatherings.
- 3 N-S GREEN SPINE**  
This north-south pedestrian corridor provides an efficient pedestrian connection that goes through open space and follows the canal.
- 4 BYPASS PROMENADE POCKET PARK CONNECTION**  
New open space seamlessly ascends toward the flood wall, offering a scenic path that connects the Panther Island district to the bypass channel promenade.
- 5 PUBLIC WATERFRONT TRAIL**  
An uninterrupted and publicly accessible urban waterfront offers a welcoming experience of the district's beautiful lakefront. The trail fosters activity and recreation along the river.

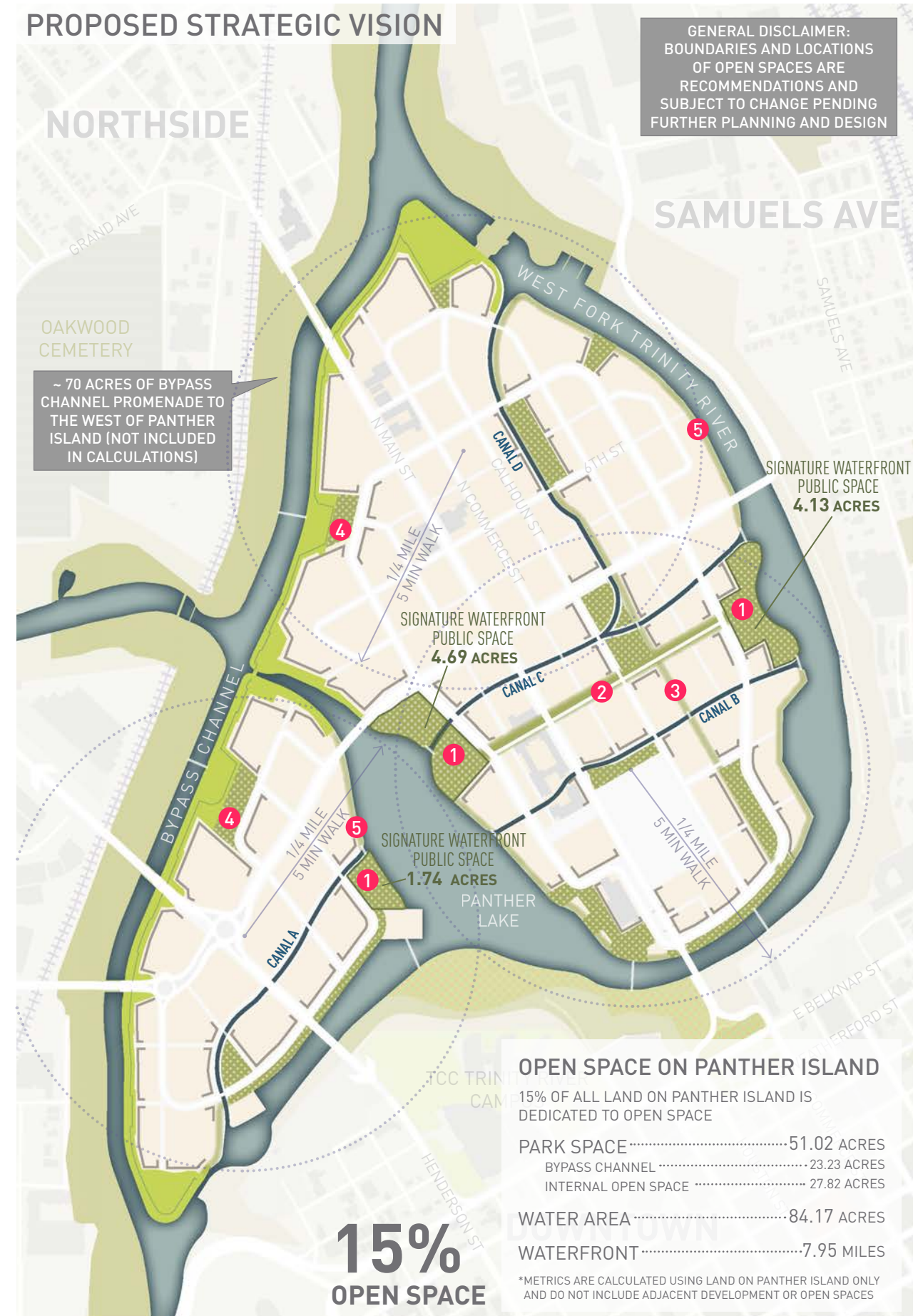
### LEGEND

- INTERNAL PANTHER ISLAND OPEN SPACE
- GREEN CONNECTION
- BYPASS CHANNEL PROMENADE & PARKS
- DEVELOPMENT PARCEL ADJACENT TO OPEN SPACE

### FORM BASED CODE PLAN



### PROPOSED STRATEGIC VISION



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

# ALTERNATIVE SIGNATURE WATERFRONT OPEN SPACE LOCATION

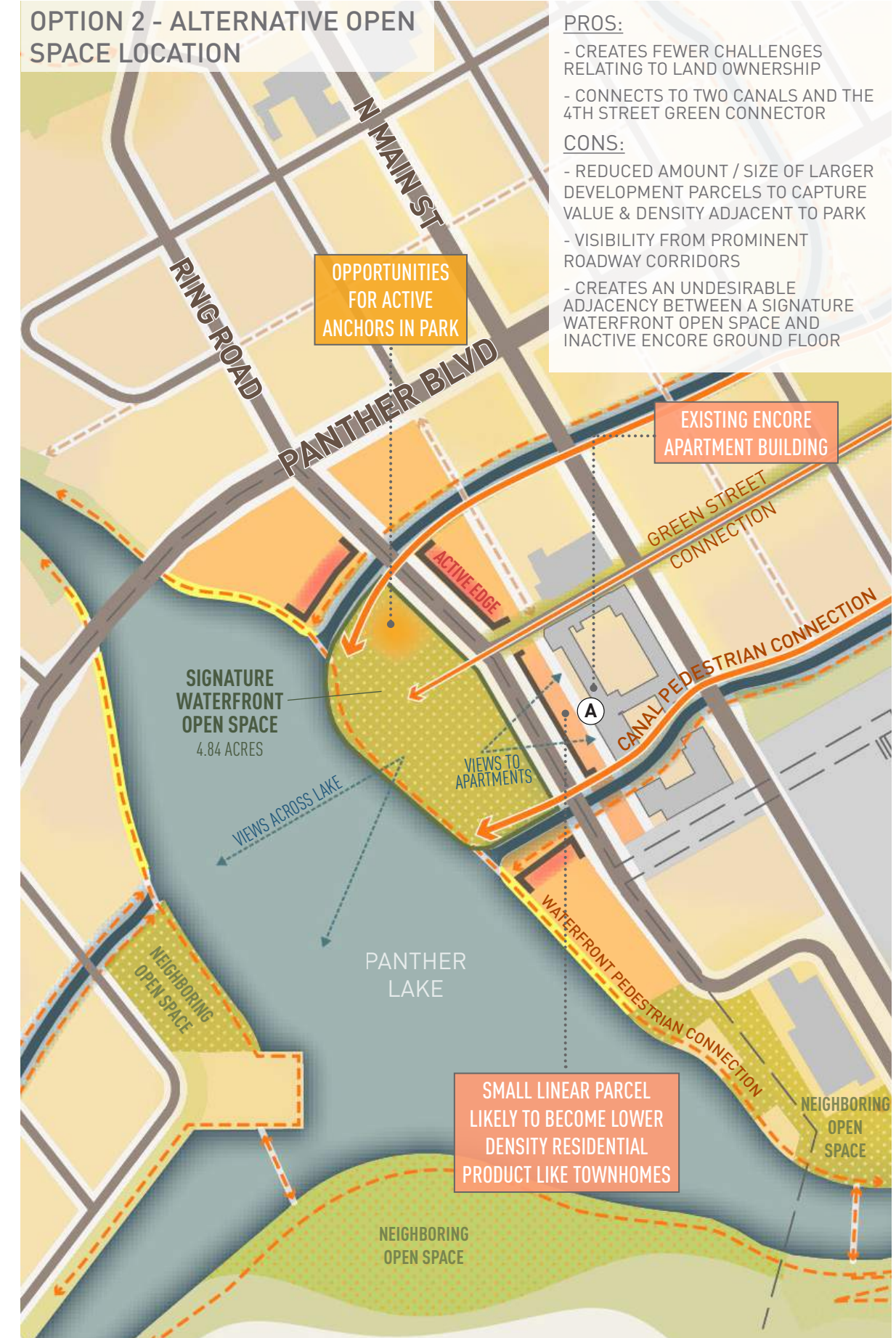
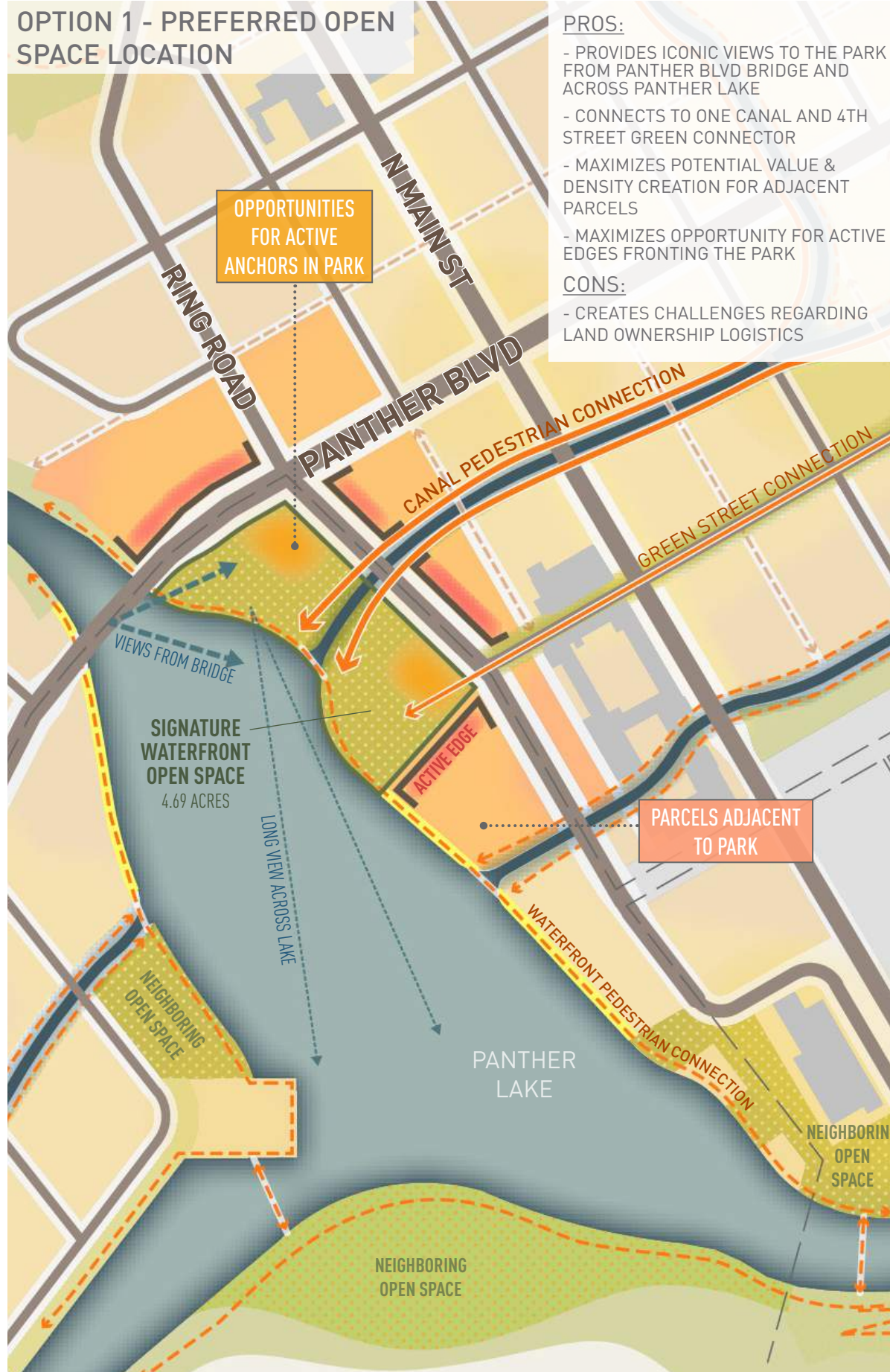
## OPEN SPACE NETWORK

Due to land ownership logistics, there are two alternative locations for the signature waterfront open space on the western edge of the north island. Pros and cons are listed for both options. Option 1 is preferred and shown throughout this document, as it strategically fosters desirable adjacencies, holds the potential for dense and active development surrounding the open space, and maximizes the potential for value creation for adjacent parcels, offering a comprehensive and advantageous vision for the area.

NOTE - FOR OWNERSHIP INFORMATION REFERENCE PG. 12 "LAND OWNERSHIP BY TYPE - PUBLIC VS PRIVATE" OF THIS DOCUMENT.



**A** SOUTHWESTERN FACADE OF EXISTING ENCORE APARTMENT BUILDING

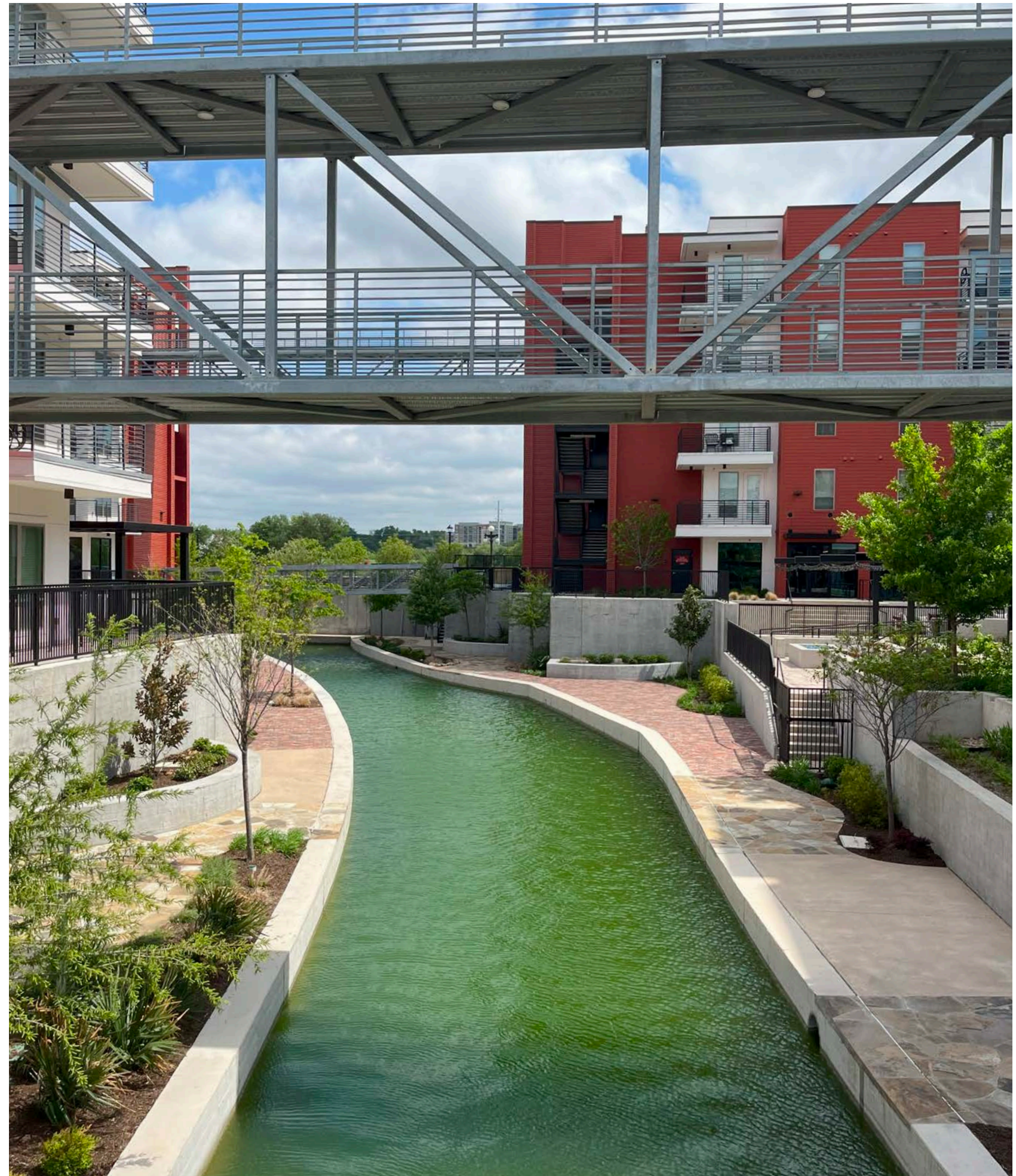


***WATERWAY DESIGN  
& ACTIVATION***

# KEY OBSERVATIONS & CONSTRAINTS

## WATERWAY DESIGN & ACTIVATION

- Panther Island currently fosters a culture of engaging the waterfront, offering a diverse array of activities such as concerts, festivals, scenic walking trails, and the opportunity for horseback riding along the river.
- Water internal to Panther Island in the lake and rivers needs to be sized enough to hold enough water during major flooding events when the bypass channel gates are closed.
- The required ADA access from the street level to the canals may require unreasonably long ramps in certain locations with significant grade change that will take up large amounts of otherwise developable land. Public elevators may be needed to traverse this height difference.
- Deep canals will pose challenges to adjacent developments which may struggle to engage both the canals and the street life above. The proposed grading plan puts the height difference between the canal-side pedestrian path and the street level anywhere from 5'-6" to 12'-6".
- Certain canal-road intersections in the Form Based Code plan propose bridges which are too low and will make the canal non-navigable for most types of watercraft and hinder continuous pedestrian movement alongside the canal.
- The Form Based Code guidelines provide limited information for all public waterfront spaces on the island.



# RECOMMENDATIONS

## WATERWAY DESIGN & ACTIVATION

- Provide continuous public access to the waterfront.
- Propose new river and interior lake boundary consistent with this document and design to capture any additional flood storage.
- Revisit waterway edge conditions to showcase various typologies for canals, river, and lake that promote flexible and clear design conditions for pedestrian friendly and engaging experiences. Edge conditions need to be reflected in future illustrative plan.
- Reevaluate proposed topography and elevations across the island with a strong prioritization of public realm design, experience, and development implications.
- Reexamine the proposed topography related elevation challenges of the canals. All canal and road intersections will need to be carefully designed to provide adequate connectivity and accessibility while being efficient and cost effective. The non-navigable canal locations will also need to be revisited with their implications for pedestrian and watercraft connectivity in mind.
- Revise the road network to eliminate any unnecessary regrading and review the need for vehicular access to the bypass channel pocket parks that cause elevation issues to adjacent properties.
- Imagine a future for the waterfront that preserves the special conditions, uses, and events that are enjoyed today like the Panther Island Pavilion, horseback riding, and Rockin' the River event.
- Update the Form Based Code and canal standards with more detailed sections to include all relevant dimensions, elevations, and additional design conditions. Use the waters edge condition typologies presented in this document as design inspiration for updating future guidelines and codes.
- Assess the allowed access, experience, and safety of watercraft in and around Panther Island. The regulation of and interactions between private motorized boats, water taxis, paddle boards, and kayaks will need to be carefully considered as will the potential for a marina on the Island.
- All future documents regulating canal design guidelines should be cross referenced with the TRVA canal standards.





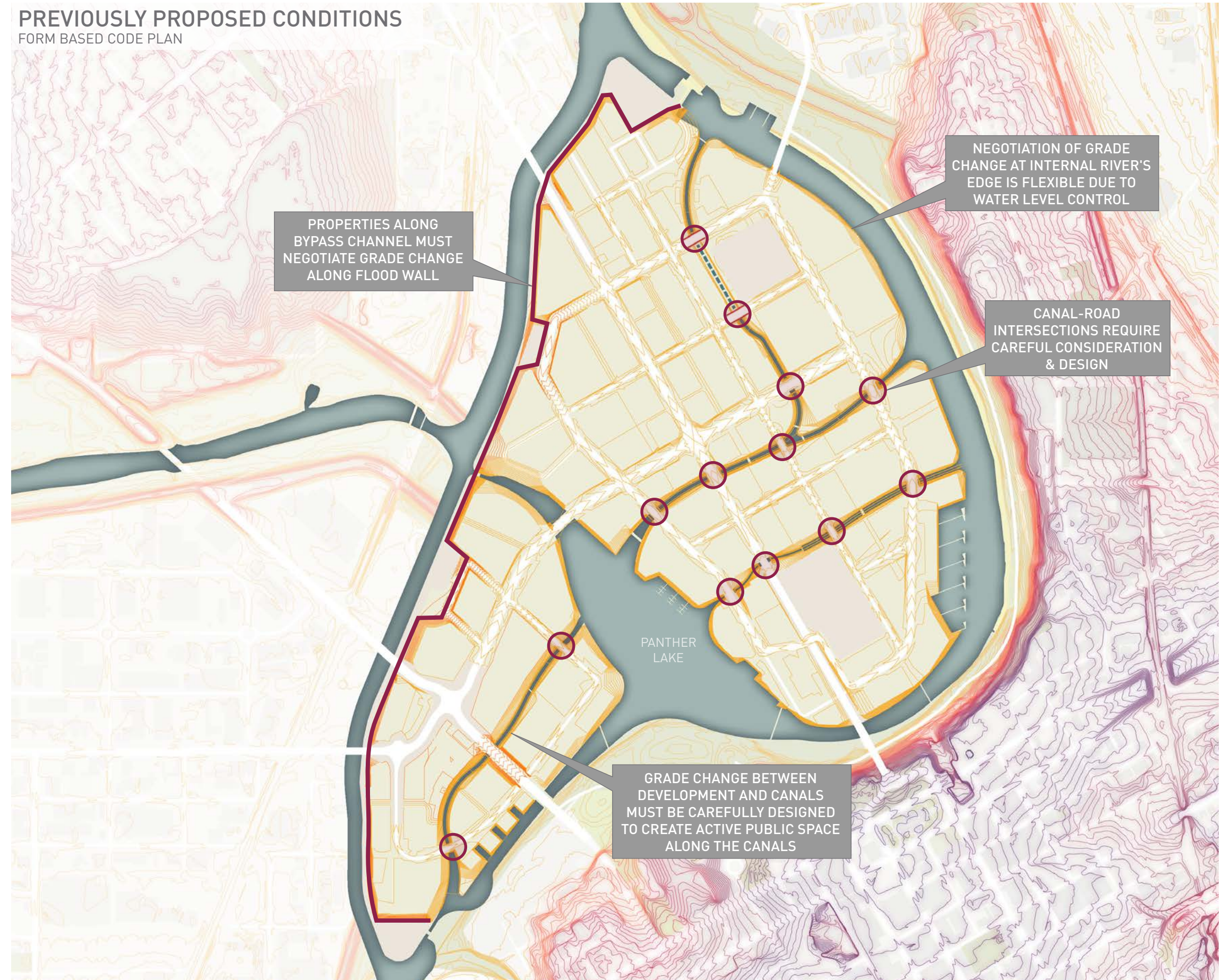
# PROPOSED TOPOGRAPHY ALONG WATERFRONT CONDITIONS (BASED ON FORM BASED CODE PLAN)

## WATERWAY DESIGN & ACTIVATION




There are three distinct waterfront conditions on Panther Island which have their own topographical considerations:

- 1) The Bypass Channel edge - The flood wall along the bypass channel is taller than the adjacent grade of the island. Properties along the bypass channel will have to negotiate this grade change and create access to the bypass channel promenade on the other side of the flood wall.
- 2) Lake and rivers edge conditions - this condition is very flexible in how it negotiates grade change down to the river and presents an opportunity for a variety of waterfront experiences.
- 3) The Canals - The paths along the canals need to allow pedestrian interaction between both the water and the adjacent development. The creation of active edges along the canal that are not vertically separated from the pedestrian path is vital to the success of the canal system.

### PREVIOUSLY PROPOSED CONDITIONS FORM BASED CODE PLAN



### LEGEND

-  LOW CLEARANCE BRIDGE
-  LOW CLEARANCE WATER WAY  
Kayaks and paddle boards only
-  AREAS OF CONCERN



# WATERFRONT CONDITIONS - BIG IDEAS

## WATERWAY DESIGN & ACTIVATION

### PUBLICLY ACCESSIBLE WATERFRONT

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

### INTIMATE & ACTIVE CANALS

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

### CANAL LINKAGES & DISTRICT STORMWATER STRATEGIES

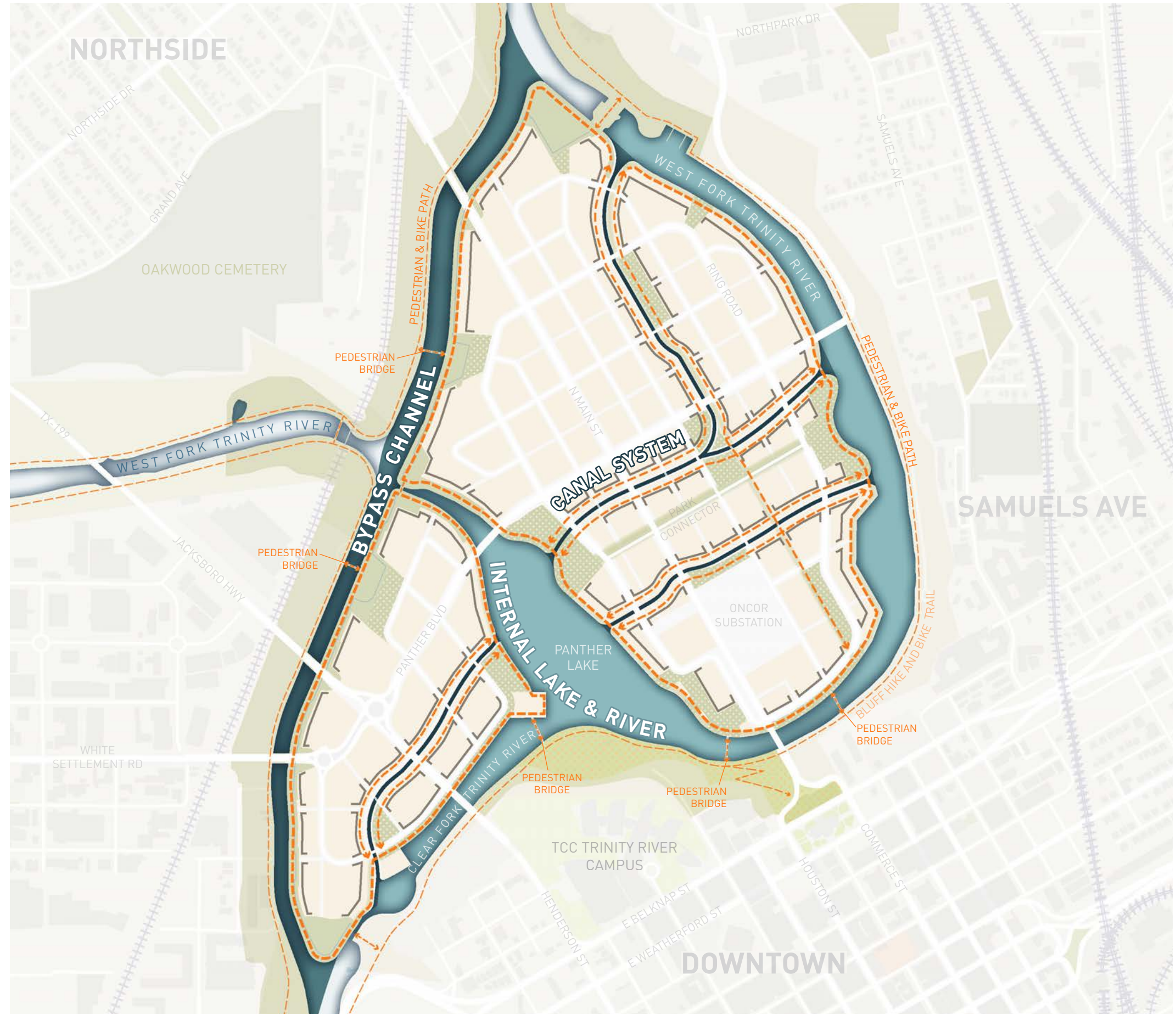
The canals serve as linear pedestrian spines, simultaneously functioning as stormwater retention systems, while providing distinctive waterfront experiences that enhance connectivity, access, and fulfill infrastructure requirements throughout the district, linking open spaces and the riverfront.

### DESTINATION INTERIOR "PANTHER LAKE"

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

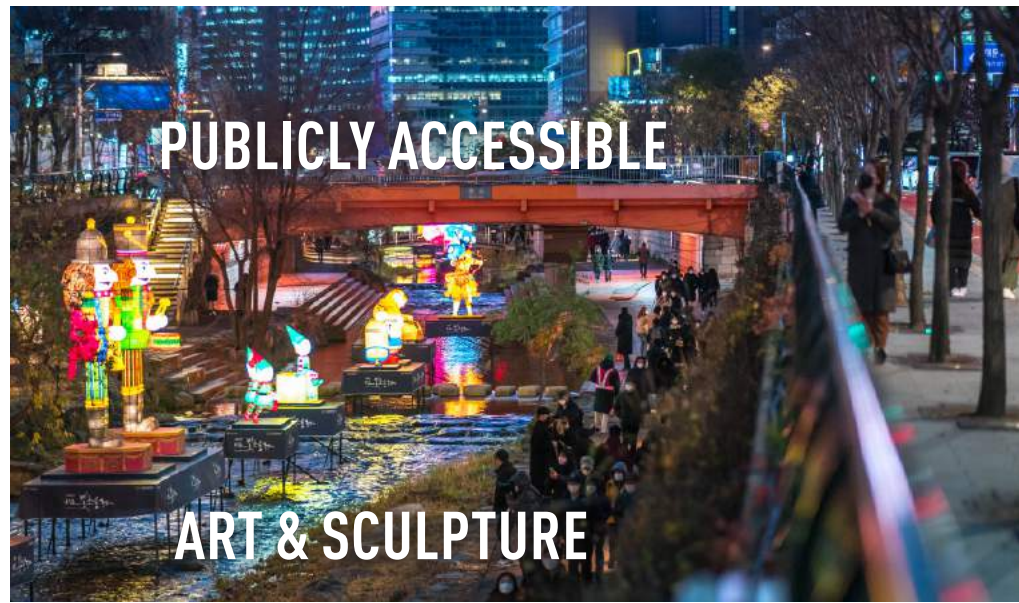
### BYPASS CHANNEL & PARKS

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



# WATERFRONT CONDITIONS - CHARACTER & EXPERIENCES

WATERWAY DESIGN & ACTIVATION



# WATERFRONT CONDITIONS - FORM BASED CODE VS UPDATED STRATEGIC VISION COMPARISON

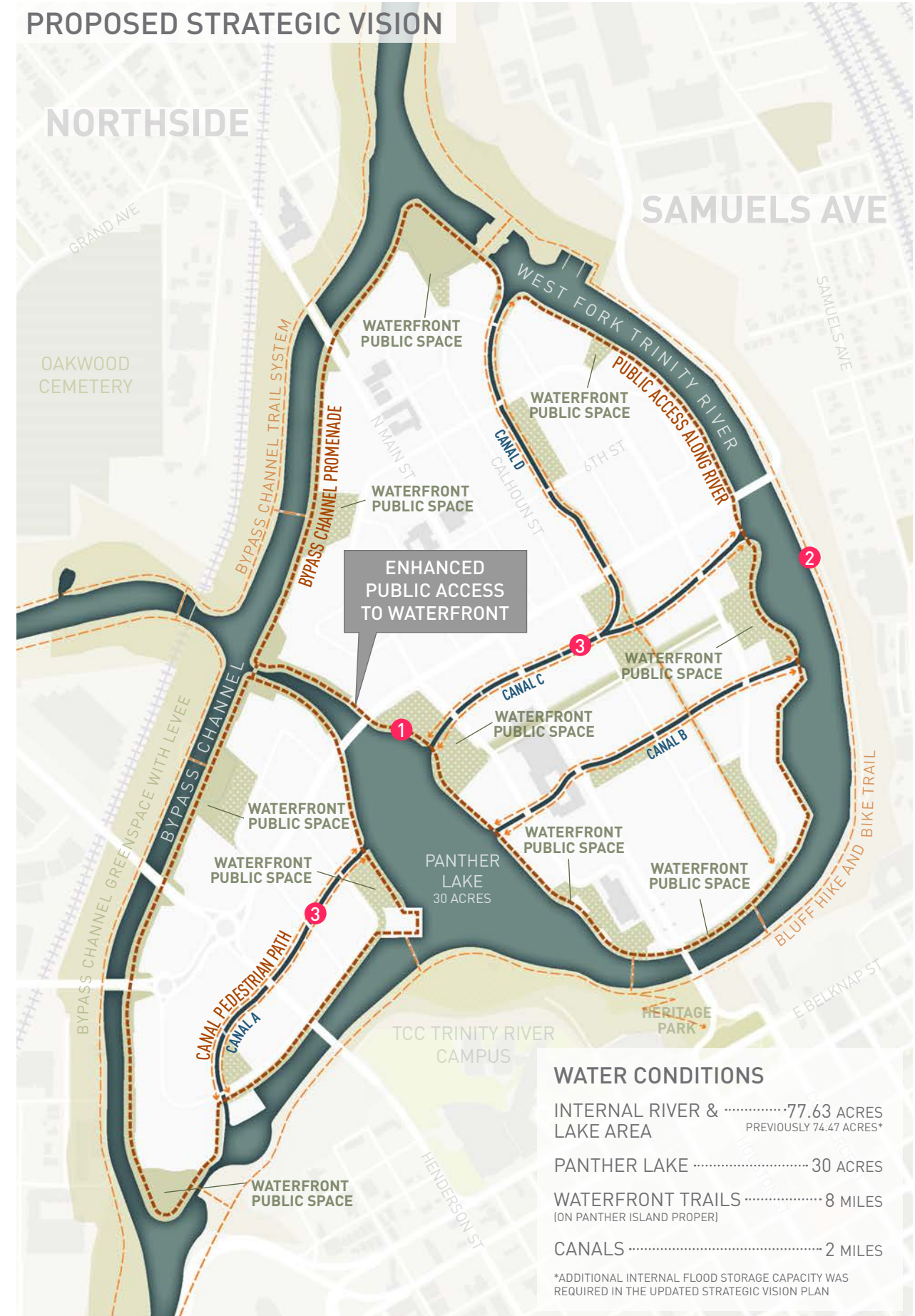
## WATERWAY DESIGN & ACTIVATION

### RECOMMENDATIONS

- 1 ENHANCE PUBLIC ACCESS TO WATERFRONT**  
Create a robust public waterfront trail network to connect the district to the water's edge.
- 2 STRENGTHEN EXISTING REGIONAL TRAIL NETWORK**  
Build on the success of the Trinity Trail system by connecting all edges of the waterfront to the trail network.
- 3 USE THE CANALS TO CONNECT OPEN SPACES**  
Amplify the distributed open space network by using the canal system as the connective tissue between open spaces.

### LEGEND

- MAIN PUBLIC WATERFRONT ACCESS
- OTHER WATERFRONT & CANAL ACCESS



### WATER CONDITIONS

- INTERNAL RIVER & LAKE AREA .....77.63 ACRES  
PREVIOUSLY 74.47 ACRES\*
- PANTHER LAKE ..... 30 ACRES
- WATERFRONT TRAILS ..... 8 MILES  
(ON PANTHER ISLAND PROPER)
- CANALS ..... 2 MILES

\*ADDITIONAL INTERNAL FLOOD STORAGE CAPACITY WAS REQUIRED IN THE UPDATED STRATEGIC VISION PLAN

# *LAKE & RIVER'S EDGE CONDITIONS*

*BYPASS CHANNEL CONDITIONS*

*CANAL CONDITIONS*

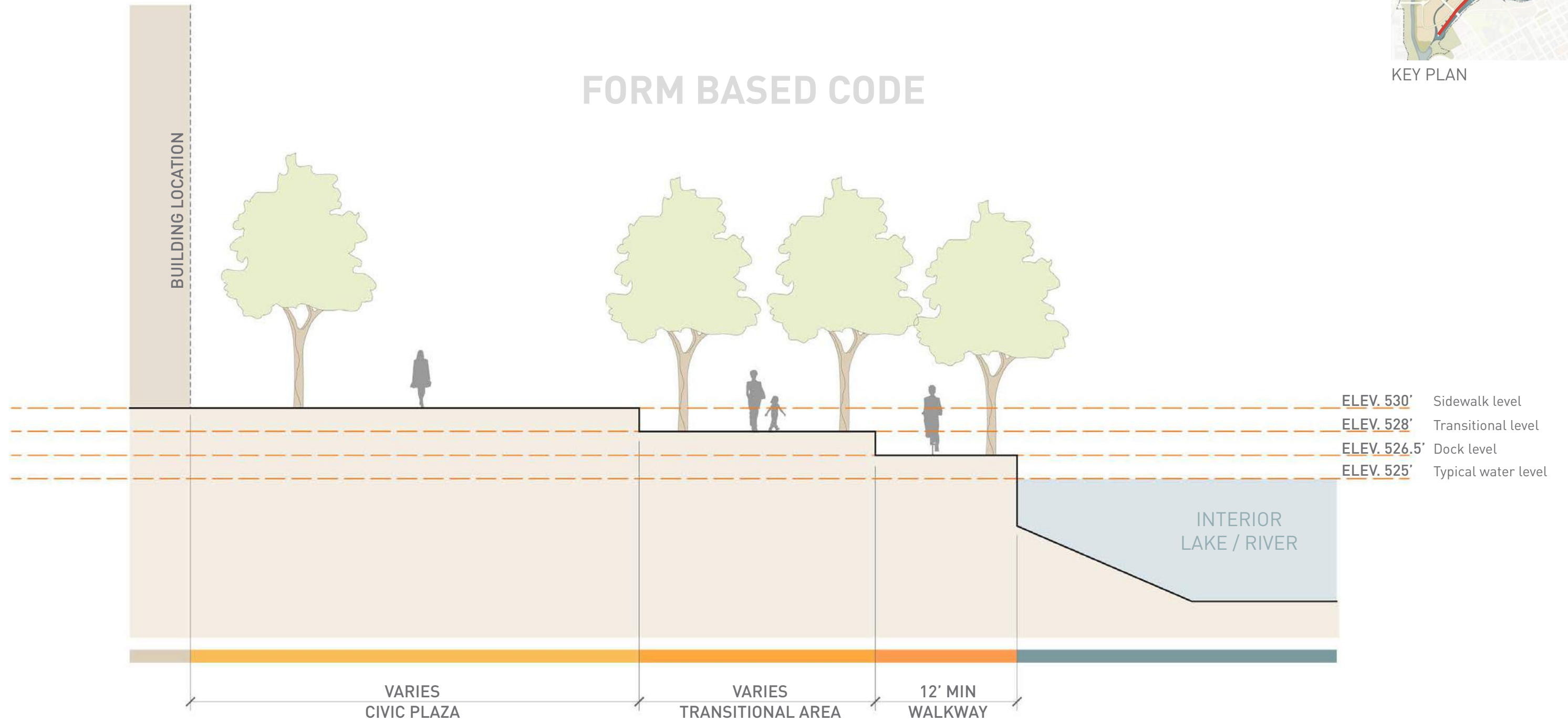
# FORM BASED CODE SECTION - INTERIOR LAKE & RIVER

WATERWAY DESIGN & ACTIVATION



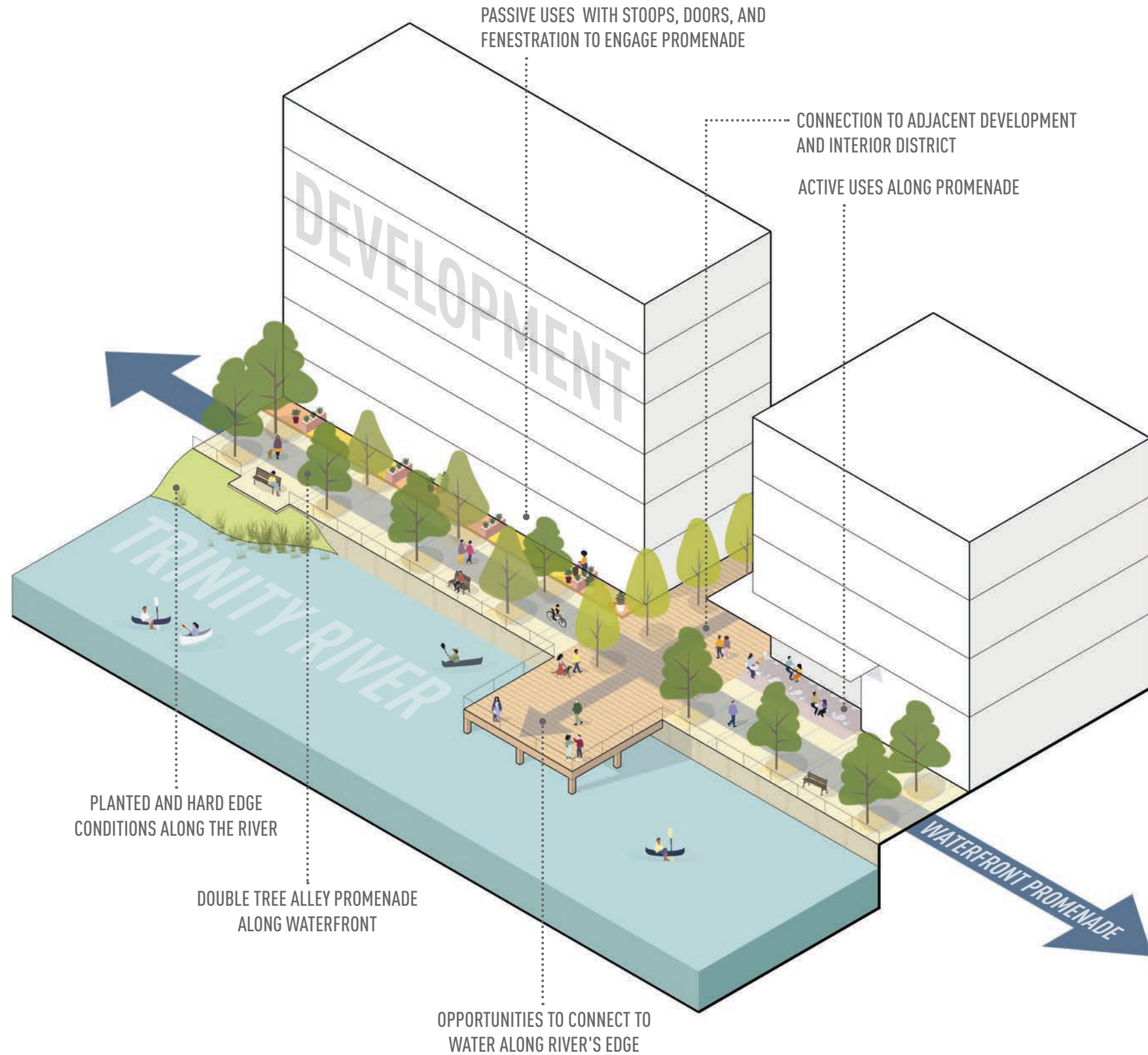
KEY PLAN

## FORM BASED CODE



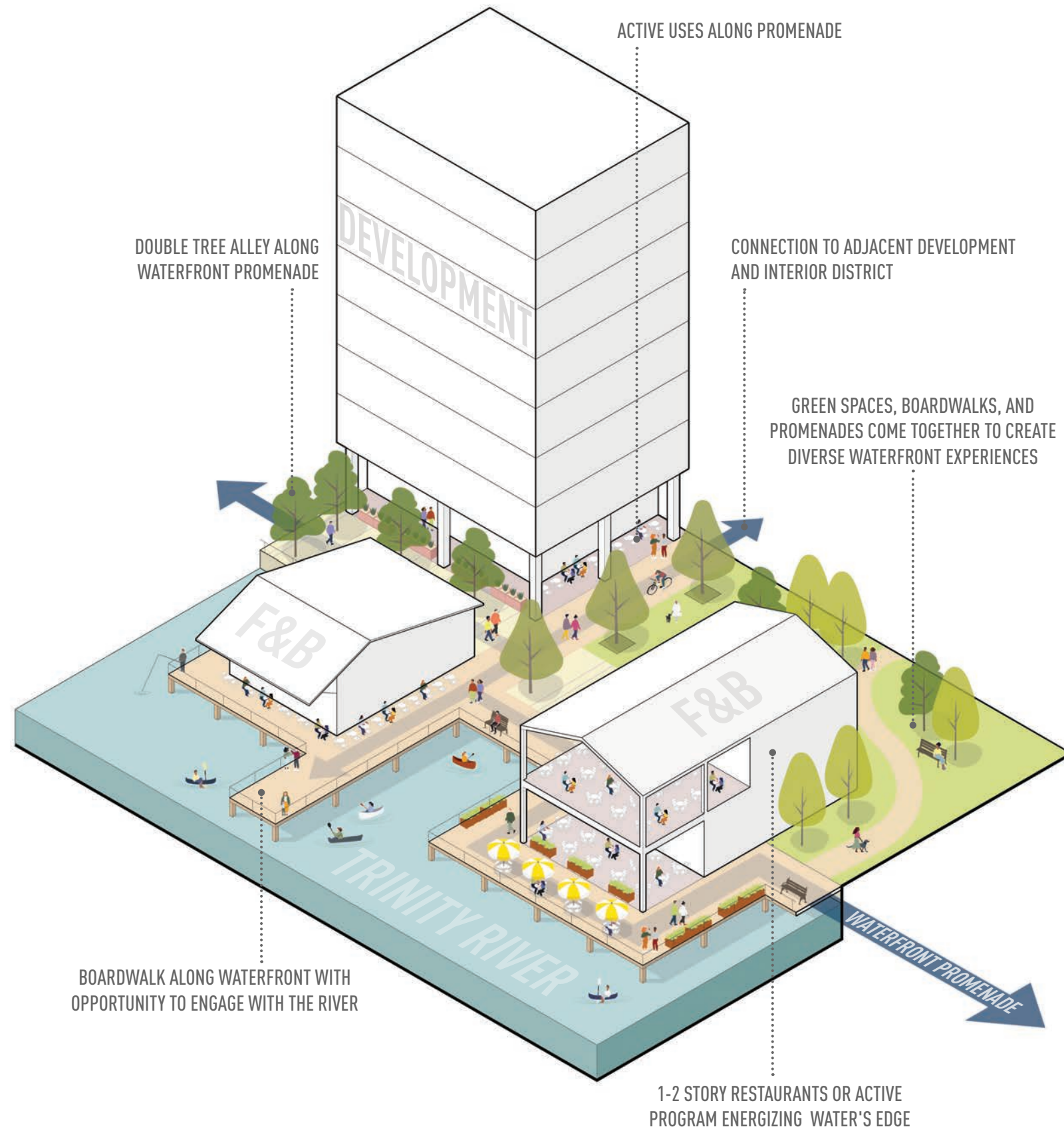
# PROPOSED LAKE / RIVER EDGE TYPOLOGIES - DEVELOPMENT EDGE & PROMENADE

WATERWAY DESIGN & ACTIVATION



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

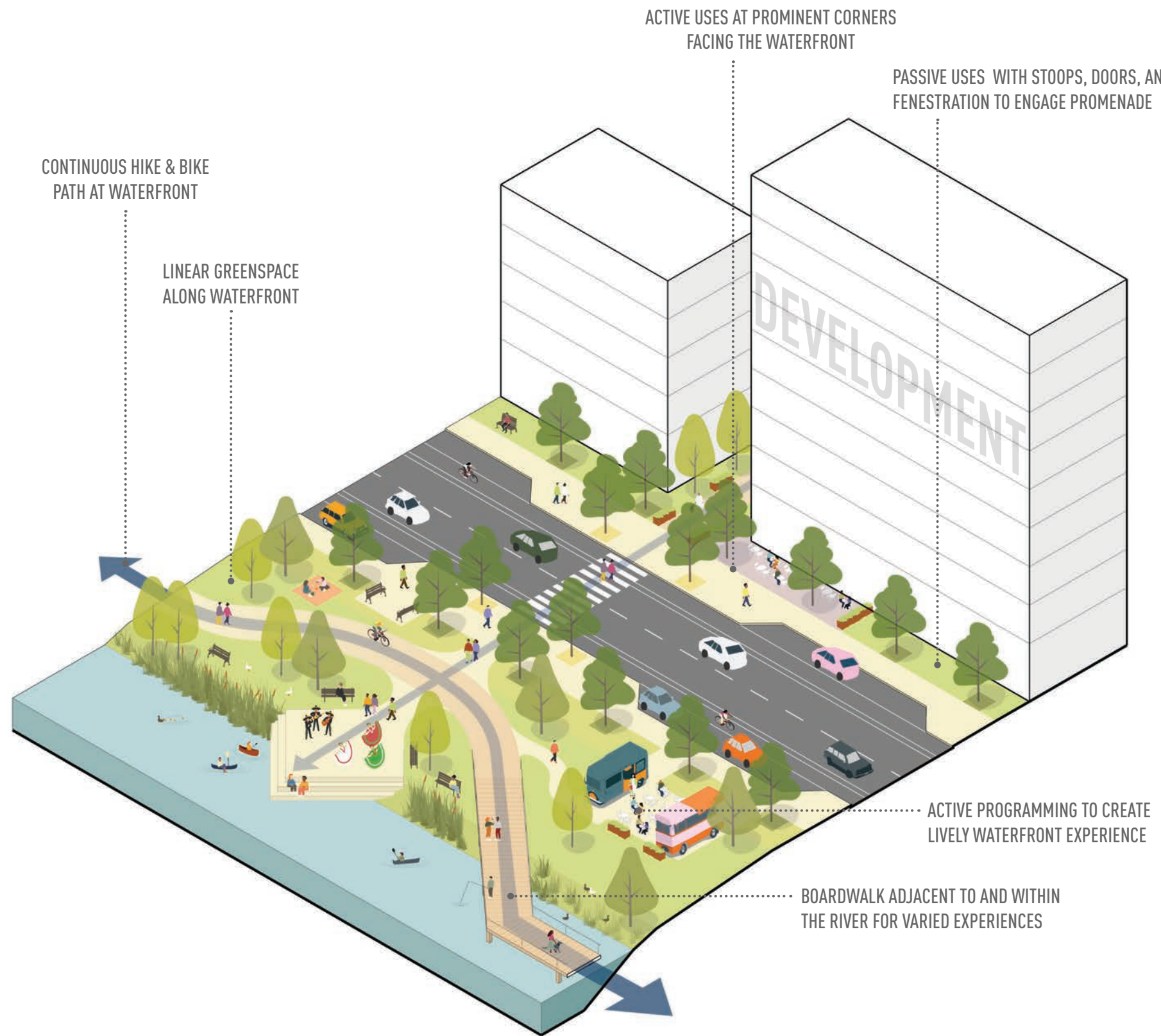
WATERWAY DESIGN & ACTIVATION





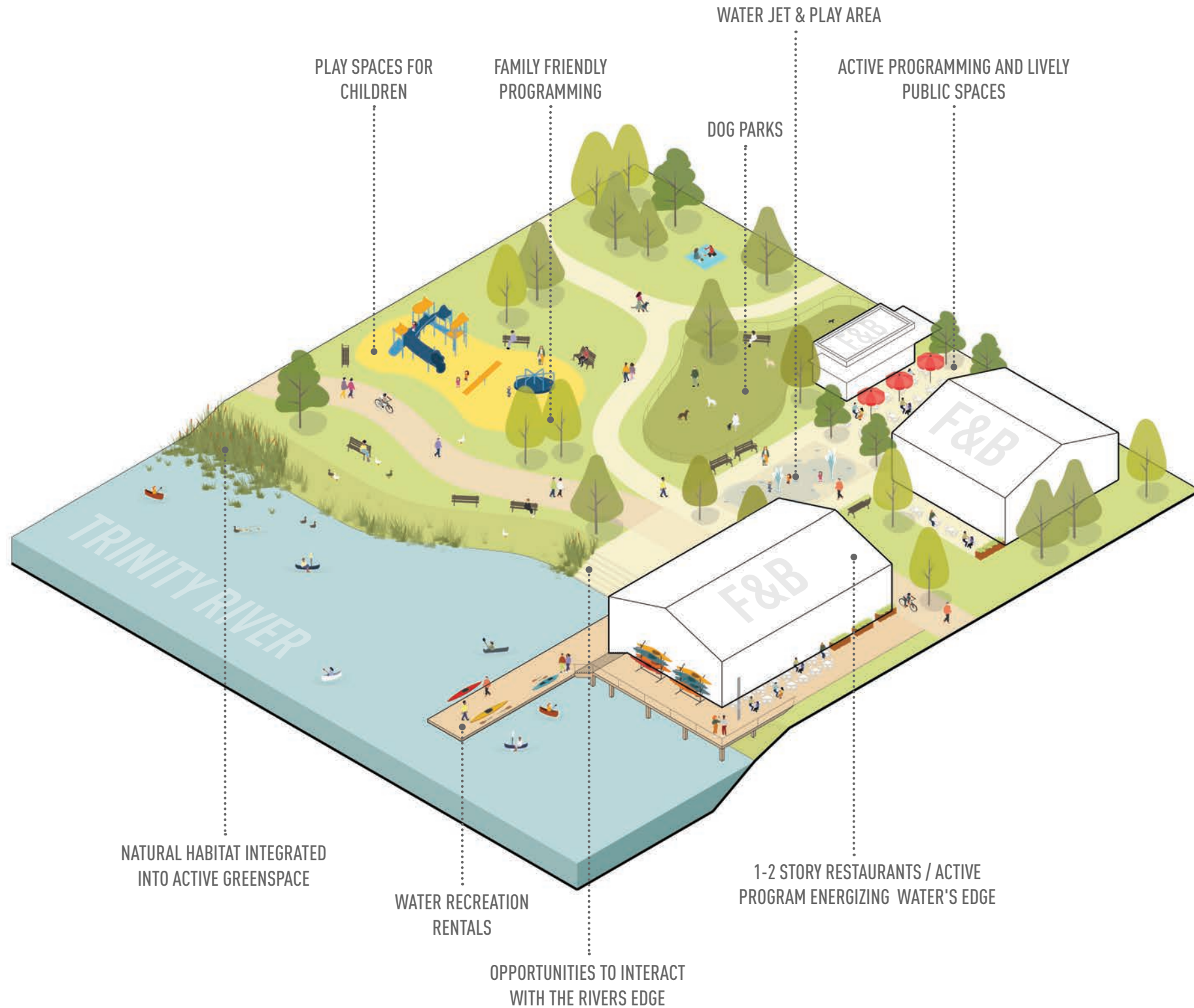
# PROPOSED LAKE / RIVER EDGE TYPOLOGIES - LINEAR OPEN SPACE

WATERWAY DESIGN & ACTIVATION



# PROPOSED LAKE / RIVER EDGE TYPOLOGIES - SIGNATURE OPEN SPACE

WATERWAY DESIGN & ACTIVATION



# LAKE AND RIVER - CHARACTER & EXPERIENCES

WATERWAY DESIGN & ACTIVATION



*LAKE & RIVER'S EDGE CONDITIONS*

***BYPASS CHANNEL  
CONDITIONS***

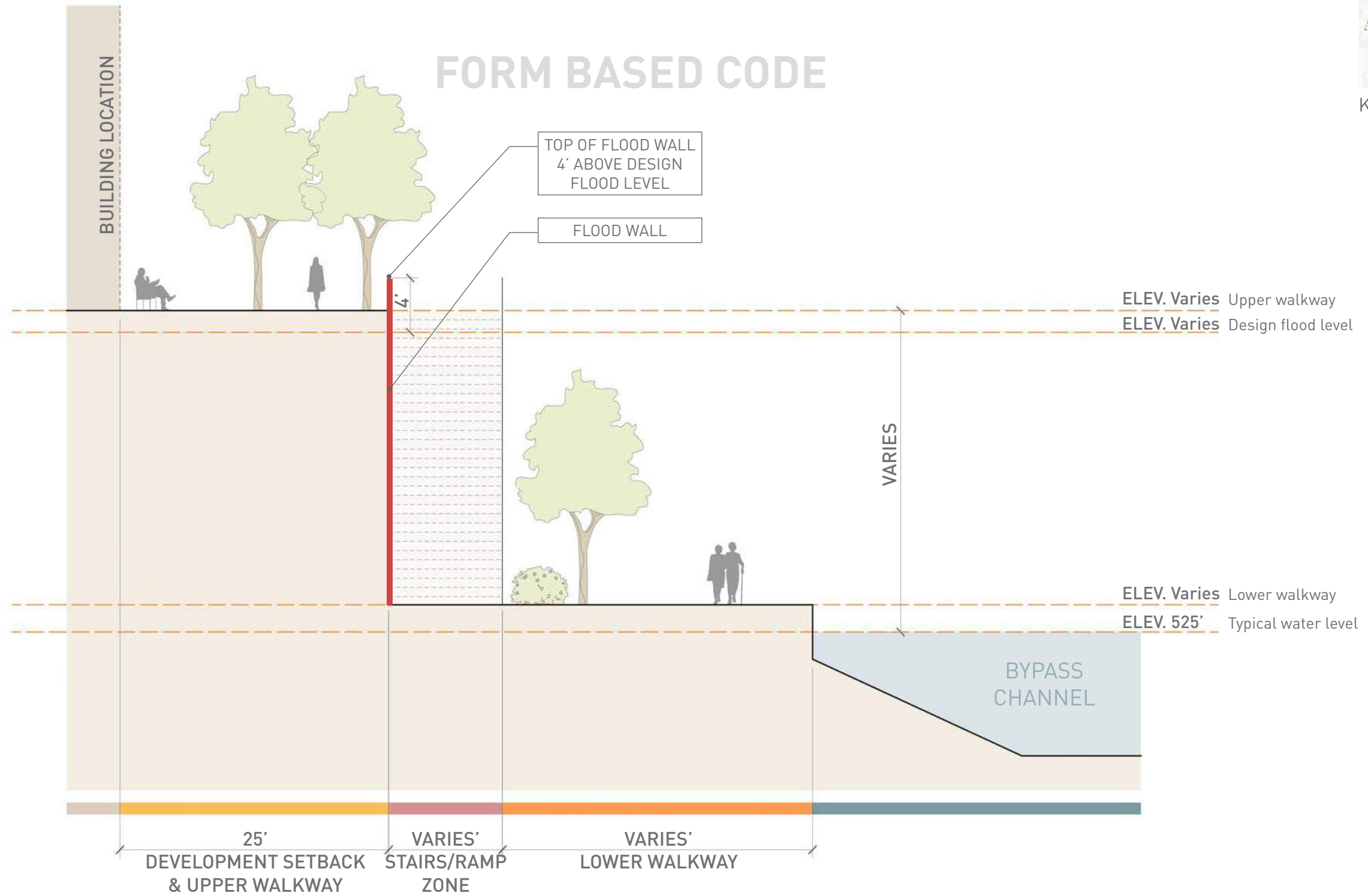
*CANAL CONDITIONS*

# FORM BASED CODE - BYPASS CHANNEL FLOOD WALL EDGE

WATERWAY DESIGN & ACTIVATION

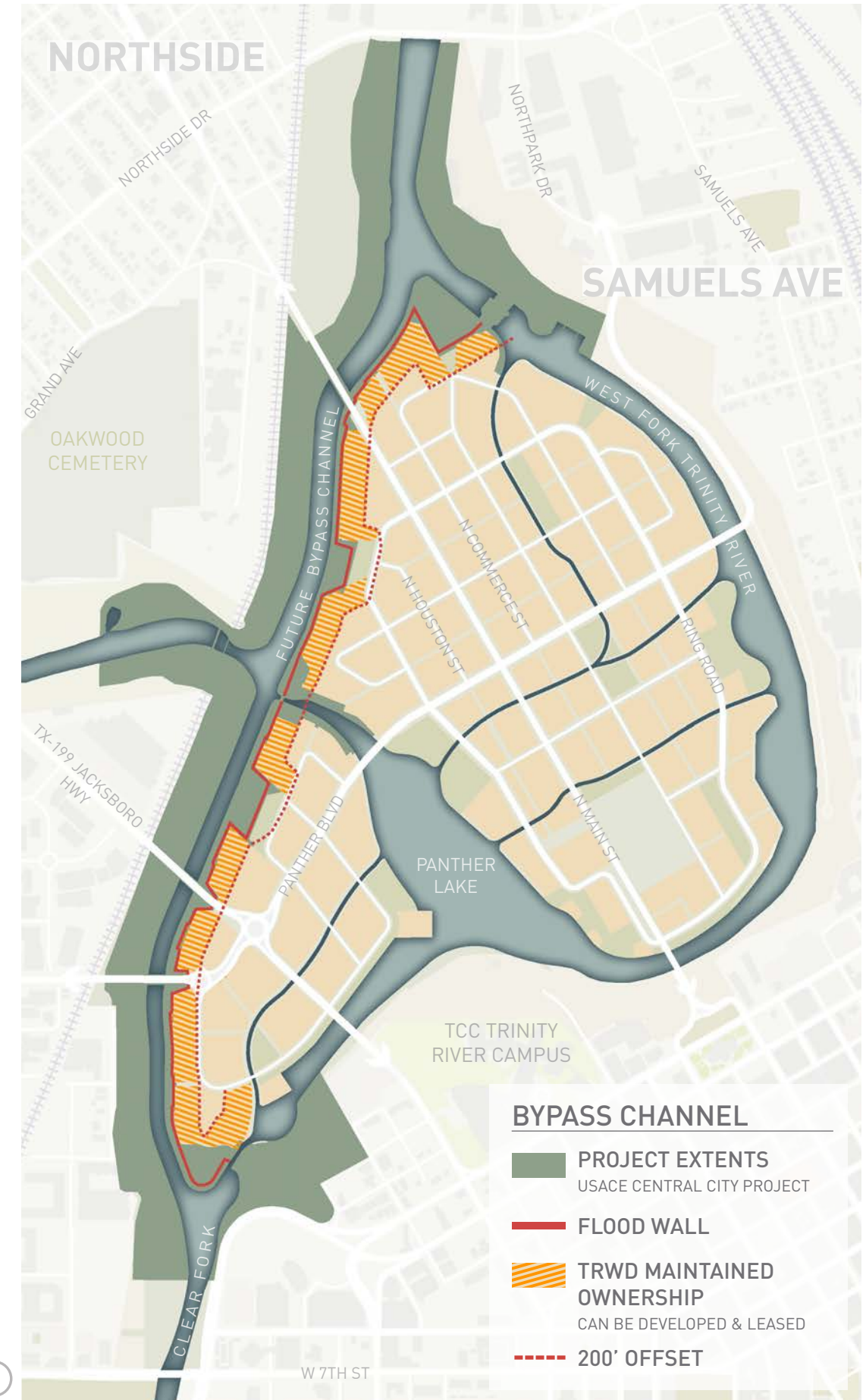
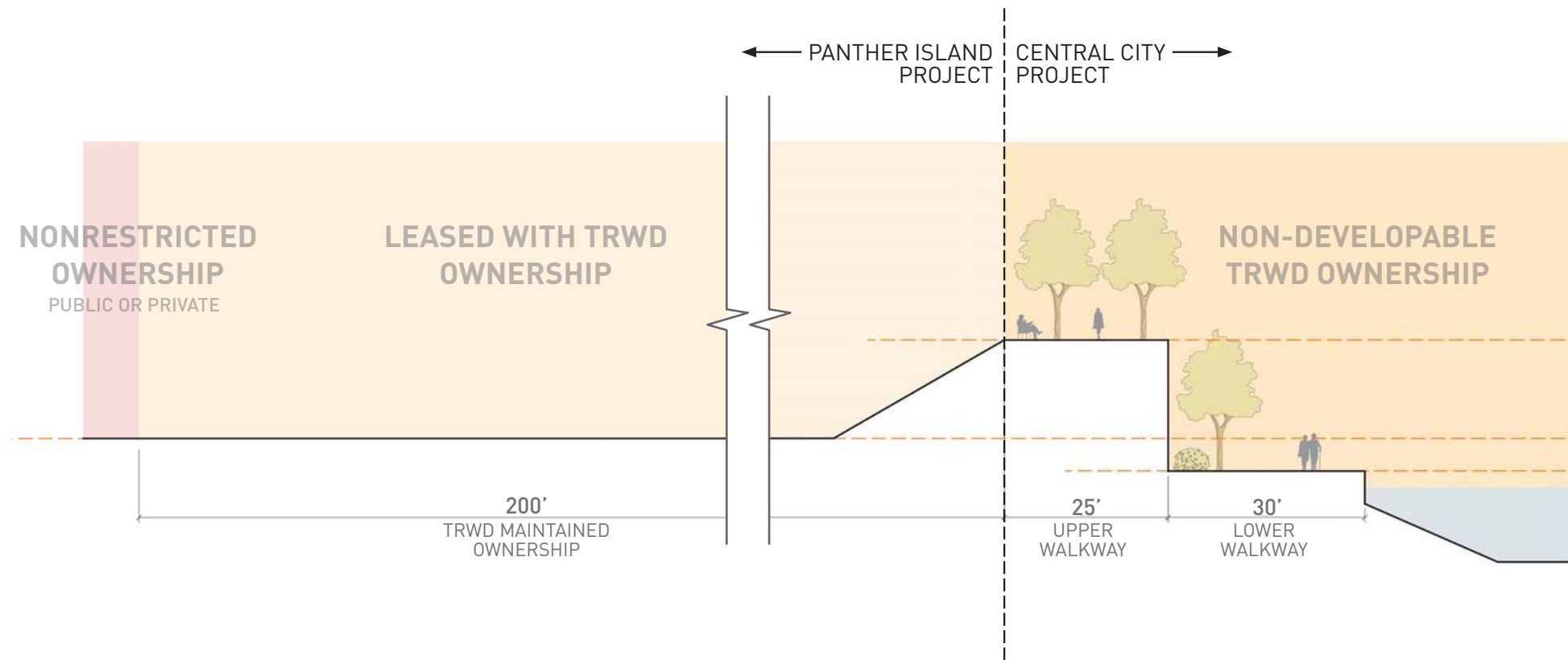


KEY PLAN



# BYPASS CHANNEL - TYPOLOGICAL EDGE CONDITIONS

WATERWAY DESIGN & ACTIVATION



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

## WATERWAY DESIGN & ACTIVATION

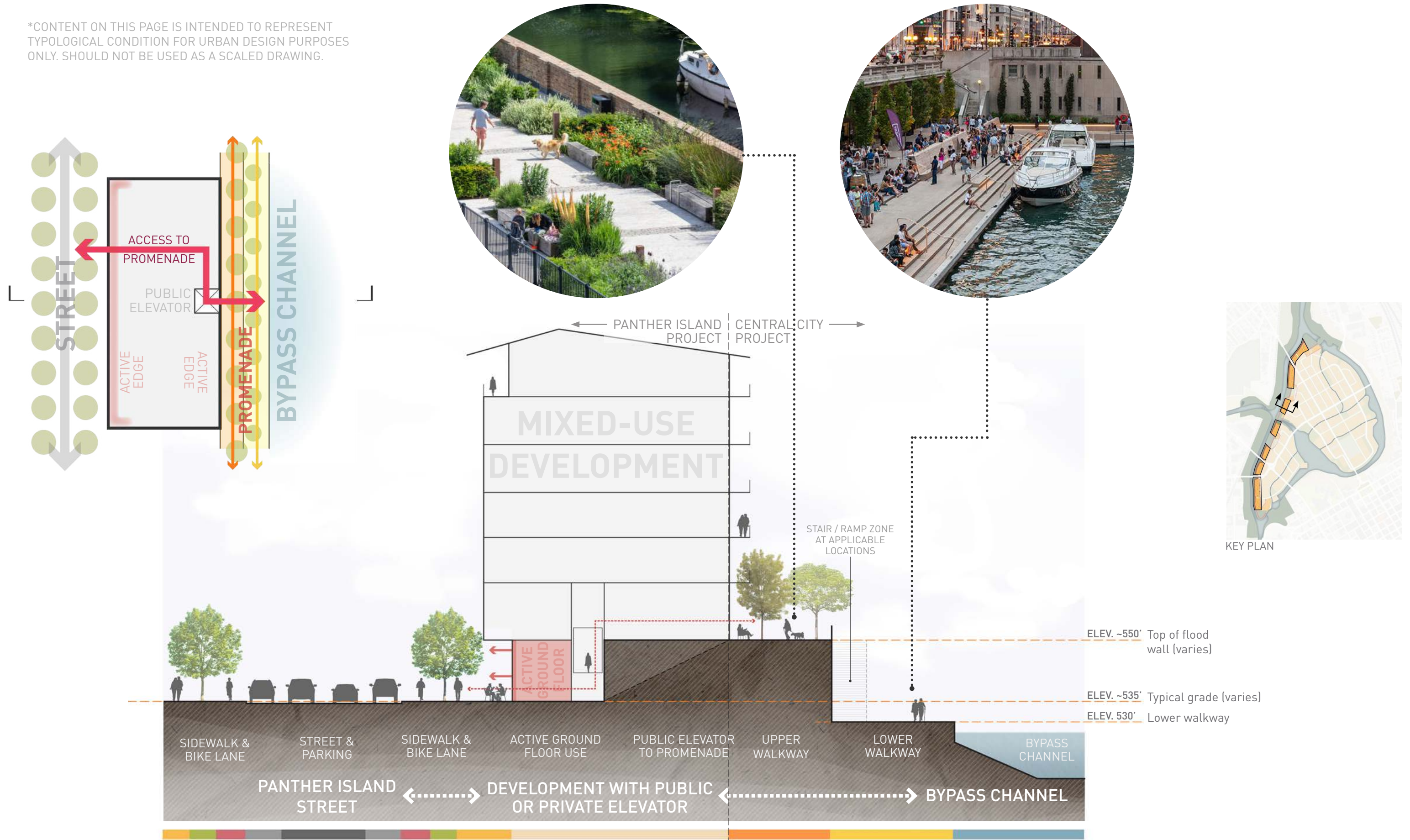
\*CONTENT ON THIS PAGE IS INTENDED TO REPRESENT TYPOLOGICAL CONDITION FOR URBAN DESIGN PURPOSES ONLY. SHOULD NOT BE USED AS A SCALED DRAWING.



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

## WATERWAY DESIGN & ACTIVATION

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

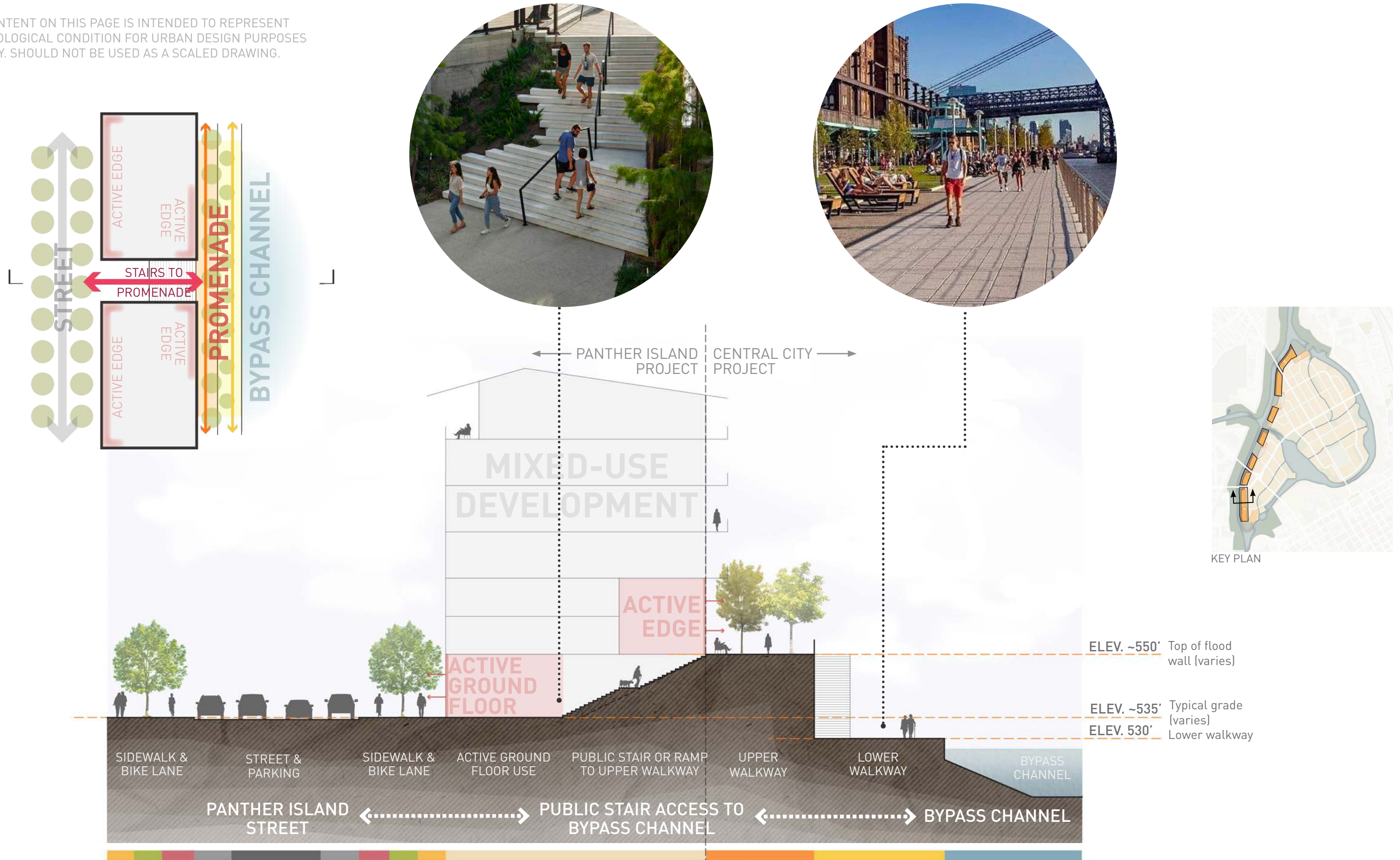




# PROPOSED BYPASS CHANNEL EDGE TYPOLOGIES - PUBLIC STAIR ACCESS TO BYPASS CHANNEL

## WATERWAY DESIGN & ACTIVATION

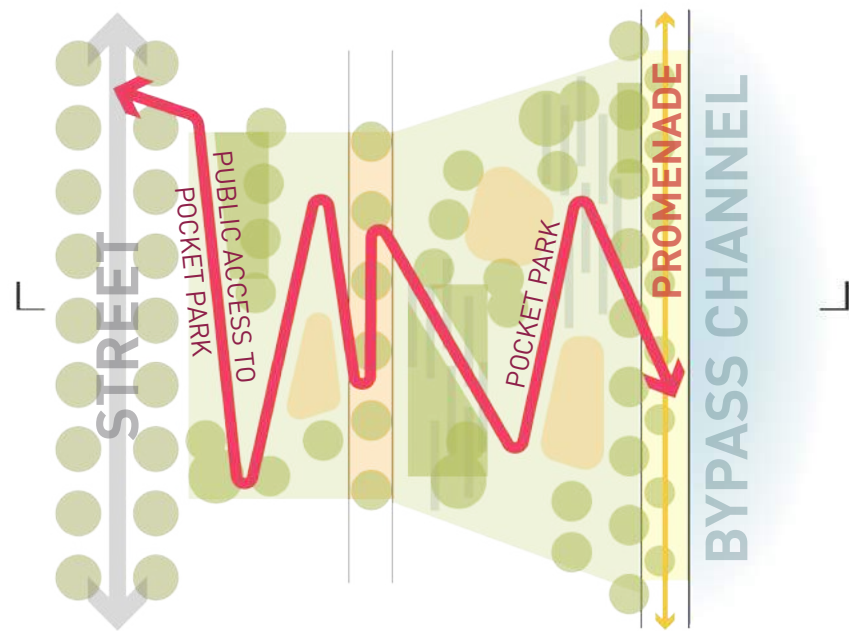
\*CONTENT ON THIS PAGE IS INTENDED TO REPRESENT TYPOLOGICAL CONDITION FOR URBAN DESIGN PURPOSES ONLY. SHOULD NOT BE USED AS A SCALED DRAWING.



