NEAR SOUTHSIDE

DEVELOPMENT STANDARDS AND GUIDELINES

FORT WORTH®











Prepared by Near Southside, Inc. in cooperation with the City of Fort Worth
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SECTION1.INTRODUCTION

1.A. Near Southside District Background

The Near Southside is located just south of Downtown Fort Worth and is the city's second largest employment center, with over 40,000 workers, many of whom are employed in the health care industry. Although commonly recognized by many as the "Medical District," the area has historically been a mixed-use district with diverse neighborhoods and eclectic destinations. The area's remaining historic buildings – with their architectural diversity, human-scale design, and wide range of locally-owned businesses – reflect this storied past.

Near Southside Inc. (NSI), formerly Fort Worth South, Inc., is a non-profit redevelopment corporation, working since 1996 with the City of Fort Worth and other community groups to promote the area's revitalization in a way that builds on this history and capitalizes on the district's eclectic, mixed-use, human-scale character to create a competitive advantage in attracting new residents and businesses. Urban design (i.e., the design of buildings, streets, and other public spaces, and the interrelationships among those elements) will continue to be a major factor in determining the district's economic, social, and cultural sustainability. Promoting the sustainability of neighborhoods and commercial districts is a primary goal for the City of Fort Worth.

1.B. Promoting Revitalization with Form-Based Development Standards

As reflected in the City's Comprehensive Plan (which includes the NSI strategic plan by reference), NSI and the City have long recognized the importance of urban design in realizing revitalization goals for the Near Southside. As in the past, the district's future character will largely be determined by the individual design decisions made by hundreds of property owners, businesses, and residents over the following decades. The City's zoning regulations and other development standards play perhaps the most influential role in guiding these decisions, and, as a result, in shaping the Near Southside's character, quality of life, and economic sustainability.

For decades, zoning regulations, street design requirements, and other development standards have worked against urban design and redevelopment goals for the Near Southside and other central city districts. In response, the City adopted new form-based "MU" mixed-use zoning classifications, and, in certain central city areas such as Downtown and Panther Island, created new urban design districts with tailored development standards and guidelines that promote development consistent with the contextual design goals for those respective areas.

Through 2007, NSI worked with property owners to promote desirable redevelopment in two ways: first, through rezoning to the "MU" classifications; and second, through the application of informal design guidelines. Although the effects of these past efforts were significant, a comprehensive update of the district's development standards – through the creation of a new Near Southside urban design district overseen by the Urban Design Commission – was necessary to promote the district's continued revitalization, for several reasons:

- The patchwork of single-use industrial, commercial, and residential zoning districts did not allow or promote a mix of residential, retail, office, and institutional uses as envisioned in the City's Comprehensive Plan, within which the Near Southside is designated as a "mixed-use growth center."
- Outdated development standards did not promote the type of pedestrian-oriented urban design that characterizes the Near Southside's most distinctive and memorable areas and serves as a competitive advantage for the district.
- The patchwork of zoning districts threatened redevelopment momentum by failing to create a predictable investment environment in which property owners could confidently invest in redevelopment projects that conformed to the district's vision and be reasonably assured that zoning standards would require compatible development on adjacent properties.
- The wide range of conditions within the district – from lower density residential neighborhoods to large institutional campuses – required a more tailored approach than simply applying all of the "MU" standards throughout the area.
- Design excellence, administrative flexibility, and timely approval of conforming projects would best be promoted through a development review process overseen by a well-qualified design review board, as demonstrated by the Downtown Urban Design District process.
- This illustrated document uses photographs and other images in an effort to create a user-friendly manual for use by professional developers as well as non-experts. The standards and guidelines contained are largely based on the form-based standards of the "MU" classifications. Form-based standards differ from conventional zoning standards in their emphasis on shaping the form of buildings and public spaces rather than the segregation of different land uses.

SECTION 2. GENERAL DEVELOPMENT PRINCIPLES

2.A. Intent

The Near Southside will become a vibrant, mixed-use, urban district if certain general development principles shape its redevelopment. The following principles serve as the basis for the standards and guidelines contained in this document. Development projects are evaluated with respect to the principles, in addition to the pertinent standards and guidelines.

2.B. General Development Principles

1. Promote a pedestrian-oriented urban form: In contrast to conventional zoning standards that place primary emphasis on the regulation of land uses, the Near Southside development standards and guidelines focus on promoting a walkable, urban form of development, consistent with the district's historic urban character. The focus on form promotes buildings that conform to tested urban design principles and adapt to changing conditions over time.

2. Maximize connectivity and access: The Near Southside's successful revitalization requires a truly multi-modal circulation network in which residents, workers, and visitors may conveniently walk, drive, bike, or ride public transportation to destinations within and outside of the district. Development standards and guidelines are intended to promote walkable blocks and street designs that balance these transportation modes, and also ensure accessibility for all residents and visitors, including those with disabilities.

3. Require excellence in the design of the public realm (building on Fort Worth's history of civic art) and of buildings that front public spaces: The most successful and memorable urban environments are those in which walking down the street is appealing. Streets, plazas, parks, and other public spaces should be comfortable and inviting, and buildings fronting those spaces should be active and visually interesting at the pedestrian level.

4. Promote the preservation and creation of distinctive neighborhoods that provide diverse urban housing options: The vision for the Near Southside places high priority on the creation of mixed-use, mixed-income neighborhoods that include townhouses, apartments, condominiums, and supporting neighborhood-scale businesses. Providing a large number of units and options for various household types and income levels is critical to the district's success. Providing a medium scale and infill residential options for various household types and income levels is critical to the district. The Missing Middle housing typologies reflect historical residential patterns and create diverse housing options espoused.

5. Support existing Near Southside businesses: The Near Southside development standards and guidelines should support the success of existing businesses.

6. Encourage adaptive reuse and support the preservation of historically significant buildings: The Near Southside includes historically significant buildings that should be incorporated into new development projects. The development standards and guidelines are intended to work in conjunction with the City's Historic Preservation Ordinance to encourage preservation and adaptive reuse of significant buildings.



7. Encourage creativity, architectural diversity, and exceptional design: The Near Southside development standards and guidelines promote high quality design, and the development review process promotes flexibility. Standards and guidelines, as well as the development review process, are intended to support creativity and exceptional design while discouraging uniformity.

8. Promote sustainable development that minimizes negative impacts on natural resources: Creating a walkable, mixed-use, high-density, central city district supports sustainable development by providing an alternative to low-density development in peripheral areas. In accordance with sustainable development principles, the Near Southside's buildings, transportation systems, and public spaces should be designed to minimize negative impacts on air and water quality and promote innovation in environmental design.

9. Encourage the integration of public art into public and private development: Public art should be integrated into architecture, streetscapes, and public spaces. Public art will enhance the built environment and contribute to the area's success in attracting new residents and businesses.

SECTION 3: ADMINISTRATION

3.A. Intent

The development standards and guidelines included in this document are intended to be clear, concise, and user-friendly. The development review process is intended to be predictable and flexible, and to facilitate the timely approval of conforming projects.

3.B. Relationship to Other Regulatory Documents

The Near Southside (NS) Development Standards and Guidelines document is intended to minimize references to other sections of the City's Zoning and Subdivision ordinances. Developers are responsible, however, for reviewing and complying with all pertinent zoning and subdivision standards, including those not directly referenced in this document.

There are two notable references to other sections of the Zoning Ordinance:

a) the Historic Preservation Ordinance (Chapter 4, Article 5), which includes the procedures and requirements related to the preservation and reuse of historically significant buildings; and,

b) Off-Street Parking and Loading (Chapter 6, Article 2)

All development must comply with all federal, state, county, or city regulations. Historically designated properties must comply with requirements associated with those designations (e.g., Fairmount Historic District properties must comply with that district's design guidelines as well as processes required by the Historic and Cultural Landmarks Commission).

3.C. Definition of "Standards" and "Guidelines"

Development Standards are objective, measurable regulations, often illustrated through diagrams and sketches, with which all projects must comply, and any exemption from the standard requires a waiver approved by the Urban Design Commission. Unless noted as a guideline, all provisions in this document are development standards. If a project of exceptional design is clearly consistent with the General Development Principles but does not conform to a certain development standard, the Urban Design Commission (UDC) may approve a Certificate of Appropriateness (COA) that cites the project's compliance with those principles. (For projects not conforming to the height and setback regulations, a variance approved by the Board of Adjustment is also required; see Development Review section below.)

Development Guidelines are more subjective statements though which the City proposes additional design strategies. The guidelines should be suitable for most projects, and developers should endeavor to ensure that guidelines are followed to the extent possible. City staff and the UDC will work with developers to explore design approaches that maximize conformance with guidelines. The UDC shall not deny a Certificate of Appropriateness solely because a project fails to comply with a guideline.

3.D. Development Review Process

1. Projects subject to review: All private construction projects, with the exception of interior construction or exterior in-kind replacement work, are subject to review by the Development Services Department and/ or the Urban Design Commission (UDC) for compliance with the NS Standards and Guidelines. All buildings, streets, and public spaces by public entities are also subject to review.

2. Administrative Review VS. UDC Review: Projects that are clearly consistent with all applicable development principles and that clearly conform to all standards may be approved administratively by the Development Services Director without UDC review. Staff may administratively approve waivers from roadside design elements for properties located along a street that is planned for or has recently completed a sponsored streetscape project. Because of the unique signage needs of the major hospitals, staff may also approve appropriate hospital signage that deviates from the standards. The UDC shall review projects that require interpretation or discretionary judgment with respect to the project's compliance with standards and guidelines.

REVIEW OF PUBLIC PROJECTS



Conceptual South Main streetscape design (Rendering by Dunaway).

In addition to private construction projects, public projects such as street and streetscape improvements are subject to review for consistency with the standards and guidelines.

Because of the unique needs and functional requirements of the district's hospitals, this code provides additional development standards for General Hospitals in NS-T5I. These additional use-based development standards apply to hospitals licensed as General Hospitals (Chapter 241) by Texas Health and Human Services and meet the definition of Hospital, General in the City's Zoning Ordinance. These additional use-based development standards are intended to facilitate administrative approval of General Hospital proposals located in NS-T5I and include provisions related to building height, garages, setbacks, skybridges, and signage.

For General Hospitals, as defined above, within NS-T5I, staff may administratively approve variations from the standards for the following:

- Skybridges (Section 4.C.6)
- Placement of pedestrian entrances (Section 5.C.3)
- Fencing location and height (Section. 5.C.4)
- Required amounts of fenestration and ground floor transparency on facades (Section 5.F.5)
- Architectural variety requirements in large projects (Section 5.F.7)

UDC approval is required for all of the following:
- Skybridges, except for General Hospitals within NS-T5I (see Section 4.C.6)
- Drive-through Facilities (see Section 5.D.5.)
- Mobile Food Courts (see Section 4.F.8.)
- Monument Signs (see Section 4.F.9.a)

3. Urban Design Commission (UDC): The UDC is a nine-member body appointed by the City Council and charged with the administration of urban design districts. As stated above, the UDC shall review projects that require interpretation or discretionary judgment with respect to the project's compliance with standards and guidelines. The Zoning Ordinance specifies that UDC appointees should be knowledgeable about fundamental principles of urban design. Furthermore, at least six of the nine appointees shall be practicing professionals from the fields of architecture, landscape architecture, urban design or planning, real estate, or law. At least one of the nine regular member appointees must be a practicing or retired professional in the field of history, architectural history, or other discipline related to historic preservation. The Development Services Director serves as staff advisor to the UDC.
4. Certificates of Appropriateness (COA): The Development Services Director or UDC will issue a Certificate of Appropriateness for approved public and private projects. In exceptional cases the UDC may approve a COA if a project is clearly consistent with applicable development principles but does not conform to a certain development standard(s) or guideline(s). The COA for such projects must describe the projects' compliance with applicable principles.
5. Required Information: The full list of required materials is included in the Near Southside District application available from the City's Development Services Department, 817-392-8000, www.fortworthtexas.gov/developmentservices/urban-design.

In general, the following information is required, as applicable:

SITE PLAN
- a. Building Plans and Elevations
- b. Landscape Plan
- c. Material Specifications
- d. Plans and Specifications for Proposed Signs
- e. Description of Proposed Scope of Work
- f. Photographs of Site and Existing Conditions

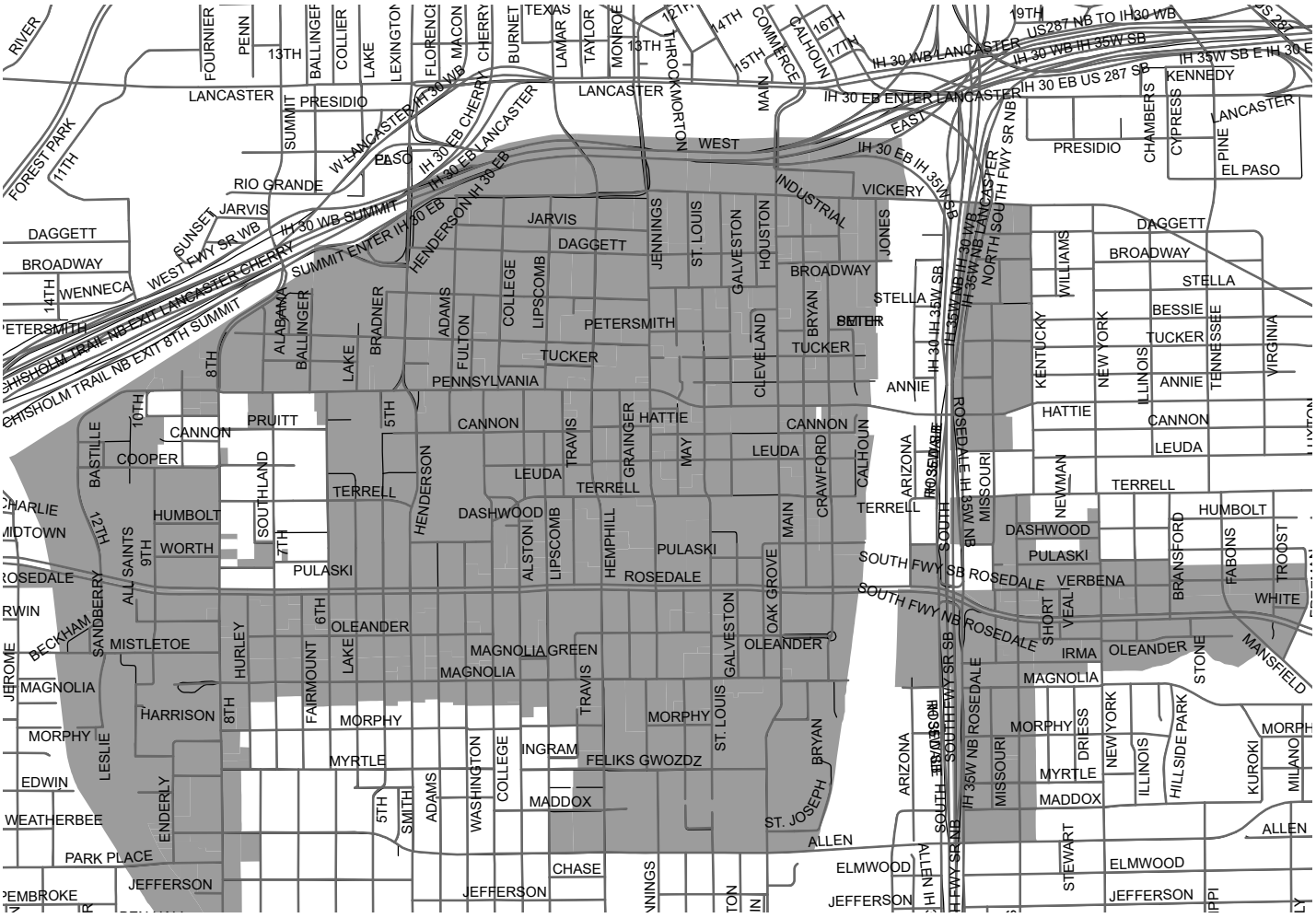


Developers are strongly encouraged to present conceptual plans for large and/or multi-phase projects at an early stage to facilitate timely review during the final design phase.

6. Review of Phased Projects: To minimize review steps for phased development projects, the UDC may approve a COA for all phases provided that the applicant submits drawings that depict the initial phase as well as all future phases. The COA is valid for two years from the date of approval.

7. Variances to Zoning and Subdivision Ordinances' Property Development Standards: The UDC is authorized to approve appropriate exceptions to the vast majority of the NS Standards and Guidelines, provided a project complies with applicable development principles. The UDC may allow additional flexibility for projects of exceptional civic or environmental design. Any waiver of basic property development standards related to building heights or setbacks, however, requires a variance approved by the Board of Adjustment. Similarly, vacations of public rights-of-way and any waivers of subdivision requirements require approval by the City Plan Commission. Variances, vacations, and subdivision waivers should be recommended for approval by the UDC. The UDC is authorized to approve exceptions to roadside design standards.

3.E. Near Southside District Boundary



See Section 4 for development zone map with parcels

SECTION 4. REGULATING PLAN

4.A. Intent and Principles

The Near Southside Regulating Plan functions similarly to both the Zoning Ordinance map and the Master Thoroughfare Plan map. The NS Regulating Plan includes maps that depict the boundaries of different types of development zones, as well as maps identifying the location and classification of thoroughfares. These maps serve as a guide for determining which development standards and guidelines apply to a development project. A unified section that classifies both development zones and streets is intended to promote coordination among land use, urban design, and transportation decisions, which is an essential strategy in creating a vibrant, livable, mixed-use district. The following principles guide the content of the Regulating Plan.

DEVELOPMENT ZONES

1. Draw development zone boundaries so as to enhance the character of existing neighborhoods and commercial districts while also promoting compatible higher-density, mixed-use redevelopment in appropriate locations.
2. Draw development zone boundaries to promote a large number of new residential units in order to create a "live, work, play" environment and to support neighborhood retail and other commercial uses.
3. Draw development zone boundaries to support large institutions and businesses that warrant tailored development standards based on their unique operational requirements.

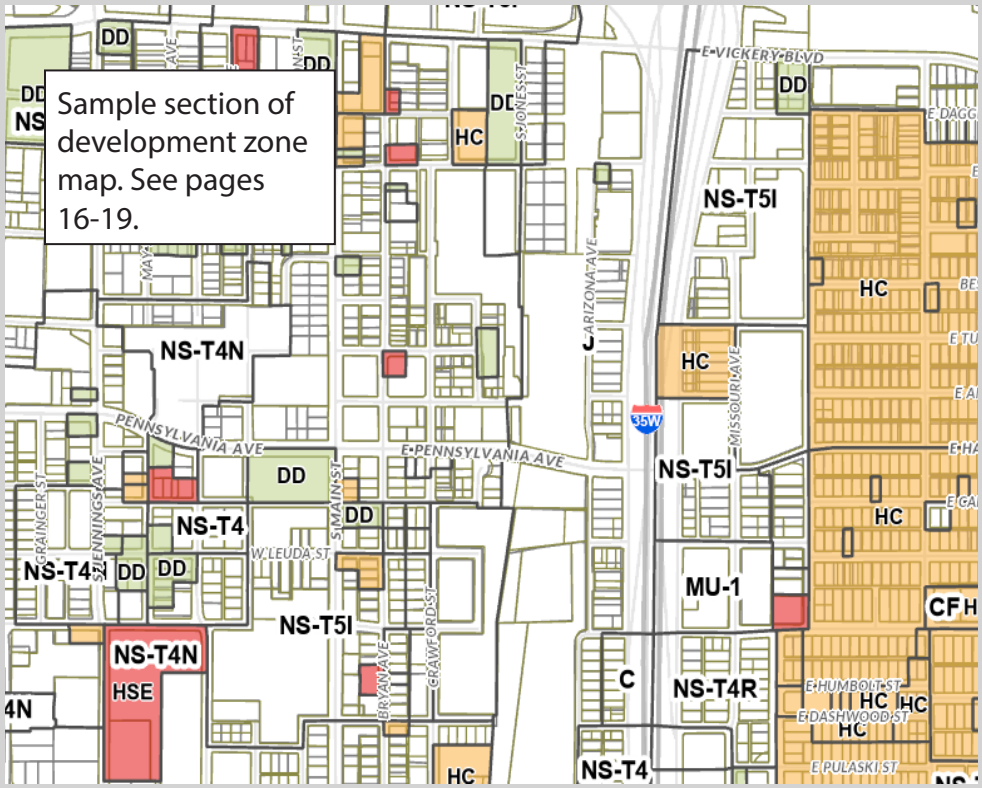
HISTORIC PROPERTIES

4. Facilitate the incorporation of historically significant buildings into redevelopment projects by identifying those properties on the Regulating Plan and by referencing the Zoning Ordinance's Historic Preservation Ordinance and applicable incentives.
5. Facilitate the designation of currently unprotected historic properties and their adaptive reuse by identifying the most eligible properties on the Regulating Plan as information on those properties becomes available.

CIRCULATION NETWORK AND STREET DESIGN

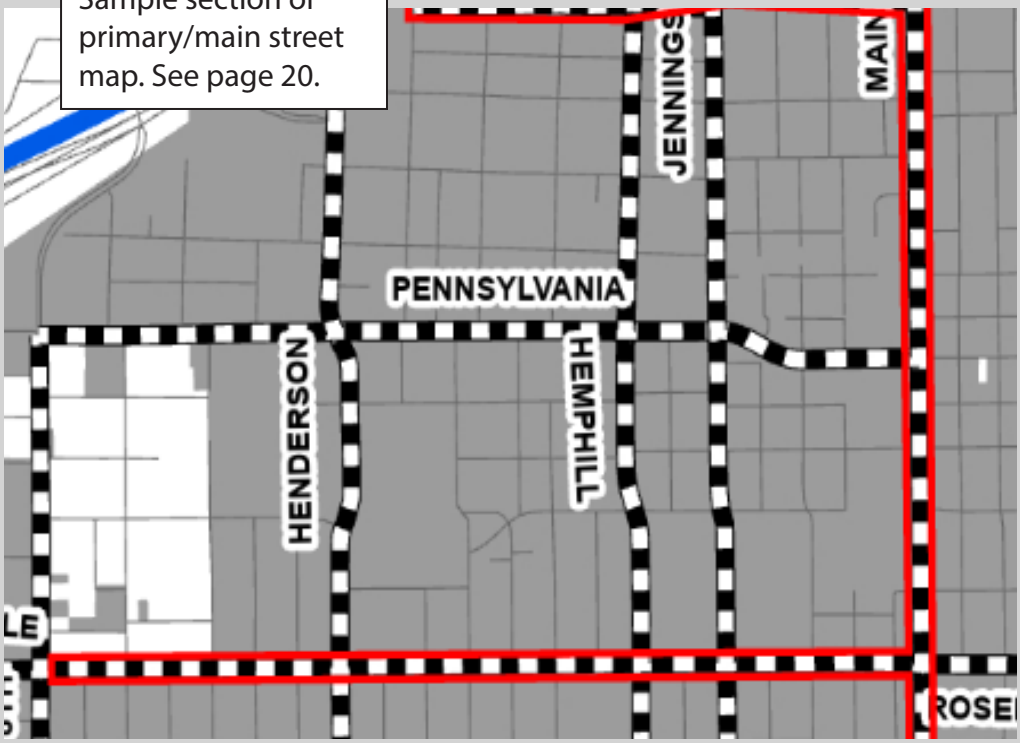
6. Preserve the existing urban street grid to maximize street connectivity for vehicles, pedestrians, public transportation, and bicycles. The grid promotes efficient circulation and provides a wide range of mobility options.
7. Limit vacations of existing public rights-of-way, including streets and alleys, only to situations where there is no adverse impact to future circulation and desirable redevelopment, or in cases where such vacations are absolutely necessary for an exceptional redevelopment project that is clearly consistent with the general development principles.
8. Utilize context-sensitive street design that gives equal consideration to redevelopment and mobility goals.

