I-35W DESIGN OVERLAY DISTRICT

District Standards and Guidelines

INTERSTATE 35W

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Section One:
Introduction

Introduction

Background

Until the 1990s, a motorist traveling north from Fort Worth on Interstate 35 West (I-35W) would have enjoyed a genuine Texas scenic drive, experiencing beautiful wide open spaces and long, uninterrupted vistas. In fact, the majority of the I-35W corridor between Fort Worth and Denton remained unchanged between the 1960s, when the interstate was constructed, and the 1990s, when Alliance Airport opened and the North American Free Trade Agreement (NAFTA) passed. An important transportation link, Alliance Airport initiated new development, including numerous corporate headquarters, office and warehouse uses, and single-family homes. In addition, NAFTA brought increased truck traffic to the entire I-35 Corridor, which stretches from Laredo, Texas to Duluth, Minnesota. Although portions of the I-35W corridor remain rural in character, development activity continues at a steady pace.

In the midst of current growth in the I-35W corridor, many business and land owners have become increasingly concerned with traffic congestion and the quality of development. As a result, the *35W Coalition* was formed to "Keep 35W Moving North" by finding solutions to transportation and traffic problems, and encouraging quality development along the I-35W corridor extending north from the core of Fort Worth into southern Denton County.

Public Process:

Public participation was a considerable part and foundation of the planning process. The public was presented concepts of the guidelines as well as detailed concepts of landscaping and building location. Planners consulted the public, major stakeholders along the corridor as well as meeting with municipalities that have jurisdiction within the corridor. Through this public process, the *35W Coalition* created the I-35W Development Standards and Guidelines to ensure that the quality of new development enhances the economic value of all property within the corridor. Although development activity increases each year, the *35W Coalition* believes there is still time to create a special sense of place throughout the I-35W corridor, while preserving some of the qualities of the North Texas Prairie.

Geography of the Corridor

The I-35W Development Standards and Guidelines encompass four categories: corridor-wide, south zone, central zone, and north zone. The corridor-wide standards and guidelines are all inclusive and apply to the entire corridor. They include standards and guidelines for site layout, landscaping, and lighting. The character zone standards and guidelines apply, in addition to the corridor-wide standards and guidelines, to the respective character zone. This will ensure that the existing natural and aesthetic character of each zone will remain. Each character zone has specific instructions for site layout and landscaping.

General Development Principles

Vision

The members of the I-35W Coalition envision a corridor along this portion of I-35W that reflects a level of quality and an aesthetic character that would support the continued economic sustainability of the area and that would help retain natural features of the landscape environment. The standards and guidelines are intended to help achieve this vision by focusing on three primary design elements: landscaping, lighting, and site planning.

Development Principles

<u>Protect Investment</u>

In addition to providing for protection and enhancement of the character of existing business and commercial areas and the visual and aesthetic character of the corridor, protect the investment of current and future landowners , investors, and users.

<u>Maintain a high standard of development</u>

The *I-35W Development Standards and Guidelines* promote high quality design, and the development review process promotes flexibility. Creativity and exceptional design are encouraged. Standards and guidelines on quality site layout, lighting, and landscaping will ensure positive growth and development.

<u>Create and maintain a sense of place</u>

The I-35W corridor should have a distinct sense of place and extend its identity or "brand" throughout the length of the corridor. It should also be recognized that the area is made up of three distinct development zones, which are reinforced through the use of unique, zone-specific landscaping and site layout standards. By promoting excellence in development through architectural design and landscaping, design standards and guidelines can rejuvenate a sense of local pride and identity.

<u>Preserve and promote the natural setting and features of the native landscape</u>

The importance of a unified and natural landscape along the I-35W corridor is fundamental to improving the character and quality of existing and future development.

Section Two:
Administration

Administration

Intent

The *I-35W Development Standards and Guidelines* 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 projects that conform to the general development principles for I-35W found on page 4.

