

# **East Berry Corridor Design and Pre-Engineering Plan**

East Berry Renaissance  
Tax Increment Reinvestment Zone No. 12

Kelly Porter, AICP  
Assistant Director, Transportation Public Works  
Regional Transportation and Innovation Division

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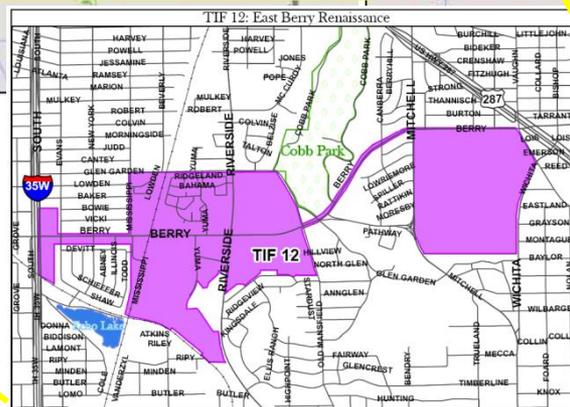
# Study Purpose

- Develop a concept and pre-engineering for a multi-modal walkable mixed-use corridor
- Understand community desires and any physical constraints (ROW and Utilities)
- Enhance connectivity and access to jobs and investment
- Built form supports different modes of transportation
- Leveraging opportunities with urban villages: Berry/Riverside, Berry/Mitchell, Berry/Vaughn/287, and Stalcup/Berry
- Possible Council and Board Adoption



Intersection of Berry & Miller Streets

# East Berry Street I-35W to Cravens Road



Designated Urban Village



2022 Bond Segment

# About the Planning Process

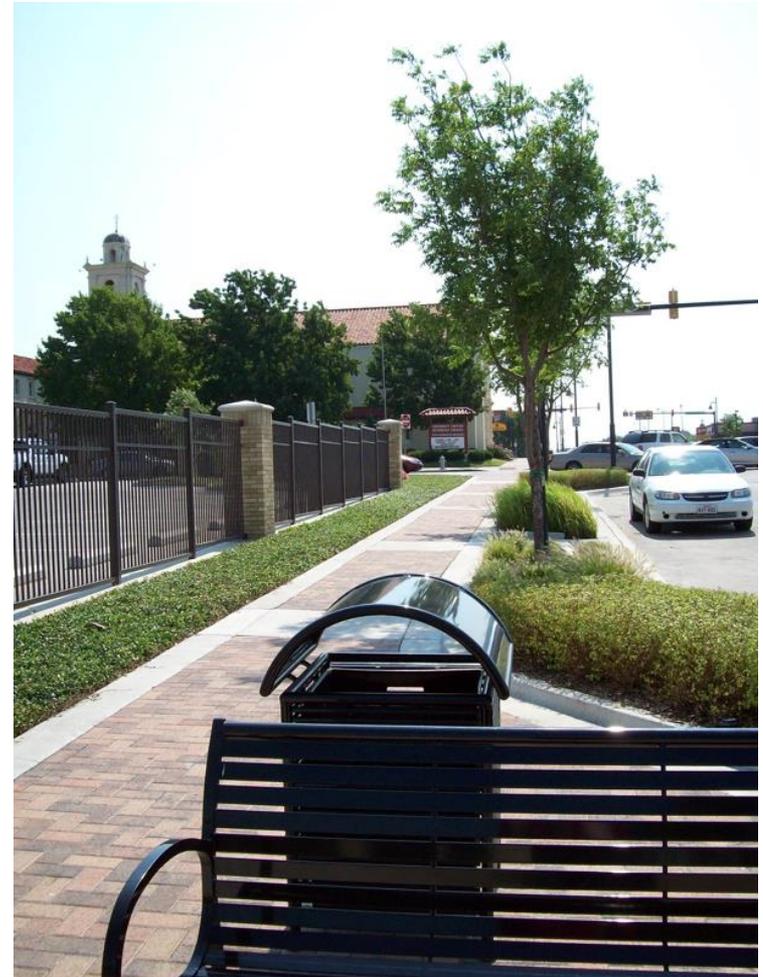
- Robust Public Outreach
- Four Step Planning Process
  1. Needs Assessment/Existing Conditions
  2. Concept Planning
  3. Recommendations
  4. Final Plan and Project Program
- 12-Month Planning Process
  - Start Late Summer 2022
- \$700K Budget (\$500K TPW + \$200K TIF)