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

## WATERWAY DESIGN & ACTIVATION

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

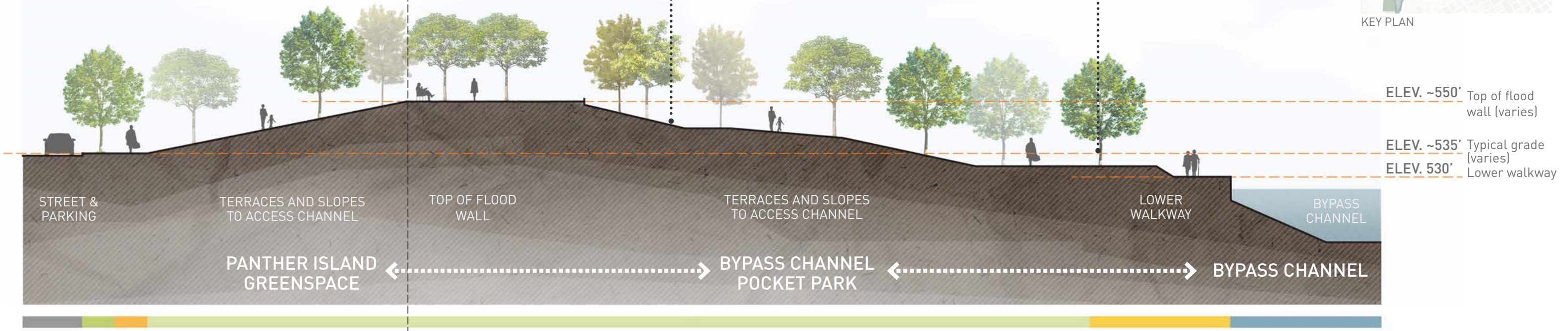


KEY PLAN

← PANTHER ISLAND PROJECT      CENTRAL CITY PROJECT →

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

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



# BYPASS CHANNEL WATERFRONT CONDITION - CHARACTER & EXPERIENCES

WATERWAY DESIGN & ACTIVATION



*LAKE & RIVER'S EDGE CONDITIONS*

*BYPASS CHANNEL CONDITIONS*

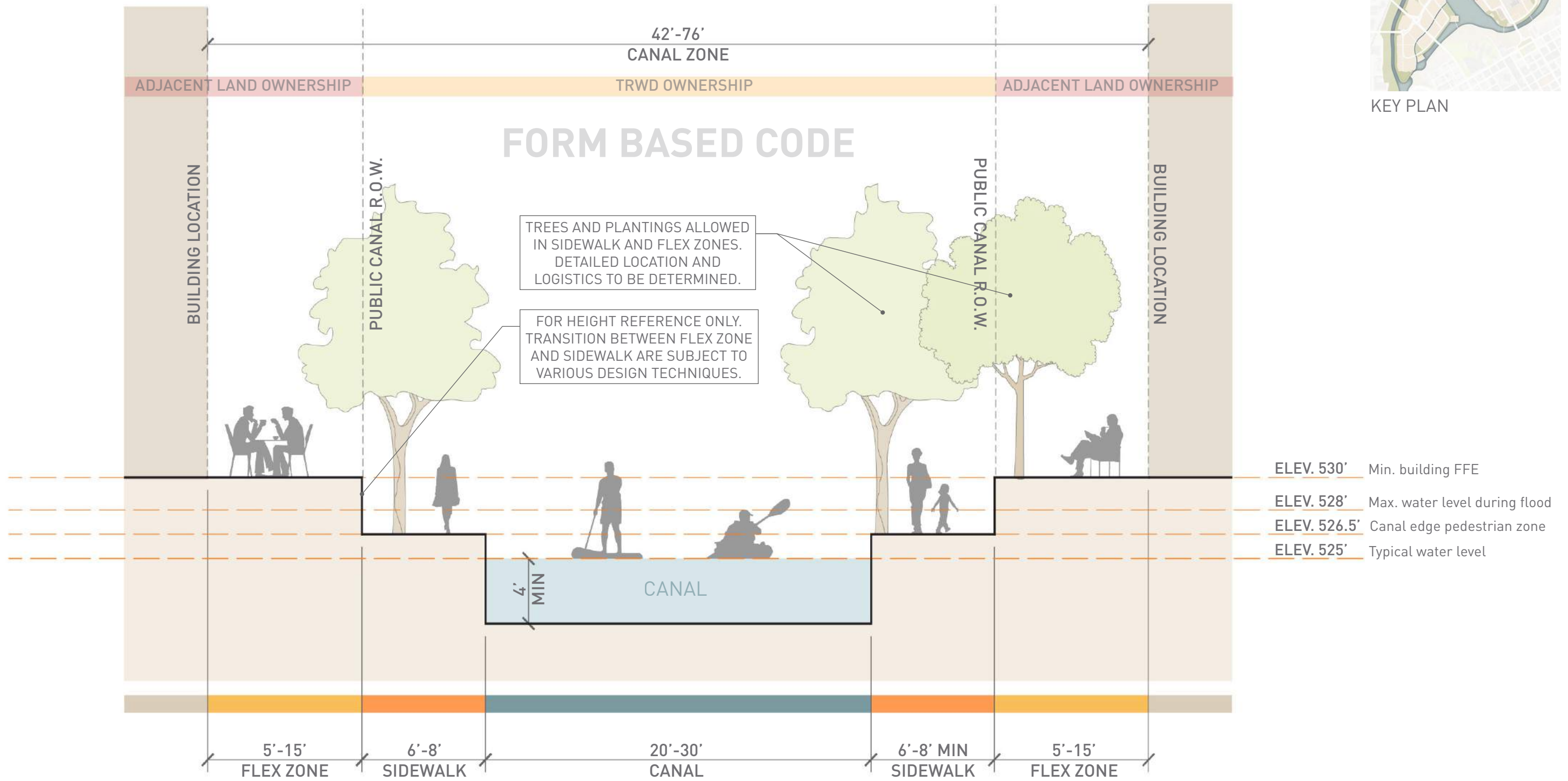
***CANAL CONDITIONS***

# FORM BASED CODE - NORTH ISLAND CANALS

WATERWAY DESIGN & ACTIVATION



KEY PLAN

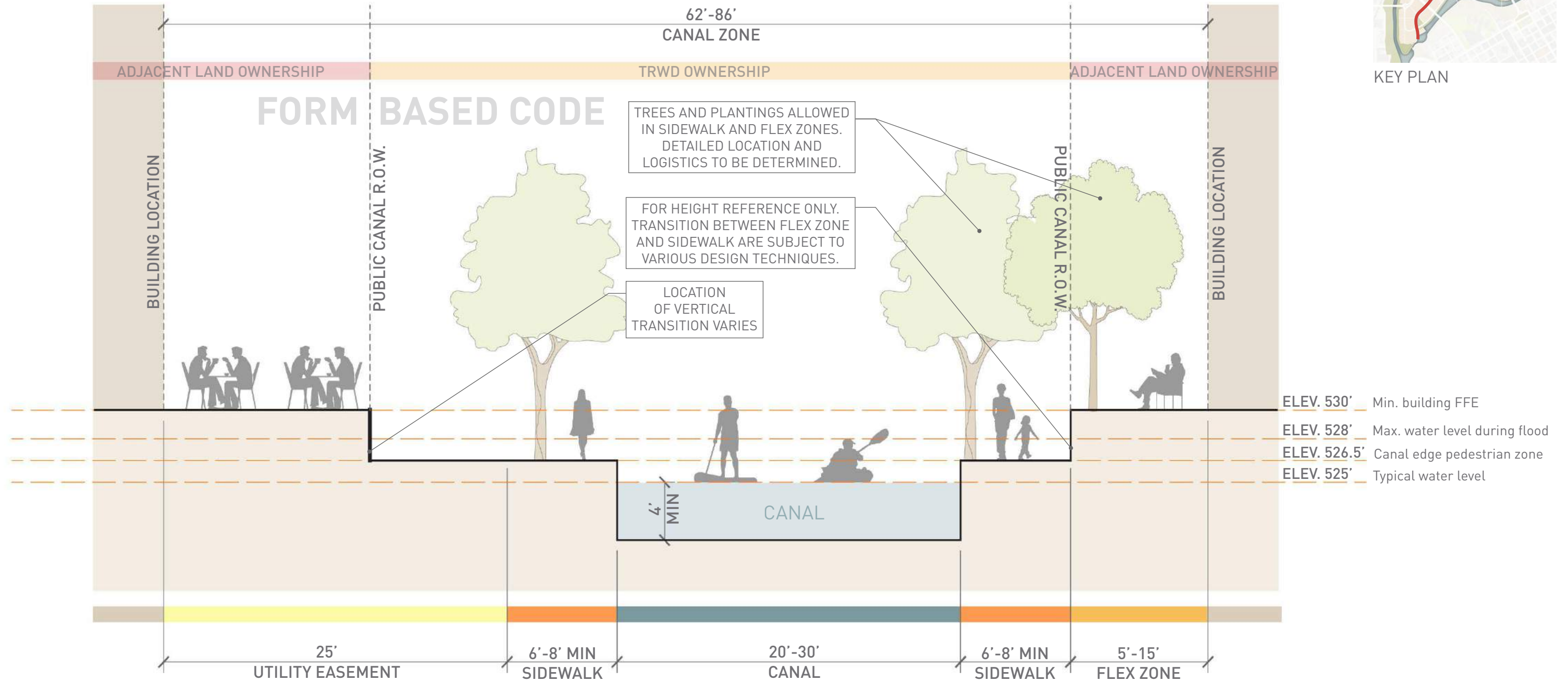


# FORM BASED CODE - SOUTH ISLAND CANAL

WATERWAY DESIGN & ACTIVATION





KEY PLAN



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

## WATERWAY DESIGN & ACTIVATION

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

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

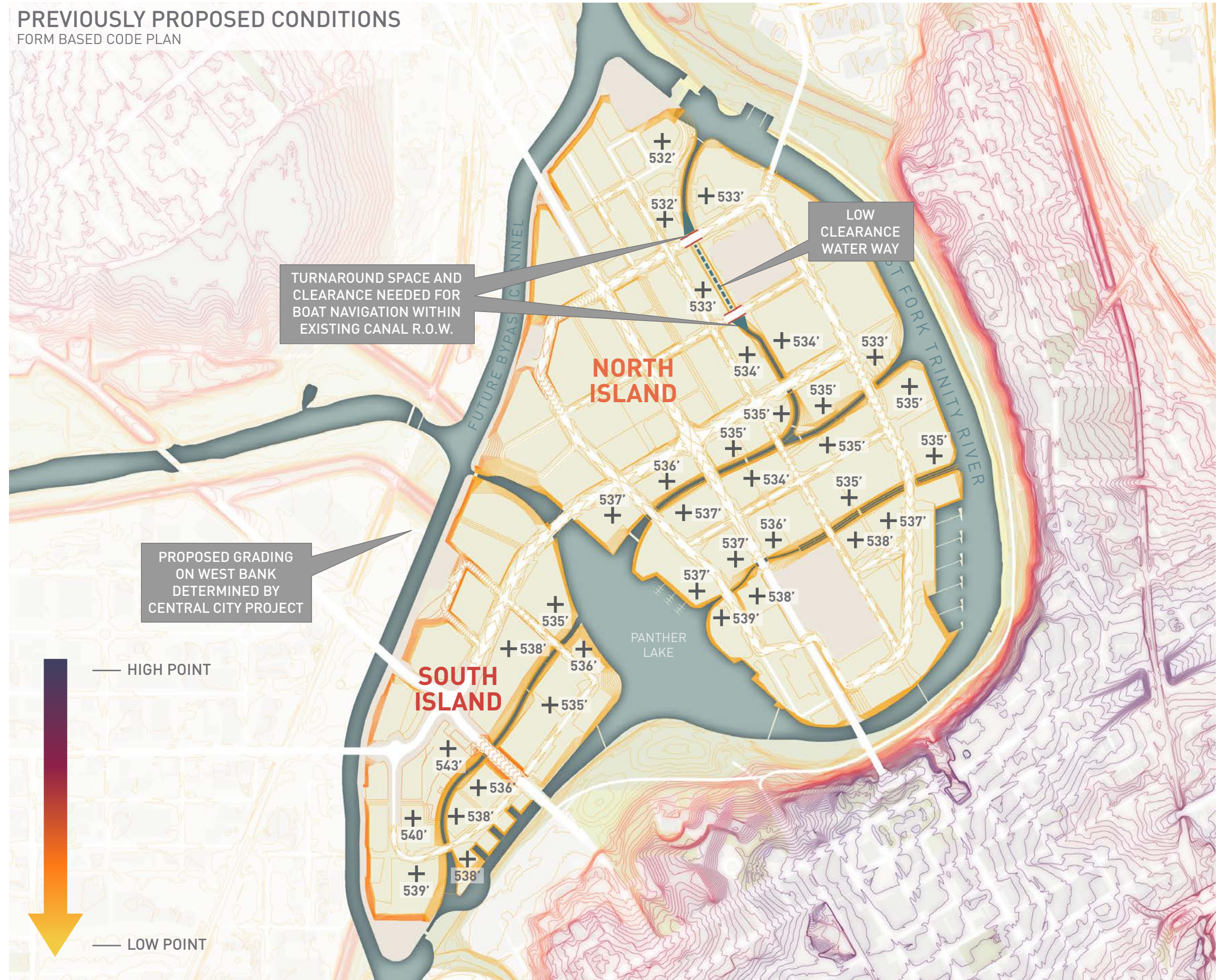
**535'** AVERAGE GRADE OF PARCELS ADJACENT TO CANAL ON **NORTH ISLAND**

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

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

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

### PREVIOUSLY PROPOSED CONDITIONS FORM BASED CODE PLAN

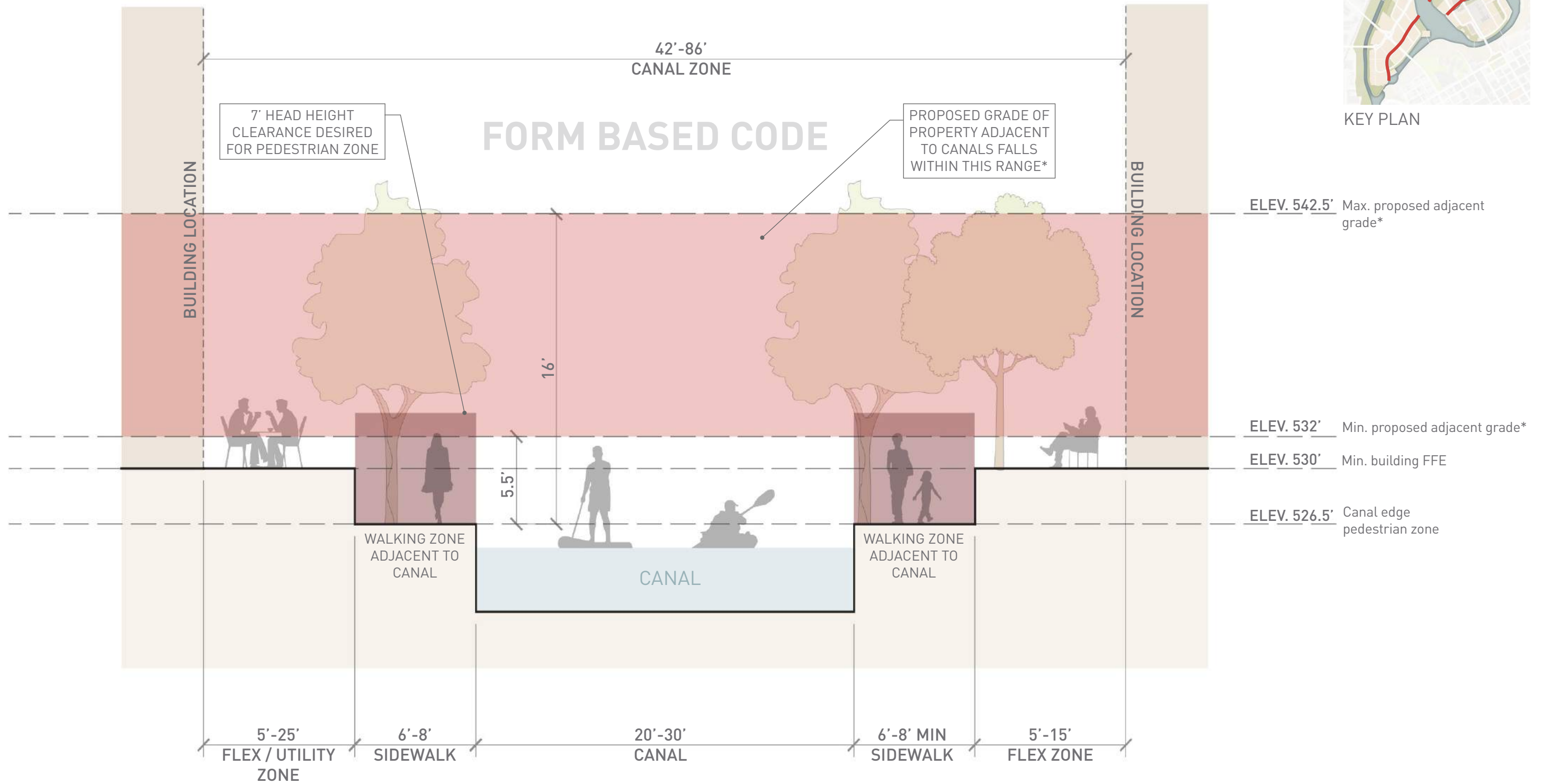


# TYPICAL CANAL SECTION - NORTH ISLAND - FUTURE ADJACENT GRADE

WATERWAY DESIGN & ACTIVATION



KEY PLAN



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

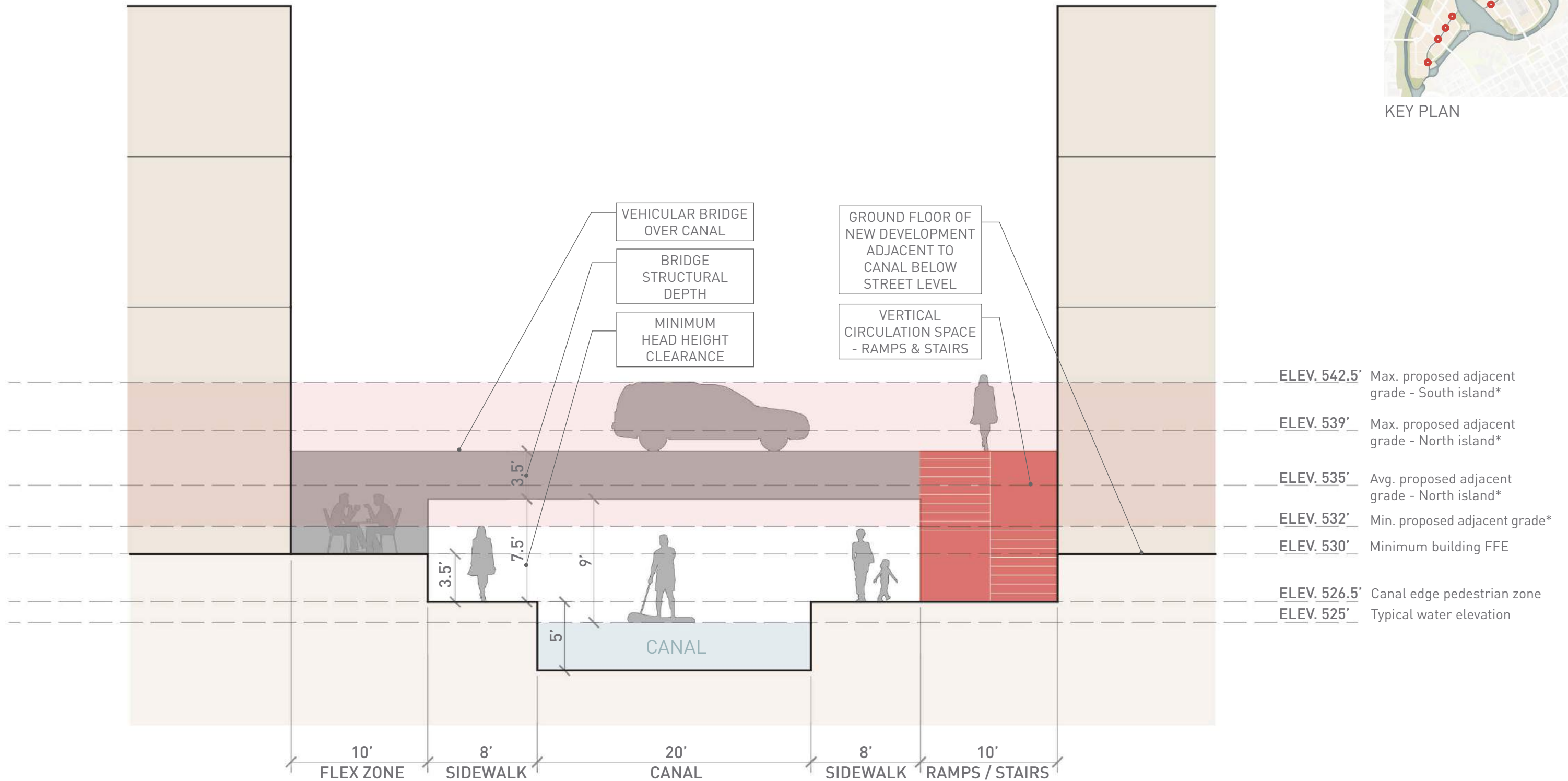


# TYPICAL CANAL SECTION - NORTH ISLAND - CANAL / ROAD INTERSECTION STUDY

WATERWAY DESIGN & ACTIVATION



KEY PLAN

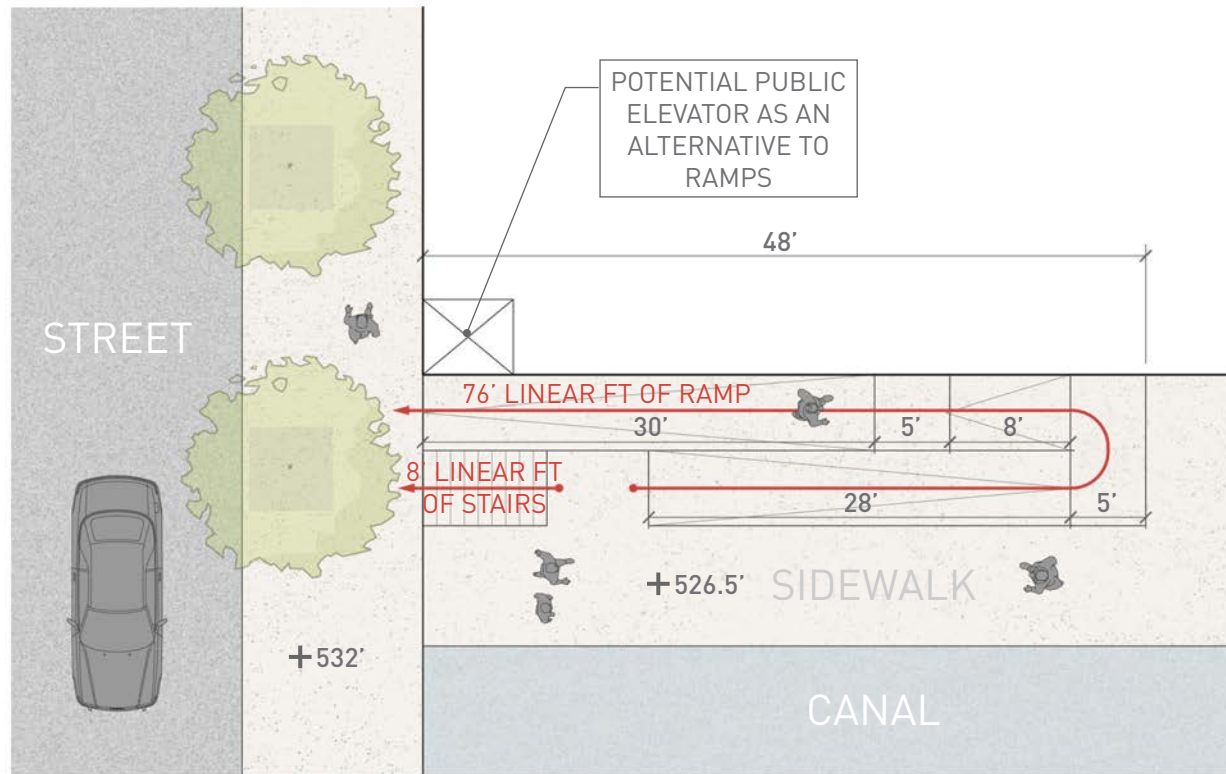


\*PROPOSED ADJACENT GRADE ELEVATIONS REFERENCED IN THIS EXHIBIT ARE SUBJECT TO CHANGE PENDING FURTHER STUDY AND AN UPDATE TO THE GRADING PLAN TO BE BASED ON THIS VISION DOCUMENT. THESE ELEVATIONS REPRESENT CURRENTLY PROPOSED VALUES, NOT EXISTING CONDITIONS.

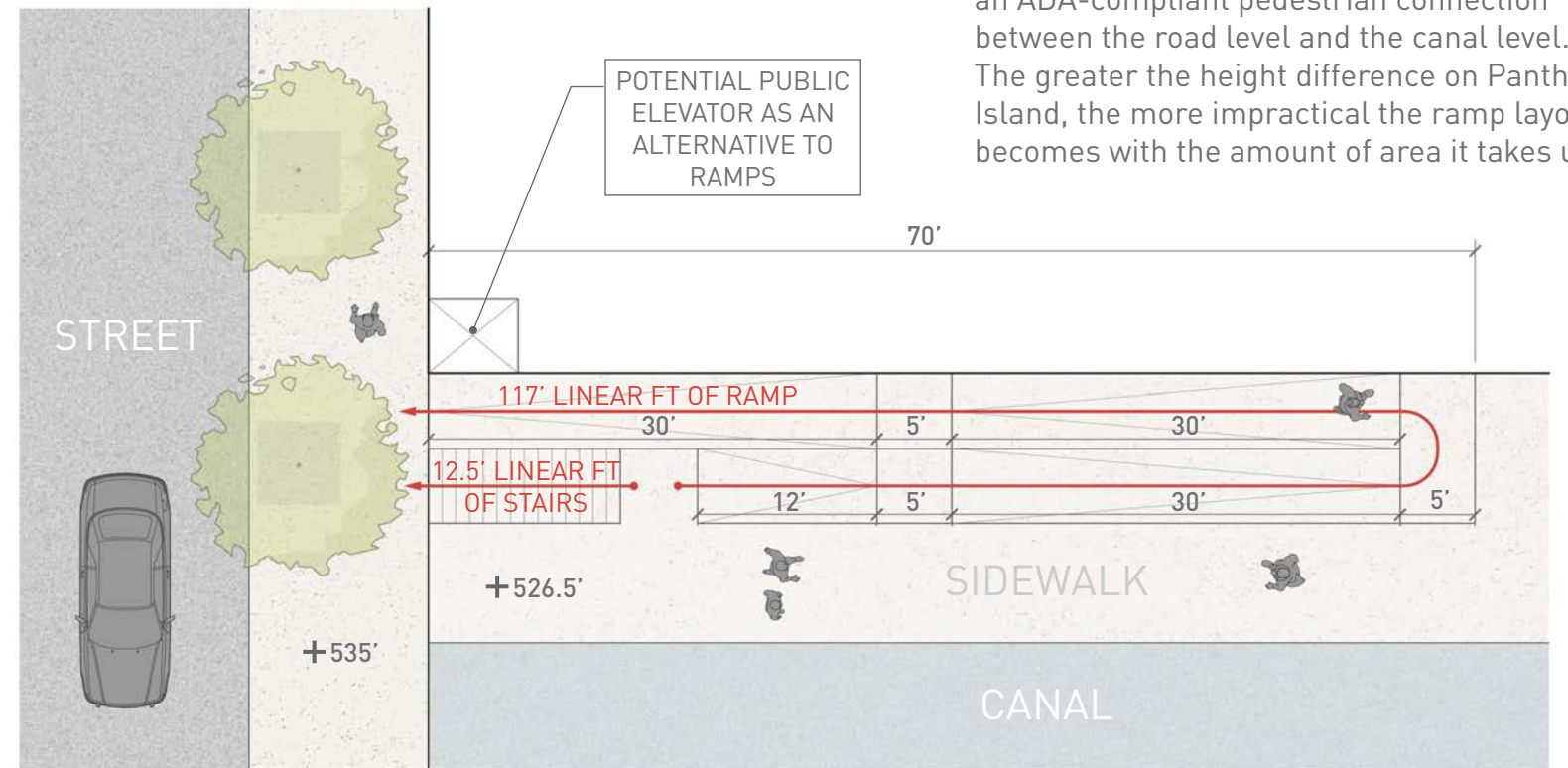
# CANAL / ROAD INTERSECTION ACCESSIBILITY STUDY

WATERWAY DESIGN & ACTIVATION

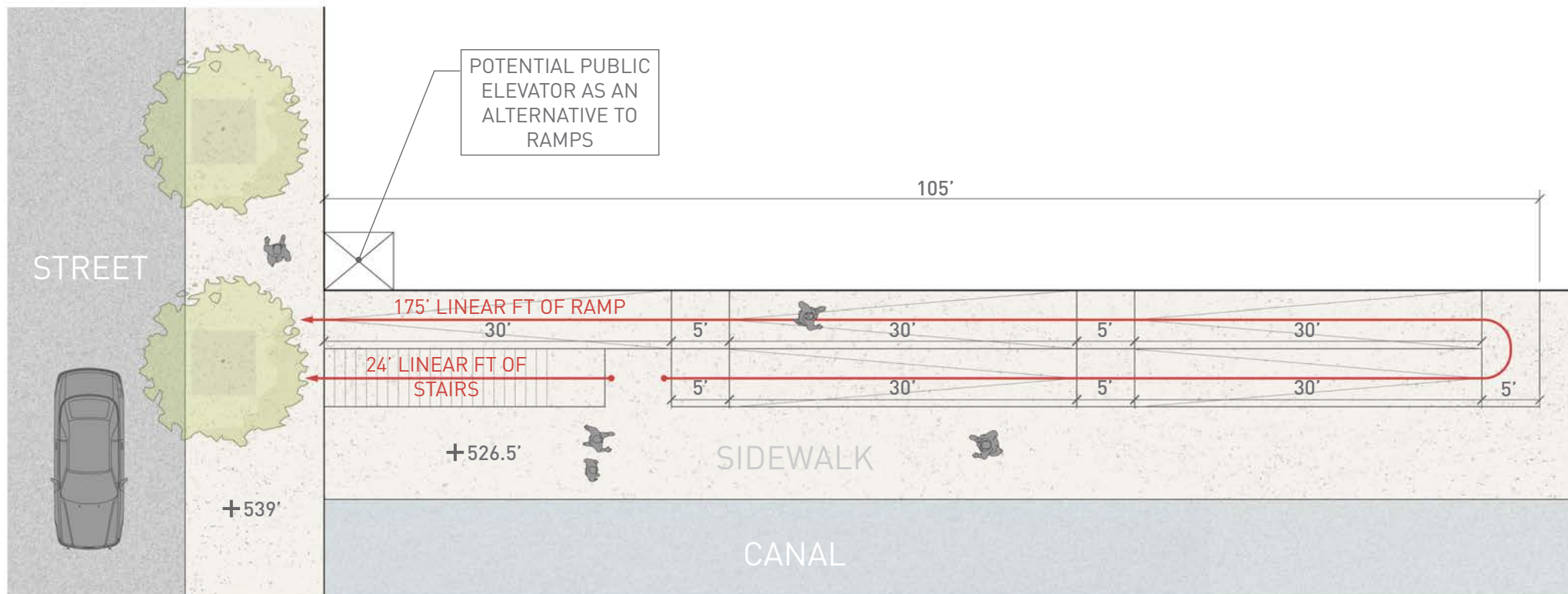
These diagrams illustrate three potential scenarios depicting the layout of ramps and stairs that would be needed to establish an ADA-compliant pedestrian connection between the road level and the canal level. The greater the height difference on Panther Island, the more impractical the ramp layout becomes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



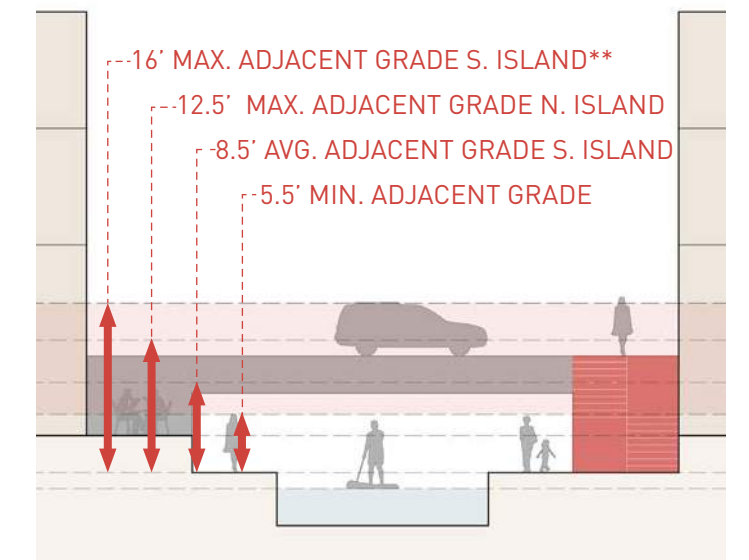
MINIMUM ADJACENT PROPOSED GRADE 532' - 48' OF RAMPS & STAIRS



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



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



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

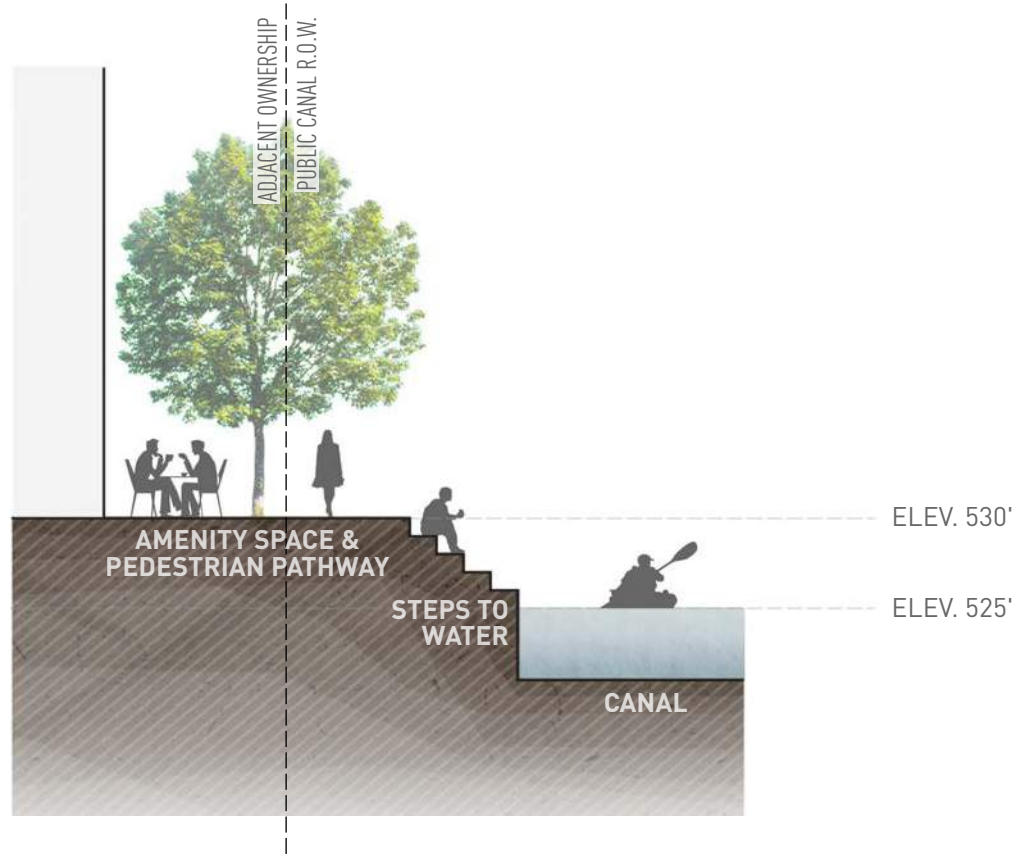
PROPOSED ADJACENT GRADE ELEVATIONS REFERENCED IN THIS EXHIBIT ARE SUBJECT TO CHANGE PENDING FURTHER STUDY AND AN UPDATE TO THE GRADING PLAN TO BE BASED ON THIS VISION DOCUMENT. THESE ELEVATIONS REPRESENT CURRENTLY PROPOSED VALUES, NOT EXISTING CONDITIONS.

# PROPOSED CANAL EDGE ELEVATION TREATMENT TYPOLOGIES

## WATERWAY DESIGN & ACTIVATION

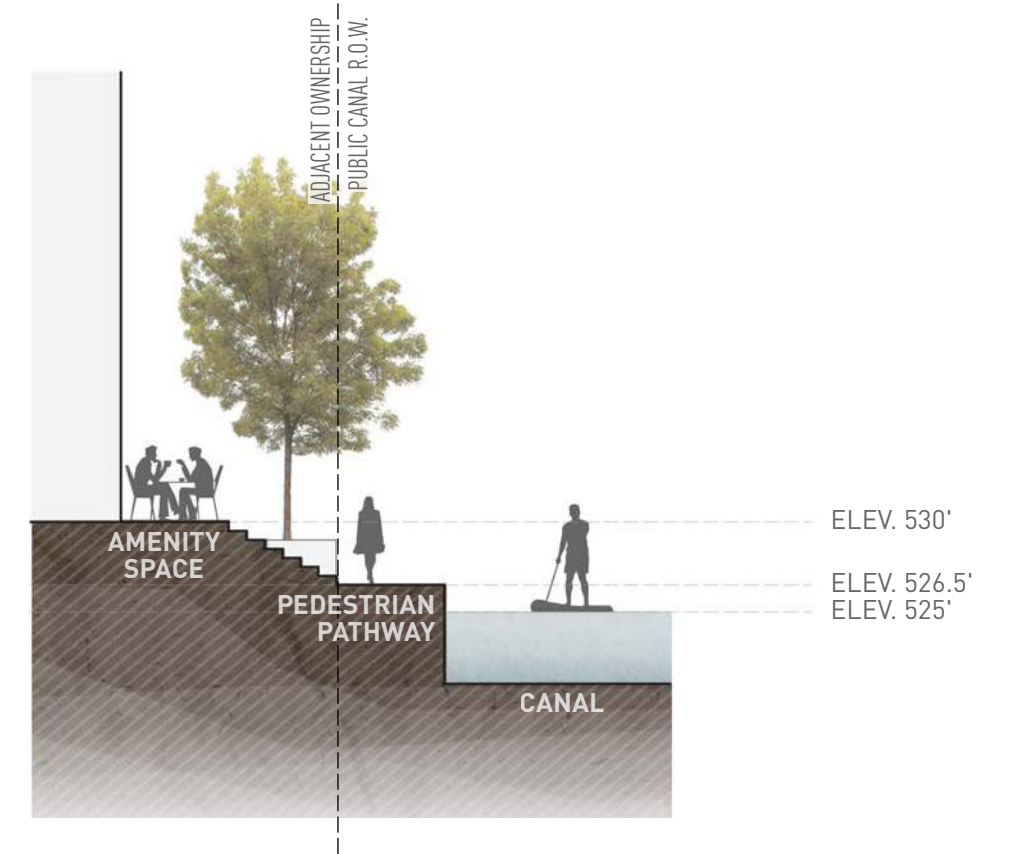
### EDGE TRANSITION 1

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



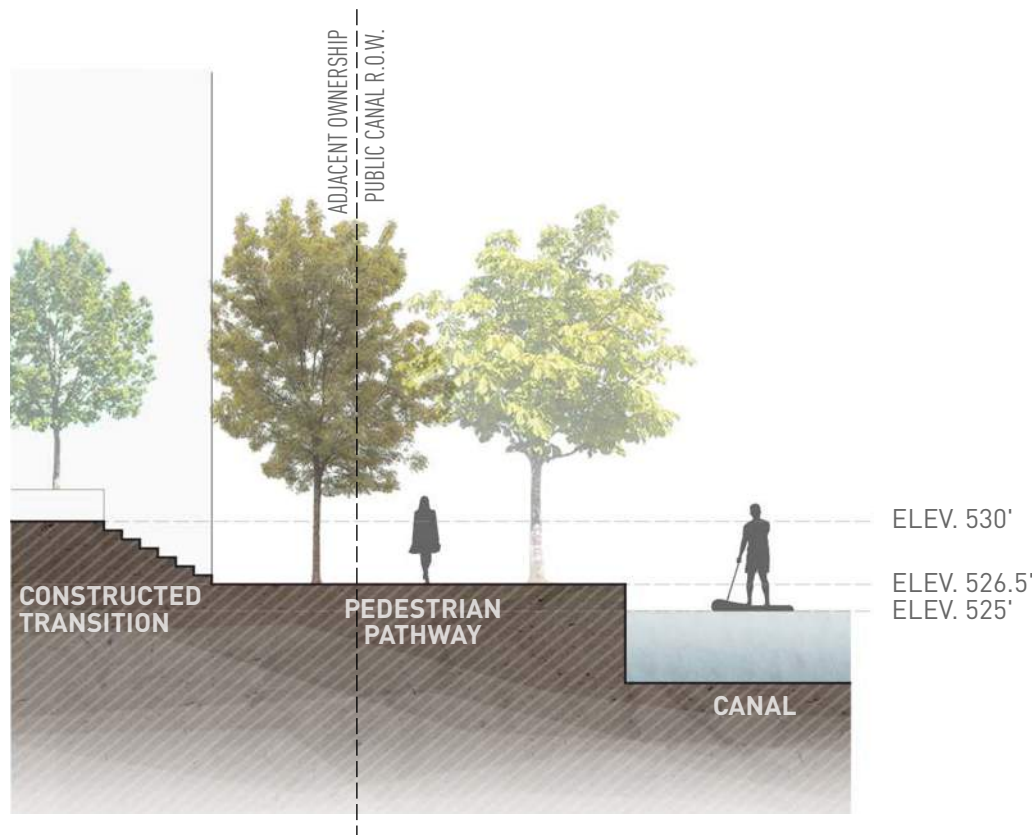
### EDGE TRANSITION 2

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



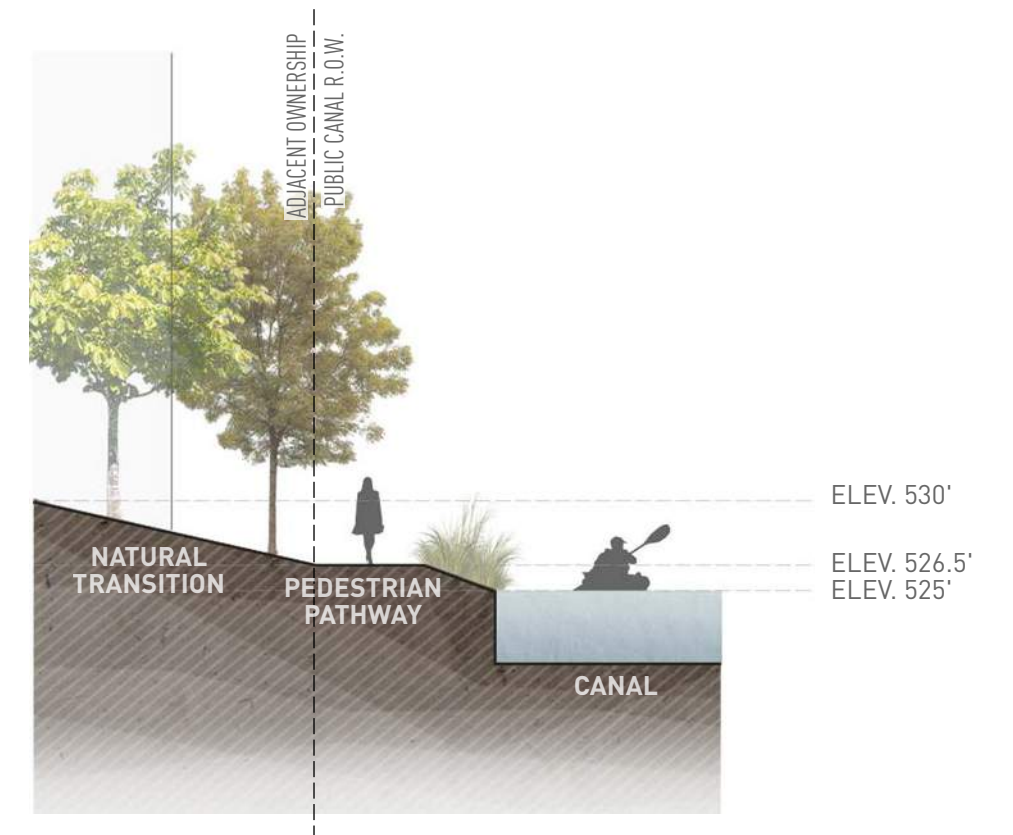
### EDGE TRANSITION 3

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



### EDGE TRANSITION 4

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



# PROPOSED CANAL EDGE TYPOLOGIES - ACTIVE VS PASSIVE

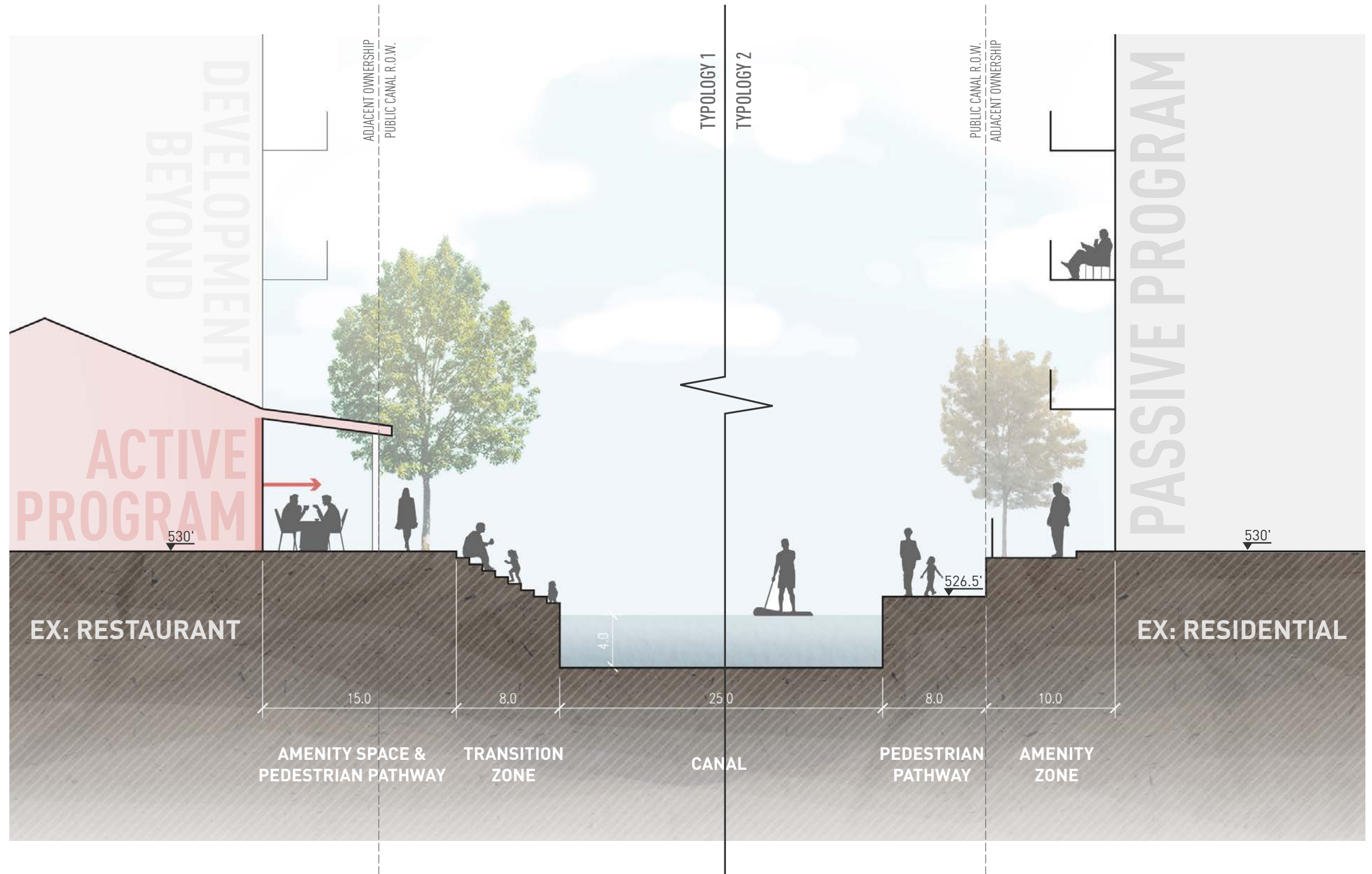
## WATERWAY DESIGN & ACTIVATION

### TYOLOGY 1 - ACTIVE

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

### TYOLOGY 2 - PASSIVE

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



# PROPOSED CANAL EDGE TYPOLOGIES - PUBLIC VS PRIVATE

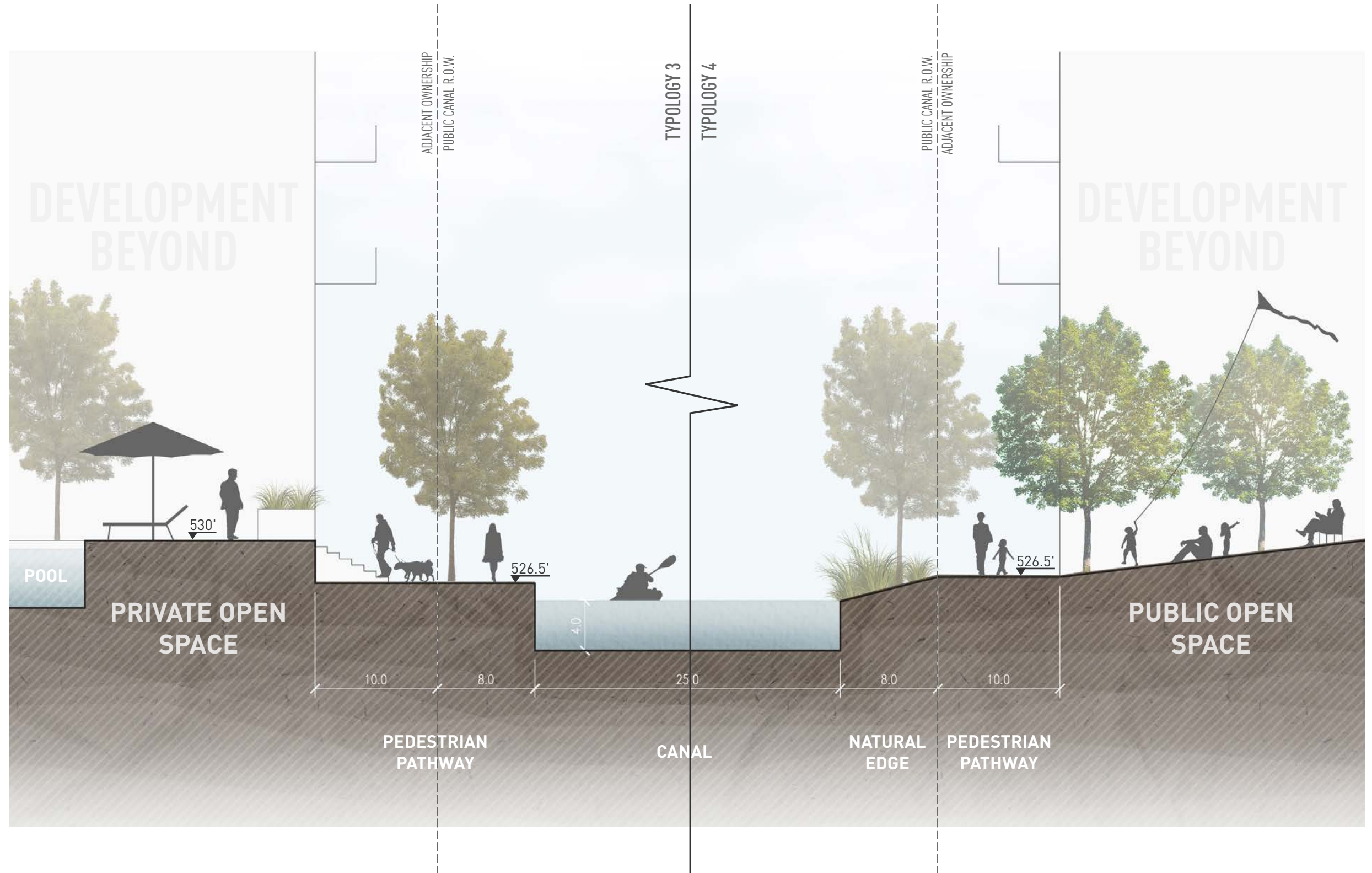
WATERWAY DESIGN & ACTIVATION

## TYPOLGY 3 - PUBLIC

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

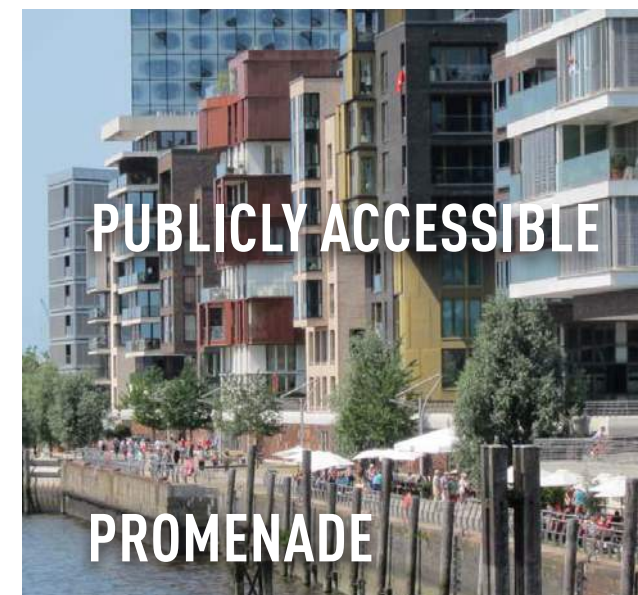
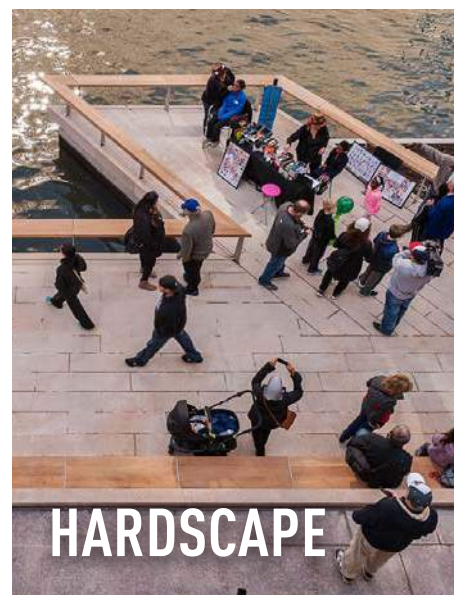
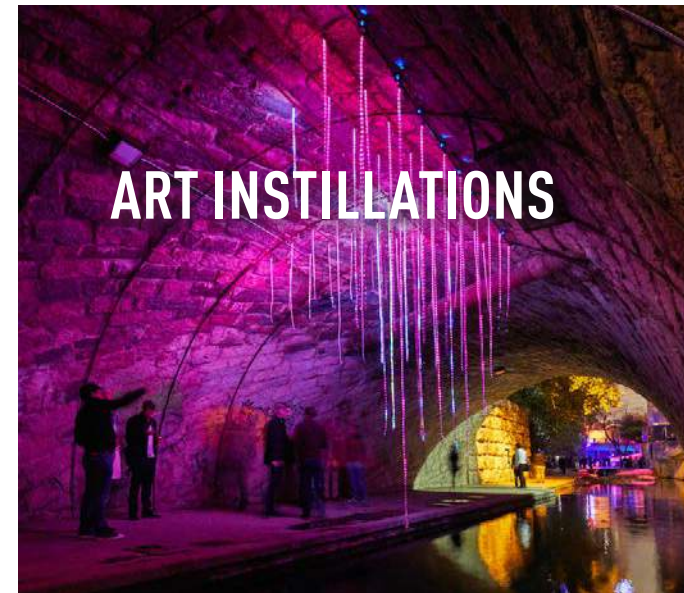
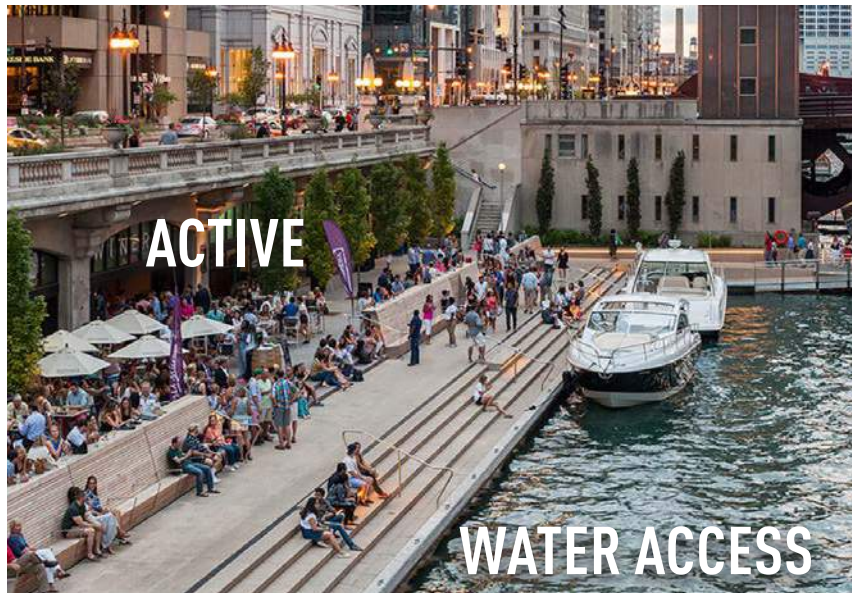
## TYPOLGY 4 - PRIVATE

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



# CANALS - CHARACTER & EXPERIENCES

WATERWAY DESIGN & ACTIVATION



*ACCESS &  
CONNECTIVITY*

# KEY OBSERVATIONS & CONSTRAINTS

## ACCESS & CONNECTIVITY

- The road network proposed by the Form Based Code creates some conditions that prevent optimal connectivity and efficiency. The road network also creates blocks that are oversized for a walkable and active urban district.
- Street sections proposed by the Form Based Code don't seem to address goals for the district today leading to inefficient streets and insufficient space allocated for pedestrian or bicycle zones. The transmission lines on the island will also need to be incorporated into any updated street sections with correct buffers and maintenance access.
- The Form Based Code does not provide enough information on the proposed pedestrian-only view corridors.
- The pedestrian network proposed by the Form Based Code is sufficient in some areas but unclear or deficient in others.
- Existing pedestrian bridges from TCC to the north and south island may be subject to removal & replacement pending future water level and lake design. Potential pedestrian bridge from Heritage Park is desired but location and funding is TBD.
- The proposed bike network outlined in the Form Based Code is a valuable initial step, yet achieving a genuinely bike-friendly district will necessitate additional connectivity measures.
- The minimal transit currently available on Panther Island is the route 15 bus through the north island and route 46 bus through south island. There are plans to re-brand route 15 to promote ridership and connection between downtown and the stockyards
- The internal street car loop proposed by the Form Based Code may not be a viable transit mode for a size and scale of district.
- There are aspirations from Trinity Metro and the community for a high-capacity urban route to connect downtown to The Stockyards & Northside Station. Exact route location TBD.
- The current grading plan is raising parts of the island to accommodate vehicle access and parking to the elevated pocket parks by the bypass channel flood wall and ensuring pedestrians have enough space under bridges at road-canal intersections. This is creating issues like unfriendly pedestrian environments and public realm design.
- The city is working on an updated Master Thoroughfare Plan in collaboration with TxDOT, Trinity Metro, COG and other partners.

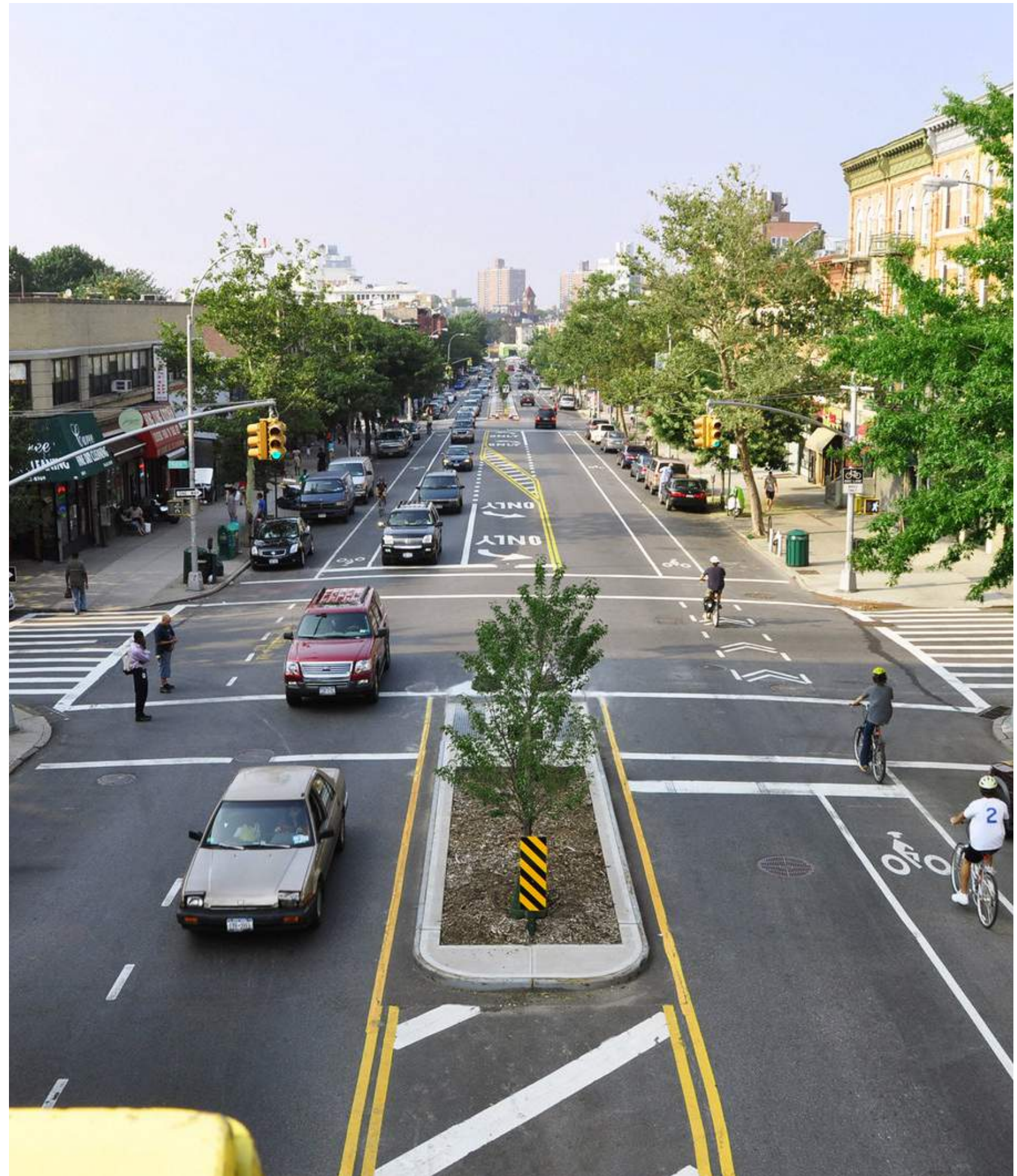




# RECOMMENDATIONS

## ACCESS & CONNECTIVITY

- Position Panther Island as the connective tissue between the surrounding neighborhoods and create robust links incorporating various mobility modes between Downtown, the Northside, Samuels Ave, the Cultural District and beyond.
- Adjust the road and view corridor network proposed by the Form Based Code (FBC) to provide more efficient traffic flow, connect streets to all open spaces, create appropriately-sized development parcels, better connect to NE corner parcels above of 7th St, and support various kinds of mobility. Ensure that the road alignments and street sections detailed in this document serve as essential references for updating the FBC and other design guidelines to create comfortable streets for people, planting, and mobility.
- Develop clear guidelines relating to the design and location of access easements. The locations for access easements in this document are approximate and should be positioned related to the maximum block length regulated by the Form Based Code which needs to be increased to not require excessive access easements.
- Provide continuous public access for pedestrians and cyclists along the waterfront and canal system.
- Use the proposed locations in this document to provide safe north-south pedestrian and cycling corridors adjacent to N Main Street and use suggested pedestrian bridge locations to connect the Island to the surrounding neighborhoods.
- Analyze the potential transit routes proposed in this document and determine the appropriate alignment and mode. Street sections will need to be designed with these transit routes in mind. Coordinate efforts with the future Master Transportation Plan.
- Right of Way dedication needed in select locations to capture desired street typologies. Further study and coordination needed with street design to determine best path forward.
- Rename White Settlement Road to Panther Boulevard or similar.
- Remove river road underneath N Main St bridge adjacent to downtown and TCC to allow for a natural landscape edge. Further study needed on viability and need for river road along the lower eastern bluff edge.
- Revise the road network to eliminate any unnecessary regrading that creates unfriendly street frontage experiences with elevated parcels adjacent to existing roads. Review the need for vehicular access to the bypass channel pocket parks that cause elevation issues to adjacent properties.





# BLOCK SCALE COMPARISON - FORT WORTH, TX & PORTLAND, OR

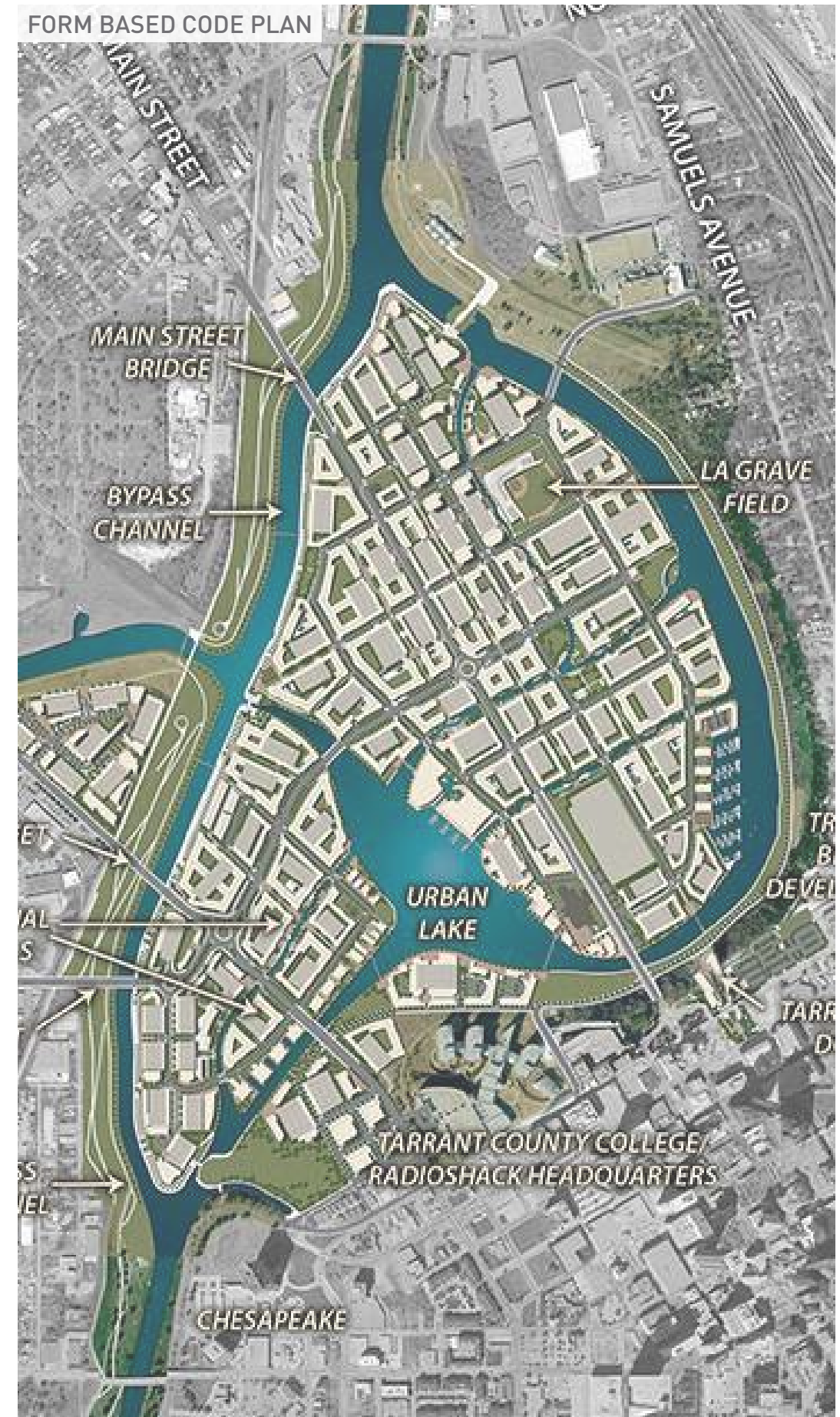
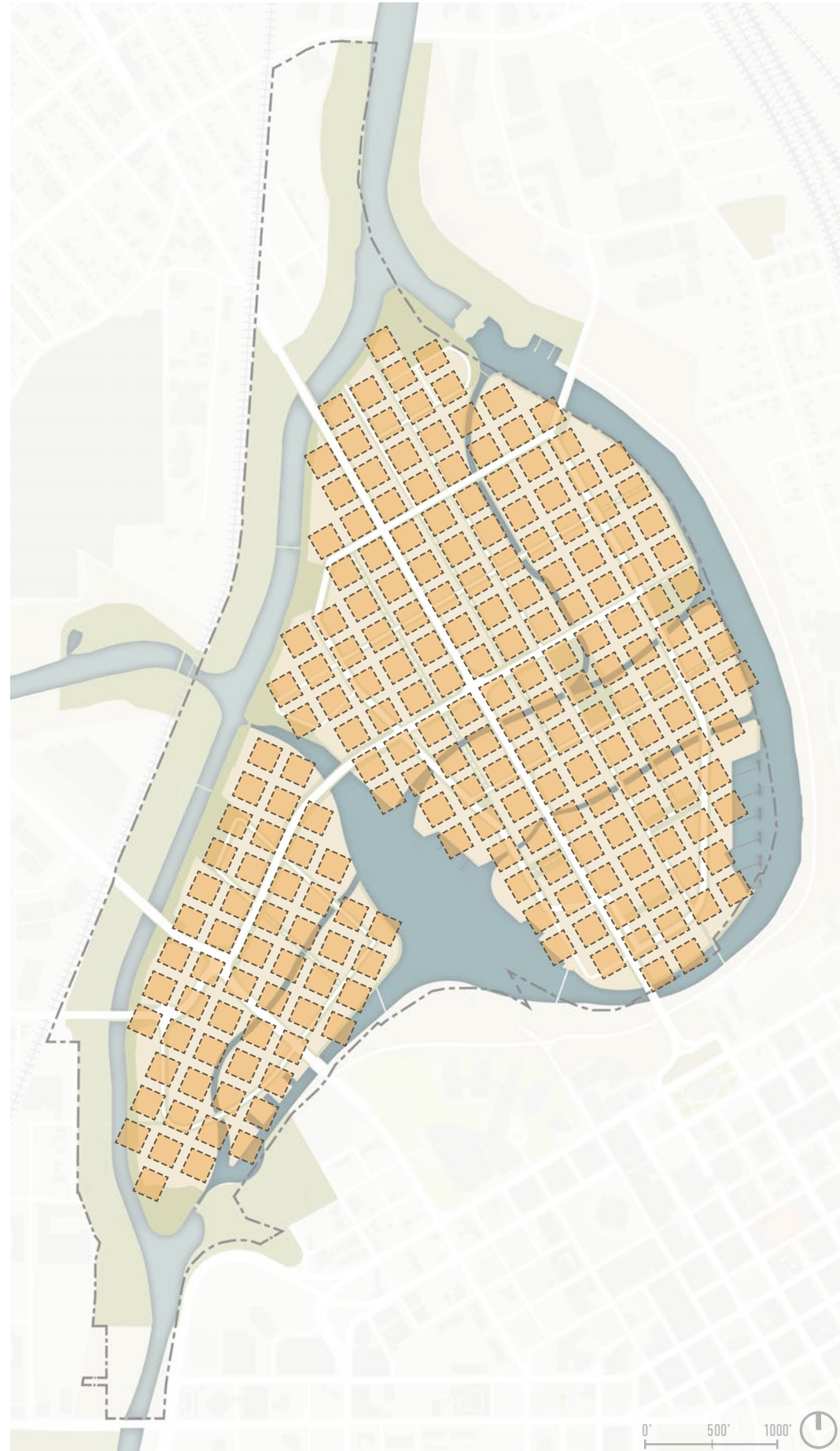
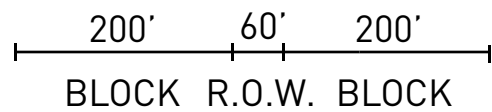
## ACCESS & CONNECTIVITY

Examining the block sizes of other cities in comparison with the Panther Island can help in establishing an appropriately scaled street network and block structure for the urban district. Notably, downtown Fort Worth and Portland, Oregon share similar block sizes, featuring small and porous blocks that contribute to a distinctive urban structure. These block sizes promote a compact and walkable city, but have size issues as it relates to having an above grade garage that is fronted with usable program space which encourages below grade garage construction.

# 210

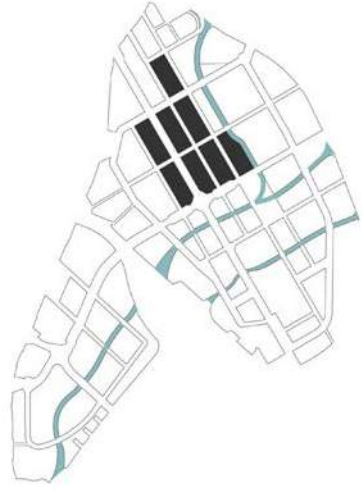
FORT WORTH /  
PORTLAND BLOCKS  
ON PANTHER ISLAND

### TYPICAL PORTLAND/FTW BLOCK

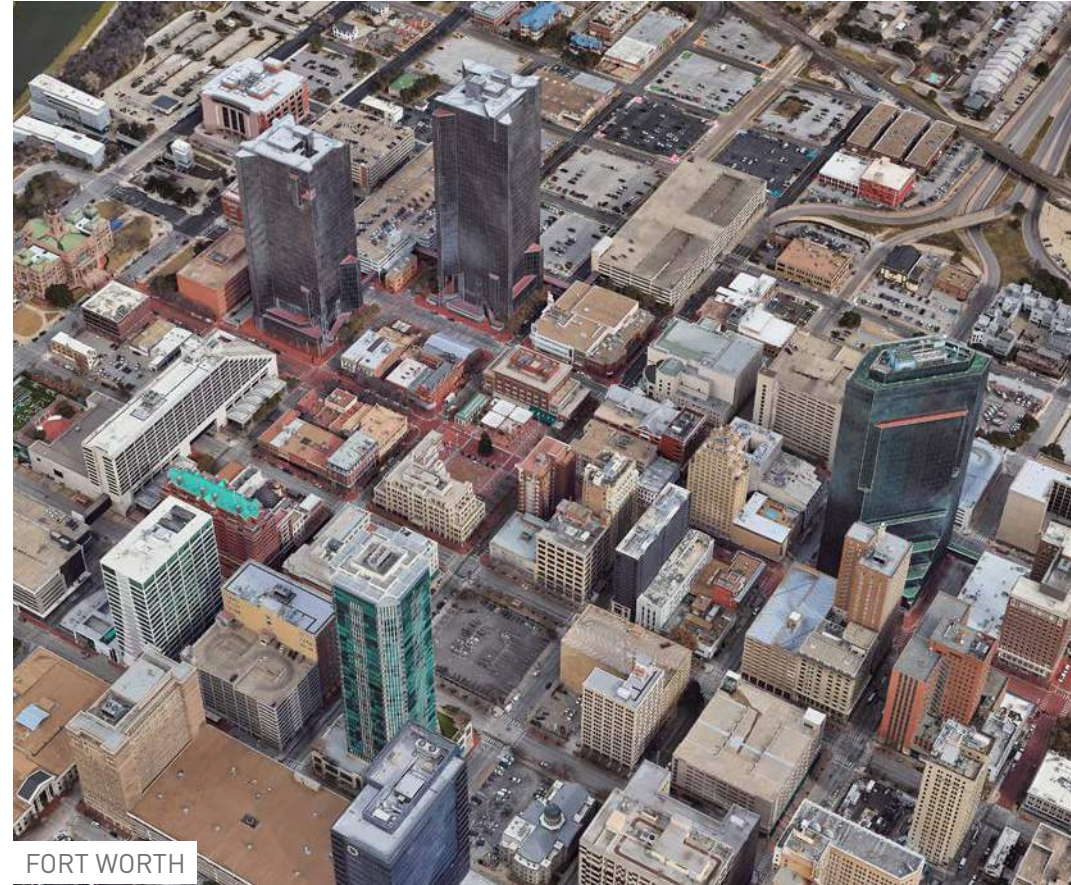


# BLOCK SCALE COMPARISON - FORT WORTH, TX & PORTLAND, OR

ACCESS & CONNECTIVITY



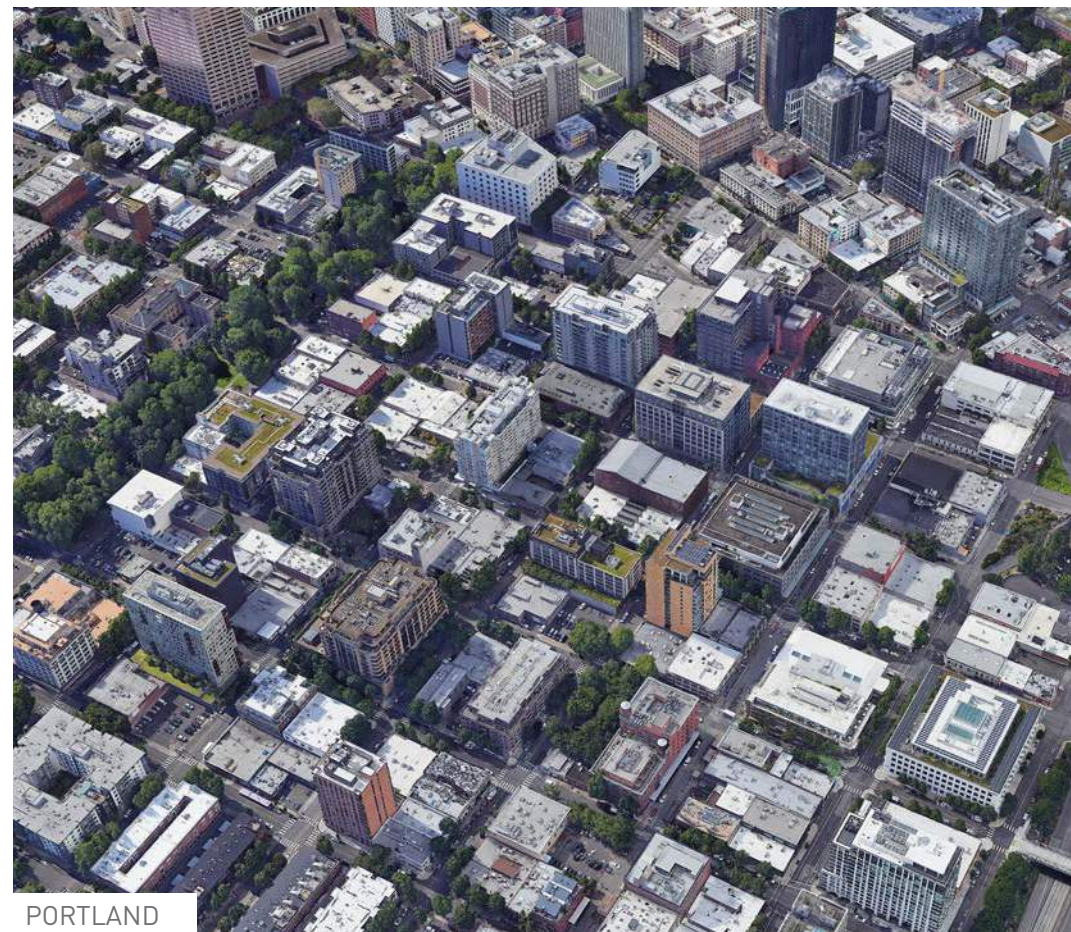
**2.5** FT. WORTH / PORTLAND BLOCKS IN AN EXISTING PANTHER ISLAND BLOCK



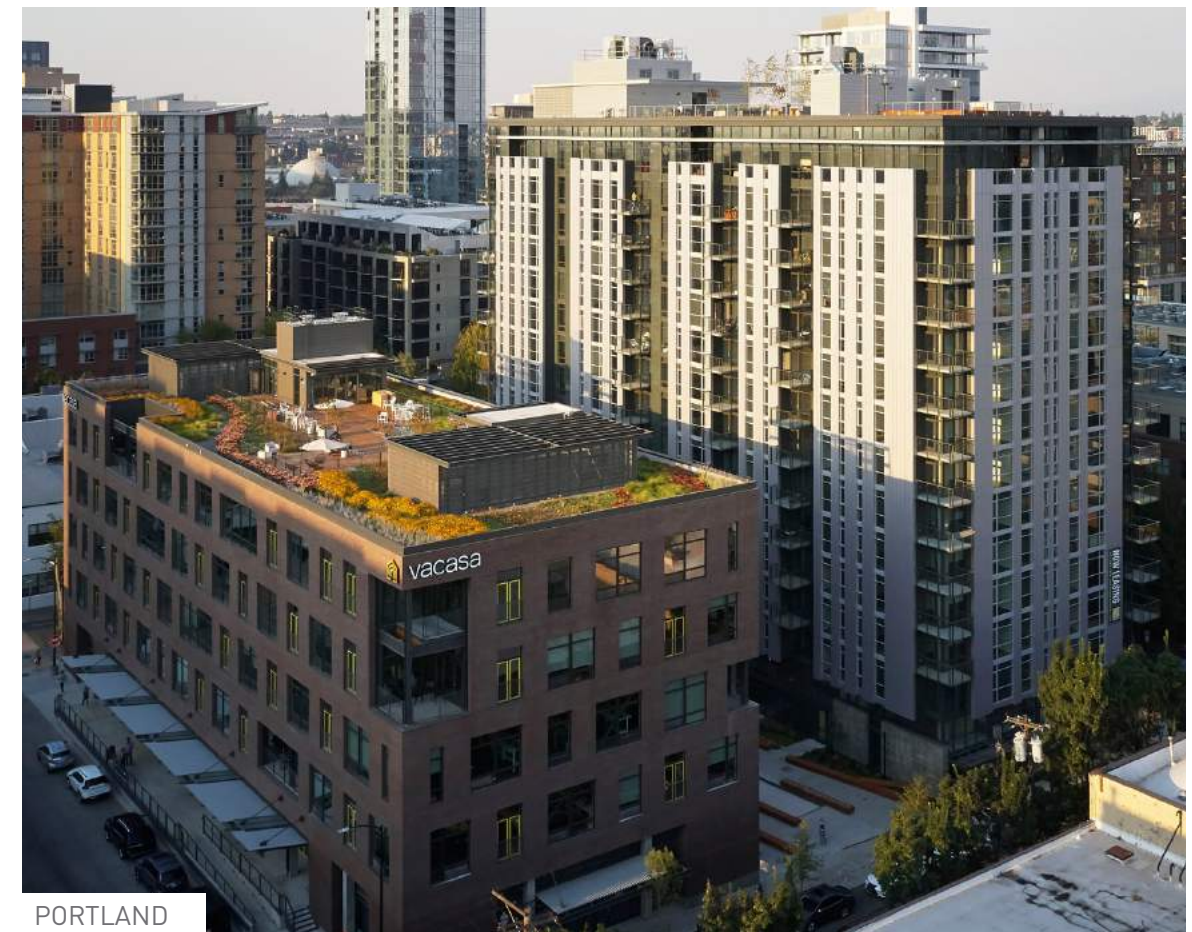
FORT WORTH



FORT WORTH



PORTLAND



PORTLAND

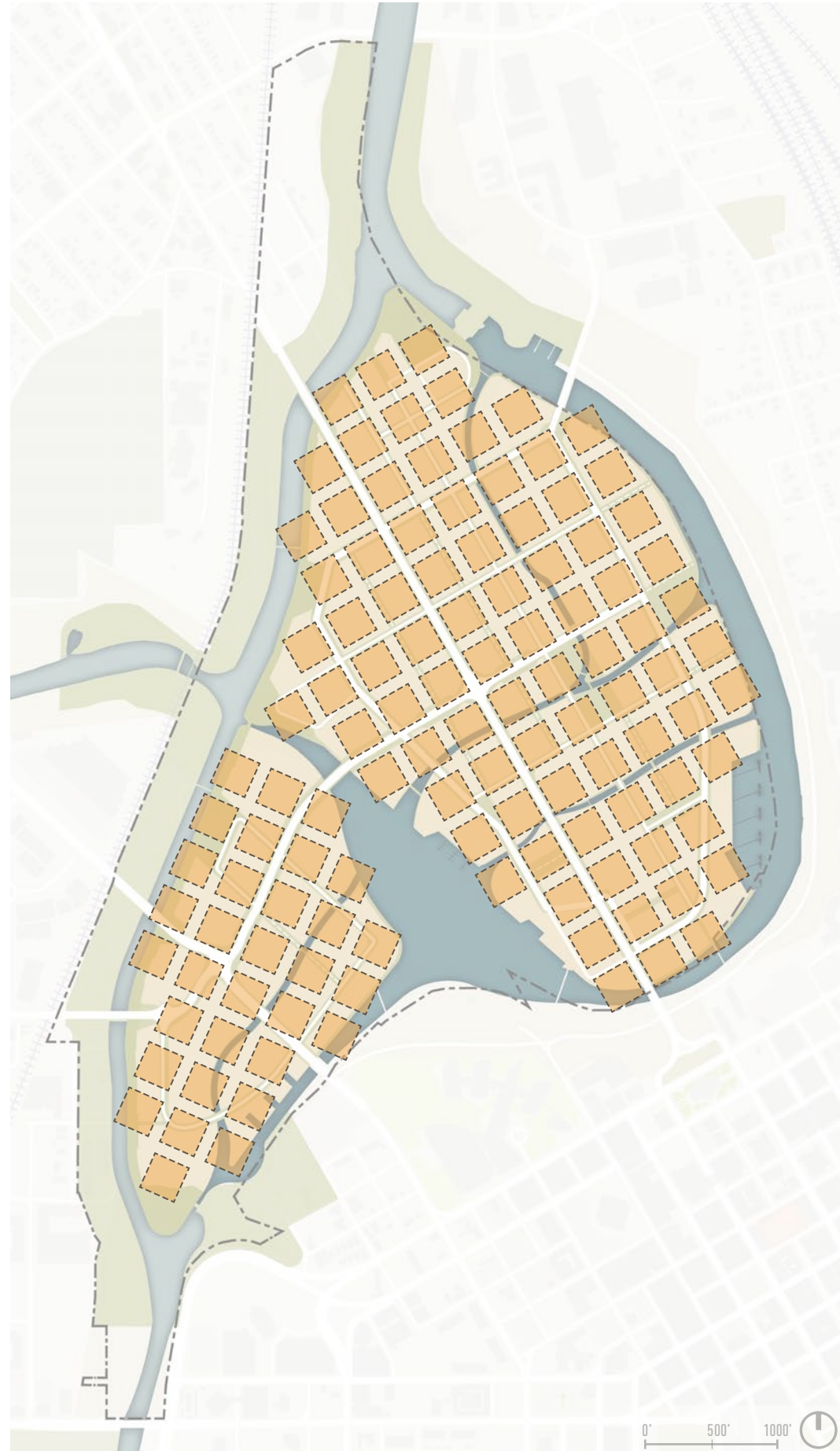
# BLOCK SCALE COMPARISON - AUSTIN, TX

## ACCESS & CONNECTIVITY

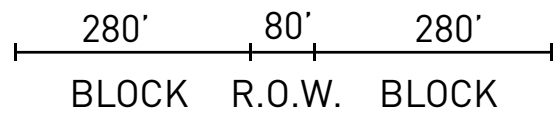
Austin's urban grid features larger blocks compared to downtown Fort Worth, providing a more accommodating canvas for urban development. This block size proves advantageous as it facilitates the construction of efficient parking garages that can be seamlessly integrated into the block and fronted with usable program, offering flexibility, functionality, and active edges without compromising walkability.