Relationship to Other Regulatory Documents

The *I-35W Development Standards and Guidelines* is an overlay that supplements the base zoning district classification. The permitted uses of the property shall be determined by the use regulations set forth for the base zoning district for the property. Whenever there appears to be a conflict between the *I-35W Development Standards and Guidelines* and other sections of the City of Fort Worth Zoning Ordinance or other applicable regulations, the more restrictive requirement shall prevail. If there is a conflict between the *I-35W Development Standards and Guidelines* and a mixed-use zoning district (or Planned Development based on mixed-use zoning: i.e. PD/MU-1 or PD/MU-2) located on along I-35W frontage roads, the mixed-use regulations will govern the setbacks. All development must comply with all Federal, State, and Local regulations and ordinances.

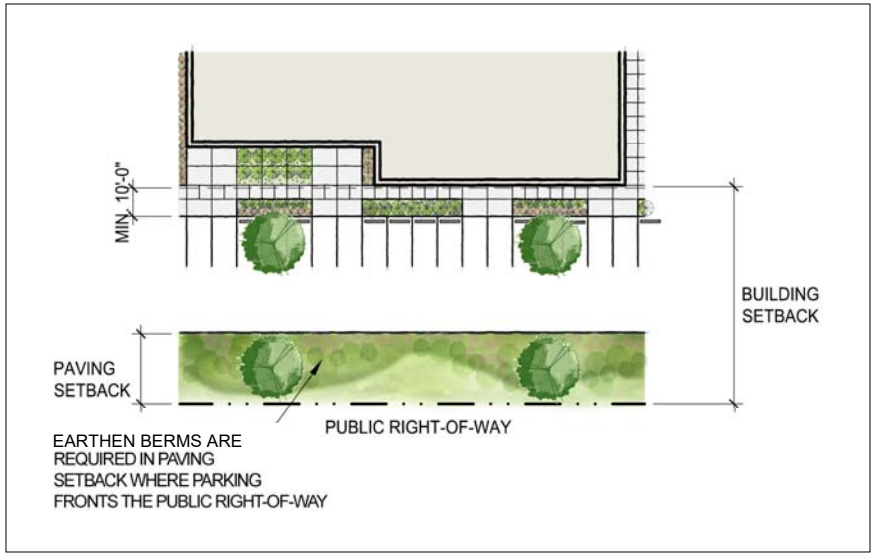
Definition of "Standards" and "Guidelines"

Standards are objective, measurable regulations, often illustrated through diagrams and sketches, with which all projects must comply. Unless noted as a guideline, all provisions in this document are standards. For projects not conforming to height and setback regulations listed in the Zoning Ordinance for the base zoning district, a variance approved by the Board of Adjustment is also required.

Design Guidelines are more subjective statements through 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 Urban Design Commission (UDC) will work with developers to explore design approaches that maximize conformance with guidelines. The UDC shall not deny a Certificate of Appropriateness (COA) solely because a project fails to comply with guidelines.

Urban Design Commission (UDC)

The UDC is composed of nine regular members appointed by the City Council charged with the administration of Design Districts. UDC appointees should be qualified electors of the City of Fort Worth. At least six of the nine appointees shall be practicing professionals from the fields of architecture, landscape architecture, urban design or planning, real estate development or law.



Diagrams and Sketches Illustrate Standards

Photographs Depict Guidelines-*Images are only intended to help the user visualize key guidelines.*

Development Review Process

Projects Subject to Review

All construction projects, with the exception of interior construction or exterior in-kind replacement work, are subject to review by the Planning and Development Department and/or the Urban Design Commission (UDC) for compliance with the *I-35W Development Standards and Guidelines*.

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 Planning and Development Director, or his/her designee, without UDC review or approval. Any application that meets the standards can be administratively approved at any time. The UDC shall review projects that require interpretation or discretionary judgment with respect to the project's compliance with standards and guidelines.

Certificates of Appropriateness

The Planning and Development Director, or his or her designee, or the UDC will issue a Certificate of Appropriateness (COA) for approval of conforming public and private projects. The Planning and Development Director, or his or her designee, may approve a COA if a project is clearly consistent with the Intent and General Development principles. If a project does not clearly conform to any portion of these standards and guidelines, then the Planning and Development Director, or his/her designee, will refer the submission to the UDC for review and action. Additionally, if an applicant believes adherence to these standards and guidelines would create an extraordinary hardship, they may apply to the UDC for consideration. Any COA approved by the UDC must describe compliance with the intent and general development principles.

Required Information

The plan submittal requirements are outlined on page 13. Additionally, refer to the submittal checklist on page 32 prior to submission for review.