1. Locate the subject property on the applicable development zone and historic properties map in Section 4.B.



2. Identify the property's development zone and any applicable historic designations.

3. Locate the subject property on the primary and main street map in Section 4.C.



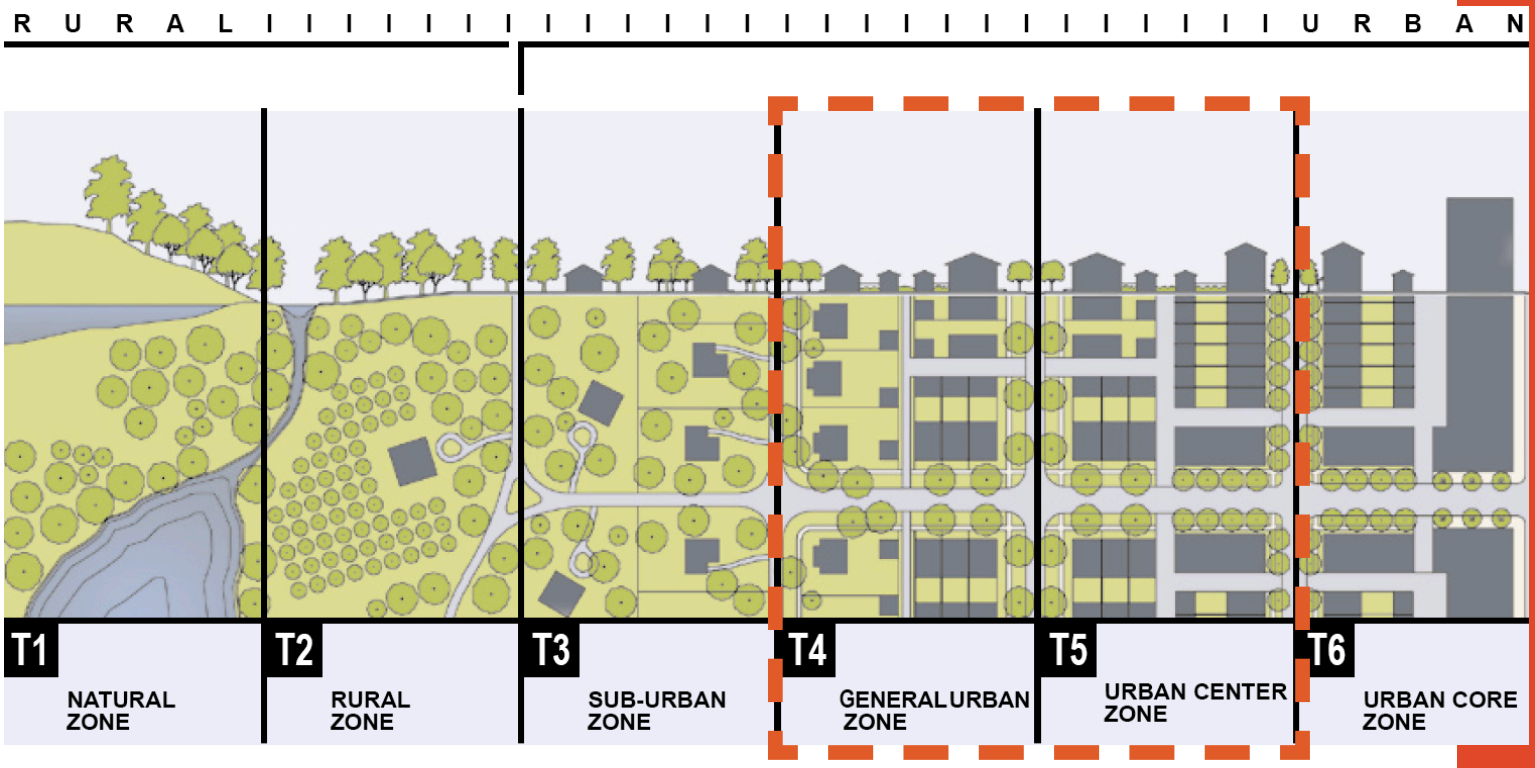
Sample section of primary/main street map. See page 20.

4. Identify subject property and adjacent primary and/or main streets if any.
5. Refer to Sections 5-7 for applicable standards and guidelines related to streets, streetscapes, public spaces, sites, and buildings.
6. Refer to Chapter 4, Article 5 of the Zoning Ordinance for regulations pertaining to historic properties.
7. Refer to all other referenced sections of the Zoning Ordinance or other regulatory manuals.

4.A. Intent and Principles (cont.)

2. The Transect Classification System

The diagram below illustrates the "Transect" that serves as the basis for many form-based development codes. The Transect diagram shows a continuous cross-section of human habitats, from rural to urban. Transect zones "T4: General Urban" and "T5: Urban Center" are most consistent with the redevelopment vision for the Near Southside. (The development standards for T4 and T5 are very similar to those for the MU-1 and MU-2 zoning districts, respectively.) T4 and T5 zones, as well as special neighborhood and institutional/industrial zones are shown on the development zone maps in the following section.



Source: SmartCode v8.0, Duany Plater-Zyberk & Company

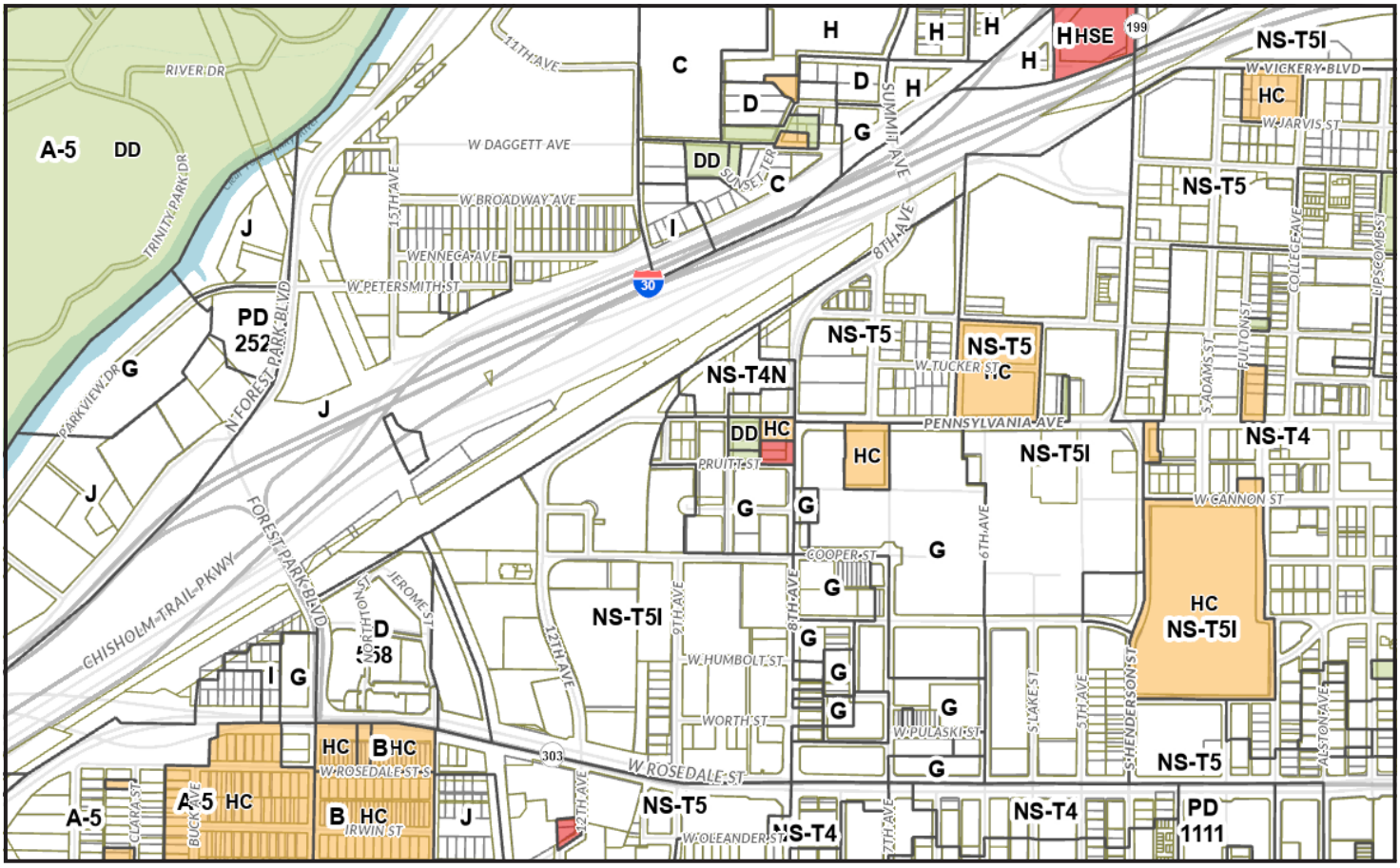
4.B. Development Zones and Historic Properties

1. Northwest Quadrant

The map below shows zoning boundaries as of the date of publication. For current boundaries, please visit www.fortworthtexas.gov/zoning.

HISTORIC PROPERTIES
(Refer to of Zoning Ordinance Ch. 4, Art. 5)

Local Designations
- HSE - Highly Significant Endangered
- HC - Historic and Cultural Landmark
- DD - Demolition Delay



Basic Development Standards (Standards and guidelines are listed in Sections 5-7.)

T4
20-ft. max. front setback,10-ft. on "Main" streets
18-ft. min. façade, 2-story min on "Primary"
3 stories max. if no bonus met
5 stories max. w/ one bonus criterion met
6 stories max. w/ two bonus criteria met
Parking behind or beside buildings

T5
20-ft. max. front setback,10-ft. on "Main" streets
18-ft. min. façade, 2-story min on "Primary"
5 stories max. if no bonus met
8 stories w/ one bonus criterion met
10 stories w/ two bonus criteria met
Parking behind or beside buildings

-N
Neighborhood zone
No single-use non-residential
3 stories max., 4 stories w/ one bonus criterion met

-I
Institutional/Industrial zone
Flexible driveway and entrance standards

-R
Restricted zone
No bars or industrial uses; see page 81.

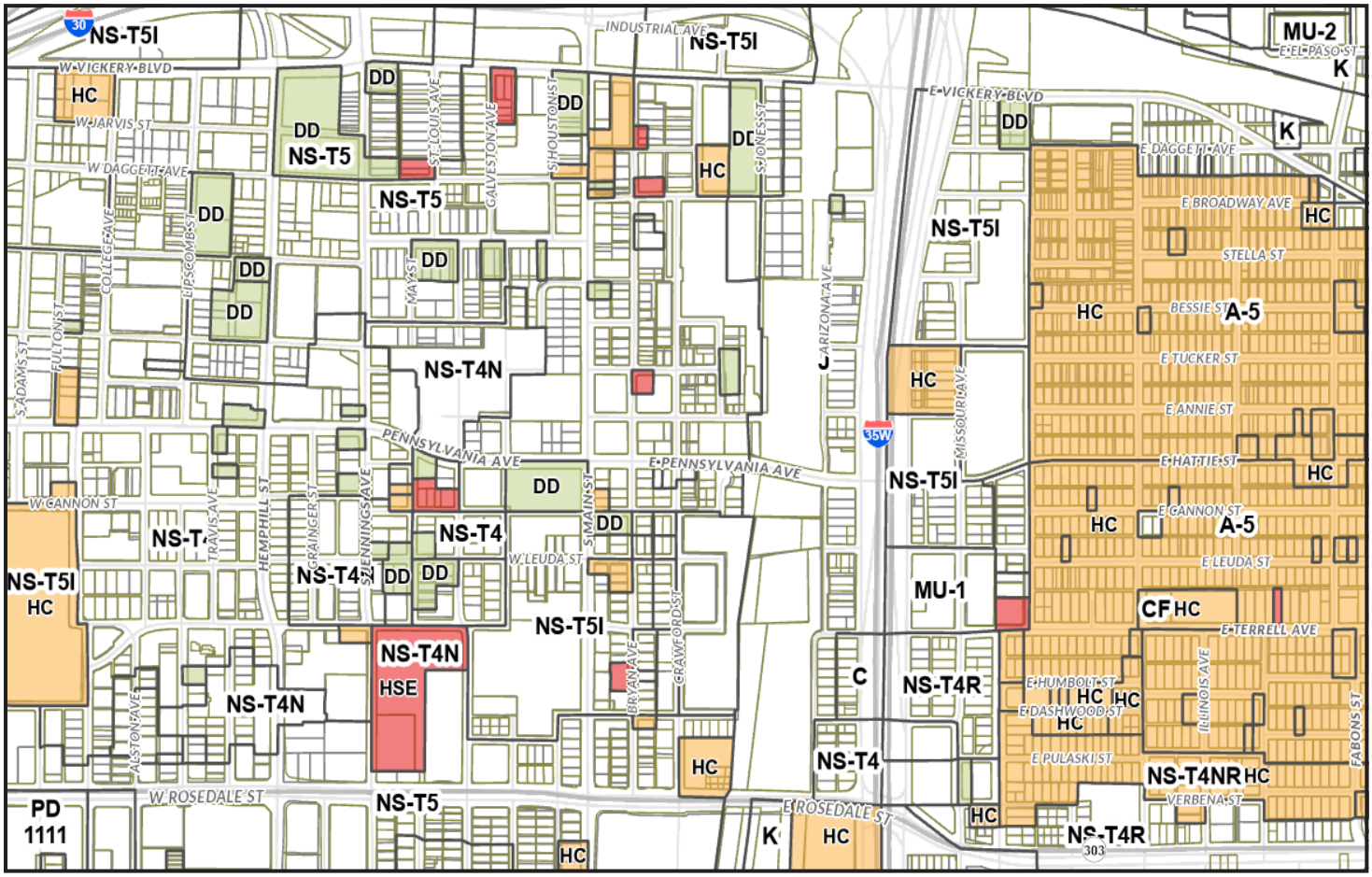
2. Northeast Quadrant

The map below shows zoning boundaries as of the date of publication. For current boundaries, please visit www.fortworthtexas.gov/zoning.

HISTORIC PROPERTIES
(Refer to of Zoning Ordinance Ch. 4, Art. 5)

Local Designations

- HSE - Highly Significant Endangered
- HC - Historic and Cultural Landmark
- DD - Demolition Delay



Basic Development Standards (Standards and guidelines are listed in Sections 5-7.)

T4
20-ft. max. front setback,10-ft. on "Main" streets
18-ft. min. façade, 2-story min on "Primary"
3 stories max. if no bonus met
5 stories max. w/ one bonus criterion met
6 stories max. w/ two bonus criteria met
Parking behind or beside buildings

T5
20-ft. max. front setback,10-ft. on "Main" streets
18-ft. min. façade, 2-story min on "Primary"
5 stories max. if no bonus met
8 stories w/ one bonus criterion met
10 stories w/ two bonus criteria met
Parking behind or beside buildings

-N
Neighborhood zone
No single-use non-residential
3 stories max., 4 stories w/ one bonus criterion met

-I
Institutional/Industrial zone
Flexible driveway and entrance standards

-R
Restricted zone
No bars or industrial uses; see page 81.

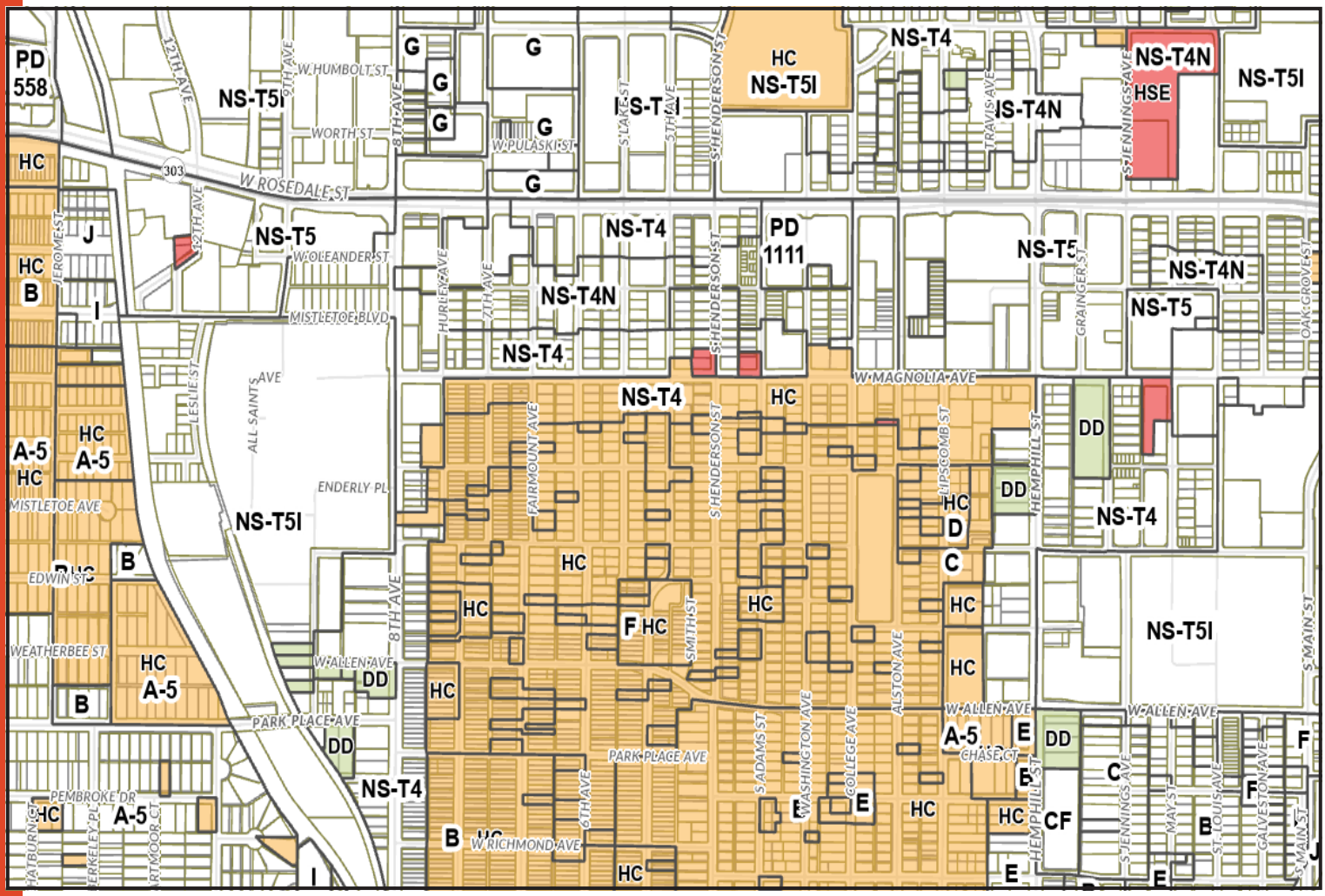
4.B. Development Zones and Historic Properties (Cont.)

3. Southwest Quadrant

The map below shows zoning boundaries as of the date of publication. For current boundaries, please visit www.fortworthtexas.gov/zoning.

HISTORIC PROPERTIES
(Refer to of Zoning Ordinance Ch. 4, Art. 5)

Local Designations
- HSE - Highly Significant Endangered
- HC - Historic and Cultural Landmark
- DD - Demolition Delay



Basic Development Standards (Standards and guidelines are listed in Sections 5-7.)

T4
20-ft. max. front setback,10-ft. on "Main" streets
18-ft. min. façade, 2-story min on "Primary"
3 stories max. if no bonus met
5 stories max. w/ one bonus criterion met
6 stories max. w/ two bonus criteria met
Parking behind or beside buildings

T5
20-ft. max. front setback,10-ft. on "Main" streets
18-ft. min. façade, 2-story min on "Primary"
5 stories max. if no bonus met
8 stories w/ one bonus criterion met
10 stories w/ two bonus criteria met
Parking behind or beside buildings

-N
Neighborhood zone
No single-use non-residential
3 stories max., 4 stories w/ one bonus criterion met

-I
Institutional/Industrial zone
Flexible driveway and entrance standards

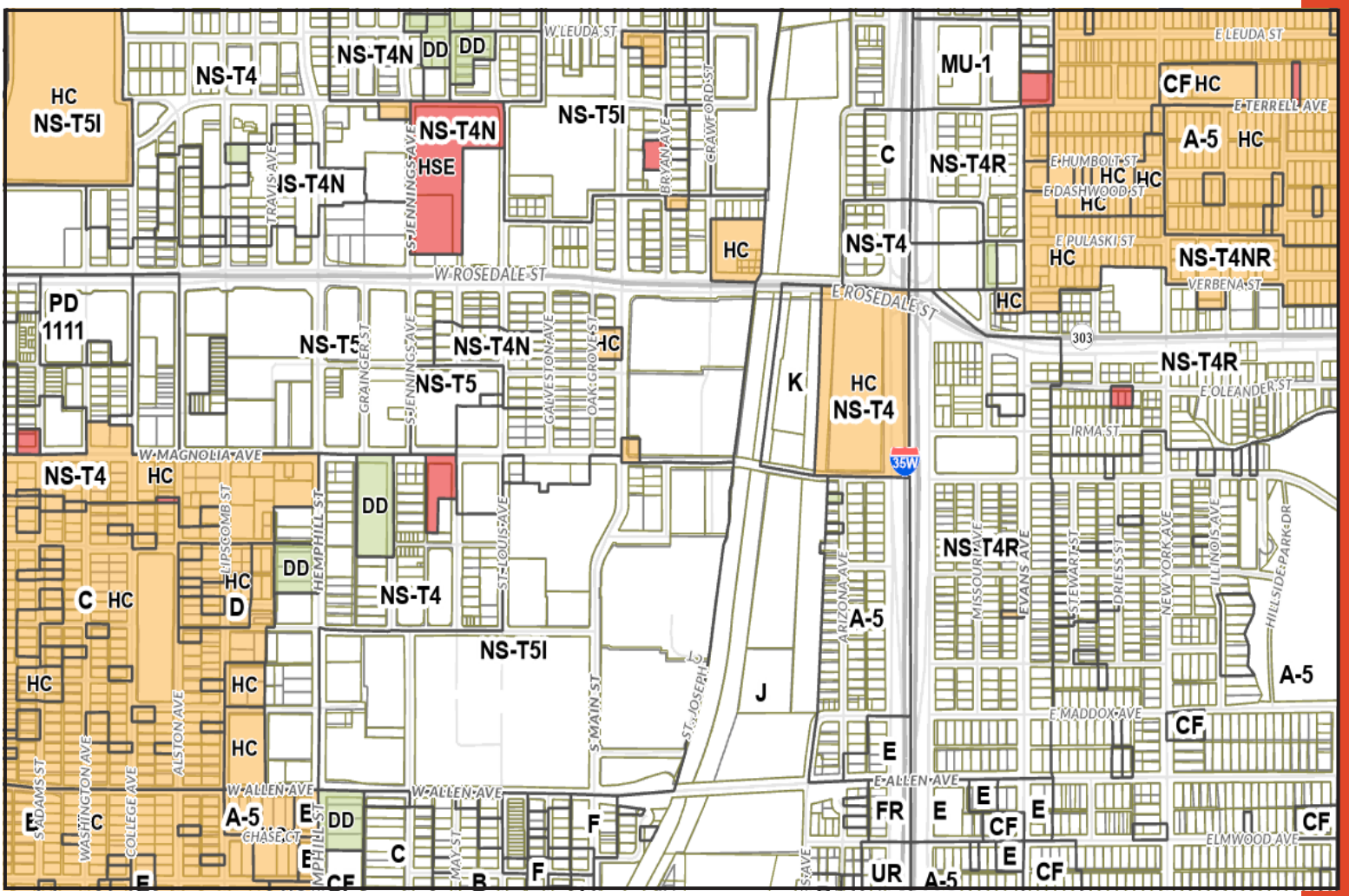
-R
Restricted zone
No bars or industrial uses; see page 81.