# 116

## AUSTIN BLOCKS ON PANTHER ISLAND

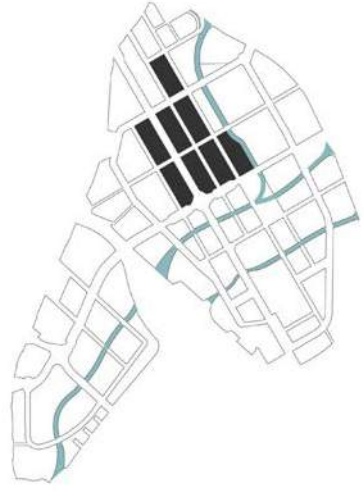


### TYPICAL AUSTIN BLOCK

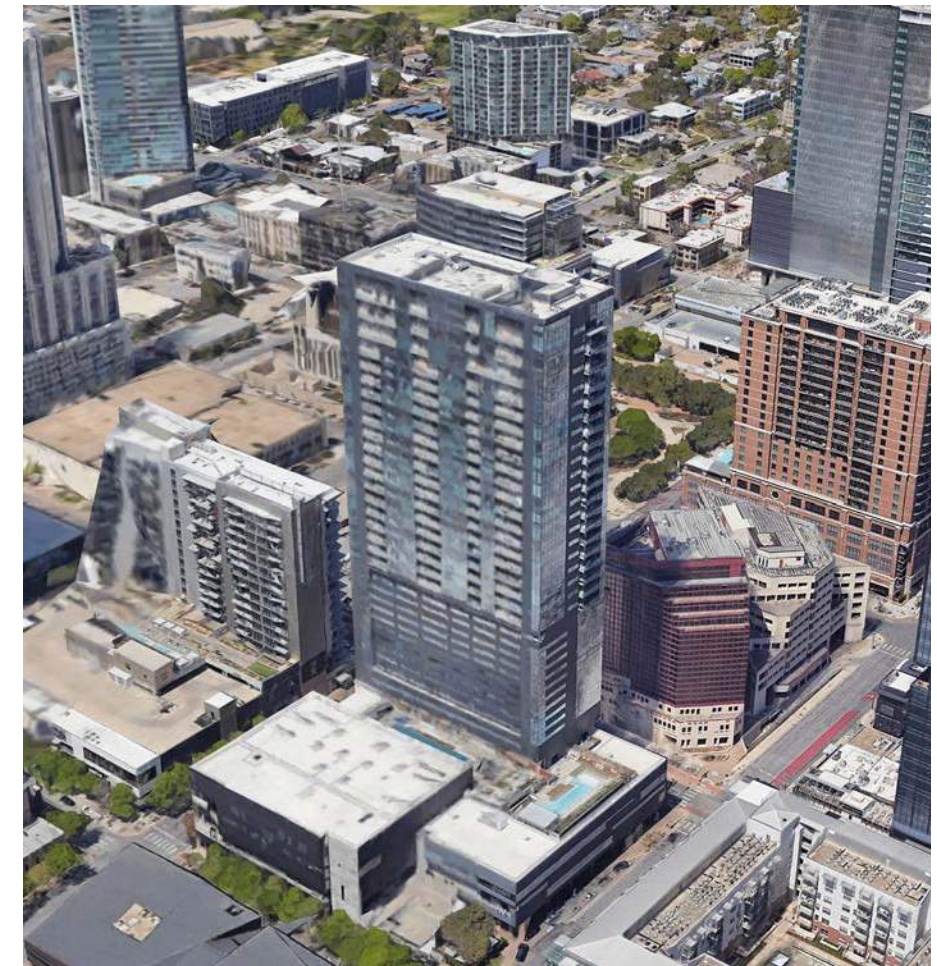
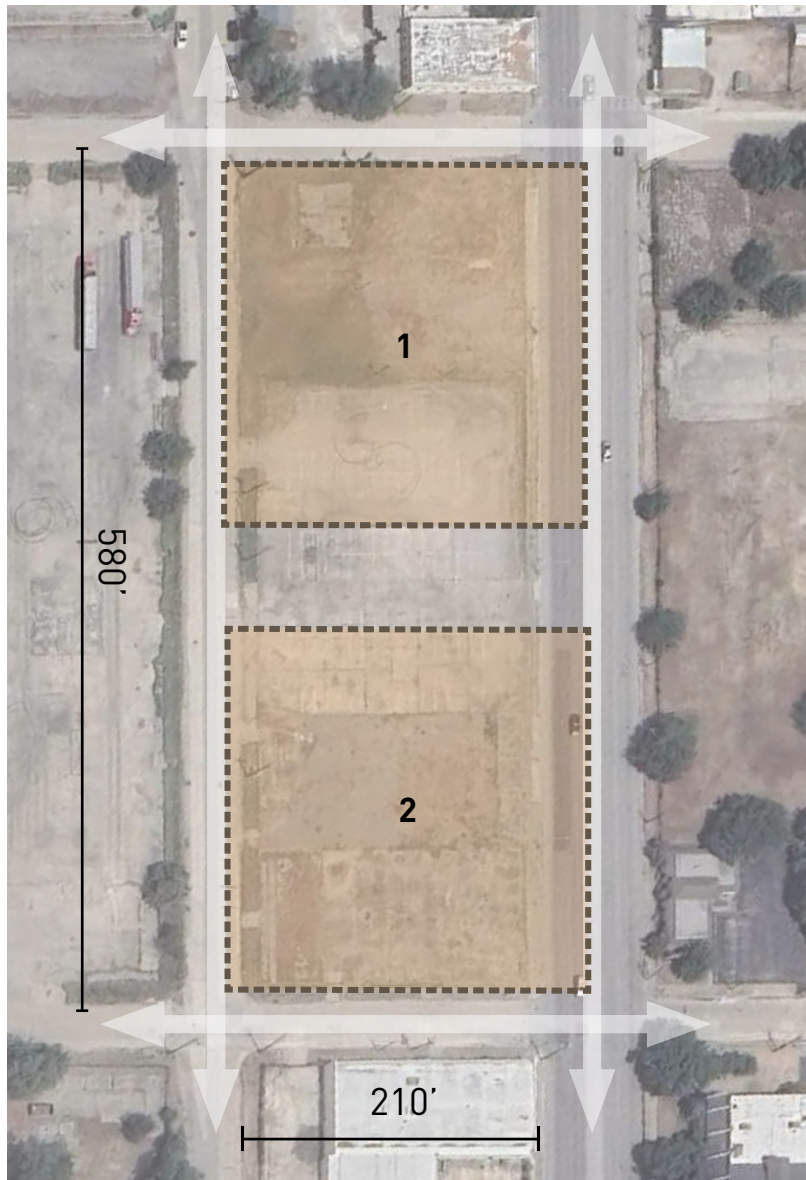


# BLOCK SCALE COMPARISON - AUSTIN, TX

ACCESS & CONNECTIVITY



**2** AUSTIN BLOCKS IN AN EXISTING PANTHER ISLAND BLOCK

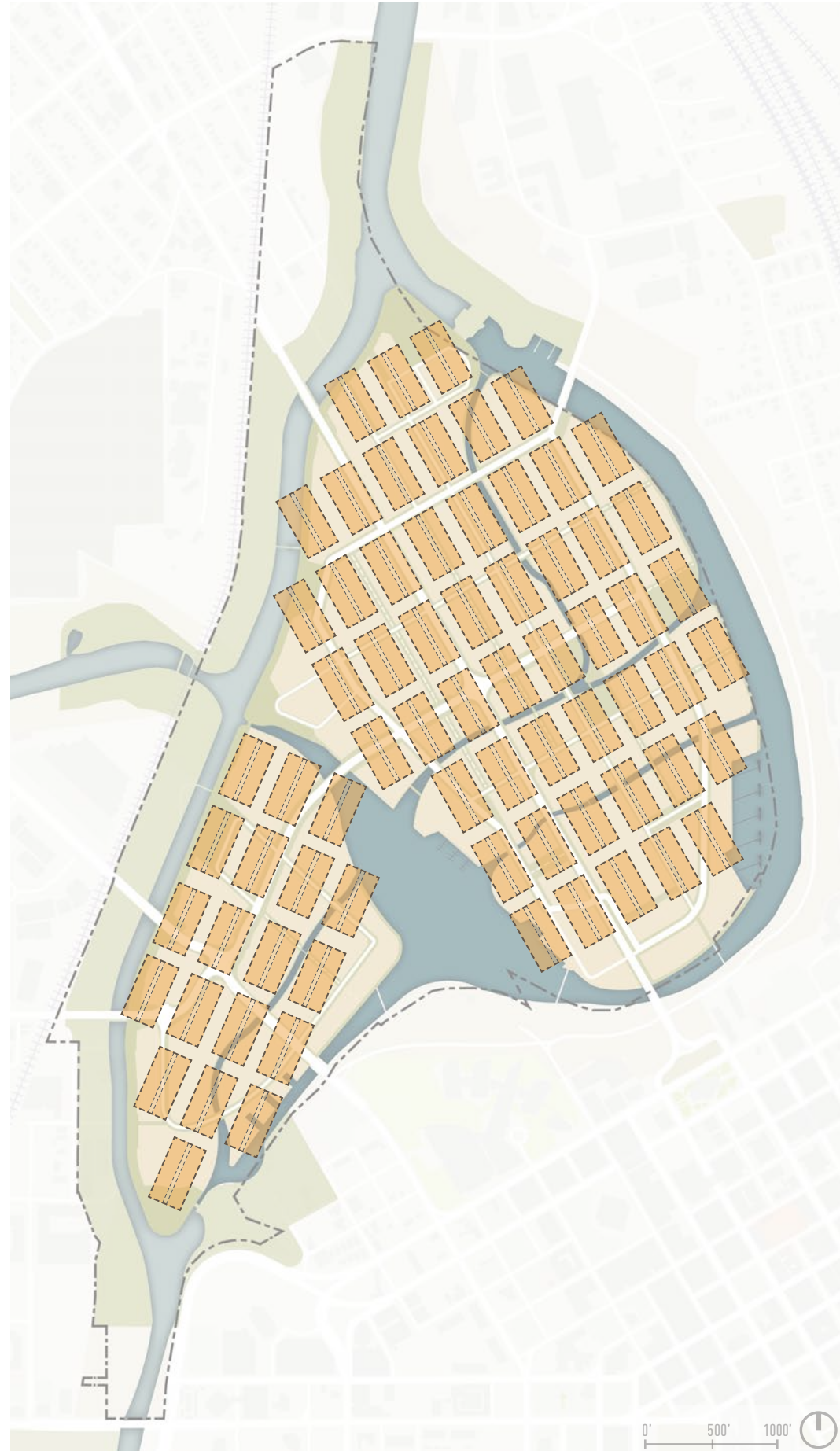


# BLOCK SCALE COMPARISON - VANCOUVER, CANADA

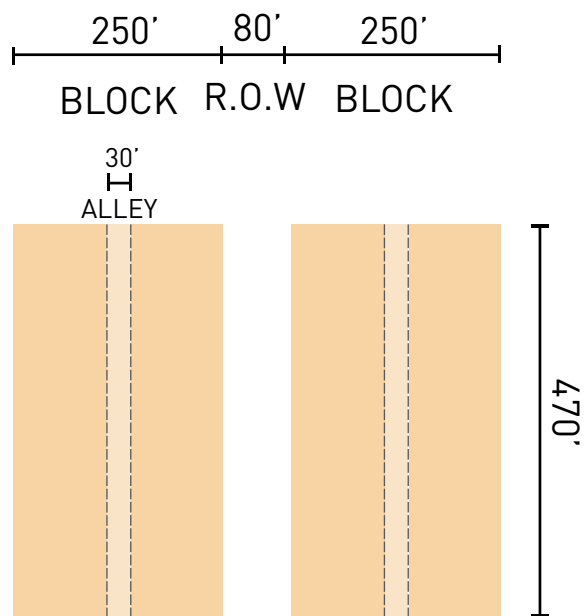
## ACCESS & CONNECTIVITY

In Vancouver, the street network creates longer blocks with alleys running lengthwise through the block. This layout strategically places servicing and garage access at the block's interior, effectively keeping these elements away from the pedestrian-focused streets. While the alley strategy of this layout is very effective, the Vancouver style block promotes mainly below grade garage and may work best as 'access easements' within or adjacent to select parcels provide access to above and below grade garages.

# 68 VANCOUVER BLOCKS ON PANTHER ISLAND

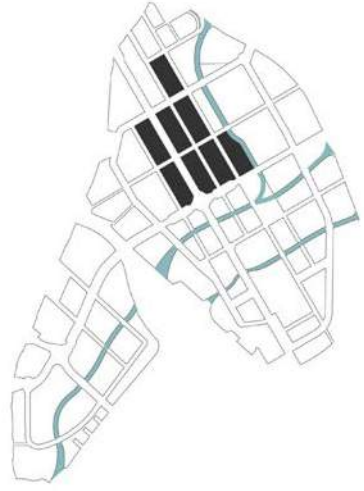


### TYPICAL VANCOUVER BLOCK

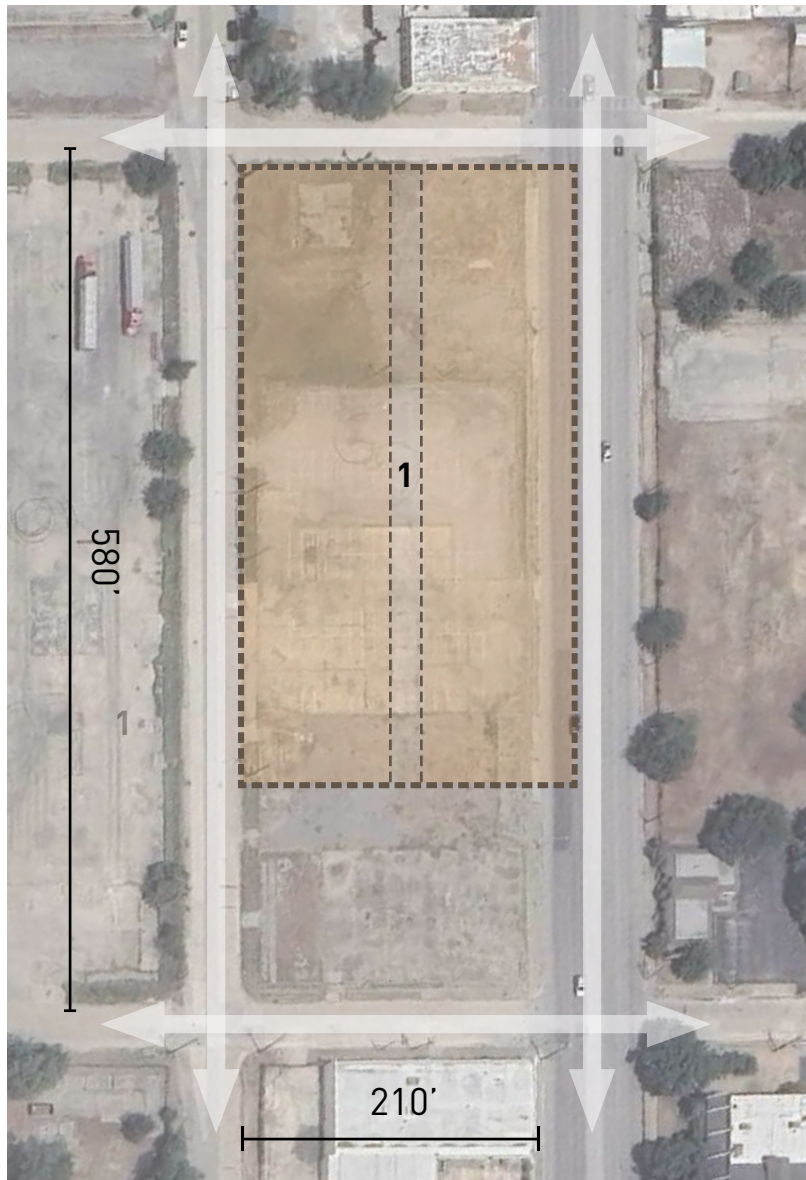


# BLOCK SCALE COMPARISON - VANCOUVER, CANADA

ACCESS & CONNECTIVITY



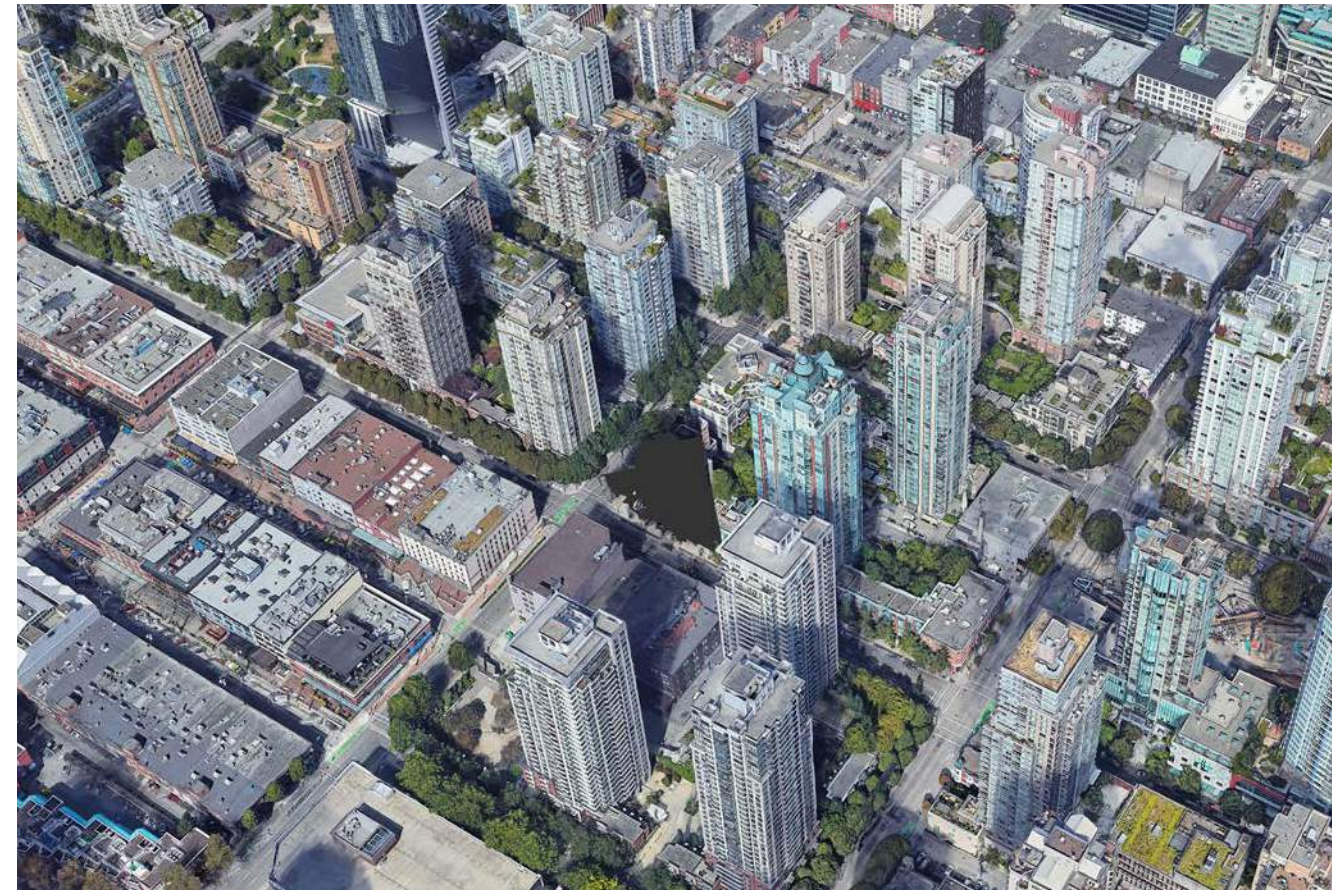
1 VANCOUVER BLOCK IN 1 EXISTING PANTHER ISLAND BLOCK



ALLEYWAY



STREET EDGE





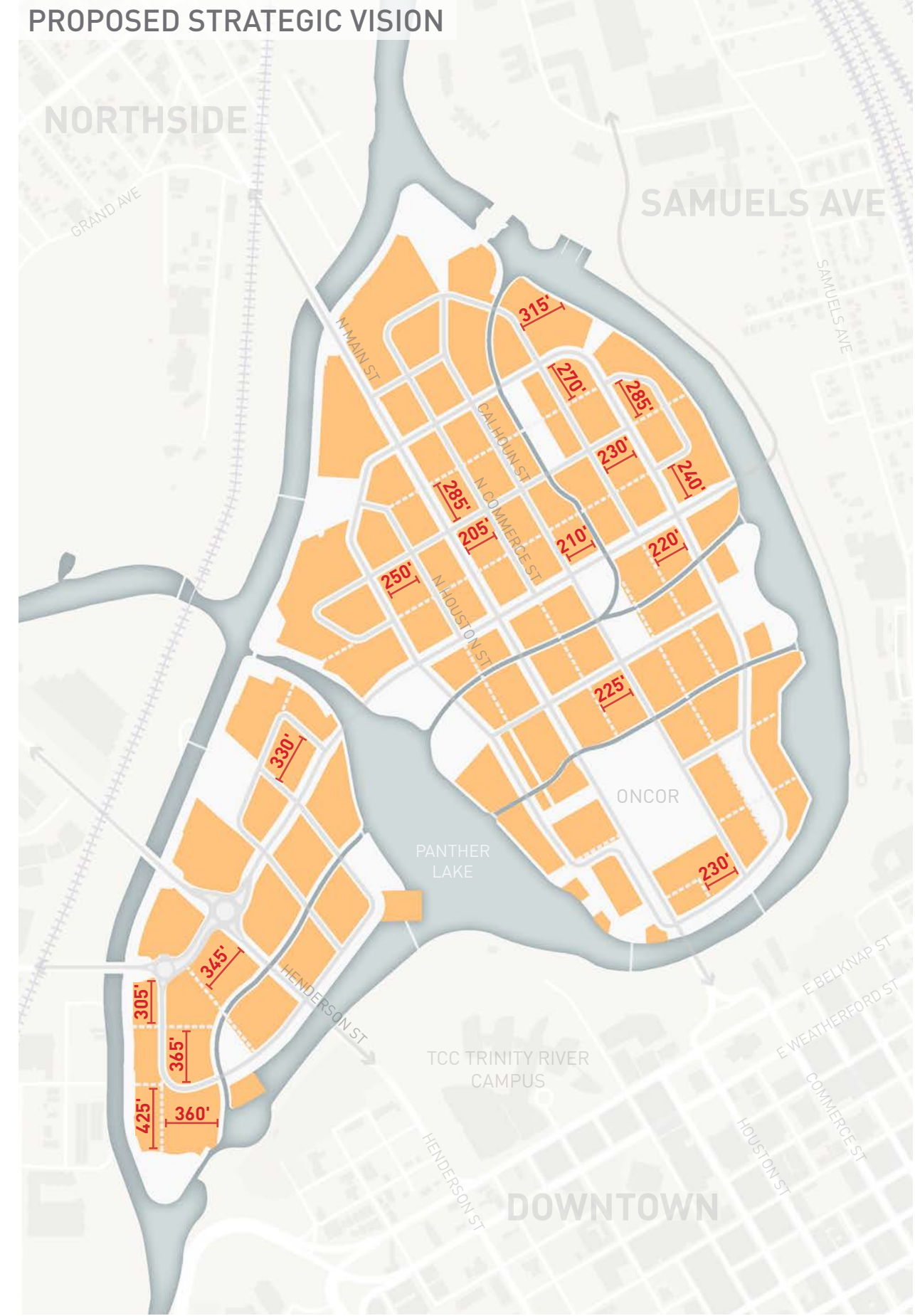
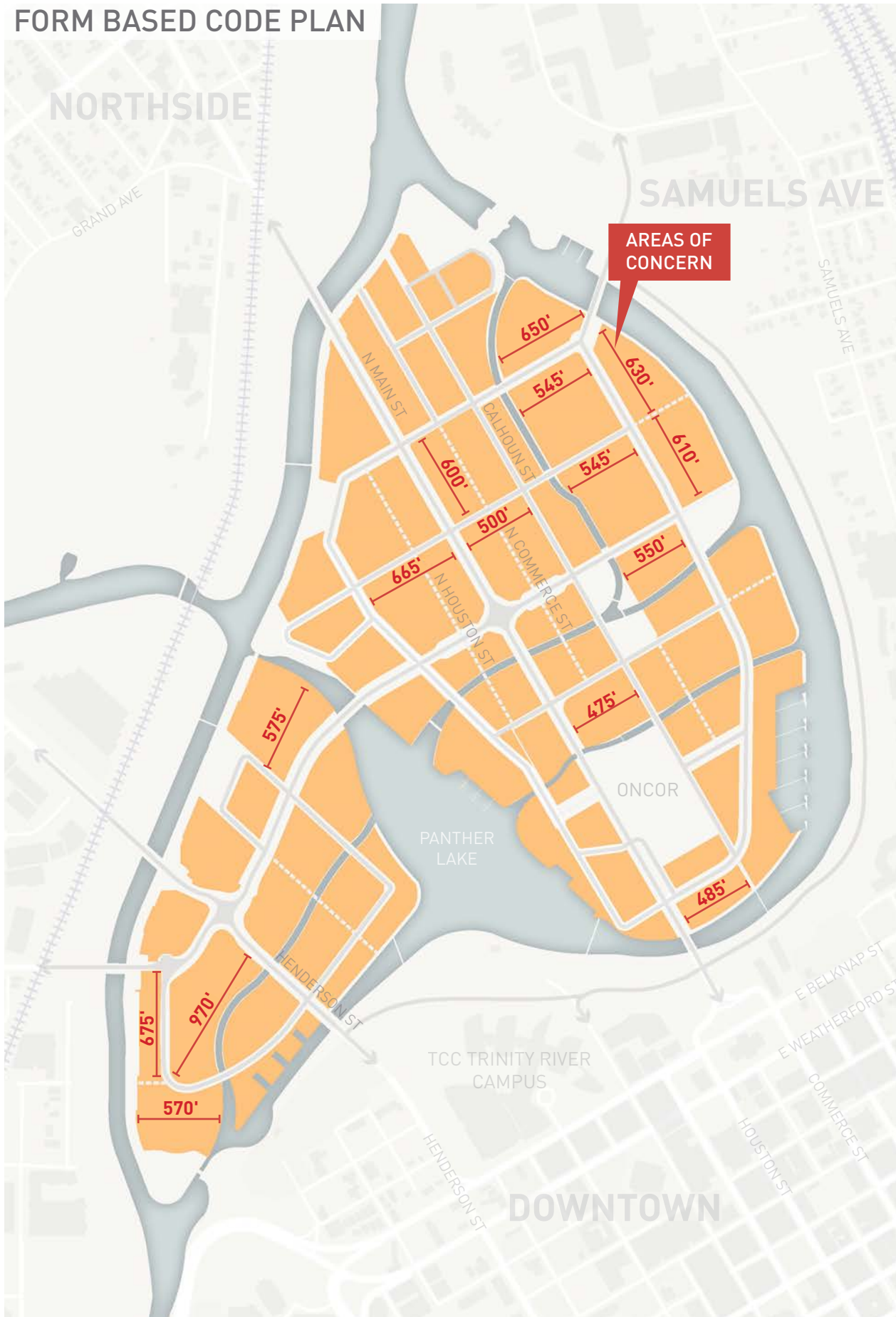
# BLOCK STRUCTURE - FORM BASED CODE VS UPDATED STRATEGIC VISION COMPARISON

## ACCESS & CONNECTIVITY

The proposed strategic vision draws inspiration from the precedent block examples to ensure optimal scale and functionality. Building upon the existing form-based code, attention has been given to address concerns associated with larger blocks in specific areas. By strategically adjusting and incorporating access easements, the aim is to further enhance the pedestrian experience while also introducing select vehicular porosity. These interventions not only break down blocks into more manageable sizes but also foster connectivity and permeability within the urban fabric, promoting a more vibrant and accessible built environment.

### LEGEND

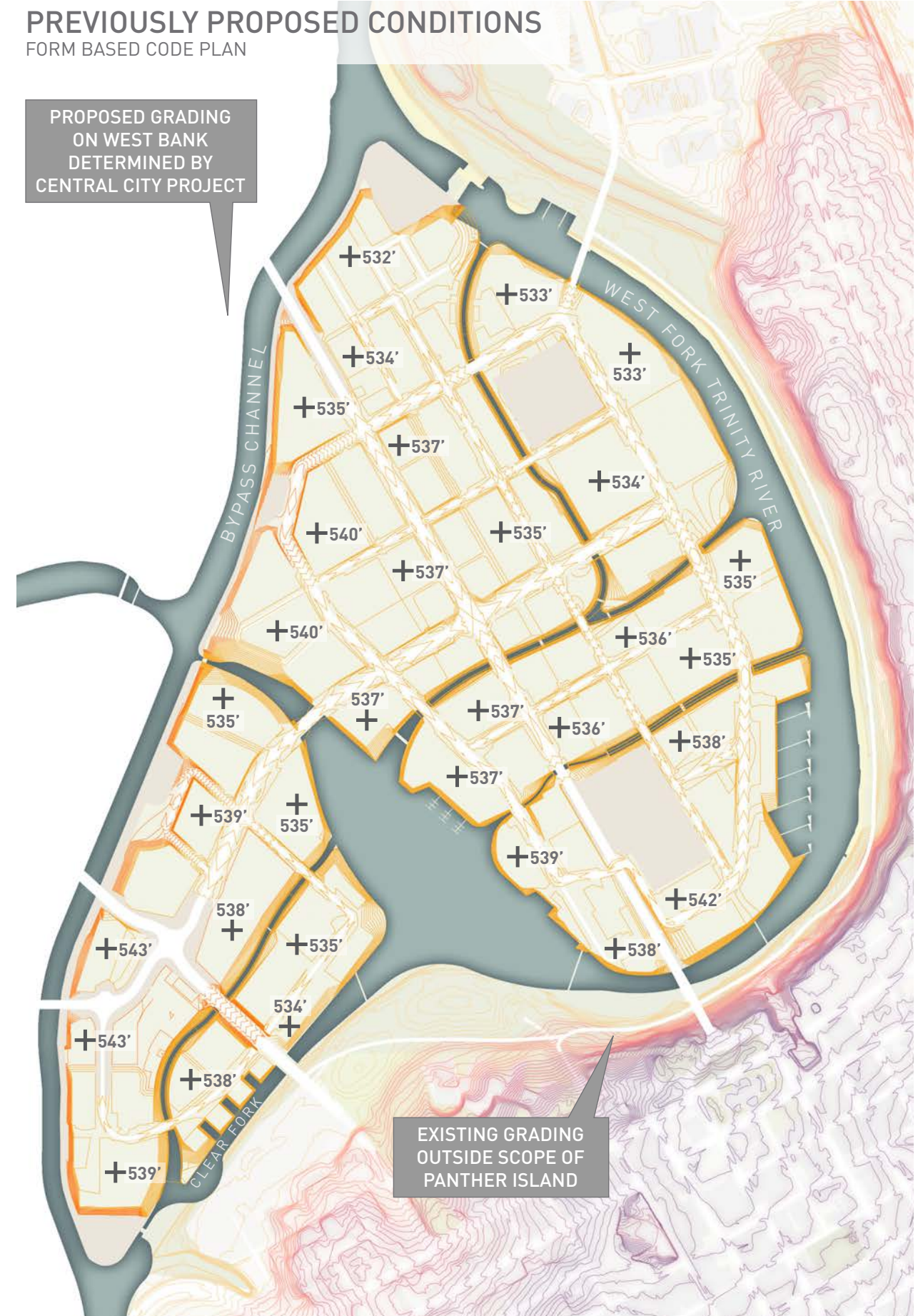
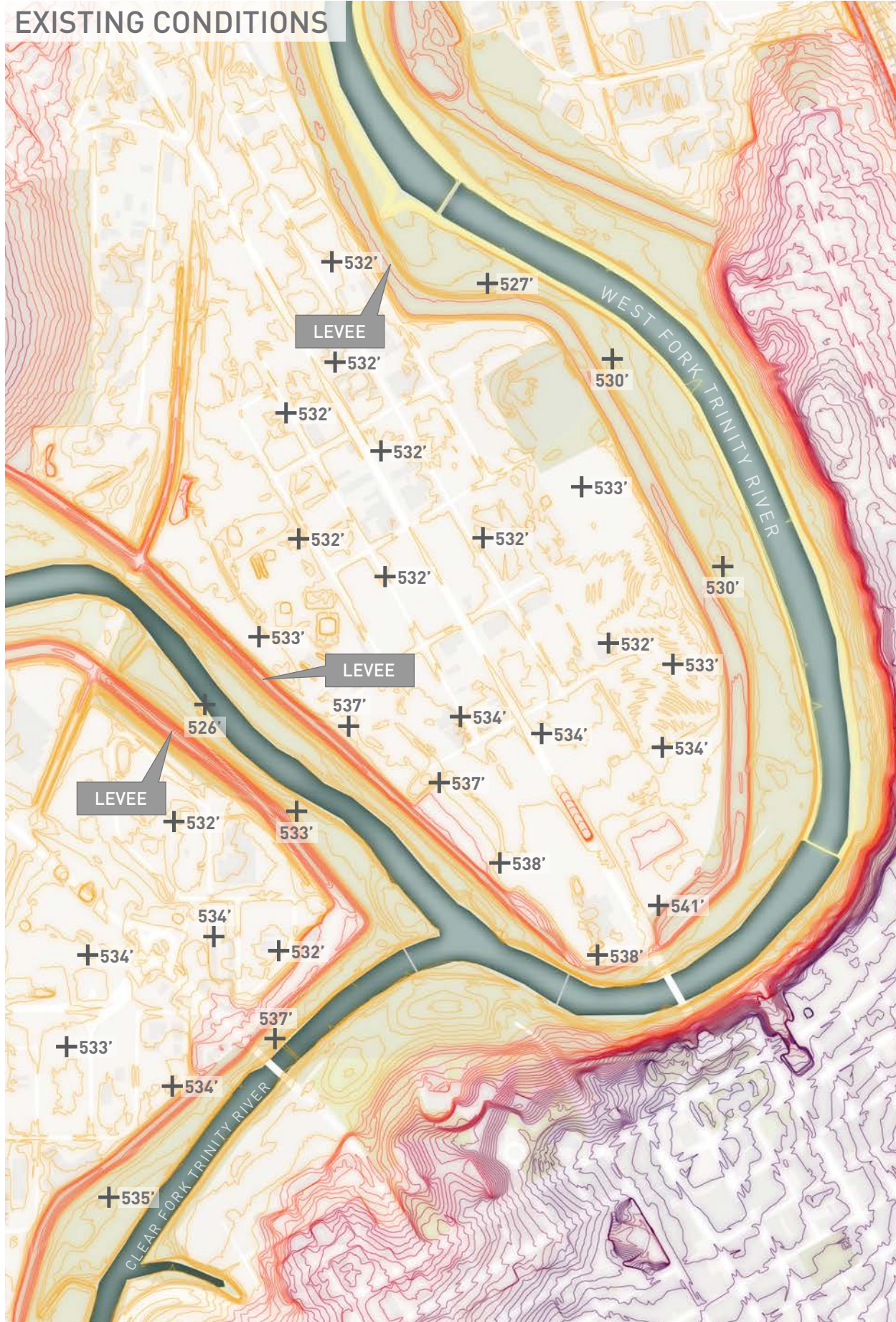
- DEVELOPMENT PARCEL
- STREET
- ACCESS EASEMENT  
Pedestrian / Bike Corridors w/  
Service & Parking Access in  
Select Locations



# TOPOGRAPHY - EXISTING VS PREVIOUSLY PROPOSED (BASED ON FORM BASED CODE PLAN)

TODAY & THE FUTURE

The previously proposed grading plan from the form based code plan is aimed at addressing the specific requirements of Panther Island's road network and drainage system. In comparison to the existing conditions, this approach involves elevating various areas of the island to meet these needs which imposes issues to existing and future development outlined in this document. The proposed changes can be seen in the comparison and it is recommended that the proposed topography is reevaluated with a strong prioritization of public realm design, experience, access, connectivity, and development implications, while still achieving the infrastructure needs.

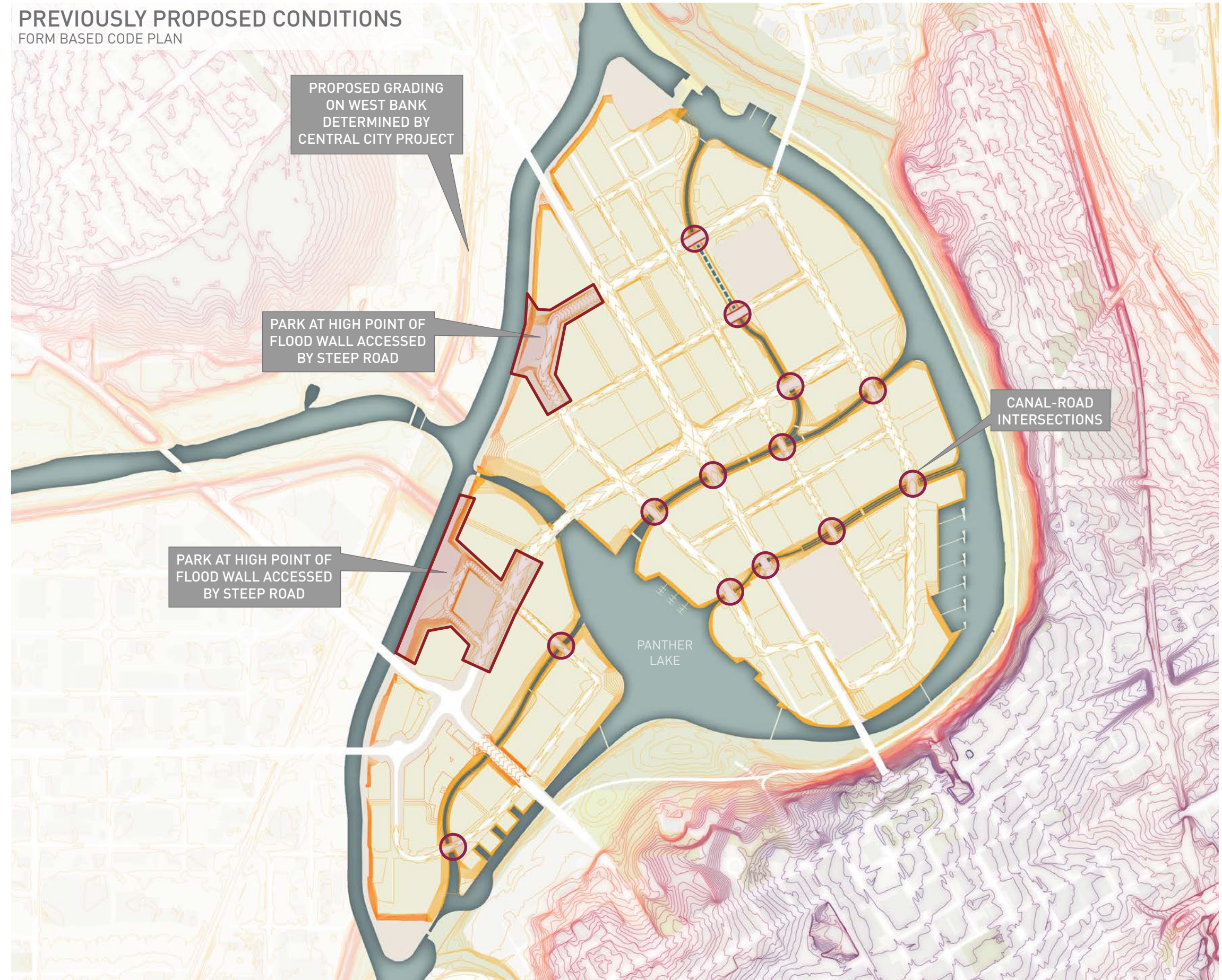


# TOPOGRAPHY - AREAS OF CONCERN FOR ROADWAY ELEVATIONS (BASED ON FORM BASED CODE PLAN)

## ACCESS & CONNECTIVITY

The previously proposed grading plan for Panther Island has a few areas that need adjustment or further study. The Updated Strategic Vision has adjusted the road network to avoid topography concerns along the bypass channel (highlighted in the diagram to the right) and provides recommendations regarding conditions along the canals. Additional canal-road intersections studies will need to be carefully considered to preserve pedestrian connectivity.

### PREVIOUSLY PROPOSED CONDITIONS FORM BASED CODE PLAN



### LEGEND

- LOW CLEARANCE BRIDGE
- - - LOW CLEARANCE WATER WAY  
Kayaks and paddle boards only
- AREAS OF CONCERN



# ROAD NETWORK - BIG IDEAS

## ACCESS & CONNECTIVITY

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

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

### A TRANSIT-MINDED TEXAS MAIN STREET

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

### 'GREEN STREET' @ 4th STREET

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

### REIMAGINED EAST-WEST PANTHER BLVD

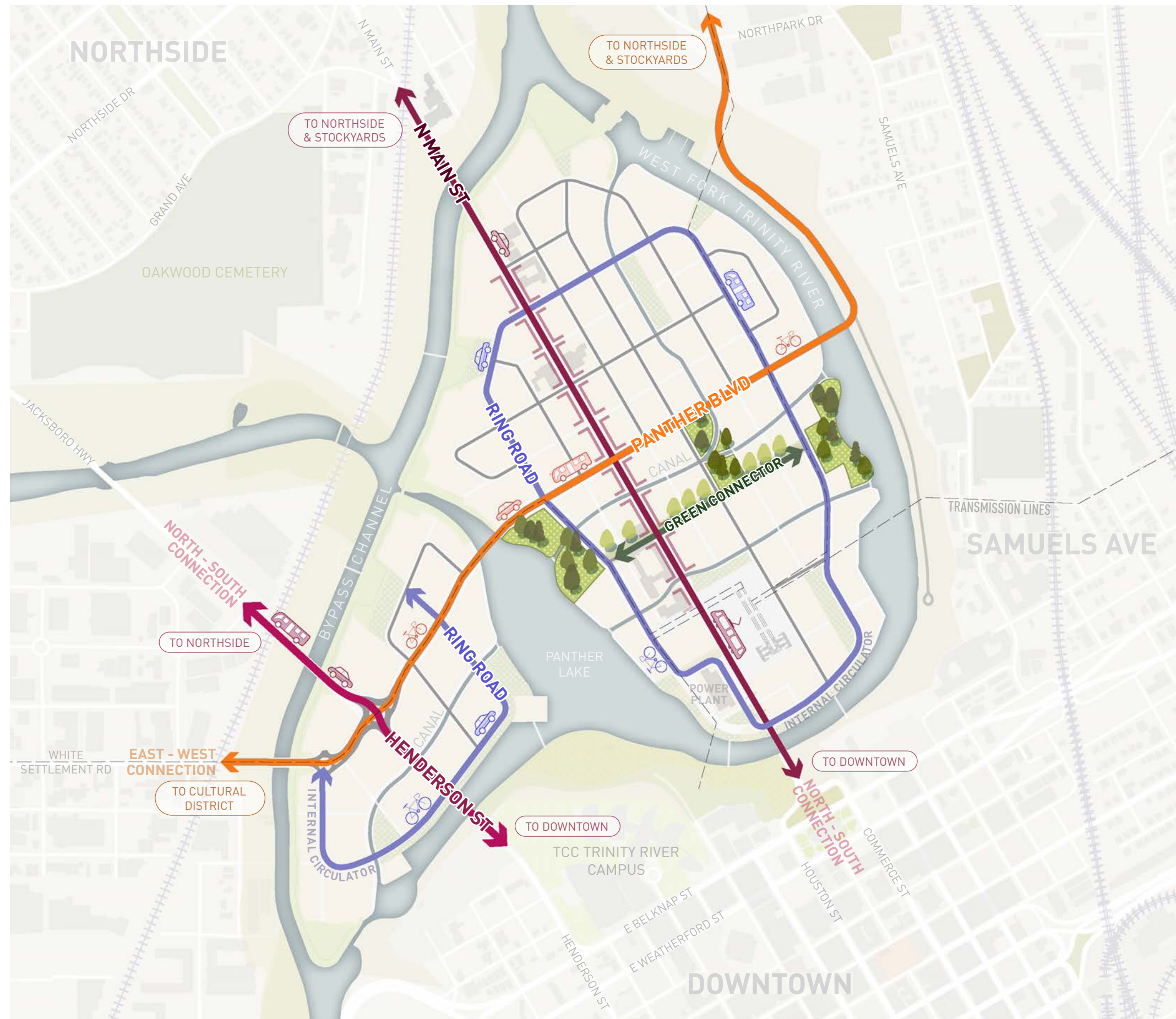
A relocated urban boulevard efficiently connecting north and south islands together with its surrounding neighborhoods.

### INTERNAL RING ROADS

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

### PEDESTRIAN & MOBILITY ORIENTED STREETS

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



# ROAD NETWORK - CHARACTER & EXPERIENCES

ACCESS & CONNECTIVITY








# ROAD NETWORK - FORM BASED CODE VS UPDATED STRATEGIC VISION COMPARISON

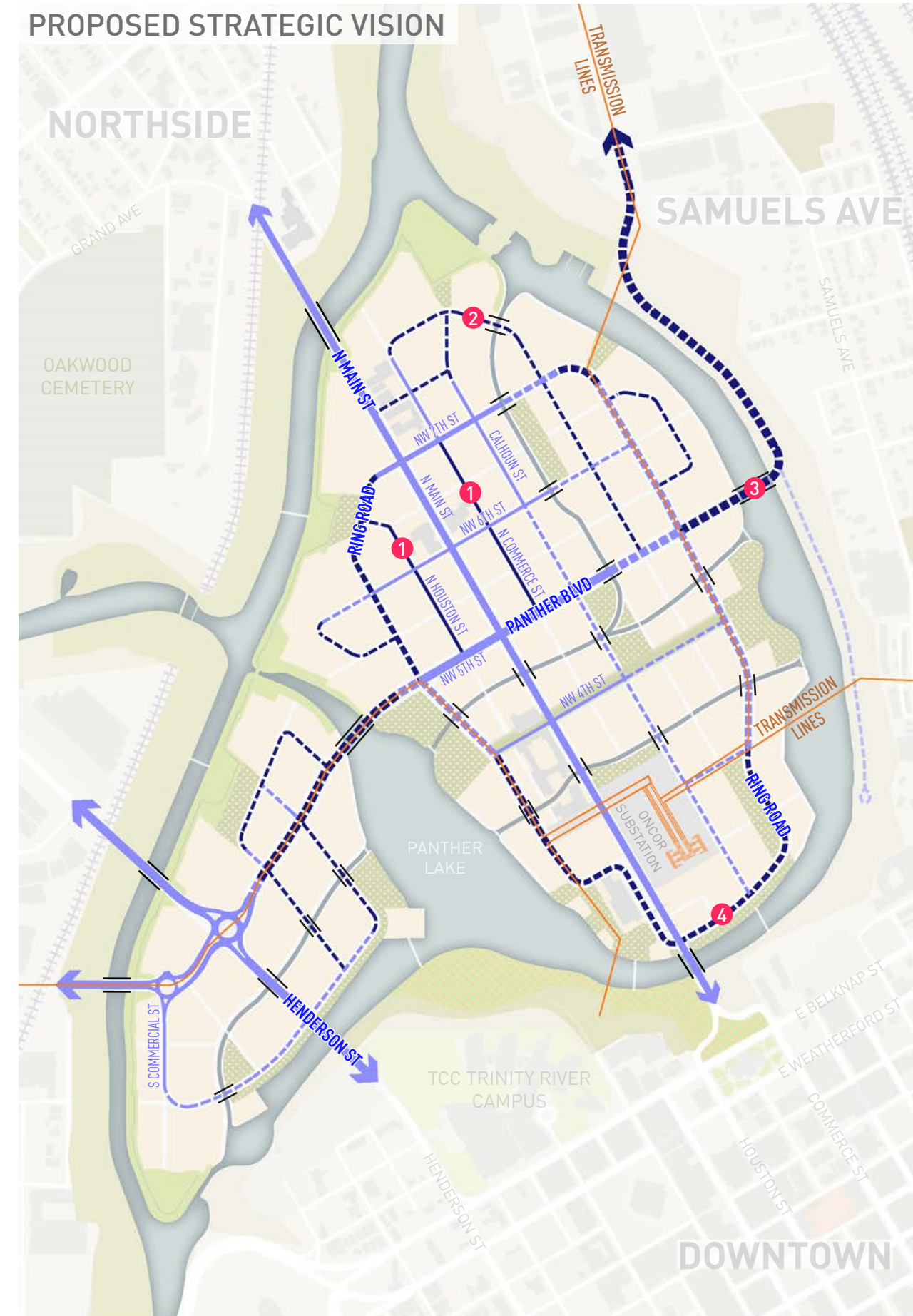
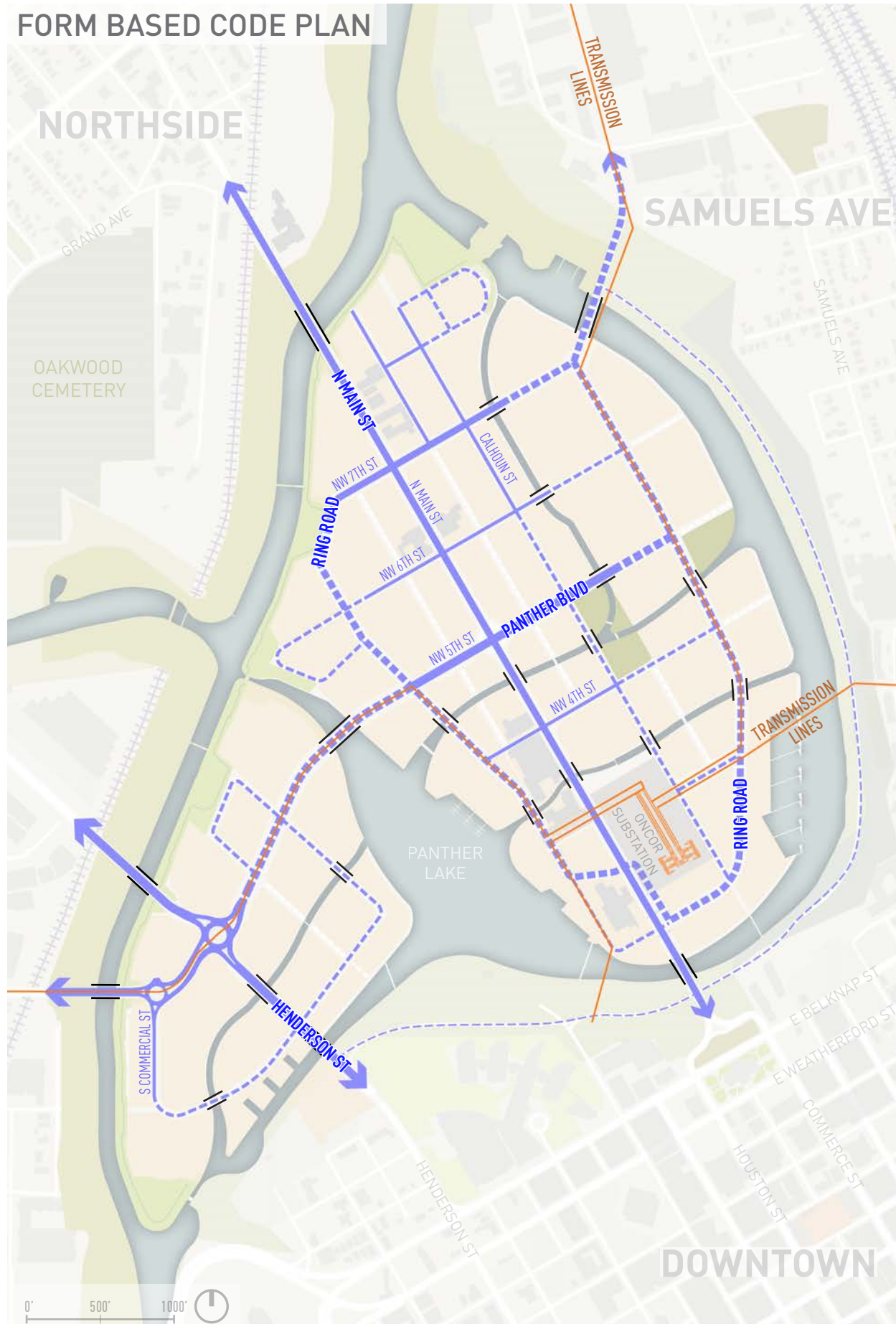
## ACCESS & CONNECTIVITY

### RECOMMENDATIONS

- 1 KEEP EXISTING ROADS**  
The form based code recommended converting N Houston St and N Commerce St into primarily pedestrian view corridors. The proposed strategic vision recommends keeping these as public streets.
- 2 ADD CANAL BRIDGE**  
The proposed strategic vision recommends rethinking the road network at the north of Panther Island and adding an additional bridge across the canal for better connectivity and traffic flow.
- 3 PANTHER BLVD BRIDGE**  
The Form Based Code recommended stopping Panther Blvd (formerly White Settlement Rd) at the Ring Road. The strategic vision proposes extending across the river for better traffic flow.
- 4 RING ROAD SHIFT**  
The strategic vision recommends adjusting the ring road at the southern end of the island to create more valuable development parcels.

### LEGEND

-  EXISTING ROAD Form Based Code
-  PROPOSED ROAD Form Based Code
-  EXISTING ROAD Updated Strategic Vision
-  PROPOSED ROAD Updated Strategic Vision
-  BRIDGE







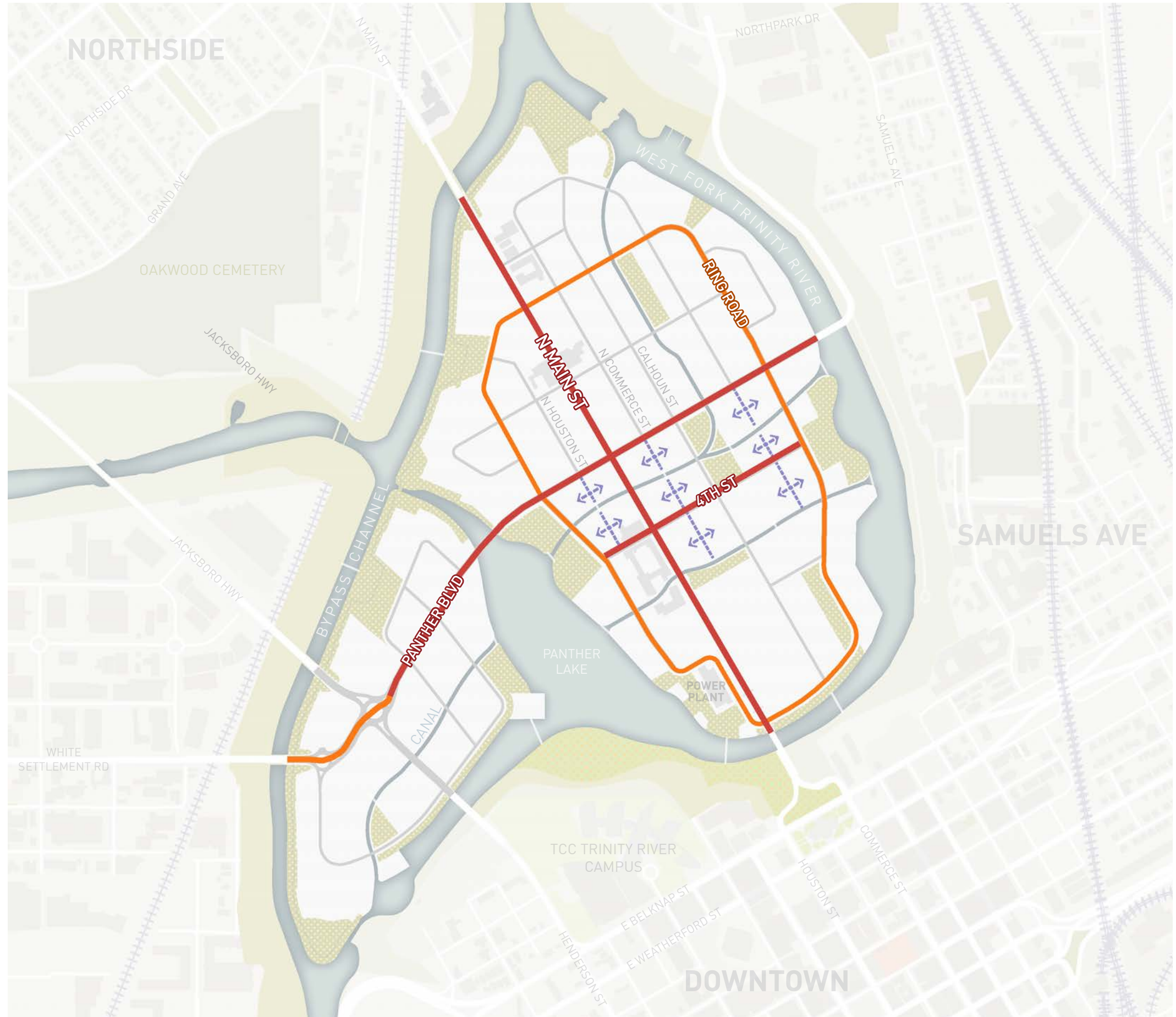
# PARKING AND GARAGE ENTRY STRATEGIES

## ACCESS & CONNECTIVITY

To achieve iconic streets with vibrant edges and primary pedestrian-focused thoroughfares in the district, it is recommended that there be restrictions in place from having any parking garage entrances along these corridors. The parcels along these designated streets - N Main Street, 4th Street, and Panther Blvd, would be required to gain parking access from adjacent side streets or through access easements. Additionally, it's recommended that parking garage entrances off the ring road and select location on Panther Blvd be limited as much as possible if parking access is achievable elsewhere.

### LEGEND

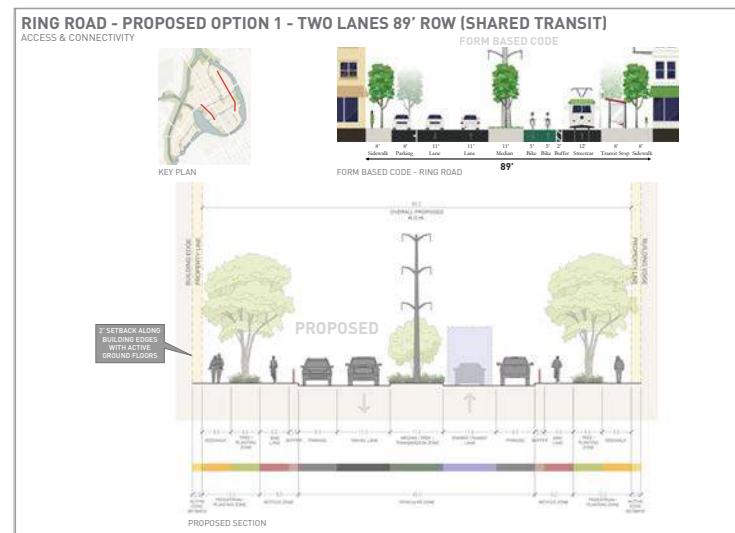
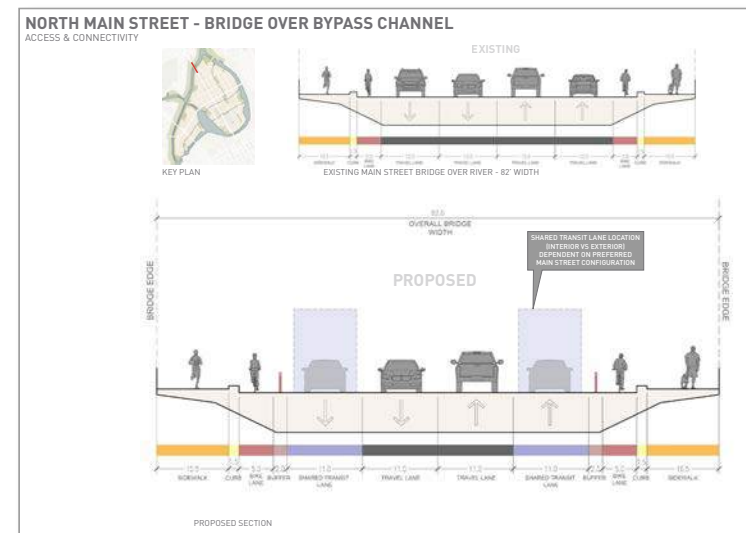
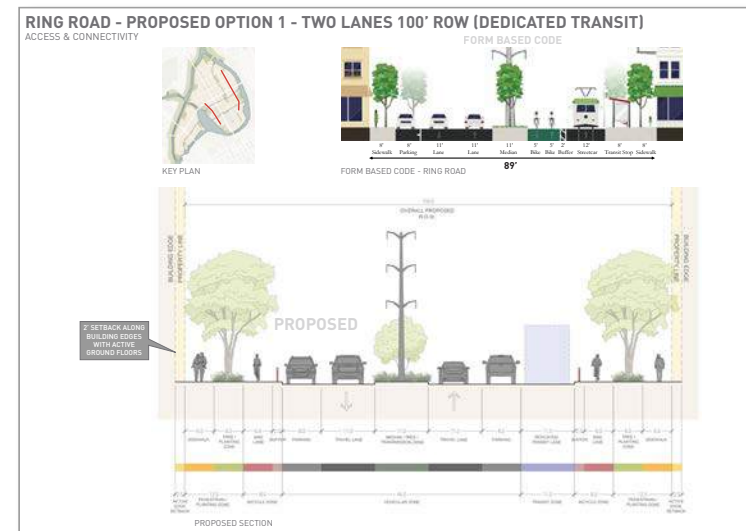
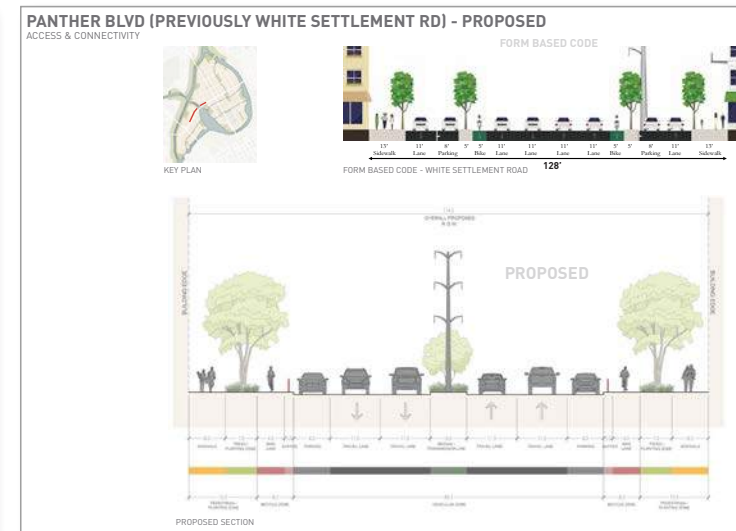
-  NO PARKING GARAGE ENTRANCES ALLOWED
-  LIMITED PARKING GARAGE ENTRANCES ALLOWED
-  PARKING GARAGE ENTRANCES ALLOWED
-  INTERNAL PARKING GARAGE ENTRY FROM ACCESS EASEMENTS



# STREET SECTION STUDIES - DESIGN RECOMMENDATIONS

## ACCESS & CONNECTIVITY

Through review and conversations with stakeholders this body of work introduces new and updated street sections for the district. The proposed sections prioritize integration to accommodate pedestrian, bike, transit, and vehicular networks in a cohesive and complimentary manner. It's essential to note that these designs are recommendations only and further study, coordination, and refinement are needed to finalize the street sections for Panther Island. **Reference Appendix A for all proposed street sections.**



**AND MANY MORE...**  
REFERENCE APPENDIX A

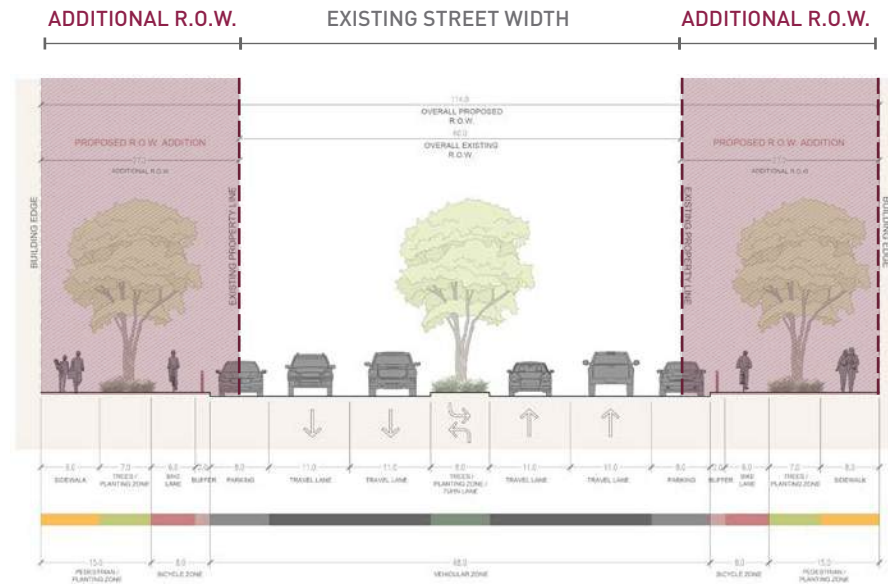


# POTENTIAL R.O.W. DEDICATION & REDUCTION

## ACCESS & CONNECTIVITY

In response to the newly proposed street sections, certain existing streets will require adjustments to their R.O.W. width. Certain cases require additional R.O.W. dedication while others necessitate a reduction in width. As new developments unfold, it's recommended to adhere to the updated street design that eventually become approved by the city. Existing buildings would be grandfathered in, however, any future redevelopment of these properties would be subject to compliance with the newly designated R.O.W. widths.