Review of Public Buildings and Public Spaces

In accordance with their civic role, public buildings should reflect exceptional design quality. The UDC may approve public buildings of exceptional design that do not comply with certain standards or guidelines, provided that the buildings conform to the intent and general development principles.

Review of Phased Projects

To minimize review steps for phased development projects, the Planning and Development Director, or his/her designee, or the UDC may approve a COA for all phases of a project provided that the applicant submits drawings that depict the initial phase and all future phases, and all phases conform to pertinent development standards. The COA is valid for two (2) years from the date of approval. COAs will expire if the project has not begun within a two (2) year time period.

Development Review Process

Conceptual Phase Discussions

One of the most important roles of the design review process is to provide informal guidance to developers of significant projects during the conceptual design phase. These discussions take place during the monthly UDC work sessions, and provide an opportunity for early UDC input that should facilitate timely design review and approval of the final design phase. City staff encourages all public and private developers of significant projects to present their conceptual plans during a UDC work session.

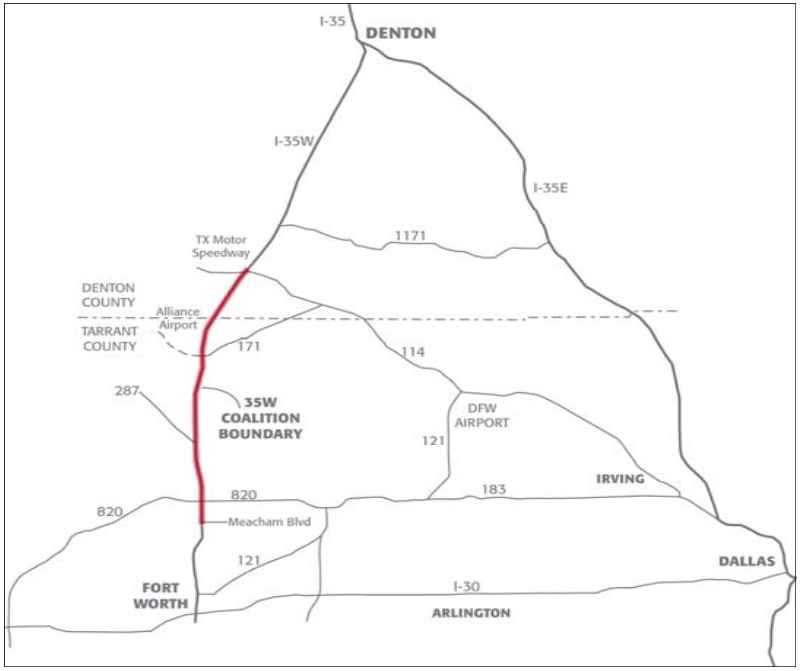
Variances to Zoning Ordinance Property Development Standards

The UDC is authorized to approve appropriate waivers to the vast majority of the *I-35W Development Standards and Guidelines*, provided that a project complies with applicable development principles. The UDC may allow additional flexibility for projects of exceptional civic or environmental design. However, any waiver of basic property development standards related to building heights or setbacks requires a variance approved by the Board of Adjustment. Similarly, vacations of public rights-of-way and any waivers from subdivision ordinance requirements require approval by the City Plan Commission. Vacations must also be approved by the City Council. Variances, vacations, and subdivisions ordinance waivers should have a recommendation by the UDC.

SECTION THREE

Section Three:
Existing Conditions

I-35W District Boundary



The *I-35W Development Standards and Guidelines* apply to a 2,000 foot wide corridor of I-35W from Meacham Boulevard to Highway 114 (1,000 feet from either side of the centerline of I-35W). This 15-mile corridor includes many of Fort Worth's most prominent business parks and businesses including Mercantile Center, Fossil Creek, BNSF Corporate Headquarters, Cabela's, Alliance Airport, and Texas Motor Speedway.

Character Zones

While the main purpose of these standards and guidelines is to establish a strong common identity for the I-35W corridor, it is recognized that the area is made up of three distinct development zones: North, Central, and South Zones. These areas differ greatly in density of existing development, architectural style, and in the amount of open space available for future development. The expression of these three zones will establish a framework for the roadway experience along the length of the corridor.