4. Southeast Quadrant

The map below shows zoning boundaries as of the date of publication. For current boundaries, please visit www.fortworthtexas.gov/zoning.

HISTORIC PROPERTIES
(Refer to of Zoning Ordinance Ch. 4, Art. 5)

Local Designations
- HSE - Highly Significant Endangered
- HC - Historic and Cultural Landmark
- DD - Demolition Delay



Basic Development Standards (Standards and guidelines are listed in Sections 5-7.)

T4
20-ft. max. front setback,10-ft. on "Main" streets
18-ft. min. façade, 2-story min on "Primary"
3 stories max. if no bonus met
5 stories max. w/ one bonus criterion met
6 stories max. w/ two bonus criteria met
Parking behind or beside buildings

T5
20-ft. max. front setback,10-ft. on "Main" streets
18-ft. min. façade, 2-story min on "Primary"
5 stories max. if no bonus met
8 stories w/ one bonus criterion met
10 stories w/ two bonus criteria met
Parking behind or beside buildings

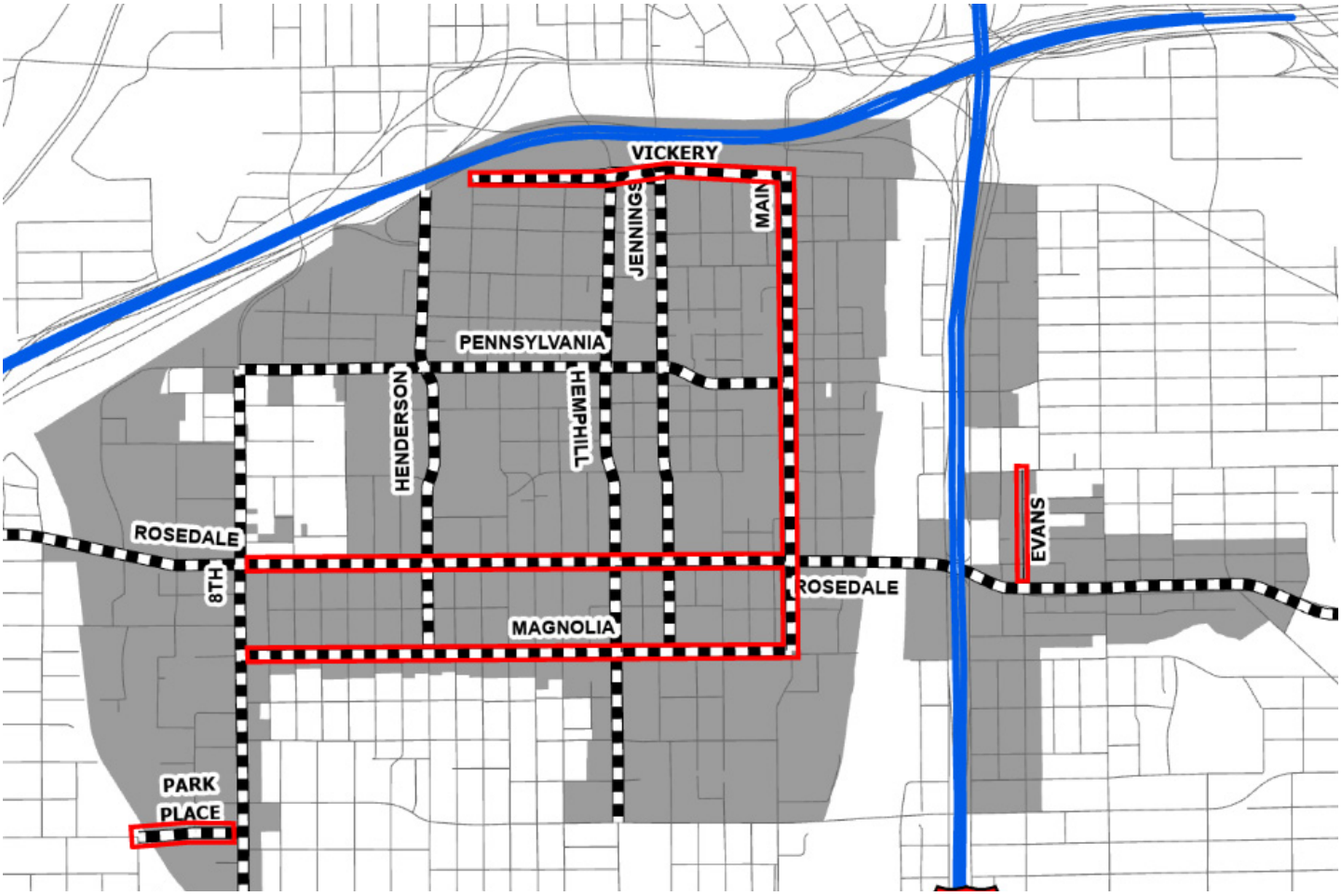
-N
Neighborhood zone
No single-use non-residential
3 stories max., 4 stories w/ one bonus criterion met

-I
Institutional/Industrial zone
Flexible driveway and entrance standards

-R
Restricted zone
No bars or industrial uses; see page 81.

4.C. Circulation Network and Street Design

1. Primary Streets and Main Street Map



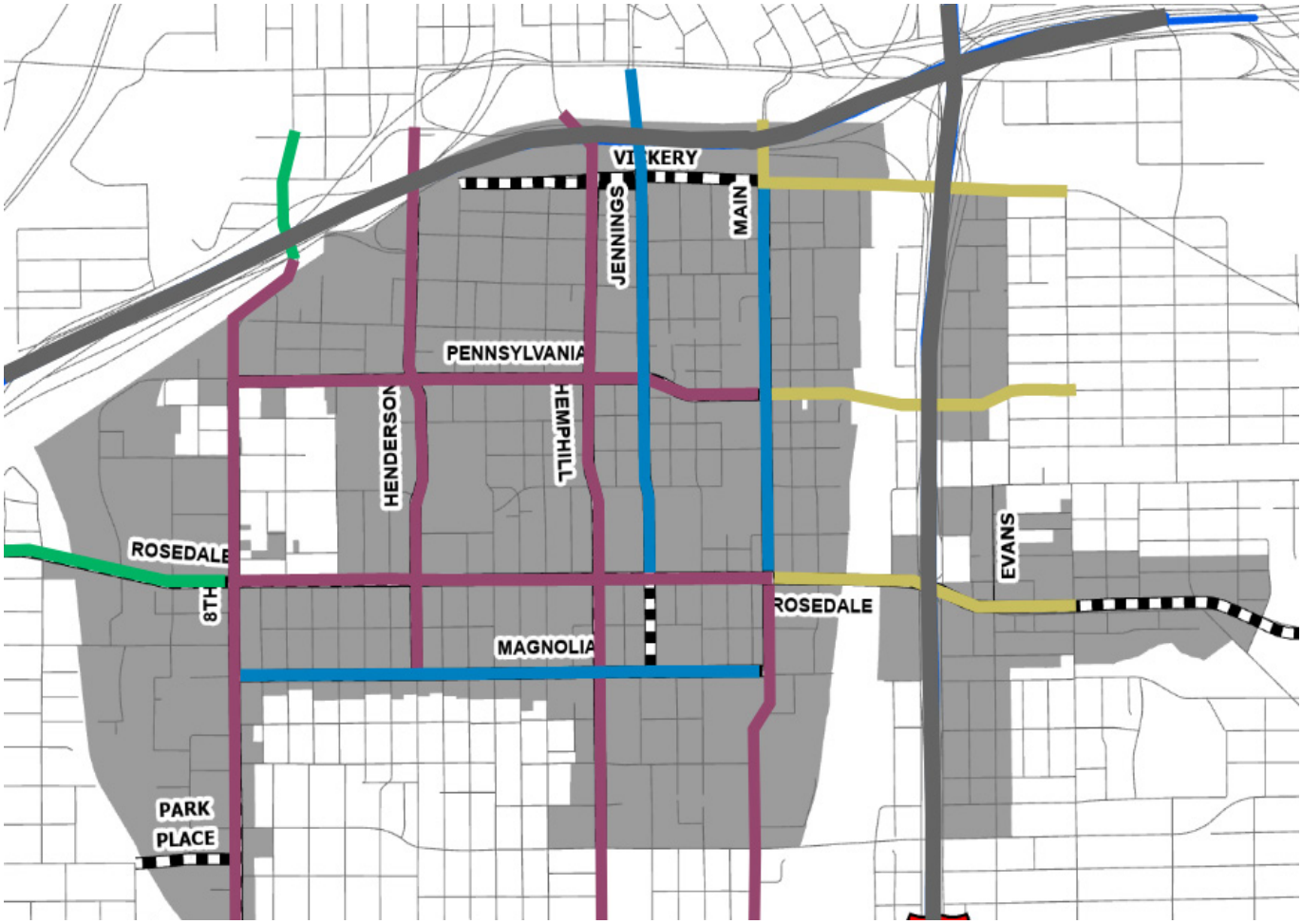
Primary Streets – For specific provisions that apply along a Primary Street, reference sections:

5.D.2
5.D.3

Main Streets – Walkable, mixed-use streets of moderate to high density. These are primary destination streets with active ground floor uses and on-street parking, and are comfortable and safe for bicyclists. For specific provisions that apply along a Main Street, reference sections:

5.B.2.c.
5.B.3.d.
5.C.2.a.
5.C.5.b.
5.E.8.
5.F.5.d.
5.F.5.f.

2. CFW Master Thoroughfare Plan (MTP) Enlargement - Near Southside



COMMERCIAL/MIXED USE
COMMERCIAL CONNECTOR
ACTIVITY
NEIGHBORHOOD CONNECTOR

For more information and details on these classifications and for the city's long-range plan for major transportation facilities in the City of Fort Worth, please reference the Master Thoroughfare Plan, found here: http://fortworthtexas.gov/mtp/

5.A. Intent and Principles

This section includes standards and guidelines related to the orientation and configuration of streets, public spaces, buildings, sites, and parking facilities. The purpose of these standards and guidelines is to promote high quality, pedestrian-oriented, sustainable development that adapts to changing conditions over time, without dictating architectural style. The following principles provide the basis for the development standards and guidelines.



STREETS AND PUBLIC SPACES

1. Design all streets and sidewalks to promote pedestrian activity and comfort. Sidewalks serve as the Near Southside's most heavily used public spaces.
2. Balance the circulation requirements of automobiles, mass transit vehicles, bicycles, and pedestrians in the design of street cross-sections. Utilize context-sensitive design strategies to achieve this balance.
3. Provide designated road space for bicycles, such as striped bike lanes, on roads that would otherwise be uncomfortable or unsafe for less experienced or slow riders.
4. Emphasize attention to detail and quality construction in the design and construction of streets.
5. Use simple but effective roadside designs to allow easy maintenance.
6. Provide on-street parking in as many areas as possible to support district businesses and to calm traffic speeds.
7. Adhere to time-tested roadside design strategies that create walkable streets, including shade trees and pedestrian lights located along the curb, between the roadway and the walkway.
8. Provide a wide range of public spaces (in addition to comfortable sidewalks), including neighborhood-oriented pocket parks, community gathering places, and recreational facilities.
9. Incorporate elements into public spaces that engage all age groups, including young children and the elderly.



On-street parking, wider sidewalks, street trees, and outdoor dining areas will help create the district's most appealing and heavily used public spaces.



The Near Southside aims to accommodate multi-modal transportation solutions, including buses, bikes and trains.



A network of public spaces that includes both smaller plazas and larger parks is a key element in urban districts.



The principles support active streets with ground level uses that are oriented to public sidewalks.



Parking lots located behind or to the side of buildings are consistent with the district's urban character.



Historically significant buildings help define the district and should be incorporated into new projects.

5.A. Intent and Principles (cont.)

SITES AND BUILDINGS

1. Design sites and buildings, and the lower floors of buildings in particular, so that they promote pedestrian activity and provide an active, human-scale, continuous, pedestrian-oriented street edge along public sidewalks.
2. Design buildings and sites that provide visual variety and enhance the Near Southside's overall sense of place.
3. Build distinctive neighborhoods that enhance local identity.
4. Promote building scale that enhances the public realm, and promote new buildings that complement the scale of neighboring structures, particularly adjacent historic buildings.
5. Locate and design surface parking lots, individual garages, and large parking garages so as to reduce their visual impact and/or to create public amenities (e.g., through aesthetic or environmental features).
6. Design and orient buildings on Magnolia, Park Place, West Rosedale, South Main, Pennsylvania, 8th Avenue, and Vickery so as to support the streets' roles as the Near Southside's primary pedestrian-oriented commercial districts.
7. Encourage the use of durable, attractive materials that promote sustainability and the reuse of buildings.
8. Design buildings that reflect the time in which the structures are built, as the district's most treasured historic buildings do.
9. Without dictating architectural style, encourage building facade designs that contribute to an attractive streetscape and skyline.
10. Encourage all civic and publicly sponsored buildings to be of exceptional design quality.
11. Design buildings and sites so as to minimize negative impacts on air and water quality and to promote a sustainable natural environment.

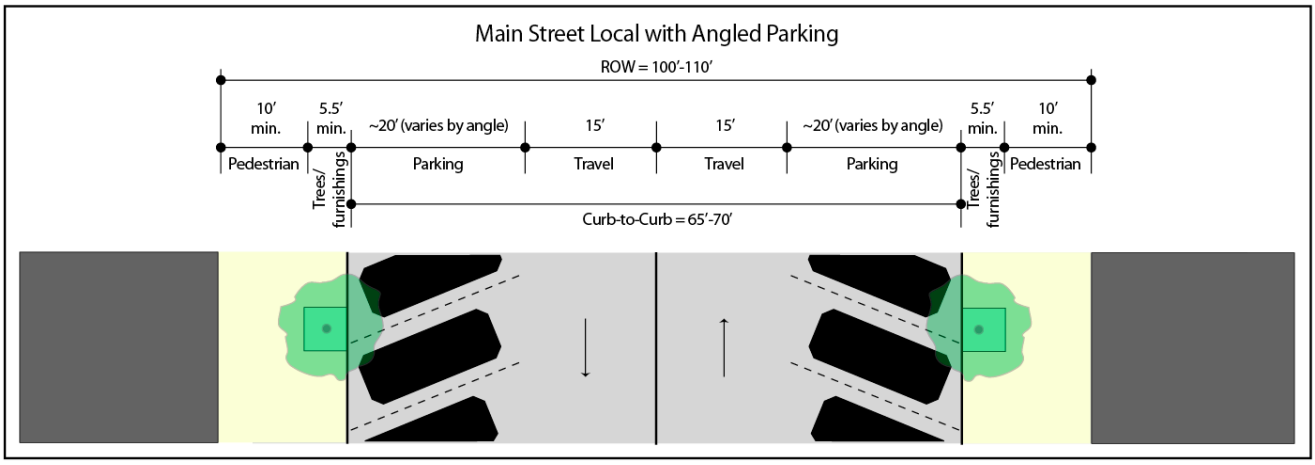


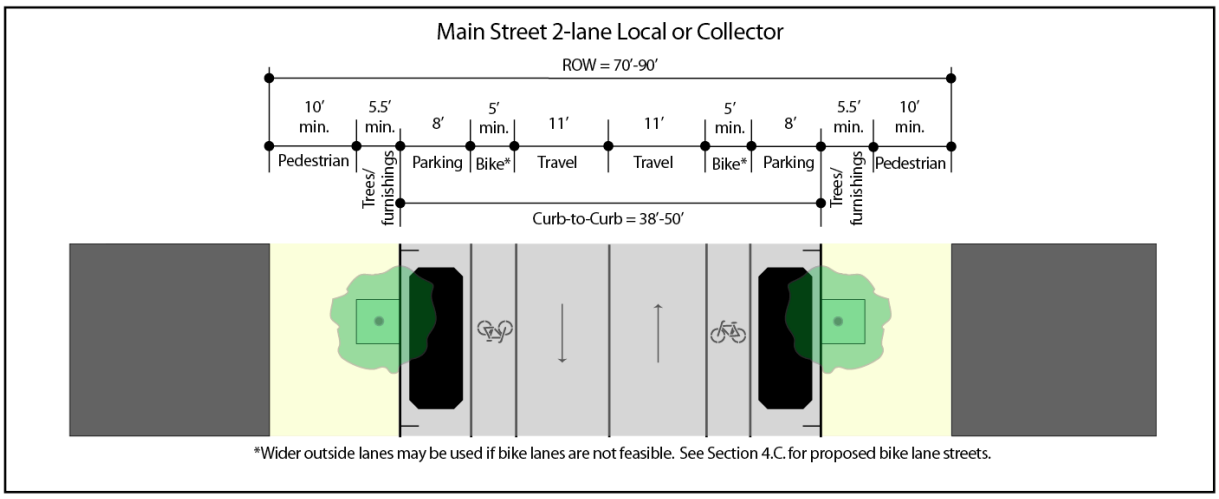
Buildings should use high quality, timeless materials that strengthen the architectural character of the district.

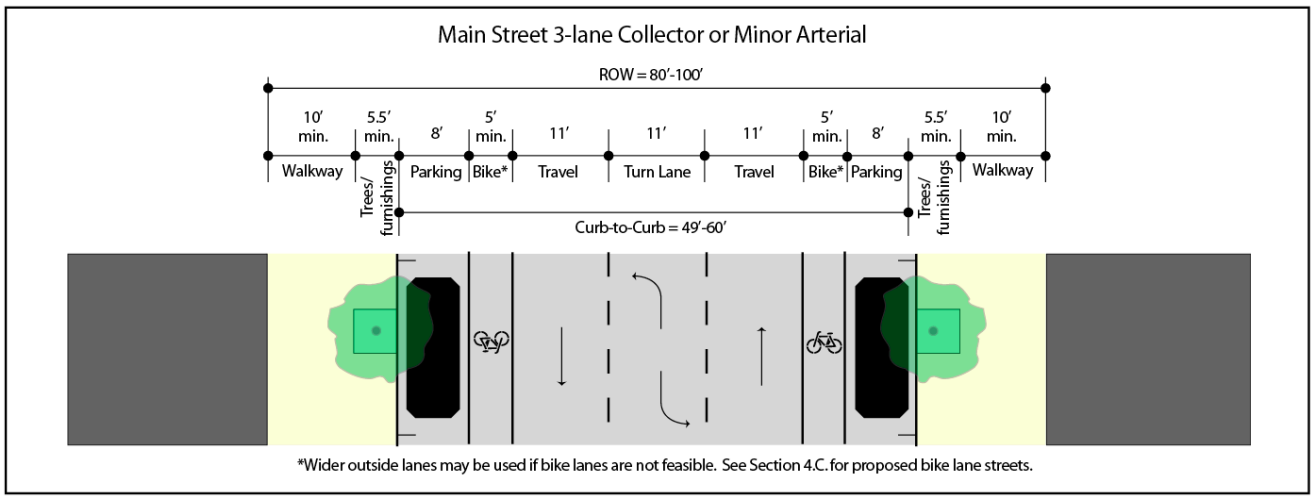
5.B. Streets and Other Public Spaces

1. Street Standards

a. Main Streets



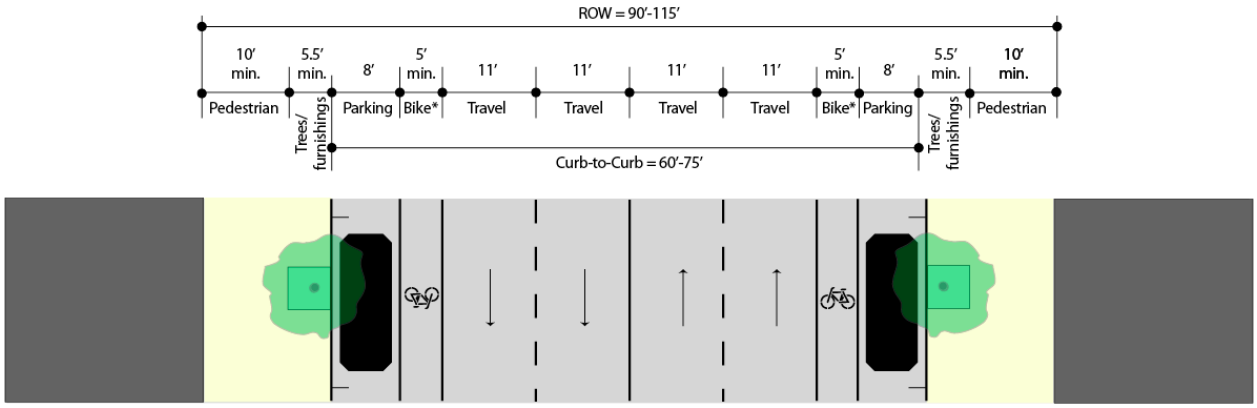




NOTES:
1) The City's Traffic Engineer is authorized to approve modifications to cross-section dimensions in response to site-specific constraints.

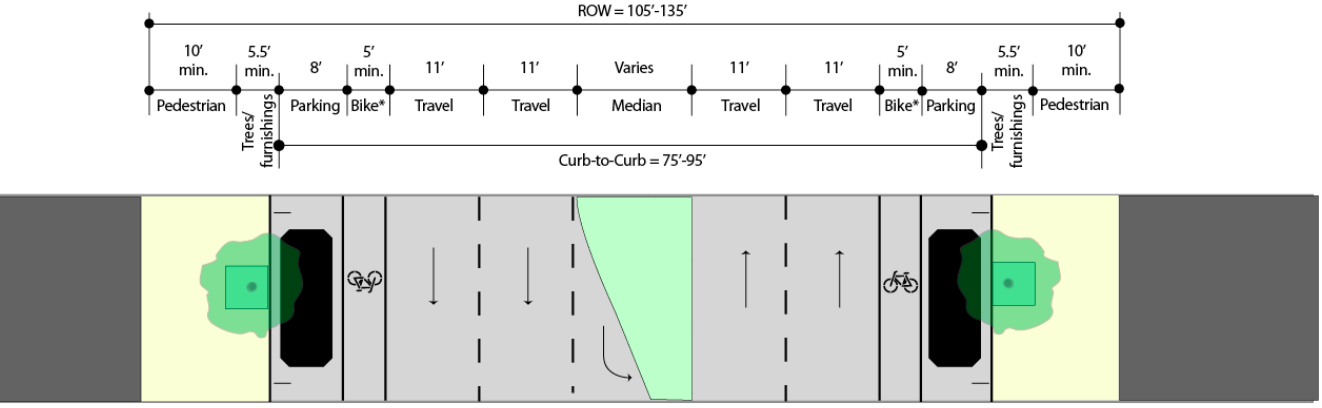
a. Main Streets (cont.)

Main Street 4-lane Minor Arterial



*Wider outside lanes may be used if bike lanes are not feasible. See Section 4.C. for proposed bike lane streets.