### EXAMPLE STREET SECTION: PANTHER BLVD



### LEGEND

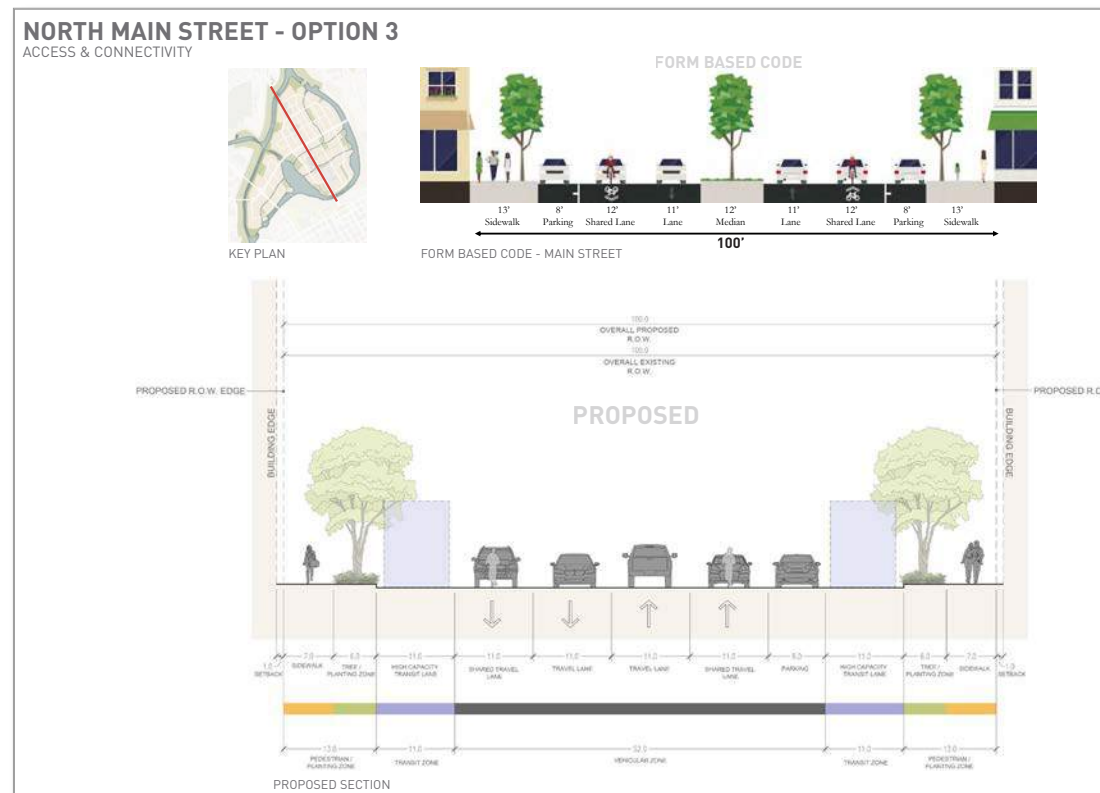
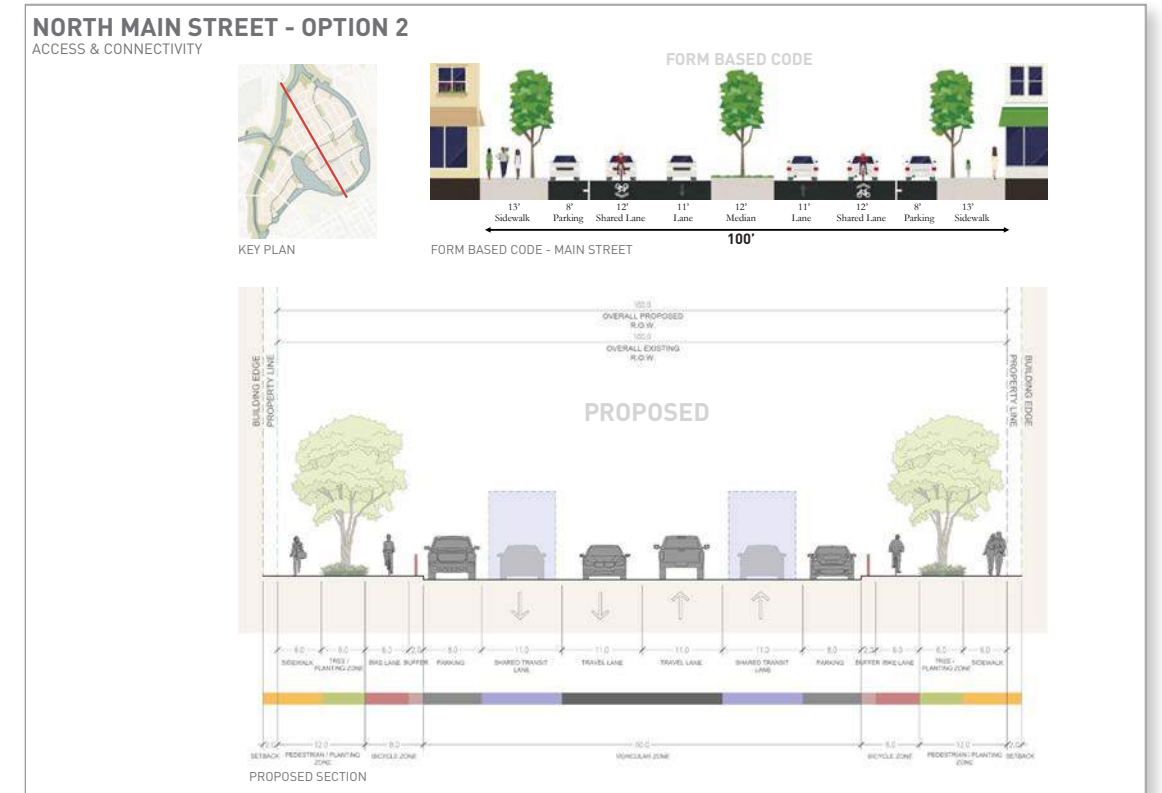
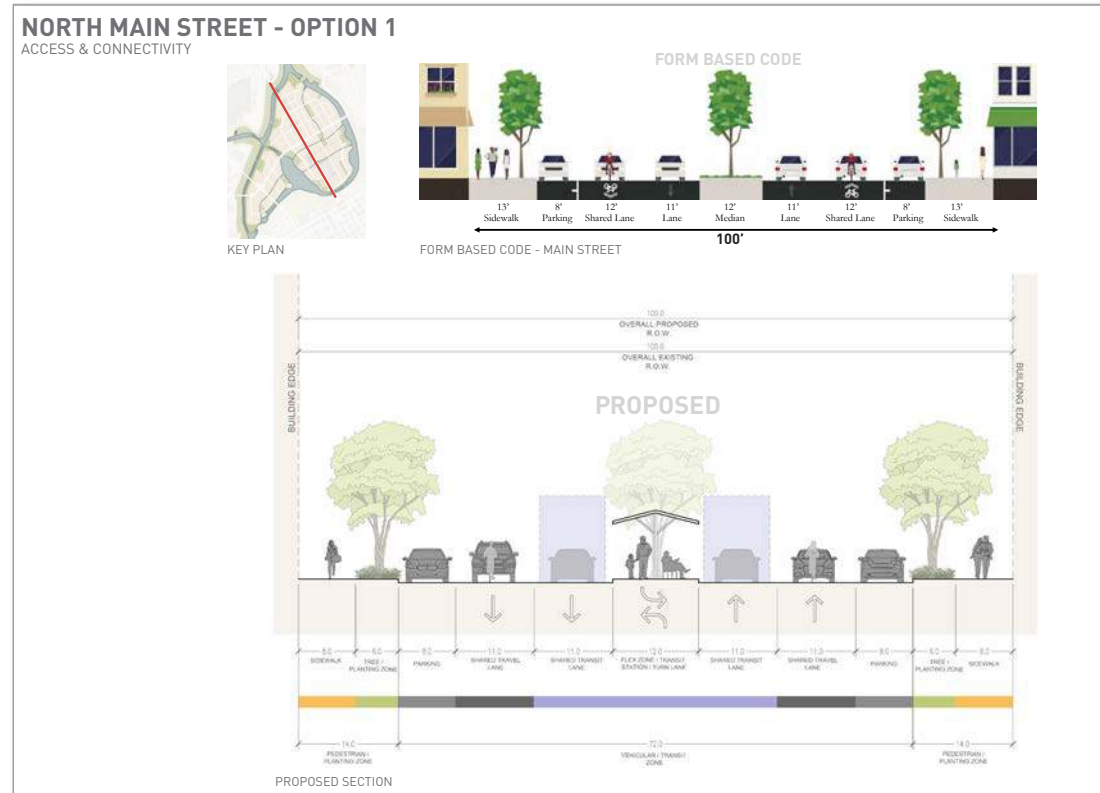
- LESS THAN 10' of additional R.O.W. dedication needed
- 10'-20' of additional R.O.W. dedication needed
- MORE THAN 20' of additional R.O.W. dedication needed
- LESS THAN 10' of R.O.W. reduction needed
- 10'-20' of R.O.W. reduction needed
- MORE THAN 20' of R.O.W. reduction needed



# STREET SECTION STUDIES - N MAIN STREET

## ACCESS & CONNECTIVITY

N Main Street a very significant thoroughfare within Panther Island and will play an important role in the identity of the district. The Updated Strategic Vision introduces several design options for consideration. The selection of the final design will be contingent on various factors such as transit, street parking, bicycle needs, and R.O.W. width. Collaboration with the Texas Department of Transportation (TxDOT) will also play a crucial role in shaping the final outcome. **Reference Appendix A to see all options.**



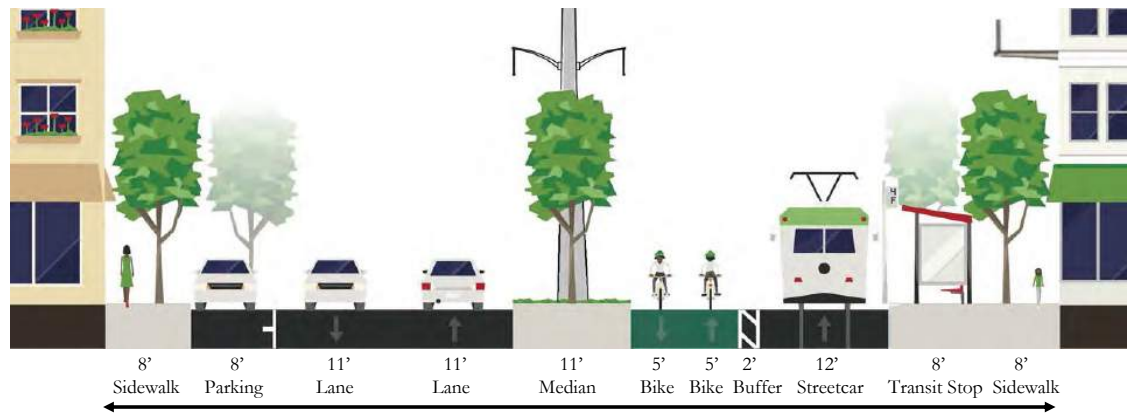
# RING ROAD - PROPOSED VS EXISTING LEVEL

## ACCESS & CONNECTIVITY

A portion of the future ring road is exactly aligned with the existing levee on the eastern edge of the island. If parcels along the levee were allowed to develop today, the result would be undesirable as it is likely that these parcels would develop with back-of-house uses facing the levee, and later, the desired active and unique ring road. This issue has been factored into the phasing strategy of the island. Reference section 5 for more information.

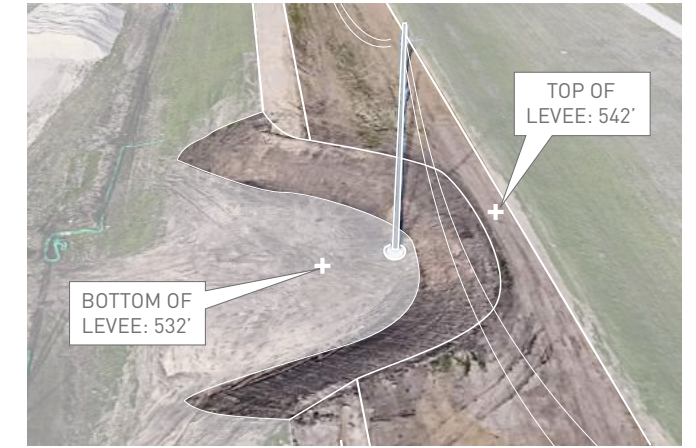


KEY PLAN

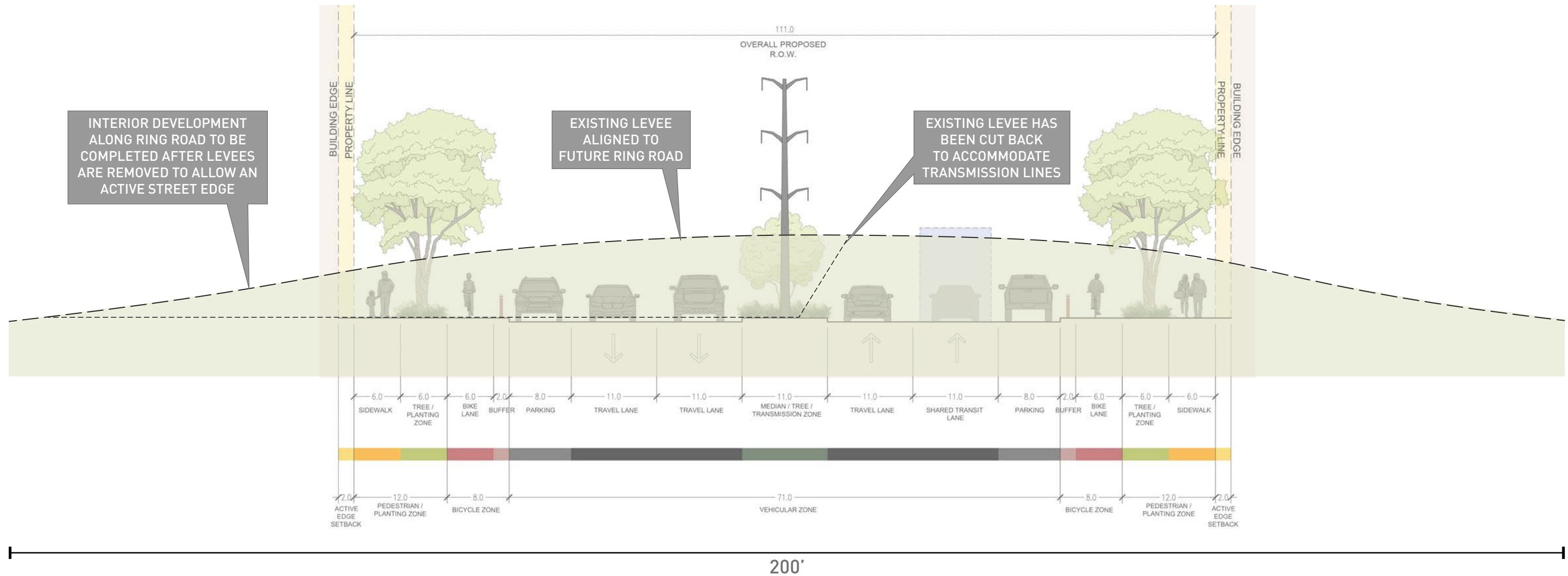


FORM BASED CODE - RING ROAD

89'



EXISTING TRANSMISSION LINES



*ROAD NETWORK*

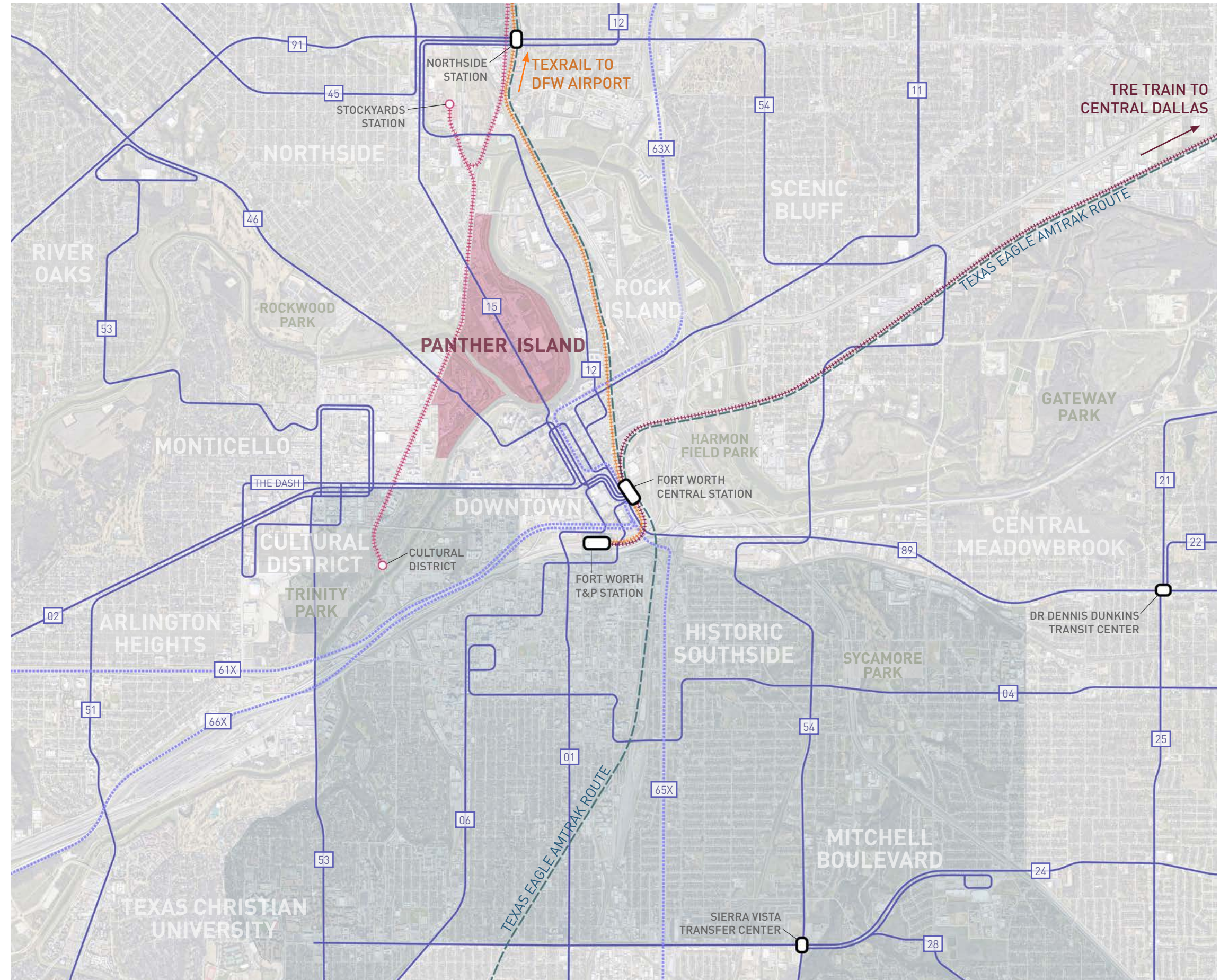
***TRANSIT NETWORK***

*PEDESTRIAN NETWORK*

*BIKE NETWORK*

# FORT WORTH REGIONAL TRANSIT NETWORK

## ACCESS & CONNECTIVITY



### TRINITY METRO

- BUS ROUTE
- PARK AND RIDE BUSES
- TEXRAIL
- TRINITY RAILWAY EXPRESS
- MAIN STATION/TRANSFER CENTER
- ZIPZONE  
TRINITY METRO RIDE SHARE SERVICE

### OTHER TRANSIT

- GRAPEVINE VINTAGE RAILROAD / FORT WORTH & WESTERN RAILROAD  
SIGHT SEEING ROUTE / FREIGHT LINE
- AMTRAK



# TRANSIT NETWORK - BIG IDEAS

## ACCESS & CONNECTIVITY

### A TRANSIT ORIENTED DEVELOPMENT

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

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

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

### HIGH CAPACITY TRANSIT OPTION

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

### MOBILITY CIRCULATORY

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

### RE-BRANDED ROUTE 15 BUS LINE

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



# TRANSIT NETWORK - CHARACTER & EXPERIENCES

## ACCESS & CONNECTIVITY



**BRANDED BUSES**



**BUS RAPID TRANSIT**



**MULTI-MODAL ACCESS**



**BIKE STATIONS**



**AUTONOMOUS TRANSIT**

**MOBILITY CIRCULATOR**



**TRANSIT BOULEVARD**



**LOCAL CULTURE**

**TROLLEY**



**HIGH CAPACITY TRANSIT**

**PEDESTRIAN FRIENDLY STATIONS**



# TRANSIT NETWORK - FORM BASED CODE VS UPDATED STRATEGIC VISION COMPARISON

## ACCESS & CONNECTIVITY




### RECOMMENDATIONS

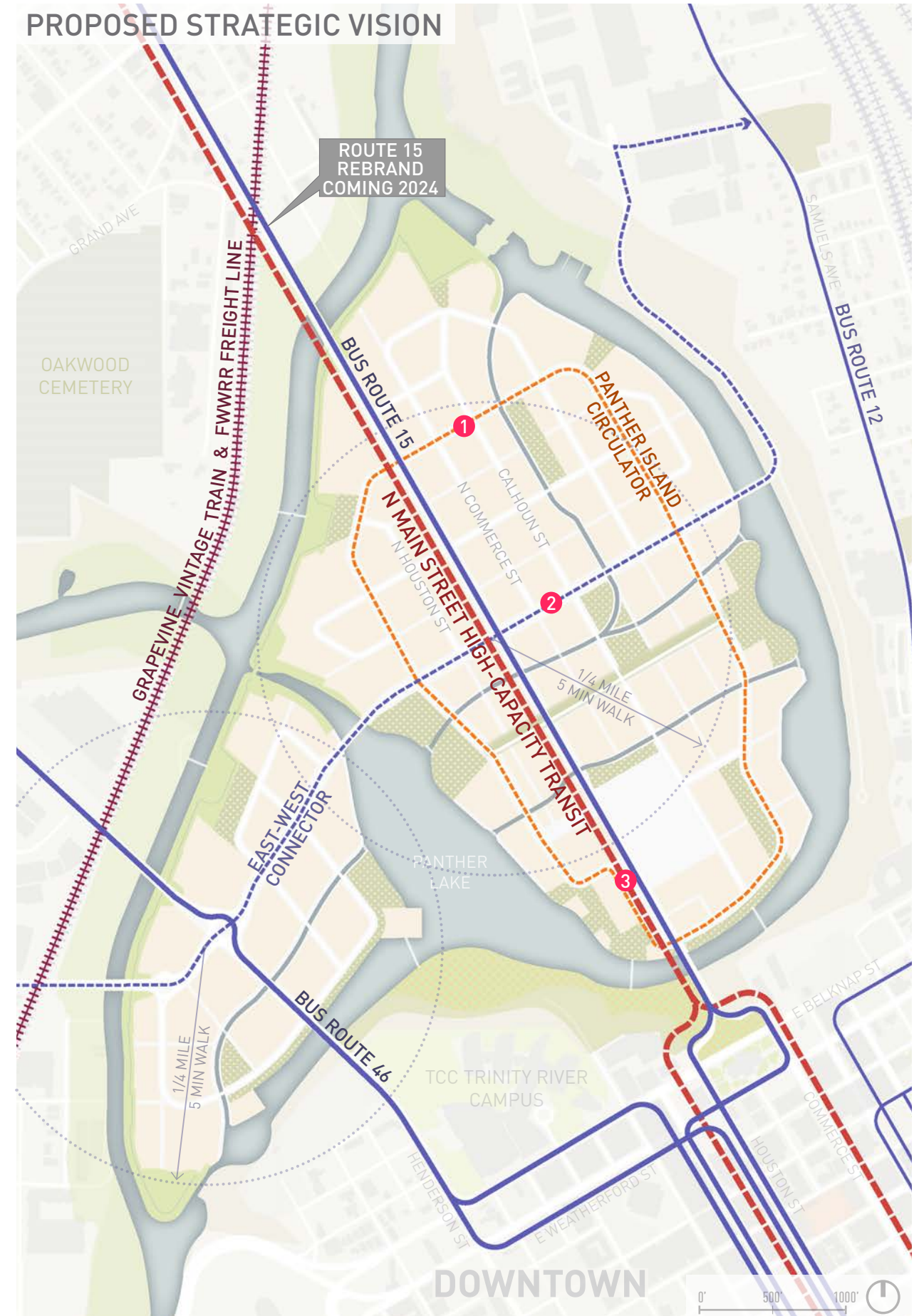
- 1 PANTHER ISLAND CIRCULATOR**  
The strategic vision envisions a circulator as proposed by the form based code. Transit mode to be determined.
- 2 EAST-WEST CONNECTOR**  
A new bus route or other transit type running east-west is key to creating a connected district.
- 3 HIGH CAPACITY TRANSIT**  
The strategic vision incorporates aspirations from Trinity Metro for a high-capacity transit system connecting the Stockyards, Panther Island, and Downtown.

### EXISTING TRANSIT

-  EXISTING BUS ROUTE
-  TRINITY RIVER TRAIN EXCURSION ROUTE  
SPECIAL EVENT/SIGHT SEEING ROUTE RUN BY GRAPEVINE VINTAGE RAIL

### PROPOSED TRANSIT

-  PANTHER ISLAND CIRCULATOR  
PROPOSED BY FORM BASED CODE
-  HIGH CAPACITY TRANSIT  
ASPIRATIONS FROM TRINITY METRO - ADDITIONAL ASPIRATIONS TO CONNECT TO ADJACENT NEIGHBORHOODS
-  EAST-WEST TRANSIT  
OPPORTUNITY TO CONNECT PANTHER ISLAND TO CULTURAL DISTRICT





*ROAD NETWORK*

*TRANSIT NETWORK*

***PEDESTRIAN NETWORK***

*BIKE NETWORK*

# PEDESTRIAN NETWORK - BIG IDEAS

## ACCESS & CONNECTIVITY

### A WALKABLE & PEOPLE SCALED DISTRICT

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

### PUBLICLY ACCESSIBLE WATERFRONT

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

### NORTH-SOUTH PEDESTRIAN SPINE

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

### MID-BLOCK CONNECTIONS

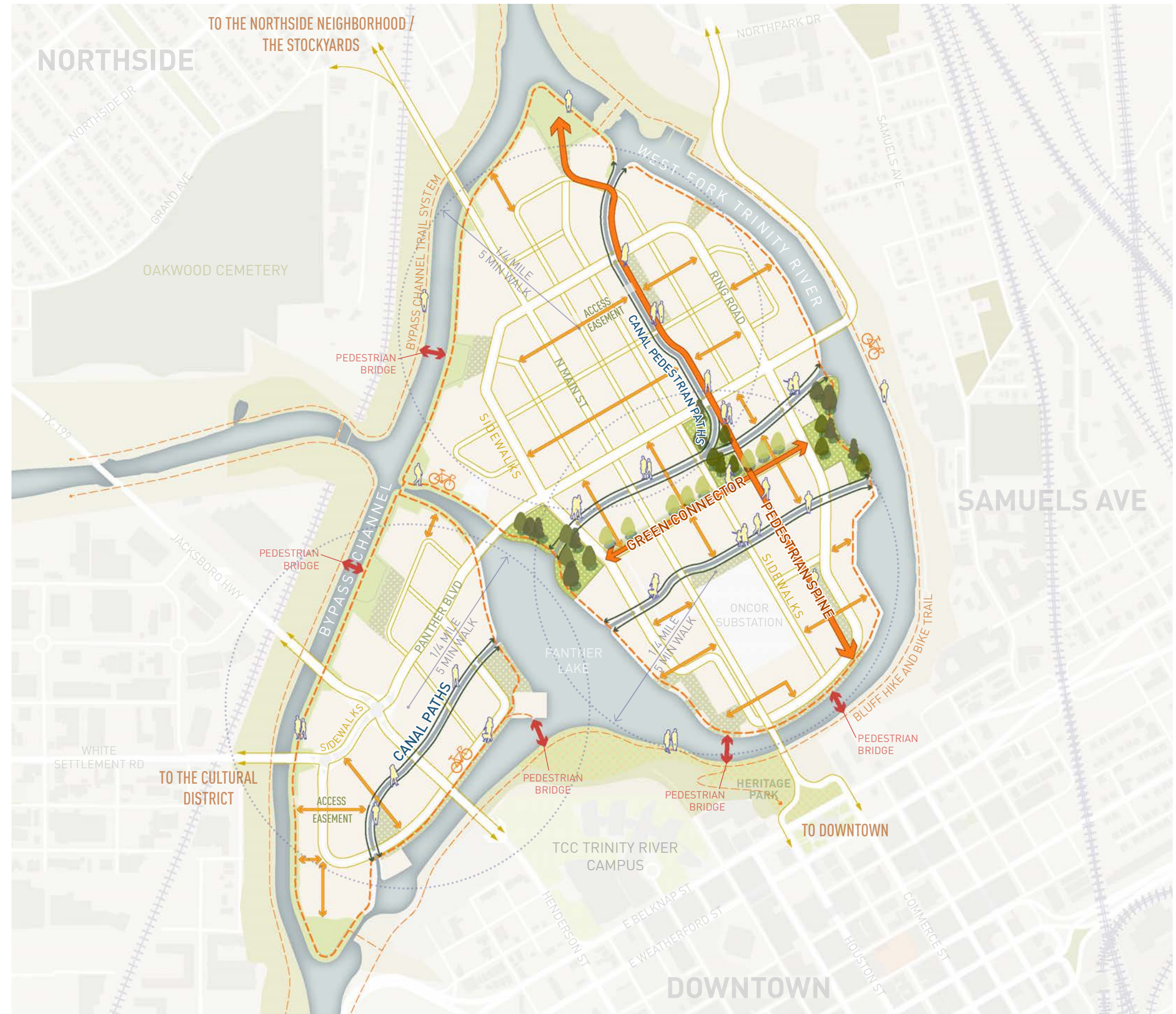
Promoting pedestrian scaled blocks by breaking down large block lengths by providing connectivity through alleyways, paseos, and pedestrian connections to better accommodate development.

### CANAL & OPEN SPACE LINKAGES

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

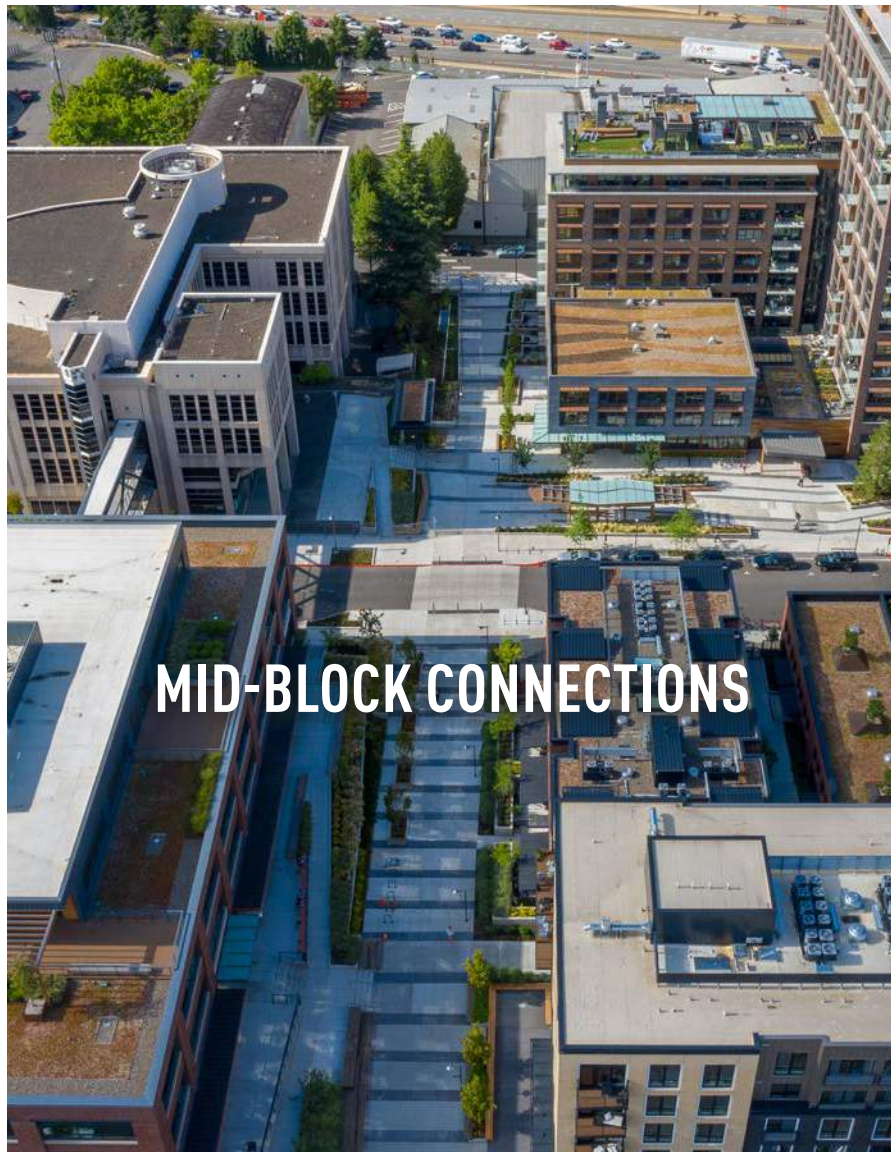
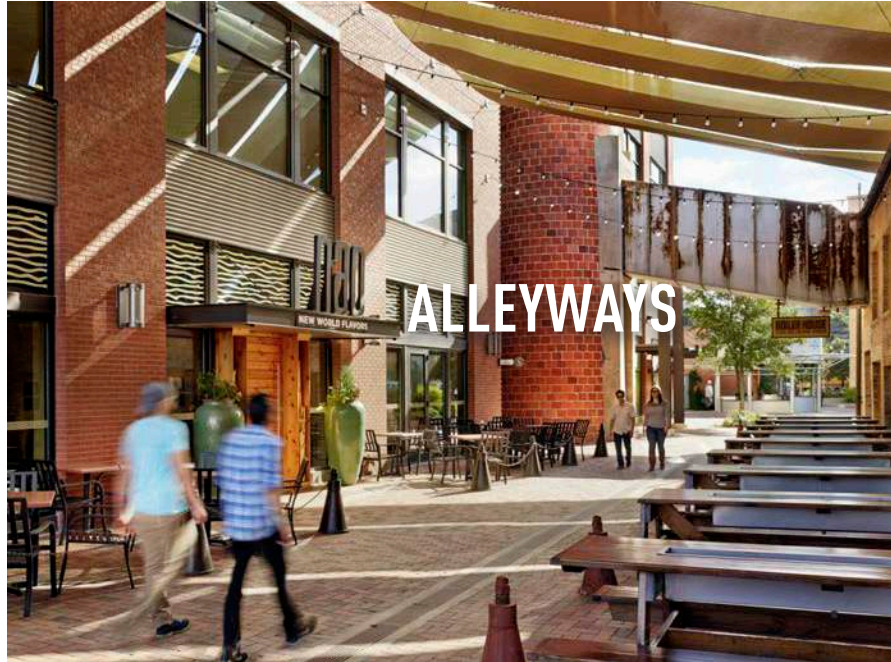
### PEDESTRIAN BRIDGES & ACCESS TO SURROUNDING NEIGHBORHOODS

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



# PEDESTRIAN NETWORK - CHARACTER & EXPERIENCES

ACCESS & CONNECTIVITY








# PEDESTRIAN NETWORK - FORM BASED CODE VS UPDATED STRATEGIC VISION COMPARISON

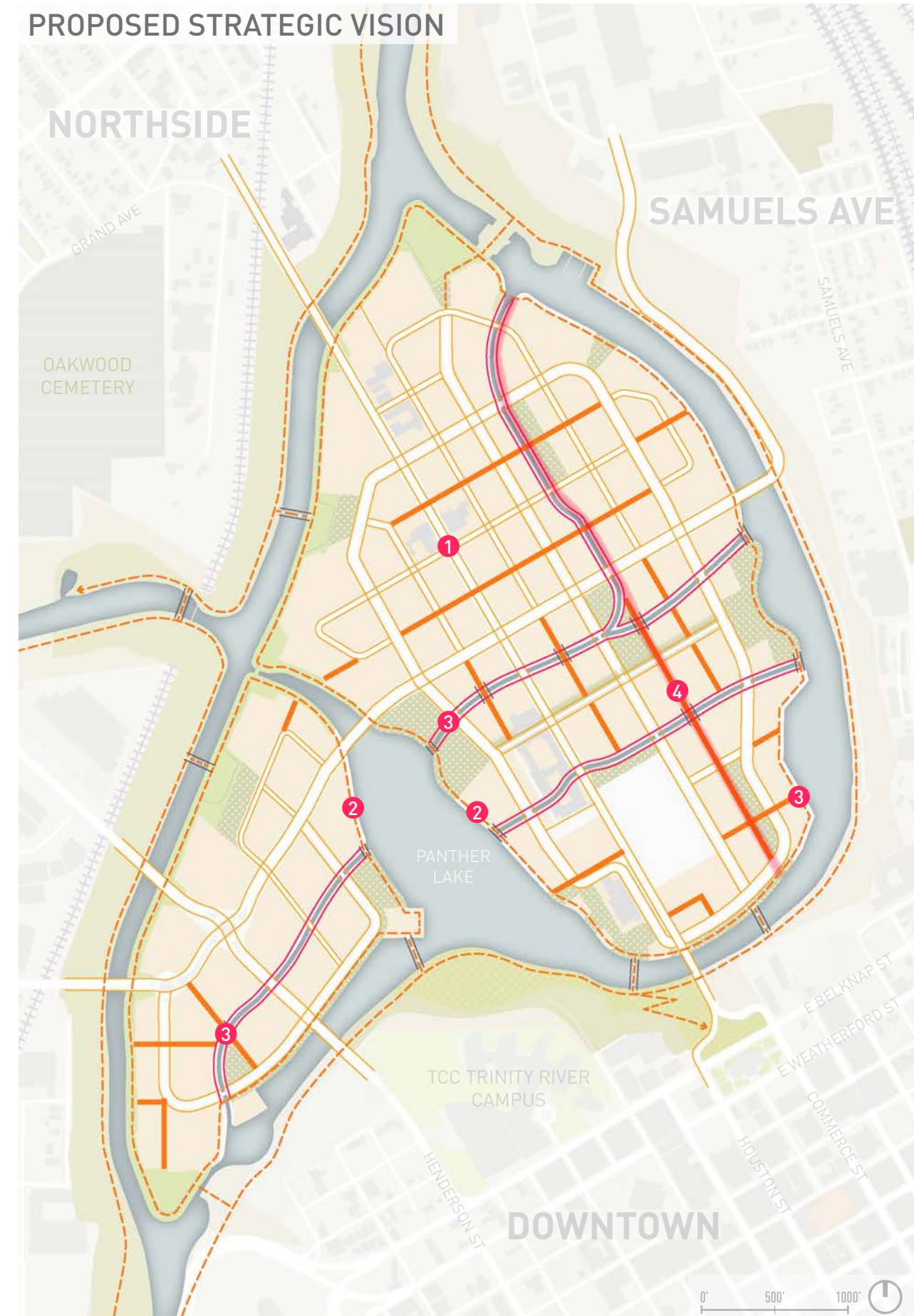
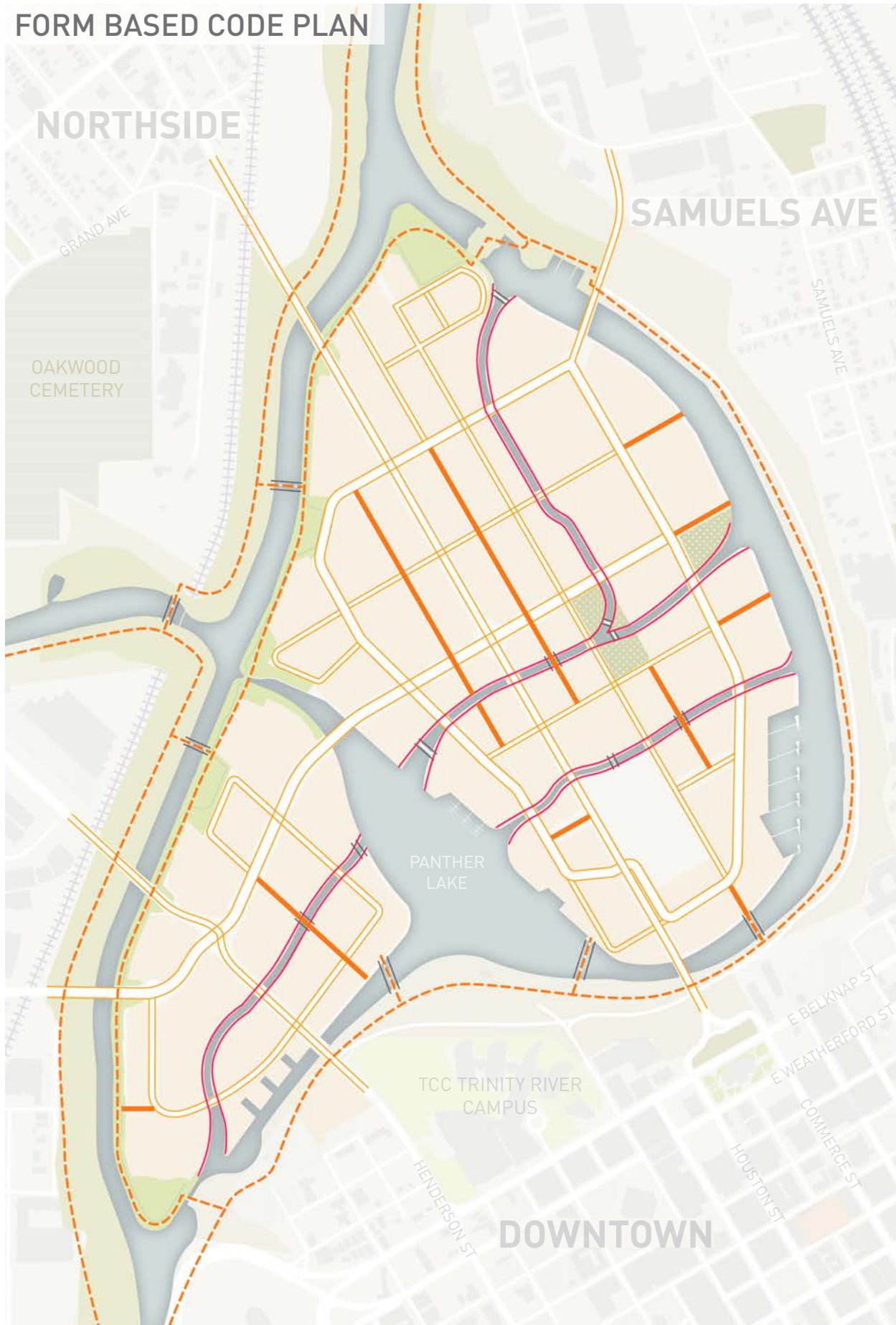
## ACCESS & CONNECTIVITY

### RECOMMENDATIONS

- 1 CONNECTED STREET GRID**  
A porous and connected street grid creates a walkable environment and active community.
- 2 PUBLIC WATERFRONT**  
The public waterfront access is a key asset to the district, offering a scenic and accessible route along the water's edge.
- 3 VARIETY IN EXPERIENCE**  
The strategic vision proposes a wide variety of pedestrian experiences and creates optionality - from generous sidewalks and pedestrian paths to the canal system and waterfront trail.
- 4 N-S PEDESTRIAN SPINE**  
The street network, open space system, and canals come together to create a pedestrian corridor connecting the north and south of the island.

### LEGEND

-  CANAL PEDESTRIAN PATH
-  SIDEWALK
-  ACCESS EASEMENT
-  SHARED USE PATH
-  PEDESTRIAN BRIDGE



*ROAD NETWORK*

*TRANSIT NETWORK*

*PEDESTRIAN NETWORK*

***BIKE NETWORK***

# BIKE NETWORK - BIG IDEAS

ACCESS & CONNECTIVITY

## BICYCLE FRIENDLY DISTRICT WITH A MIX OF OFFERINGS

A robust bike network with various dedicated and shared lanes promoting connectivity across both islands with access to several district amenities.

## ACCESS TO ALL OPEN SPACES

Promote quality of life with easy access to all open spaces.

## CONNECTION TO SURROUNDING NEIGHBORHOODS

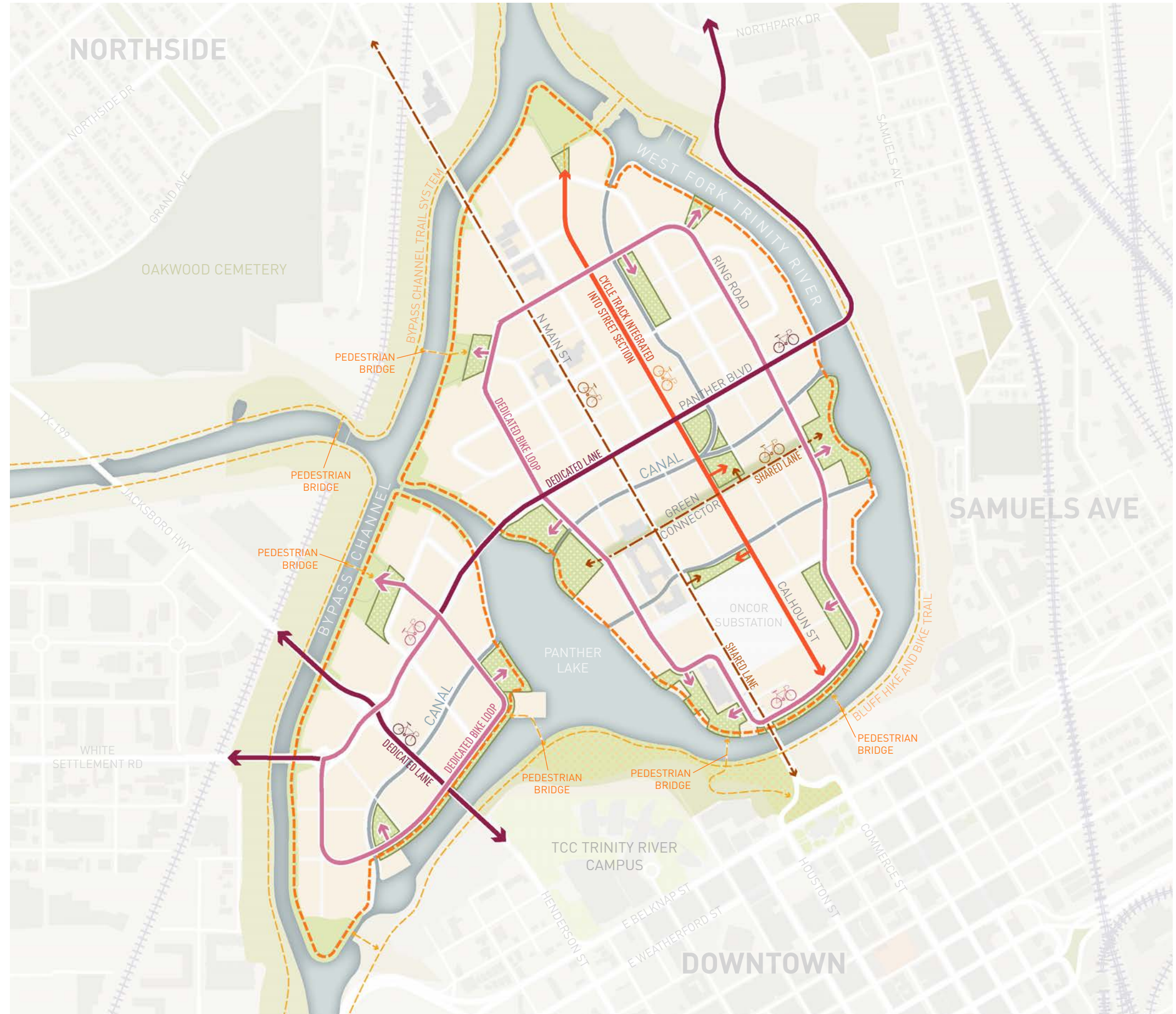
Bridges provide a safe experience and help increase access adjacent communities.

## RIVERFRONT TRAILS

Shared-use pathways and hike & bike trails with unique waterfront experiences and surrounding views.

## NORTH-SOUTH CYCLE TRACK

Promote a more efficient bicycle connection across the north island from downtown / TCC campus / southern riverfront open space to northern bypass channel riverfront through a vibrant urban mixed use district.



# BIKE NETWORK - CHARACTER & EXPERIENCES

ACCESS & CONNECTIVITY



BRIDGES



SAFETY BARRIERS



PROTECTED BIKE LANES



CYCLE TRACKS & PARKWAYS



STREET CORRIDORS



BIKE STATIONS



RIVERFRONT ESPLANADE



SHARED USE PATHWAYS



SHARED LANES




# BIKE NETWORK - FORM BASED CODE VS UPDATED STRATEGIC VISION COMPARISON

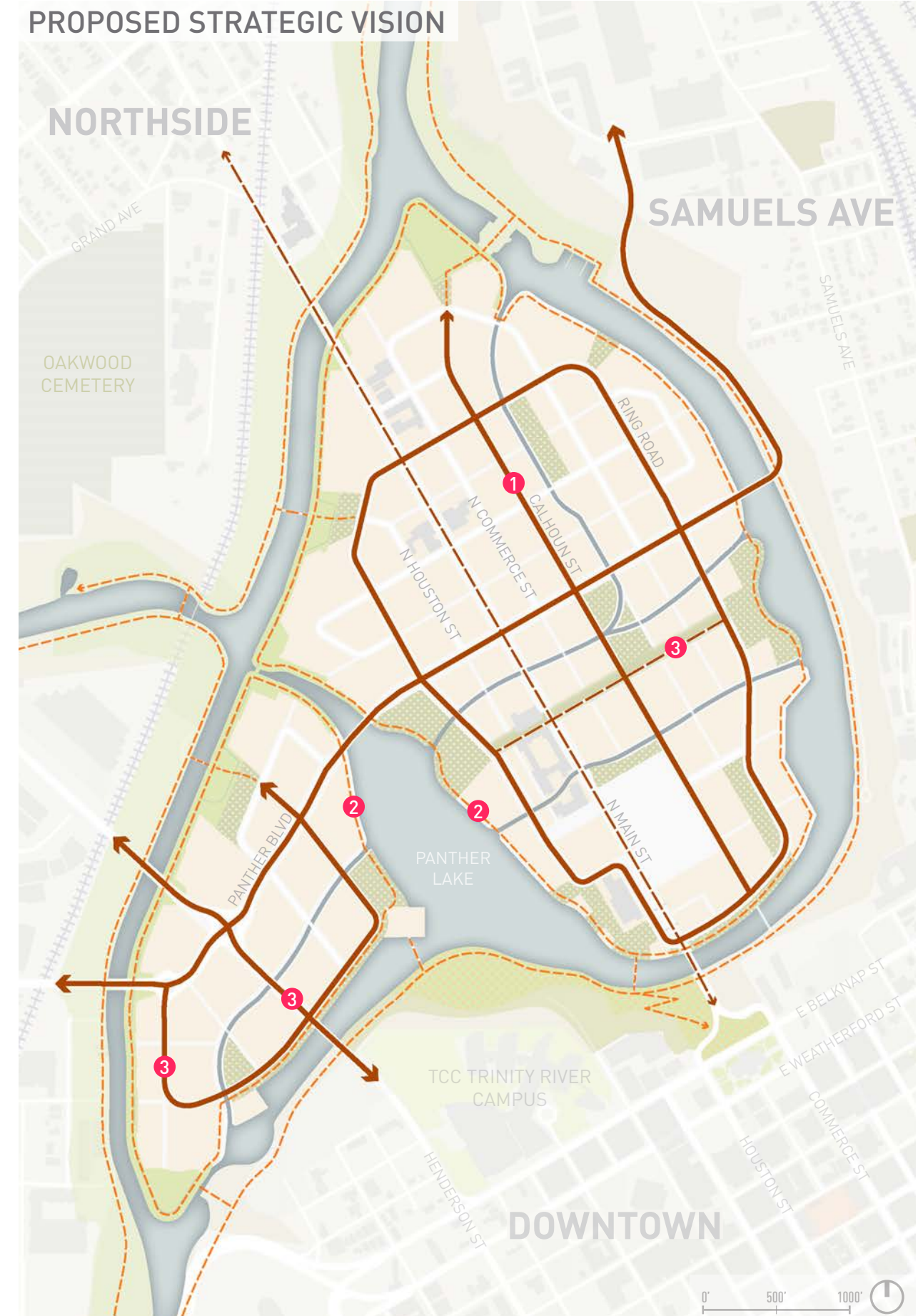
## ACCESS & CONNECTIVITY

### RECOMMENDATIONS

- 1 N-S BIKE CORRIDOR**  
This quiet street provides a protected bike route off N Main St to enhance cyclist safety and create a strong north-south connection.
- 2 PUBLIC WATERFRONT**  
The public waterfront trail caters to both pedestrians and cyclists, offering a scenic and accessible route along the water's edge.
- 3 ADDITIONAL BIKE ROUTES**  
Expanding the network of bike routes through the district enhances accessibility and encourages sustainable and healthy transportation options.

### LEGEND

-  DEDICATED BIKE LANE
-  SHARED BIKE LANE
-  SHARED USE PATH





# PROPOSED BRIDGES ON PANTHER ISLAND

## ACCESS & CONNECTIVITY

### BRIDGES - FORM BASED CODE

PROPOSED VEHICULAR BRIDGES OVER RIVER	2
PROPOSED VEHICULAR BRIDGES OVER CANALS	14
PROPOSED PEDESTRIAN/BIKE BRIDGES OVER RIVER	6
PROPOSED PEDESTRIAN/BIKE BRIDGES OVER CANALS	9

### BRIDGES - STRATEGIC VISION

PROPOSED VEHICULAR BRIDGES OVER RIVER	2
PROPOSED VEHICULAR BRIDGES OVER CANALS	16
PROPOSED PEDESTRIAN/BIKE BRIDGES OVER RIVER	6
PROPOSED PEDESTRIAN/BIKE BRIDGES OVER CANALS	10

### LEGEND

 EXISTING BRIDGE	 PROPOSED BRIDGE (RIVER)
 Vehicular	 Pedestrian & Bike
 PROPOSED BRIDGE	 PROPOSED BRIDGE (CANAL)
 Vehicular	 Pedestrian & Bike

FURTHER COORDINATION WILL BE REQUIRED BETWEEN CANAL MAINTENANCE INFRASTRUCTURE AND FUTURE CANAL BRIDGE LOCATIONS.

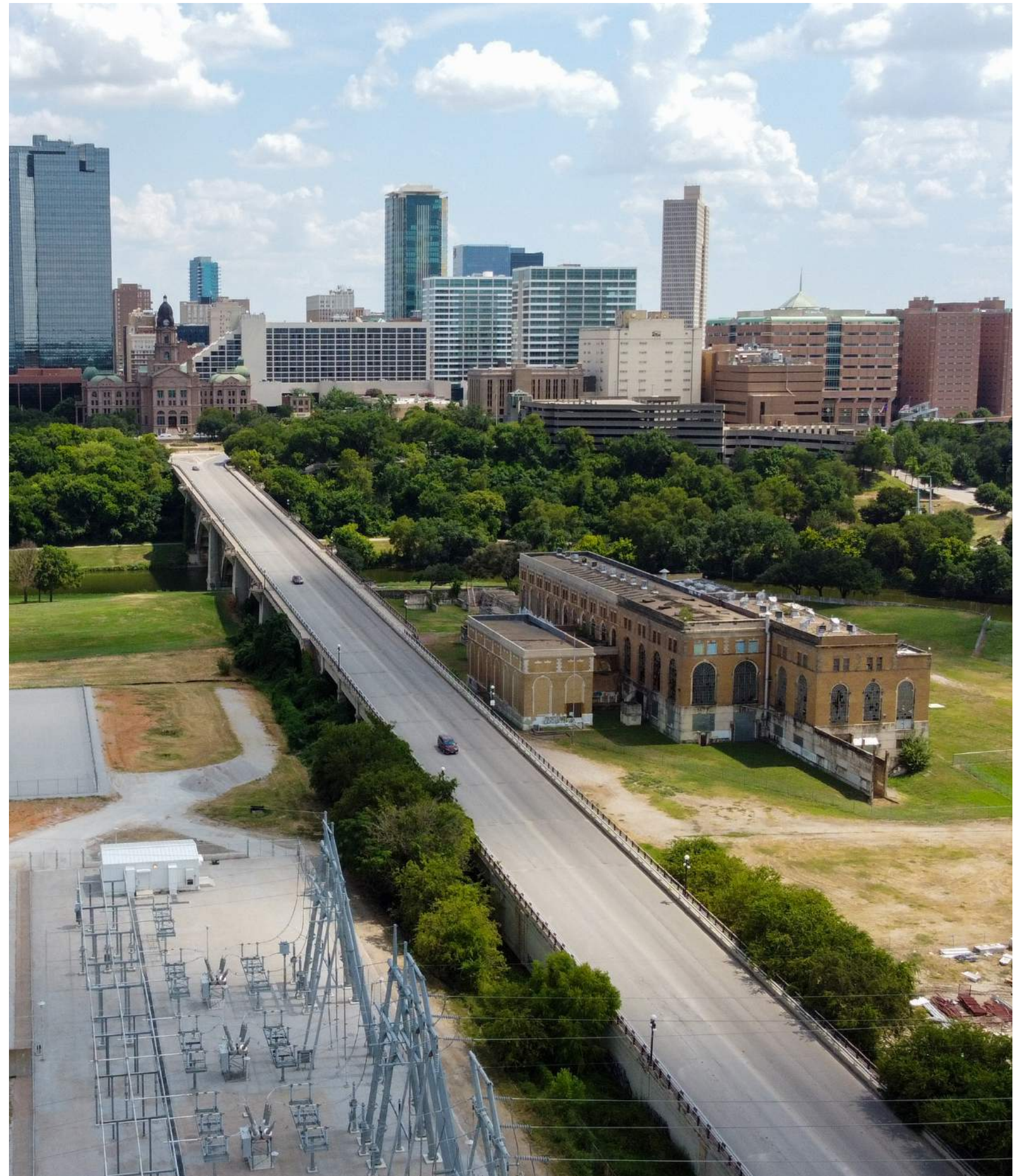


*PROGRAM*  
*DENSITY DISTRIBUTION*  
*SPECIAL SITES*

# KEY OBSERVATIONS & CONSTRAINTS

## *PROGRAM, DENSITY DISTRIBUTION, & SPECIAL SITES*

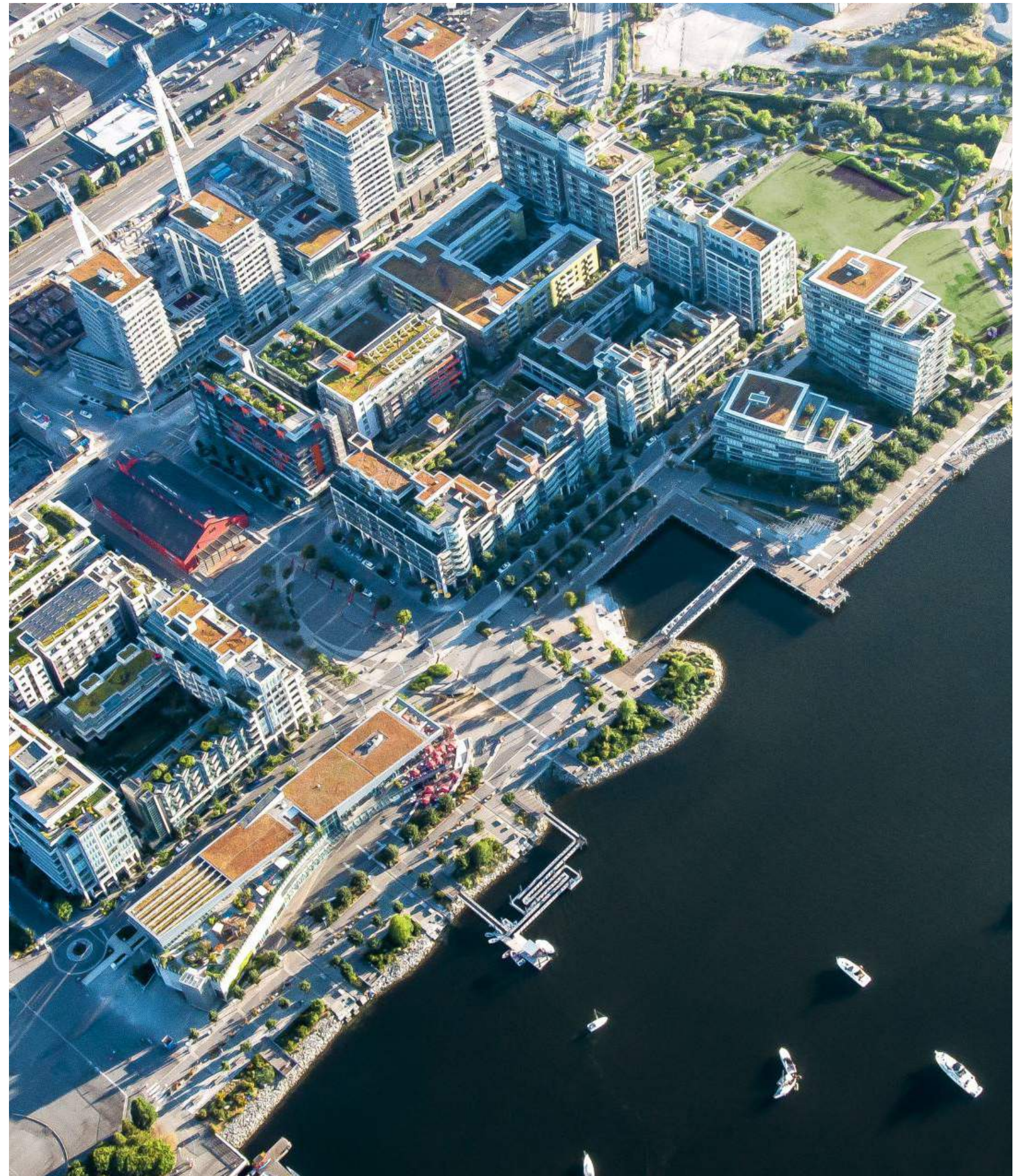
- The Form Based Code has an approach to density, height, and program which may be too prescriptive. Greater flexibility should be considered in future regulatory approaches.
- The Form Based Code designates tower zones on the island, but this approach may lack the necessary flexibility to adapt to market dynamics. The emphasis on views from the proposed towers seems to take precedence over a comprehensive evaluation of factors influencing height and bulk, and considerations related to both on- and off-island adjacencies.
- The current maximum height proposed by the Form Based Code may need to be adjusted to create a true transition zone from downtown to surrounding neighborhoods.
- The Form Based Code currently does not allow any single story buildings on the island. These sorts of structures are vital to creating a human scaled district that feels authentic and organic.
- Panther Island currently lacks a catalytic type program or development beyond the water concerts that actively engages the surrounding community and encourages visiting.
- Panther Island has two major existing sites: the TXU Historic Power Plant and LaGrave field which are worth evaluating their future.
- The power plant is a historically and architecturally significant building but is currently in a challenging location on the island. Access to the building is limited by the N Main Street bridge and the levee. Nevertheless the site has great potential to be a significant anchor on the island. Existing limitations at the site may affect the development timeline for this parcel even though it is within the boundaries of the levees. Shorter term temporary activation methods may need to be considered for this area.
- LaGrave field is the former home of the minor league baseball team the Fort Worth Cats. Sadly, the field has been unused for the last decade and since being abandoned and has fallen into severe disrepair.



# RECOMMENDATIONS

## *PROGRAM, DENSITY DISTRIBUTION, & SPECIAL SITES*

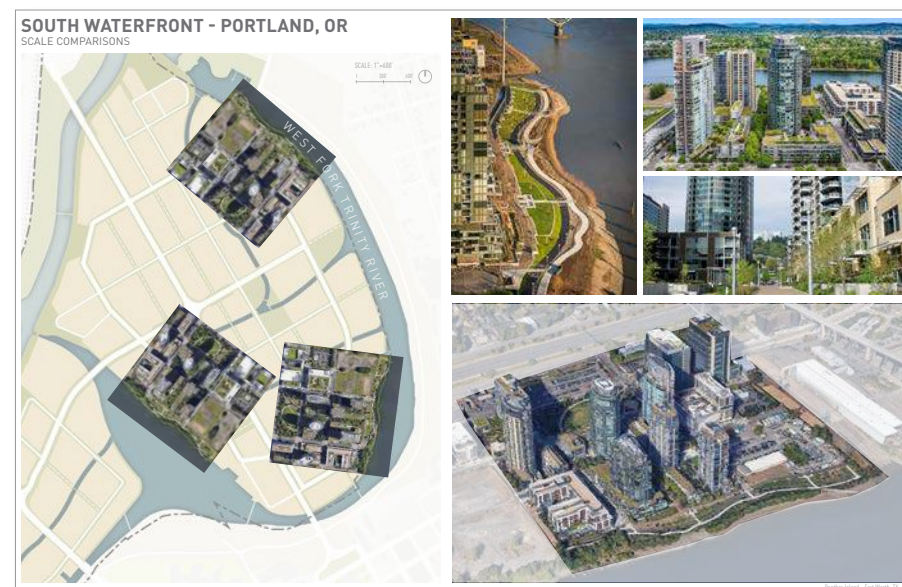
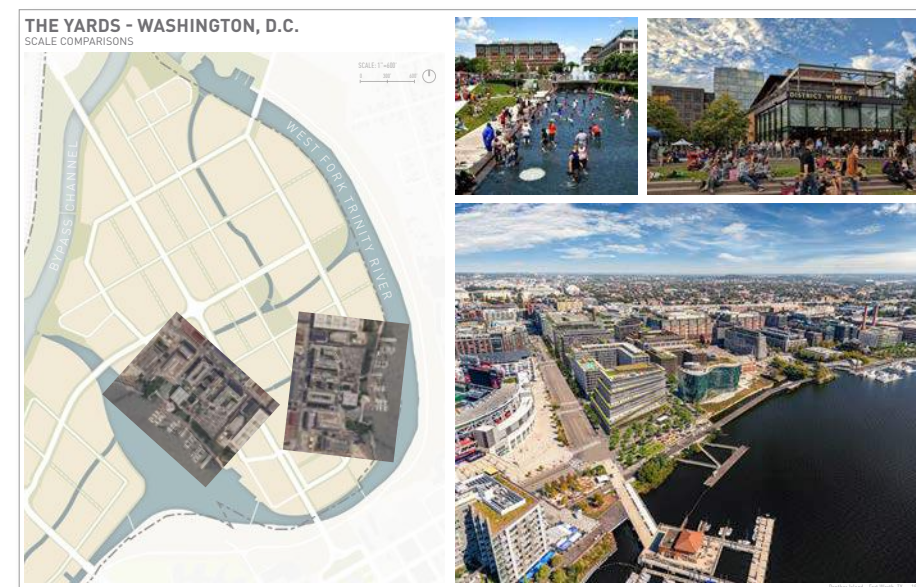
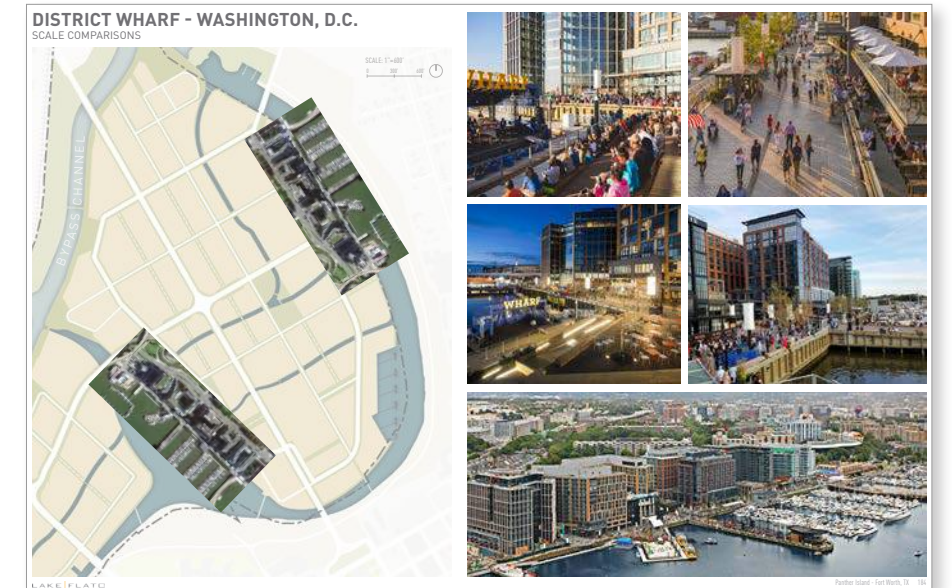
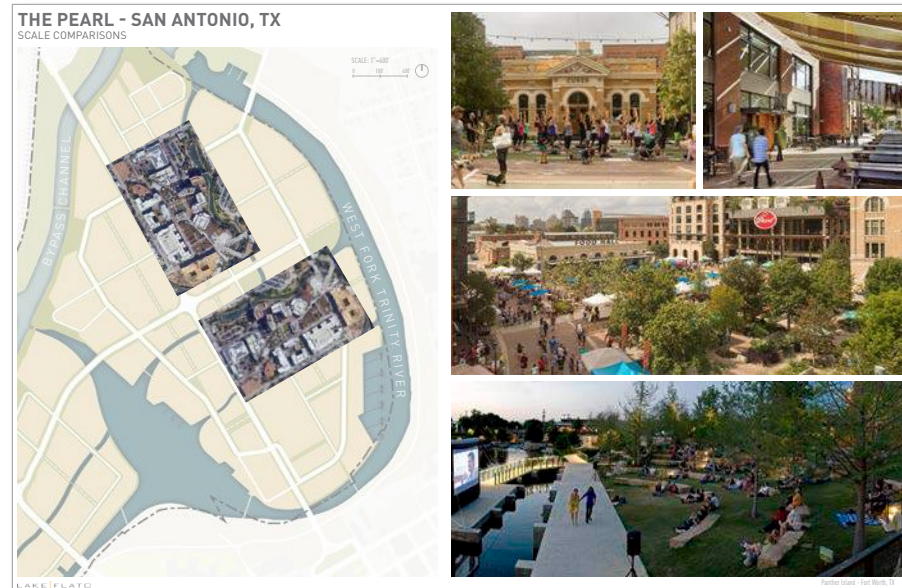
- Adjust and consolidate the development zones from the Form Based Code and rethink how height is regulated by understanding Panther Island as a transition zone between Downtown and the Northside. Panther Island should compliment and amplify the surrounding districts while honoring select view corridors and bringing new amenities and opportunities to the city. Conduct a study to better understand height and density across the island.
- Rethink the regulation of max and min height in the district by creating a more flexible framework that allows a mix of scales, programs, and typologies. Single story buildings are important and offer human-scale experiences to a dense urban environment that should be allowed within the district.
- Provide cultural, community, and amenity anchors to enrich the district and bring various communities together. These anchors may also provide opportunities for iconic architecture that will add to the legacy and identity of Fort Worth.
- Rework the emphasis on strict regulations only allowing a majority of residential (single use) development in the Form Based Code. The code should employ a more flexible strategy that focuses on creating a mixed use district that can respond to market forces as the district is built out.
- Evaluate the ring road and open space layout surrounding the power plant using the options, priorities, and values presented in this document as a guide.
- Understand how the legacy of La Grave field can be kept alive in a future public space offering that will become a community anchor for the northern side of the island while allowing the site to evolve and fit the needs of the future.
- Examine the feasibility of and desire for a houseboat development within the district by looking at the real estate economics combined with the unique offering to make sure it is viable.
- Explore the feasibility of and desire for a marina on the internal lake & river if motorized boats may or may not be realistic.
- Further study needed on parking logistics and guidelines to help determine best plan of action for garage and below grade options.
- Identify sites for civic programs on Panther Island. Because of the abundance of public land and the proximity to the city center, it is essential that cultural, community, and civic programs be built within the district.
- Further study the existing structures on Panther Island, some of which are over 100 years old, to determine if historic designation is appropriate. Historic structures can be re-purposed and help lend a sense of authenticity and legacy.



# PRECEDENT RESEARCH - DISTRICT SCALE COMPARISONS

## OPEN SPACE NETWORK

Research into precedent district-scale comparisons was conducted as part of the planning process for the updated strategic vision to shape the future vision for Panther Island. By analyzing successful neighborhoods across the world, valuable insights are gained which help determine the district organization, density, program, and building heights appropriate for Panther Island. This comparative approach allows for a well-informed and contextually relevant design that draws inspiration from global precedents while tailoring the development to the unique characteristics and aspirations of Fort Worth.

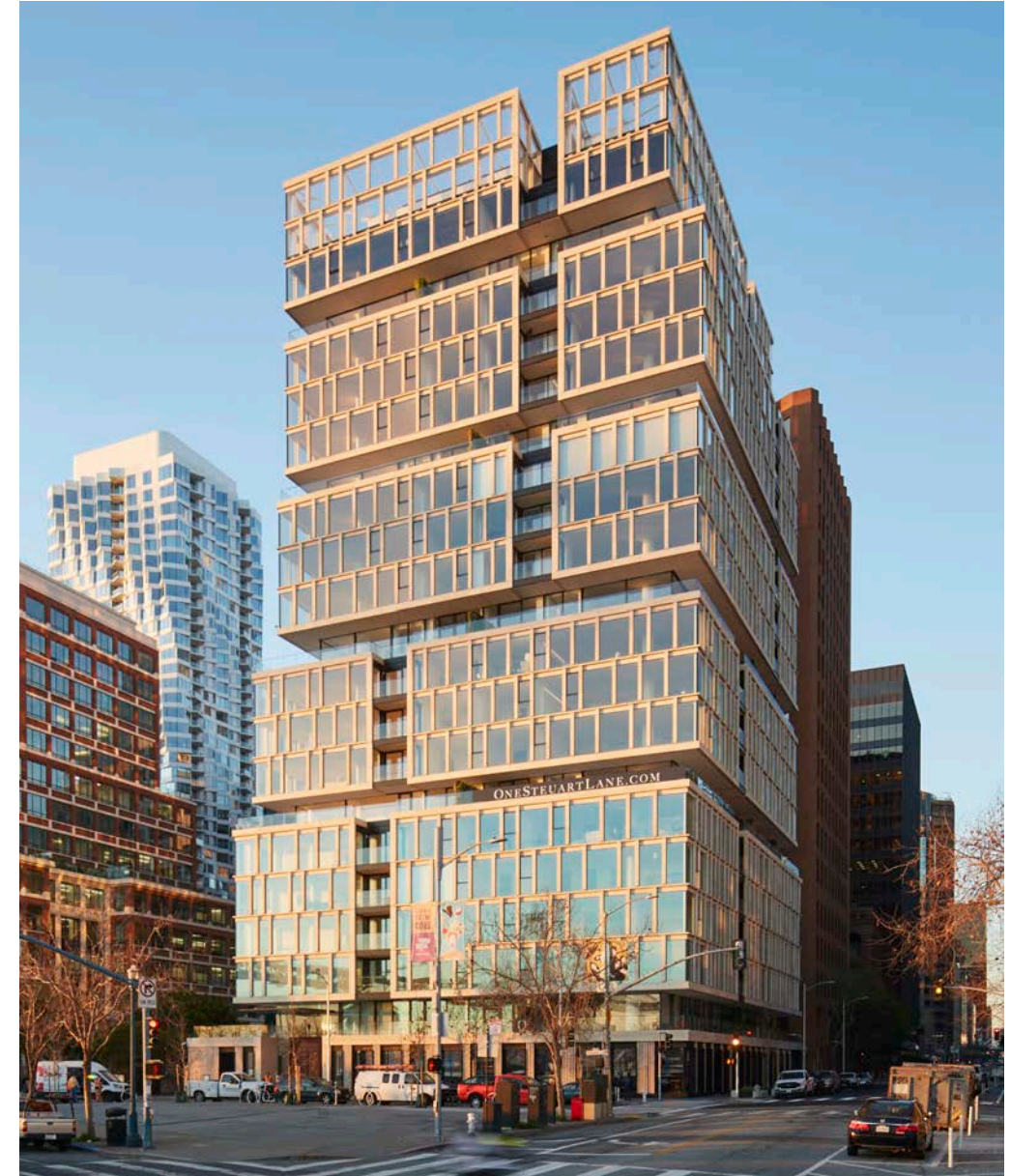


**AND MANY MORE...**  
REFERENCE APPENDIX B

# PROGRAM & DENSITY ON PANTHER ISLAND

## PROGRAM & DENSITY DISTRIBUTION

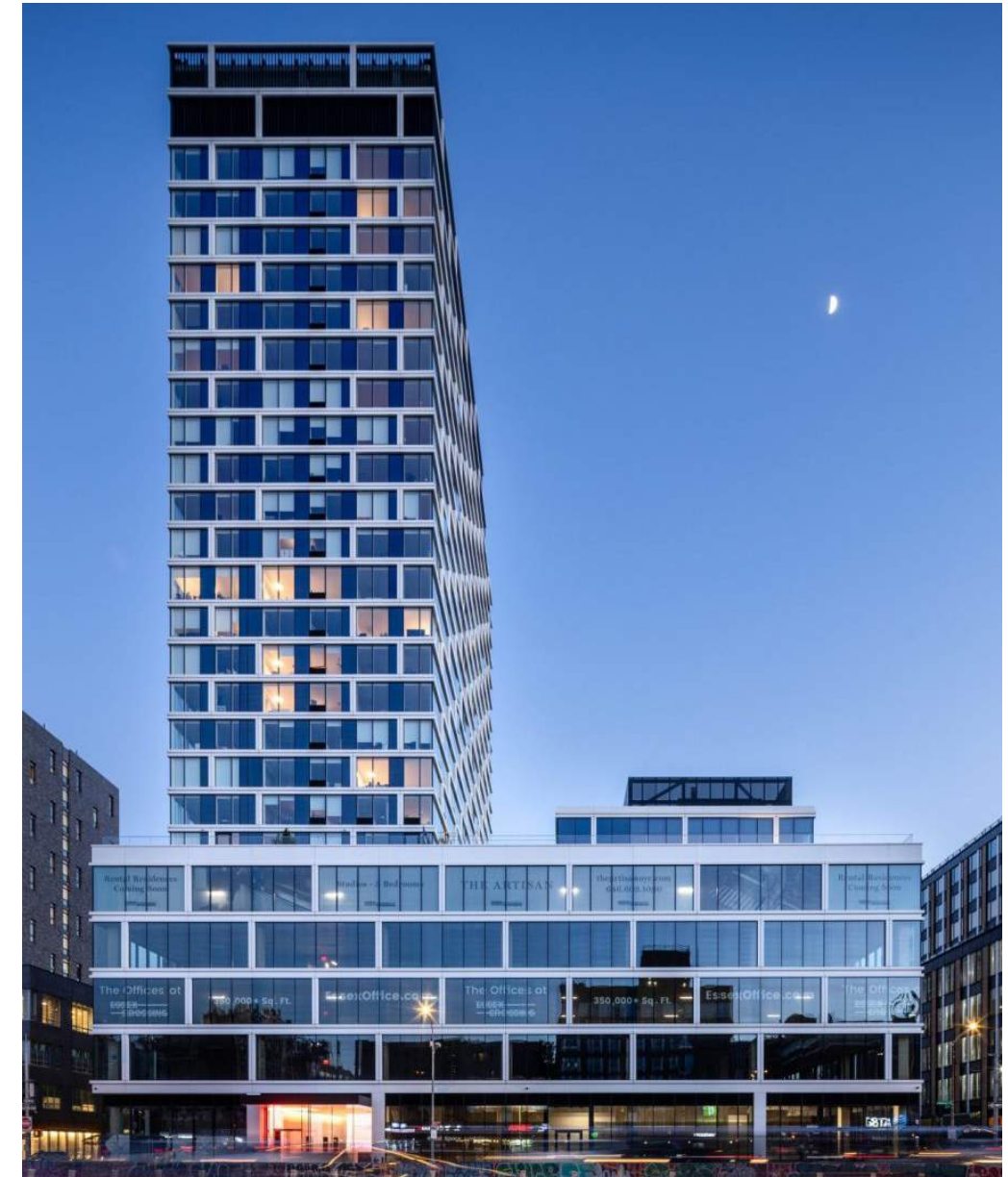
The vision for Panther Island is to achieve a harmonious balance between regional attractions and local amenities, ensuring a vibrant and sustainable community. The island will feature a mix of restaurants, stores, spaces for art, places for music, and other attractions and venues to foster activity and draw people in. Yet there will also be all the essential programs for every day life such as grocery stores, offices, residences, schools, gyms, and libraries. The density of the district should be aimed at creating a unique and livable urban environment without overshadowing the Northside or resembling a new downtown.



# BUILDING TYPOLOGIES ON PANTHER ISLAND

## PROGRAM & DENSITY DISTRIBUTION

Panther Island envisions a diverse range of building typologies, encompassing everything from townhomes to towers. This broad spectrum of structures not only accommodates various program use preferences but also fosters opportunities for a diverse mix of people, businesses, and experiences. The goal is to strike a balance, harmonizing the density required for a vibrant urban district with the preservation of a human-scaled public realm.



# 1-3 STORY BUILDINGS ON PANTHER ISLAND

## PROGRAM & DENSITY DISTRIBUTION

Panther Island welcomes the inclusion of single-story buildings which are integral to the district's evolution. These types of buildings are well-suited restaurants and food & beverage offerings that contribute to the creation of an active human-scaled environment. Lower scale residential offerings like townhome walk-ups with stoops and front doors engaging the streets help break down the scale of larger and taller residential buildings. Other types of uses could be office or civic focused like libraries, museum, fire station, community centers, etc. Additionally, single-story buildings offer a low-cost-of-entry option for early-stage development, presenting the flexibility to densify in the future if desired by the market and community.