Too often, highway frontage roads and intersections are developed in a haphazard, uncoordinated manner that results in the disjointed pattern of buildings and parking lots throughout the highway corridor. Frequently, expansive parking lots with little shade or pedestrian walkways are located between the highway frontage road and the building.

Character Zones Map

North Zone:
Keller Hicks Road to Highway 114

Central Zone:
Basswood Boulevard to Keller Hicks Road

South Zone:
Meacham Boulevard to Basswood Boulevard

South Zone– Looking North

The South Zone extends from Meacham Boulevard in the south to Basswood Boulevard in the north and includes the major highway interchange at Interstate 820. The South Zone is comprised of a number of well-established developments, including commercial, office, hotel, apartments, and retail establishments. In addition, residential developments are present on the periphery of the corridor. This zone reflects the unbridled growth that has taken place in north Fort Worth over the last 20 years. Although the *I-35W Development Standards and Guidelines* will only apply to all new development, there is an opportunity to bring a sense of visual order and consistency to this area and to create and enhance economic value.

Central Zone– Looking North

The Central Zone extends from Basswood Boulevard in the south to Keller Hicks Road in the north. Currently, this area is the least developed of the three character zones. However, new residential and retail development is flourishing on both the east and west sides of the corridor. Existing land uses include industrial, commercial, mixed-use, and residential. Because existing development is sparse, the Central Zone will be most affected by the *I-35W Development Standards and Guidelines*, as they will apply to all new development.

North Zone– Looking North

The North Zone extends from Keller Hicks Road in the south to Highway 114 in the north. With the exception of Texas Motor Speedway, the land uses in this area are primarily commercial, including warehouse and light industrial, office, and some retail. Many of the commercial buildings in this zone reflect the "cutting edge" technology that populates this area along the corridor. There is also a significant amount of undeveloped land in this zone, which will be affected by the *I-35W Development Standards and Guidelines*, as they apply to all new development.

Section Four:
Standards and Guidelines

Plan Submittal Requirements

General

- A written description of the proposed work must accompany the following required graphical information.

Site Layout

- A proposed site plan depicting the following site layout elements shall be submitted to staff for review:
    1. Building location
    2. Building orientation
    3. Setbacks (Building & Paving)
    4. Sidewalk/pedestrian routes
    5. Vehicle and bike parking orientation, layout, and space counts
    6. Driveways
    7. Vehicle and truck circulation routes within development
    8. Truck and trailer storage and parking areas
    9. Screening for truck and trash areas
    10. Urban Forestry Compliance
    11. Landscape Plan
    12. Grading Plan
    13. Fencing (If applicable)
    14. Retaining/Landscape Walls
    15. Light pole/fixture locations,
    16. Lighting photometrics and specifications

Building Elements

- The following building elements shall be submitted to staff for review:

    1. Building elevations
    2. Building material specifications
    3. Signage
    4. Exterior building mounted light fixture locations and specifications