Main Street Major Arterial



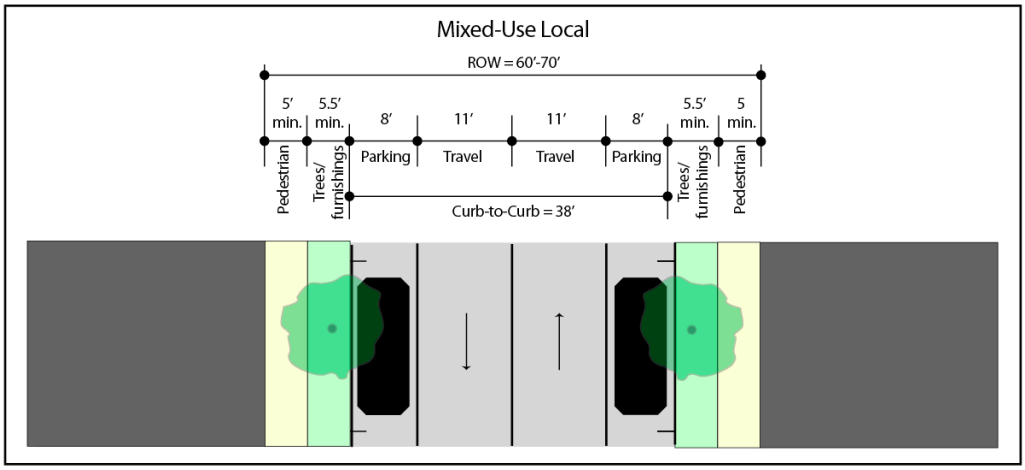
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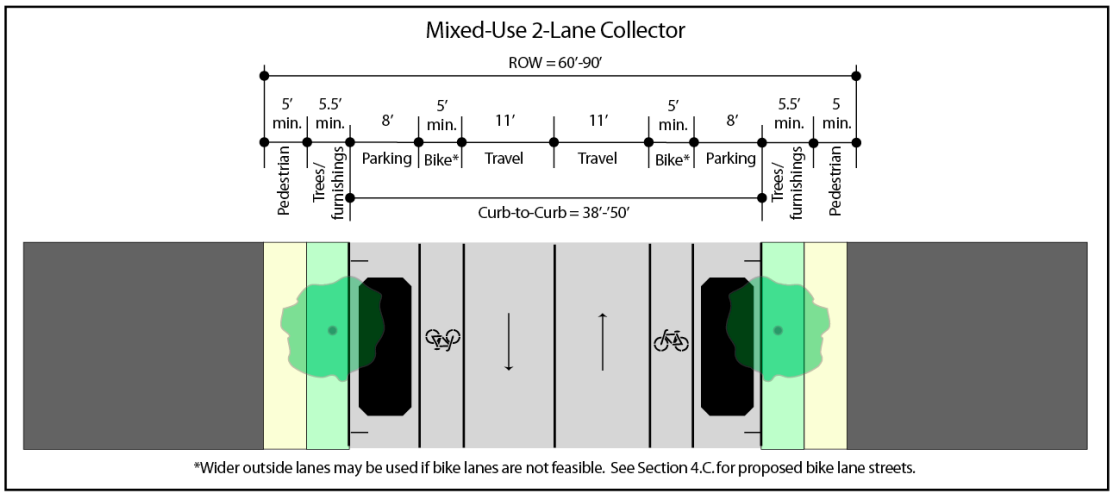
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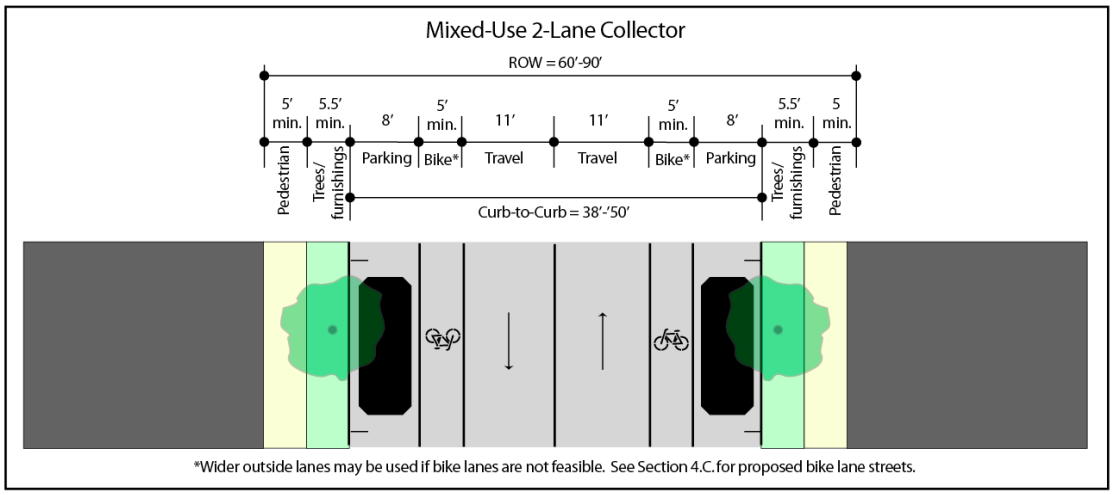
5.B. Streets and Other Public Spaces (cont.)

1. Street Standards (cont.)

b. Mixed-Use Streets

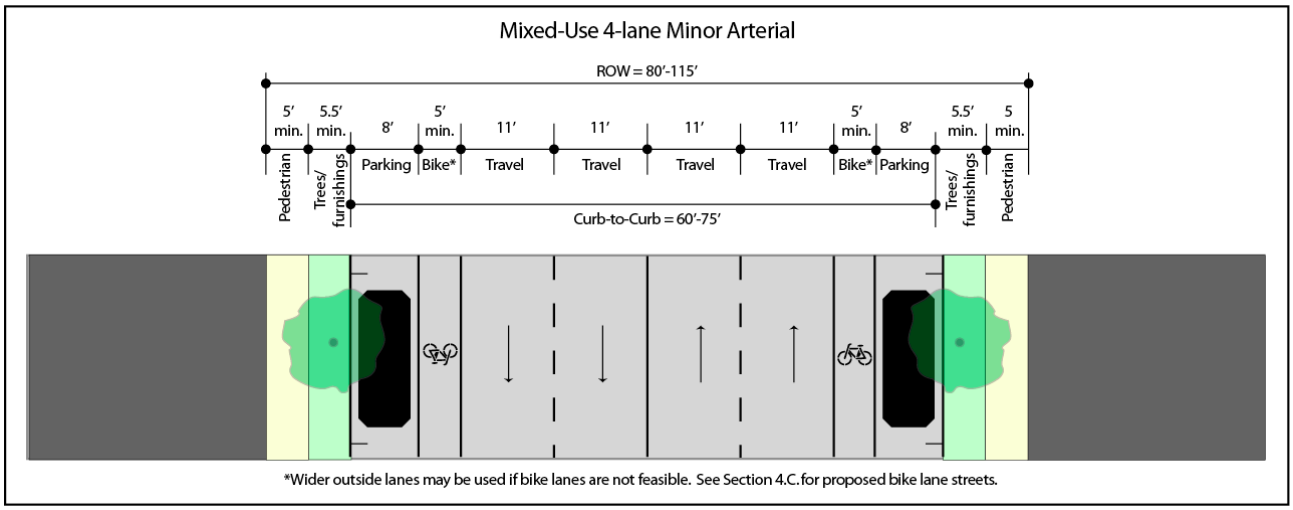


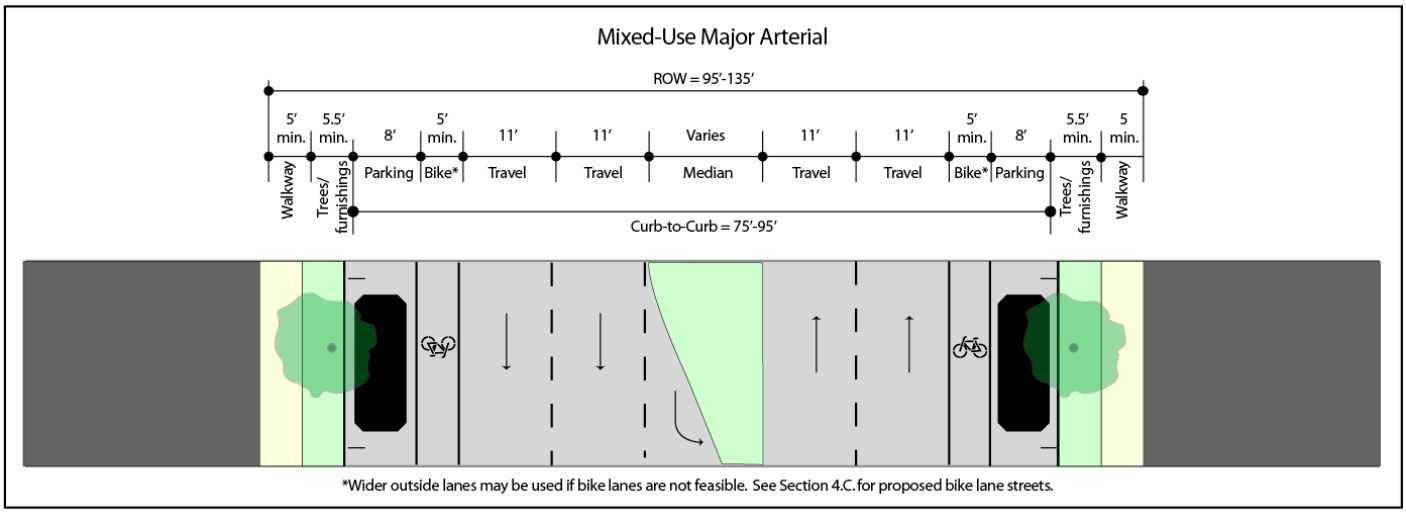




NOTES:
1) The City's Traffic Engineer is authorized to approve modifications to cross-section dimensions in response to site-specific constraints.

b. Mixed-Use Streets (cont.)



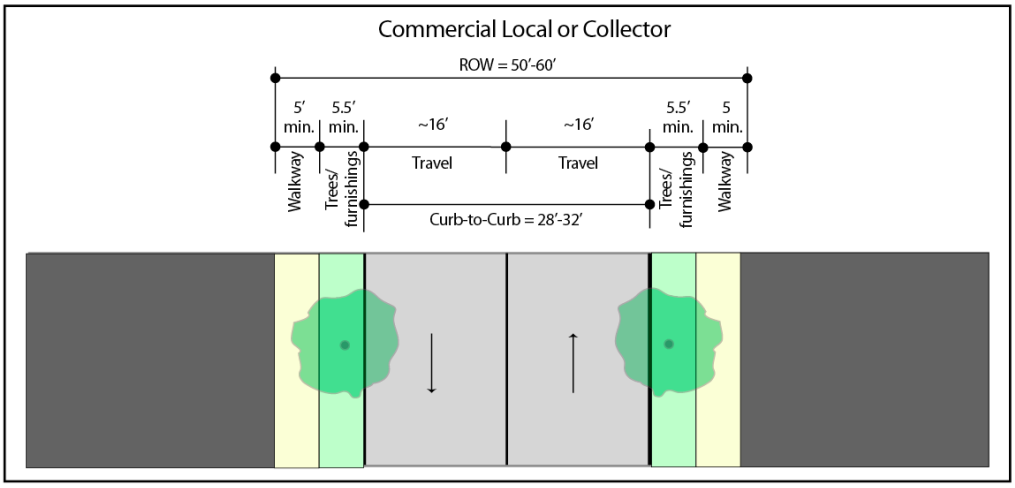


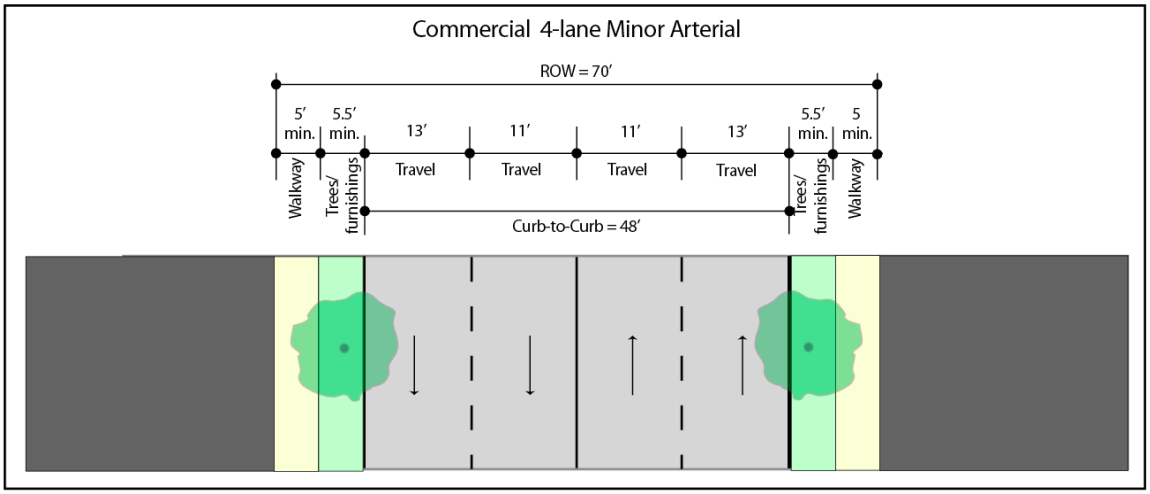
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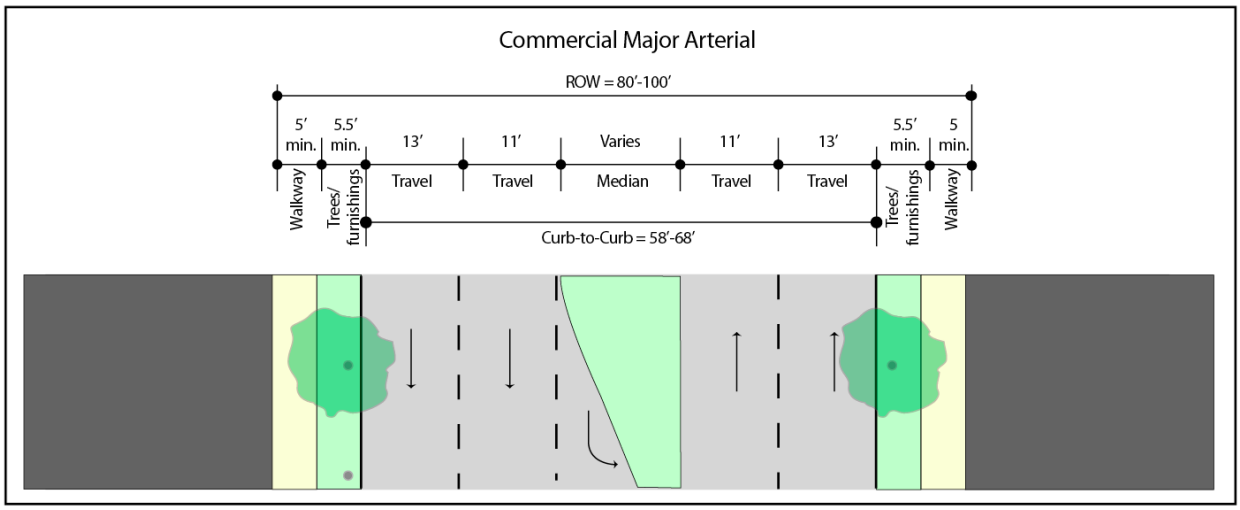
5.B. Streets and Other Public Spaces (cont.)

1. Street Standards (cont.)

c. Commercial Streets







NOTES:
1) The City's Traffic Engineer is authorized to approve modifications to cross-section dimensions in response to site-specific constraints.

d. Alleys

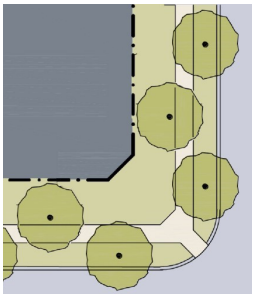
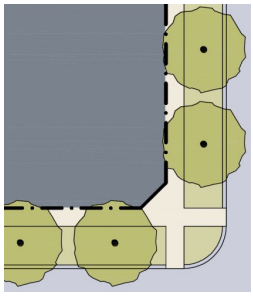
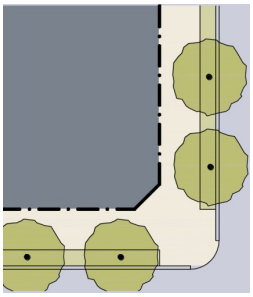
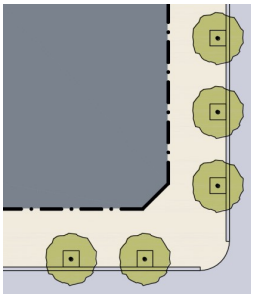
1. Alleys shall conform to all standards contained in the Subdivision Ordinance, Traffic Design Manual and Water & Sewer Design Manual.



An alley is a narrow access way, often without sidewalks, that provides access to the back of buildings or garages. Alleys are often used for deliveries and garbage collection.

2. Public Roadsides

a. Roadside Design Options

	1. Dual Planting Strips	2. Wide Planting Strip	3. Narrow Planting Strip	4. Sidewalk Planter
				
Roadside Width - Total width of pedestrian way and street tree/furniture zone (see 5.B.2.b for minimums).				
	20+ feet	13-15 feet	10-15 feet	10-20 feet
Pedestrian Way				
Paved Walkway	5 ft. minimum (6 ft. if adjacent to angled parking)	5 ft. minimum (6 ft. if adjacent to angled parking)	5-10 ft. minimum (6 ft. if adjacent to angled parking)	5-10 ft. minimum
Walkway location	Between planting strips	Along property line	Along property line, or along planting strip if sidewalk seating or display is located along property line.	Along property line, or along planting strip if sidewalk seating or display is located along property line.
Street Tree/Furniture Zone - Located along the curb; includes street trees, pedestrian lights, and other elements.				
Planter	Min 5.5 ft. wide (each)	Min 8 ft. wide	Min 5.5 ft. wide	Min 5 ft. x 5 ft tree well
Tree Spacing 5.B.3.a	25-35 ft (Must be min. 10 ft from bldg.)	15-35 ft	15-35 ft	15-35 ft
Ped Light Spacing 5.B.3.c	60 ft maximum	60 ft maximum	60 ft maximum	60 ft maximum
Other elements 5.B.3.d	-Irrigated groundcover -Fire hydrants	-Irrigated groundcover -Fire hydrants	-Irrigated groundcover -Bike racks -Trash bins -Benches -Wayfinding signs -Sidewalk tables and displays	-Bike racks -Trash bins -Benches -Wayfinding signs -Sidewalk tables and displays

2. Public Roadsides (cont.)

b. Projects subject to roadside standards – All new construction projects, as well as major renovations in which the:

1. Gross floor area to be renovated exceeds 10,000 sf, and
2. Value of the renovation exceeds the appraised value (per Tarrant Appraisal District records) of the property's improvements prior to enovation.

c. Minimum roadside widths for new construction projects – To accommodate the required minimum widths for street tree/furniture zones and pedestrian ways, minimum roadside width standards apply. These standards apply regardless of the available public right-of-way. Where insufficient right-of-way exists, the pedestrian way shall extend onto private property, with a public sidewalk easement provided. The roadside shall be measured from the back of the curb to the outside edge of the pedestrian way (closest to the building façade).

1. "Commercial" and "Mixed-Use" streets – 10.5 ft. minimum
2. "Main" streets – 15 ft. minimum

3. Roadside Elements

a. Street trees

1. Developments must conform to the tree preservation standards set forth in Section 5.G.1. Canopy of street trees can be applied towards mitigation requirements. The provisions below also apply.
2. Public and private development shall provide shade trees within the street tree/furniture zone.
3. Street trees shall be a minimum of three (3) inch caliper and placed 15-35 feet apart on center, depending on the trees' size at maturity.* (See the list on the next page for spacing standards, and the spacing note on the bottom of page 35.) Where necessary, spacing exceptions may be made to accommodate mature trees, curb cuts, fire hydrants and other infrastructure elements.
4. To maximize survival rates, trees shall be planted to ensure proper drainage and shall be irrigated.
5. Low maintenance tree planter systems, such as pervious pavers or planting strips, shall be used. Tree grates collect trash and damage trees and are not a low maintenance system.
6. Street trees shall be pruned to allow 8-foot clearance for pedestrians.
7. Trees shall be planted at the time of development, although the planting schedule may be extended to allow planting during the fall/winter season.

5.B. Streets and Other Public Spaces

3. Roadside Elements (cont.)

a. Street trees (cont.)

Best

Small Canopy (Min. 15' spacing)
Redbud
Mexican Plum
Eve's Necklace

Medium Canopy (Min. 25' spacing)
Caddo Maple
Bald Cypress

Large Canopy (Min. 35' spacing)
Texas Red Oak
Shumard Oak
Live Oak
Durand Oak
Lacebark Elm
Cedar Elm

Good

Medium Canopy (Min. 25' spacing)
Ginkgo

Large Canopy (Min. 35' spacing)
Pecan

Prohibited

Hackberry
Sycamore
Silver Maple
Mulberry
Siberian Elm
Mimosa
Arizona Ash
Cottonwood
Willow
Bradford Pear
Chinese Pistache

b. Pedestrian Way

1.The pedestrian way shall have walkways a minimum width of 5 feet and shall comply with ADA and Texas Accessibility Standards.

Exemption: Minor renovation projects on properties with existing 4 ft. sidewalks.

2. Paving materials shall be attractive and easy to maintain. Appropriate materials:

- Concrete
- Pervious concrete
- Masonry pavers over concrete base
- Similarly durable materials that meet City standards

3. Landscape planting in the Street Tree/ Furniture Zone between the curb and pedestrian way should allow clear visibility from the street. Shrubs to be a max 36" in height.



Street tree/furniture zone (Trees, Lights, Bike Racks,Tables)

Pedestrian Way (Clear walkway, Awnings and other shade elements)

3. Roadside Elements (cont.)

c. Pedestrian Lights

1. New public and private development shall provide pedestrian lights within the roadside's street tree/furniture zone.

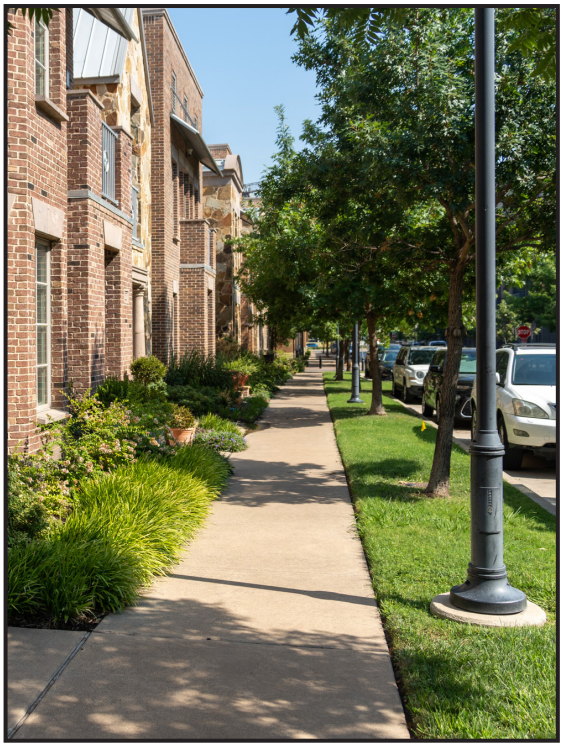
- Any new structure larger of 10,000 sq. ft. in NS-T4 shall have street lighting requirement under NS-T4 (installation of pedestrian street lighting shall be required)
- NS-T4H require non-flood lighting sufficient to cover pedestrian areas in front of property or business, but not beyond the curb, and per City code may not be more than 3,000 kelvin.
- New or rehabilitated structures may not need to install pedestrian street lighting as outlined in Section 5,B, 3,c; however, lighting for pedestrian areas in and around property is required. Lighting must blend into the architectural elements of the structure. These lighting elements shall be approved by either UDC, Planning Department and if necessary Landmarks Commission.
- Any new lighting to meet this requirement shall not be in the form of flood lighting, intermediate or strobe lighting.