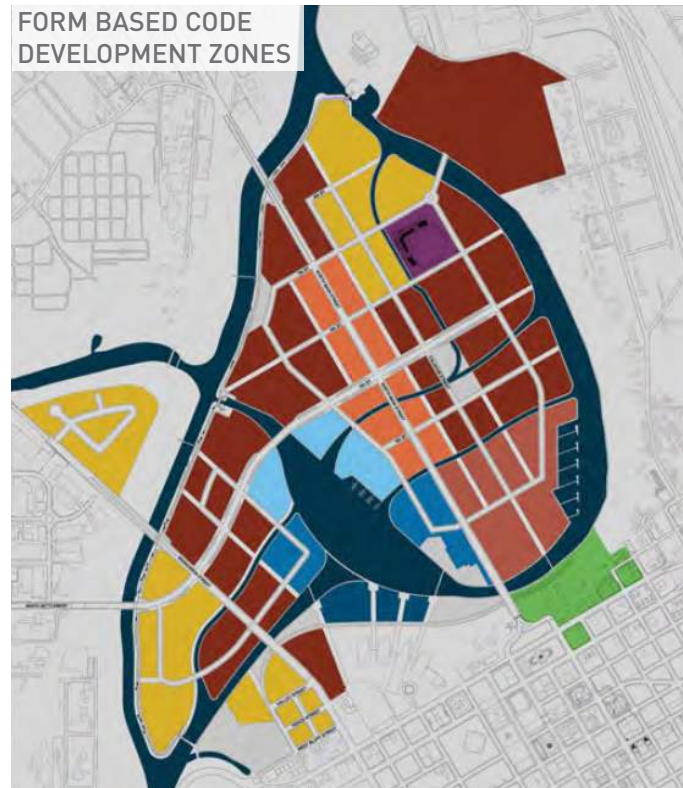
# DENSITY DISTRIBUTION STRATEGY AND POTENTIAL HEIGHT RESTRICTIONS

## PROGRAM & DENSITY DISTRIBUTION

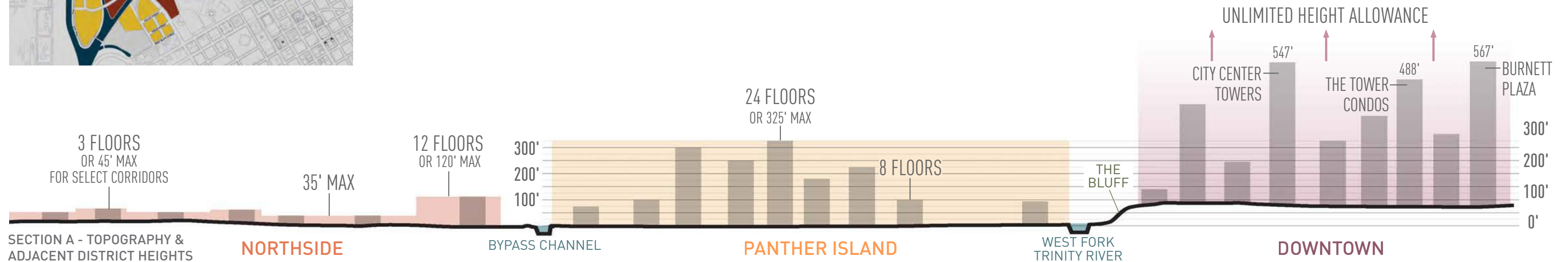
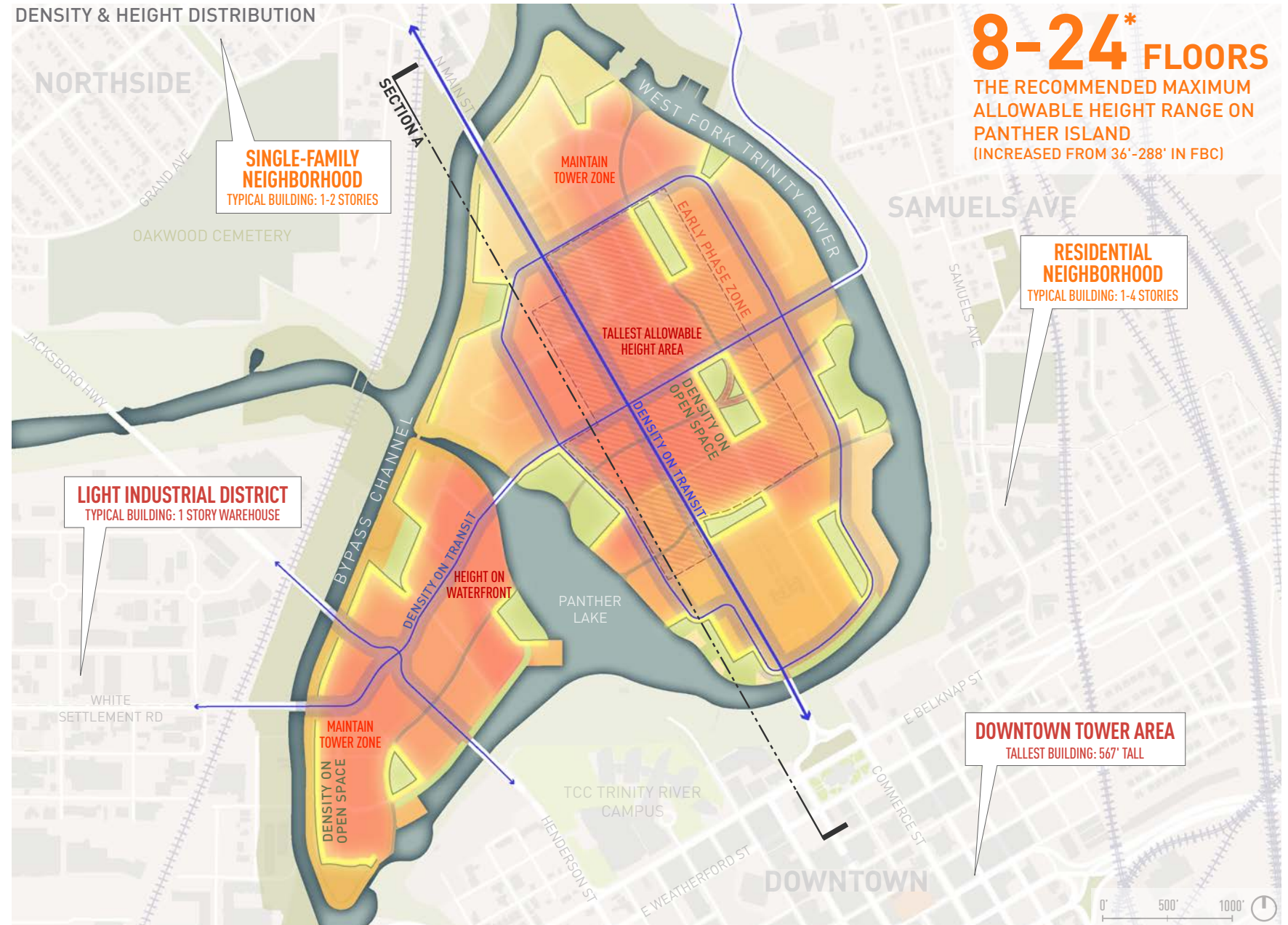
It is important to consider various factors when determining restrictions for building heights for creating a successful and cohesive urban environment. These are some recommendations to consider for updating the allowable height.

- Provide a less rigid approach to height zones from original FBC plan to be flexible with market forces and more holistic with height locations based on mobility and public realm locations.
- Locate height adjacent to major transit corridors, stations, and select open spaces and Panther Lake waterfront.
- Be sensitive to the residential neighbors by transitioning height down towards the north and eastern edges.
- Maintain tower zones from original form-based code, provide views of Tarrant County Courthouse and Panther Lake, and consider views from Downtown to the islands.

FORM BASED CODE DEVELOPMENT ZONES



- TOWER ZONE**  
MAX HEIGHT: 288'
- NEIGHBORHOOD ZONE TWO**  
MAX HEIGHT: 96'
- NORTH MAIN**  
MAX HEIGHT: 96'
- NEIGHBORHOOD ZONE ONE**  
MAX HEIGHT: 72'
- URBAN LAKE ZONE THREE**  
MAX HEIGHT: 96'
- URBAN LAKE ZONE TWO**  
MAX HEIGHT: 72'
- URBAN LAKE ZONE ONE**  
MAX HEIGHT: 36'
- LAGRAVE FIELD ZONE**  
MAX HEIGHT: 72'



# HEIGHT & DENSITY COMPARISON - DOWNTOWN FORT WORTH VS PANTHER ISLAND

PROGRAM & DENSITY DISTRIBUTION

## DOWNTOWN FORT WORTH HEIGHT EXAMPLES:

BURNETT PLAZA - 567'



THE OMNI - 447'



THE TOWER CONDOS - 488'



CITY CENTER TOWERS - 547'



## PANTHER ISLAND POTENTIAL HEIGHT PRECEDENTS:

FUTURE CITY HALL - 324'



FALSE CREEK WATERFRONT IN VANCOUVER - 190' TO 380'



SOUTH WATERFRONT IN PORTLAND, OR - 215' TO 325'



# CULTURAL / COMMUNITY / AMENITY ANCHORS - BIG IDEAS

PROGRAM & DENSITY DISTRIBUTION

## NEIGHBORHOOD ANCHORS & PUBLIC AMENITIES

Public spirited programs that cater to the surrounding community needs and act as sub-district nodes within Panther Island.

## WATERFRONT DESTINATIONS

Opportunity to engage the water and provide a views to surrounding districts.

## ICONIC ARCHITECTURE

Authentic design that honors Fort Worth's rich character and identity.

## CATALYST DEVELOPMENTS

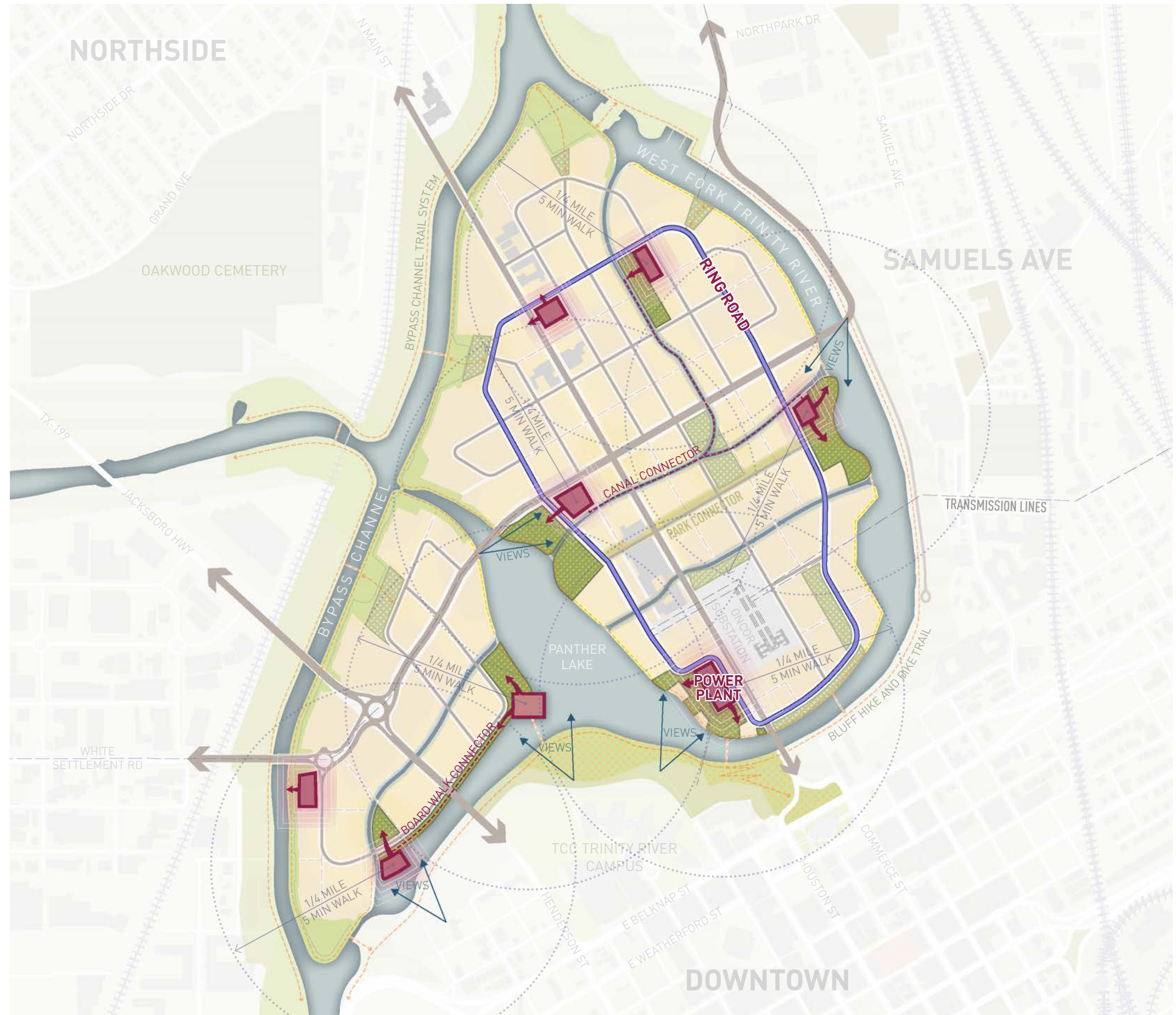
Amenity locations energize surrounding economic development.

## ACCESS TO OPEN SPACE

Prominent locations activating open spaces connected by north island mobility loop and south island waterfront promenade.

## CULTURAL & HISTORIC ICONS

New and re-purposed buildings that enrich Fort Worth's culture.



# CULTURAL / COMMUNITY / AMENITY ANCHORS - CHARACTER & EXPERIENCES

URBAN DESIGN FRAMEWORK

ICONIC ARCHITECTURE



PUBLIC SPIRITED PROGRAMMING



RESTAURANTS

FARMERS MARKETS



FESTIVALS & EVENTS



ART & SCULPTURE



RENOVATED HISTORIC BUILDINGS



WATERFRONT ACCESS

RIVERFRONT TRAILHEAD



CULTURAL ICONS

MUSEUMS



# POWER PLANT - CHALLENGES & OPPORTUNITIES

## DEVELOPMENT ZONES & PHASING

### CHALLENGES:

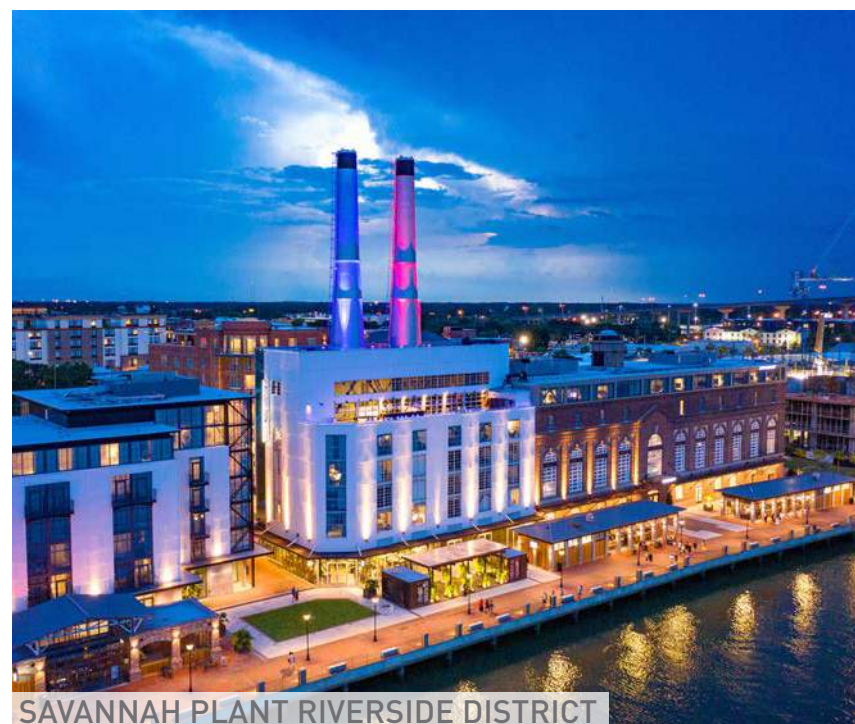
- The location of the power plant on the island makes the revitalization of the site very challenging in the near term.
- Allowing vehicular access to the plant while creating a spectacular waterfront public space may be difficult given the tight dimensions of the site.
- The integrity of the current structure is unclear and needs further investigation to understand the feasibility of reuse.

### OPPORTUNITY:

- The power plant has the potential to become an iconic site, not just for Panther Island, but all of Fort Worth. It's adjacency to downtown, the proximity to the river, and the historic character of the building, all give the city an amazing opportunity to create something truly memorable.
- The redevelopment of this site could catalyze development the southern end of Panther Island and give that area a unique identity and purpose of its own within the larger district.

### RECOMMENDATION:

- In the short term, develop strategies to create temporary activation around the power plant to draw people to the area and signal that change is coming.
- In the long term, strategically place road infrastructure to disrupt the pedestrian experience of the site as little as possible and allow a seamless open space connection to the river.
- Develop future plans for the site with the understanding of the power plant's potential to create an iconic gateway moment for Panther Island.



# POWER PLANT EXISTING CONSTRAINTS

## DEVELOPMENT ZONES & PHASING



**A** LEVEE CREATES BARRIER AT SOUTH & WEST



**B** BRIDGE CREATES BARRIER TO EAST



**C** SINGLE ACCESSIBLE EDGE TO NORTH

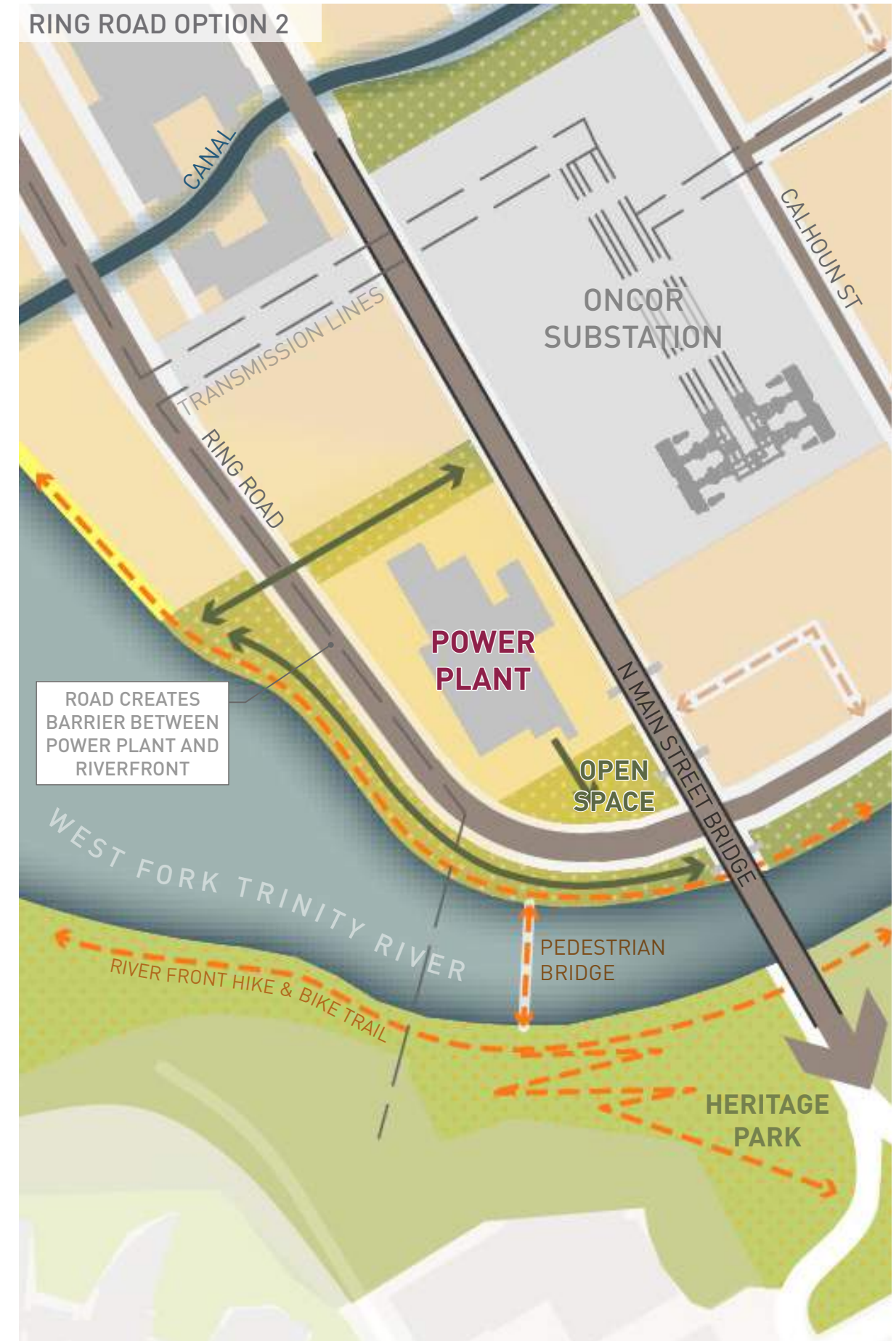
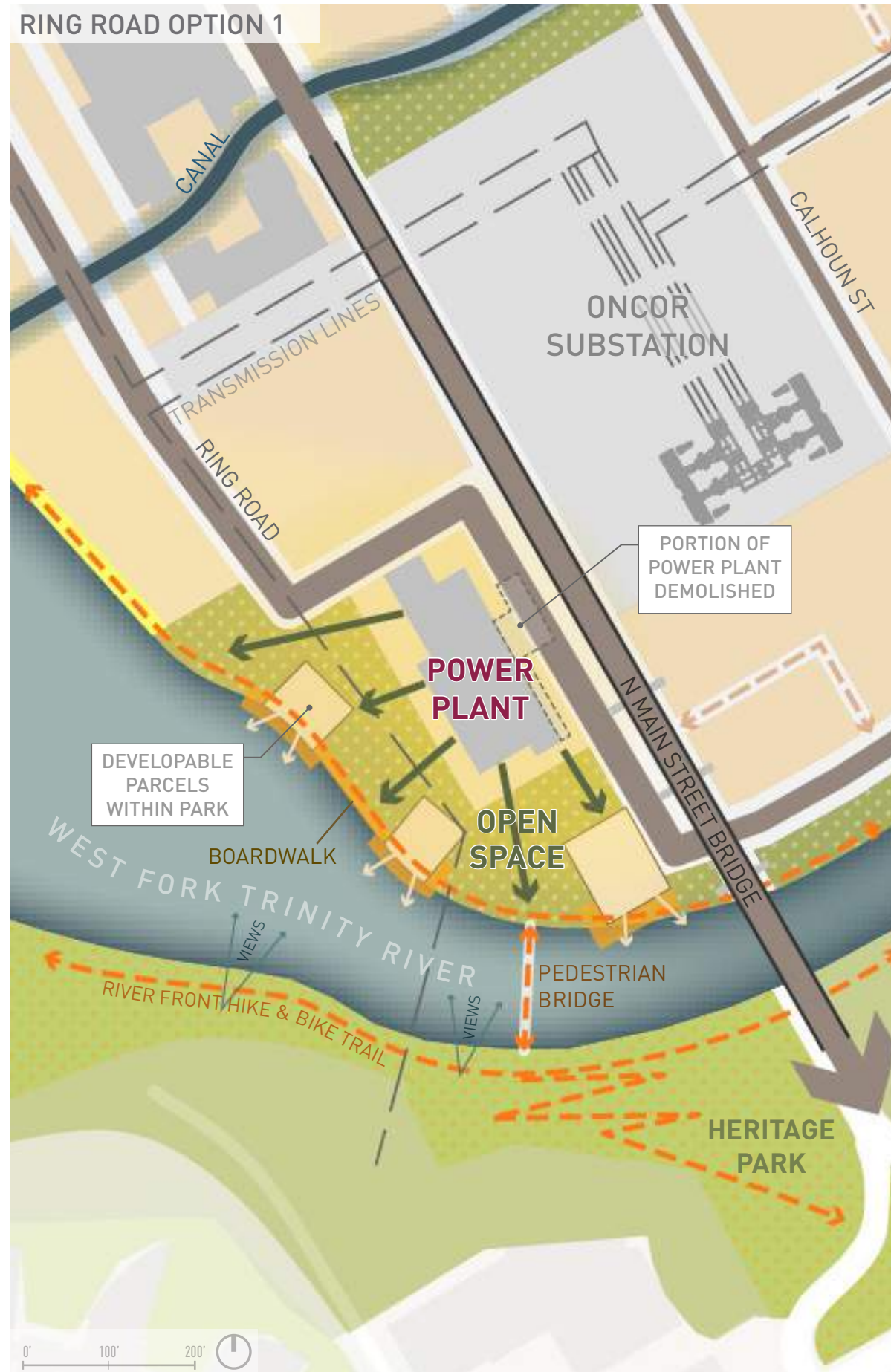


# ROAD OPTIONS AROUND POWER PLANT

DEVELOPMENT ZONES & PHASING



DEMOLITION REQUIRED FOR OPTION 1



## LEGEND

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

# POWER PLANT - TEMPORARY ACTIVATION POSSIBILITIES

## DEVELOPMENT ZONES & PHASING

Due to limitations in near-term development, the power plant site can use temporary activation techniques to signal future changes in the area. Initiatives like pop-up events such as farmers' markets, concerts, festivals or temporary food truck plazas and art installations are viable options to draw people to the site, offering a dynamic and impermanent means of engagement until long-term development becomes feasible.





# LA GRAVE FIELD - CHALLENGES & OPPORTUNITIES

## DEVELOPMENT ZONES & PHASING

### CHALLENGES:

- The deteriorated condition of the stadium makes its reuse potentially challenging.
- The stadium is a large land user that could disrupt the creation of an urban district.
- There is no operating partner currently identified, and the facility itself is not likely to be a draw in attracting anchor users.

### OPPORTUNITY:

- The location of La Grave Field and its public ownership creates the potential for a proportion of the site to be the public space anchor of the NE quadrant of Panther Island
- Slimming down the public use portion of the site creates development potential and the opportunity to create value for the public and private land holdings.

### RECOMMENDATION:

- Demolish existing facility to position the site for future use while reducing ongoing costs
- Create a public space for all that celebrates the site's historical and cultural significance.
- Seek competitive proposals for redevelopment when strategically advisable.

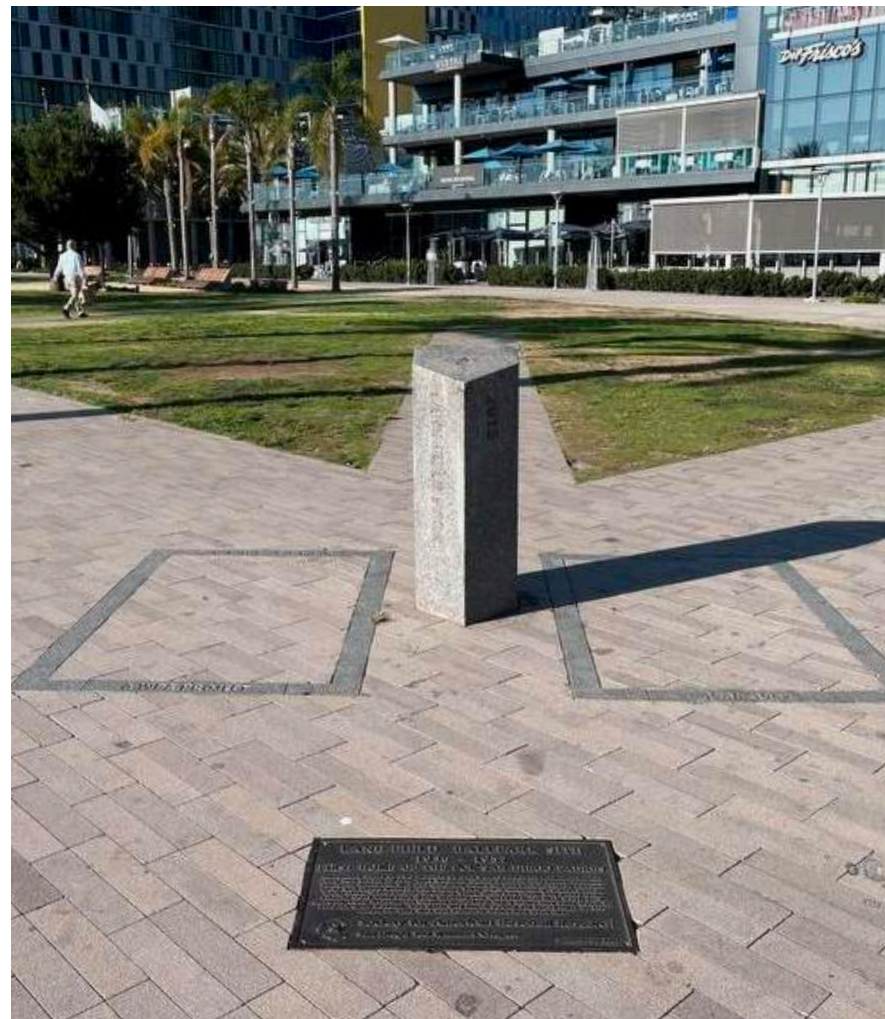


# LA GRAVE FIELD - PRECEDENT PROJECT

DEVELOPMENT ZONES & PHASING

## LANE FIELD PARK - SAN DIEGO, CA

Once home to the Pacific Coast League Padres from 1936 to 1957, the urban park allows visitors to uncover traces of history, foster community pride, and enjoy various amenities. The site also drew in developments including hotels, retail, and restaurants.



***LAND OWNERSHIP  
& INFRASTRUCTURE***

# KEY OBSERVATIONS & CONSTRAINTS

## LAND OWNERSHIP & INFRASTRUCTURE

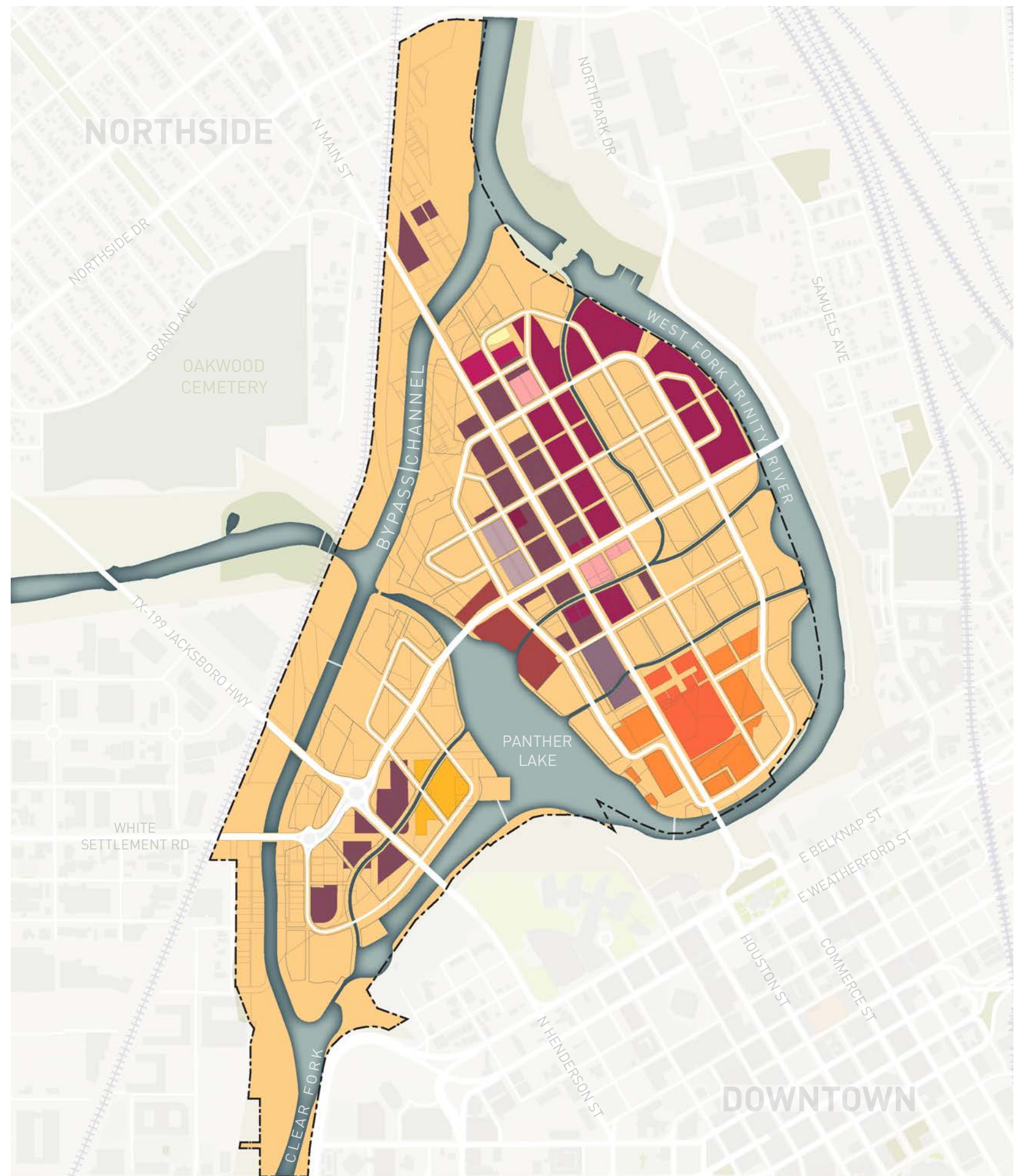
- The existing water main on north island can remain but needs to be rebuilt at canal crossings when phasing requires it.
- The existing wastewater main on the north island needs to be rebuilt to capture long term development capacity and work with the future construction and elevations of the canals. Timing of construction depends on various physical and financial situations.
- The existing wastewater main on the south island will be rerouted with the construction of the bypass channel and the wastewater lines will be rebuilt in accordance with the new road alignments.
- The existing and future stormwater lines will drain and connect with the nearby canal network. The canal network acts as the district wide Panther Island stormwater network and detention system. Stormwater is to be treated on site before being released to the canal network. Once levees are removed canal network can be connected to rivers.
- Timing of canal construction depends on development zone, land ownership type, available infrastructure capacity, and timing of new wastewater main on north island. More explained in 'Development Discovery' section.
- Recently built transmission lines in the levees to remain and be location within new 'ring road.'
- Existing transmission lines on the west side of north island to be rerouted to new ring road and future White Settlement (Panther Blvd) bridge crossing pending their construction timing and approval from Oncor. More conversations with Oncor needed to confirm plan.



# RECOMMENDATIONS

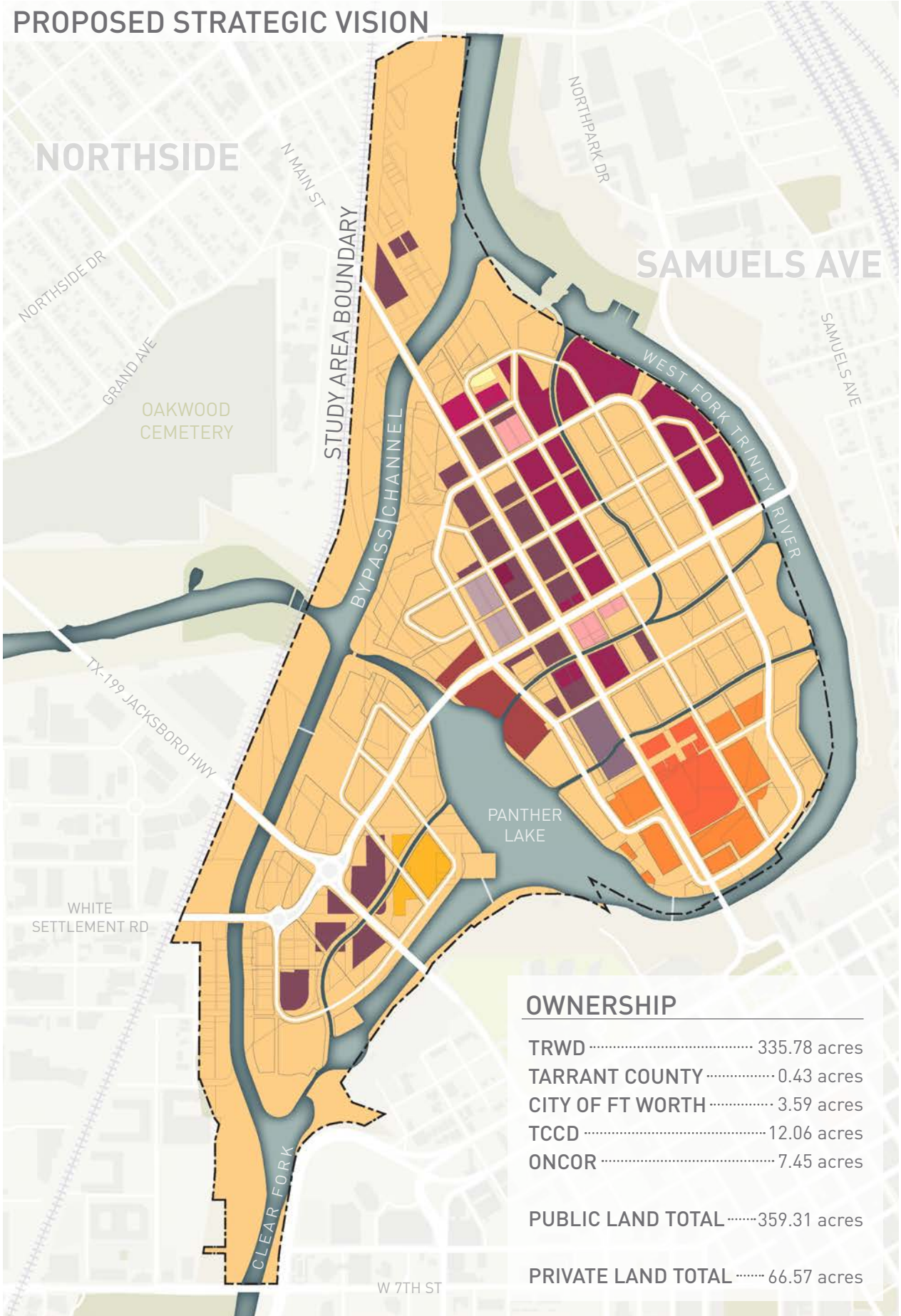
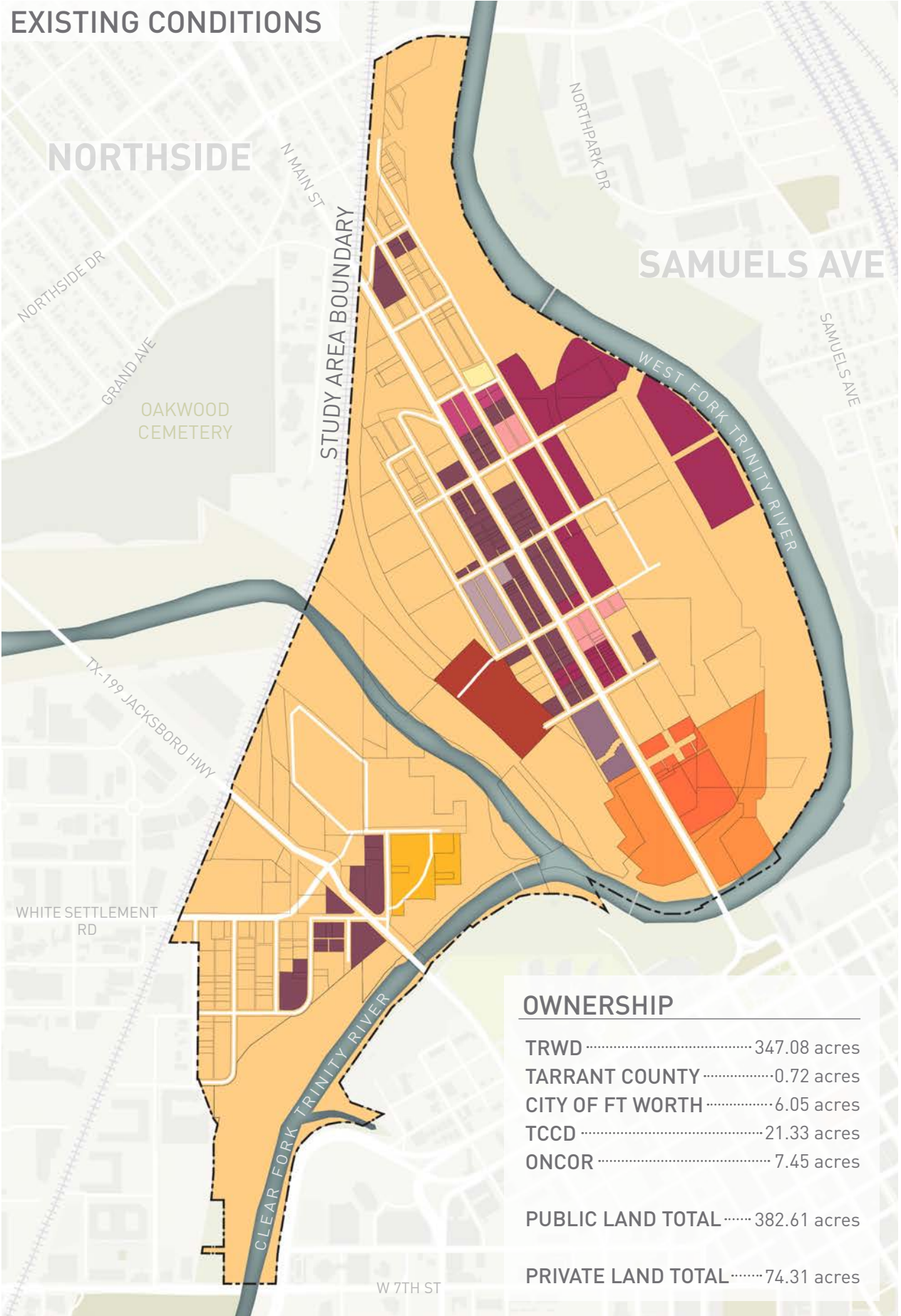
## LAND OWNERSHIP & INFRASTRUCTURE

- Future analysis needed to confirm relocation of western transmission line and route within north island ring road and Panther Blvd that connects to existing lines along White Settlement Rd.
- Further investigation needed on the power line situated on southeastern edge of north island and its capability to be rerouted and / or buried to align better with new framework plan before it crosses overhead across the river to downtown.
- Study needed to confirm and finalize preferred waste water infrastructure sewer main type to allow for funding and construction to begin.
- Discussion with Union Pacific Railroad and additional study needed on the ideal open space location for the western most waterfront greenspace on the north island fronting Panther Lake.
- Additional analysis needed on TRWD leased land adjacent to the bypass channel and its impact on the future development logistics on the affected parcels.



# LAND OWNERSHIP COMPARISON

## LAND OWNERSHIP & INFRASTRUCTURE



# DEVELOPABLE LAND & OWNERSHIP - PROPOSED STRATEGIC VISION

## LAND OWNERSHIP & INFRASTRUCTURE

### PANTHER ISLAND 334.67 ACRES

NORTH ISLAND	248.76 acres
DEVELOPABLE LAND	143.29 acres
OPEN SPACE	33.6 acres
ONCOR PROPERTY	7.44 acres
R.O.W.	64.43 acres

### SOUTH ISLAND 85.91 acres

DEVELOPABLE LAND	49.49 acres
OPEN SPACE	17.42 acres
R.O.W.	19 acres

### DEVELOPABLE LAND 192.78 ACRES

NORTH ISLAND	143.29 acres
TRWD	76.82 acres
TARRANT COUNTY	0.43 acres
TCCD	12.06 acres
NORTH ISLAND PUBIC LAND TOTAL	89.31 acres
NORTH ISLAND PRIVATE LAND TOTAL	53.98 acres

### SOUTH ISLAND 49.49 acres

TRWD	39.13 acres
CITY OF FT WORTH	3.59 acres
SOUTH ISLAND PUBIC LAND TOTAL	42.72 acres
SOUTH ISLAND PRIVATE LAND TOTAL	6.77 acres

### OPEN SPACE 51.02 ACRES

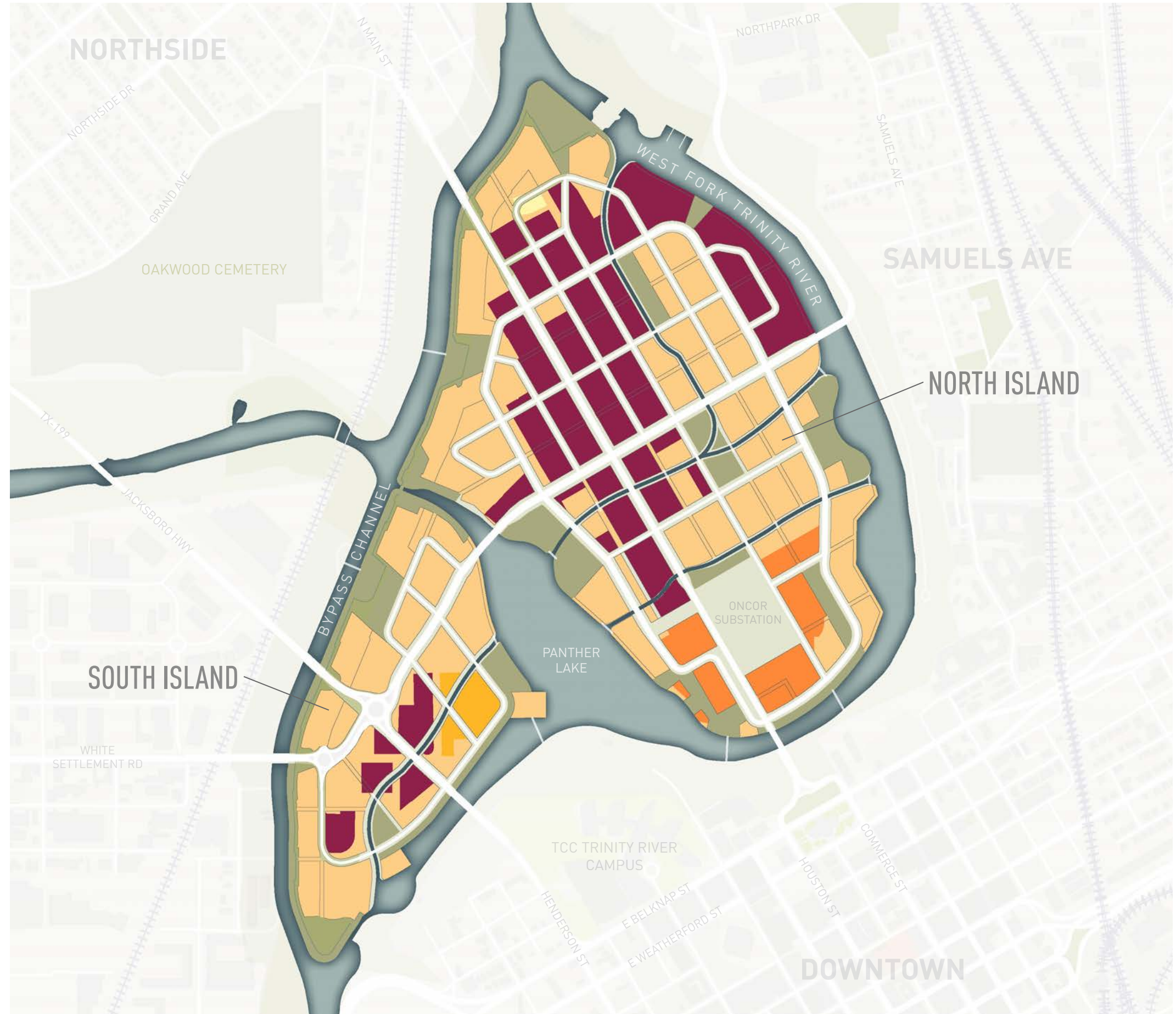
NORTH ISLAND	33.6 acres
PANTHER ISLAND	21.81 acres
BYPASS CHANNEL	11.79 acres

### SOUTH ISLAND 17.42 acres

PANTHER ISLAND	6.01 acres
BYPASS CHANNEL	11.41 acres

### LAND OWNERSHIP

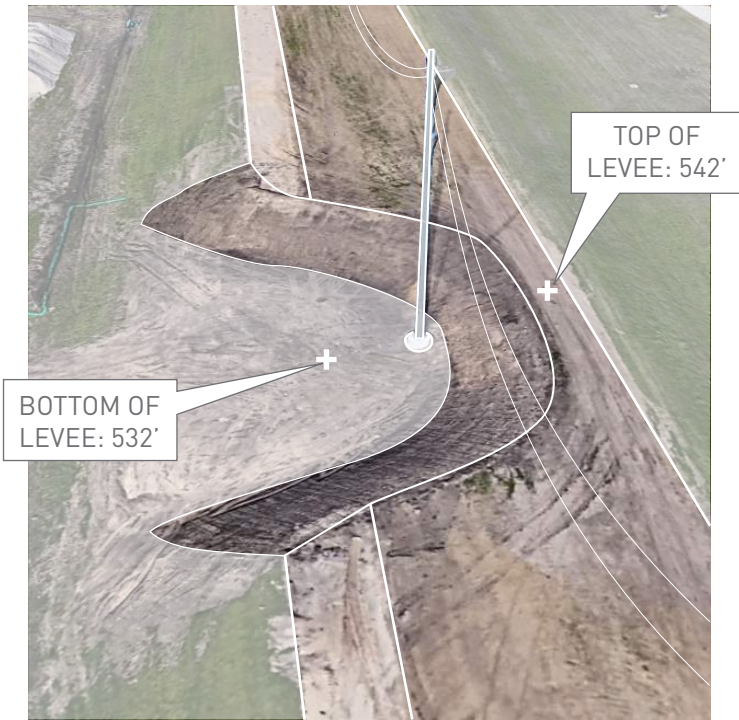
<span style="display:inline-block; width:15px; height:10px; background-color:orange; border:1px solid black;"></span> TRWD	<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span> CITY OF FORT WORTH
<span style="display:inline-block; width:15px; height:10px; background-color:lightyellow; border:1px solid black;"></span> TARRANT COUNTY	<span style="display:inline-block; width:15px; height:10px; background-color:orange; border:1px solid black;"></span> TCCD
<span style="display:inline-block; width:15px; height:10px; background-color:darkred; border:1px solid black;"></span> PRIVATE OWNERSHIP	<span style="display:inline-block; width:15px; height:10px; background-color:olive; border:1px solid black;"></span> OPEN SPACE



# EXISTING & PROPOSED INFRASTRUCTURE / UTILITIES - ELECTRICITY

LAND OWNERSHIP & INFRASTRUCTURE

## PROPOSED STRATEGIC VISION



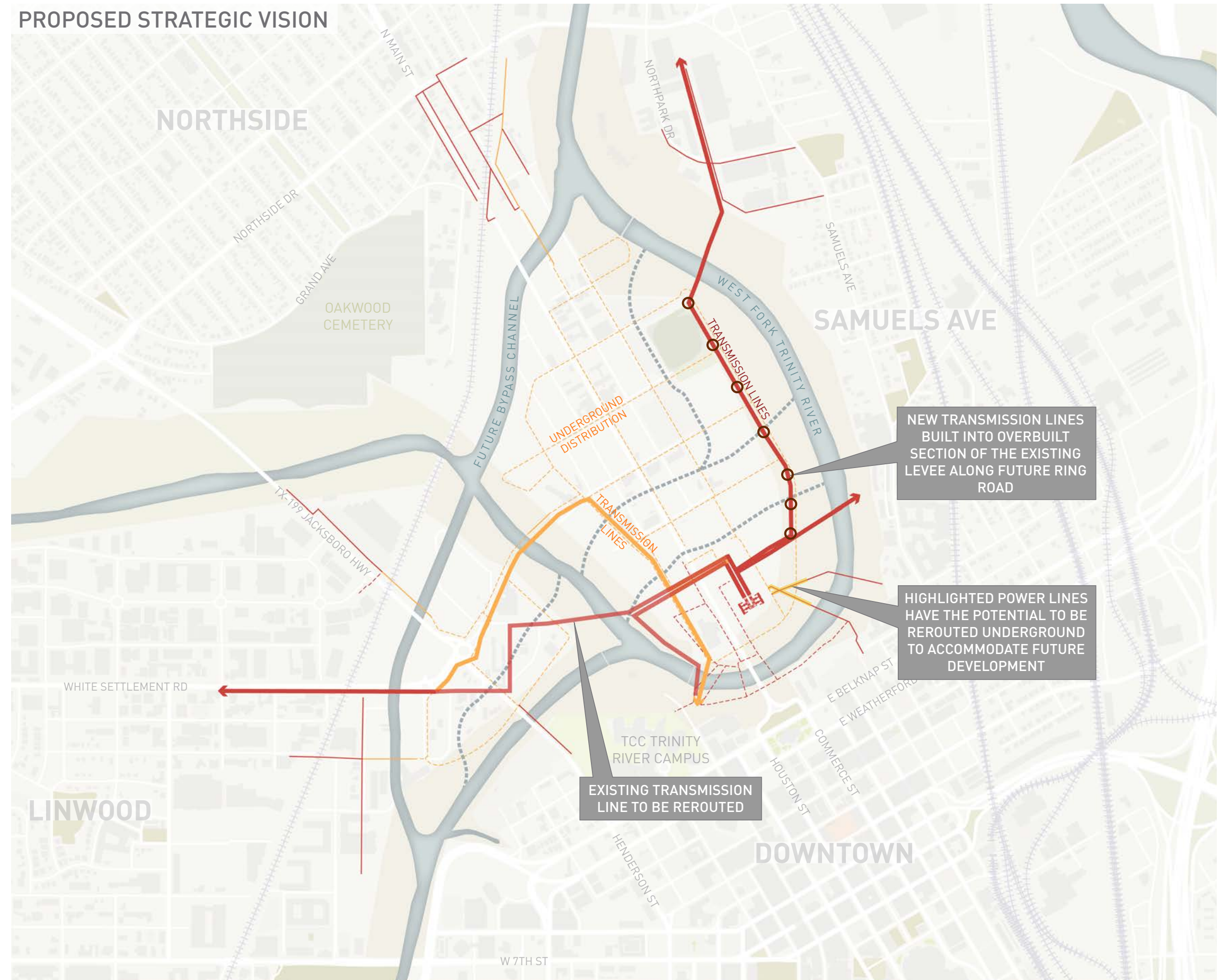
○ TRANSMISSION LINE BUILT INTO LEVEE

### EXISTING

- TRANSMISSION LINE
- OVERHEAD DISTRIBUTION LINE
- - - UNDERGROUND DISTRIBUTION LINE

### PROPOSED

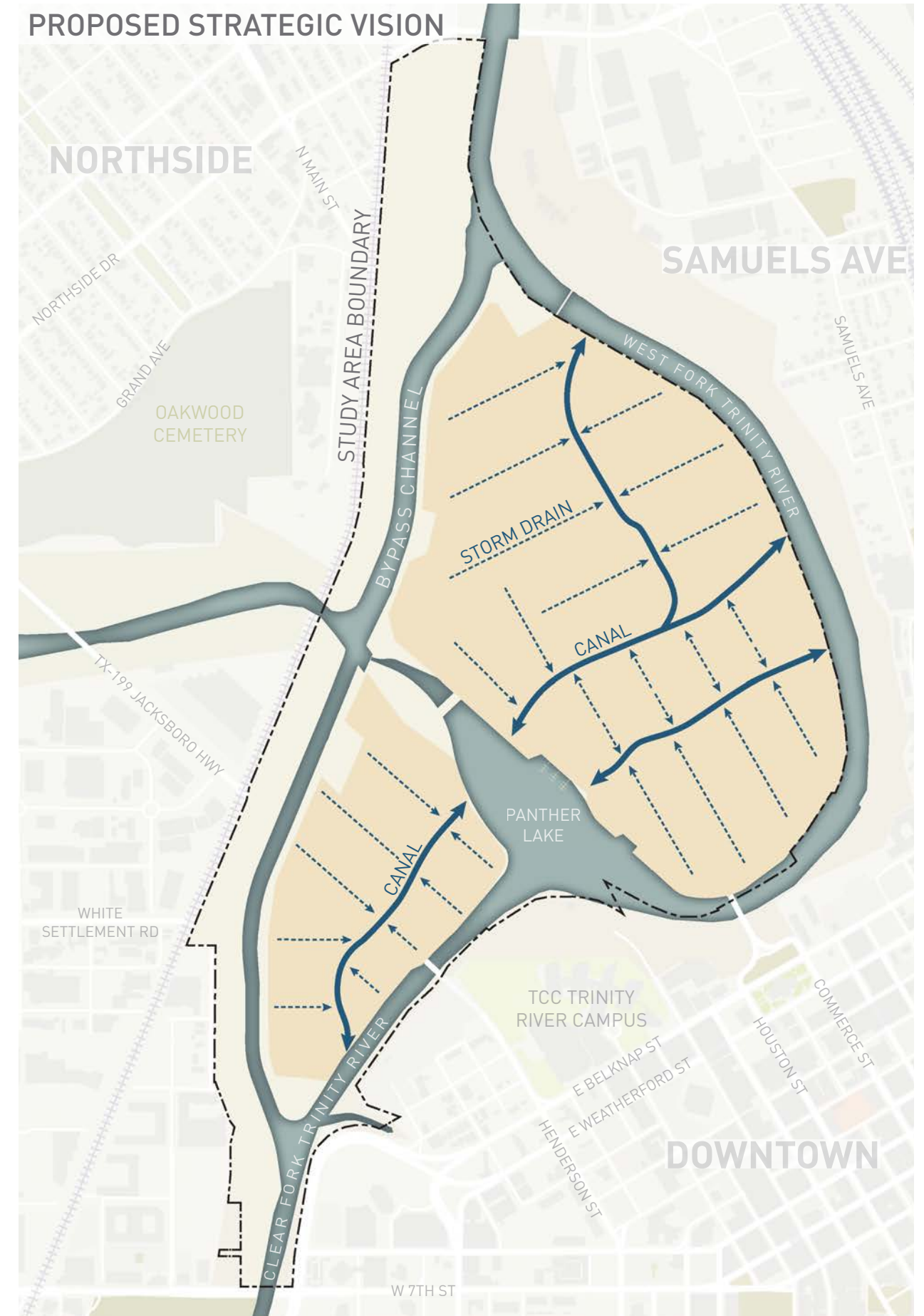
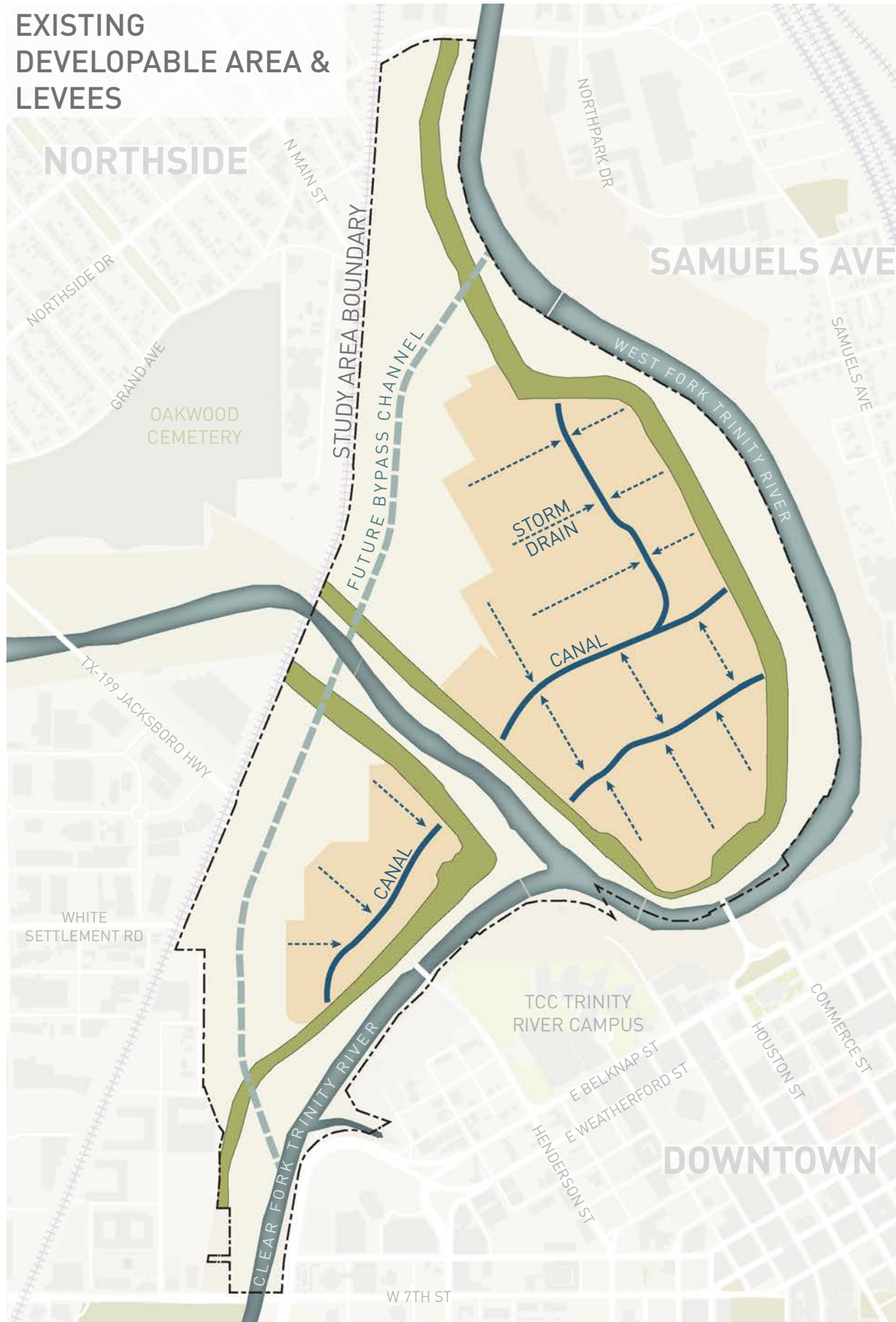
- TRANSMISSION LINE
- OVERHEAD DISTRIBUTION LINE
- - - UNDERGROUND DISTRIBUTION LINE





# CANAL STORMWATER PLANNING

LAND OWNERSHIP & INFRASTRUCTURE



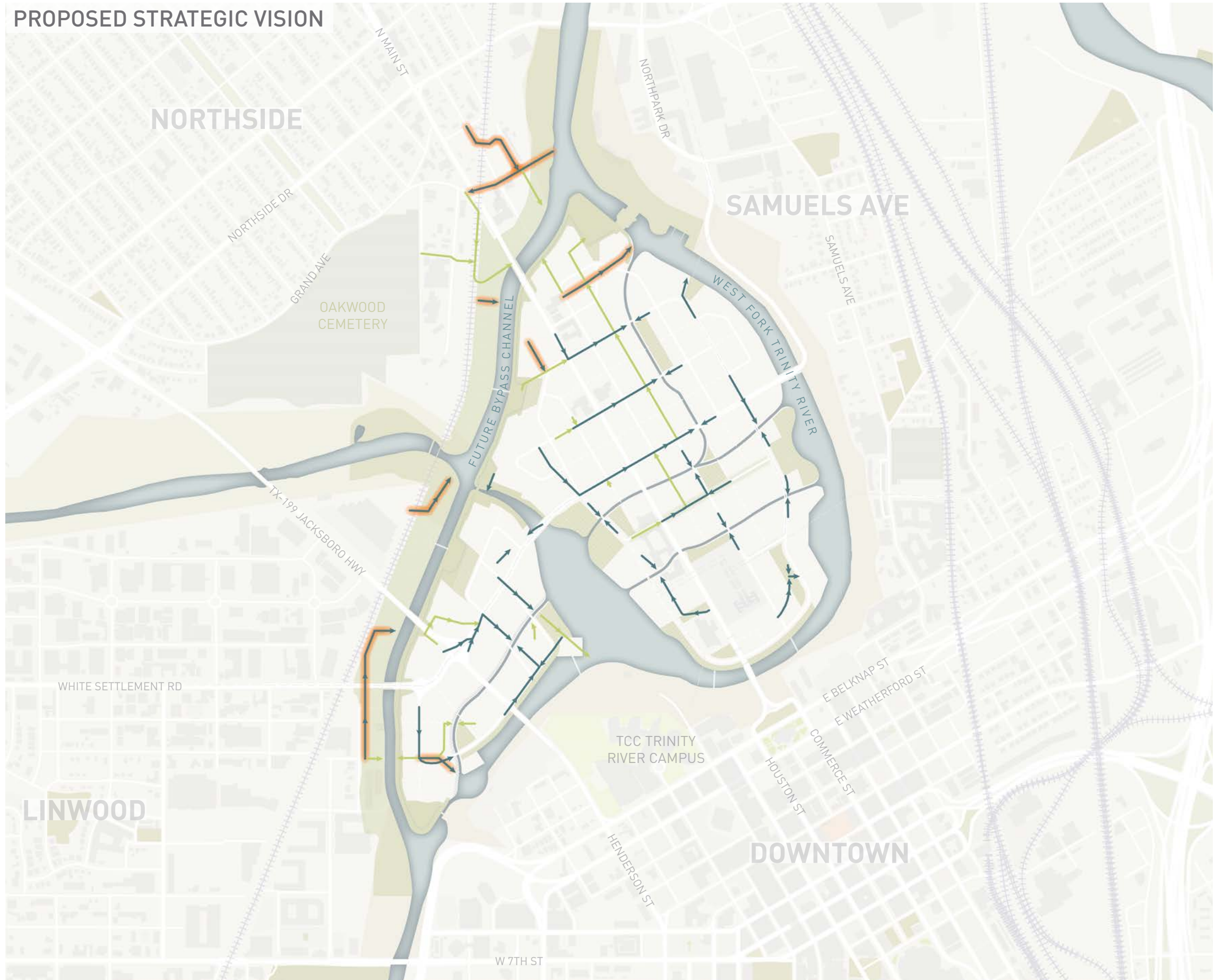
## LEGEND

- DEVELOPABLE LAND
- LEVEE
- CANAL
- STORM DRAIN



# EXISTING & PROPOSED INFRASTRUCTURE / UTILITIES - STORMWATER

LAND OWNERSHIP & INFRASTRUCTURE



## LEGEND

- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- - - PROPOSED CANAL  
stormwater conveyance system

## FUNDING






- STORM DRAINS  
Currently proposed to be funded by developers
- STORM DRAINS - FWCC  
Funded by the Fort Worth Central City project and / or city betterment. Relocation due to bypass channel construction.






# EXISTING & PROPOSED INFRASTRUCTURE / UTILITIES - WATER

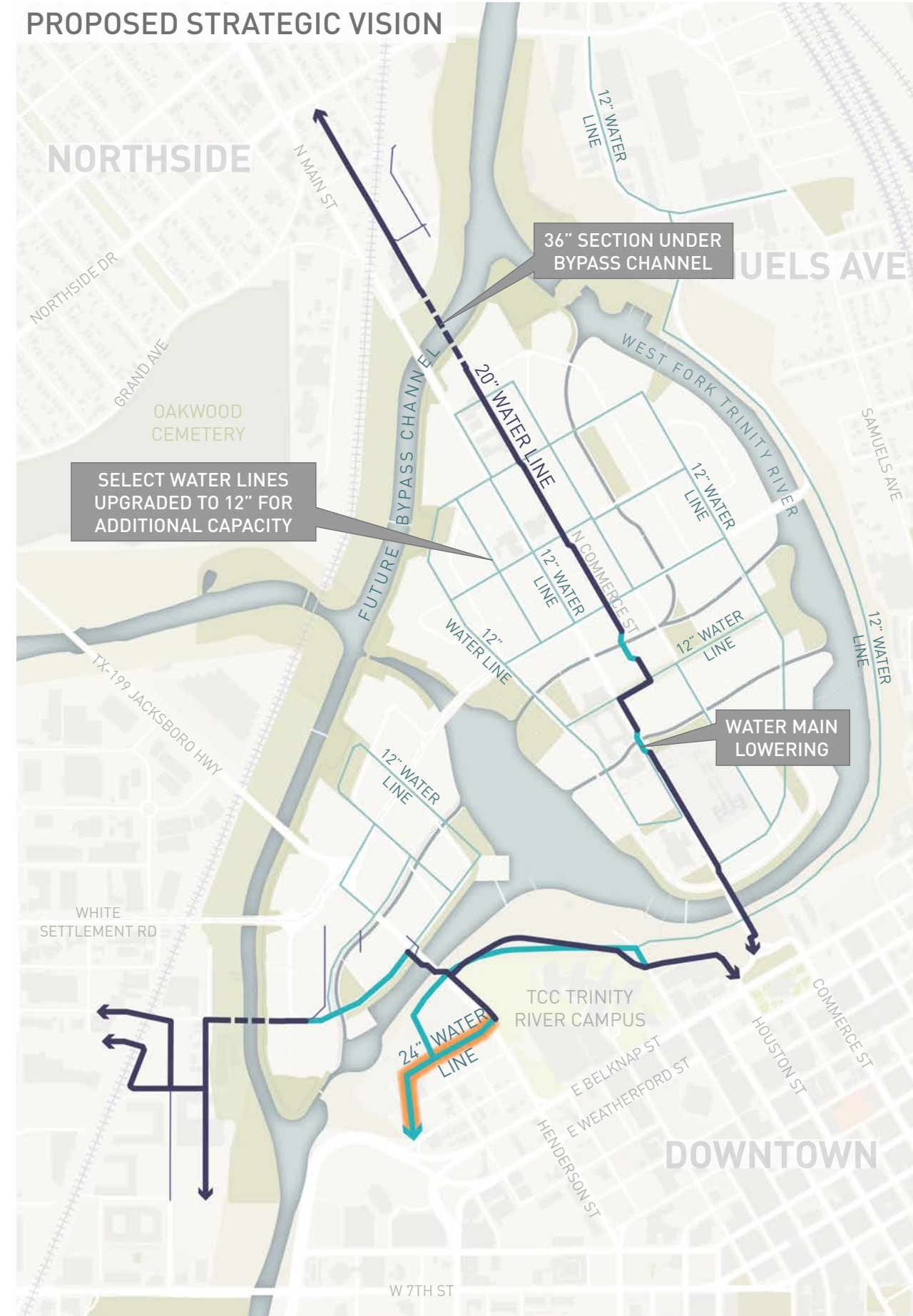
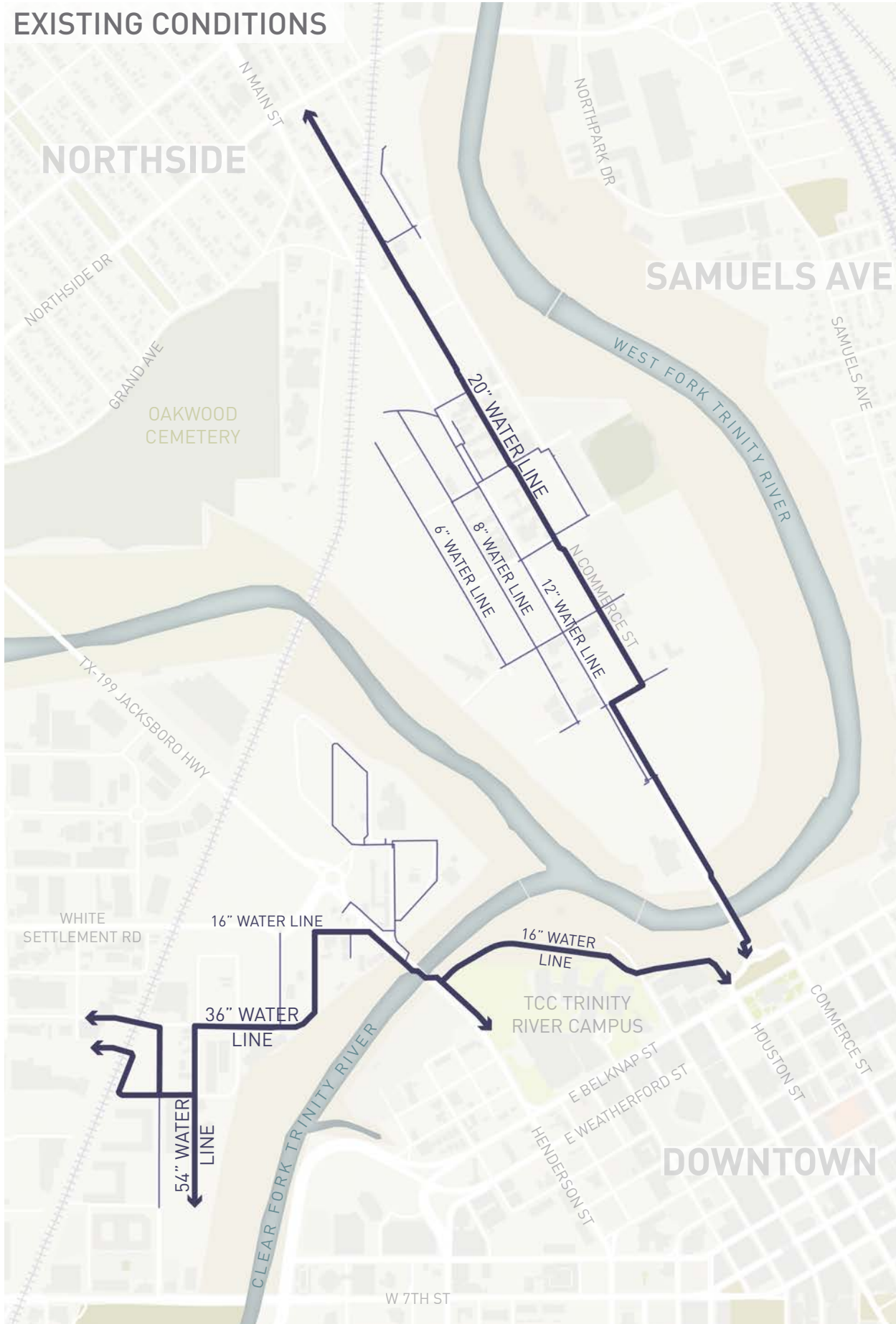
LAND OWNERSHIP & INFRASTRUCTURE

## LEGEND

-  EXISTING MAIN  $\geq 16"$
-  EXISTING LINE  $< 16"$
-  PROPOSED MAIN  $\geq 16"$
-  PROPOSED LINE  $< 16"$
-  PROPOSED CANAL

## FUNDING






-  **BRANCH LINES**  
Currently proposed to be funded by developers
-  **MAIN LINES**  
Currently proposed to be funded by developers with city participation
-  **MAIN LINES - FWCC**  
Funded by the Fort Worth Central City project and / or city betterment



# EXISTING & PROPOSED INFRASTRUCTURE / UTILITIES - WASTEWATER

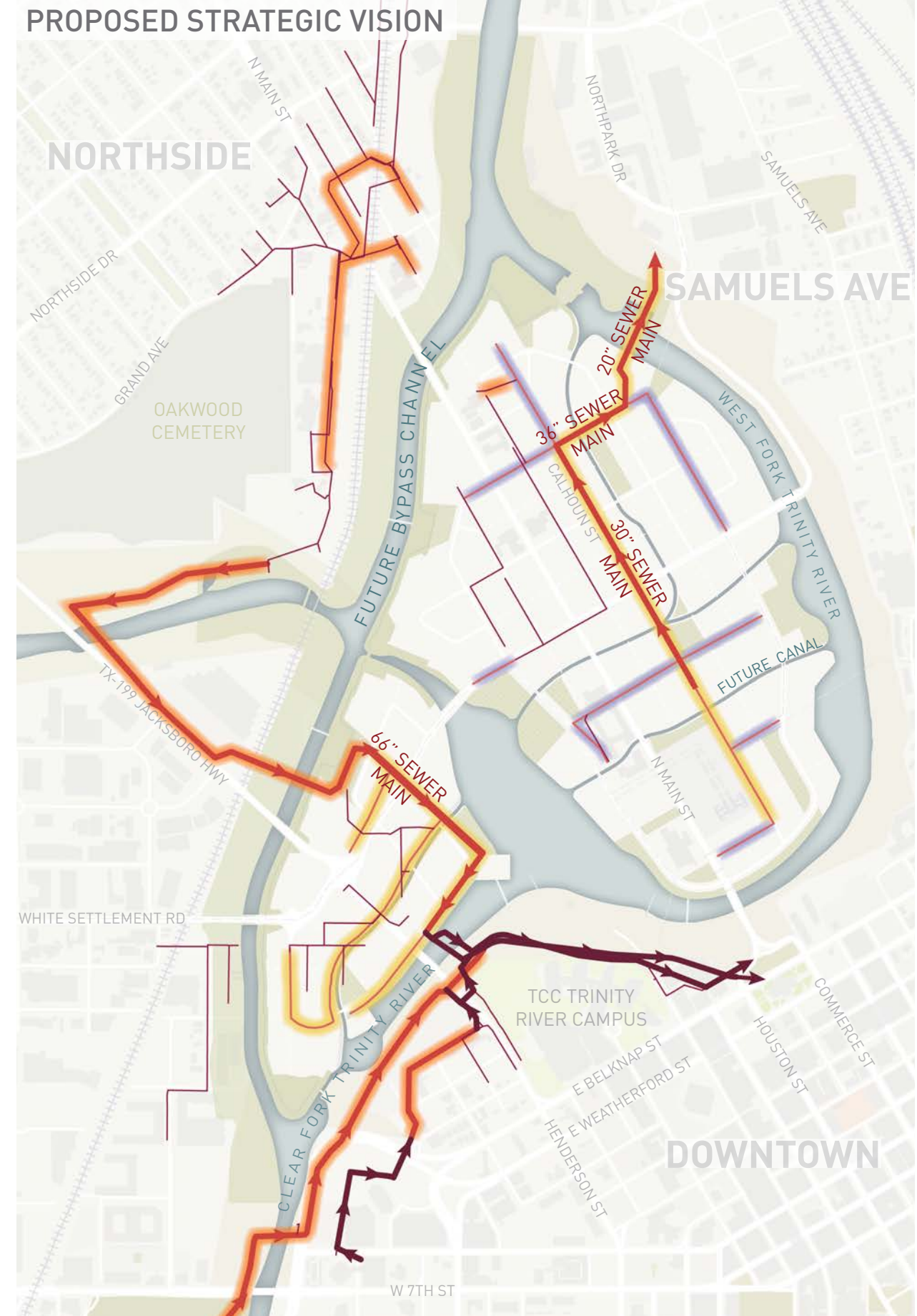
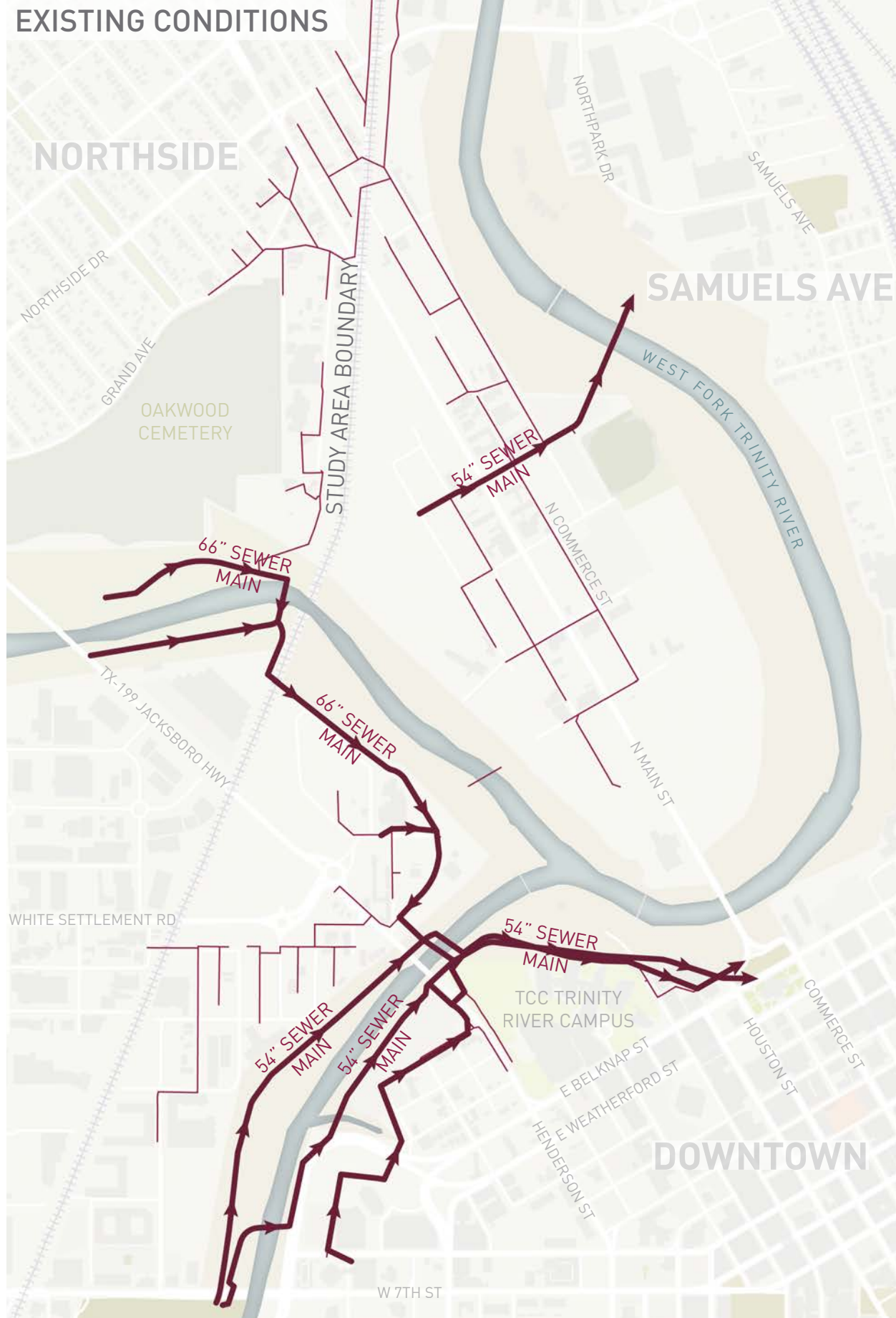
LAND OWNERSHIP & INFRASTRUCTURE

## LEGEND

-  EXISTING LINE >16"
-  EXISTING LINE <16"
-  PROPOSED LINE >16"
-  PROPOSED LINE <16"
-  PROPOSED CANAL

## FUNDING

-  **BRANCH LINES**  
Currently proposed to be funded by developers
-  **WASTE LINES - CITY**  
Currently proposed to be funded by developers with city participation
-  **WASTE LINES - FWCC**  
Funded by the Fort Worth Central City project and / or city betterment



05

***DEVELOPMENT  
ZONES & PHASING***

# KEY OBSERVATIONS & CONSTRAINTS

## *DEVELOPMENT ZONES & PHASING*

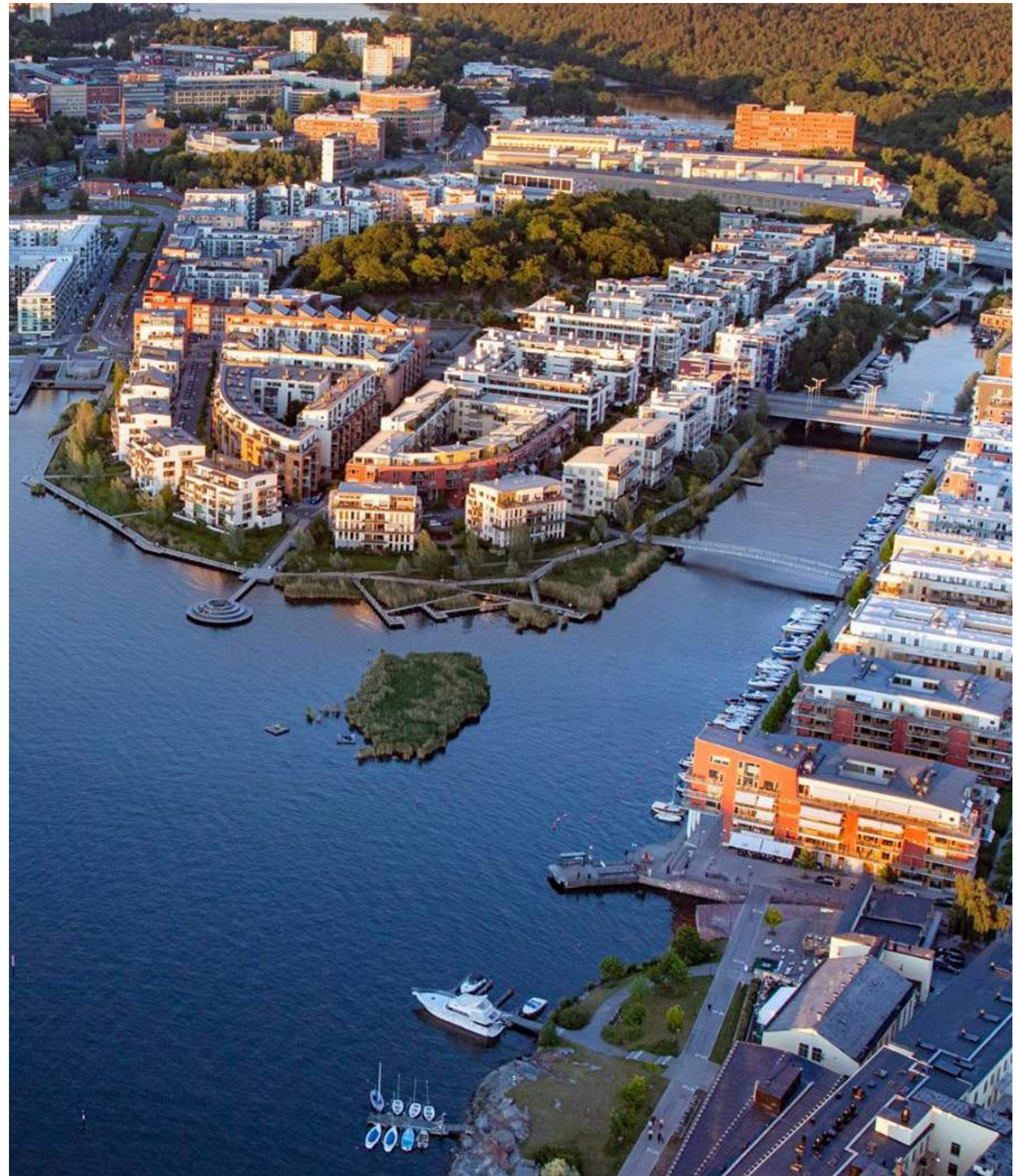
- The existing levees and infrastructure constrain the development potential of the island before the completion of the Central City Project.
- When the Central City Project is completed the levees can be removed which opens up the development of the Panther Island to the waterfront.
- The development of the island is tied to the construction of the canal system which will be integrated into the island's storm water and water quality systems.
- The construction of a new waste water main on the north island will limit the amount of development that can happen in the near term.
- The development of the interior north island can continue before and after the levees are removed.
- The south island cannot be developed until Central City Project is complete and the levees are removed due to internal flooding and elevation concerns.