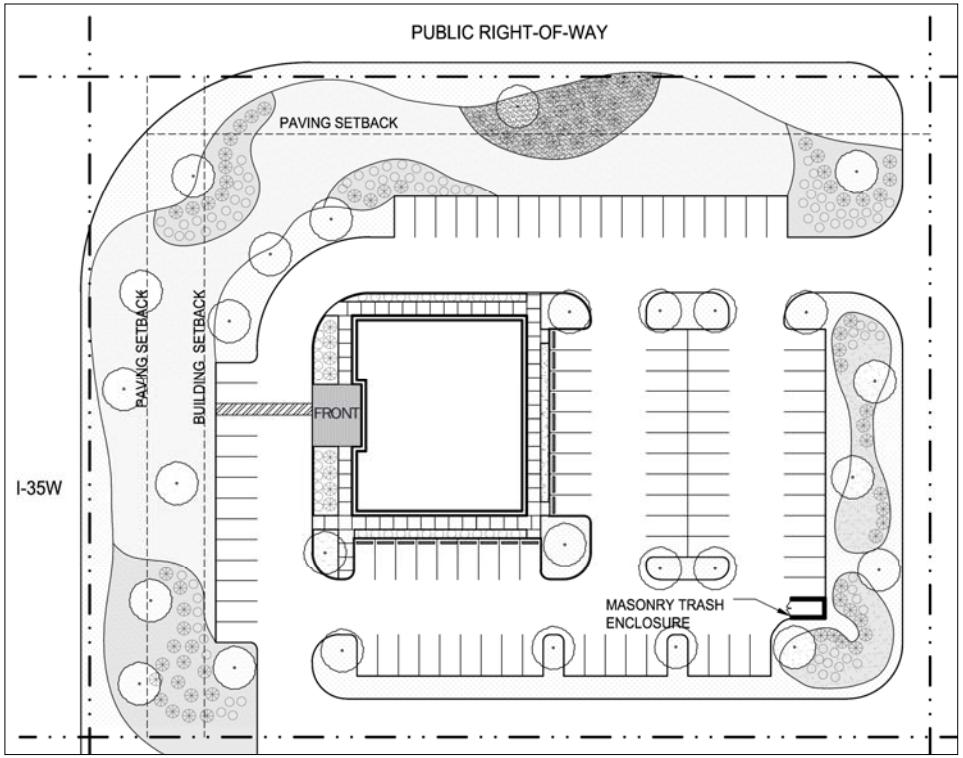


Fig. 13.1 Example of a Site Plan

** This is only an example of a site plan submittal. Refer to the checklist on page 32 for all site plan requirements.*

Site Layout

Intent

The purpose of the site layout standards and guidelines is to create a coordinated development pattern that welcomes motorists into shopping areas and business developments, while promoting the natural beauty of the landscape. These commercial areas should have a "front door" feel in the way they address or face the roadway. In addition, the layout of parking areas and buildings should promote safe and efficient pedestrian travel.

Building Orientation Standards

- Each building fronting I-35W or the frontage road should have primary entrances facing I-35W. (See page 16 for architectural guidelines)
- If a building cannot have its primary entrance facing I-35W, then the requirements for the I-35W facing elevation must meet the architectural intent listed on page 16.
- To the extent possible, locate dumpsters and service areas on the side or rear of the buildings. Where this cannot be achieved all services areas and dumpsters must be screened with architectural elements that match the building. (See page 24 for screening requirements)

Site Layout

General Setback Guidelines

- Features that can be incorporated into the setback area are as follows:
    - Signage
    - Entry drives
    - Sidewalks and Pedestrian Plazas
    - Benches and other pedestrian amenities (including shade structures)
    - Planter and retaining walls
    - Below-ground structures (utilities, etc.)
    - Sculptures, public art, and other decorative items

General Setback Standards

- Setbacks shall be calculated from the public right-of-way. (See Figure 20.2 on page 20)
- Building and paving setbacks vary by street type and location within each character zone (See charts on page 15)
- Where two public rights-of-way intersect, the setback requirements for each shall be incorporated.
- All setback areas shall be landscaped and maintained in good condition. (See landscape standards and guidelines for specific information.)
- Building and paving setback requirements may not be waived by the UDC. This requires a variance from the Board of Adjustment, with a recommendation from the UDC.

Fig. 14.1 Example of landscaped setback

South Zone Setback Standards

ROADWAY TYPE	PAVING SURFACE	BUILDING STRUCTURE	PARKING STRUCTURE
	Minimum	Minimum	Minimum
I-35W Frontage	15'	25'	50'
Arterial	15'	15'	30'
Secondary Roadway	15'	15'	20'

Central and North Zones Setback Standards

ROADWAY TYPE	PAVING SURFACE	BUILDING STRUCTURE	PARKING STRUCTURE
	Minimum	Minimum	Minimum
I-35W Frontage ~~Road~~	**25'**	**50'**	**50'**
Arterial	**25'**	**50'**	**50'**
Secondary Roadway	**20'**	**50'**	**50'**

Architectural Standards

Intent

The purpose of the architectural standards and guidelines is to promote a high quality of design and character along the I-35W corridor.

Architectural Guidelines for Commercial and Retail Development

- Articulation by the use of offsets, change in material, pilasters, and similar architectural features are encouraged to express a rhythm or pattern along the façade.
- The use of canopies, awnings, blade signs and arcades are encouraged for providing shade and pedestrian interest.
- A combination of a variety of building materials, offsets and recesses are encouraged to break up long façades.