West Berry Street looking toward TCU

# Public and Stakeholder Outreach

- Stakeholder Advisory Committee (Steering Committee)
- Vision, Goals, and Objectives
- Public open houses at integral points (five minimum)
- Focus Groups and Targeted Outreach
- Ensure vulnerable populations are included in planning efforts
- Project website will be developed to communicate information



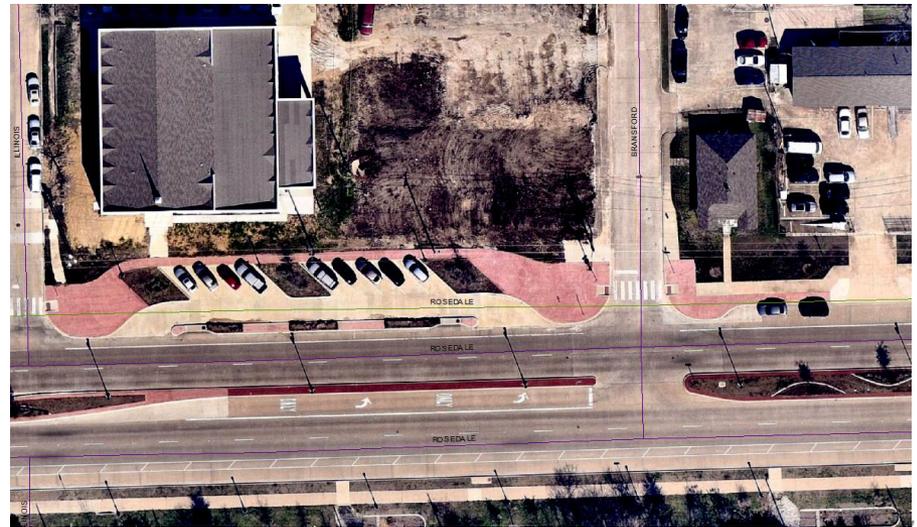
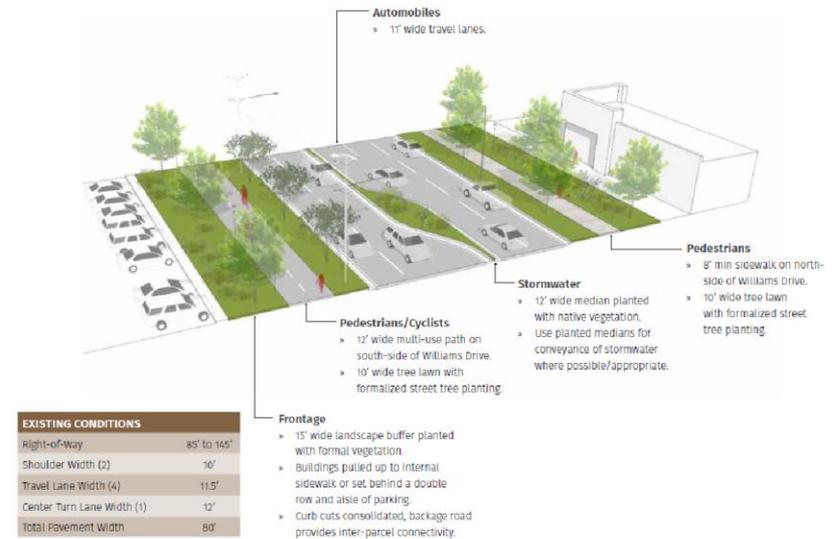
# Existing Conditions/Needs Assessment

- Relevant Plans and Studies
  - (e.g. SE FW Master Plan, Berry/Riverside Urban Village)
- Market Analysis
- Current Zoning
- Traffic Counts
- Mode Split
- Safety
- Access Management
- Environmental Data
- Street Grid
- And other analysis



# Concept Planning

- Proposed cross-sections
- Catalytic Site(s) concept and pro-forma
- Transit, pedestrian and bicycle improvements,
- Public spaces for all-ages and community uses
- Parking management, including on-street and other arrangements behind building
- Smart technologies
- Street grid connections