2. Pedestrian lights shall be located approximately at the midpoint between two trees and spaced a maximum of 60 feet apart.* (See note below.) Where necessary, spacing exceptions may be made to accommodate mature trees, curb cuts, fire hydrants and other infrastructure elements.

3. Guidelines

- Continuity of lighting style throughout a neighborhood is encouraged.
- Lights should be durable and easy to maintain or replace.

Spacing note for trees and lights
If no pedestrian lights or street trees exist on the project's block face, measure from the end of the block to determine spacing. (For trees: begin 40 feet from curb intersection to accommodate public open space easement requirement.) If trees or lights exist, measure from existing trees or lights.



Since its inception, Near Southside, Inc. has worked with developers to install pedestrian lights as part of new construction projects, including this development along College Avenue. The roadside standards in this section promote the installation of lights throughout the Near Southside.

3. Roadside elements (cont.)

d. Guidelines for other roadside elements

1. Bike racks, trash bins, and seating should be incorporated into streetscape designs on "Main Streets" and other streets with high levels of pedestrian activity. Continuity of style throughout a neighborhood is encouraged. These elements should be durable, cost effective, and easy to maintain.

2. Transit shelters should:

- Be located in areas with a high level of pedestrian activity, but shall not impede pedestrian traffic or wheelchair circulation.
- Provide comfortable seating and should not use the standard, stand-alone advertising benches seen at many bus stops.
- Where feasible, incorporate other streetscape elements, such as water fountains, newspaper boxes, trash bins, and/or signage.
- Reflect design excellence and should be designed as more than simple utilitarian fixtures. Creative and timeless designs that complement other streetscape furnishings are encouraged.
- Be constructed of durable, attractive, and sustainable materials that are easy to maintain.



Bike racks that are easy to recognize, attractive, and simple to use help make the Near Southside bike-friendly, providing convenience and security.

4. Public Parks and Plazas

a. Park Dedication Policy – The City's Neighborhood and Community Park dedication policy has been updated, revised and effective January 1, 2024. The developer shall pay, in accordance with the Neighborhood and Community Park Dedication Policy and House Bill 1526, a Flat Fee per each additional residential dwelling unit depending on building type (multifamily residential or single family residential). Fees will be assessed at the time of Certificate of Occupancy for multifamily and building permit for single family. Land Dedication, up to 10% of the gross site, is permitted. Developer to visit with the City of Fort Worth PRM-Planning group regarding land dedication. Land dedication must be publicly accessible and confirm to the land character outlined in the Neighborhood and Community Park Dedication Policy and the Park, Recreation and Open Space Master Plan.

b. Plazas – Plazas are urban public spaces that are more formal than parks and have a higher degree of hard surfaces and pedestrian traffic. Guideline for impervious surface area: Maximum 40 percent.

c. Parks – Parks are open spaces that have less hard surface and pedestrian traffic than plazas. Parks typically include both active and passive recreation areas. Guideline for impervious surface area: Maximum 20 percent.

d. Hours – Publicly and privately maintained public spaces shall be publicly accessible during daylight hours. Access may be limited at other times.


Magnolia Green

Magnolia Green hosts frequent community events and festivals.


Evans Avenue Plaza

Evans Avenue Plaza incorporates plaques with biographies of leaders who shaped the neighborhood.

5.B. Streets and Other Public Spaces (cont.)

4. Public Parks and Plazas (cont.)

e. Design guidelines – Publicly and privately developed public spaces should conform to the following guidelines, to the extent possible.

1. Design all public spaces other than large recreational parks to be human-scale and visually interesting.

2. Locate and design public spaces so that they are clearly visible and easily accessible.

3. Incorporate space-defining and active edges – such as multi-story façades with ground floor restaurants – but avoid blank walls. Cafés and shops that attract pedestrians are ideal edge uses.

4. Plan for prevailing sun angles and climatic conditions.

5. Avoid locating public spaces on corner lots. Corners are better suited for buildings that establish a strong urban street edge.

6. Avoid sunken plazas and architectural bench arrangements; these often fail to promote use.

7. Provide flexible space for programmed uses, but design such spaces so that they do not appear barren when there is no programming.

8. Incorporate features that attract users, such as fountains, public display areas, or interactive sculpture.

9. Incorporate landscaping to provide natural shade and/or to soften hardscape areas.



Crawford Park, knows as "The Skinny" in South Main Village

The standards and guidelines encourage a variety of public spaces on the Near Southside, ranging from the type of active urban plazas and more passive and heavily landscaped urban neighborhood parks shown here.

5.B. Streets and Other Public Spaces (cont.)

5. Public Art Guidelines

a. Public art in private projects – Where feasible, developers are encouraged to integrate art into the design process for buildings and public spaces.

b. Public art in public projects – Public agencies are encouraged to integrate art in the design of all publicly visible infrastructure, including retaining walls and public spaces.

c. Fort Worth Art Commission assistance – The Fort Worth Art Commission may assist with identifying appropriate artists and/or advise on selection processes for projects.



Oscer Alvarado's "Service Through the Centuries" at Fire Station #5

The firefighter murals at Fire Station #5 was funded through the City's public art program. In addition to art that is integrated into City projects, privately sponsored public art can greatly enhance a development project's appeal and value.



Benito Huerta's "Urban Still Life" on South Main Street

Benito Huerta's sculptures along South Main Street add interest and artistic detail to the pedestrian realm.

5.C. Building Location and Orientation

1. Base Setback Standards

New buildings shall be located in relation to the boundaries of their lots according to the setback standards listed below and depicted to the below.

FRONT SETBACK
0 ft. min., 20 ft. max. except as described in Section 5.C.2. below.

SIDE SETBACK
0 ft. min., except as described in Section 5.C.2.e. below.

REAR SETBACK
0 ft. min.

CORNER SETBACK
5' x 5' dedication when required by Section 5.C.2.f. below.

General yard development standards: Development shall be exempt from Chapter 6, Article 1, Sections 6.101B, 6.101E, and 6.101G of the zoning ordinance.

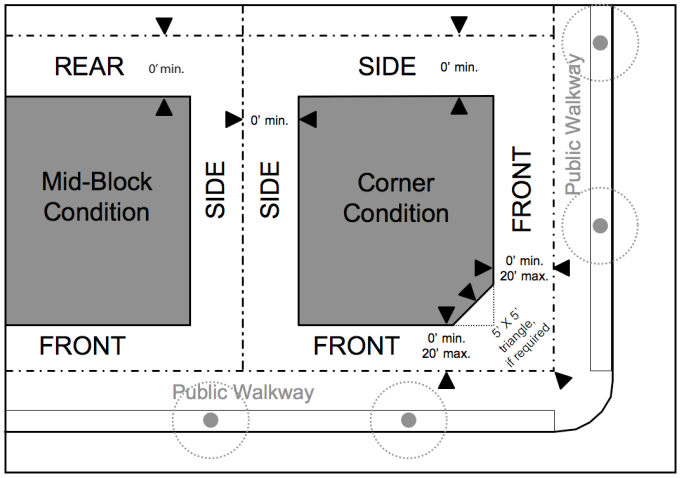
2. Contextual Setback Standards

a. Buildings fronting designated "Main" streets – Front setback is 0 ft. min. and 10 ft. max. (Street classification maps shown in Section 4.C.)

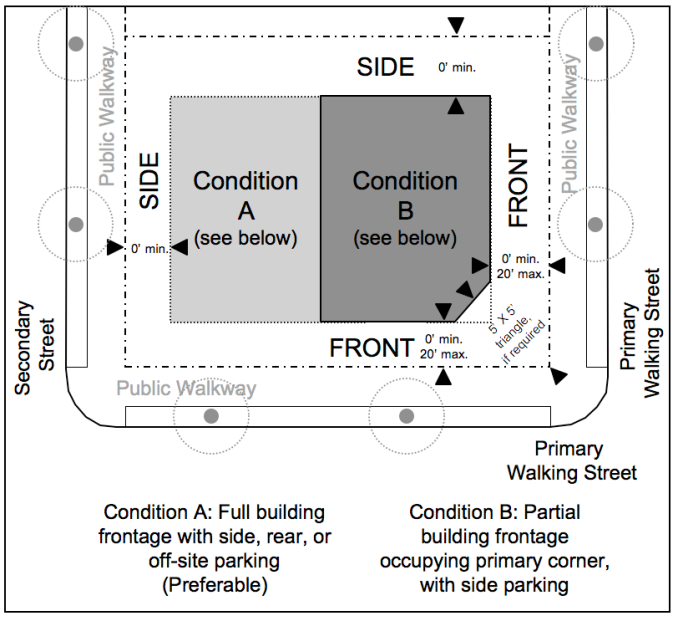
b. Buildings fronting public spaces – Buildings that front pocket parks, plazas, or other public spaces may exceed the maximum front setback.

c. Oleander Walk T4-N zone – Front setback is 5 ft. min. and 10 ft. max. along Oleander Walk; 0 ft. min. and 10 ft. max. along other streets.

SETBACKS:
PARTIAL BLOCKFACE CONDITIONS



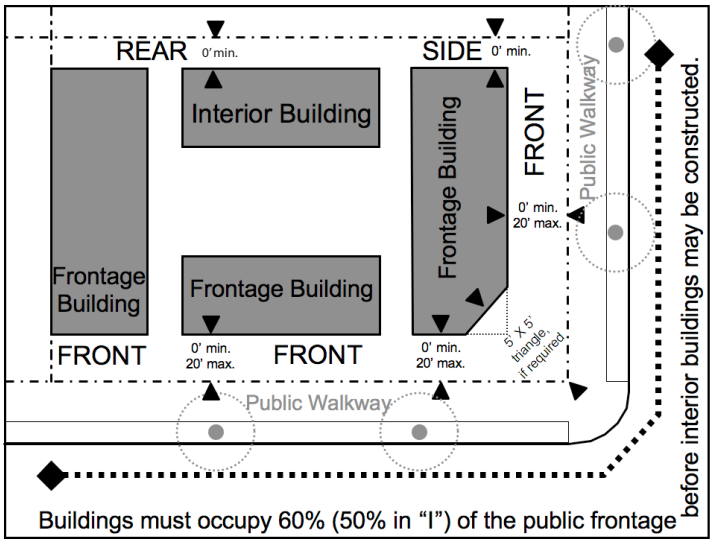
SETBACKS:
FULL BLOCKFACE CONDITIONS



Condition A: Full building frontage with side, rear, or off-site parking (Preferable)

Condition B: Partial building frontage occupying primary corner, with side parking

SETBACKS:
INTERIOR BUILDINGS



e. "On-street" parking or public walkways located on private property – If angled, perpendicular, or parallel parking is located on private property but functions the same as on-street parking, the front setback is measured from the edge of the public walkway. Similarly, if a required public walkway (see Section 5.B.2) encroaches onto private property, the setback is measured from the walkway edge as shown in diagrams to right.

f. Side yards adjacent to existing buildings – When an abutting property with an existing building has windows facing to the side, any new building shall provide at least 10 feet of separation.

g. Corner buildings – For corner buildings at street and alley intersections that do not include all-way stop signs or traffic signals, a triangular dedication measuring 5' by 5' is required by the subdivision ordinance. The triangle shall be measured from the property line and clear of visibility obstructions.

h. Interior buildings – Interior buildings may be constructed if the project also includes frontage buildings that are oriented to public streets. Specifically, buildings may exceed the setback if at least 60 percent of the public street frontage on each block face within the development contains buildings within the maximum setback of 20 ft. The frontage percentage is reduced to 50 percent for institutional or industrial campuses in "I" zones.

i. Lots adjacent to historic buildings - Match front setback for historic buildings (designated or eligible as noted in Section 4.B.)

j.General Hospital setback flexibility – General Hospital facilities in NS-T5I may exceed the maximum setback when necessary to accommodate patient drop-off areas. Prior to approval, staff shall consider the number of existing patient drop-offs within the vicinity. Drop-off layouts shall continue to comply with the City of Fort Worth's Access Management Policy, including roadway and access connection spacing requirements.

5.C. Building Location and Orientation (cont.)

3. Pedestrian Entrances

a. Primary pedestrian building entrances shall be located on the street frontage of the building. If a site's slope presents significant impediments to a street fronting entrance, such as a need for stairs within the public right-of-way - and a proposed entrance from an adjacent side facade would provide a similarly visible and inviting entrance, City staff may approve an exception administratively. For buildings fronting other public spaces, the primary pedestrian entrance shall be oriented to and accessible from the public space.

b. Individual retail entrances – Each retail use with exterior ground level exposure along a street or public space shall have an individual public entry from the street or public space.

c. Corner building guideline – Entrances to corner buildings with ground floor retail uses should be located at the corner.

d. Residential Entrance – Apartments, condominiums, manor houses, and townhomes with street level units shall provide individual street-oriented entries for each unit along the public street frontage.

Entries shall incorporate the following:

1. Direct pedestrian access between unit entrance and adjacent public sidewalk
2. Pedestrian protection at entrance with awning, canopy, or building recess
3. Traditional front door, not sliding glass or typical balcony double door
4. Patio or stoop
5. Transitional semi-public zone separating unit entrance from sidewalk, either landscaped.

PEDESTRIAN ENTRANCES



Pedestrian-oriented projects orient primary entrances to public sidewalks, and corner retail/service buildings often include corner entrances.

5.C. Building Location and Orientation (cont.)

4. Fencing

a. Front yard perimeter fencing prohibited – Conventional gated complexes with perimeter security fencing along public streets are prohibited. Specifically, exterior security fences and gates that are located along public streets, along private streets or walkways that are publicly accessible through a public use easement, or along publicly accessible open space shall not extend beyond building facades; i.e., these fences shall not be located in the area between building facades and the property line.

b. Privacy fences – A front yard fence or railing not exceeding 4 feet in height may extend beyond building façades if the fence encloses a private patio, yard, or sidewalk eating area. The fence is not permitted to encroach on a required pedestrian walkway (see Section 5.B.3.b.).

PRIVACY FENCING



Conventional gated complexes are not allowed, but short privacy fences that clearly delineate private yards and patios are compatible.

5. Drive-Through Design Standards

Conventional drive-through uses do not support a pedestrian-oriented environment and are inconsistent with the urban redevelopment goals for the Near Southside. Although drive-through facilities are discouraged, the following standards shall apply to facilities approved by the UDC.

a. Windows and stacking lanes – Drive-through windows and stacking lanes shall not be located within the front yard setback or along facades that face a street; where possible, they shall be located to the rear of buildings.

b. Circulation – The design and location of the facility shall not impede vehicular traffic flow and shall not impede pedestrian movement and safety. Driveways shall not be located on Main streets, such as Magnolia Avenue and South Main Street (see classification maps in Section 4.C.). Shared driveways and/or driveways located off of non-arterial streets should be used, where possible.

c. Screening – Architectural elements, landscaping, and/or other screening elements shall be used to minimize the visual impacts of the drive-through facility.

URBAN DRIVE-THROUGHS



The well-screened Wells Fargo drive-through facility is a good example of a compatible design that fits into a walkable environment.

SKYBRIDGES



UDC approval is required for all skybridges.

6. Skybridges

Except for General Hospital skybridges located within in NS-T5I, which may be administratively approved, all other skybridges spanning public streets to connect upper floors of opposing buildings often negatively impact street-level pedestrian activity. There may be, however, unique circumstances that would allow for a skybridge that serves a vital connectivity function without negative street-level impacts. All skybridge proposals (except those for General Hospitals in NS-T5I) require Urban Design Commission review approval. To receive UDC approval, a proposed skybridge must meet all of the following criteria:

a. The skybridge serves a clear and essential connectivity function that cannot be reasonably achieved through a street level connection
b. The skybridge does not remove significant pedestrian activity from street level. The evaluation of potential lost activity shall consider both the estimated number of pedestrians diverted and any secondary impacts, such as reduced neighborhood safety or diminished neighborhood businesses activity
c. The skybridge does not visually obstruct significant view corridors.

5.D. Building Height

1. Height Guideline - New single-story buildings are strongly discouraged. Multi-story buildings are consistent with the urban character of the district and are essential in achieving economic and urban design goals for the district. In NS-T4HN single story residential structures are permitted.

2. Building Heights - shall conform to the standards listed below and shown in the diagrams below. Zones are shown on maps in Section 4.B. Height is measured in stories, not including a raised basement or inhabited attic; i.e., the number of complete stories between the average grade of the frontage line to the eave of a pitched roof or to the surface of a flat roof.

   The following may project above the height limit provided they do not exceed the roof height of the top story by more than 10 feet, do not occupy more than 25% of the roof area, and are set back at least 10 feet from the edge of the roof.
   a. Elevator or stairway access to roof;
   b. Rooftop shade structure;
   c. Greenhouse; and
   d. Mechanical Equipment (ref Sec 5.F.1.c. for screening requirements)

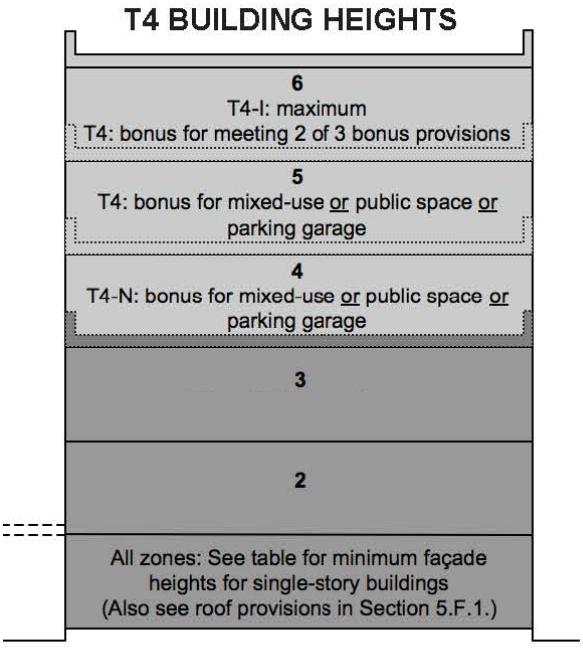
Minimum heights (Also see 5.D.1. guideline above)	For buildings located on primary streets (see map in section 4.C.1.), a two-story minimum height applies. For other new facades along public streets and public spaces: • Buildings < 4,000 sq.ft.: 15 feet • Buildings > 4,000 sq. ft.: 18 feet for at least 50% of the facade Ground floors of multi-story non-residential buildings: minimum 10 feet, floor to ceiling	
Maximum heights	T4 and T4-N	3 stories
	T4-I	6 stories
	T5 or T5-N	5 stories
	T5-I	10 stories
	T5-I (General Hospital uses only)	20 stories (subject to General Hospital Residential Buffer requirements below in 5.D.6.)
Maximum heights with a) mix of use, b) public space, and/or c) structured parking bonuses (See Section 5.D.3.)	T4-N: a, b or c	4 stories
	T4: a, b, or c	5 stories
	T4: a&b, a&c, or b&c	6 stories
	T5 or T5N: a, b or c	8 stories
	T5 or T5N: a&b, a&c, or b&c	10 stories

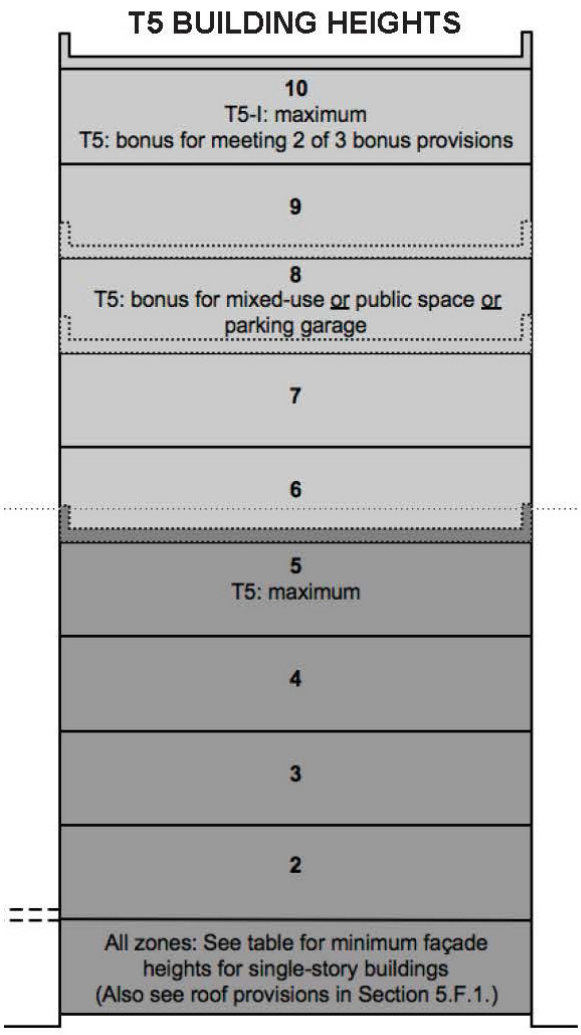
5.D. Building Height (cont.)

3. Building Height along a Primary Street
Two (2) stories consisting of a minimum of 18 feet along the following streets:

- W. Vickery Boulevard from Adams Street to S. Main Street
- Pennsylvania Avenue from 8th Avenue to S. Main Street
- W. Rosedale Street from Jerome Street to Evans Avenue
- W. Magnolia Avenue from 8th Avenue to S. Main Street
- Park Place Avenue from FWRR to 8th Avenue
- 8th Avenue from Pennsylvania Avenue to Park Place Avenue
- S. Henderson Street from I-30 to W. Magnolia Avenue
- S. Hemphill Street from W. Vickery Boulevard to W. Allen Avenue
- S. Jennings Avenue from W. Vickery Boulevard to W. Magnolia Avenue
- S. Main Street from W. Vickery Boulevard to W. Magnolia Avenue

Refer to Primary Streets map in Section 4.C.1.





5.D. Building Height (cont.)