Primary Building Architectural Standards

- If a building cannot have its primary entrance facing I-35W, then the requirements for the I-35W facing elevation include the following:
    - Excluding window glazing, which may include spandrel glass, employ the same materials and colors as the building façade with the primary entrance for the development or business.
    - In the Central Zone, buildings must employ architectural treatments, detail and scale elements such as canopies, that are consistent with the primary building façade.

Secondary Building Standards

- Secondary buildings and service enclosure structures must utilize similar materials and architectural treatments as the primary building front façade.
- Screen service areas, including storage, meter banks, HVAC equipment, generators and similar equipment with screening walls and/or landscaping.
- Enclose dumpsters, recycle bins and compactors within screening walls that match style and colors of the adjacent building.

LONG EXPANSES OF THE SAME MATERIAL

LACK OF SHADING DEVICES OR ARTICULATION

Fig. 17.1 Examples of ***incompatible*** *architectural treatment for commercial retail*

Fig. 17.2 Examples of ***compatible*** *architectural treatment for commercial retail*

Parking and Driveways

Intent:
Landscaping is an important tool to mitigate the visual impact of parking. The intent of this section is to ensure that landscaping is appropriately used to mitigate surface parking and to provide flexibility, if necessary, for developers to meet unique site conditions.

Guidelines:

- Pedestrian walkways are encouraged to offer safe, marked routes between parking spaces and building entries. (See Figure 19.1)
- When possible, utilize shared parking provisions to reduce the total number of parking spaces.
- Parking islands are recommended to achieve the required canopy coverage and to breakup long rows of parking.

Standards:

- All parking areas in all zones shall be limited to a maximum of 200 spaces per parking "room".
- For every parking area a minimum ten (10) foot landscaped median/divider shall be installed to help break up "rooms" of large parking fields. (See Figure 18.1)
- For buildings fronting I-35W, a minimum of 50% of the parking areas shall be located behind or within groups of buildings. (See Figure 18.2)
    - If 50% of parking cannot be located behind the building or within groups of buildings, one tree shall be added for every additional ten (10) spaces, beginning with the first additional space and for each ten (10) spaces thereafter. Priority should be given to placing additional trees within the paving or building setback fronting I-35W.
        - If buildings front I-35W and are located outside the design overlay, all surface parking located <u>within</u> the overlay fronting I-35W will be required to meet the planting conditions above.
- The setback areas along I-35W and where parking areas and/or drives front the public right-of-way will be required to include earthen berms for screening purposes where topography allows. If topography does not allow, refer to page 22 for alternate screening methods . (Reference pages 20 and 22)
- All parking areas shall have buffers of at least ten (10) feet from any building face fronting on a street and ten (10) feet from side and rear building faces to allow for a combination of landscaping, sidewalks, and pedestrian plazas. No less than 30% of the remaining area in the 10 foot buffer must be landscaping from the approved planting list (Page 29) and distributed along the front and sides of the building. (See Figure 21.2) Where appropriate in urban and retail settings a combination of planters and planting beds can be used to achieve the required landscaping. Paving requirements vary by zone, refer to pages 26-28.