# RECOMMENDATIONS

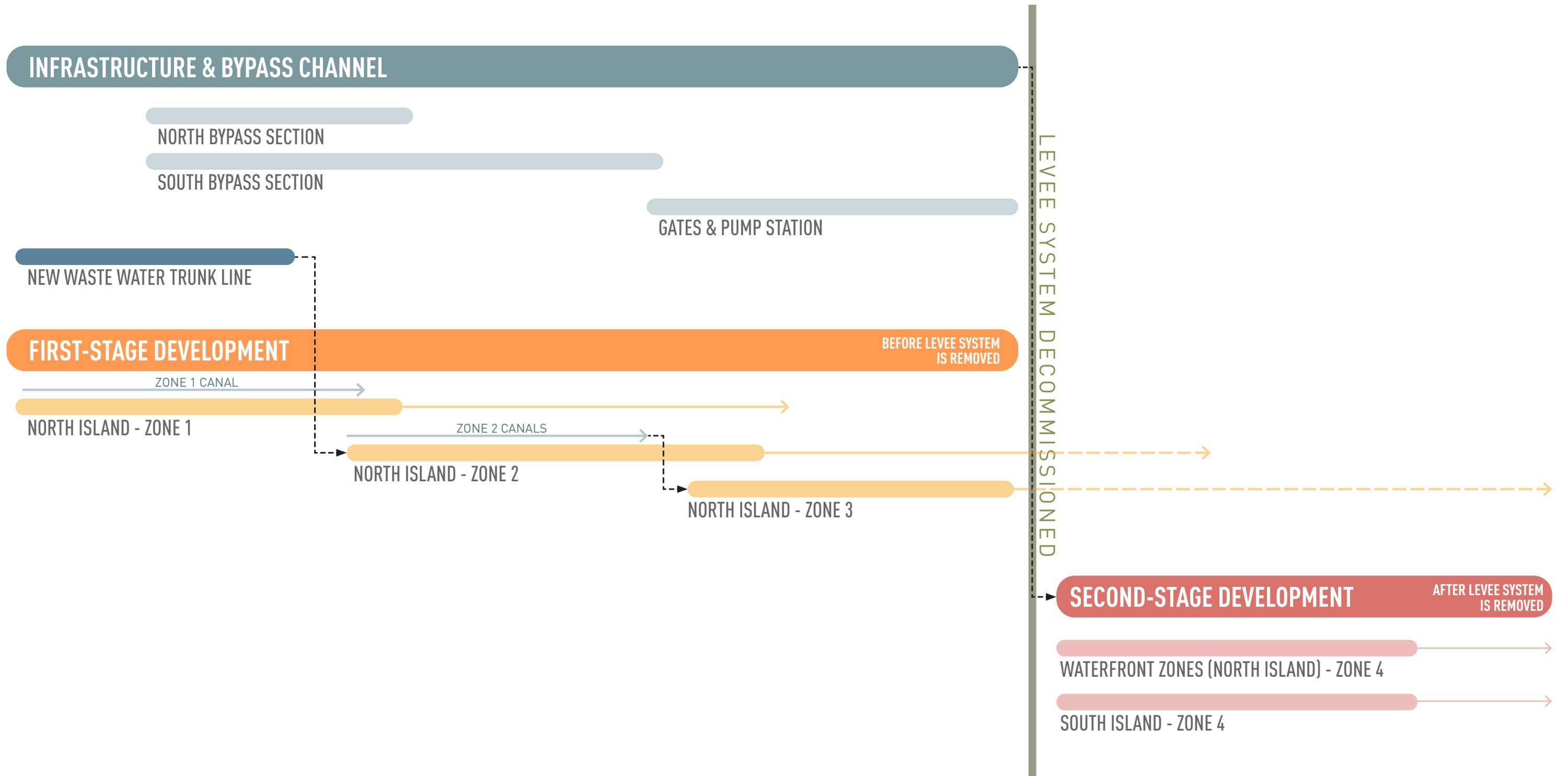
## *DEVELOPMENT ZONES & PHASING*

- Reference explanations of each development zone to understand the overall purpose and logistics behind the phasing of Panther Island.
- Continue to update and evolve development sequencing timeline based on construction timing of bypass channel and levee removal.
- Further study needed on development zones and phasing pending the completion of the bypass channel and levee removal. Once the Central City project is complete and levees are removed it opens up many different timing scenarios within zones 2-4 pending completed infrastructure and funding available.
- Due to complicated infrastructure, internal flooding, and land ownership logistics the south island is recommended to develop after the completion of the bypass channel and levee removal.
- Parcel in zone 1 north of the historic power plant can be used for interim temporary activation until levees are removed and power plant is renovated.



# PANTHER ISLAND DEVELOPMENT SEQUENCING

DEVELOPMENT ZONES & PHASING













# DEVELOPMENT ZONES

## DEVELOPMENT ZONES & PHASING


### DEVELOPMENT ZONES

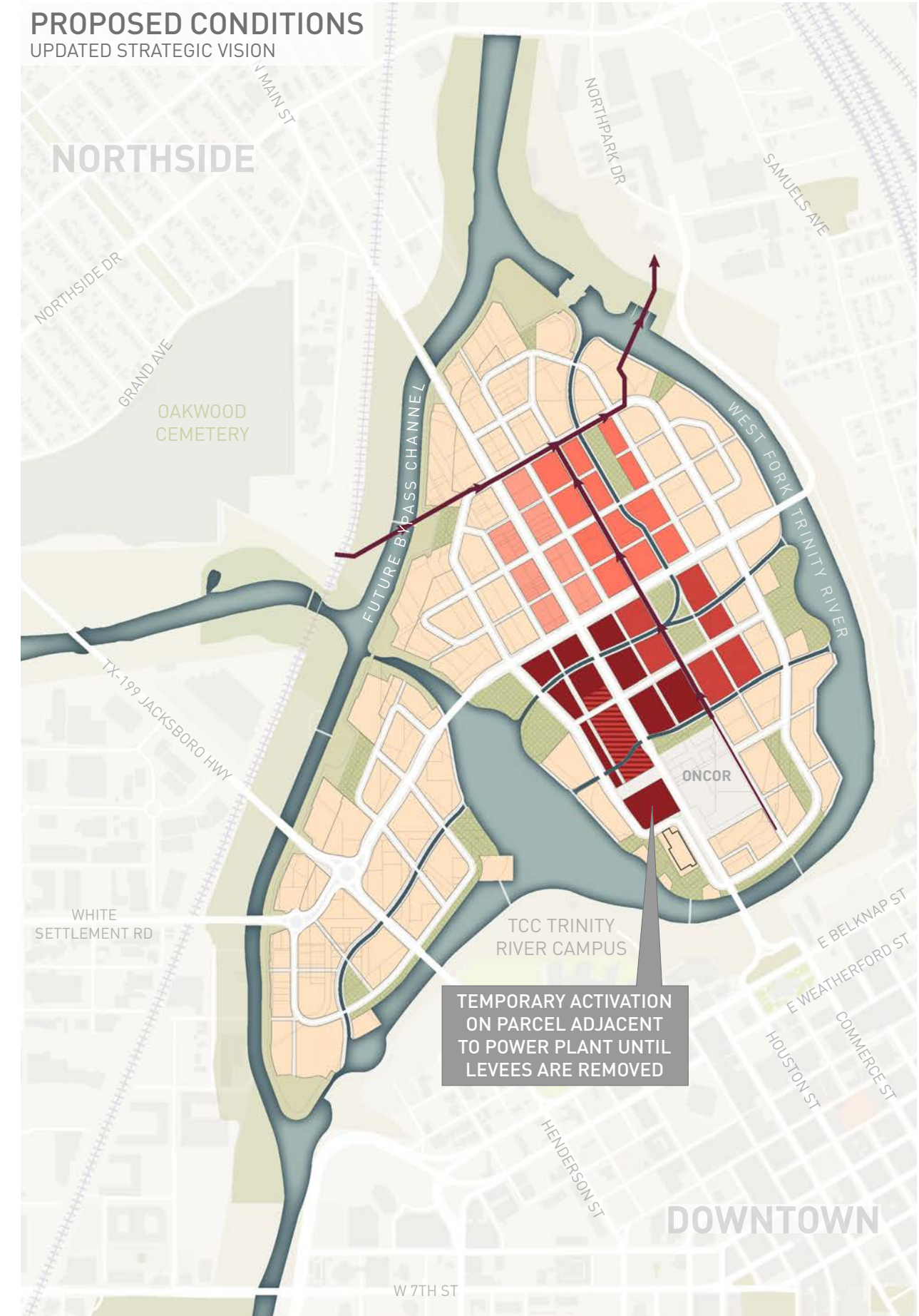
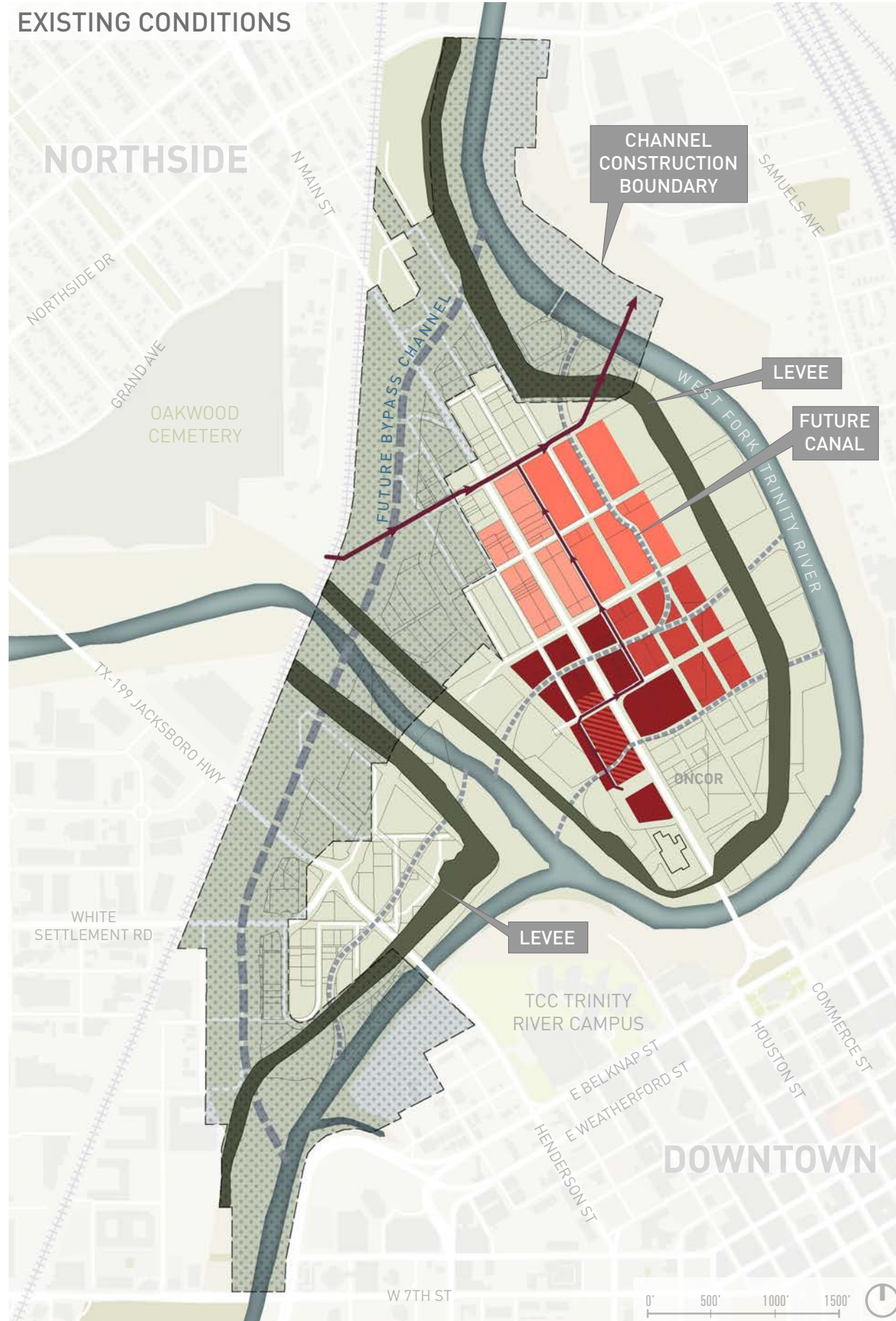
-  RECENTLY COMPLETED
  -  ZONE 1
  -  ZONE 2A
  -  ZONE 2B
  -  ZONE 3
  -  ZONE 4
- Developable after the levees are removed

### PROPOSED WATERWAYS

-  CANALS
-  BYPASS CHANNEL

### WASTEWATER SYSTEM

-  SEWER TRUNK LINE
- Existing and proposed waste water trunk line.



# DEVELOPMENT ZONES - CONSTRAINTS & IMPACTS

## DEVELOPMENT ZONES & PHASING

### ■ ZONE 1

#### CONSTRAINTS:

Zone 1 is an area of the island within the levee system that can be developed early on using the existing utility infrastructure. Additionally, two segments of the canal system can be built to fulfill stormwater detention needs for all zone 1 development. Land ownership is a mix of public and private.

#### IMPACT:

Zone 1 will generate energy along N Main St, marking the first "four corners" of new development at the intersection of Main Street and 4th Street. This zone offers a high-impact, low investment option for the first phase of development on the island.

### ■ ZONE 3

#### CONSTRAINTS:

Zone 3 becomes available for new development only after the canal system in Zone 2B is complete. This area also has the highest concentration of existing buildings, some of which potentially have historical significance. Almost all the land here is privately owned.

#### IMPACT:

Zone 3 marks the culmination of potential near-term development within the levee system, infusing significant energy into N Main Street and contributing to the comprehensive growth of the area.

REFERENCE PAGE 152 FOR APPROXIMATE SEQUENCING AND TIMELINE FOR ZONES

### ■ ZONE 2A/2B

#### CONSTRAINTS:

Zone 2 is poised for near-term development, contingent on the installation of the new wastewater main and canal construction. To meet stormwater detention needs, several new canal segments will need to be constructed. This area has been divided into two sub-zones due to the sizable investment required by the canal infrastructure in this area and the likelihood that build-out will need to be completed over two phases. Most of the land in this zone is publicly owned.

#### IMPACT:

Zone 2 will build upon the energy of Zone 1, connect additional canals, and generate public space activity interior to the district with two new open space offerings along the canal system. The completion of Zone 2 will unlock the build-out of Zone 3 - an area of the island within the levee system lacking its own canal segment, and thus relying on Zone 2's canals for its stormwater requirements.

### ■ ZONE 4

#### CONSTRAINTS:

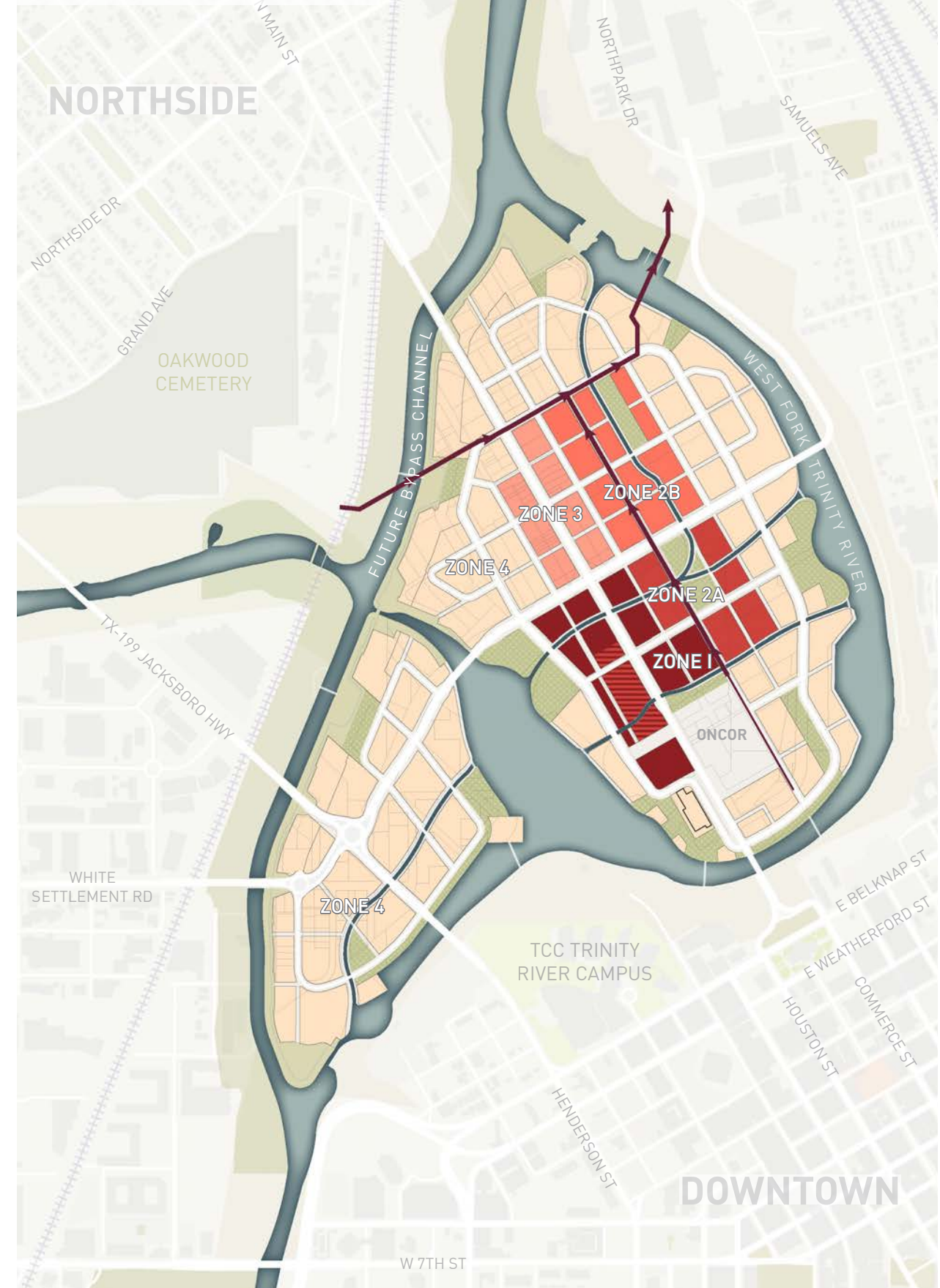
Zone 4 consists of all the development parcels within Panther Island that will not become available for development until the levees are dismantled. Once the levee system is removed then the development of these parcels could happen when desired by land owners, market conditions, ability to connect to the river, and available canal network for stormwater requirements.

#### IMPACT:

Zone 4 represents a significant future phase in the expansion and transformation of Panther Island. Zone 4 will likely be built out in several phases, the sequencing of which will emerge as the project evolves. This zone of development will introduce the major waterfront open spaces, the redevelopment of the power plant site, and the establishment of Fort Worth's deep connection to the waterfront.

## PROPOSED CONDITIONS

UPDATED STRATEGIC VISION



# DEVELOPMENT ZONES & LAND OWNERSHIP

## DEVELOPMENT ZONES & PHASING

### DEVELOPMENT ZONES

- ZONE 1
- ZONE 2A
- ZONE 2B
- ZONE 3

\*Land currently held by public entities is subject to sale to private development. Timing of land sales is TBD and not shown in this diagram.

### OWNERSHIP

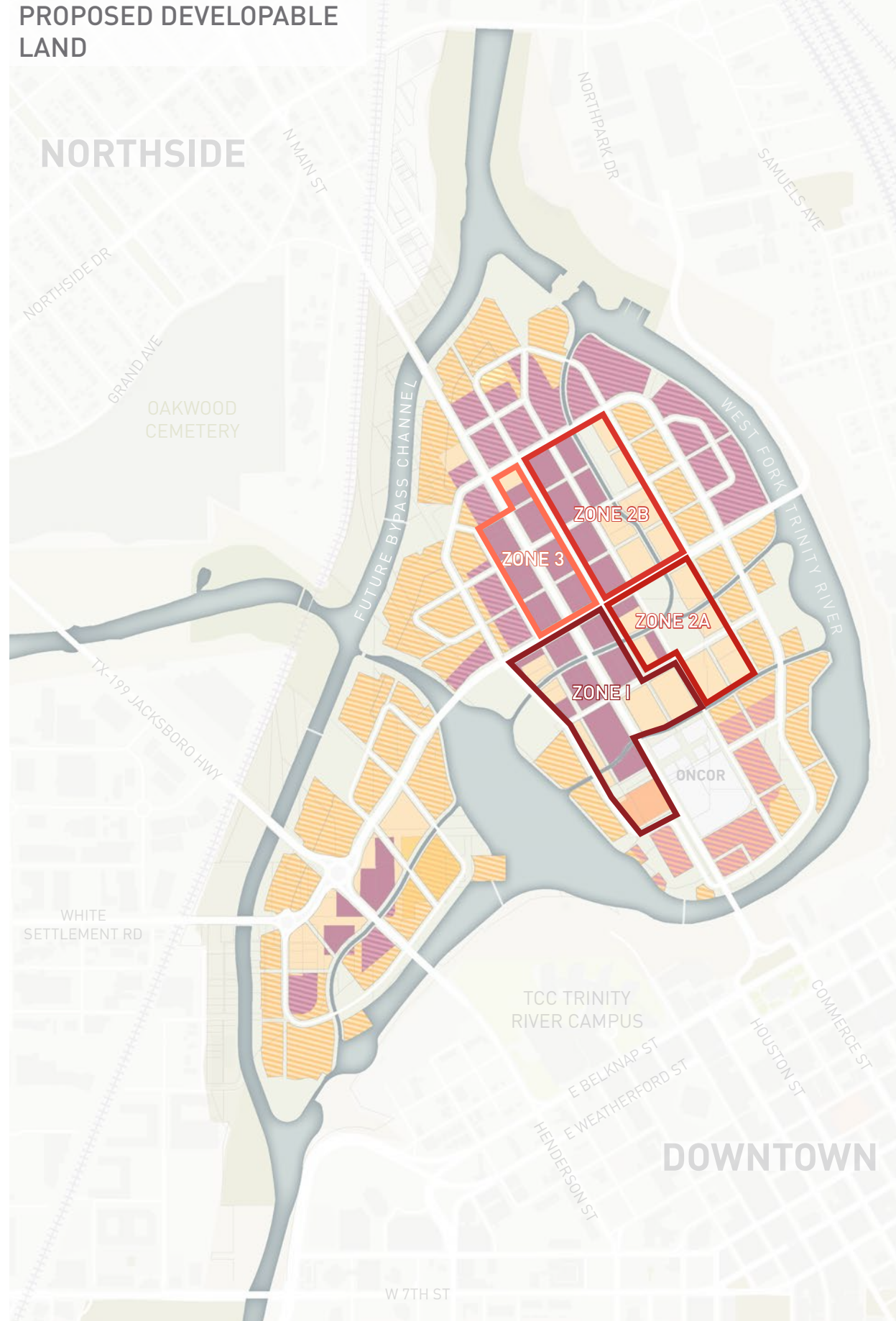
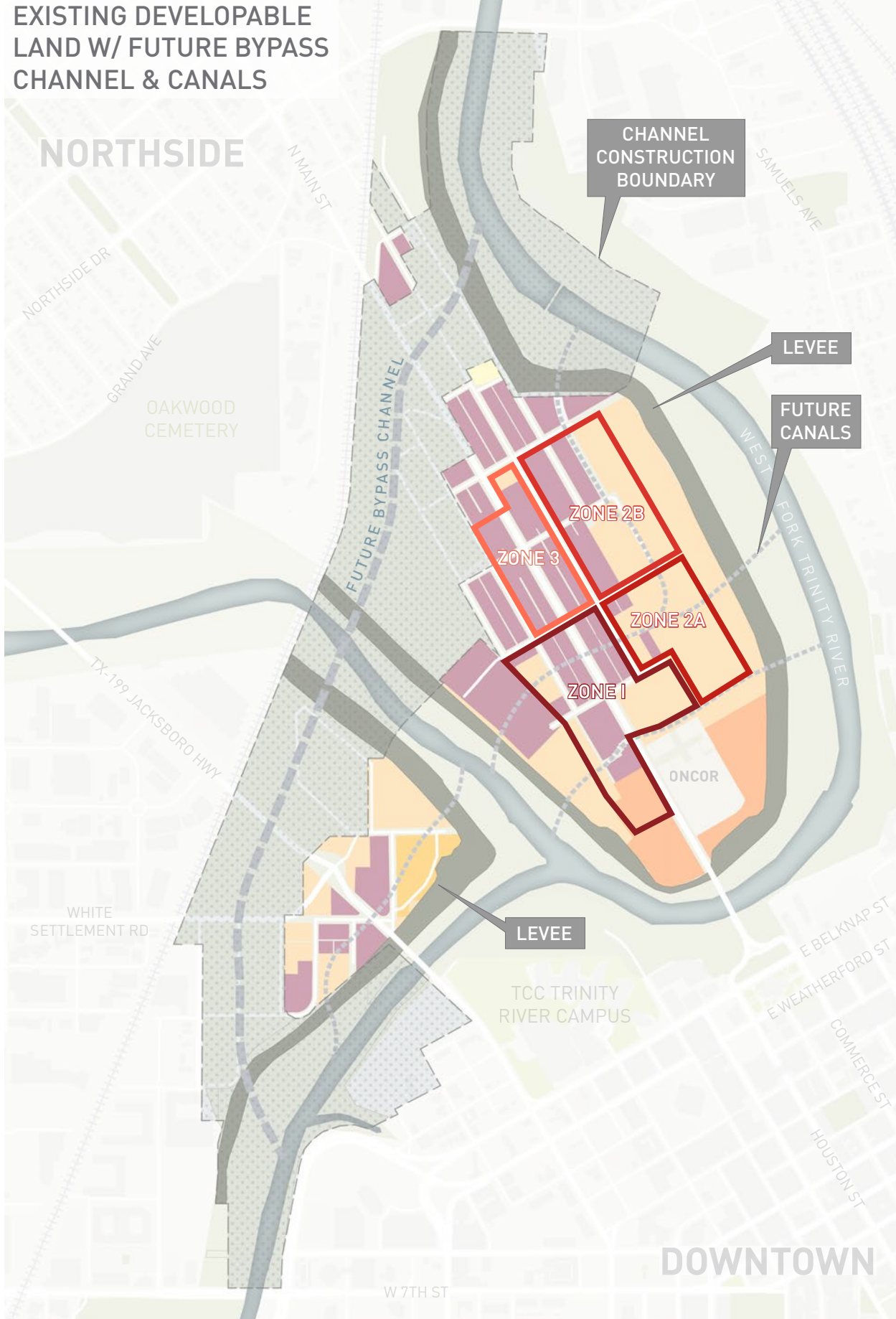
- TRWD
- TARRANT COUNTY
- CITY OF FORT WORTH
- TCCD
- PRIVATE OWNERS

### SEQUENCING

- AVAILABLE AFTER COMPLETION OF THE CENTRAL CITY PROJECT
- CHANNEL CONSTRUCTION BOUNDARY

### PROPOSED WATERWAYS

- CANALS
- BYPASS CHANNEL



06

***APPENDIX A***  
***DETAILED STREET SECTIONS***

# NORTH MAIN STREET - OPTION 1

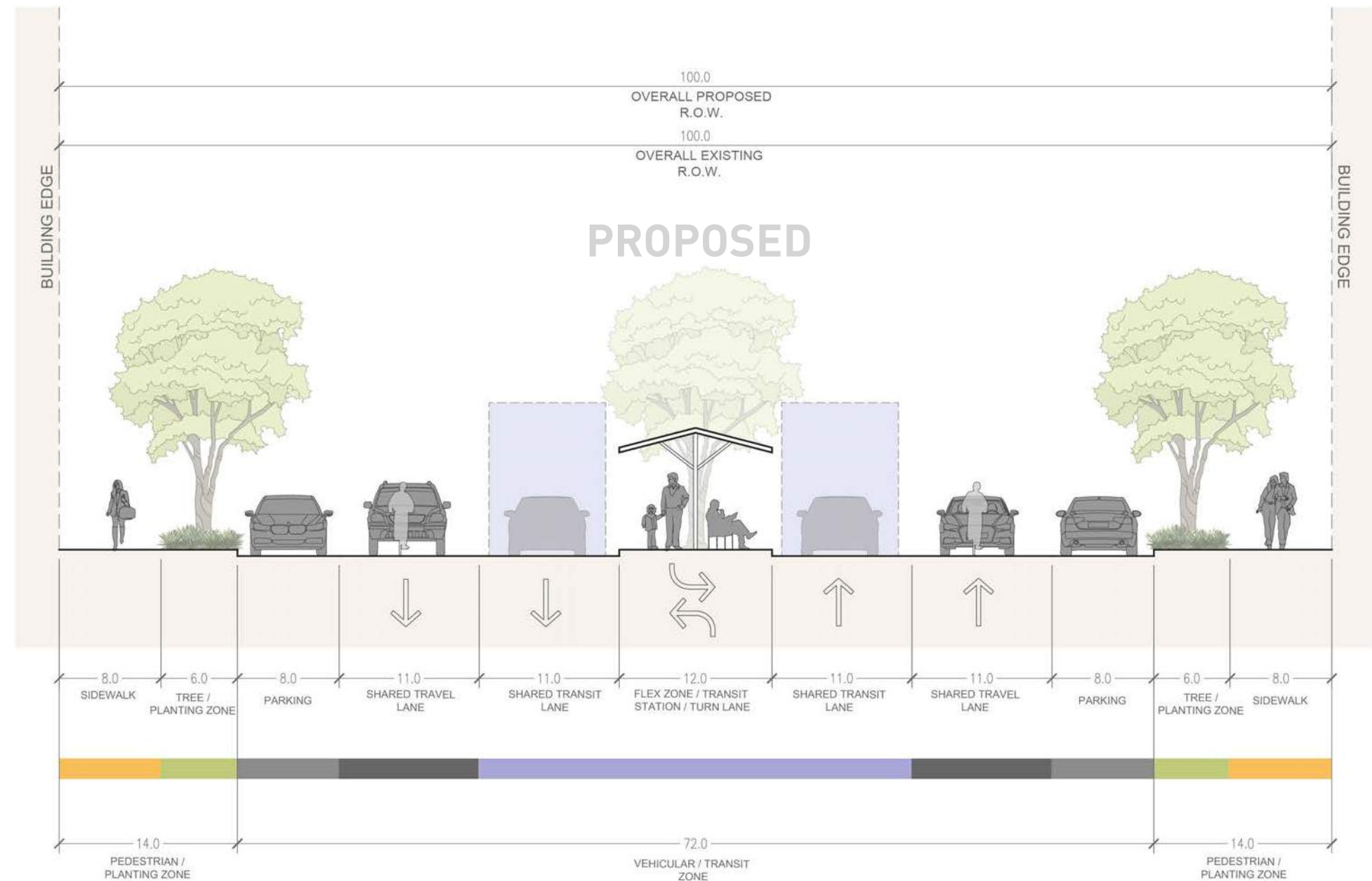
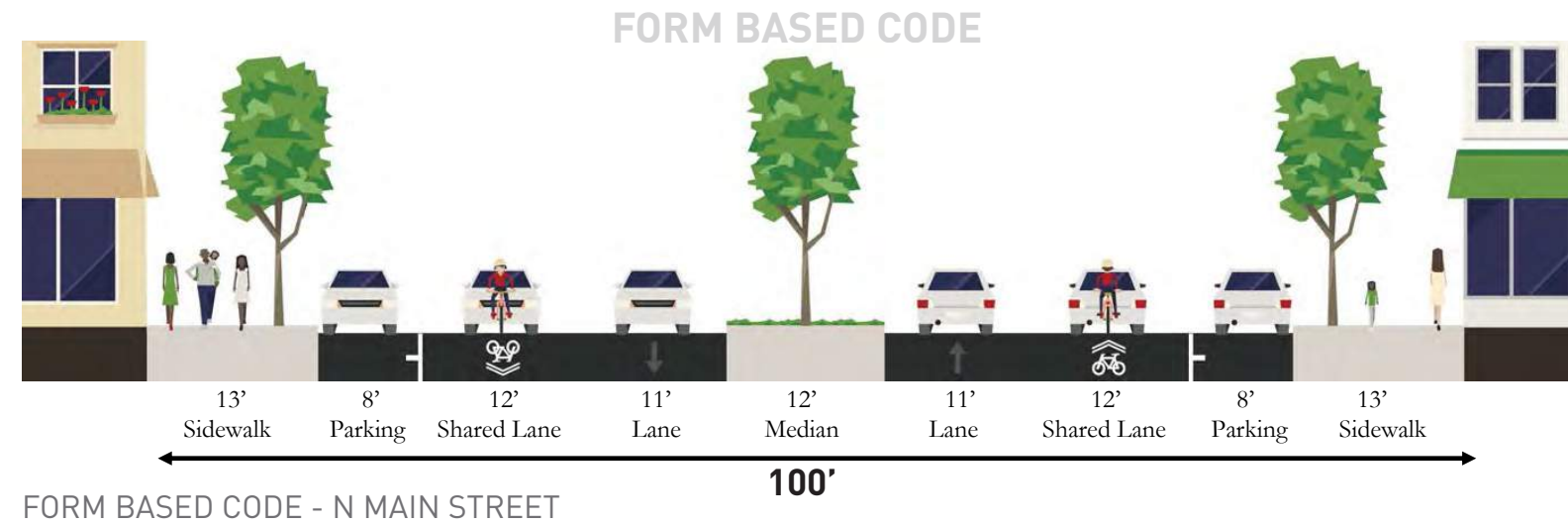
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- Concentrates space required for transit stops to single location along median
- Shared transit lane doesn't take away vehicular travel lanes
- Median creates opportunity for additional street trees, landscape zone, and vehicular turn lane
- Allows street parking on both sides of the street
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Shared bike and vehicular lane to allow for other desired street features. Dedicated bike lanes can be located other roadways within the district



KEY PLAN



PROPOSED SECTION

STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# NORTH MAIN STREET - OPTION 2

## ACCESS & CONNECTIVITY

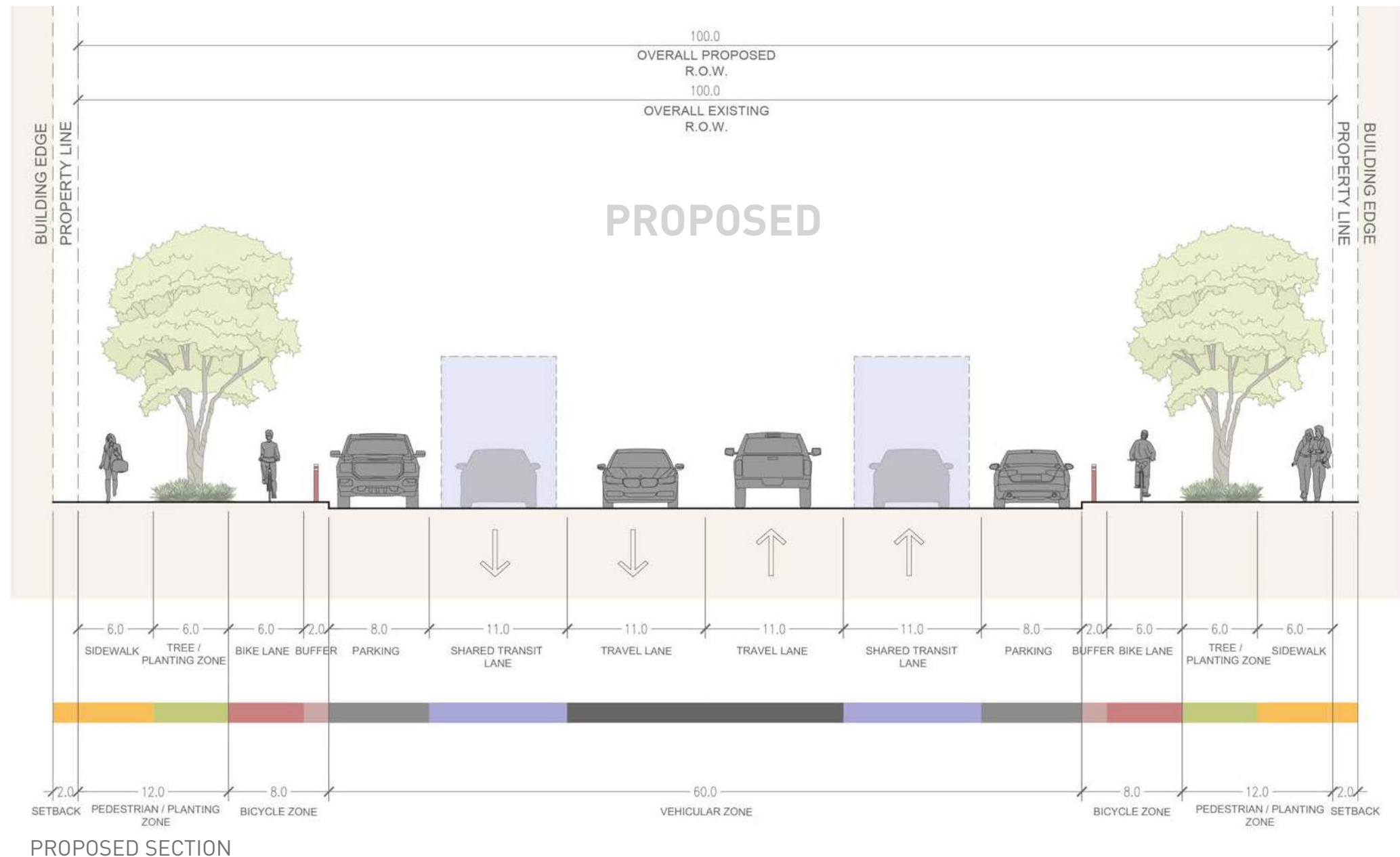
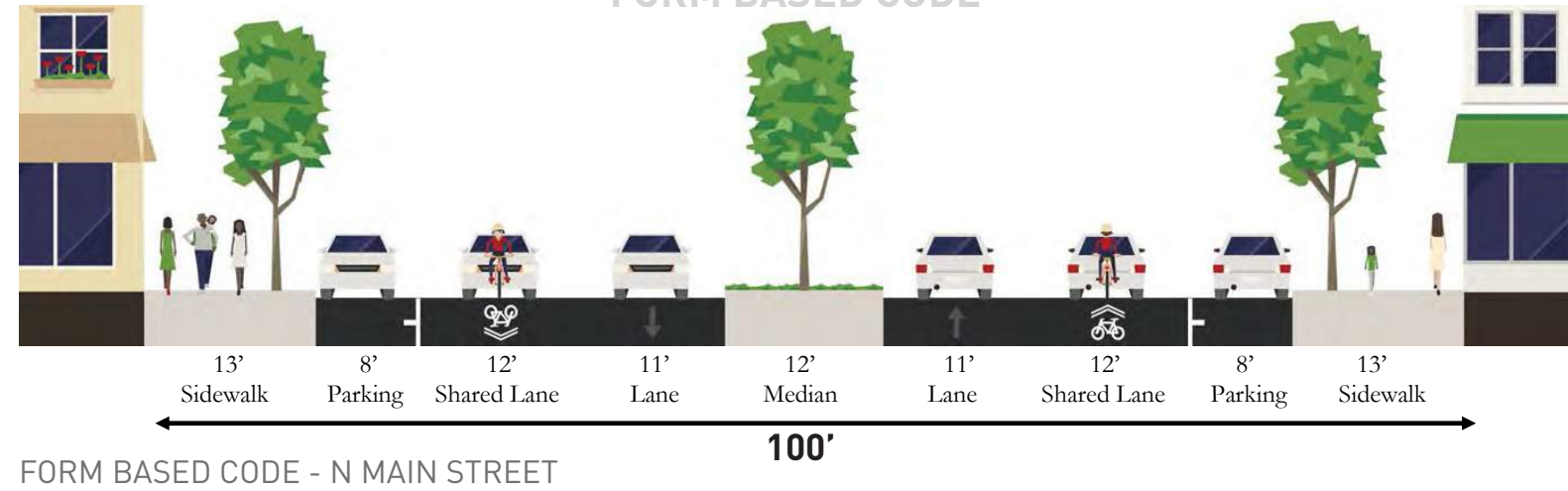
### BENEFITS OF DESIGN

- Allows space for protected bike lanes on both sides of the street
- Allows street parking on both sides of the street
- Uses building setback rule as a way to increase sidewalk width along active corridor without R.O.W dedication
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow



KEY PLAN

### FORM BASED CODE



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# NORTH MAIN STREET - OPTION 3

## ACCESS & CONNECTIVITY

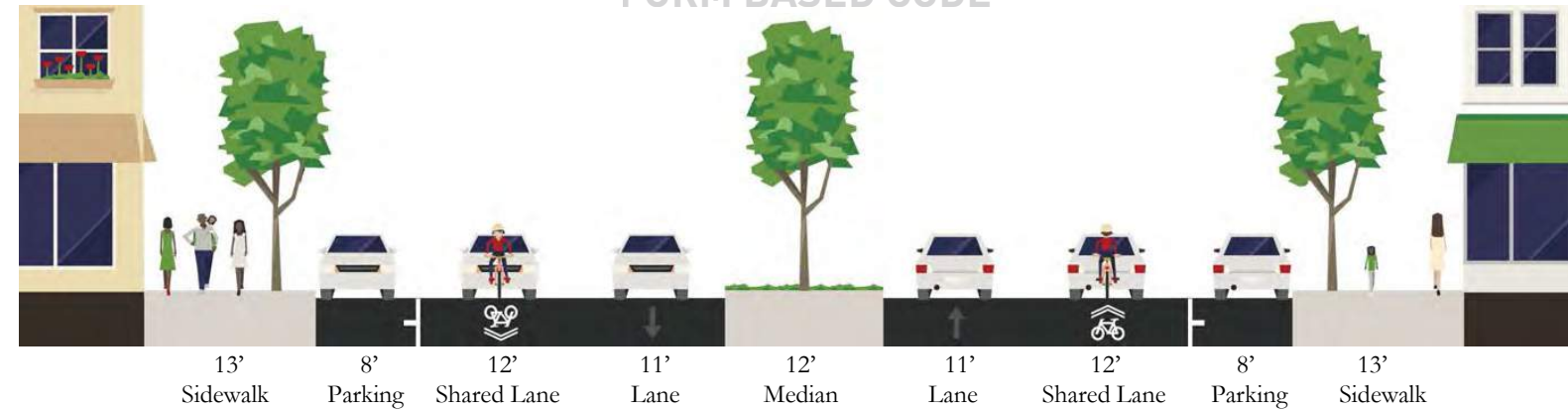
### BENEFITS OF DESIGN

- Allows street parking on one side of the street
- Creates dedicated lane for high-capacity transit on both sides of the street
- Uses building setback rule as a way to increase sidewalk width along active corridor without R.O.W dedication
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Shared bike and vehicular lane to allow for other desired street features. Dedicated bike lanes can be located other roadways within the district



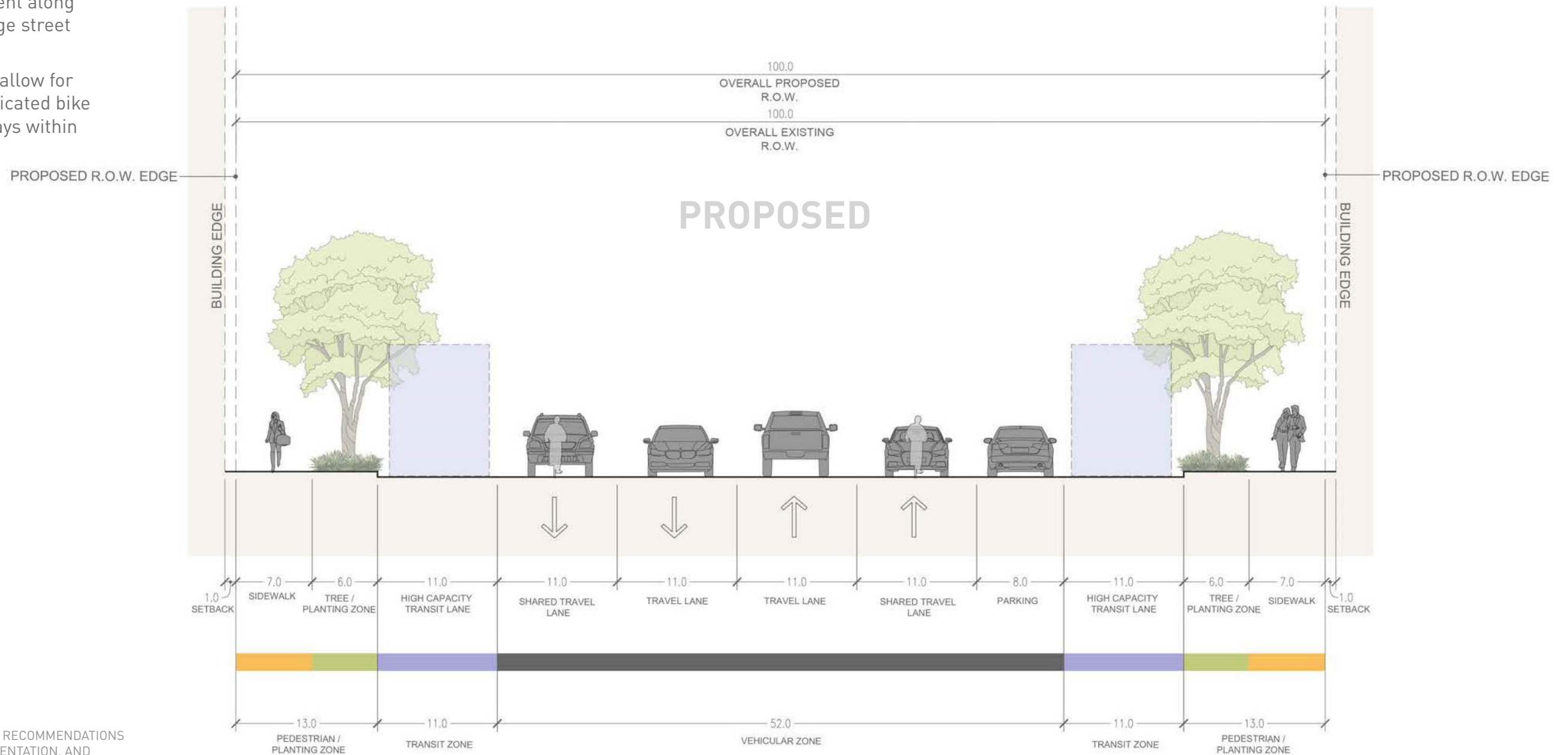
KEY PLAN

### FORM BASED CODE



FORM BASED CODE - N MAIN STREET

100'



PROPOSED SECTION

STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# NORTH MAIN STREET - OPTION 4

## ACCESS & CONNECTIVITY

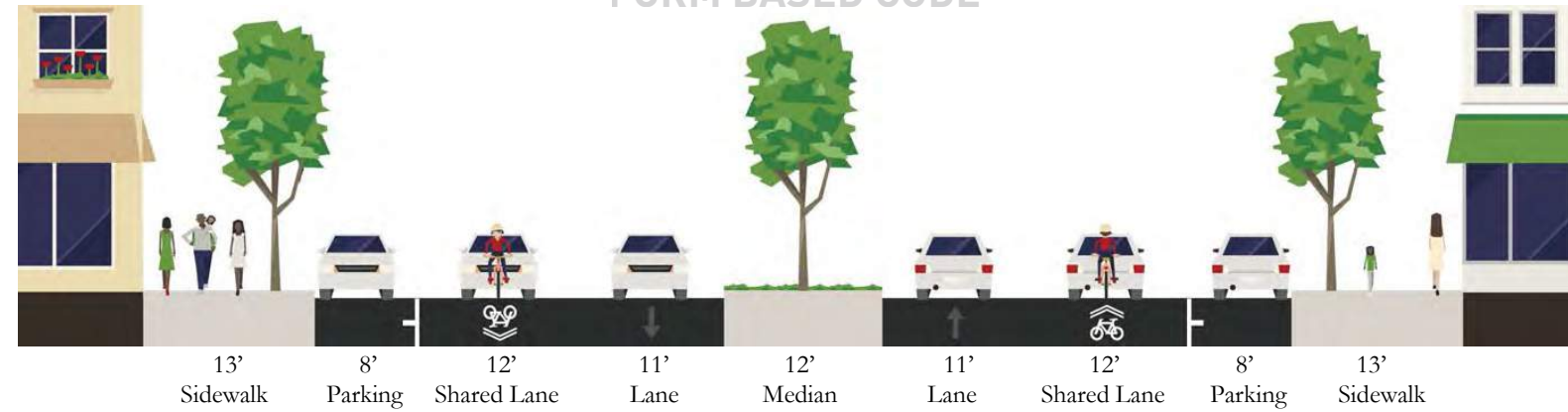
### BENEFITS OF DESIGN

- Allows space for protected bike lanes on both sides of the street
- Allows street parking on both sides of the street
- Creates dedicated lane for high-capacity transit on both sides of the street
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Provides several dedicated items that requires needed space for efficient movement, safety, and ease of access which requires additional R.O.W dedication

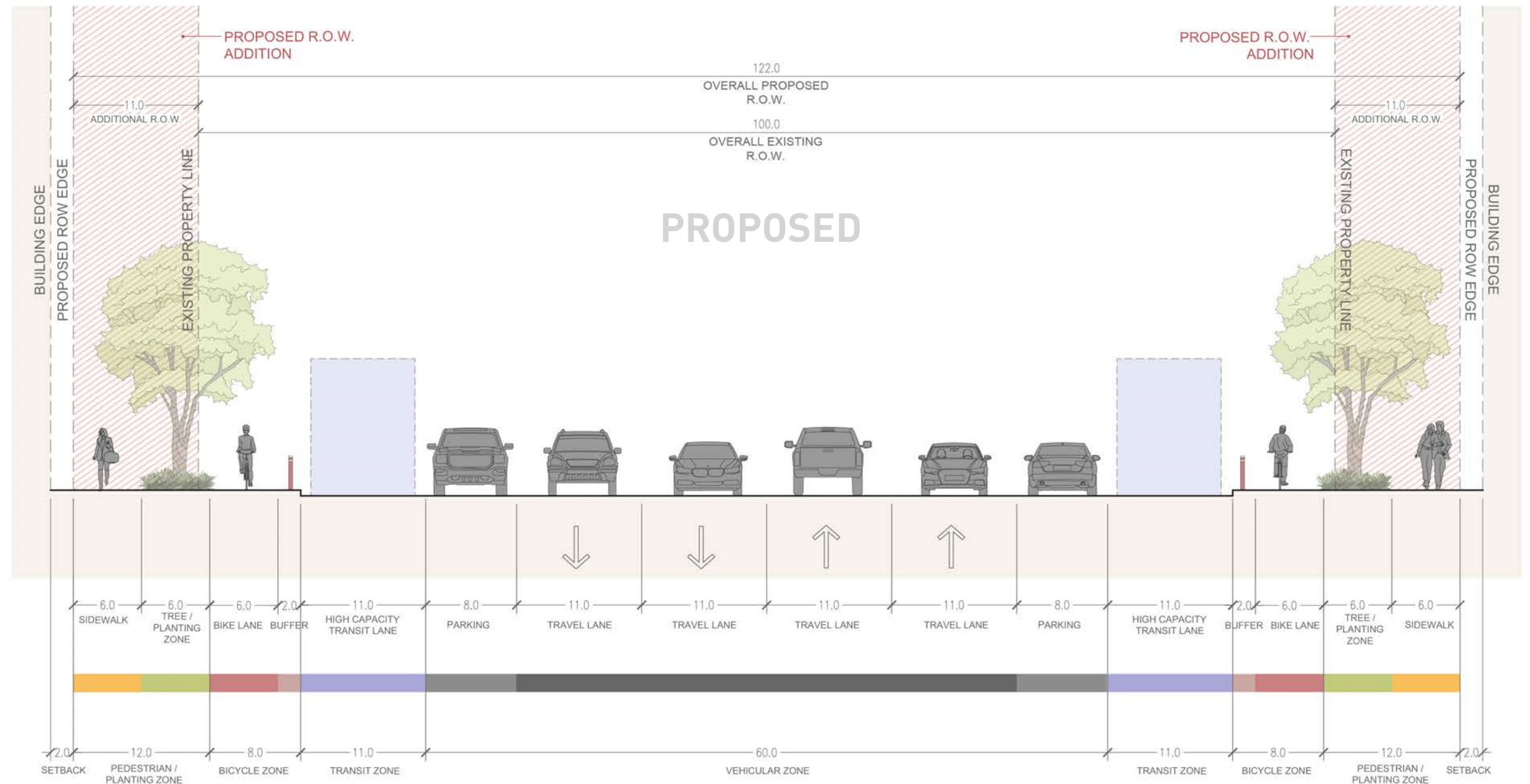


KEY PLAN

### FORM BASED CODE



FORM BASED CODE - N MAIN STREET



PROPOSED SECTION

STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.



# NORTH MAIN STREET - BRIDGE OVER TRINITY RIVER OPTION 1

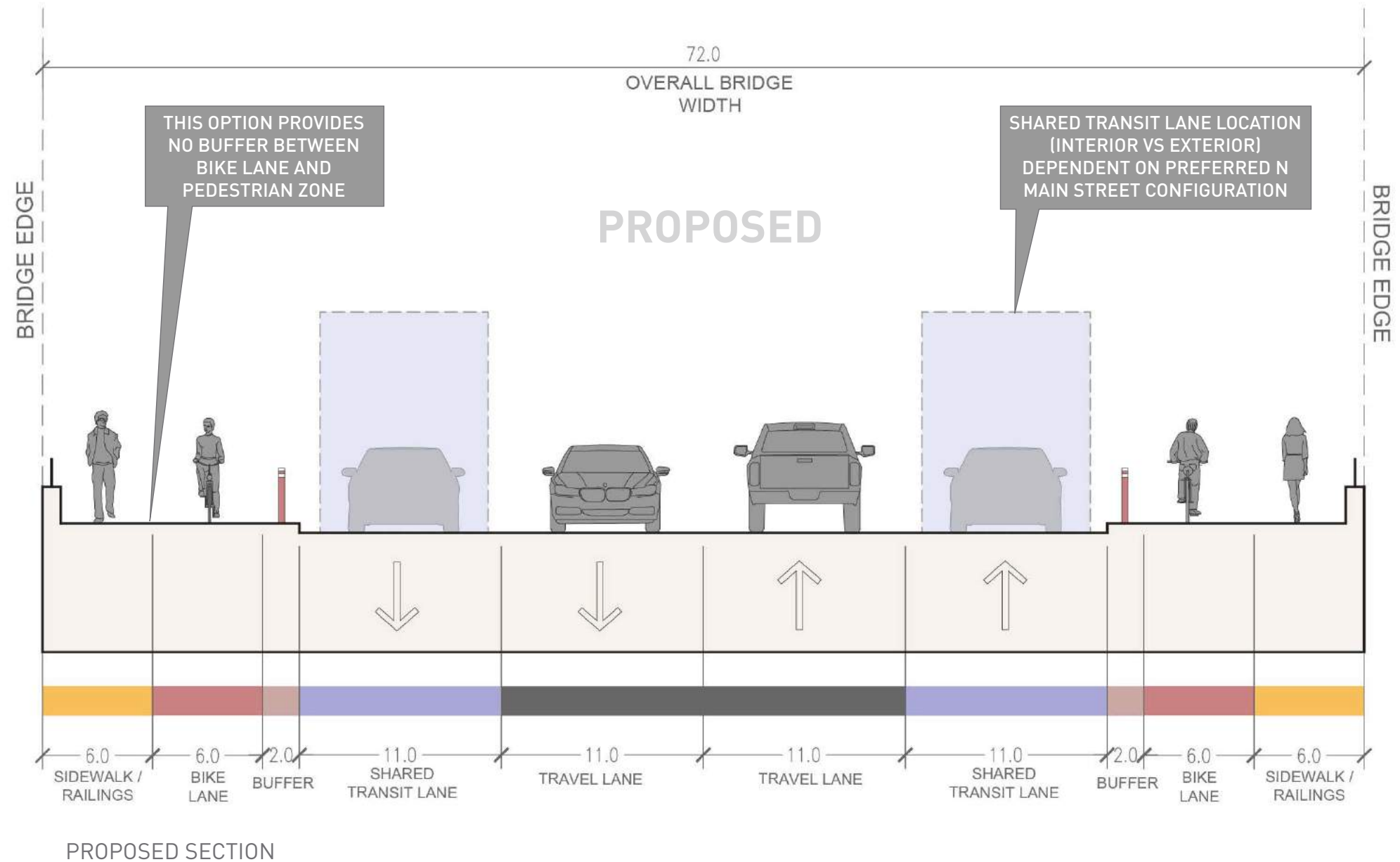
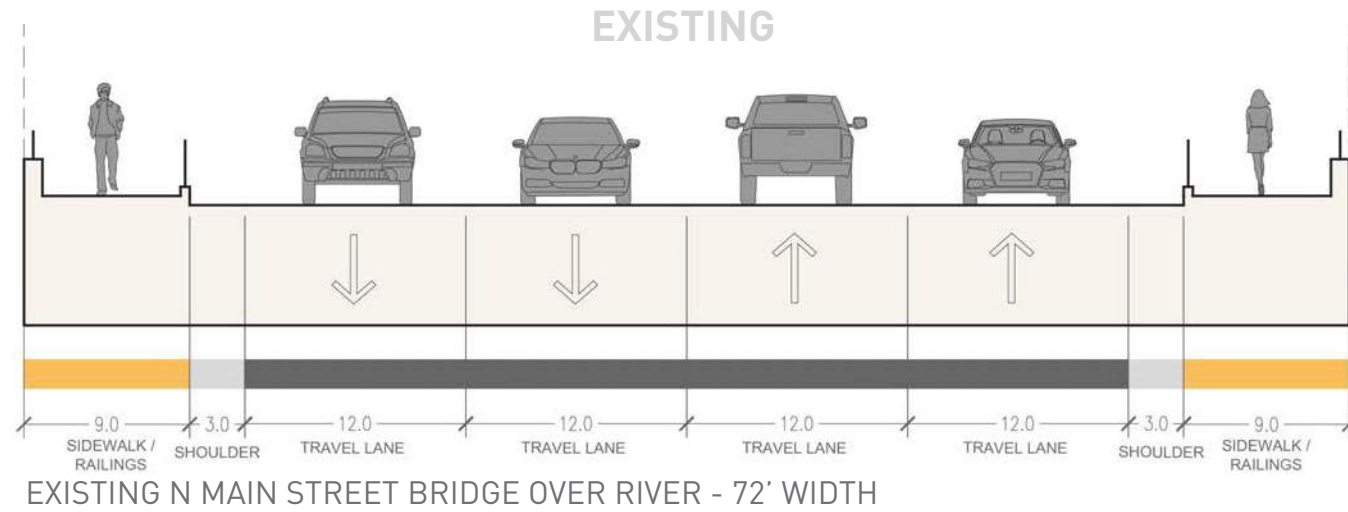
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- Allows transit to cross from downtown to panther island
- Allows for a protected bike lane on both sides of the bridge
- Provides minimum sidewalk space for pedestrian movement



KEY PLAN



STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# NORTH MAIN STREET - BRIDGE OVER TRINITY RIVER OPTION 2

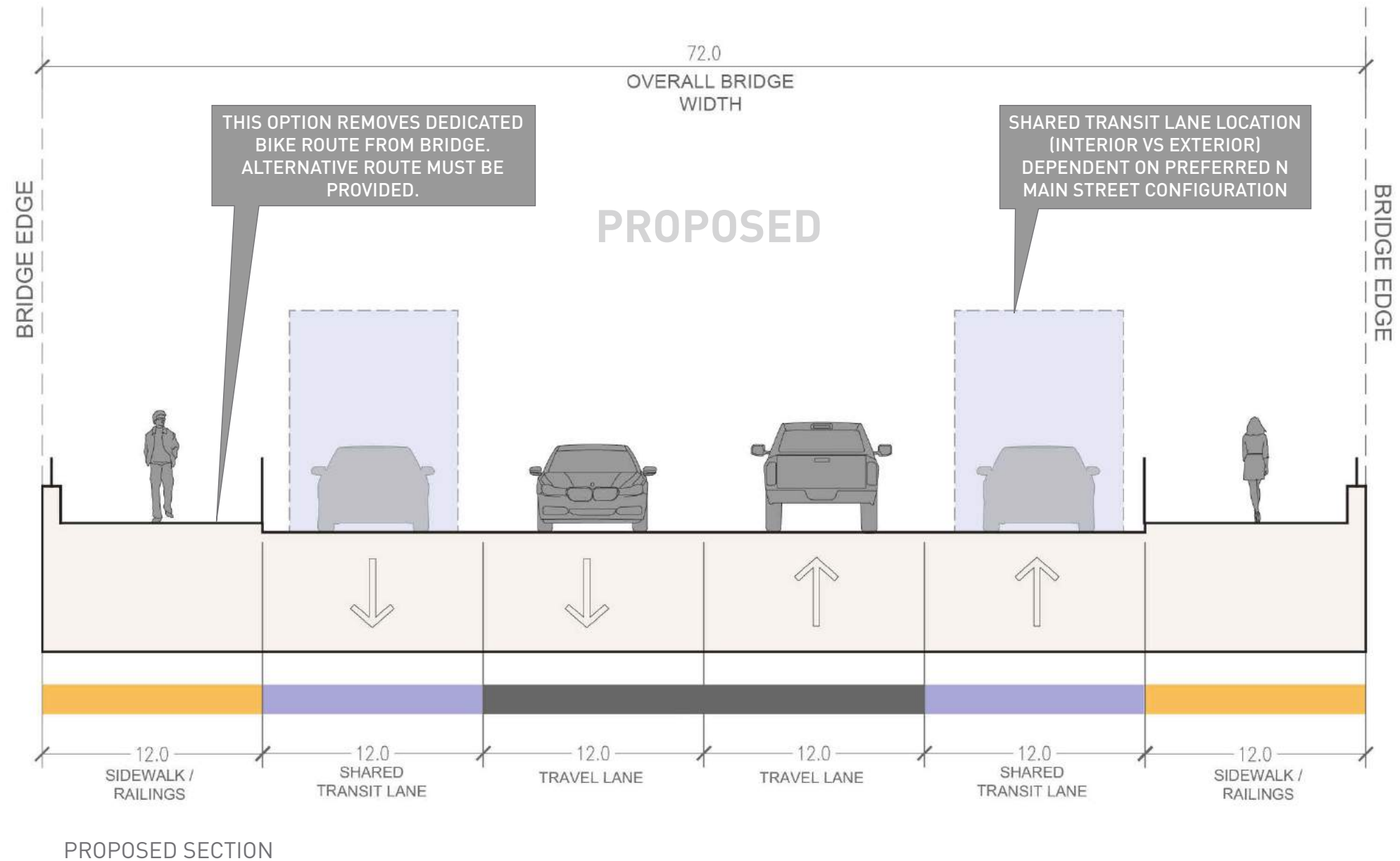
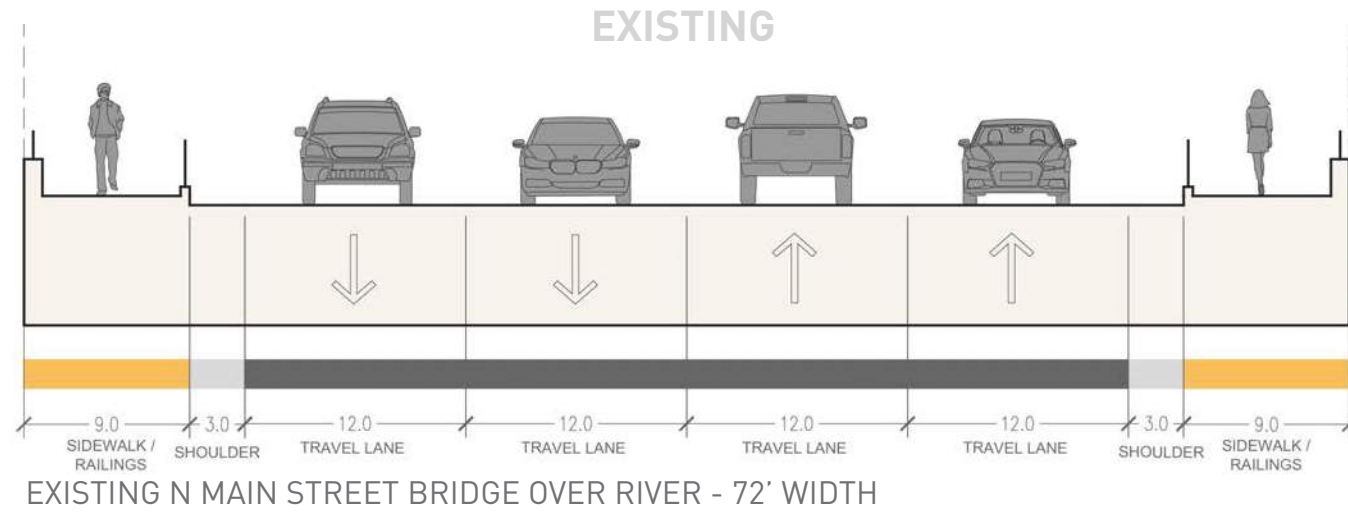
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- Allows transit to cross from downtown to panther island
- Allows for a wider and safe pedestrian zone on either side of the bridge



KEY PLAN



STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# NORTH MAIN STREET - BRIDGE OVER BYPASS CHANNEL

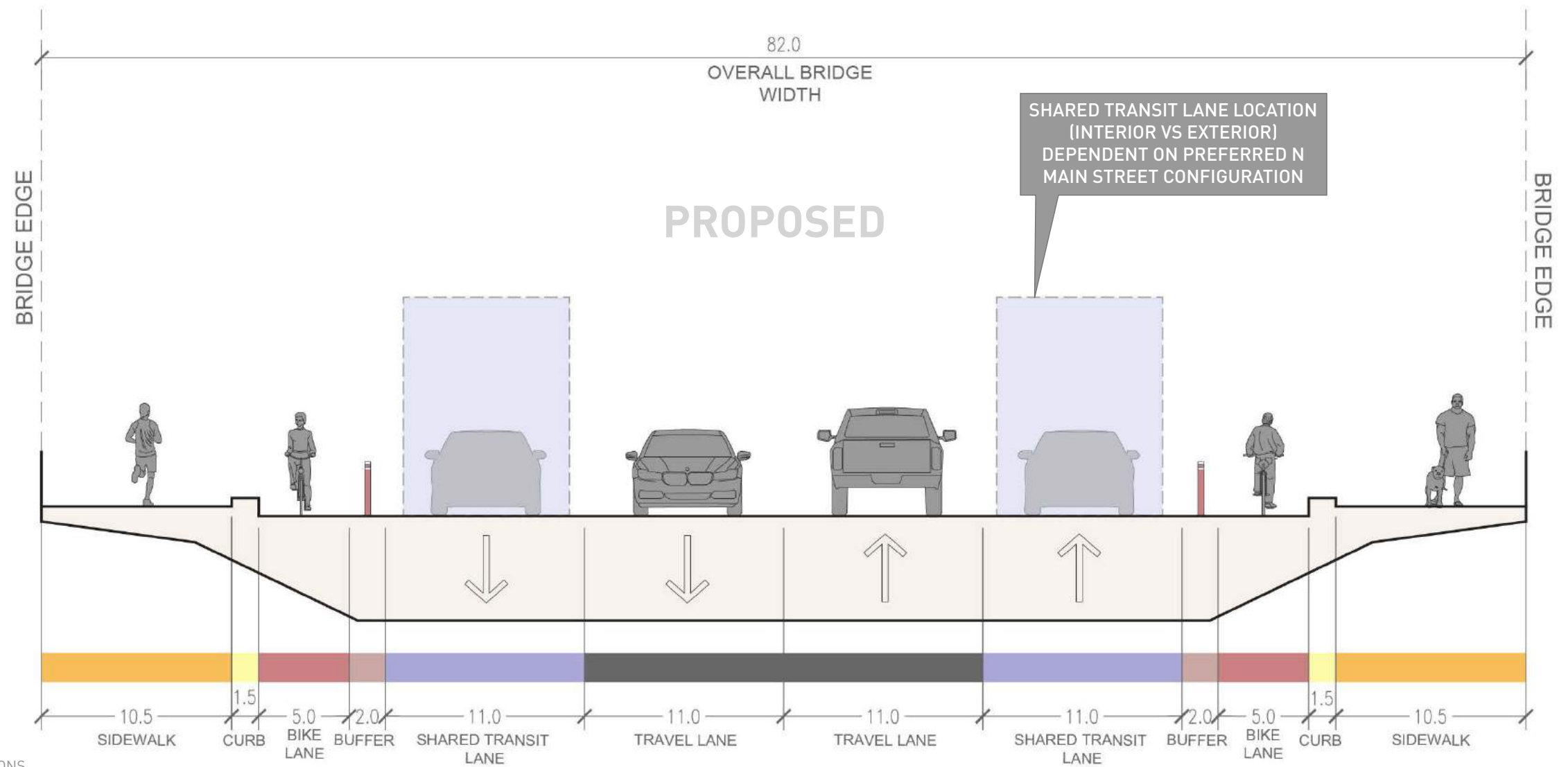
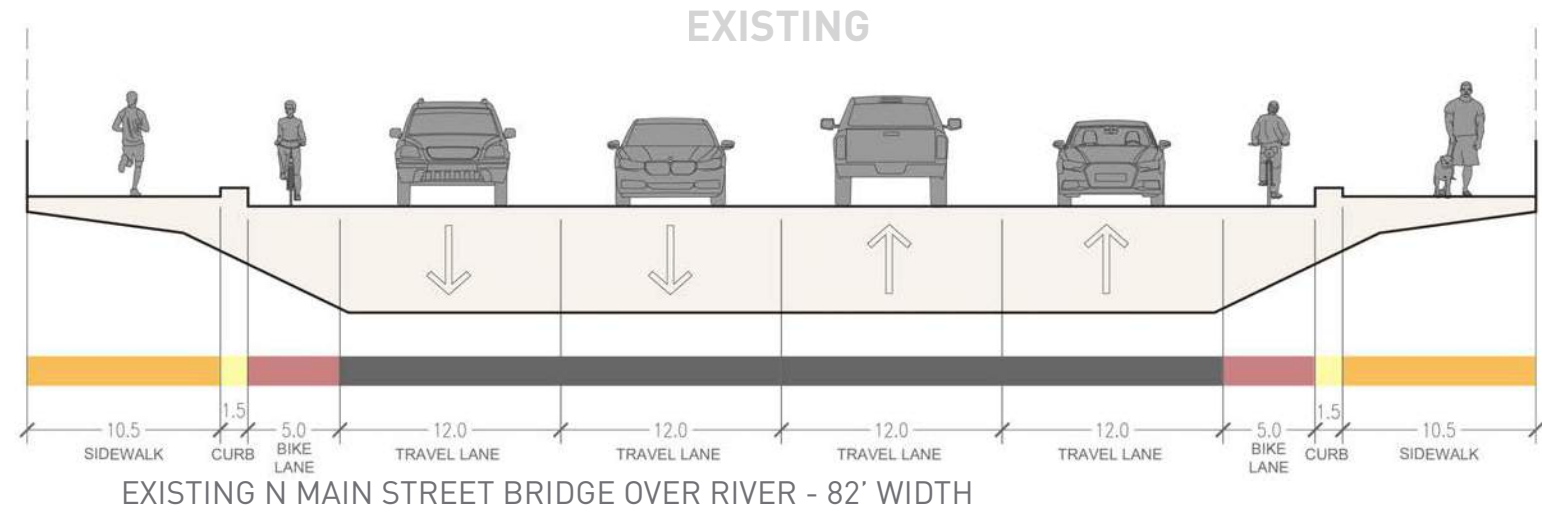
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- Allows transit to cross from the Northside / Stockyards neighborhood to panther island
- Allows for a protected bike lane on both sides of the street
- Provides comfortable sidewalk space for pedestrian movement



KEY PLAN



PROPOSED SECTION

STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# HENDERSON STREET - EXISTING