# Recommendations and Implementation Strategies

- Strategies will include near-term, short-term (2-4 years), medium-term (5-10 years) and long-term (11+ years)
- Recommended cross-sections
- Proposed zoning and subdivision needs (included with form-based code and regulating plan)
- Prioritized project list with cost estimates and funding sources
- Proposed changes to planning documents
- Catalytic Site Proforma and Marketing Materials

Time-frame	No.	Action Item	Length	Project Cost Estimate	Potential Funding Source	Funded / Committed	Partners
Mid (5 - 10 years)	T-18	Reconfigure Northwest Blvd's 40 foot wide roadway to accommodate a 10 foot center turn lane, two 10 foot through lanes, and two 5-foot bike lanes on either side of the roadway	1.2 miles	\$4,093,056	City General Fund		
	T-19	New roadway to connect Eveyr Blvd to Riverside Dr	0.40 miles	\$4,225,000	TIRZ Funds		
	T-20	Implement a center island on Northwest Blvd at Windmill Cove	N/A	\$38,016	City General Fund		
	T-21	Implement shared streets within the Georgetown Independent School District site			Developer Funds		GISD
	T-22	Extend Apple Creek Dr to connect to Northwest Blvd	0.10 miles	\$1,050,000	Developer/Bonds		Developer
	T-23	Install raised, planted center medians with left hand turn pockets in the Corridor Area (Lakeway Dr to DB Wood Blvd)	2.3 miles	\$4,324,300	Bonds		
	T-24	New construction of frontage road on northbound IH 35 from Williams Dr to Lakeway Bridge (Bund)	1.90 miles	\$7,000,000	2015 Road Bond	X	
	T-25	reconstruction of DB Wood Dr from Oak Ridge Dr to Lake Overlook Dr (Plan)	1.46 miles	\$8,000,000	2015 Road Bond	X	
	T-26	Reconstruction of Shell Rd from Williams Dr to Shell Spur Rd (Plan)	2.45 miles	\$18,480,000	2015 Road Bond	X	
	T-27	Reconstruction of IH 35 SB Frontage Rd from Williams Dr to Rivery Blvd (Plan)	.54 miles	\$4,436,000	2015 Road Bond	X	
Long (Beyond 10 years) *In response to development events	T-28	Intersection improvements along Williams Dr from Rivery Blvd to IH 35 Frontage Rd (Plan)	.38 miles	\$1,894,000	2015 Road Bond	X	
	T-29	New Roadway connecting Limestone Lake Dr to Williams Dr	0.5 miles	\$5,280,000	Developer/Bonds		Developer
	T-30	New roadway connecting Verde Vista Dr to Williams Dr at Woodlake Dr	0.25 miles	\$2,640,000	Developer/Bonds		Developer
	T-31	New roadway to connect La Paloma Dr to Sabine Dr	0.50 miles	\$5,280,000	Developer/Bonds		Developer
	T-32	New roadway to connect Country Rd to Pecan Lane at Sooty's Crossing Rd	0.40 miles	\$4,224,000	Developer/Bonds		Developer
	T-33	New roadway to connect Serejada Dr to Oak Crest Lane at Sooty's Crossing Rd	0.50 miles	\$5,280,000	Developer/Bonds		Developer
	T-34	New roadway to connect Lakeway Dr to River Bend Dr at Westwood Lane	0.40 miles	\$4,224,000	Developer/Bonds		Developer
	T-35	New roadway to connect River Bend Lane to Park Lane	0.30 miles	\$3,168,000	Developer/Bonds		Developer
	T-36	New roadway to connect Oak Lane Circle between Ranch Rd and Parkway Street	0.06 miles	\$633,600	Developer/Bonds		Developer
	T-37	New roadway to connect W Janis Dr to Park Lane	0.25 miles	\$2,640,000	Developer/Bonds		Developer
T-38	Install raised, planted center medians with left hand turn pockets in the Corridor Area (DB Wood Blvd to Jim Hoag Rd)	2.3 miles	\$4,324,300	Bonds			





**Questions?**  
**Kelly Porter, AICP**  
**[kelly.porter@fortworthtexas.gov](mailto:kelly.porter@fortworthtexas.gov)**