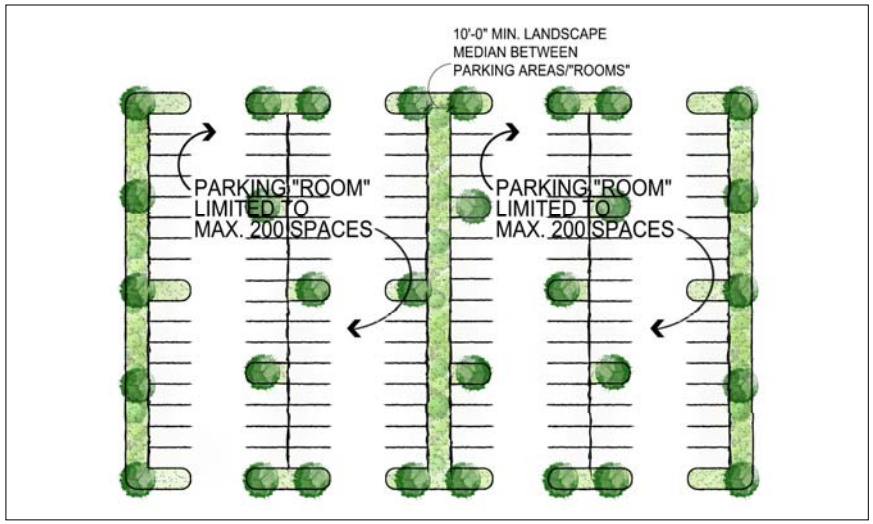


Fig. 18.1 Diagram example of parking rooms

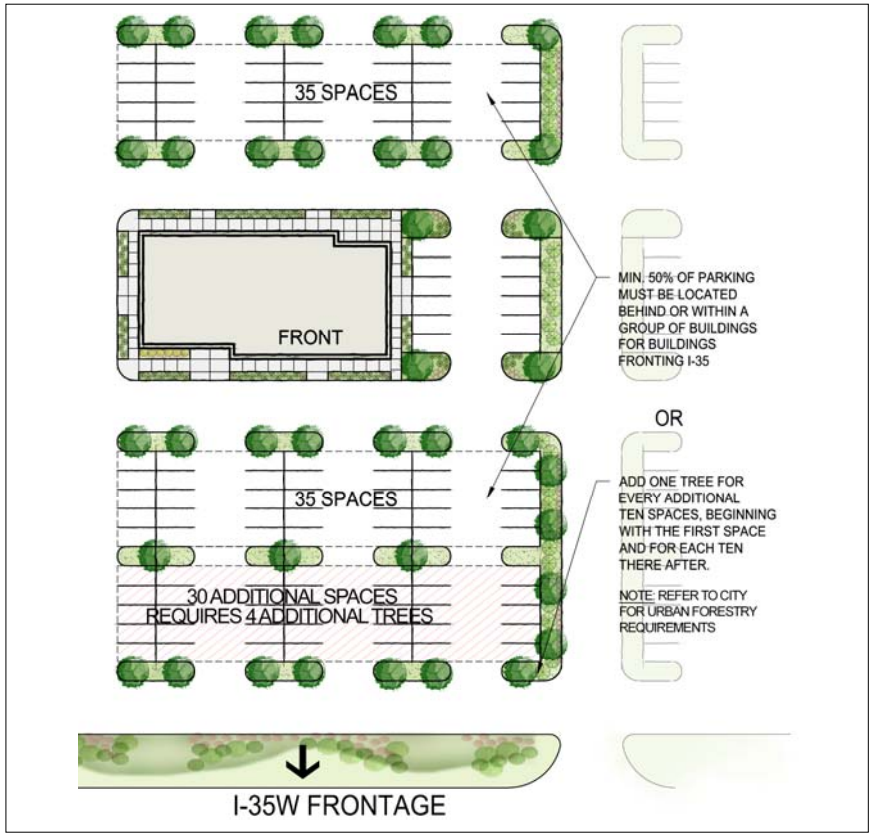


Fig. 18.2 Diagram example of parking requirements when fronting I-35W

Parking and Driveways

Standards (continued):

- Landscape screening is required between the parking areas on adjacent parcels so as to break up the area of paving; landscape screening shall be a minimum of ten (10) feet wide and accomplished with earthen berms and/or with planting material from the approved planting list (See page 22 and 29). If there is a shared access easement along the property line, a minimum ten (10) foot landscaped median/ divider shall be installed on either side of the access easement. (See Figures 19.2-19.3)
- Earthen berms shall be a natural, oscillating form with an average overall height of thirty-six (36) inches tall. (Refer to page 22)
- Sidewalks, medians, and building entryways shall utilize appropriate paving and landscaping materials. All pavers in public spaces and common areas shall be interlocking concrete pavers—terra cotta, pewter, natural/limestone or equal.