## ACCESS & CONNECTIVITY

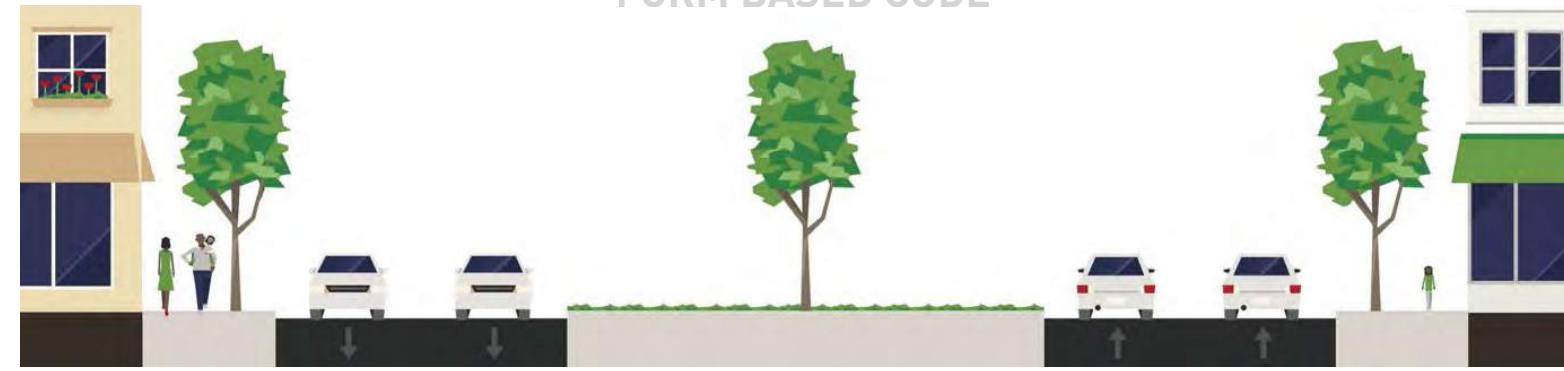
### BENEFITS OF DESIGN

- A more accurate representation of existing conditions for Henderson St in this location vs the Form Based Code section



KEY PLAN

### FORM BASED CODE



FORM BASED CODE - HENDERSON STREET **100'**



EXISTING SECTION

STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# HENDERSON STREET - PROPOSED

## ACCESS & CONNECTIVITY

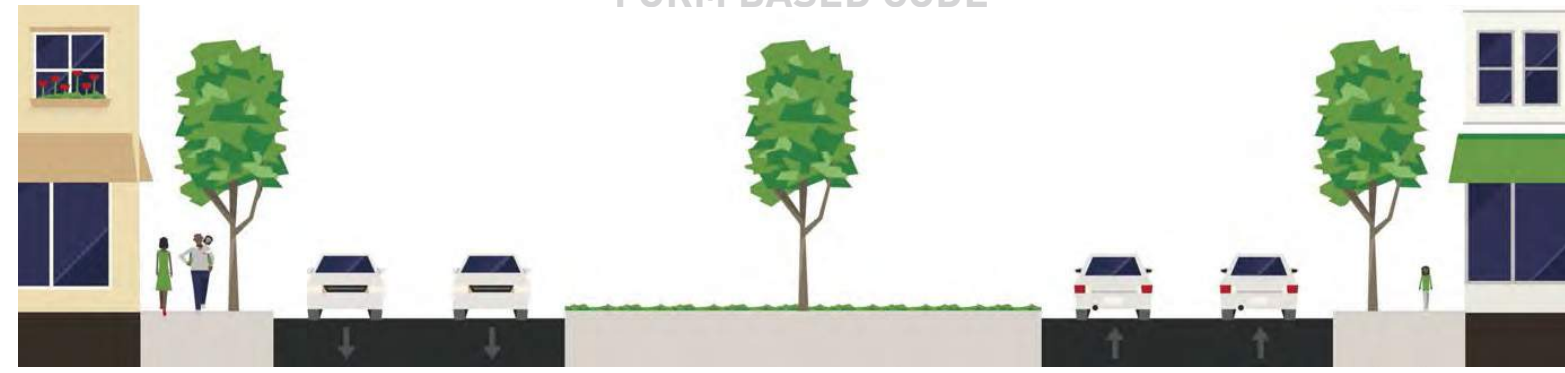
### BENEFITS OF DESIGN

- Creates a safe and comfortable pedestrian environment with additional sidewalk width and street trees
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Allows for a protected bike lane on both sides of the street
- Maintains the existing number of vehicular lanes



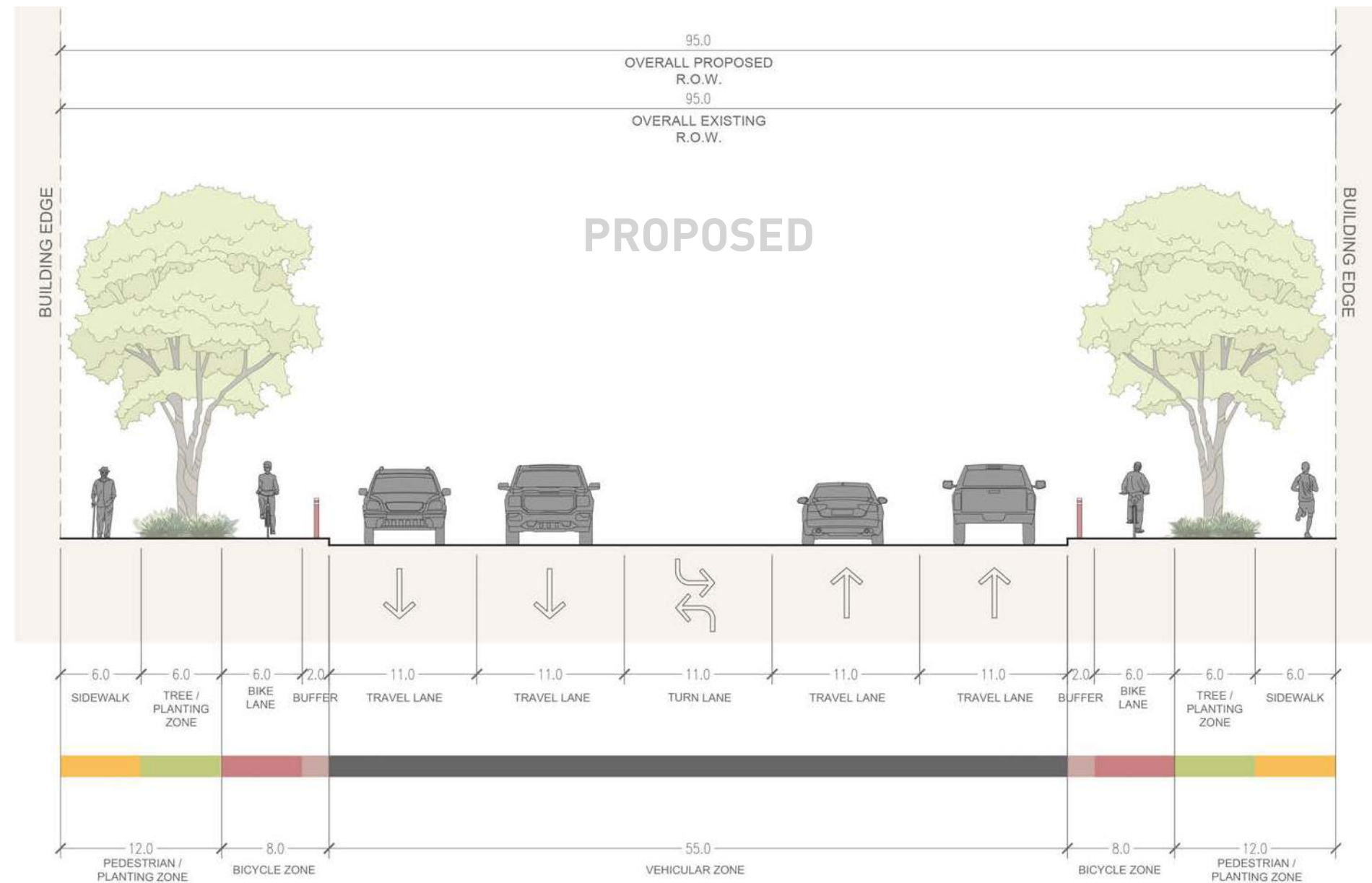
KEY PLAN

### FORM BASED CODE



FORM BASED CODE - HENDERSON STREET

100'



PROPOSED SECTION

STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# HENDERSON STREET BRIDGE - PROPOSED

## ACCESS & CONNECTIVITY

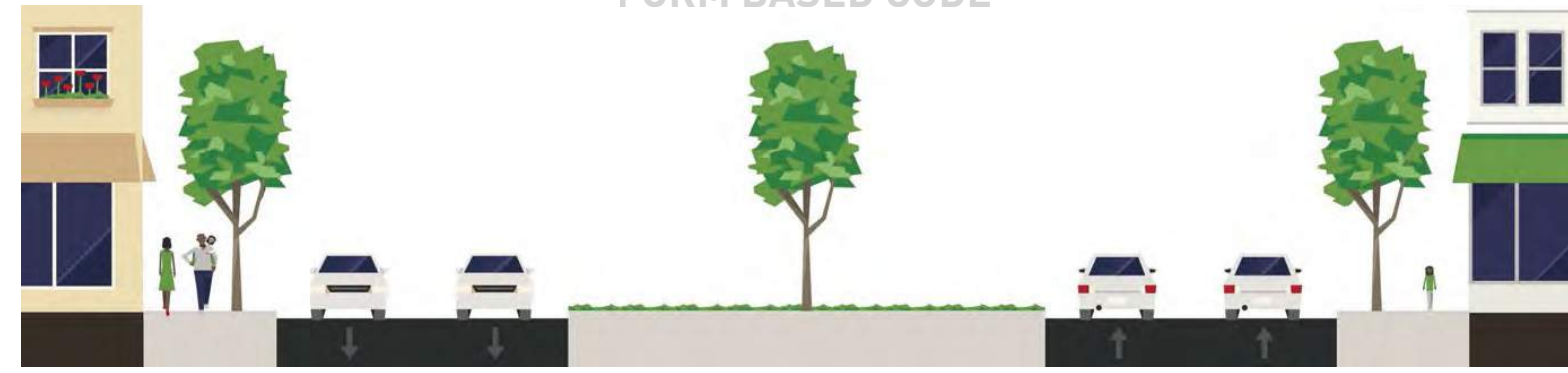
### BENEFITS OF DESIGN

- More realistic representation of ROW width and design vs Form Based Code section.
- Adds protected bike lanes to both sides of the existing bridge
- Maintains the same overall width and number of lanes as the existing bridge

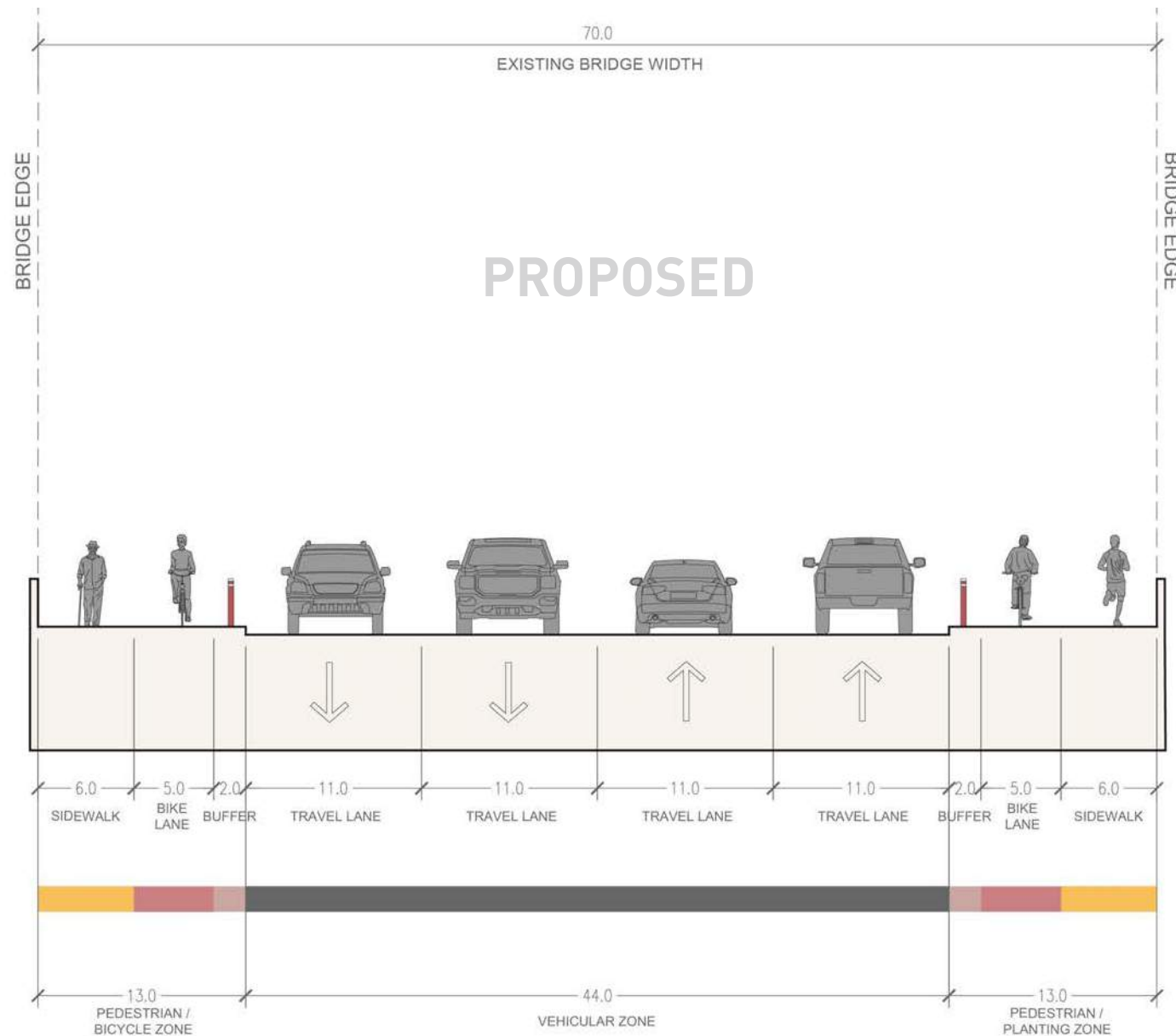


KEY PLAN

### FORM BASED CODE



FORM BASED CODE - HENDERSON STREET **100'**



PROPOSED SECTION

STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# PANTHER BLVD (PREVIOUSLY WHITE SETTLEMENT RD) - NEW CONSTRUCTION (SOUTH ISLAND)

## ACCESS & CONNECTIVITY

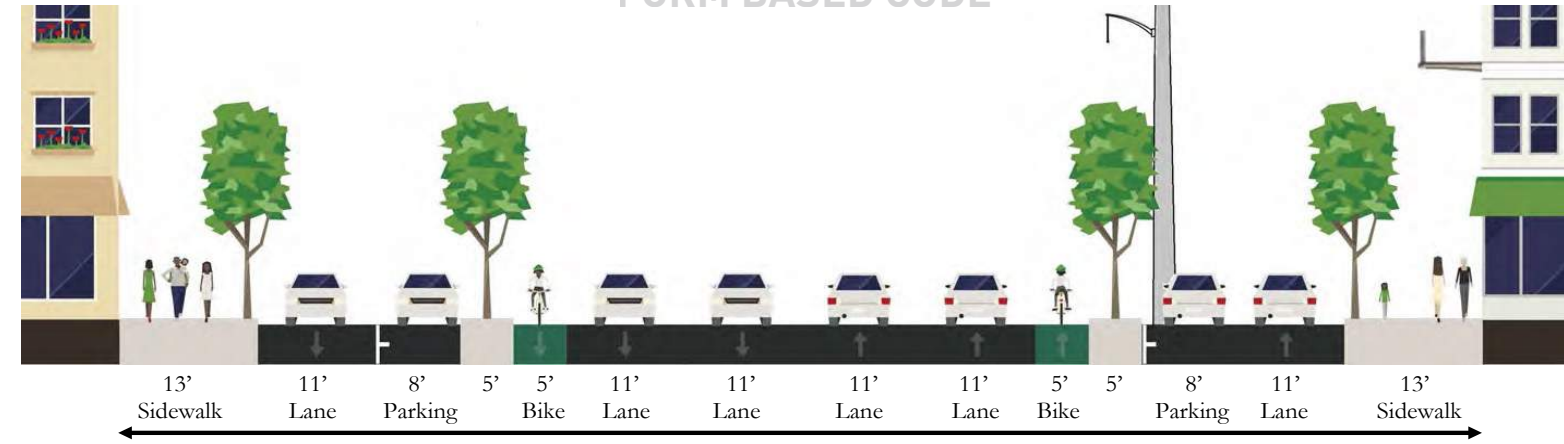
### BENEFITS OF DESIGN

- A more accurate representation of existing conditions for recently built White Settlement Rd in this location vs the Form Based Code section

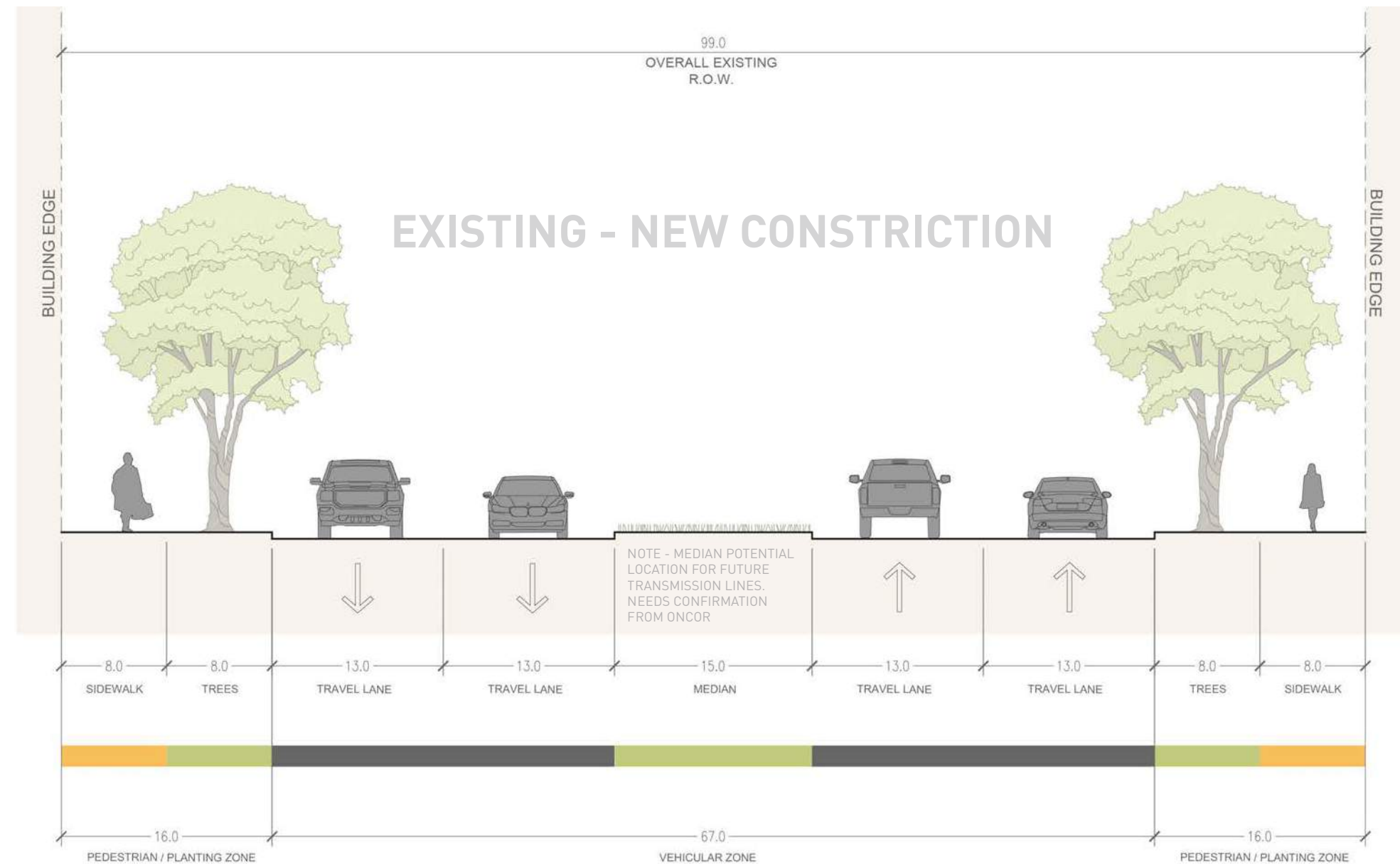


KEY PLAN

### FORM BASED CODE



FORM BASED CODE - WHITE SETTLEMENT ROAD 128'



PROPOSED SECTION

STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# PANTHER BLVD (PREVIOUSLY WHITE SETTLEMENT RD) - PROPOSED

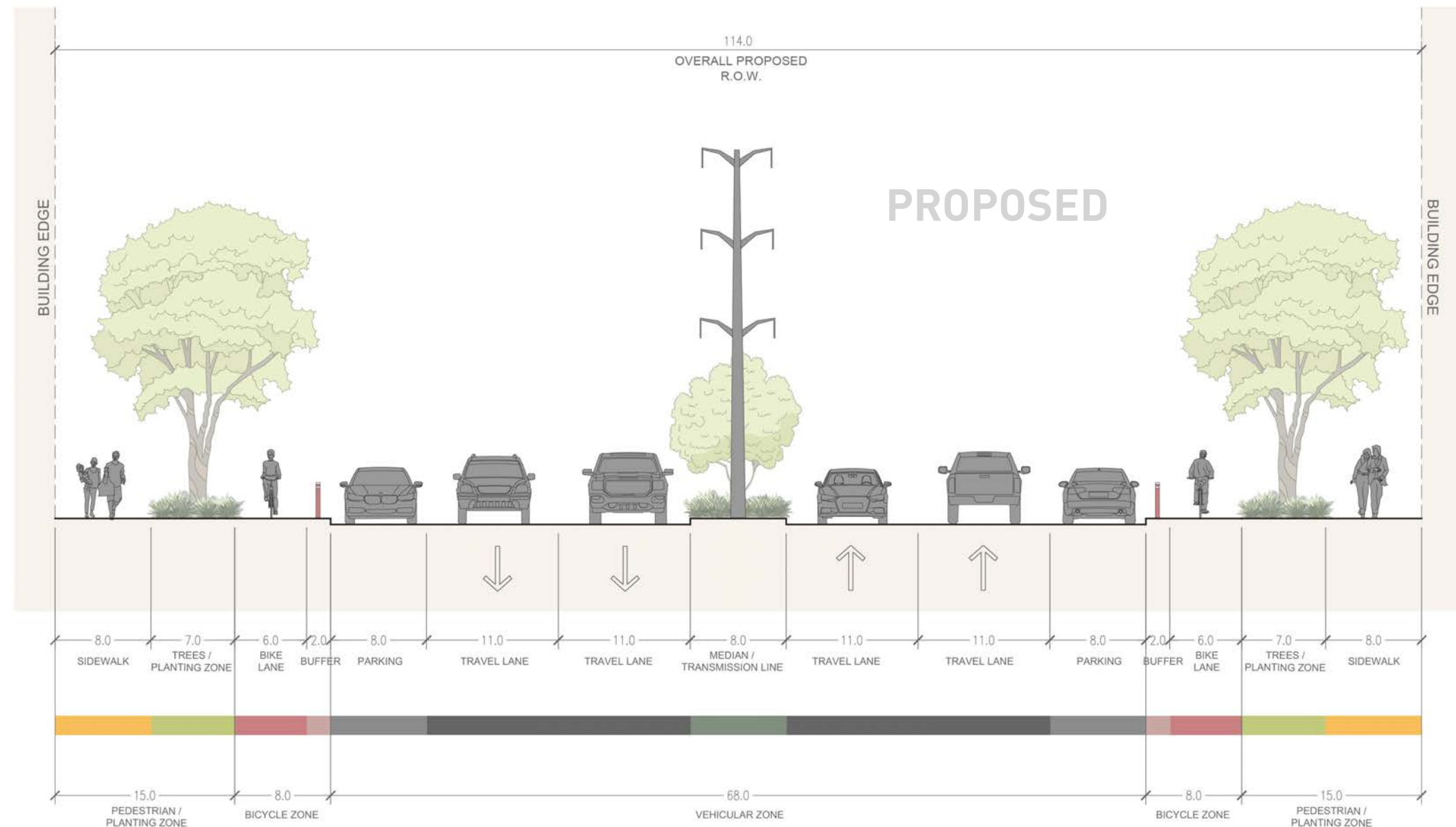
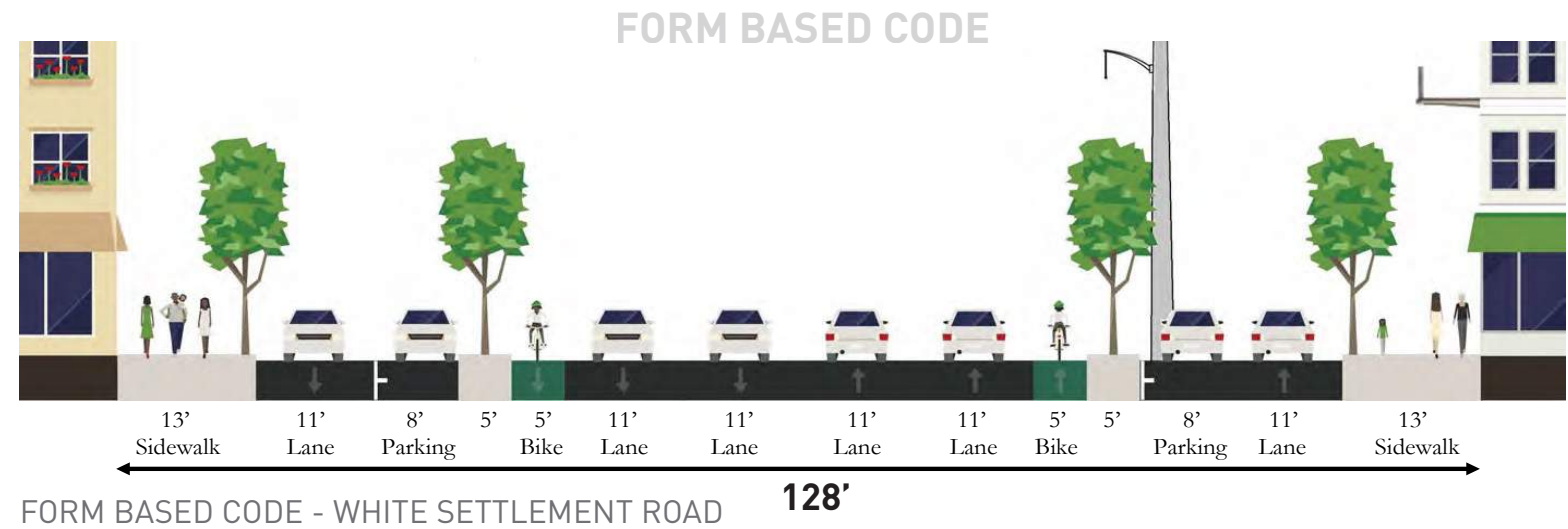
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- More realistic size street and travel lanes needed for this thoroughfare
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Allows for protected bike lane on both sides of the street
- Allows for street parking on both sides of the street
- Keeps transmission lines to the center of the street to minimize undesirable views from adjacent buildings



KEY PLAN



PROPOSED SECTION

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# PANTHER BLVD (PREVIOUSLY WHITE SETTLEMENT RD) - PROPOSED

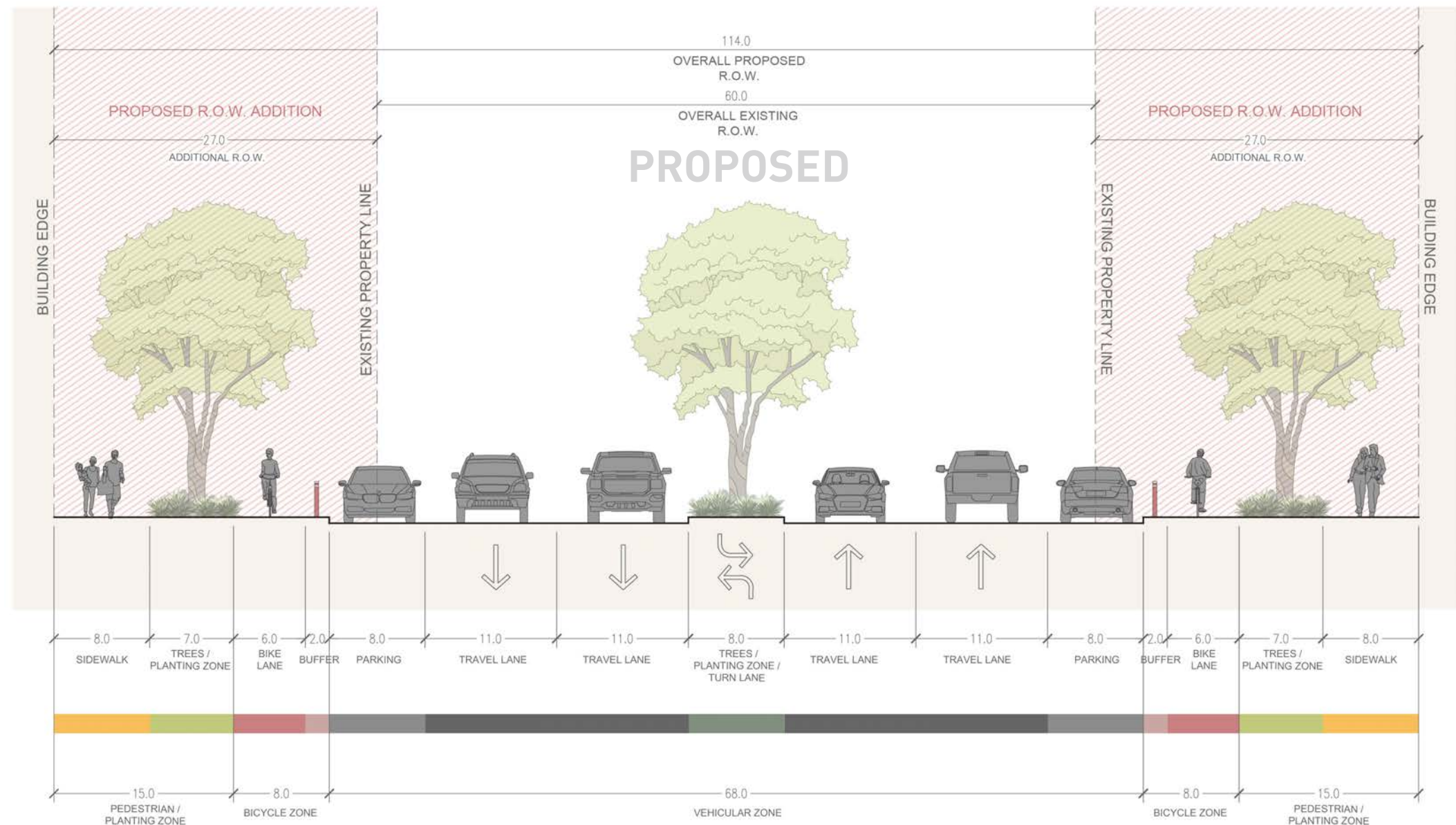
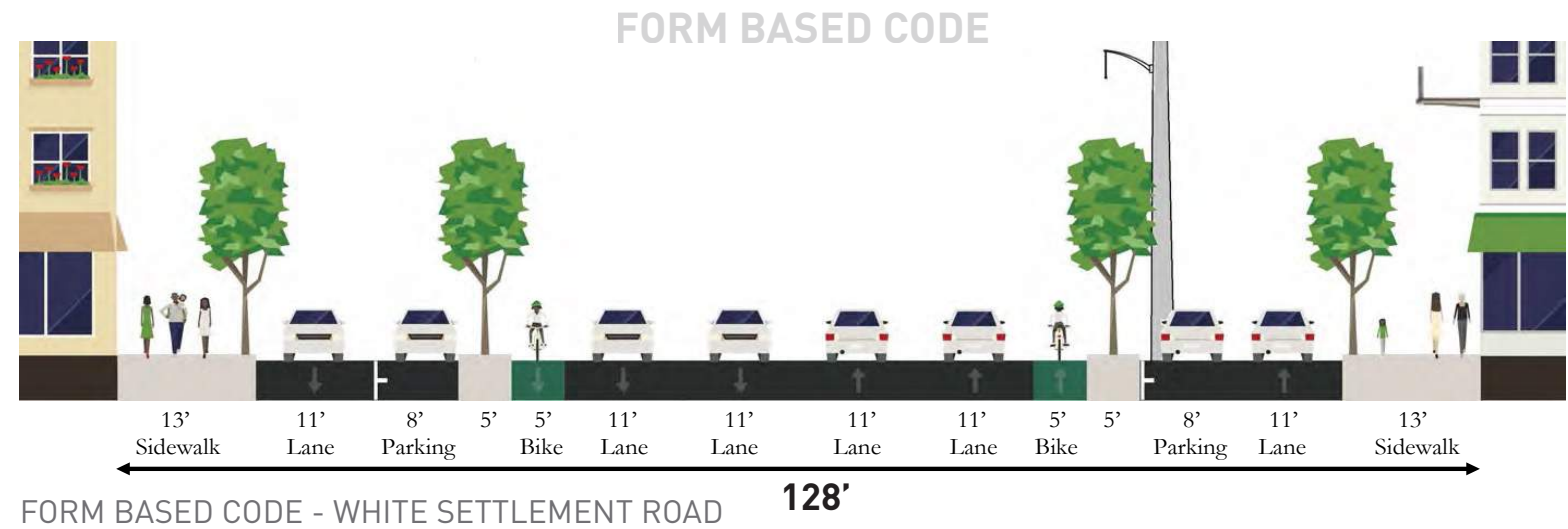
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- More realistic size street and travel lanes needed for this thoroughfare
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Allows for protected bike lane on both sides of the street
- Allows for street parking on both sides of the street
- Landscape and trees median create a boulevard signature element for street that sets it apart from other streets in the district
- Provides several items that requires needed space for efficient movement, landscape, safety, and ease of access which requires additional R.O.W dedication



KEY PLAN



PROPOSED SECTION

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# PANTHER BLVD (PREVIOUSLY WHITE SETTLEMENT RD) - BRIDGE OVER TRINITY RIVER & PANTHER LAKE

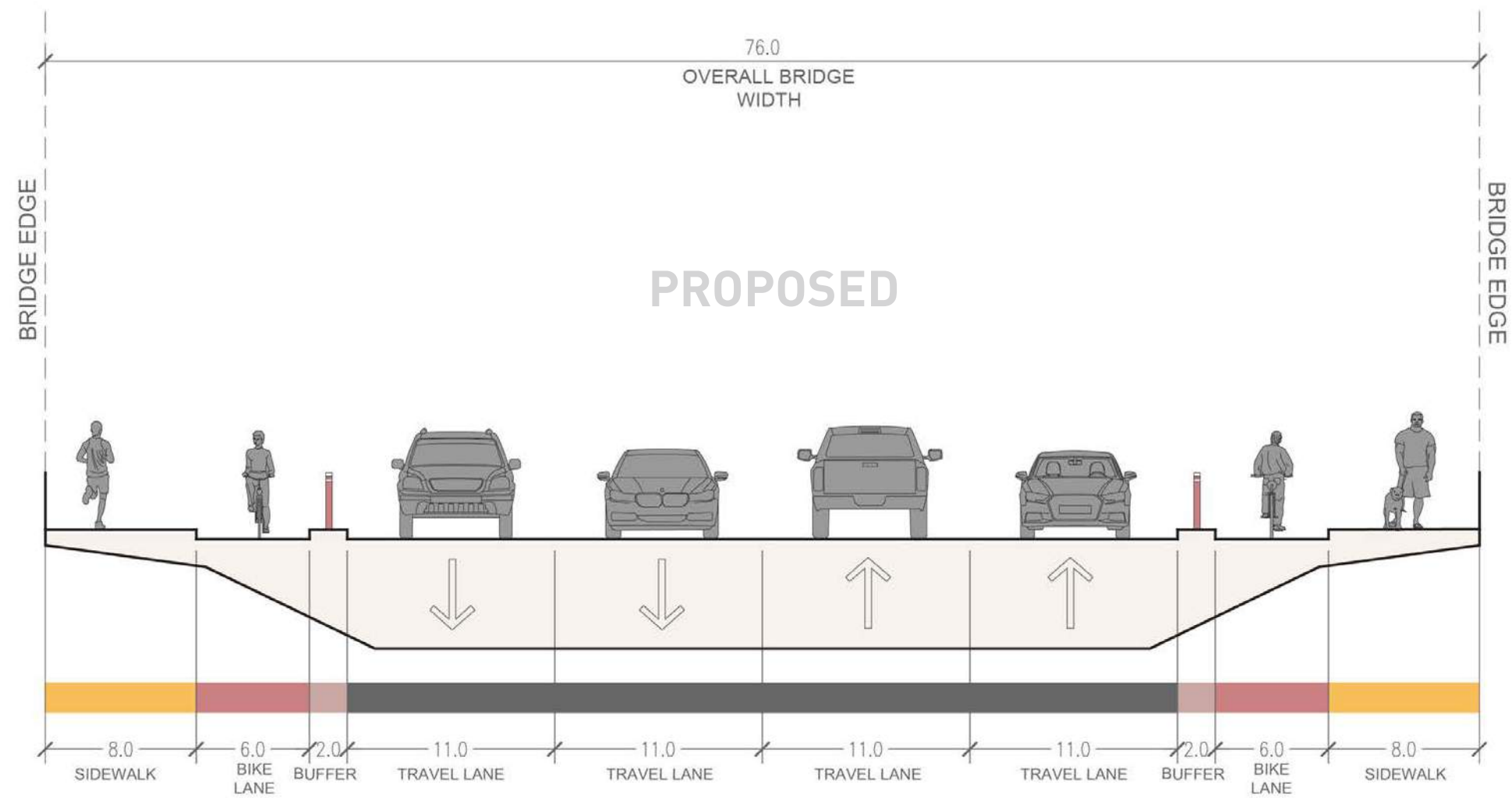
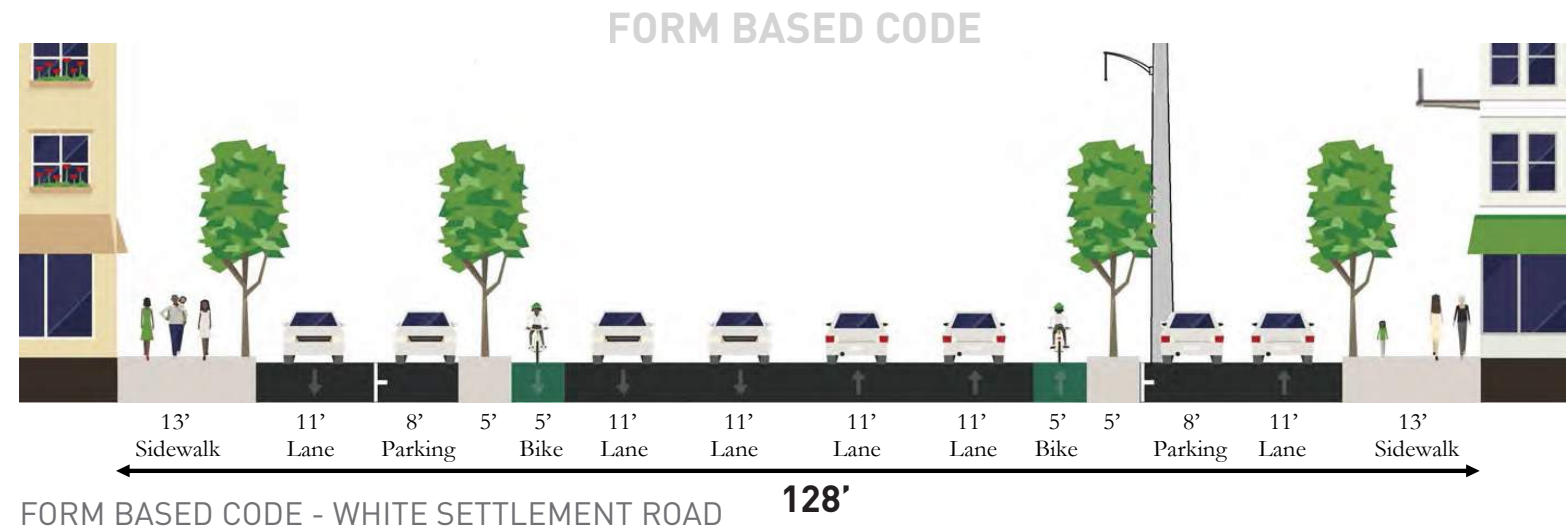
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- A more accurate representation of potential conditions for this roadway bridge in this location vs the Form Based Code section
- Allows for protected bike lane on both sides of the bridge
- Provides comfortable sidewalk space for pedestrian movement



KEY PLAN



PROPOSED SECTION

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# LOCAL STREETS - PROPOSED

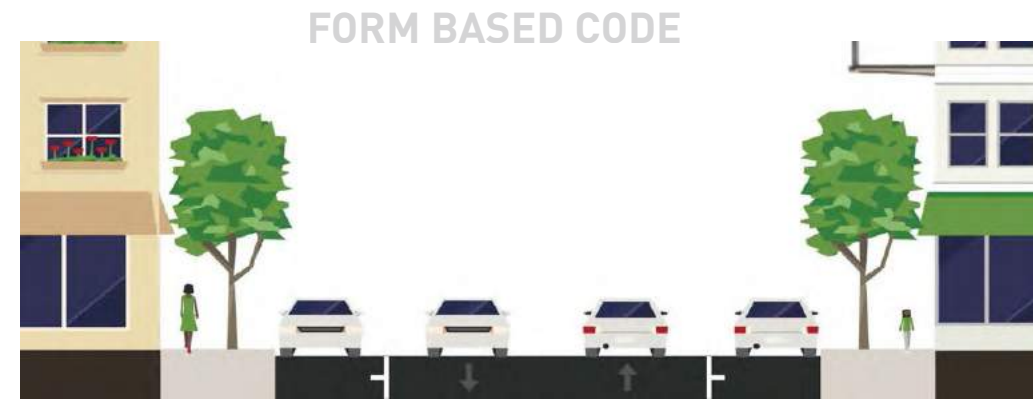
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

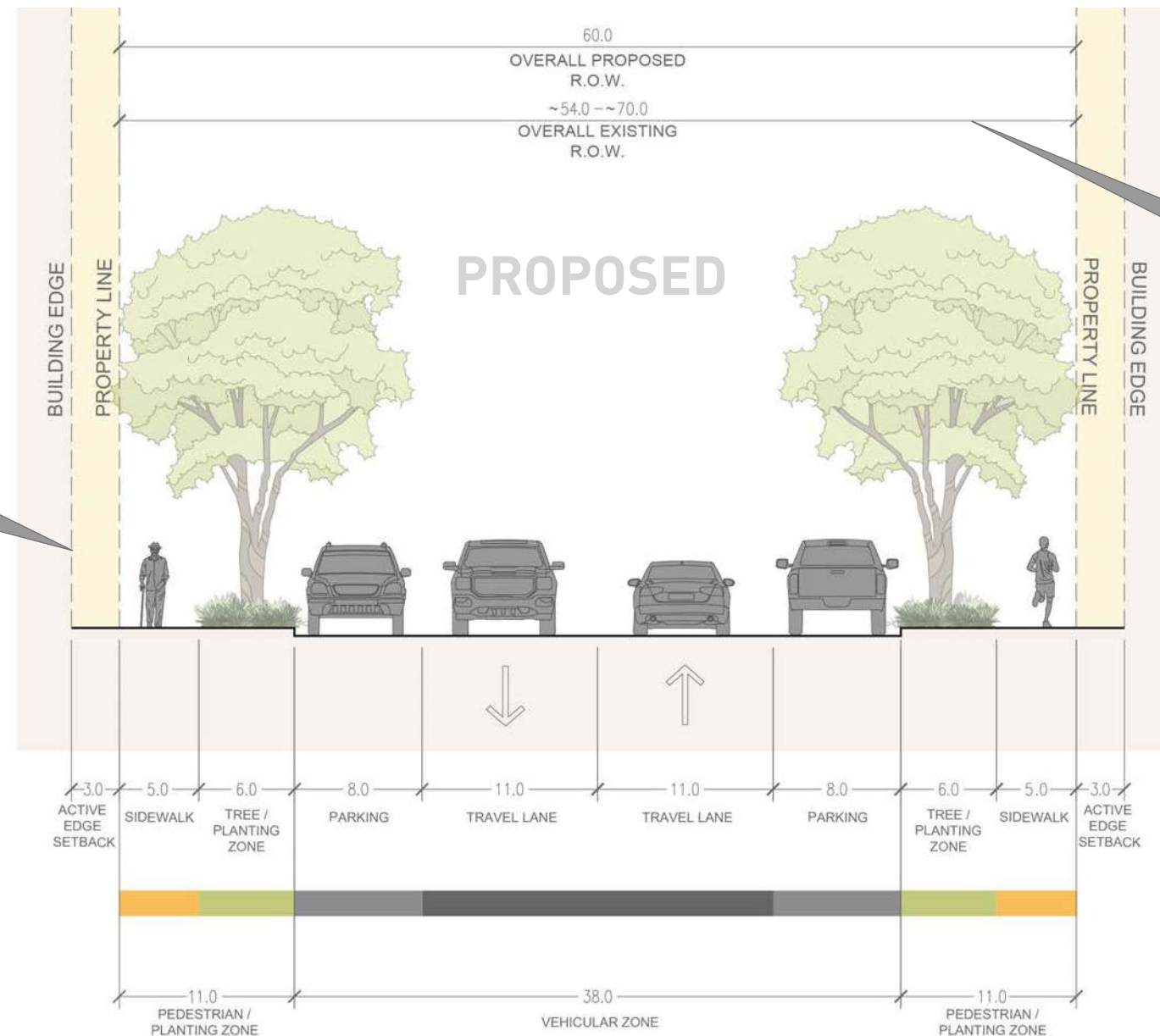
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment with ability for large street trees to grow
- Allows for street parking on both sides of the street
- Uses building setback rule as a way to increase sidewalk width along an active building edge without R.O.W dedication where applicable.



KEY PLAN



FORM BASED CODE - LOCAL STREETS  
54'



3' SETBACK ALONG BUILDING EDGES WITH ACTIVE GROUND FLOORS

EXISTING STREETS MAY REQUIRE A R.O.W. ADDITION OR REDUCTION. REFERENCE R.O.W. DEDICATION MAP.

PROPOSED SECTION

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# BIKE STREET

## ACCESS & CONNECTIVITY

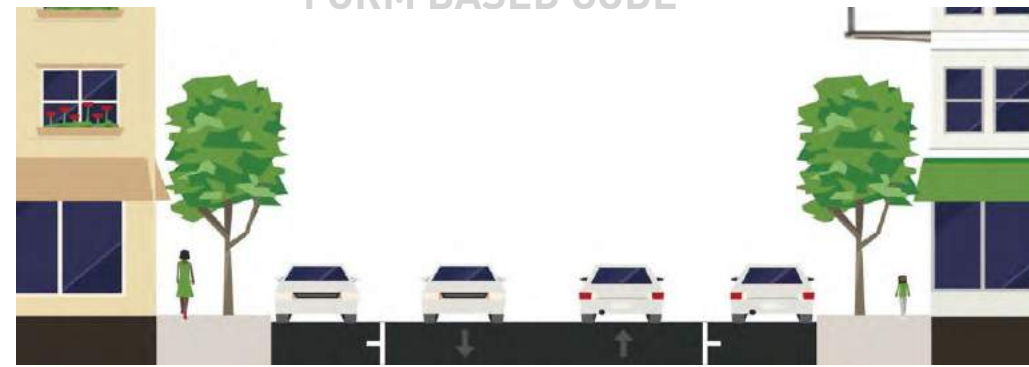
### BENEFITS OF DESIGN

- Creates the main north-south dedicated cycle-track route on the island to connect riverfront and public spaces together.
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment with ability for large street trees to grow
- Uses building setback rule as a way to increase sidewalk width along an active building edge without R.O.W dedication where applicable.



KEY PLAN

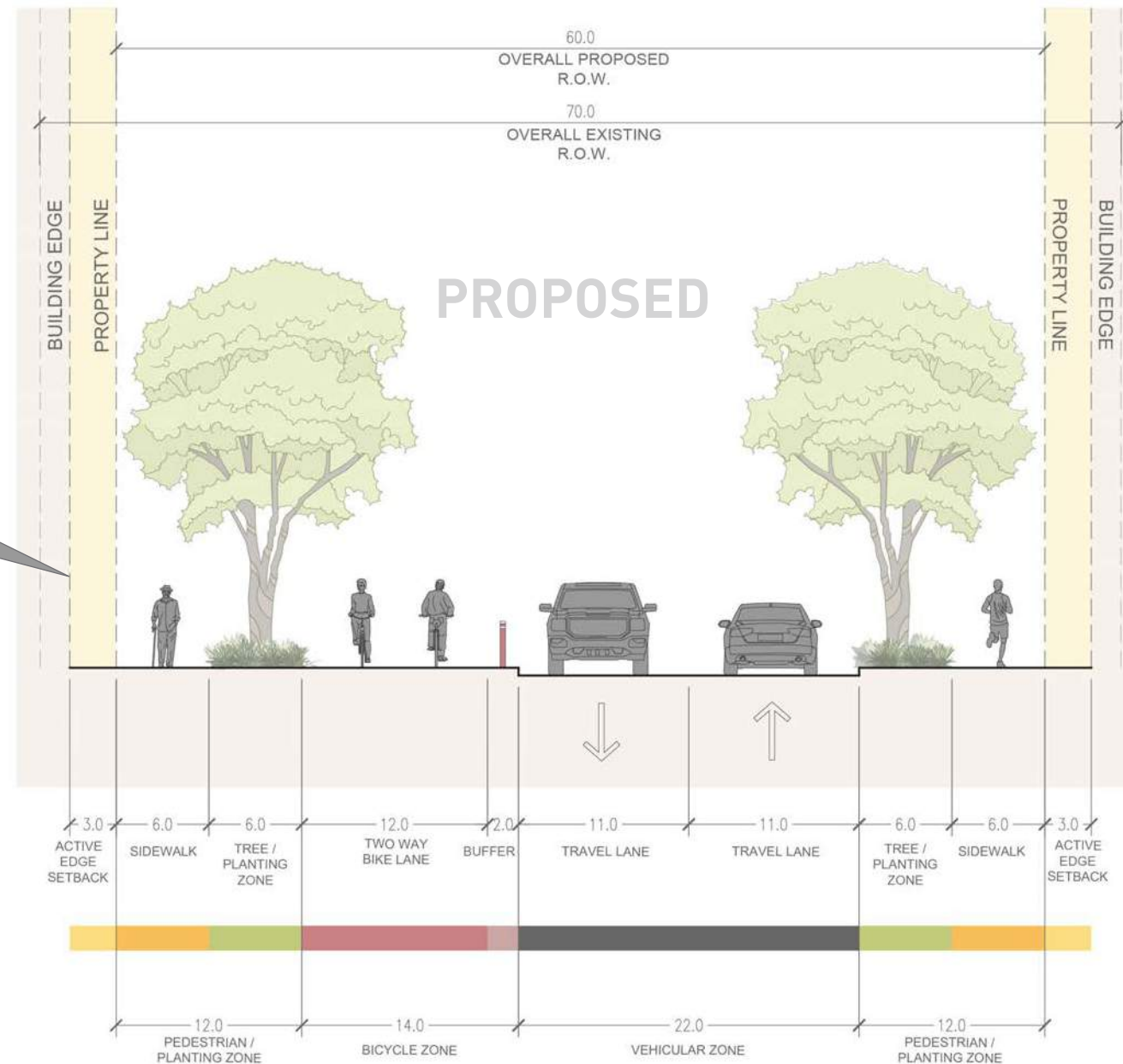
### FORM BASED CODE



8' Sidewalk 8' Parking 11' Lane 11' Lane 8' Parking 8' Sidewalk

54'

FORM BASED CODE - LOCAL STREETS



PROPOSED SECTION

STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

# GREEN STREET - PROPOSED

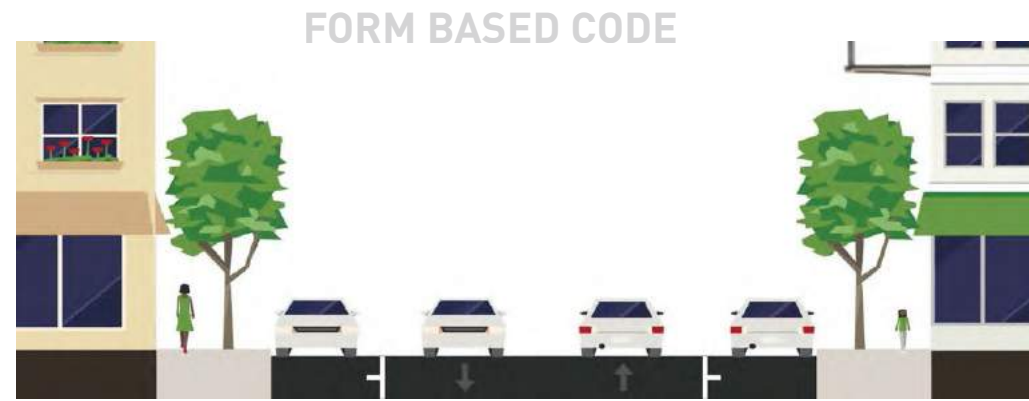
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

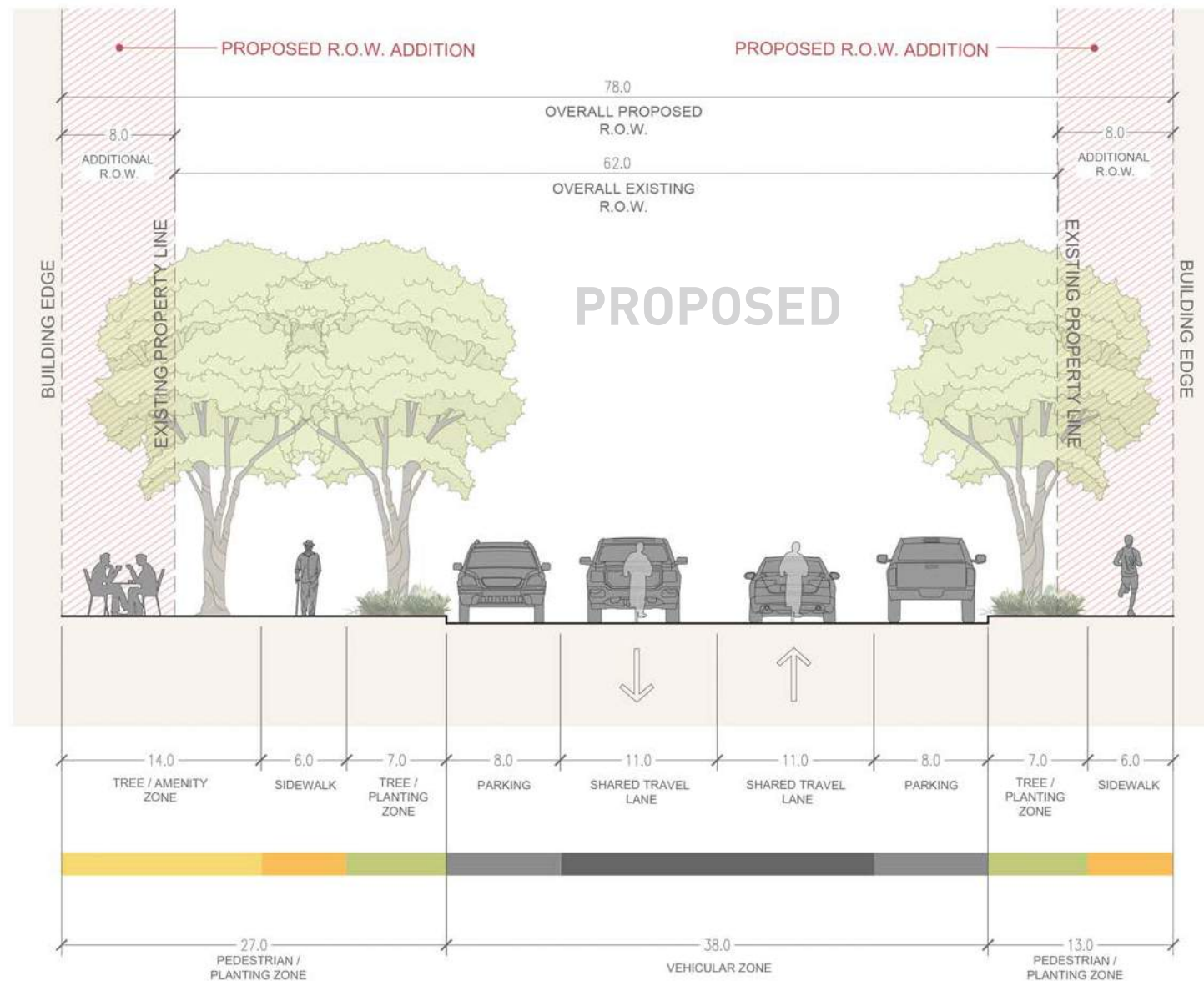
- Creates an unique and active streetscape with a double tree alley and amenity space zone that connects the two signature riverfront parks along its east-west corridor
- Allows for street parking on both sides of the street
- Minimum adequate space for a street tree / planting zone and sidewalk on southern edge to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Shared bike and vehicular lane to allow for other desired street features. Dedicated bike lanes can be located other roadways within the district
- Provides several items that requires needed space for landscape, amenity, safety, and ease of access which requires additional R.O.W dedication



KEY PLAN



FORM BASED CODE - LOCAL STREETS  
54'



PROPOSED SECTION

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# RING ROAD - PROPOSED OPTION 1 - TWO LANES 89' ROW (SHARED TRANSIT)

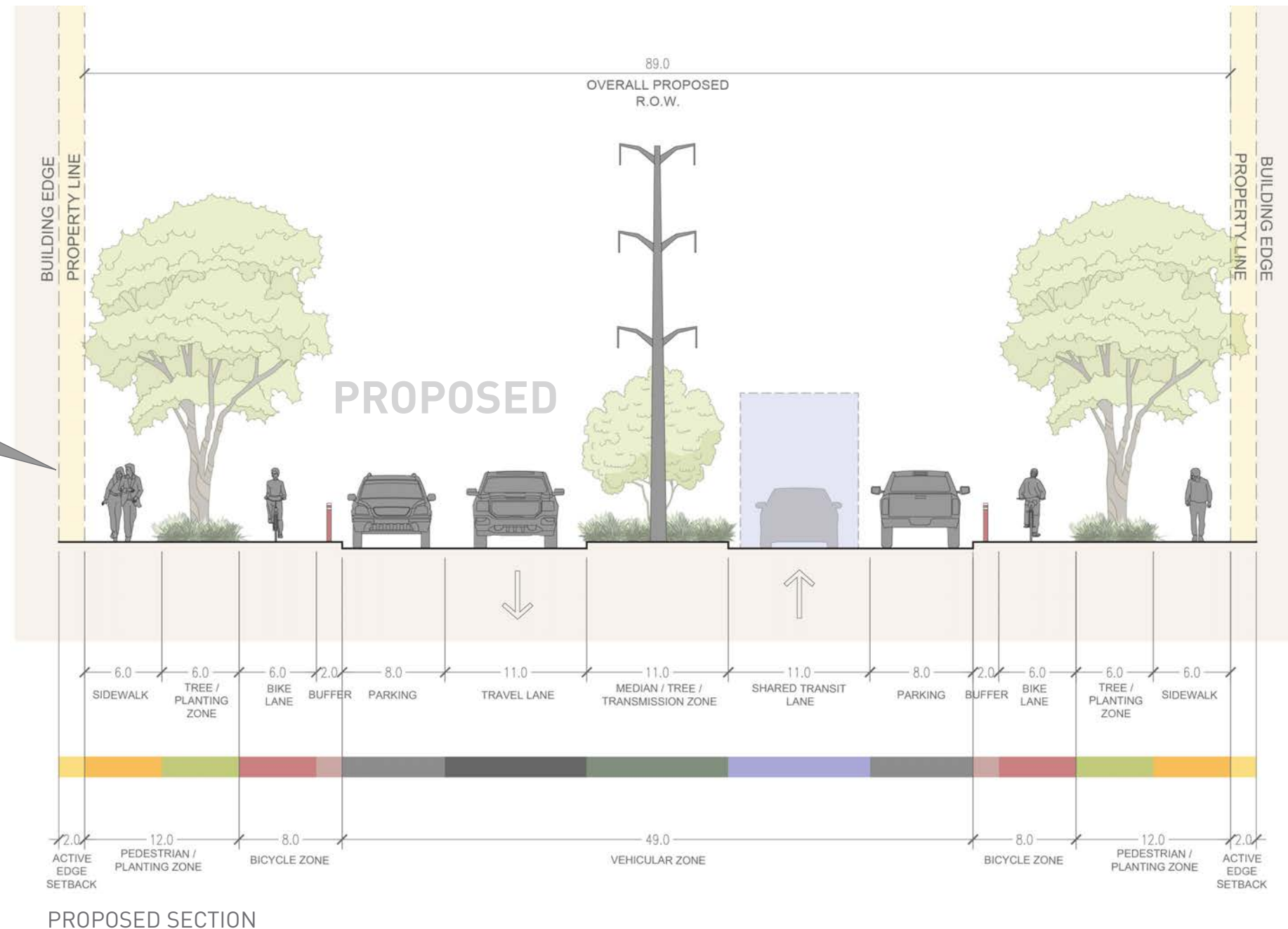
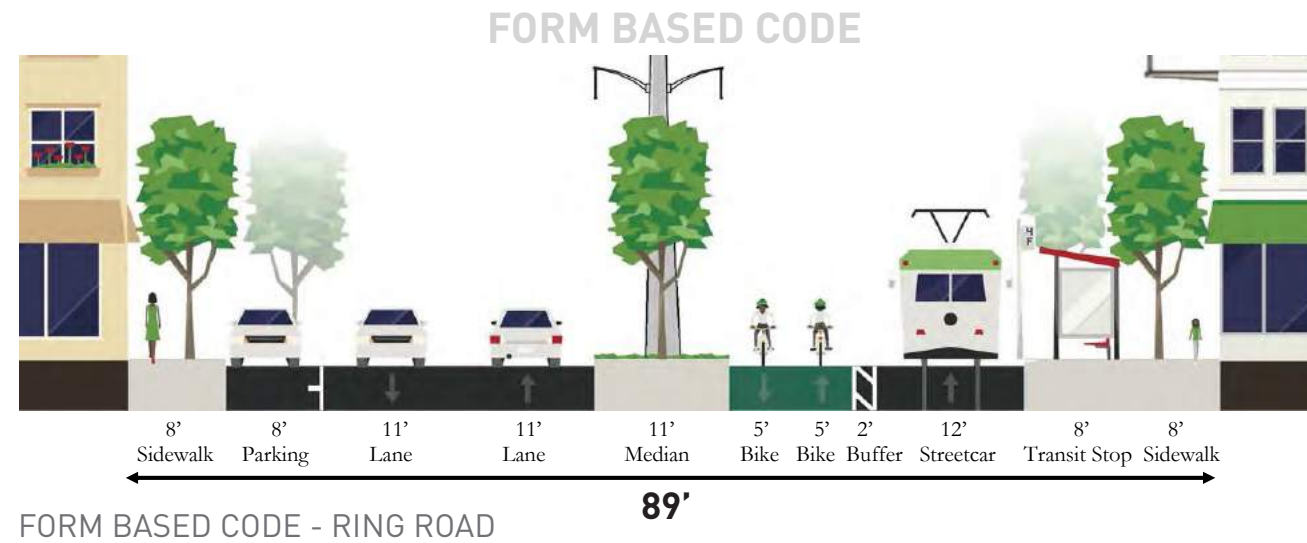
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- More realistic section than Form Based Code
- Allows for street parking on both sides of the street
- Allows for protected bike lane on both sides of the street
- Keeps transmission lines to the center of the street to minimize undesirable views from adjacent buildings
- Creates a shared transit lane for the ring road 'circulator' to provide a transit loop around the district
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Uses building setback rule as a way to increase sidewalk width along an active building edge without R.O.W dedication where applicable.



KEY PLAN



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# RING ROAD - PROPOSED OPTION 1 - TWO LANES 100' ROW (DEDICATED TRANSIT)

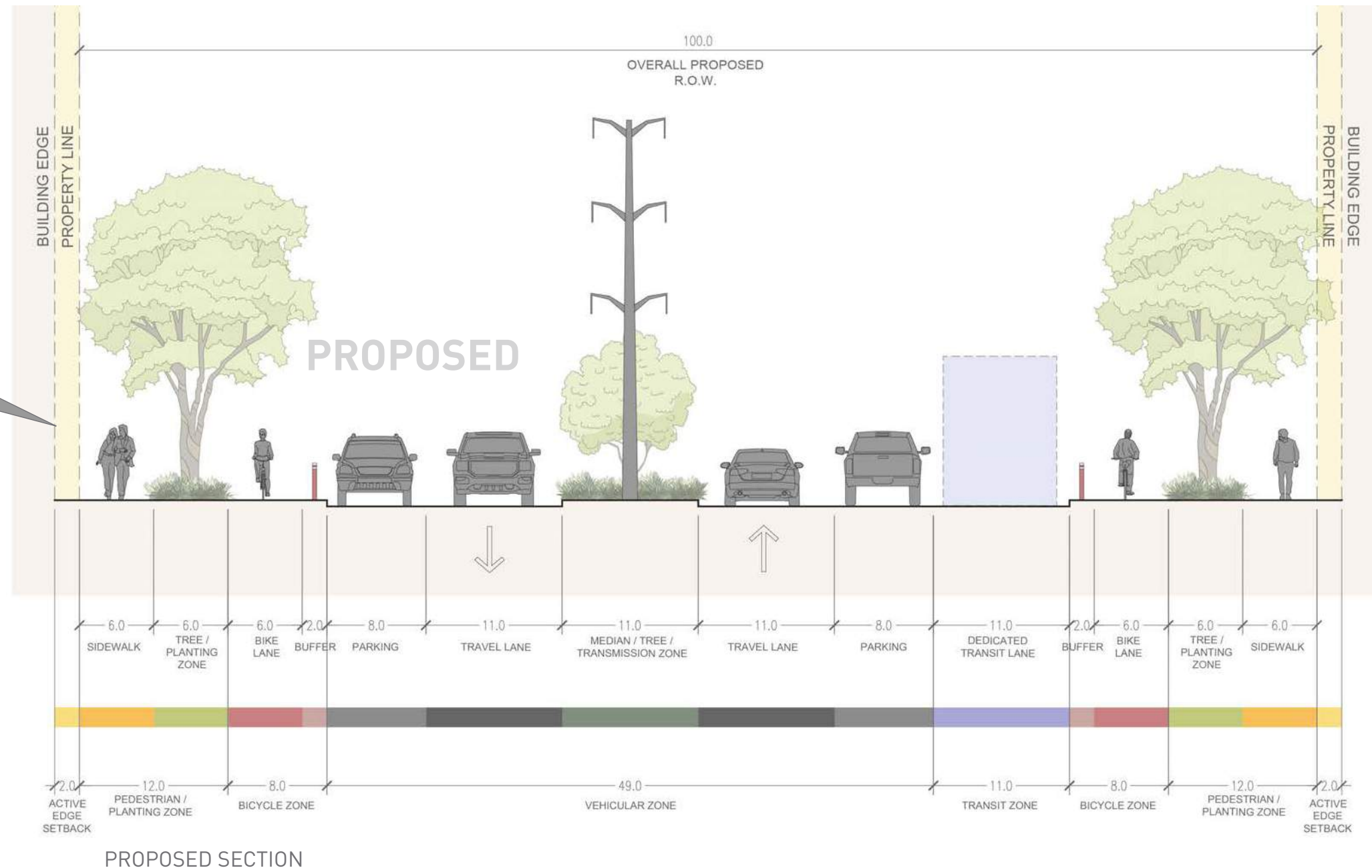
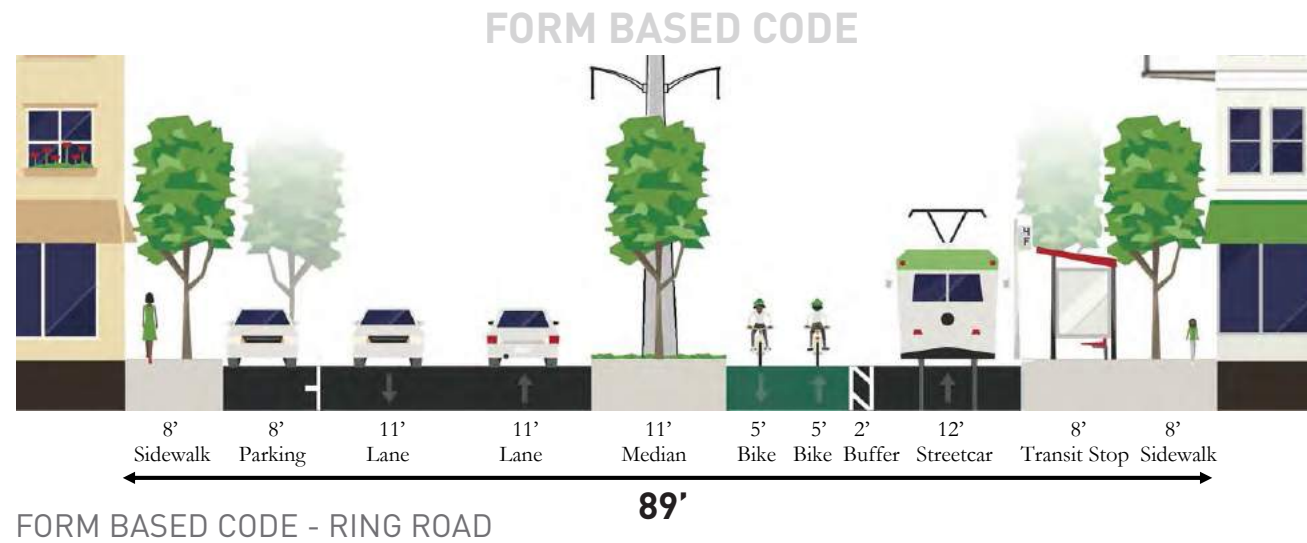
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- More realistic section than Form Based Code
- Allows for street parking on both sides of the street
- Allows for protected bike lane on both sides of the street
- Keeps transmission lines to the center of the street to minimize undesirable views from adjacent buildings
- Creates a dedicated transit lane for the ring road 'circulator' to provide an efficient transit loop around the district similar to Form Based Code section
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Uses building setback rule as a way to increase sidewalk width along an active building edge without R.O.W dedication where applicable.



KEY PLAN



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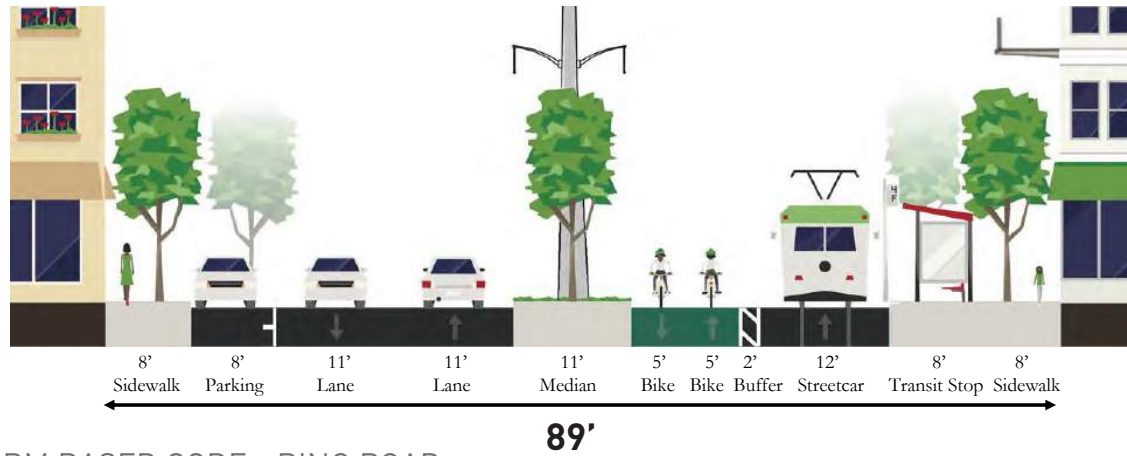
# RING ROAD - PROPOSED VS EXISTING LEVEL

## ACCESS & CONNECTIVITY

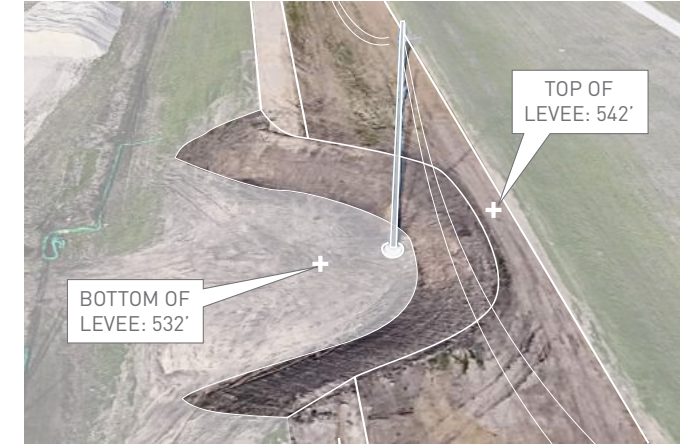
A portion of the future ring road is exactly aligned with the existing levee on the eastern edge of the island. If parcels along the levee were allowed to develop today, the result would be undesirable as it is likely that these parcels would develop with back-of-house uses facing the levee, and later, the desired active and unique ring road. This issue has been factored into the phasing strategy of the island. Reference section 5 for more information.