4. Height Bonus Requirements

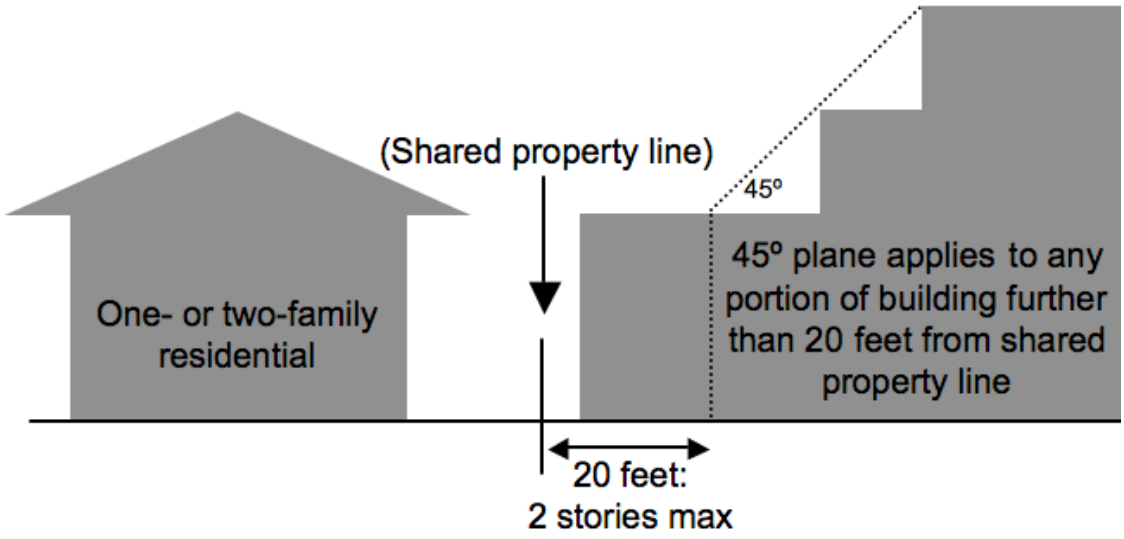
a. Mix of residential and non-residential uses – The project must include at least 20% residential and 10% office, restaurant, and/or retail uses, as measured by gross floor area. The UDC is authorized to reduce the required percentages by up to 50% for exceptional projects.

b. Public space – The project must include a publicly accessible, privately maintained park, plaza, or other usable outdoor public space. Public access must be maintain through a public access easement. The ratio of the project's gross floor area (including height bonus area) to the public space's surface area shall not exceed 10:1, and no public space shall be less than 2,500 sq. ft. (See Sec. 5.B.4.)

c. Structured parking – Project must provide at least 75% of off-street spaces within a multilevel garage. The number of garage levels are not limited except that the garage height shall not exceed the tallest non-garage building. Also see 5.E.7.

5. Fairmount Transitional Height Plane

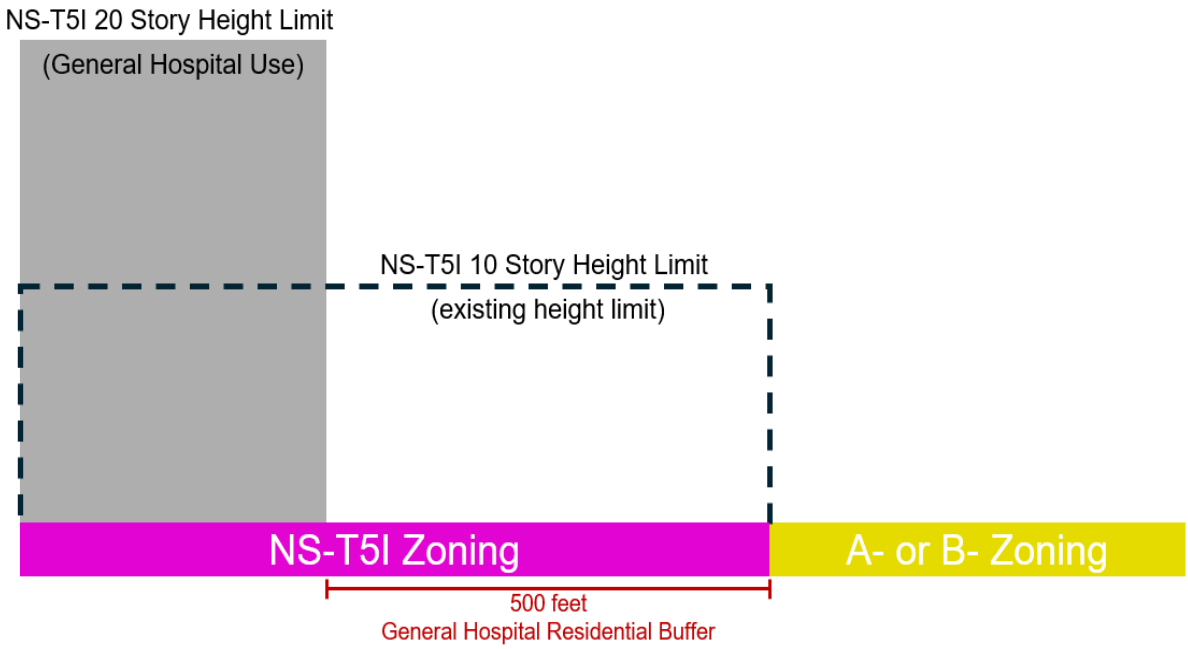
Properties that share a property line with a one- or two-family house in the Fairmount Historic District: Any portion of a building within 20 ft. of the property line shall not exceed 2 stories. A 45º transitional height plane shall apply to any portion of a building further than 20 ft. from the property line, as depicted below.



5.D. Building Height (cont.)

6. General Hospital Residential Buffer

Within NS-T5I, General Hospital buildings may be up to 20 stories in height. However, if located within 500 feet of any one- or two-family residential zoning district (A or B), the maximum height will remain at to 10 stories. The 500-foot distance is measured horizontally from property line to property line between the hospital site and the nearest A- or B-zoned property.





Multi-story buildings are consistent with the urban character of the district and are essential in achieving economic and urban design goals for the district.

5.E. Parking and Driveways

1. Off Street Parking Requirement – None, except for properties located within 250 feet of a one- or two-family zoning district. For those properties, the requirements in Section 6.201 of the Zoning Ordinance, reduced by 25%, shall apply. Uses within historically significant buildings are exempt. GUIDELINE – Shared parking lots and garages are encouraged. Shared parking may assist in parking requirement; so long as business/property owner enters into a parking agreement with neighboring/nearby lot or property.

2. Surface Parking Cap – The number of off-street spaces shall not exceed 100% of the total prescribed by Section 6.201 of the Zoning Ordinance, unless a parking study demonstrates need for additional spaces.

3. Surface Parking Lots (see below for Transitional Parking Lots) – Surface parking lots are subject to various standards outlined below, intended to minimize negative impacts on the Near Southside's highly walkable environment. A parking lot is defined as any on-site or auxiliary parking lot intended to operate for more than five (5) years that is associated with a new or existing building.

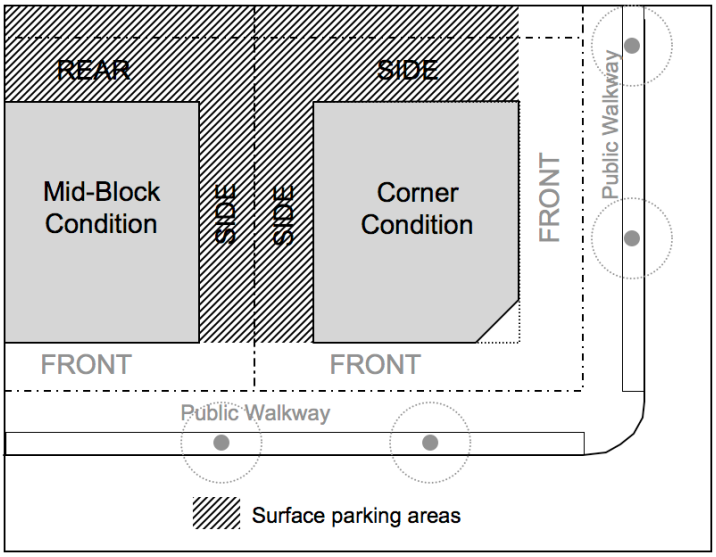
    a. Location of Parking Lots Serving On-Site Buildings and Uses – Lots shall be located behind or to the side of buildings as depicted in the diagrams on the following page. GUIDELINE – Surface parking lots that front streets are discouraged; all site plan options that minimize surface lots along public streets should be explored.

    b. Off-site Auxiliary Parking Lots– While allowed in the Near Southside, a stand-alone long-term parking lot is discouraged unless essential to the meet the general demand for parking supply for the auxiliary parking lot's immediate vicinity. Auxiliary lots are subject to all standards applying to on-site parking lots, except parking lot frontage standards in subsection 4 below.

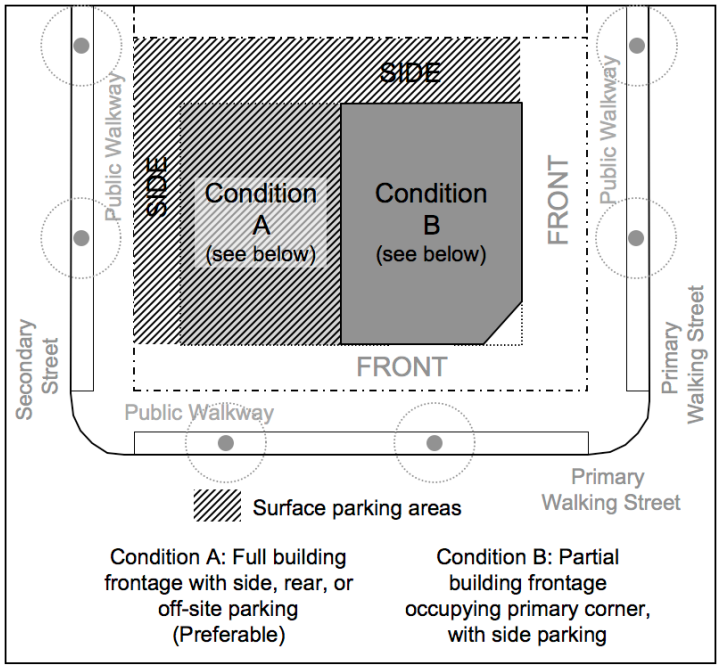
    c. Roadside Elements – The roadside elements required for new development (e.g. pedestrian lights and street trees required by Section 5.B.3.) also apply to new surface parking lots, except section 5.E.4. below.

    d. General Parking Lot Design Standards – Additional parking lot design standards are contained in Section 6.201 of the Zoning Ordinance.

SURFACE PARKING:
PARTIAL BLOCKFACE CONDITIONS



SURFACE PARKING:
FULL BLOCKFACE CONDITIONS



4. Maximum Surface Parking Lot Frontage – For new on-site parking lots serving uses in new or existing buildings, the percentage of parking lot frontage along any street shall not exceed the following maximums:

   a. 40% of the development site's total frontage length along a project's primary streets, and

   b. 70% of the development site's total frontage length along a project's secondary streets.

   Parking lot frontage measurements shall include the combined frontage length of any paved and/or drivable surface that functions as part of a parking lot's circulation, such as – but not limited to – drive aisles and parking spaces.

5. [Reserved]

6. Surface Parking Screening – Parking lots that front a street shall be separated from the sidewalk by a decorative and durable screen at least 4 ft. in height.

   GUIDELINE – Screening walls attached to buildings should be designed as architectural extensions of the building, constructed of the same materials and style.

5.E. Parking and Driveways

7. Transitional Parking Lots. A transitional parking lot provides needed parking in a high activity area without negatively impacting the site's long-term development. A transitional parking lot is defined as any parking lot intended to operate for up to five (5) years and is associated with a new or existing building.

8. Review of Transitional Parking Lot. Proposals for short-term transitional parking lots consistent with all applicable development standards provided below may be approved administratively by the Development Services Director without UDC review. The UDC shall review proposals for transitional parking lots when a waiver from the development standards is requested. The review will consider the proposed transitional parking lot site's context and the transitional parking lot's compatibility with surrounding properties and uses.

    a. Eligibility for Review – At a minimum, the location must:
        i. Address parking demand generated by off-premise uses, projects or construction, and/or
        ii. Facilitate another site's desirable development.

        NOTE: This section and all standards applying to transitional parking lots do not apply to construction staging lots primarily serving construction vehicles, contractor parking, trailers, or other users directly associated with a construction project. The duration of time for construction staging sites shall match the construction project's duration of time.

    b. Locations
        i. Transitional parking lots are most appropriate in highly active business areas with high demand for additional off-street parking.
        ii. Proposed transitional parking lots should avoid direct frontage along designated Main Streets (see map in section 4.C.1.). See provisions in the section below for contextual site standards applying to Main Street locations.

    c. Primary Design Features – The following elements should apply in most cases (unless noted as required in all). Any proposal to exempt any of these core features will be evaluated on a case-by-case basis, factoring specific site conditions:
        i. Dust free surface (required in all cases)
        ii. Screening of public frontages, particularly in key pedestrian locations
        iii. Wheels stops and other elements to delineate individual spaces and drive areas
        iv. Safety lighting
        v. Curb and sidewalks along public street frontages
        vi. Tree preservation (in addition to basic protection of significant trees)
        vii. Lots on designated Main Streets – Lots should include a buffer setback along the Main Street's frontage. The buffer setback should include landscaping and/or other elements as well as a vertical edge element along the Main Street sidewalk
        viii. Pay to Park Lots – Visible signage clearly showing fees, time limits, and payment methods

d. Duration (Time Period) and Renewal

i. Because transitional parking lots are intended to meet parking demand in high activity areas while also facilitating the future development of the sites, the duration or time period for a transitional parking lot may range from one (1) to five (5) years, provided however, that a shorter time period may be approved administratively as determined by the Development Director or UDC, as applicable, using the criteria listed section in 7.a, above.

ii. Renewal –Applications for renewal of a transitional parking lot must be filed not later than 90 days before the expiration of the transitional parking lot's time period and may be approved administratively. Each transitional parking lot is allowed only one (1) renewal.

iii. Denial of Renewal – If the transitional parking lot has not been constructed within the timeframe of the approved Certificate of Appropriateness (COA) for the project (two (2) years), and Development Director or the UDC determines that there has not been significant progress toward the site's development, then the requirements of a permanent parking lot would apply, if the site were to continue use as a parking lot (e.g. pedestrian lights and street trees installed along roadside, canopy trees planted within the lot, permanent screening along sidewalks).

NOTE: Short Term Construction Staging Sites
Short Term Construction Staging Sites will be reviewed administratively before the construction project's permit process. Time limits for construction staging sites shall match the construction project's time limits, but shall not exceed three (3) years.



Transitional Lots must use dust-free surfaces and wheel stops.

9. Residential Scale Garages – Garages should not front public pedestrian space. Garages shall be accessed from alleys or rear driveways or shall be detached and located at the rear of the site. Examples of residential parking garages include those serving townhomes, small apartment projects, single-family homes and duplexes.

10. Structured Parking and Multi-Level Garages - Structured parking facilities shall be located at the interior of a block or below grade and shall not be visible from public rights-of-way. These parking structures include podium style single level parking facilities, and multi-level garages.

    In exceptional circumstances the UDC may consider garages that front public rights-of-way. In those cases, all structured parking shall integrate creative, artistic, and innovative façade treatments that enhance the pedestrian experience and reduce the visual impact of structured parking along publicly visible facades. Standards in subsections (a) and (b), are required; subsections (c) and (d) are strongly encouraged.

    General Hospital Garages
    General Hospital Garages may be located along public rights-of-way. These garages shall comply with Design Standards and Guidelines subsections (a), (b), and either (c) or (d) and may be administratively approved.

    Design Standards and Guidelines

    a. Façade design: Parking structure facades facing public streets or public spaces shall incorporate architectural elements, materials and detailing that complement the adjacent buildings and reinfoce the surrdounding context.

    b. Ground level screening: Screening shall be provided to minimize the visual impact of garages and vehicles headlights at the pedestrian level in the absence of ground-floor commerical. Screening options may include landscaping (in addition to required street trees), mural walls, or public art, which must obscure vehicles from view.

    c. Adaptable Design: Ground floor commercial use, or space adaptable for future commercial use, should be integrated into parking garages located along primary public streets.

    d. Enhanced Pedestrian Realm—Garage façades visible from the public rights-of-way or any garage that does not provide pedestrian-oriented ground-floor commercial space shall incorporate enhanced public-realm features. The design shall create active, creative, and engaging pedestrian spaces through the use of continuous landscape plantings, lighting, public art, green screens, transparency, or kinetic or living-wall systems and shall include adequate planting areas, irrigation, and structural support to ensure long-term viability.

12. Driveway Location – Private vehicular driveways shall not be located along "Main" streets. This provision applies as a guideline in "I" zones.

13. Drop-Off and Loading Zone Areas – On-street drop-off and loading areas support a pedestrian-oriented district and may be approved by the City's Traffic Engineer. Off-street loading and drop-off areas that are located between the building and the sidewalk are allowed in T4-I and T5-I zones if a continuous sidewalk is provided adjacent to the street.

GUIDELINE – Drop-off and loading areas proposed in zones other than T4-I and T5-I should be located under the overhang of a building that maintains the urban street edge within the maximum front setback.

COMPATIBLE PARKING FACILITIES



All new construction projects shall provide at least 40% tree canopy coverage of surface parking lots.

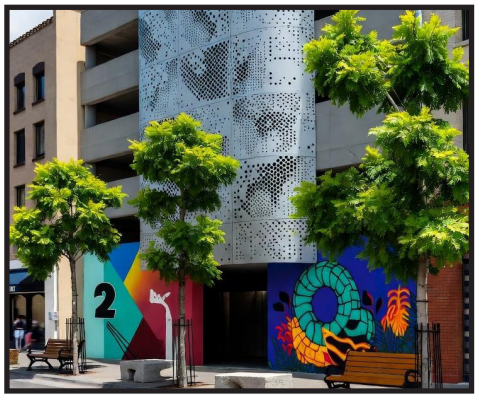


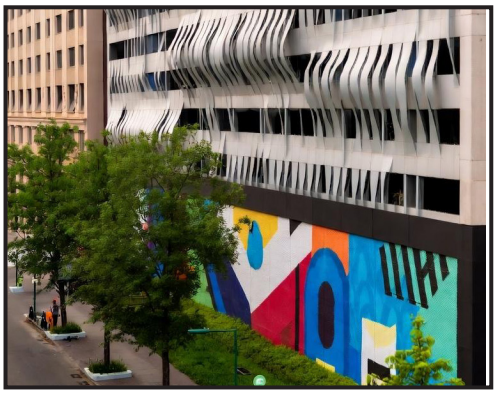
Parking lots that front a street shall be separated from the sidewalk by a





The parking standards are intended to minimize the impact of parking facilities.





Examples of parking garages with appropriate screening

5.F. Architectural Standards

1. Roofs

a. Single-story buildings – New single-story non-residential buildings shall not have large expanses of sloped roofs. Roof slope shall not be greater than 1:12. Sloped roof elements that are not part of the actual roof, similar to elements found on certain historic commercial buildings, are permitted.

b. Roof design guidelines – Parapet roofs or low-sloped roofs are encouraged. Visually dominant pitched roofs on multi-story buildings are strongly discouraged, but partial pitched roofs or pitched roof elements are generally compatible. "Green" roofs that utilize plants to absorb rainwater and reduce ambient air temperatures are strongly encouraged.

c. Screening of rooftop equipment –Parapets or other screening elements of sufficient height shall conceal mechanical equipment from street-level views. Refer to section 5.F.6.b for further information.

ROOFS ON SINGLE-STORY BUILDINGS





2. Parallel Frontages (Guideline) – Building facades should be built parallel to the street frontage, except for chamfered corners.

3. Entrances - facing a pedestrian way shall incorporate elements that protect pedestrians from the sun and rain.

4. Awnings, Galleries, Arcades, And Balconies (Guideline) – Awnings, galleries, and arcades are encouraged for all ground floor retail uses so as to provide pedestrian protection and visual interest. Where feasible, balconies are encouraged and should be designed as an integral part of the building

PEDESTRIAN PROTECTION





ENTRANCES FROM PEDESTRIAN WAYS





5. Facades – Facades facing public streets and other public spaces (except alleys). For these facades, all standards in this section apply. Other highly visible facades that meet any of the following conditions must also comply with the standards in this section, with the exception of 5.F.5.d. "Ground floor transparency," which shall not apply.

- Parking lot facing facades: Facades visible from a public street or other public space and that face a surface parking lot of the same development project.
- Side facades: Facades visible from a public street or other public space as a result of sharing a side property line with an adjacent building that is set back at least 15 feet further than the proposed building.
- Railroad facades: Facades visible from public streets and other nearby public areas as a result of facing a railroad right-of-way.

a. Façade variation – Buildings shall, at a minimum, incorporate:

1. Expression of structural elements, such as:
    - o Floors
    - o Vertical support
    - o Foundation
2. Façade articulation through the use of projecting and recessed elements.
3. Variety in materials, material pattern, or color.

b. Building materials

1. New building façades facing public areas (except alleys) shall conform to the material standards listed on page 58. The list could evolve as technology changes. Creative design is encouraged, and projects that incorporate unlisted materials may be submitted for staff and UDC review.
2. Leadership in Energy and Environmental Design (LEED) Buildings - Buildings following the U.S. Green Building Council's LEED certification requirements shall be exempt from building material standards.

c. Fenestration (all buildings) –New building façades fronting on publicly accessible

5. Facades (cont.)

streets or other public spaces (except alleys) shall have openings and transparent (not mirrored) glazing that together constitute not less than 25 percent of the façade. This provision applies as a guideline in "I" zones.

d. Ground floor transparency for non-residential uses -

1. For all ground floor nonresidential uses located along publicly accessible streets and other public spaces, at least 40% of the wall area between 2 and 12 feet shall consist of doors and windows and transparent (not mirrored) glazing. Ensuring visibility to the inside of the building with at least 75% of the view open to a minimum of 4' perpendicular. Windows cannot be made opaque by window treatments (except operable sunscreen devices within the conditioned space). Permanent interior window installations, including but not limited to security bars or glass blocks, are not allowed unless otherwise approved with a waiver from the UDC. Clear glazing must have a visible transmittance rating of 0.5 or greater to count towards the fenestration requirement. This provision applies as a guideline in "I" zones.

2. Guideline – Ground floor restaurants, cafés, and bars are encouraged along "Main" streets and should have windows and doors that can be opened to provide direct access to the sidewalk when weather permits (i.e., when interior heating or cooling systems are not necessary.)

e. Lower level delineation for nonresidential or mixed-use buildings – Façades oriented to a publicly accessible street or other public space shall include clear delineation between the first or second level and the upper levels with a cornice, canopy, balcony, arcade, or other architectural feature.

f. Parking garage façades on "Main" Streets – Parking garages shall not have exposed structured parking at the ground floor level along a "Main" street.

6. Screening of Mechanical Equipment

a. Ground level equipment— All service and delivery areas, trash storage, and mechanical, electronic and communication equipment shall be screened from the adjacent public street view. The degree of visibility from all adjacent public ways will be evaluated, and screening views should take into consideration future development of the area. Acceptable screening applications include solid architectural or fencing screening and/or planting material. Architectural screening must be proportioned to fully screen equipment and designed and detailed to be fully compatible with building architecture and overall site aesthetic, rather than draw attention to the screen. Planting must be evergreen, a min. of 60% of the height of the equipment to be screened, and installed appropriately to ensure their survival and achieve full screening of the equipment within 2 years.

b. Rooftop equipment—Rooftop equipment shall not be visible from the street or neighboring properties at the same level or below. Screening of mechanical, electronic, and communication equipment on the roof should be organized, proportioned, detailed and colored to be an integral element of the building as seen from points of high elevation from the street, and adjacent residences.

FACADE VARIATION





GROUND FLOOR TRANSPARENCY





MATERIALS ALONG PUBLIC STREETS





SCREENING OF MECHANICAL EQUIPMENT





5.F. Architectural Standards (cont.)

7. Architectural Variety in Large Projects – Each sequential block of new construction shall contain unique building façades so as to encourage architectural variety within large projects. While the use of similar architectural elements on multiple buildings is acceptable; large, visually monotonous projects that repeat the same exterior buildings design(s) and do not contribute to visual diversity and human-scale character are inappropriate.

