



Zone Specific Standards and Guidelines

ZONE SPECIFIC STANDARDS AND GUIDELINES

Zone 1– Marine Creek

Development Principles for Marine Creek

- Protect resources by using adaptive reuse of buildings that contribute to the authentic architecture of the area.
- Where applicable incorporate the adjacent ranching/cowboy themes into the Marine Creek edges.
- Create a balance between hard creek edges and soft natural edges.

Design Considerations for Marine Creek

- Boating connection between the Stockyards Area and Downtown. This would include a “Stockyards Marina” for boat turn-a-around and dock areas, and would include “water taxi” access between Downtown and the Stockyards.
- A Master Plan has been created for the Stockyards area that includes design guidelines and recommended improvements along Marine Creek. This creation of this Master Plan included consideration of circulation, aesthetics, land uses and densities, historic preservation, and an economic feasibility analysis.

Development Standards for Marine Creek Zone

- Building heights in this area shall be restricted to 3 levels (42 feet) or lower if necessary to compliment the historic character of adjoining historic buildings.
- In order to create a strong “street wall,” buildings shall extend to the sidewalk/ property line and shall have “permeable” walls (walls with windows and primary building entrances) along the sidewalk.

Development Guidelines for Marine Creek Zone

- New buildings should compliment the historic nature of the surrounding area.
- Where feasible, provide access down to the lower walkway at creek side.



Zone 1– Marine Creek



Existing conditions along lower Marine Creek

ZONE SPECIFIC STANDARDS AND GUIDELINES

The Fort Worth Stockyards hired Halff and Associates to prepare a redevelopment plan for the Stockyards Area and the waterfront along Marine Creek. Halff worked with TRVA to ensure their design was in line with the Trinity Uptown Peripheral Zone Development Standards and Guidelines.



ZONE SPECIFICS

ZONE SPECIFIC STANDARDS AND GUIDELINES

Zone 2– West Fork to Marine Creek

Design Considerations for the West Fork North to Marine Creek Zone

- Preserve open space immediately south of Marine Creek
- Boat access between the Stockyards area and Downtown is a priority.
- It is critical to maintain and possibly enhance the two Marine Creek crossings. One is the pedestrian bridge crossing near Samuel’s Avenue, and the other is the old Davis Railroad Bridge that is primarily used as an equestrian crossing.
- Provide access points to the water level for boating from top of bank. At least one between Marine Creek (where the West Fork and the creek intersect) and 23rd Street and one between Marine Creek and the Bypass Channel.

Development Standard for the West Fork North to Marine Creek Zone

- In areas behind the levees, development shall park below the levee height with main floors on the “greenbelt” side at levee height. Main entries on the street side will come in at street level.

Development Guideline for the West Fork North to Marine Creek Zone

- Water access, such as boat docks and water taxi stops, are greatly encouraged.

Zone 3– South of Oakwood Cemetery

Development Principle for the South of Oakwood Cemetery Zone

- Preserve view corridors.

Development Standards for the South of Oakwood Cemetery Zone

- Building heights in this area shall be restricted to 3 levels on the western portions and none on the eastern portion in order to preserve the view corridors to Downtown from the cemetery.
- There shall be a continuous public pathway (11’ wide minimum) on the bank area linking to the waterfront walkways to the east and west. Coordinate with the proposed pedestrian bridge just north of the FWWRR.



Zone 2– West Fork to Marine Creek



Zone 3– South of Oakwood Cemetery

ZONE SPECIFIC STANDARDS AND GUIDELINES

Zone 4– University/Jacksboro

Development Principles for the University Drive/Jacksboro Highway Zone

- Preserve view corridors.

Design Considerations for the University Drive/Jacksboro Highway Zone

- In order to properly develop this zone, it is likely that the optimum solution is to widen the river channel on the northerly side. This would add sufficient valley storage to compensate for necessary fill material in the private development area.
- Provide at least one access point down to the lake level (in addition to the trailhead) for boating and fishing access in this area.

Zone 5– Henderson Street

Development Standards for the Henderson Street

- The west side of Henderson shall follow the Arterial Street – Henderson cross section in the Trinity Uptown Development Standards & Guidelines Document.
- Height and density are anticipated in this area with structured parking for mixed use areas, heights shall be up to a maximum of 96 feet, with a minimum of 36' or 3 floors.



Zone 4– University/Jacksboro



Zone 5– Henderson Street

ZONE SPECIFIC STANDARDS AND GUIDELINES

Zone 6– Parkview Drive

Development Standards for the Parkview Drive Zone

- There shall be a continuous 11' wide public pathway on the waterfront walkway when development occurs.
- Height and density are anticipated in this area with structured parking for mixed use areas, heights shall be up to 120 feet adjacent to the River.
- Existing and future restaurants adjacent to the River shall modify their site to include outdoor dining and orientation to the River / Botanic Garden/ Trinity Park, rather than having “back door” parking and service in these areas.

Zone 11– Northside Drive

Development Standard for the Northside Drive Zone

- In areas behind the levees, development shall park below the levee height with main floors on the “greenbelt” side at levee height. Main entrees on the street side will come in at street level.



Zone 6– Parkview Drive



Zone 11– Northside Drive