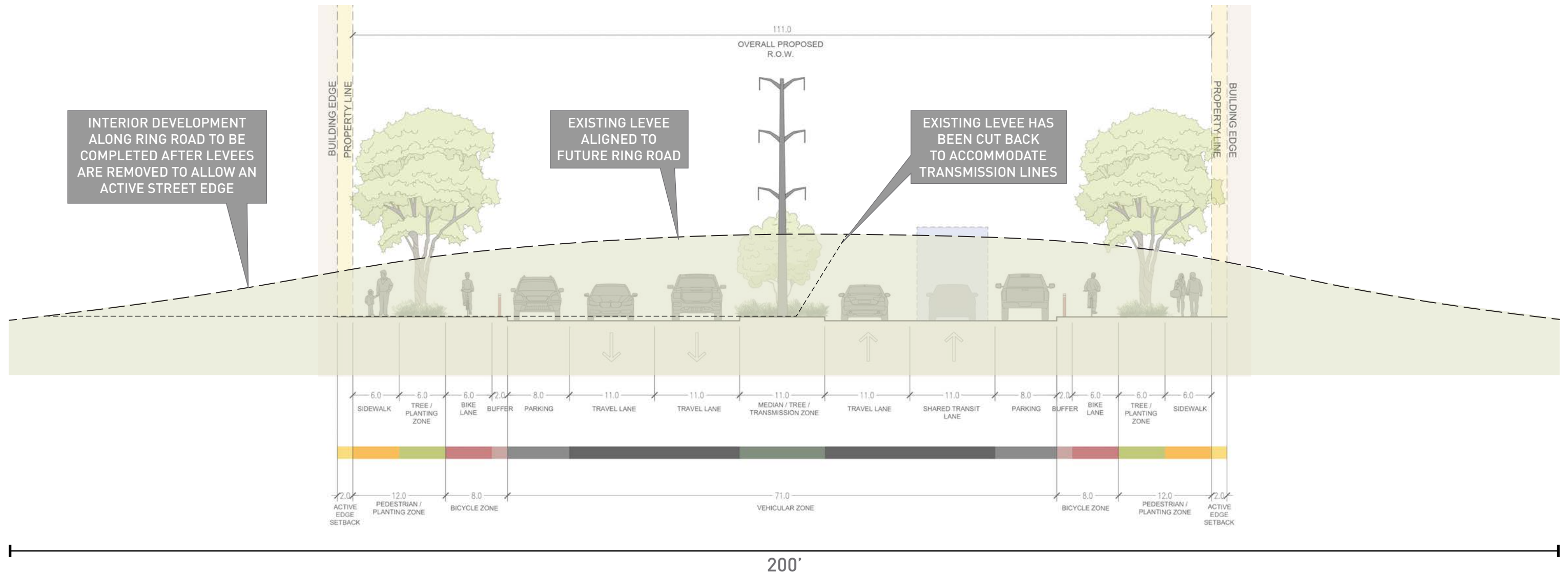
KEY PLAN



FORM BASED CODE - RING ROAD



EXISTING TRANSMISSION LINES



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# RING ROAD - PROPOSED 78' ROW (NO TRANSMISSION)

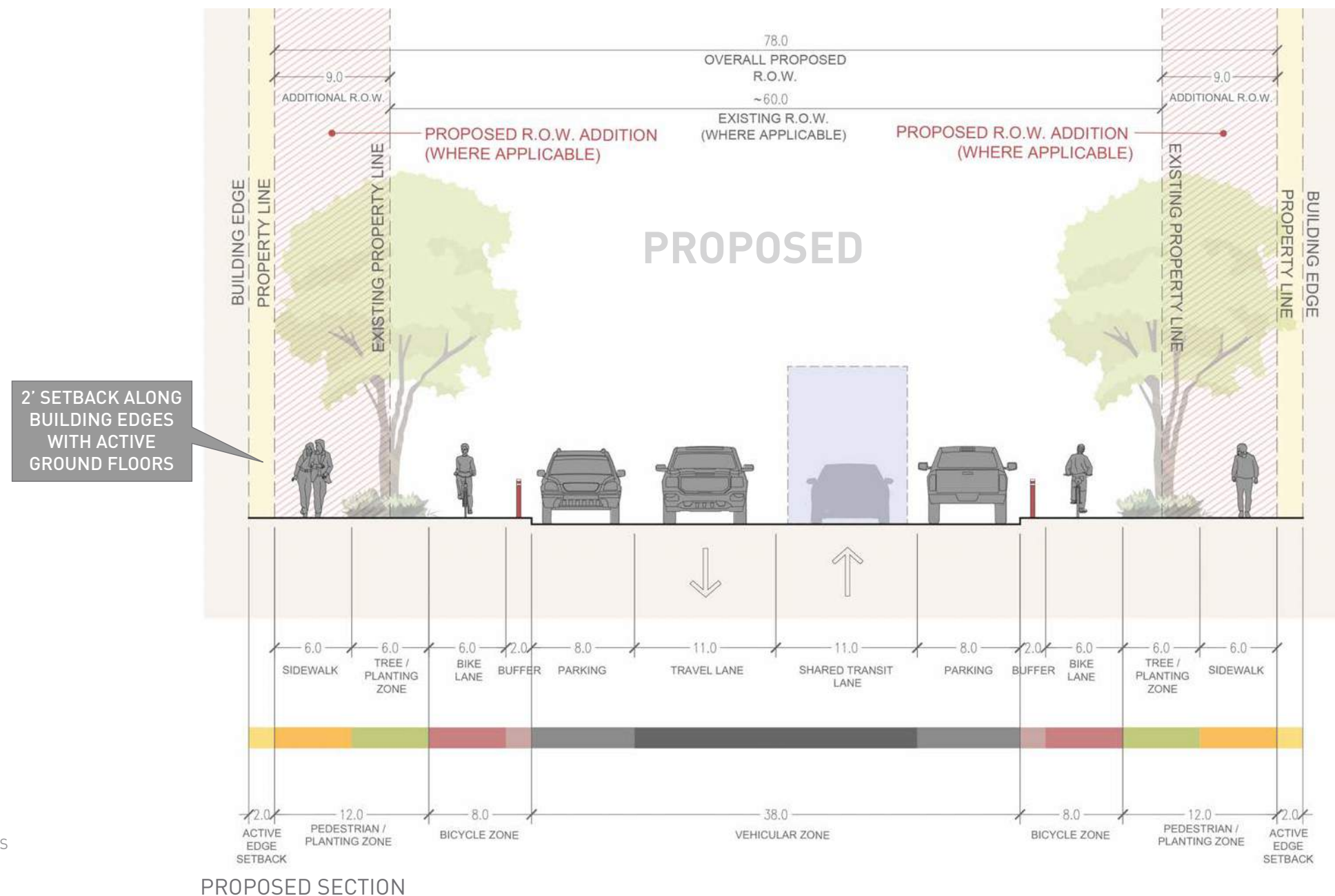
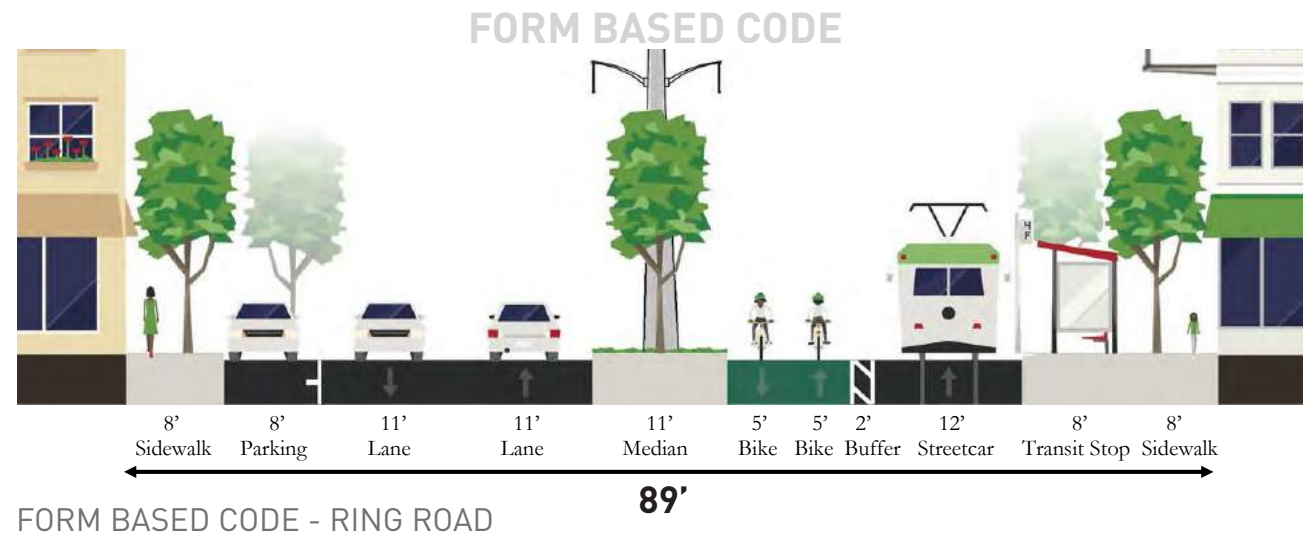
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- Allows for street parking on both sides of the street
- Allows for protected bike lane on both sides of the street
- Minimum adequate space for a street tree / planting zone and sidewalk to create a comfortable pedestrian environment along an active street with ability for large street trees to grow
- Uses building setback rule as a way to increase sidewalk width along an active building edge
- Provides several items that requires needed space for efficient movement, landscape, safety, and ease of access which requires additional R.O.W dedication



KEY PLAN



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# ACCESS EASEMENT - PROPOSED VARIETIES 1-3

## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- Allows for porosity through blocks for pedestrians and cyclists
- Vehicular driveway access where applicable to gain access to parking garages
- Turns fire lane into a pedestrian oriented corridor and provides fire access where needed
- Allows amenity zones along active edges or where appropriate
- Provides landscape zones and street trees



KEY PLAN

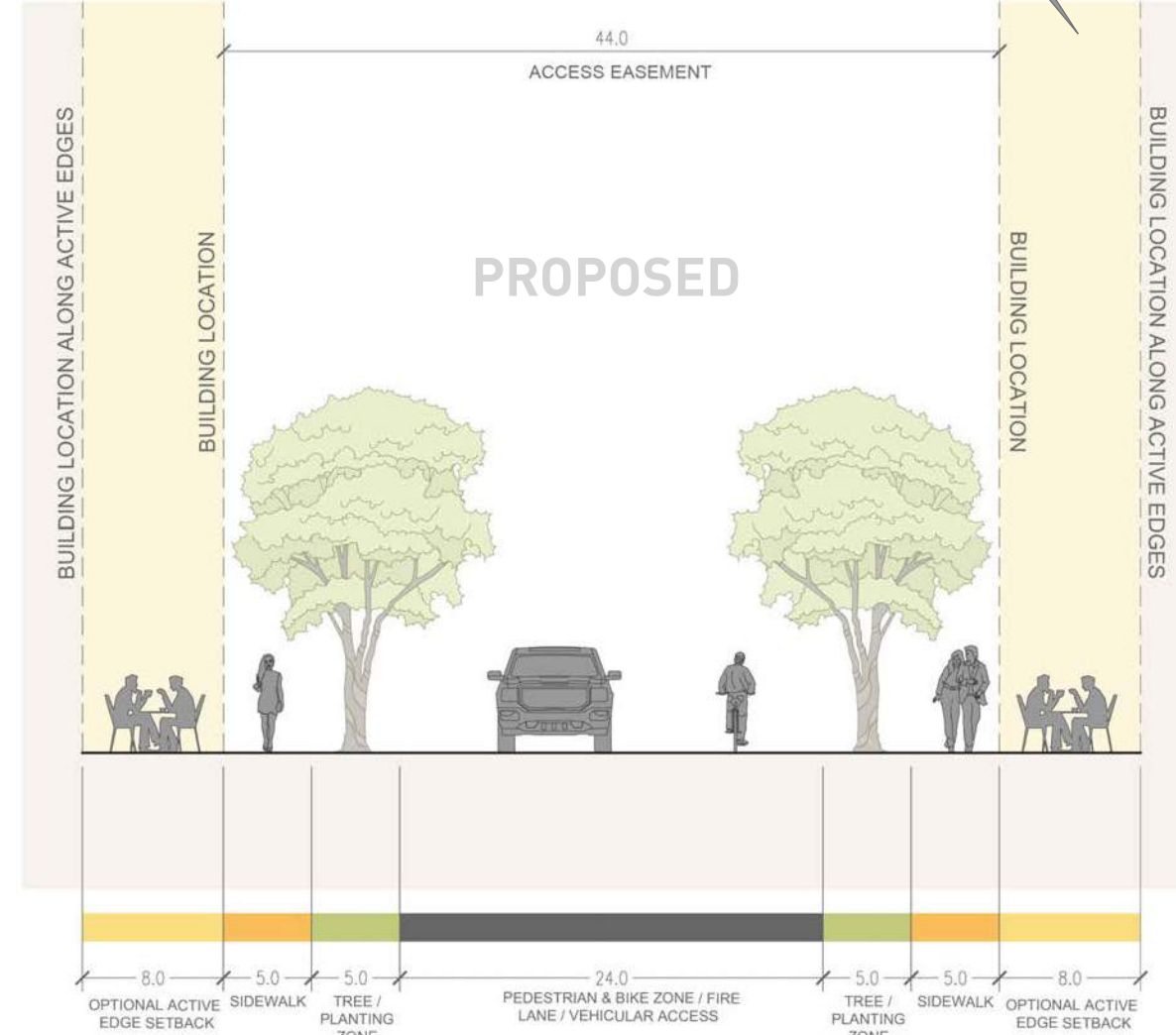
STREET DESIGNS DEPICTED IN THIS DOCUMENT ARE RECOMMENDATIONS AND NOT FINAL SECTIONS. FURTHER STUDY, DOCUMENTATION, AND COORDINATION IS REQUIRED.

OPTIONAL SETBACK UP TO 8' ALONG BUILDING EDGES WITH ACTIVE GROUND FLOORS

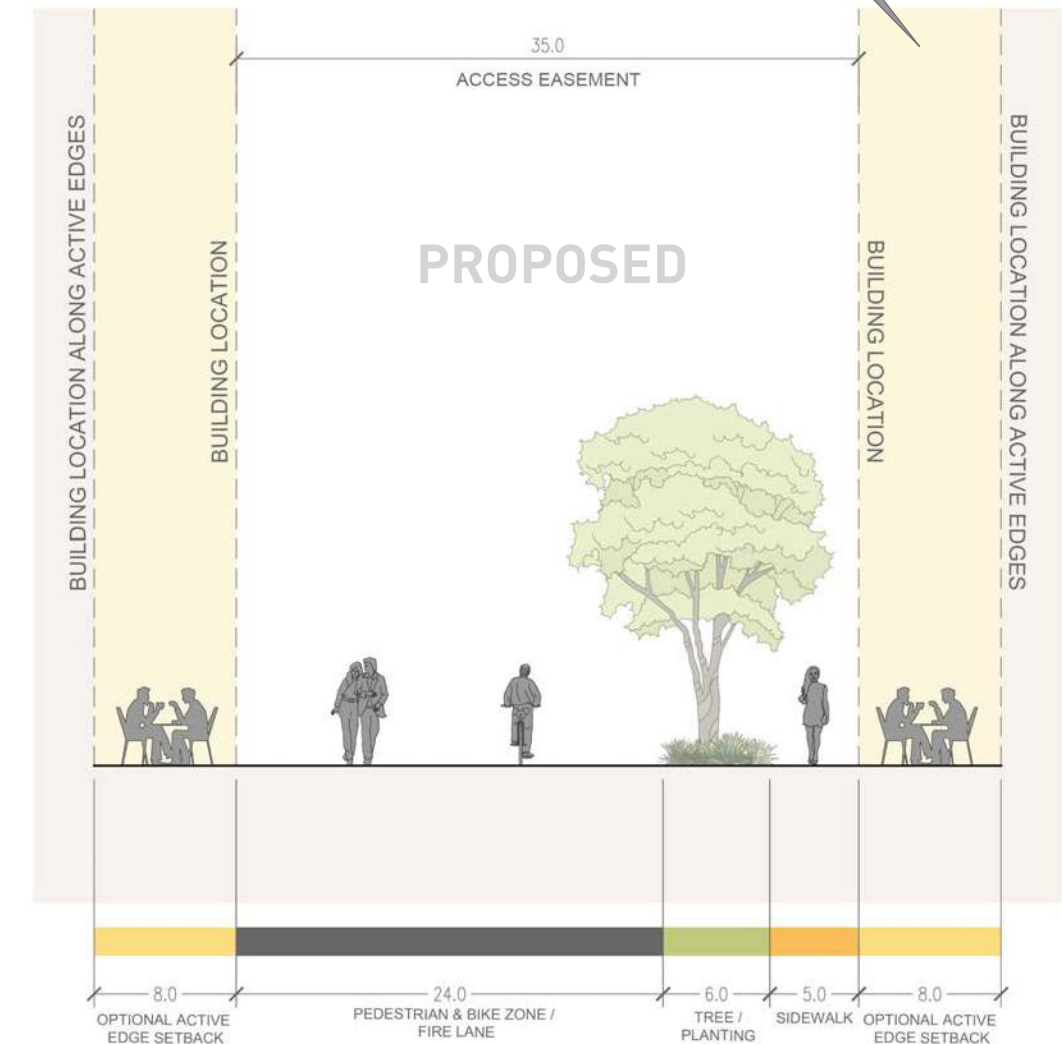
OPTIONAL SETBACK UP TO 8' ALONG BUILDING EDGES WITH ACTIVE GROUND FLOORS



PROPOSED SECTION - ACCESS EASEMENT WITHOUT VEHICULAR OR FIRE ACCESS



PROPOSED SECTION - ACCESS EASEMENT WITH VEHICULAR & FIRE ACCESS



PROPOSED SECTION - ACCESS EASEMENT WITH FIRE ACCESS

# ACCESS EASEMENT CANAL BRIDGES- PROPOSED OPTIONS 1 & 2

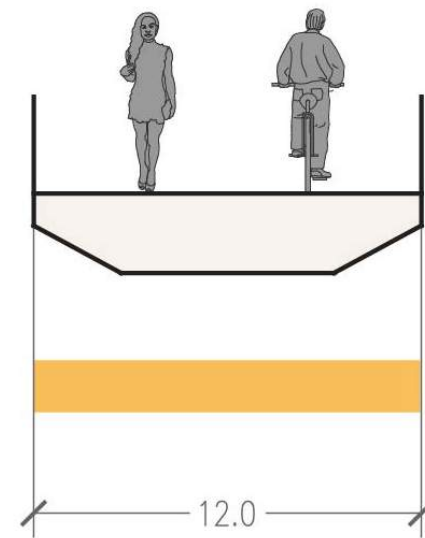
## ACCESS & CONNECTIVITY

### BENEFITS OF DESIGN

- Allows additional connection for pedestrians, cyclists, and potentially vehicles over the canals

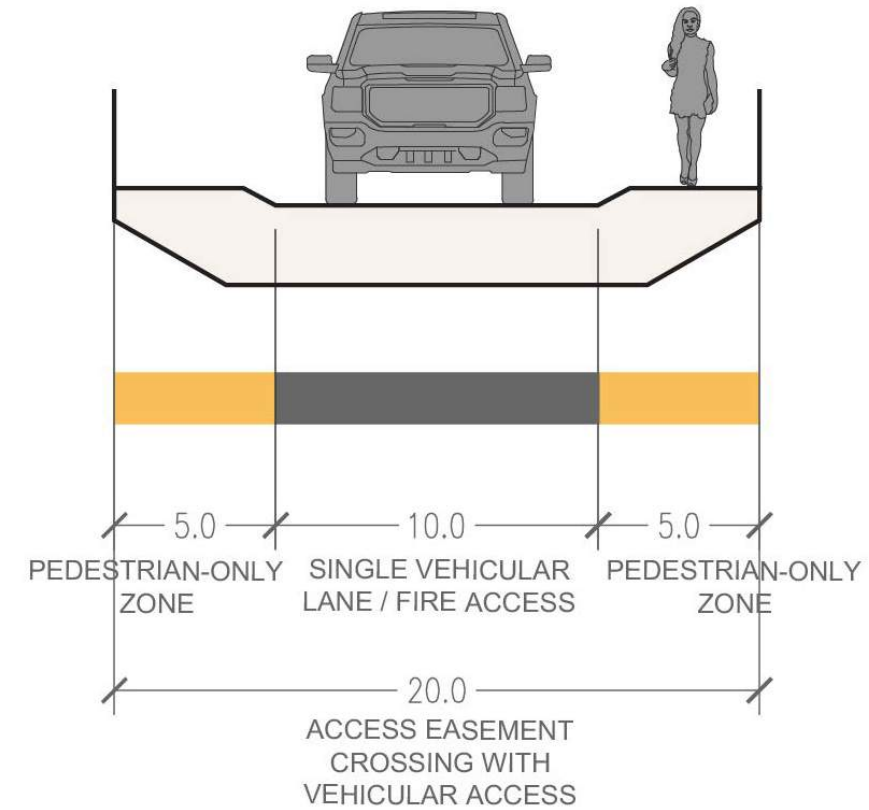


KEY PLAN



ACCESS EASEMENT  
CROSSING WITHOUT  
VEHICULAR ACCESS

PROPOSED SECTION - ACCESS EASEMENT BRIDGE  
OVER CANAL WITHOUT VEHICULAR ACCESS



ACCESS EASEMENT  
CROSSING WITH  
VEHICULAR ACCESS

PROPOSED SECTION - ACCESS EASEMENT BRIDGE OVER  
CANAL WITH SINGLE VEHICULAR LANE

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07

***APPENDIX B***  
***SCALE COMPARISONS***

***DISTRICTS***

# THE PEARL - SAN ANTONIO, TX

SCALE COMPARISONS



# DISTRICT WHARF - WASHINGTON, D.C.

SCALE COMPARISONS



# THE YARDS - WASHINGTON, D.C.

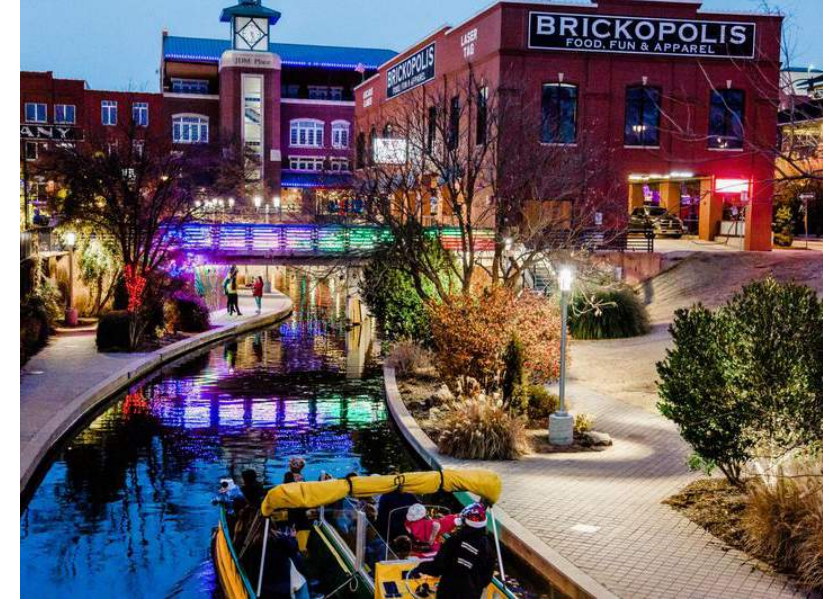
SCALE COMPARISONS





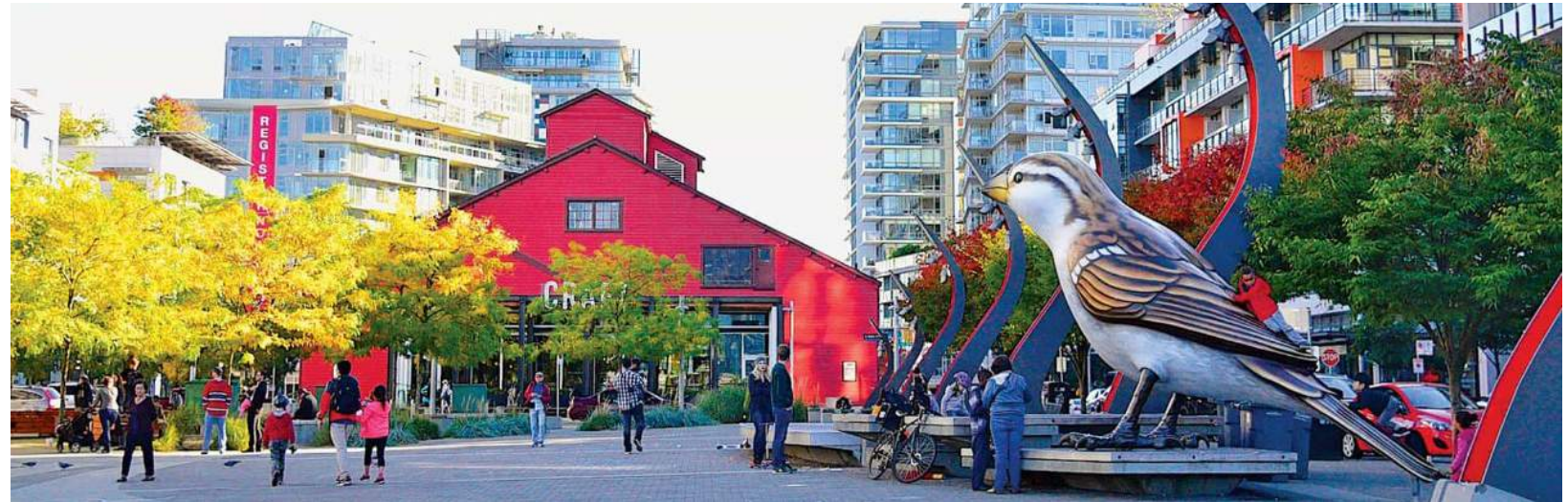
# BRICKTOWN DOWNTOWN OKC - OKLAHOMA CITY

SCALE COMPARISONS



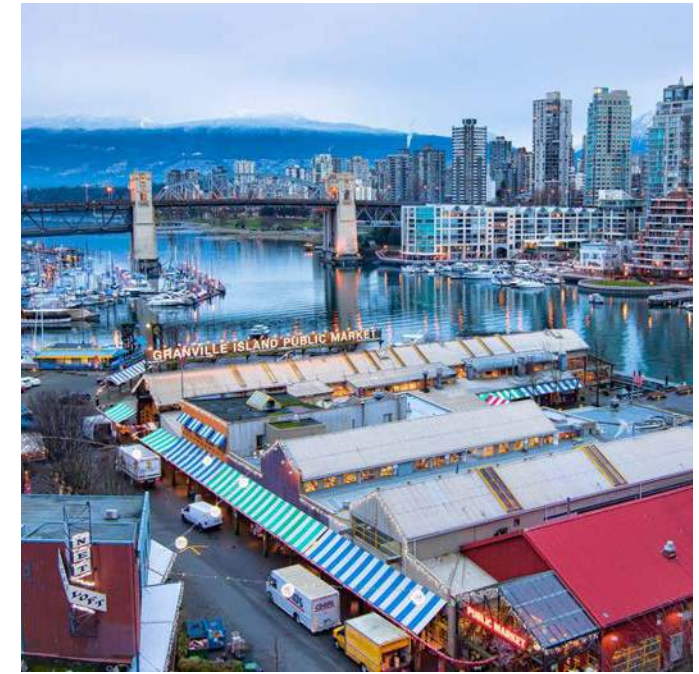
# OLYMPIC VILLAGE - VANCOUVER, CANADA

SCALE COMPARISONS



# GRANVILLE ISLAND - VANCOUVER, CANADA

SCALE COMPARISONS



# HAMMERBY SJOSTAD - STOCKHOLM, SWEDEN

SCALE COMPARISONS



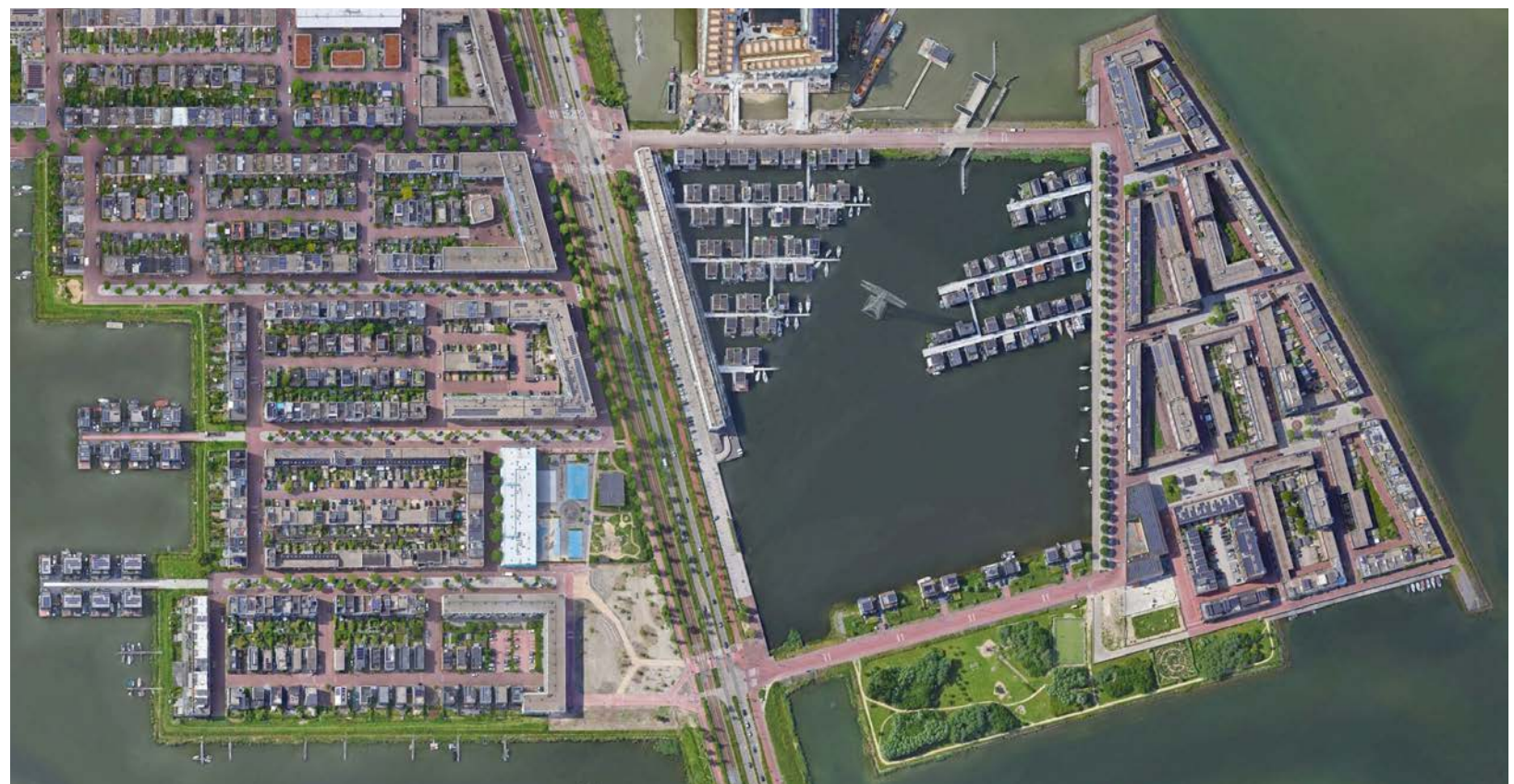
# IJBURG - AMSTERDAM, NETHERLANDS

SCALE COMPARISONS



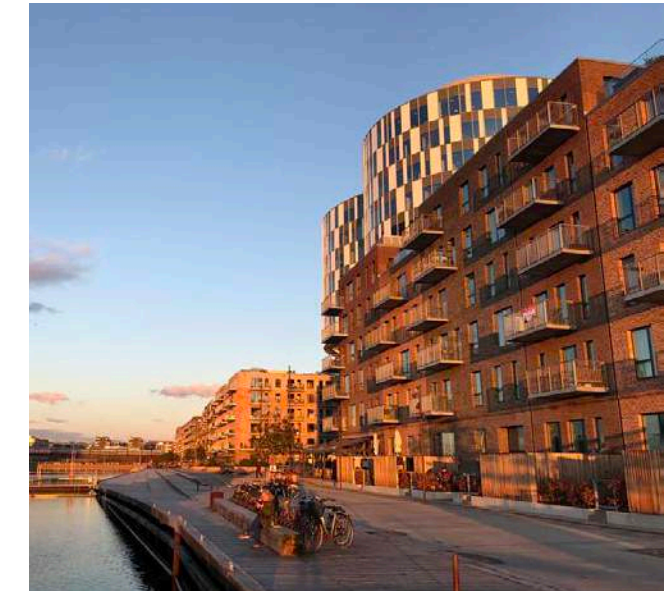
# IJBURG HOUSES - AMSTERDAM, NETHERLANDS

SCALE COMPARISONS



# NORDHAVNEN - COPENHAGEN, DENMARK

SCALE COMPARISONS



# HAFENCITY - HAMBURG, GERMANY

SCALE COMPARISONS





# B001 - MALMO, SWEDEN

SCALE COMPARISONS



# TOUKOLANAKATU - HELSINKI, FINLAND

SCALE COMPARISONS



# WEST HARBOUR - HELSINKI, FINLAND

SCALE COMPARISONS



# CANARY WHARF - LONDON, ENGLAND

SCALE COMPARISONS



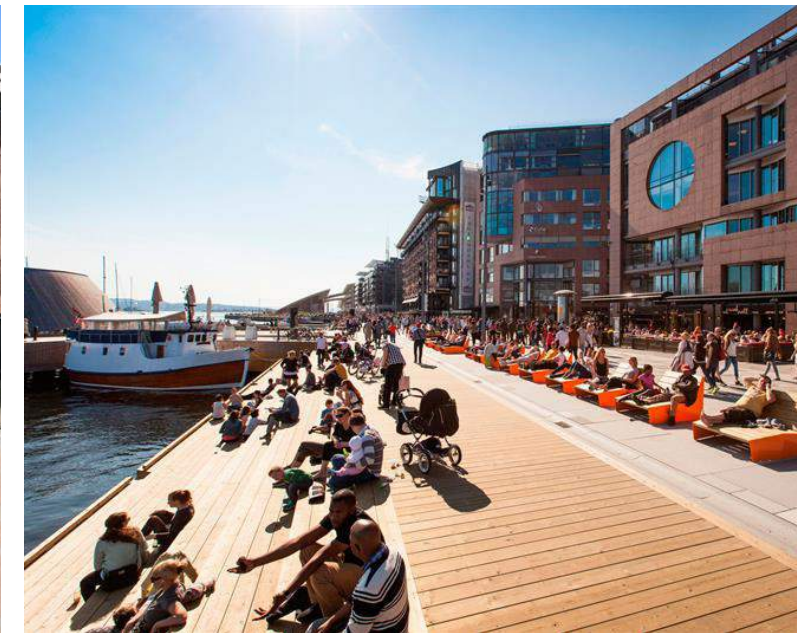
# KINGS CROSS - LONDON, ENGLAND

SCALE COMPARISONS



# AKER BRYGGE - OSLO, NORWAY

SCALE COMPARISONS



# EAST RIVER - HOUSTON, TX

SCALE COMPARISONS



# CLEARFORK - FORT WORTH, TX

SCALE COMPARISONS





# TRAPPEY RIVERFRONT DISTRICT - LAFAYETTE, LA

SCALE COMPARISONS



# FORT WAYNE RIVERFRONT - FORT WAYNE, IN

SCALE COMPARISONS



# LAKEVIEW VILLAGE - ONTARIO, CANADA

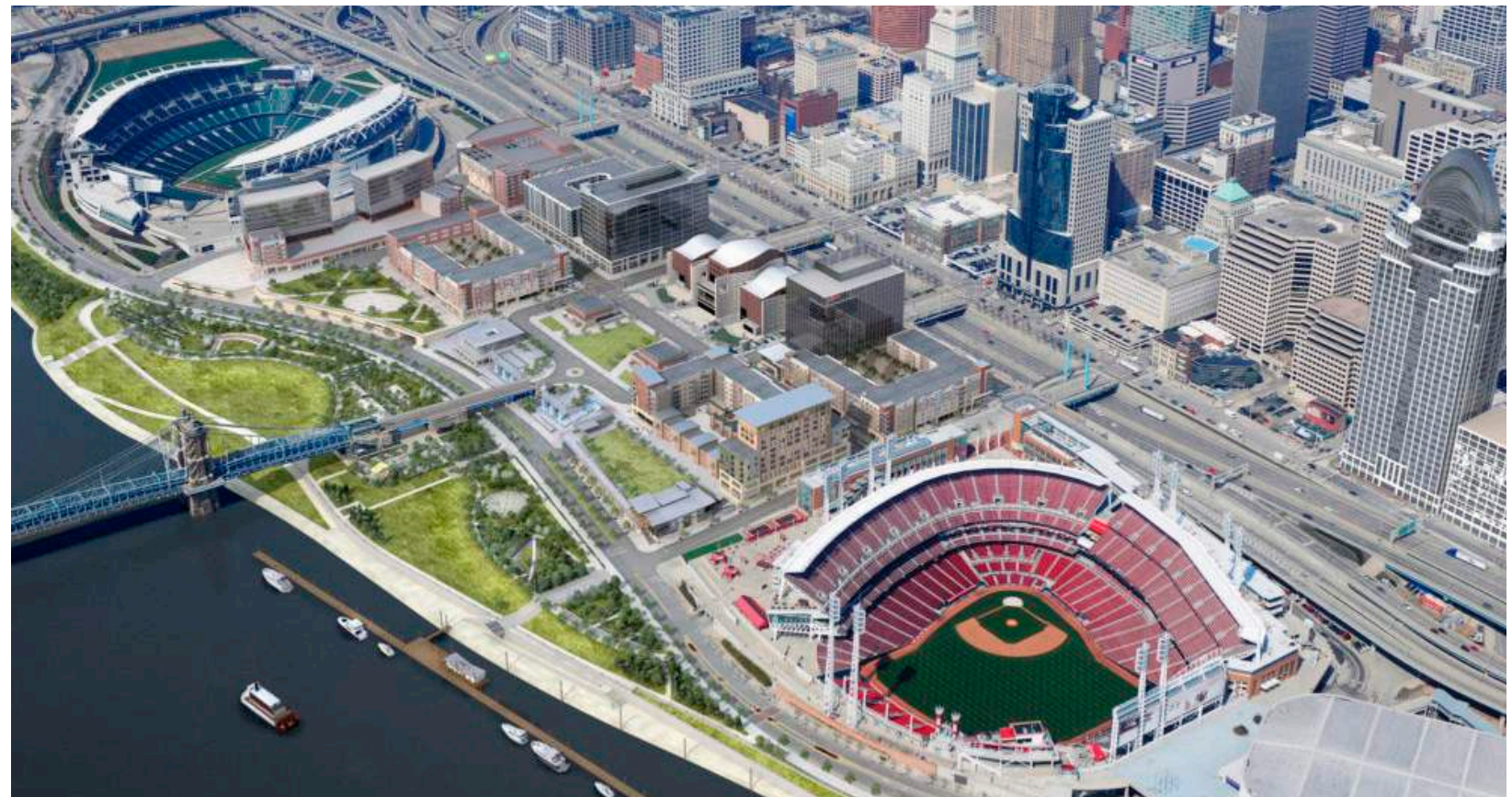
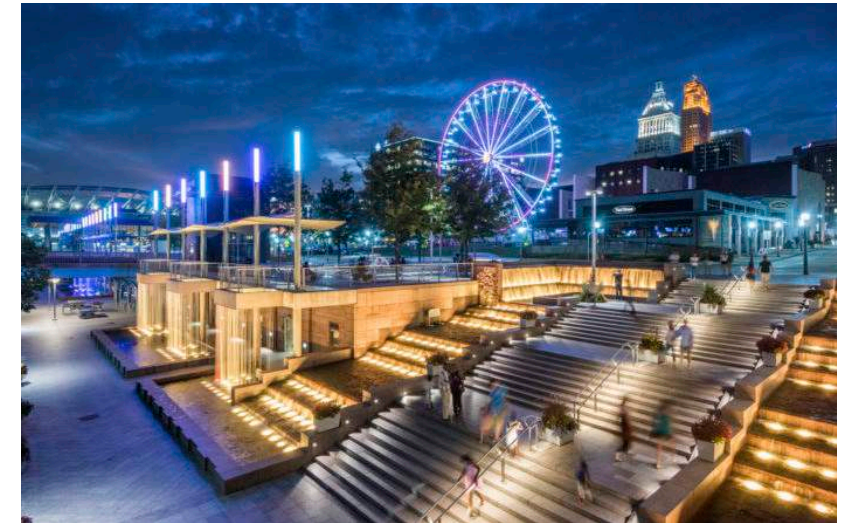
SCALE COMPARISONS



***URBAN WATERFRONTS  
& PARKS***

# SMALE RIVERFRONT PARK - CINCINNATI, OH

SCALE COMPARISONS



# SOUTH WATERFRONT - PORTLAND, OR

SCALE COMPARISONS



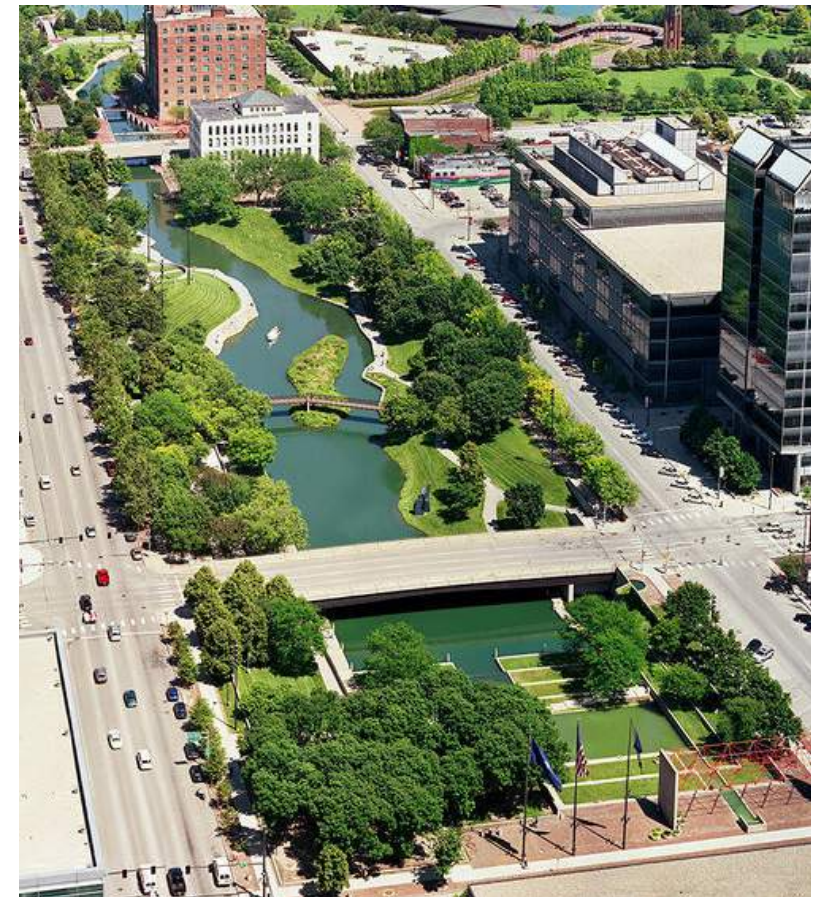
# GATEWAY ARCH PARK - ST LOUIS, MI

SCALE COMPARISONS



# WATERFRONT PARK NETWORK - OMAHA, NE

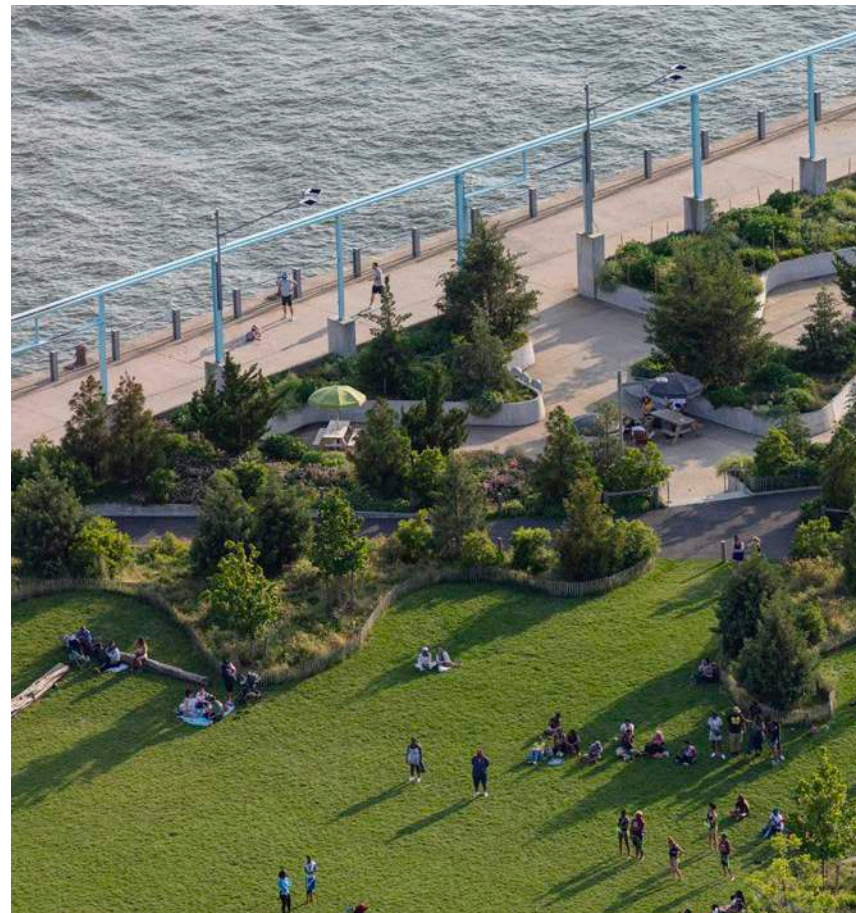
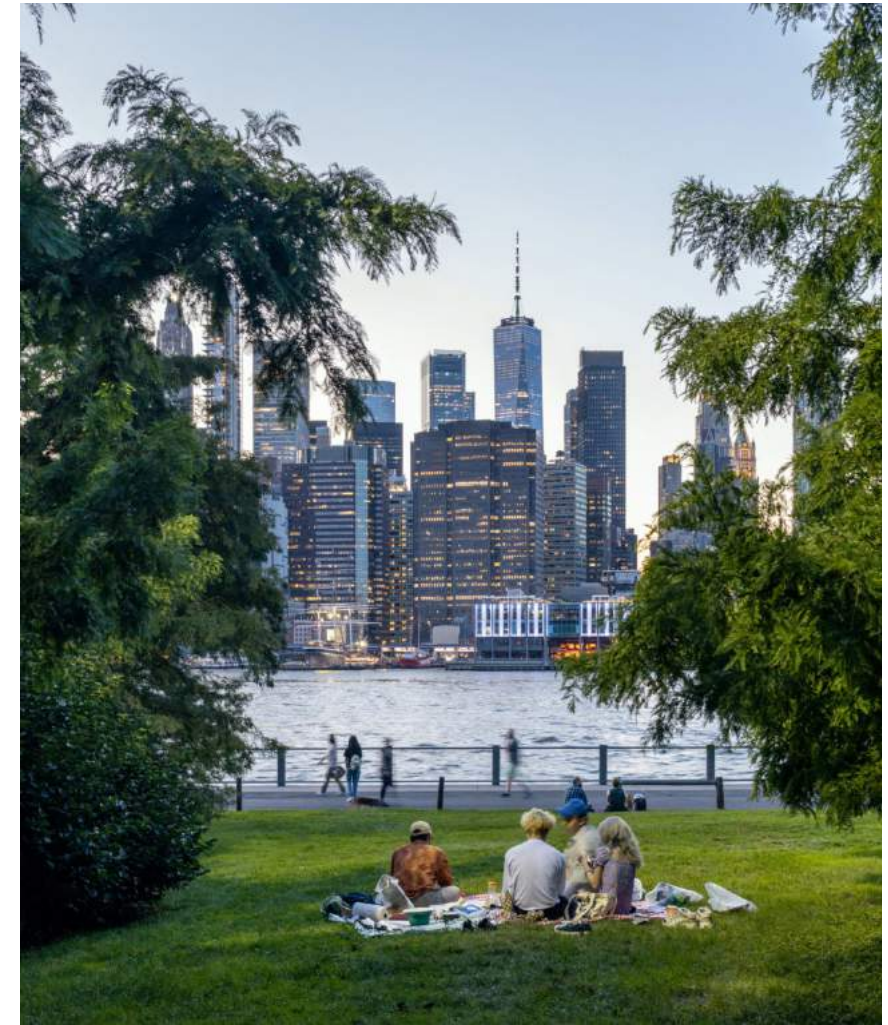
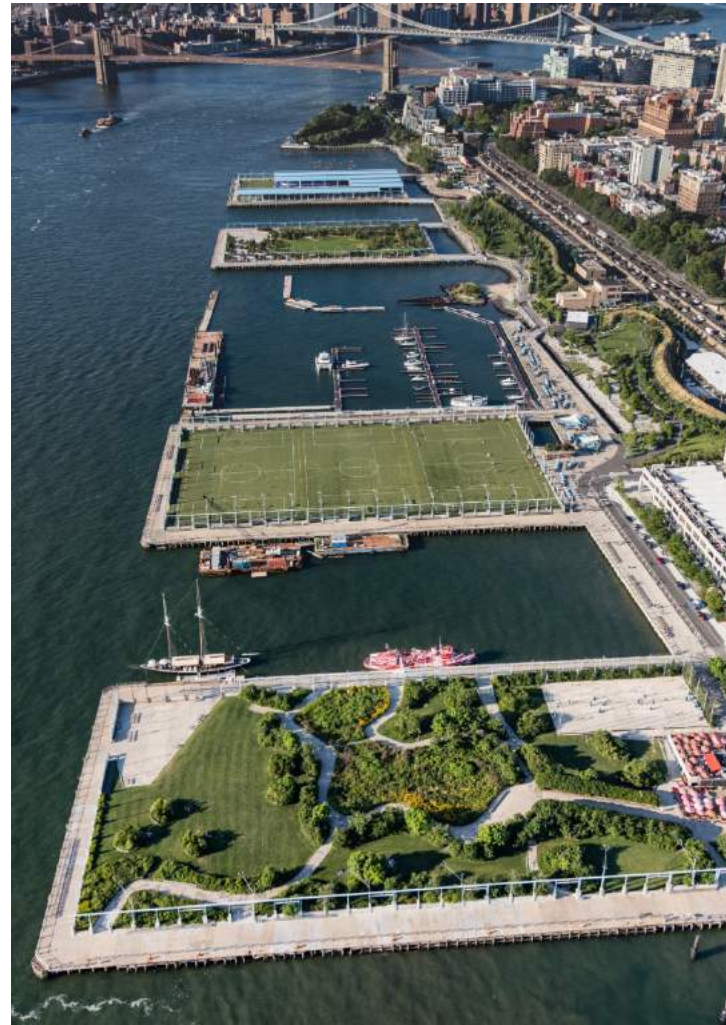
SCALE COMPARISONS





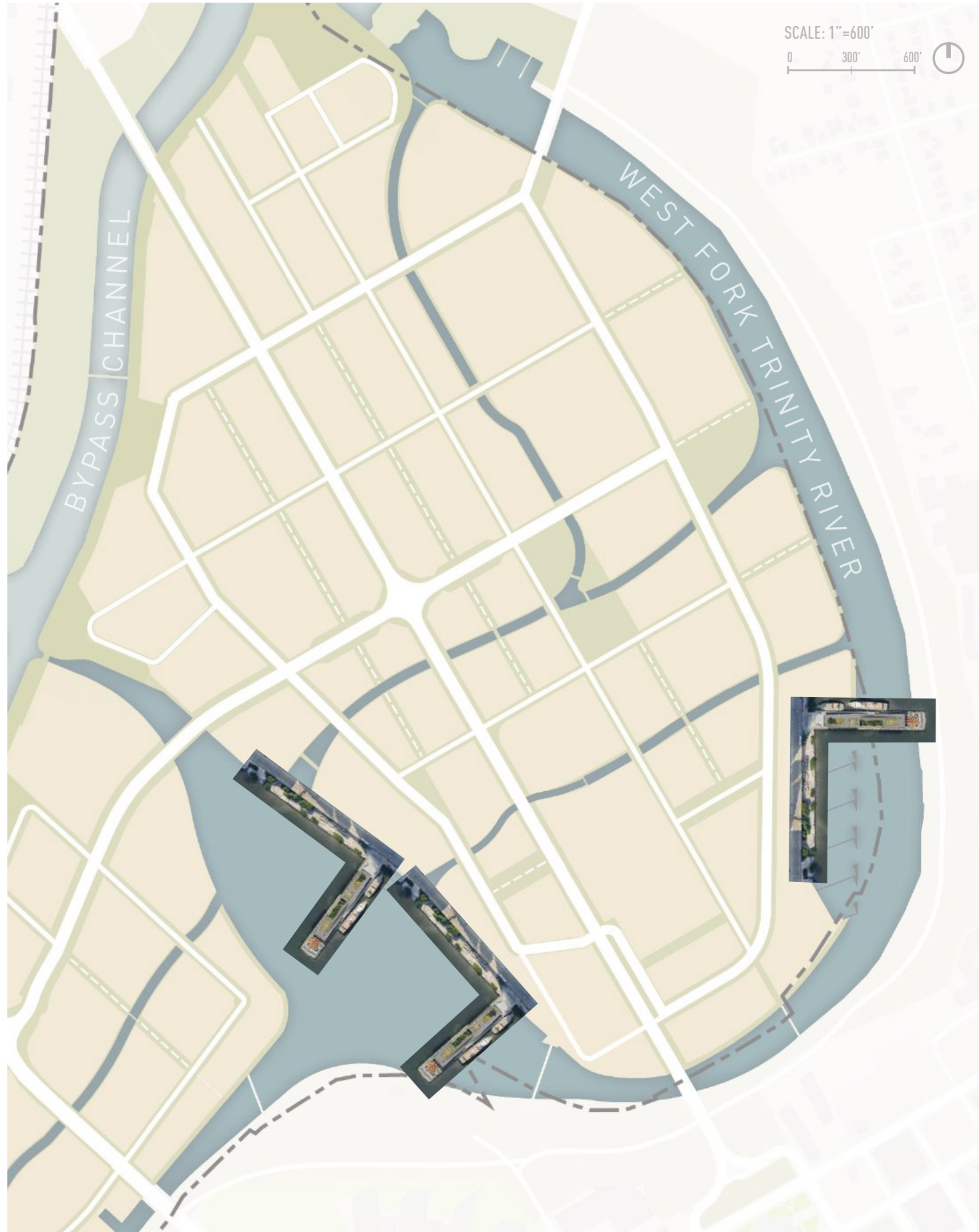
# BROOKLYN BRIDGE PARK - BROOKLYN, NY

SCALE COMPARISONS



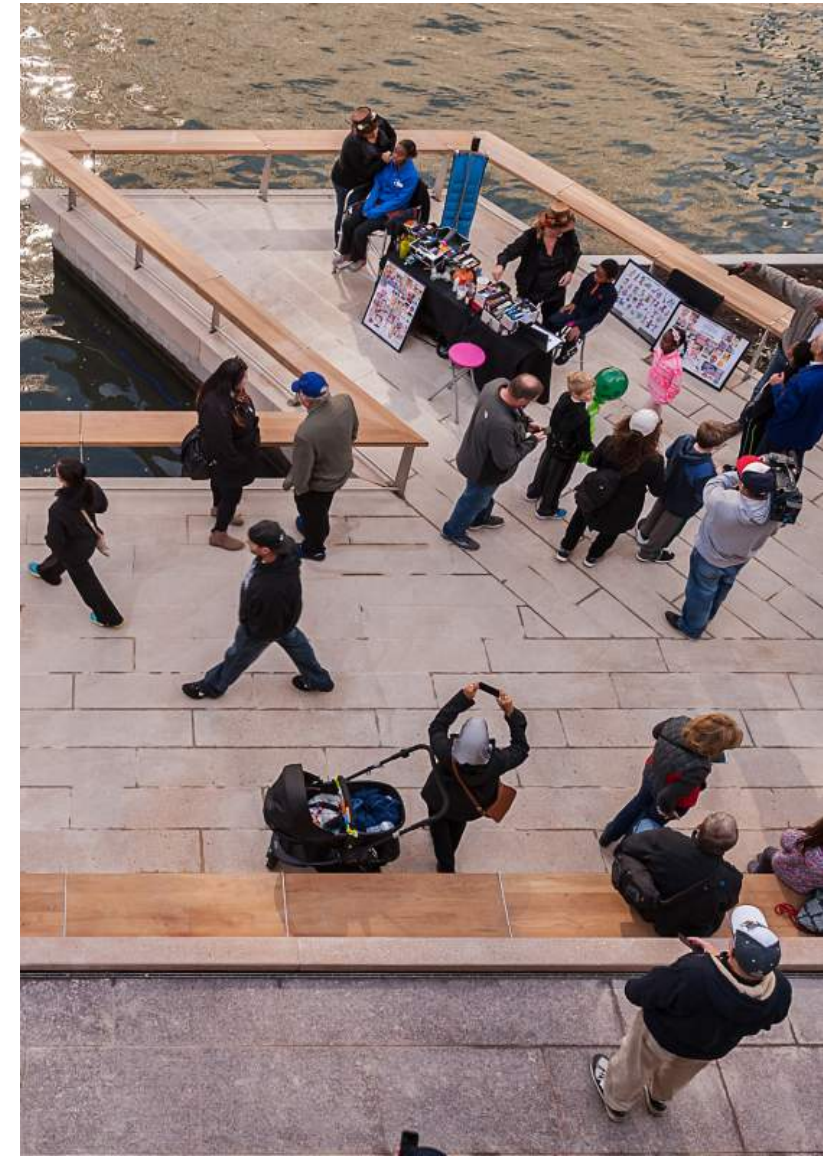
# PIER 15 ESPLANADE - NEW YORK, NY

SCALE COMPARISONS



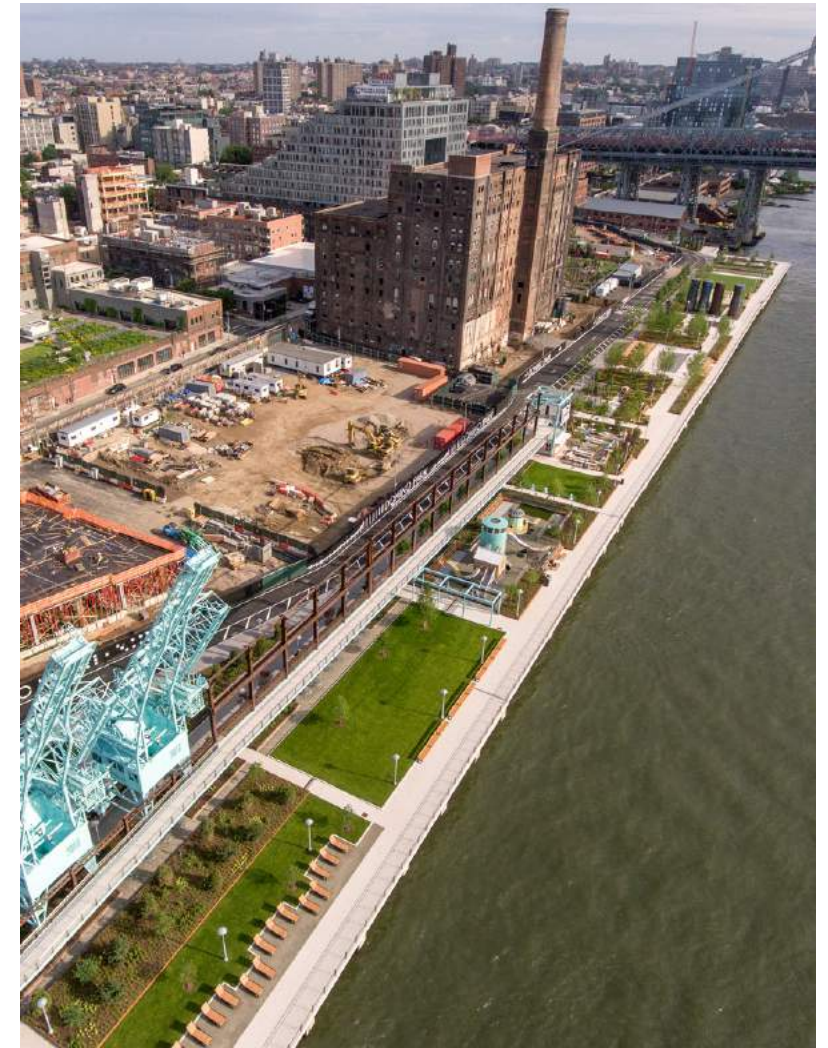
# CHICAGO RIVERWALK - CHICAGO, IL

SCALE COMPARISONS



# DOMINO PARK - BROOKLYN, NY

SCALE COMPARISONS



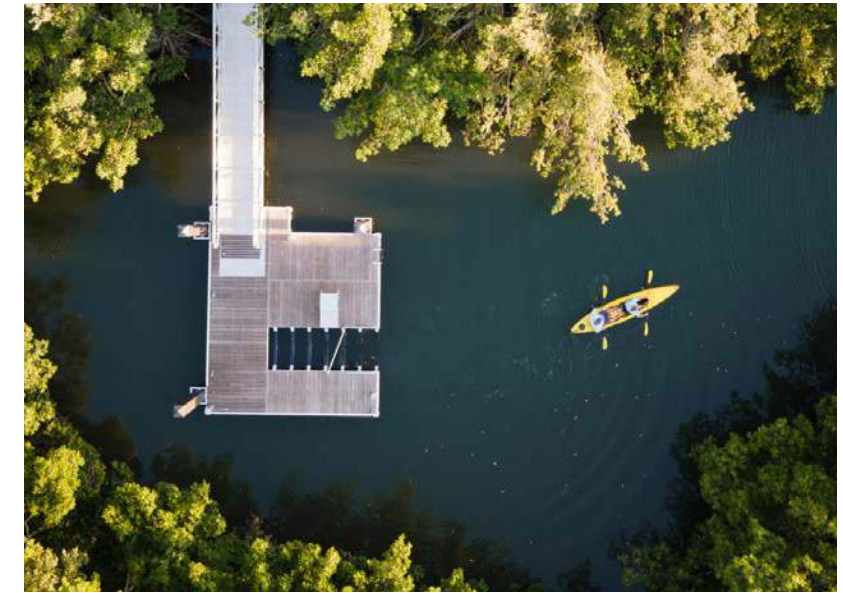
# TOM LEE PARK - MEMPHIS, TN

SCALE COMPARISONS



# SARASOTA BAYFRONT - SARASOTA, FLORIDA

SCALE COMPARISONS



# LOUISVILLE WATERFRONT PARK - LOUISVILLE, KY

SCALE COMPARISONS



# WILMINGTON WATERFRONT PROMENADE - LOS ANGELES, CA

SCALE COMPARISONS





# LAKE MONONA WATERFRONT - MADISON, WI

SCALE COMPARISONS



# JACKSONVILLE LANDING - JACKSONVILLE, FL

## SCALE COMPARISONS



# WHARF PARK - NASHVILLE, TN

SCALE COMPARISONS



# CURRIE PARK - WEST PALM BEACH, FL

SCALE COMPARISONS



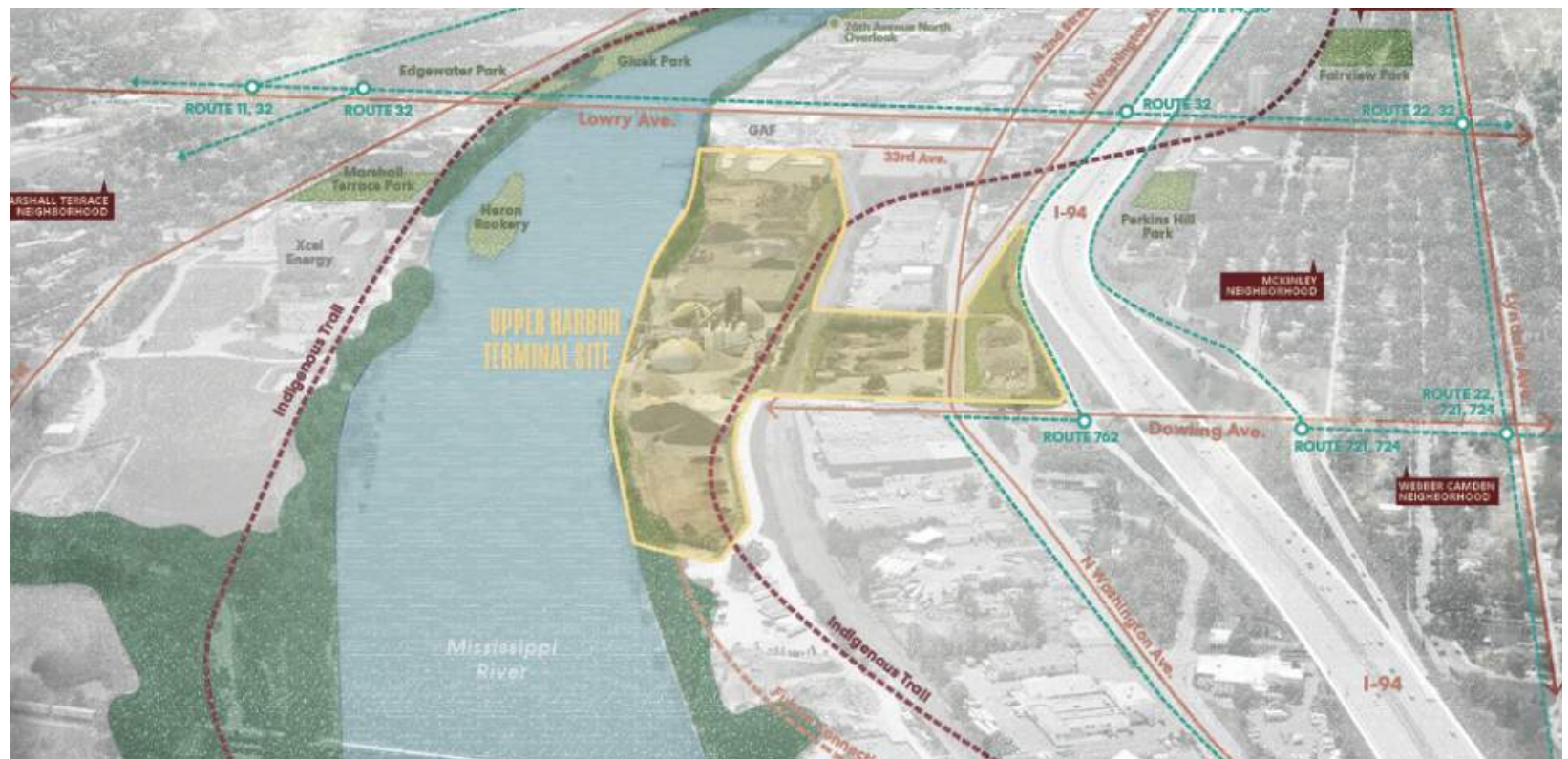
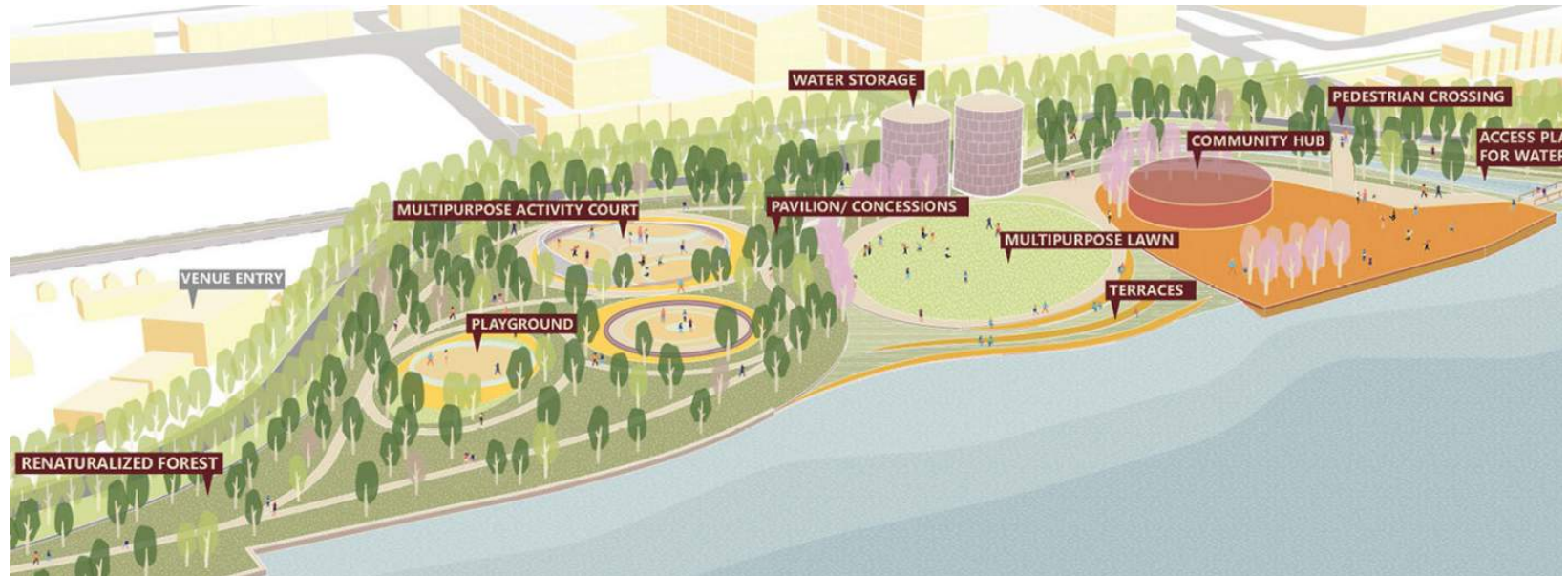
# RALPH C. WILSON JR. CENTENNIAL PARK - DETROIT, MI

SCALE COMPARISONS



# UPPER HARBOR WATERFRONT - MINNEAPOLIS, MN

SCALE COMPARISONS



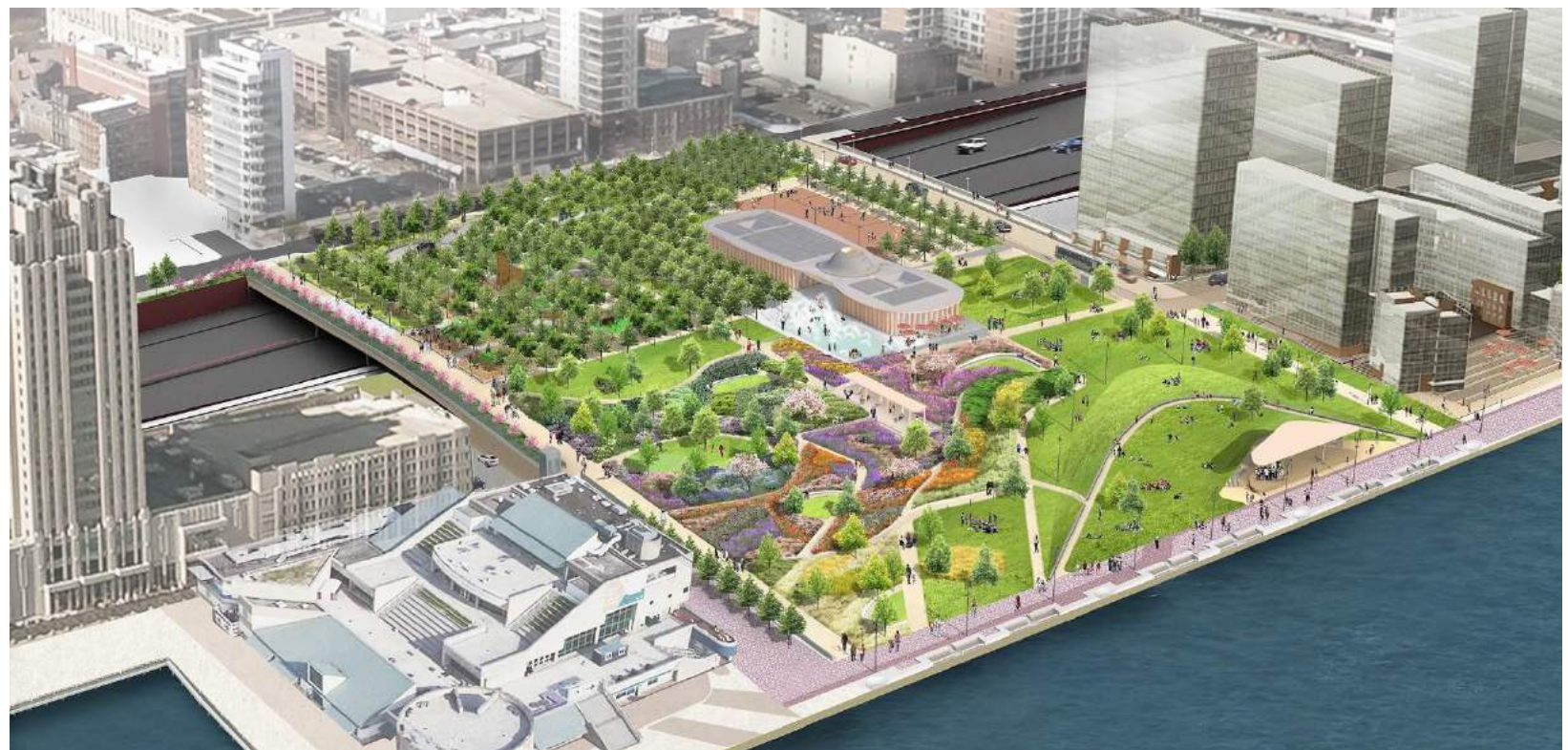
# PENSACOLA WATERFRONT - PENSACOLA, FL

SCALE COMPARISONS



# PENN'S LANDING - PHILADELPHIA, PA

SCALE COMPARISONS

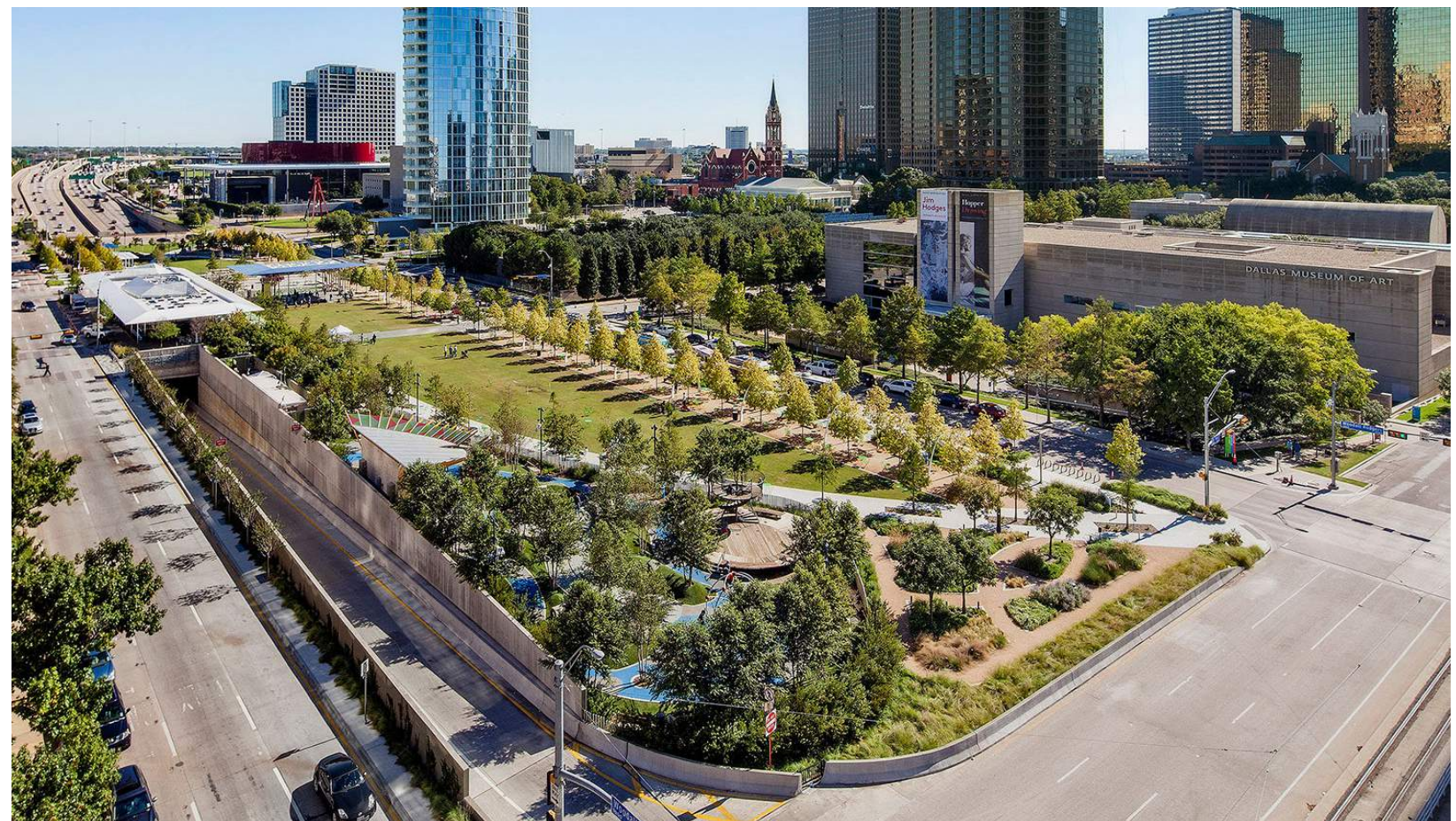




***URBAN PARKS***

# KLYDE WARREN PARK - DALLAS, TX

SCALE COMPARISONS



# SUNDANCE SQUARE - FORT WORTH, TX

SCALE COMPARISONS



# BRYANT PARK - NEW YORK, NY

SCALE COMPARISONS



# ROSE KENNEDY GREENWAY - BOSTON, MA

SCALE COMPARISONS



# PARK BLOCKS - PORTLAND, OR

SCALE COMPARISONS



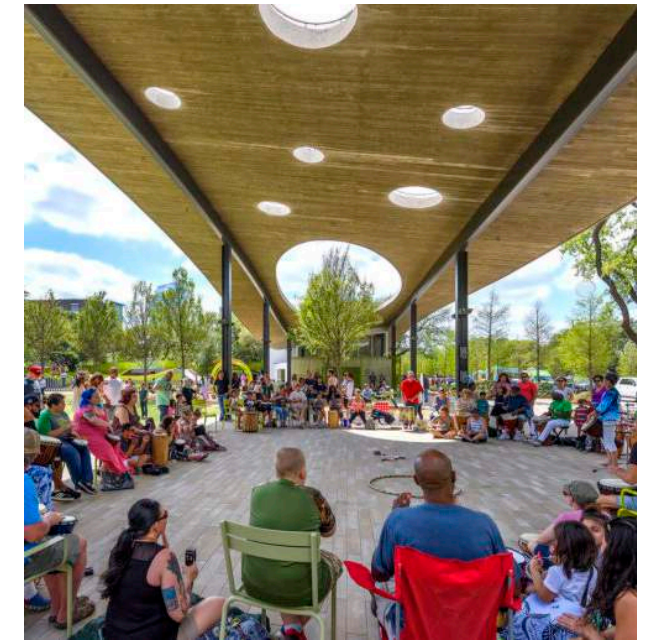
# DISCOVERY GREEN - HOUSTON, TX

SCALE COMPARISONS



# LEVY PARK - HOUSTON, TX

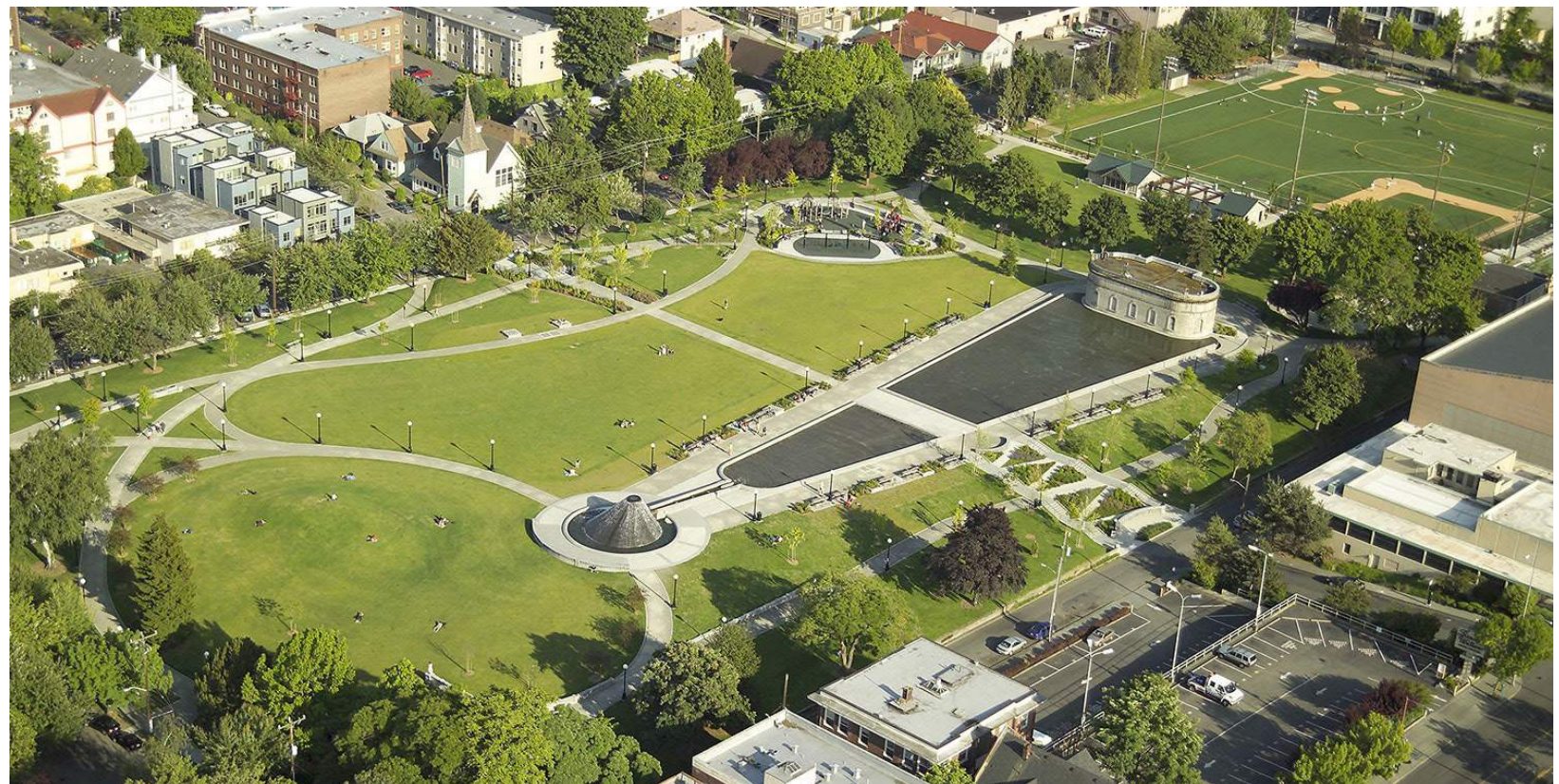
SCALE COMPARISONS





# CAL ANDERSON PARK - SEATTLE, WA

SCALE COMPARISONS



# HAROLD SIMMONS PARK - FORT WORTH, TX

SCALE COMPARISONS