8.Outdoor Storage Display

a. T4, T4-N, and T5 zones – Development in these zones shall comply with the standards for outdoor storage and display set forth in Section 5.306 of the Zoning Ordinance. The UDC may consider exceptions if outdoor materials are sufficiently screened by decorative fencing or other screening elements.

b. "I" zones – Decorative fencing or other screening elements shall be used to minimize the visual impact of outdoor storage adjacent to public streets or other public spaces.

9. Mobile Food Court Review – The requirements of the mobile vending food court ordinance apply for any site including 3 or more food vendors. Because of the diverse development conditions and unique mix of residential and non-residential uses within the Near Southside, all proposed mobile vending food courts within NS districts shall be reviewed by the Urban Design Commission for contextual compatibility with neighboring structures.

Outside of driveways, bathrooms and other facilities required by the base ordinance, all areas shall be landscaped, shaded, or otherwise improved to create spaces that are comfortable and appealing for park users during business hours, and are also visually attractive and complimentary to the court's surroundings during off hours. Bathroom buildings are exempt from transparency and fenestration requirements. All building material standards shall apply.

BUILDING MATERIALS

Primary Materials
- Brick
- Stone, or stone veneer with cavity wall construction
- Stucco
- Glass curtain wall system
- Metal Panels – individual or curtain wall systems
- Concrete – finish should be to an architectural level
- Wood
- Cement composite board (not simulating wood)
- Tile – terra cotta, porcelain, or ceramic

Limited Accent and Trim Materials
- All primary materials listed above
- Metal – galvanized, painted, or ornamental
- Pre-cast masonry (trim and cornice only)
- EIFS (Exterior insulation and finish system)
- Concrete fiber simulated wood siding

Inappropriate Materials
- Applied stone without cavity wall construction
- Vinyl or aluminum siding
- Mirrored glass

10. Signs

a. Intent

1) To establish specific standards for Near Southside business identification.
2) To encourage creative and innovative approaches to regulating signs consistent with the principles and general intent of the Near Southside Development Standards.

b. Principles

1) To encourage excellence in signage, both as a communication tool and as an art form.

2) To enhance the economic value of the built environment by avoiding visual clutter, which is potentially harmful to property values and business opportunities.

3) To allow and encourage creative and unique sign designs while preventing cluttered and unattractive streetscapes.
4) To ensure signs reinforce the existing and envisioned character and are complementary to the architectural design of the Near Southside.

c. Administration — Staff may authorize installation of a sign that exceeds the applicable size or height restriction by up to 20 percent of the maximum size or height prescribed by this section after determining that:

1) The applicant or user has demonstrated the existence of practical difficulties in complying with the standards.

2)A unique circumstance exists that make compliance with the requirements of this section impractical.

d. Nonconforming Signs — An existing nonconforming sign may be restored to its original condition. A Certificate of Appropriateness (COA) shall be obtained prior to the approval of any necessary permits. However, if the non-conforming sign is removed, destroyed, or the shape/design is changed, the new sign must conform to the current standards.



Examples of our of scale signs.



Generally, signs should align to promote visual order. Contrast between the color of the background and the letters or symbols makes the sign easier to read.

5.F. Architectural Standards (cont.)

10. Signs (cont.)

e. Modifications for Exceptional Design — Signage that does not fit the specific standards and guidelines of this section may be considered by the UDC. In general, effectively designed signs should respond to the site, landscape, and architectural design context within which they are located. Signs should be compatible in scale, proportion, and design with the building's façade and its surroundings, and made of quality, durable material. These signs should seek to become a piece of art or an architectural feature. Exceptional design modifications shall be reviewed based on aforementioned criteria, sign standard intent, and the guiding principles of the Near Southside Development Standards and Guidelines (see page 70 for creative signs).

f. Comprehensive Building Signage Plan Standards — A comprehensive building signage plan regulates signage for multiple businesses or tenants within one building or development. Commercial signs on a large project with an uniform façade and more than one storefront, should relate to each other in terms of height, proportion, color, and background value. Maintaining uniformity among these characteristics reinforces the building's façade composition while still communicating business identity. A comprehensive sign plan is mandatory for all new developments and sign modifications on existing buildings.

1. The comprehensive building signage plan shall establish an allowable area of signage for existing and future tenants with regard to all allowed sign types.
2. The comprehensive building signage plan shall indicate existing nonconforming signs, and the number and location of on-premises signage to be allocated to each tenant under the new plan.

g. General Sign Standards—

1. Signs shall be positioned to emphasize or accent building elements such as storefront openings or entrances.
2. Signs shall not be installed in locations that damage or obstruct important architectural features.
3. Where possible and appropriate, signs shall be aligned with those on neighboring buildings to promote visual order on the block, to avoid visual clutter, and to enhance legibility.
4. Signs shall be consistent with the human scale of Near Southside buildings and blocks. Small scale signs are appropriate to smaller scale buildings and pedestrian traffic, while larger scaled signs are typically appropriate to vehicular traffic. Well designed storefronts include pedestrian oriented signage and window displays.
5. Signs shall relate in material with the building façade and streetscape.
6. All permanent signs shall be constructed of quality, durable materials as specified in the Sign Code (Chapter 29 of the City Code).
7. Sign graphics shall be simple. Symbols and logos on signs are quickly read and easily remembered. Lettering shall be in proportion to the size of the sign.
8. Lighting sources shall be external, shielded, and directed only at the sign. Internal illumination is acceptable when the letters themselves, not the background, are lit.
9. All electronic changeable copy signs shall be reviewed by the UDC and requires a special exception from the Board of Adjustment.



Well designed storefronts include pedestrian oriented signage, window displays, and the use of internally illuminated channel letters.



This storefront has a large amount of visual clutter. The signage obstructs the interior view.

h. Allocation Of Sign Area— The following size limits apply to buildings occupied by a single tenant and to individual tenant spaces in buildings with multiple tenants. One or more attached signs may be erected on each facade of the occupied space. The signs may have a total area of 10% of the area of the facade to which the signs are attached, with a maximum aggregate area of 500 square feet per facade. Doors and windows shall be included in the calculation of the facade area. The facade area shall be calculated by multiplying the width times the height, with a maximum calculated height of 15 feet. For structures exceeding 15 feet in height, allowable sign square footage shall be calculated as 1.5 square feet per linear foot of building facade. A maximum of 1,340 square feet of attached on-premise signage shall be allowed, regardless of the number of facades or buildings associated with a single business or tenant.

5.F. Architectural Standards (cont.)

10. Signs (cont.)

i. Sign Types:

1. The following signs types are prohibited:
- Off-premise signs
- Pole signs
- Animated signs

2. The following signs types are not allowed:
- Freeway signs along Interstate 30 and its associated frontage roads.
- Wall signs made of flat vinyl or metal pans and have a projecting depth of less than six (6) inches
- Standard box cabinet signs
- Monument signs (See page 72 for waiver criteria)



Standard box cabinet wall signs are not allowed.



Pole signs and Freeway signs along Interstate 30 are not allowed.

3. The following signs are allowed:

Wall Sign Standards — Wall signs are attached to and completely supported by exterior walls. A wall sign should be placed above ground floor windows on a one story structure or between windows. One wall sign for each storefront or building façade that fronts a public street or alley is usually sufficient.

- Maximum width: 75 percent of the linear width of the business, not to exceed the maximum allowable square footage.
- Letter height: Lettering shall be in proportion to the size of the sign and the width of the storefront. Wider storefronts could have taller letters. As a general rule, the maximum height of a capital letter should be 3/4 the height of the sign background.

10. Signs (cont.)

i. Sign Types (cont.):

Wall Sign Standards (cont.)—

- Raceways shall be 50% of the letter height and painted to match the building/ background OR if the Raceway is used as the sign background, the Raceway may extend 3 inches beyond the largest part of the sign.
- Signs on side or rear building elevations for a ground floor business are permitted, provided that the elevation contains a public entrance.



Above: The raceway is painted to match the background.



Above: Raceways less than 50% of the height of the letters and not painted to match the background are not allowed.









5.F. Architectural Standards (cont.)

10. Signs (cont.)

i. Sign Types:

Projecting and Blade Sign Standards — Projecting signs are two sided signs attached to the face of a building. Blade signs are two sided signs that are generally vertical in orientation and span multiple floors. Both signs project perpendicular to the storefront or building.

- Minimum vertical clearance:11 feet
- Maximum projection width: 4 feet
- Exception: When existing signs on the same block-face project further than 4 feet, the new sign may match the smallest projection over 4 feet.
- No sign projection shall encroach over public property except in accordance with encroachment agreement provisions outlined in the Sign Code (Chapter 29 of the City Code).





Projecting and blade signs should reflect the character of each building and business. The size and shape of a projecting and blade signs should respect the scale of the structure.







Examples of acceptable blade signs.

10. Signs (cont.)

i. Sign Types (cont.):

Awning Sign Standards — Awning and canopy signs are painted on or attached to an awning above a business door or window. Awning signs may be allowed on the shed portion of the awning, but are preferred on the valence flap. The flap height should be large enough for letters and symbols to be read easily.

- Minimum vertical clearance from sidewalk: 8 feet
- Maximum letter height is limited to 75 percent of the height of the valence flap/shed area
- Material shall be a matte finish canvas
- Awning shape shall relate to the window or door opening
- Awning Sign Guidelines
- Barrel shaped awnings should be used to complement arched windows
- Rectangular awnings should be used on rectangular windows

Canopy Sign Standards — Canopy signs typically are attached above or below the face of a canopy.

- Maximum: one (1) sign per canopy
- A canopy sign shall not extend beyond the length or width, but can extend above or below the face of the canopy.



Awnings and canopies enhance building architecture, and add color and interest to the streetscape.









5.F. Architectural Standards (cont.)

10. Signs (cont.)

i. Sign Types:

Shingle Sign Standards — Shingle signs are smaller projecting signs that are typically located near the entrance of a storefront. They project outward at a 90 degree angle and hang from brackets. Shingle signs can include logos, symbols, or lettering. A shingle sign is generally in-tended to be read by pedestrians and by motorists in slow moving vehicles.

- Minimum vertical clearance: 8 feet
- Maximum projection: 4 Feet
- Maximum area per sign face: 8 square feet per sign face
- Maximum total area: 16 square feet
- Shingle signs shall be located within eight (8) feet of an active pedestrian entrance. To minimize visual clutter, shingle signs should not be located within close proximity to other hanging signs or projecting signs.





Symbols and logos on signs, identifying the business, add interest to the street, are quickly read, and are often remembered more easily than words.







10. Signs (cont.)

i. Sign Types (cont.):

Window Sign and Decal Standards — Window signs are painted on or attached to the inside of a window facing the street. This type of signage can contain text, graphic logos, and other images. Count toward total allowable sign area if the sign(s) exceed 10% of window space.

- Maximum area: 25 percent of the total transparent glass area of windows parallel to the street, excluding the area of all glass doors.
- Location shall be limited to ground floor window facing the primary street frontage and adjoining parking lots.
- Materials shall be of high quality, such as vinyl decals, paint, gold-leaf, or neon.
- Window signs shall not completely obscure visibility into or out of the window. Exceptions may be made by administrative staff for signs that screen utility, mechanical office and kitchen equipment and vacant spaces.
- A maximum of one window sign is permitted per window pane or framed window area.
- Temporary window signs are allowed and shall follow the temporary sign standards.
- Handwritten, paper, cardboard, and plastic signs are not allowed.
- Neon signs are permitted provided that all electrical supply cords, conduit, and electrical transformers are hidden from view through the window.





Window signs can express business image through graphic logos or colorful images. The sign copy of window signs should be in proportion to the glass surface. Well designed window graphics attract attention while still allowing pedestrians to view store interiors.



10. Signs (cont.)

i. Sign Types:

A-Frame Sign Standards — Portable A-frame signs are signs and advertising devices that rest on the ground and are not designed to be permanently attached to a building or permanently anchored to the ground.

- Each business is allowed to have one (1) A-frame sign.
- A-frame signs shall not encroach into required off-street parking areas, public roadways, or alleys, and may not be arranged so as to create site distance conflicts or other traffic hazards.
- A-frame signs can only be utilized only during regular business hours and should be removed during non-business hours.
- A-frame signs are allowed on private property or within public rights-of-ways sign shall not impede pedestrian, ADA, or vehicular access.
- A minimum access width of seven (7) feet should be maintained along all sidewalks and building entrances accessible to the public.



A–frame signs should not interfere with public right of way or ADA access. This sign is placed too close to the ADA sidewalk ramp, making it difficult to cross the street.





10. Signs (cont.)

i. Sign Types (cont.):

Crown of Building Sign Standards — A crown of building sign is a sign attached flat to or mounted away from the building façade. A crown of building sign may be parallel to the building façade horizontally or vertically, and shall be located on the upper band of a building.

- A crown of building sign must be located between the top of the parapet or high point of the building, exclusive of penthouse and mechanical screening structures, and the horizontal line not more than 15 feet below the top of the parapet or high point of the building on the side of the building to which the sign is affixed.
- No portion of a crown of building sign shall extend above the roof line or above a parapet wall of a building with a flat roof.
- No more than one (1) crown of building sign per façade is allowed.
- Exception: The UDC may approve multiple signs for multiple upper floor tenants, taking the facade size and sign design of the sign and building into consideration.
- Lighting is limited to internally illuminated channel letters and/or logo and/or "halo- lit" channel letters and/or logo.
- Signs shall be compatible with existing architecture and shall be appropriately scaled and sized for their location. Signs shall not conceal, destroy, or distract from character defining features.
- Letter Height (max): 8 feet
- Width (max percentage of façade length): 75%





10. Signs (cont.)

i. Sign Types:

Creative Sign Standards — Creative signs bring fun and vitality to streets and are encouraged. In general, uniquely designed signage should respond to the site, landscape, and architectural design context where they are located. Signs should seek to be-come a piece of art or an architectural feature. Creative signs shall be reviewed based on this criteria, sign intent, and the guiding principles of the Near Southside Development Standards and Guidelines.





Exciting, interesting, and unusual signs can contribute to the Near Southside's vitality.





10. Signs (cont.)

i. Sign Types (cont.):

Temporary Sign Standards — Temporary signs may be approved administratively for a limited amount of time, as described below.

- Temporary signs are permitted for a maximum of 30 days or upon the conclusion of the event, whichever occurs first. Extensions may be granted if the applicant proves the necessity for additional time.
- Illumination of temporary signs is prohibited.
- Signs shall not extend beyond the subject property nor interfere with traffic safety or visibility.
- The sign area shall not exceed 25 square feet and shall conform to all applicable sign type standards.
- For buildings with a setback of 20 feet or more, a free-standing sign no larger than 16 square feet per face may be considered.
- Material: Sturdy and not subject to fading or damage from weather. The use of paper or cloth is not permitted unless located within a glass or plastic enclosure.



5.F. Architectural Standards (cont.)

10. Signs (cont.)

i. Sign Types:

Monument Sign Standards — Monument signs are freestanding and located adjacent to sidewalks. Such signs are typically used for buildings that are separated from adjacent streets by substantial setbacks and more suburban-style site layouts.

Monument signs are not allowed without a waiver from the UDC. The UDC may grant a waiver for a monument sign, provided that the sign meets all of the requirements below:

- Maximum total area:60 square feet per sign face
- Maximum height:8 feet including base.
- Maximum letter height: Building/development name or logo: 8 inches. All others: 4 inches
- Locations are limited to landscaped areas, with a minimum setback from the public-rights-of-ways of five (5) feet.
- Backgrounds shall be opaque with a non-reflective material.
- A monument sign shall be set onto a base or frame, presenting a solid, attractive,and well-proportioned appearance that compliments the building design and materials.
- External lighting fixtures shall be designed to complement the appearance of the sign or internal lighting that only illuminates text and logos.
- A sign erected on the top of a retaining wall is considered a monument sign. The height of the wall shall be included in the overall height calculation. In this case, the five (5) foot minimum setback is not required.
- A sign affixed to the face of a retaining wall or seat wall that is an integral part of a plaza or streetscape design may utilize the sign area allocated to wall signs. In this case, the five (5) foot minimum setback is not required.



10. Signs (cont.)

i. Sign Types (cont.):

Changeable Copy Sign Standards — Changeable copy signs are signs where letters, symbols, or numerals are not permanently affixed to the structure, framing, or background. This allows the message to change over time. Examples include a bulletin board, electronic mes-sage board, or projected image sign. Electronic changeable copy signs are appropriate for the following uses: theaters, hotels, public transit, and gas station pricing signs.

- All changeable copy signs shall be reviewed by the UDC and shall receive a recommendation prior to seeking a special exception from the Board of Adjustment.
- Maximum of 25% of the sign face may be devoted to changeable copy.
- Changeable copy signs shall not be used to display commercial messages relating to products or services that are not offered on premise.
- Window electronic display sign locations shall not contribute to light pollution for any adjacent residential developments.
- On detached signs, electronic changeable copy shall be limited to monument signs.
- The message shall not change at a rate faster than one message every 20 seconds. The interval between messages shall be a minimum of one second.
- Animation, rolling or running letters or message, flashing lights, or displays is prohibited.
- All sound is prohibited.



Brightly lit changeable copy signs add to the energy and vibrancy of the area.

5.F. Architectural Standards (cont.)

10. Signs (cont.)

i. Sign Types:

Freeway Sign Standards— A Freeway sign is a sign which is oriented to be viewed primarily from an adjacent non-signalized freeway.

- Freeway signs are not allowed along Interstate 30 and associated front-age roads.
- Maximum height: 25 feet allowed at the right-of-way line and one additional foot in height for each one foot of setback, up to 35 feet. Set back sign one foot for each foot in height from all adjacent property lines. (Administrative approval allowed for up to 50 feet in height to allow sign to be 20 feet above adjacent main travel lanes of freeway.)
- Maximum width: 24 feet
- Maximum advertised message area: 320 square feet
- Minimum ground contact: 25% of structure's width



10. Signs (cont.)

i. Sign Types (cont.):

Rooftop Sign Standards— A Rooftop sign is any sign erected, constructed or maintained on the roof of a building.

Signs may be installed upon the roof subject to the following conditions:

- The area of the sign shall not exceed 10 percent of the area of the closest wall of the building above which the sign is placed.
- The sign shall not exceed four feet above the roof or top of the parapet wall at the roof, whichever is higher.
- All roof signs placed upon a building or buildings upon one platted lot shall be similar in size, shape, area, and design.



5.F.11 Helipads

Helipad design should comply with all design and safety standards in Federal Aviation Administration. Helipads shall comply with FAA Security Standards for helipads (for example, Section 7.3.1 of AC No 150/5390-2D). Fencing around helipads shall be either ornamental iron fencing with masonry columns or masonry wall. Chain link fencing, thin/veneer masonry, and nondurable materials are prohibited. Helipads shall comply with FAA Security Standards for helipads (for example, Section 7.3.1 of AC No 150/5390-2D). Fencing around helipads shall be either ornamental iron fencing with masonry columns or masonry wall. Chain link fencing, thin/veneer masonry, and nondurable materials are prohibited.

5.G. On-Site Landscaping (Also see Section 5.B.3.)

Note: Trees planted in public right of way must follow City Forester's *Guidelines for Landscaping in Parkways*. These standards specify planting requirements and contextual standards. For example, for large project involving 5+ proposed trees in the parkway must have no more than 50% of the trees in the same subgenus (e.g., red oaks or white oaks).
The Guidelines for Landcaping in Parkways can be found in the application for Tree Planting Permit on City of Fort Worth property including parkways and medians.

1. Tree Preservation and Canopy Requirements – The following provisions of the Tree Ordinance apply:

a. Preservation Of Significant Trees – Significant trees at least 30 inches in diameter (94.25 inches in circumference) can only be removed by permit of the City Forester. Criteria for the permit will be one of the following conditions:

1) Retention of other existing trees on the same site with a canopy area 1 ½ times the area of the specific tree's canopy, or
2) Removal will be granted if planting of new trees at five (5) times greater in canopy area than the removed specific tree canopy (refer to list of canopy trees on the following page), or
3) Payment into the tree fund based upon the total diameter of the specific tree times $200 per diameter inch, or
4) Urban Forestry Board approved plan that mitigates the removal of the large tree. Replacement of any tree preserved and that dies within five years due to construction or development activities will be the responsibility of the original applicant. Replacement will be new trees with a minimum of 3 inches each in diameter and equal to five times the lost canopy. Tree replacement will be guaranteed for a period of two years.

b. Trees In Surface Parking Lots – All new construction projects that include long-term surface parking shall provide at least 40% tree canopy coverage of surface parking lots (refer to the categorized list of canopy trees on the following page).

c. Tree Protections and Warranty/Replacement – The provisions of Zoning Ordinance Chapter 6, Article 3, Section 6.301.K.6. apply. These provisions ensure that sufficient care is taken during construction to protect existing trees, and that any preserved or newly planted tree required by the provisions of Sections 5.G.1. and 5.B.3. In this document shall be replaced if it dies within 5 years.

2. Front Yard Landscaping Guideline – Where there is a setback, front yard landscaping in addition to required trees should be provided and maintained in areas outside of ground level elements such as patios or porches. Native and drought tolerant species should be used, and irrigation systems should designed to minimize water demand.

3. City Approved Canopy Tree List

(Other species considered on case-by-case basis.)

Large Canopy Trees (2,000 square feet)
Pecan # Carya illinoensis
Deodar Cedar Cedrus deodara
Green Ash Fraxinus pennsylvanica
Southern Magnolia# Magnolia grandiflora
Bur Oak* Quercus macrocarpa
Chinquapin Oak Quercus muhlenbergii
Shumard Oak # Quercus shumardii
Texas Red Oak Quercus buckleyi
Live Oak * Quercus virginiana
American Elm Ulmus Americana
Cedar Elm * Ulmus crassifolia
Lacebark Elm Ulmus parvifolia

Medium Canopy Trees (700 square feet)
Caddo Maple * Acer barbatum var. Caddo
Bigtooth Maple * Acer grandidentatum
Common Persimmon Diospyros virginiana
Texas Ash Fraxinus texensis
Ginkgo Ginkgo biloba
Kentucky Coffeetree Gymnocladus dioicus
Eastern Red-Cedar * Juniperus virginiana
Eldarica (Afghan) Pine * Pinus eldarica
Italian Stone Pine Pinus pinea
Honey Mesquite * Prosopis glandulosa
Blackjack Oak * Quercus marilandica
Monterrey (Mex white) Oak * Quercus polymorpha
Pond Cypress Taxodium ascenders
Bald Cypress * Taxodium distichum

Small Canopy Trees (100 square feet)
Japanese Maple # Acer palmatum
Common button-bush Cephalanthus occidentalis
Redbud * Cercis Canadensis
Desert Willow * Chilopsis linearis
Rough-leaf Dogwood # Cornus drummondii
Texas Persimmon * Diospyros texana
Carolina buckthorn # Frangula caroliniana
Yaupon Holly * Ilex vomitoria
Deciduous Holly Ilex decidua
Crepe Myrtle * Lagerstroemia incica
Mexican Plum * Prunus mexicana
White Sin Oak * Quercus sinuate var. breviloba
Flameleaf Sumac * Rhus lanceolata
Eve's Necklace * Sophora affinis
Mexican buckeye * Ugnadia speciosa
Rusty Blackhaw Viburnum rufidulum

* Drought tolerant species
Not recommended for parking lots or high heat areas



Tree preservation standards promote the retention of significant trees like these along Magnolia Avenue.



Trees planted in parking lots, together with pervious surfaces such as permeable concrete, improve environmental quality and help reduce stormwater runoff.

6.A. Mix of Use Requirement for Large Developments

The following standards are intended to ensure that large projects in mixed-use zoning districts include a mix of uses, or contribute to the creation of a larger mixed-use area. These standards do not apply in "I" zones.

1. Conceptual Land-Use Plan – Developers of projects equal to or larger than 3 acres in size shall submit a conceptual land use plan for approval by the Planning Director. The conceptual land use plan must be approved before a building permit application is accepted. The Planning Director may require a conceptual land use plan for a project smaller than 3 acres if it is part of a project larger than 3 acres. The conceptual land use plan shall illustrate the location and calculated land area of land uses on the site, using the following land use categories (see Section 6.C. for detailed list of land uses within these categories; exceptions noted below):
    - One- or two-family residential
    - Multifamily residential
    - Industrial and commercial (including medical offices)
    - Public and civic uses (excluding parks and medical offices)
    - Mixed-use buildings (must include at least 20% residential and 10% non-residential)
    - Publicly accessible parks and plazas

    Parking facilities and private open spaces shall be classified the same as the primary land use they serve.

2. Project Test – The conceptual land use plan shall be approved if it shows that:
    a. The project includes uses within at least two of the land use categories, and
    b. No land use category other than mixed-use buildings occupies greater than 2/3 of the total land area. If a project does not comply with the project test, then the vicinity test in Section 3. shall apply.

3. Vicinity Test – Developments not complying with the project test are permitted if:

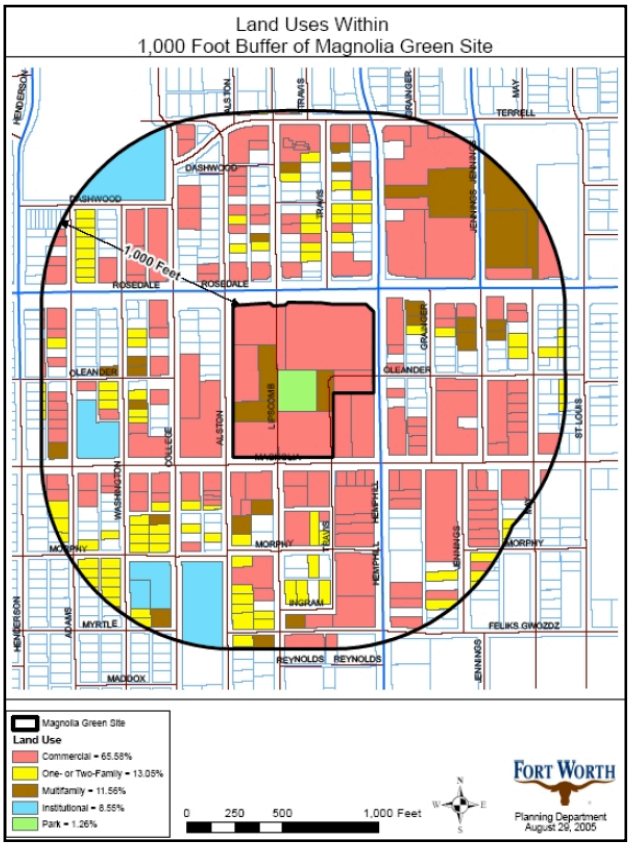
   a. The Development Services Director determines that the following conditions are satisfied:

      1) The proposed land use at any location within the proposed development site must be within a walking distance of 1,000 feet of a different land use, as measured by the shortest pedestrian route, and

      2) The percentage of any single land use category other than mixed-use buildings within a 1,000-foot radius of any location within the proposed development site shall not be greater than 2/3 of the total land area within the radius. The proposed development shall be included in the calculation of this percentage. Undeveloped or agricultural property located within the radius shall not be included in the calculation; or:

   b. The Director determines that the developer has demonstrated that unique site conditions (e.g. adjacency to natural features, highways, freight yards, etc.) make compliance with the conditions of section a. above impractical in certain areas of the development site.

MIX OF USE TEST



Projects of at least 3 acres must provide a mix of uses that conforms to the "project test" requirements of Section 2. or must contribute to the creation of a larger mixed-use area. City staff conducts a "vicinity test" to make this determination for large single-use projects.

6.B. Special Requirements in "N" Neighborhood and "R" Restricted Zones

The following standards are intended to enhance the character of existing neighborhoods. and to promote the development of additional housing in those areas.

1. "N" ZONES- RESIDENTIAL REQUIREMENT – New construction of single-use buildings of commercial, retail, or other non-residential character are prohibited in "N" neighborhood zones. Buildings within these zones must include residential uses that constitute at least 40% of gross floor area. Outdoor spaces for residential use may be included in the percentage. For this section only, bed and breakfast uses are considered residential. Buildings that incorporate a mix of residential and non-residential uses are allowed and encouraged.
2. PROHIBITED USES IN "R" ZONES – Certain uses, including bars and light industrial uses, are prohibited in "R"
3. PROHIBITED USES IN "N" ZONES – Surface parking lots providing parking for single use non-residential projects. These prohibited uses are noted in the tables in Section 6.C. on the following page.
4. PROHIBITED USES IN "H' ZONES - New vehicles sales or rental are prohibited.



Mixed-use projects that incorporate housing on upper floors are appropriate in "N" zones.

6.C. Permitted Land Uses

The following table lists land uses permitted in the NS District. A (P) indicates that these uses are allowed by right in the applicable development zone. A (SE) indicates that these uses are allowed by special exception from the Board of Adjustment. An asterisk (*) indicates that the uses are allowed but are subject to supplemental development standards. Please refer to the Zoning Ordinance for all use definitions and any referenced supplemental standards.

		NS-T4R	NS-T4	NS-T5
RESIDENTIAL USES				
Household Living	One Family Detached Dwelling	P	P	P
	One Family Detached Dwelling with Secondary Dwelling Unit	P	P	P
	Two Family Detached	P	P	P
	Duplex/Two Family Attached Dwelling	P	P	P
	Multifamily Dwelling (up to 8 units)	P	P	P
	Multifamily Dwelling (9+ units)	P	P	P
Group Living	Community Home	P	P	P
	Group Home I	P	P	P
	Group Home II	P	P	P
	Halfway House			
	Shelter			
PUBLIC AND CIVIC USES				
Education	College or University	P	P	P
	Day Care Center (Child or Adult)	P	P	P
	School, Elementary or Secondary	P	P	P
	Business College or Commercial School	P	P	P
Government	Correctional Facility		P	P
	Government Maintenance Facility		P	P
	Government Office Facility	P	P	P
	Government Vehicle Storage/Junkyard		P	P
	Museum, Library or Fine Arts Center	P	P	P
	Probation or Parole Office		P	P
Healthcare Facilities	Ambulance Dispatch Station	P	P	P
	Assisted Living Facility	P	P	P
	Blood Bank	P	P	P
	Care Facility	P	P	P
	Health Services Facility, including doctor's Office or medical clinic.	P	P	P
	Hospice	P	P	P
	Hospital	P	P	P
	Massage Therapy and Spa	P	P	P
	Nursing Home (with full medical services)	P	P	P

		NS-T4R	NS-T4	NS-T5
PUBLIC AND CIVIC USES (cont.)				
Recreation	Public Community, Recreation, of Welfare Center	P	P	P
	Private or Non-profit community, Recreation, or Welfare Center	P	P	P
	Country Club, Public			
	Country Club, Private	P	P	P
	Golf Course	P	P	P
	Golf Driving Range			P
	Park of Playground	P	P	P
Religious	Place or Worship	P	P	P
	Place of Worship, Auxiliary Use	P	P	P
Utilities	Electric Power Substation	CUP	CUP	CUP
	Gas Lift or Line Compressor Station			
	Power Plant of Central Station Light			
	Stealth Telecommunication Tower	P*	P*	P*
	Telecommunication Antenna (on structure)	P*	P*	P*
	Telecommunication Tower	CUP	CUP	CUP
	Utility Transmission or Distribution Line	P*	P*	P*
	Wastewater (Sewage) Treatment Facility			
	Water Supply, Treatment, or Storage Facility	CUP	CUP	CUP
COMMERCIAL USES				
Entertain-ment and Eating	Amusement, Indoor	P	P	P
	Amusement, Outdoor			
	Baseball/Softball Facility (Commercial)	P	P	P
	Bowling Alley	P	P	P
	Bar, Tavern, Cocktail Lounge, Club, or Dance Hall		P	P
	Circus			
	Club, Commercial or Business	P	P	P
	Drive-in Restaurant or Business	P	P	P
	Event Center or Rental Hall	P	P	P
	Bingo Parlor			
	Gambling Facility (including Bingo)			
	Game Room			
	Health or Recreation Club	P	P	P
	Indoor Recreation	P	P	P
	Lodge or Civic Club	P	P	P
	Massage Parlor			

6.C. Permitted Land Uses (cont.)

		NS-T4R	NS-T4	NS-T5
COMMERCIAL USES (cont.)				
Entertainment and Eating (cont.)	Mobile Food Vendor Court	P	P	P
	Racing Facility (Horse, Dog, or Automotive)			
	Restaurant, Cafe, or Cafeteria	P	P	P
	Sexually Oriented Business			
	Shooting or Weapons Firing Range			
	Stable (Commercial, Riding, Boarding, or Rodeo Arena)			
	Swimming Pool, Commercial	P	P	P
	Drive-in Theater			
	Movie Theater or Auditorium	P	P	P
Lodging	Bed or Breakfast Home	P	P	P
	Bed or Breakfast Inn	P	P	P
	Hotel, Motel or Inn			P
	Recreation Vehicle Park			
	Short Term Home Rental	P	P	P
Office	Bank, Financial Institution	P	P	P
	Offices	P	P	P
Retail Sales and Service	Antique Shop	P	P	P
	Appliances Sales, Supply or Repair	P*		
	Bakery	P	P	P
	Beauty or Barber Shop	P	P	P
	Boat Rental or Sales			P
	Bookstore, Station, or Newstand	P	P	P
	Burglar Alarm Sales and Service	P	P	P
	Caterer or Wedding Service	P	P	P
	Clothing Sales, New	P	P	P
	Clothing Sales, Used	P	P	P
	Convenience Store	P	P	P
	Copy Store or Commercial Print with Off-set Printing	P	P	P
	Dance Studio	P	P	P
	Dressmaking, Custom; Millinery Shop	P	P	P
	Duplicating Services	P	P	P
	Farmers' Market	P	P	P
	Feed Store, no Processing or Milling	P	P	P
	Firewood Sales	P	P	P
	Furniture Sales	P	P	P
	Furniture Upholstery, Refinishing, or Resale	P	P	P

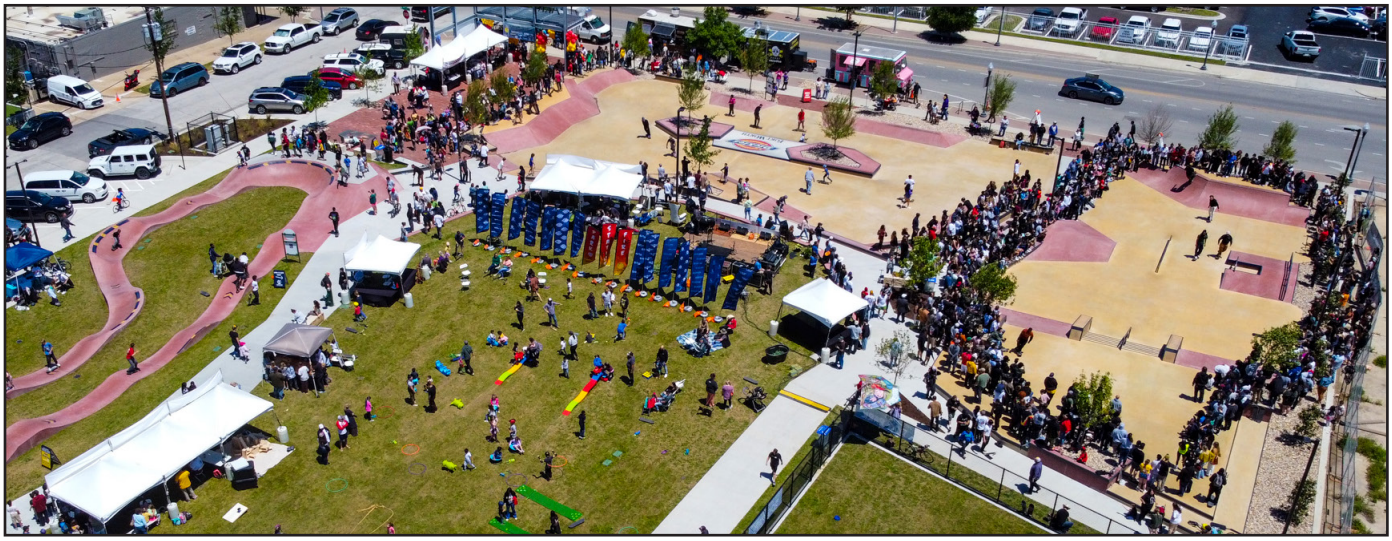
		NS-T4R	NS-T4	NS-T5
COMMERCIAL USES (cont.)				
Retail Sales and Service (cont.)	General Merchandise Store	P	P	P
	Greenhouse or Plant Nursery	P	P	P
	Grocery Store or Meat Market	P	P	P
	Gunsmithing, Repair or Sales	P	P	P
	Home Improvement Store	P	P	P
	Interior Decorating	P	P	P
	Kennel			
	Large Retail Store	P	P	P
	Laundry, or Dry Cleaning Collection Office	P	P	P
	Laundry, Dry Cleaning, or Washeteria	P	P	P
	Leather Goods Shop	P	P	P
	Liquor or Package Store	P	P	P
	Locksmith	P	P	P
	Medical Supplies/Equipment Sales or Rental	P	P	P
	Mini-Warehouse			
	Mortuary or Funeral Home	P	P	P
	Newspaper Distribution Center			P
	Optician	P	P	P
	Pawn Shop			P*
	Pharmacy (Drug Store)	P	P	P
	Portrait or Camera Shop or Photo Finishing	P	P	P
	Recording Studio	P	P	P
	Retail Sales, General	P	P	P
	Saddle or Harness Repair or Sales	P	P	P
	Shoe Shine Shop	P	P	P
	Studio,Art or Photography	P	P	P
	Tailor, Clothing or Apparel Shop	P	P	P
	Tattoo Parlor		P	P
	Taxidermist Shop	P	P	P
	Veterinary Clinic with Indoor Kennels	P*	P*	P*
	Veterinary Clinic with Outdoor Kennels			
Vehicle Sales and Service	Auto Parts Supply Retail	P	P	P
	Automotive Repair, Paint and Body Shop	P	P	P
	Car Wash, Full or Self Service			
	Gasoline Sales	P	P	P
	Mobile Home or Manufactured Housing Sales			

		NS-T4R	NS-T4	NS-T5
COMMERCIAL USES (cont.)				
Vehicle Sales and Service (cont.)	Parking Area or Garage, Storage	P	P	P
	Recreational Vehicle Sales or Service			P
	Service Station			P*
	Towing Yard with Office			
	Truck Stop with Fuel and Accessory Services			
	Vehicle Junkyard			
	Vehicle Sales or Rental (Automobile, Motorcycles, Boats or Trailers)	P		P
	Vehicle Steam Cleaning			P
INDUSTRIAL USES				
Light Industrial Services	Assaying			P
	Assembly of Pre-manufactured Parts, except for Vehicles, Trailers, Airplanes, or Mobile Homes		P	P
	Blacksmithing or Wagon Shop			P
	Bottling Works, Milk or Soft Drinks			P
	Brewery, Distillery, or Winery			P
	Carpet and Rug Cleaner			P
	Chicken Batter or Brooder			
	Coal, Coke, or Wood Yard			
	Cottage Manufacturing Uses		P	P
	Crematorium			P
	Electroplating Fabricating Manufactured Housing, Temporary, or Office Building			P
	Food Processing (No Slaughtering)			P
	Furniture or Cabinet Repair or Construction		P	P
	Furniture Sales, with Outside Storage or Display			
	Galvanizing Small Utensils			
	Machine Shops			P
	Manufacture of Artificial Flowers, Ornaments, Awnings, Tents, Bags		P	P
	Manufacture of Aluminum, Brass, or Other Metals or from Bone, Paper, Rubber or Leather		P	P
	Manufactured Home/RV Repair			
	Monument/Marble Works, Finishing and Carving only			P

		NS-T4R	NS-T4	NS-T5
INDUSTRIAL USES (cont.)				
Light Industrial Services (cont.)	Monument Works, Stone			P
	Outdoor Sales and Storage		P*	P*
	Paint Mixing and Spraying			P
	Paper Box Manufacturing			P
	Pattern Shop			P
	Printing, Lithographing, Book-binding, Newspapers, or Publishing			P
	Rubber Stamping, Shearing/Punching			P
	Sheet Metal Shop			P*
	Warehouse or Bulk Storage			
	Welding Shop, Custom Work (Not Structural)			P
	Yards, Contractors, Lumber, or Storage, Automobile Storage Yards, Building Materials			P*
Heavy Industrial and Manufactur-ing	Animal By-Product Processing			
	Batch Plant, Concrete, or Asphalt (Permanent)			
	Brewery, Distillery, or Winery			P
	Brick, Clay, Glass, Shale, Tile, or Terra Cotta Products Manufacture			
	Cement Product Plant			
	Cement, Lime, Gypsum, or Plaster of Paris Manufacture			
	Cotton Gin, Cotton Oil Mill, Bail or Compress			
	Creosote Treatment/Manufacture			
	Egg Cracking or Processing			
	Furnace, Blast; Forage Plan, Boiler Works Manufacture			
	Galvanizing, Sheet or Structural Shapes			
	Gas (Natural of Artificial) Manufacture, Processing or Storage			
	Glue Manufacture			
	Grain Elevator			
	Magnesium Casting, Machining, or Fabricating			

6.C. Permitted Land Uses (cont.)

		NS-T4R	NS-T4	NS-T5
INDUSTRIAL USES (cont.)				
Heavy Industrial and Manufacturing (cont.)	Manufacture of Acetylene or Oxygen Gas, Alcohol, Computers, and Related Electronic Products, Airplanes, Automobiles, Trucks and Tractors, (Including Assembly Plants), Ball or Roller Bearings, Steel Tanks, Candles, Celluloid, Cash Registers, Cutlery, Disinfectants, Dextrin, Dyestuff, Electrical Machinery, Farm Tools, Typewriters, and Vinegar.			
Transportation	Airport, Aviation Field, Helistop, or Landing Area	CUP	CUP	CUP
	Passenger Station	P	P	P
Waste Related	Recycling, Collection Facility	CUP	CUP	P*
Wholesale Trade	Wholesale: Bakery, Produce Market, or Wholesale House			P
	Wholesale Office or Supply Room		P	P
ACCESSORY USES				
Accessory Uses	Accessory Use or Building	P	P	P
	Home Occupation	P	P	P
	Recreation Area	P	P	P
	Satellite Antenna (Dish)	P*	P*	P*
TEMPORARY USES				
Temporary Uses	Temporary Outdoor Amusement	CUP	CUP	CUP
	Garage or Other Occasional Sale	P	P	P
	Temporary Vendor	P*	P*	P*



APPENDIX A : MIXED-USE RESIDENTIAL OR MULTIFAMILY RESIDENTIAL PURSUANT TO CHAPTER 218 OF THE LOCAL GOVERNMENT CODE IN FORM-BASED DISTRICTS

A. Applicability

The regulations provided under this Appendix shall only apply to new mixed-used residential development and multifamily residential developments and conversions of buildings to mixed-use residential and multifamily residential pursuant to Chapter 218 of the Local Government Code.

2. Mixed-use Residential (Chapter 218 of the Loc. Gov't Code) or Multifamily Residential (Chapter 218 of the Loc. Gov't Code) may be permitted in accordance with the land use tables in Chapter 4, Article 12, Section 4.1203 of the Zoning Ordinance.

3. New mixed-use residential or multifamily residential is prohibited on land within:

a. A zoning classification that allows heavy industrial use;

b. 1,000 feet of an existing heavy industrial use or development site;

c. 3,000 feet of an airport or military base; or

d. An area designated as a clear zone or accident potential zone.

4. A conversion of a building to mixed-use residential or multifamily residential does not apply to a building that is located within:

a. A zoning classification that allows heavy industrial use;

b. 1,000 feet of an existing heavy industrial use or development site;

c. 3,000 feet of an airport or military base; or

d. 15,000 feet of the boundary of a military base if the area is designated by a municipality or joint airport zoning board, as applicable, as a clear zone or accident potential zone supporting military aviation operations.

5. Any multifamily residential development, mixed-use residential development, or building conversion within a historic district or historic overlay shall follow the regulations and development standards of the historic district or historic overlay

B. Development Review Process

1. Pursuant to Chapter 218 of the Local Government Code, all mixed-use residential or multifamily developments that are consistent with all development principles and that conform to all standards of this code shall be administratively approved by the Zoning Administrator or their designee.

APPENDIX A (CONTINUED)

C. New Construction for Multifamily Residential and Mixed-Use Residential

1. *Property Development Standards.*

a. For all new Mixed-Use Residential (Chapter 218 of the Loc. Gov't Code) and Multifamily Residential (Chapter 218 of the Loc. Gov't Code) developments, the following development standards shall apply.

New Construction: Mixed-Use Residential or Multifamily Residential	
Setback: Front, Rear, Side, Interior, Exterior Adjacent to A or B Residential	Setback established by appropriate zoning district or character zone; however, required maximum setback shall not exceed 25 feet.
Height	Maximum height allowed by appropriate zoning district or character zone, or 45 feet maximum, whichever is greater.
Units Per Acre	Unlimited
Parking	1 space per dwelling unit
Notes:	
All other development standards and regulations set forth under this form-based code shall apply.	

2. Additional Development Standards for New Mixed-Use Residential Developments and Multifamily Residential Developments

a. In the event the above tables conflict with the development standards under this subsection, the development standards under this subsection shall control;

i. Parking Requirement. 1 space per dwelling unit; nonresidential uses shall provide off-street parking in accordance with § 6.201 Off-Street Parking Requirements.

ii. Units Per Acre. Unlimited.

iii. Height. 45 feet or the highest height that would apply to an office, commercial, retail, or warehouse development constructed on the site, whichever is greater.

iv. Setback or Buffer Requirement. A setback or buffer requirement that would apply to an office, commercial, retail, or warehouse development constructed on the site or 25 feet, whichever is lesser.

3. Adjacent Land Use Map

As part of the submission of a permit application, the applicant shall submit a map showing all land uses and businesses located within 1,000 feet of the proposed mixed-use residential or multifamily residential development.

APPENDIX A (CONTINUED)

D. Building Conversion: Mixed-Use Residential and Multifamily

1. *Requirements.* A building or structural components of a building that is being converted to a mixed-use residential or multifamily residential development shall require the following:

a. The building or structural components of a building was being used for office, retail, or warehouse use;

b. The building or structural components of a building was constructed at least five (5) years before the proposed date to start the conversion; and

c. The building being converted must have at least 65 percent of each floor of the building fit for occupancy.

2. *Property Development Standards.*

a. The following standards for setback, height, units per acre, and parking shall apply to building conversions for Mixed-Use Residential (Chapter 218 of the Loc. Gov't Code) and Multifamily Residential (Chapter 218 of the Loc. Gov't Code) developments:

Building Conversion: Mixed-Use Residential or Multifamily Residential	
Setback	Limited to the existing setback of the proposed converted building
Height	Limited to the height of the proposed converted building
Units per Acre	Unlimited
Parking	Limited to existing parking

b. To the extent allowed under Chapter 218 of the Local Government Code, all other development standards of the form-based district where the proposed building conversion is being developed shall apply.

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