Terra Cotta

Natural/Limestone

Pewter

Fig. 19.1 Examples of pedestrian walkways along landscape medians

Fig. 19.2 Example of shared access easement along the property line

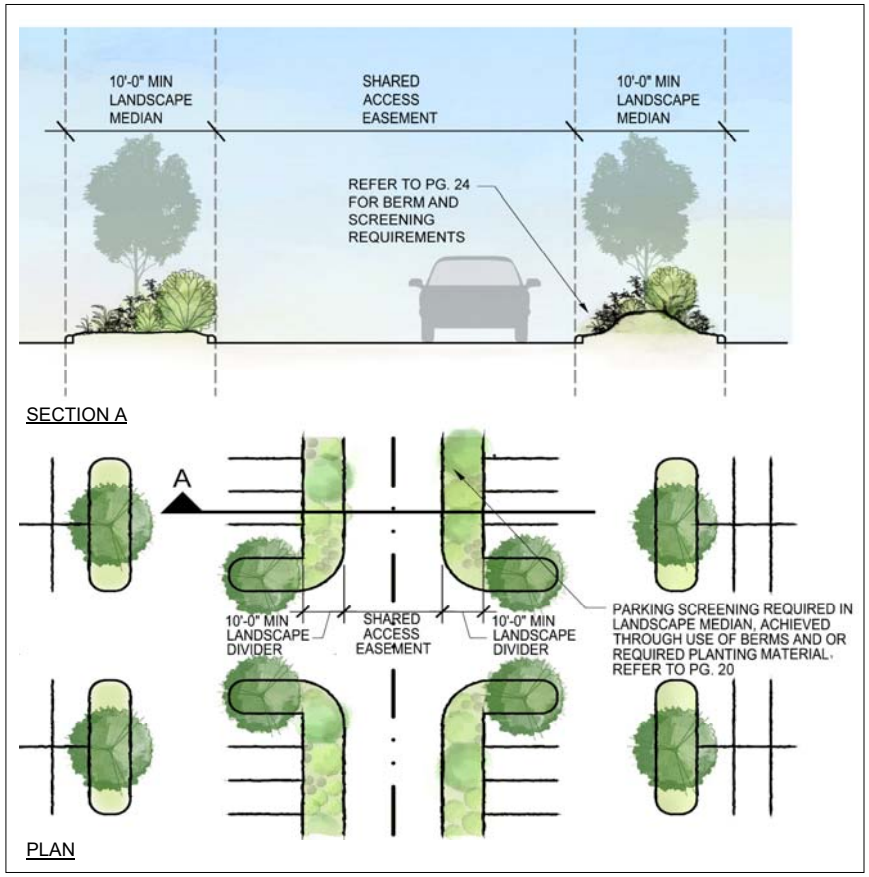


Fig. 19.3 Diagram example of a shared access easement along the property line

Fig. 20.1 Example of landscape screening within the paving setback

Fig. 20.4 Example of compatible earthen berm with landscaping

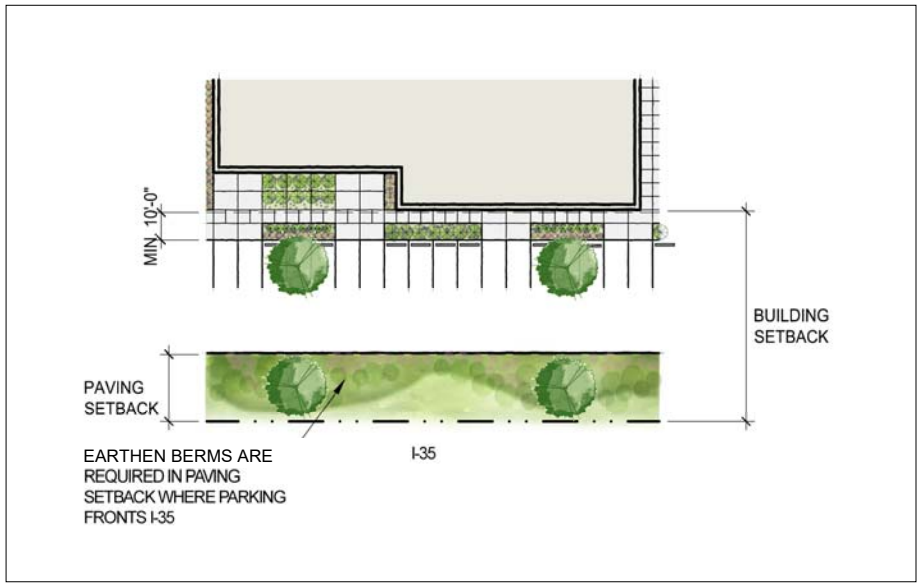


Fig. 20.2 Diagram of how setbacks are measured

Fig. 21.1 Example of distributing landscaping along parking buffers

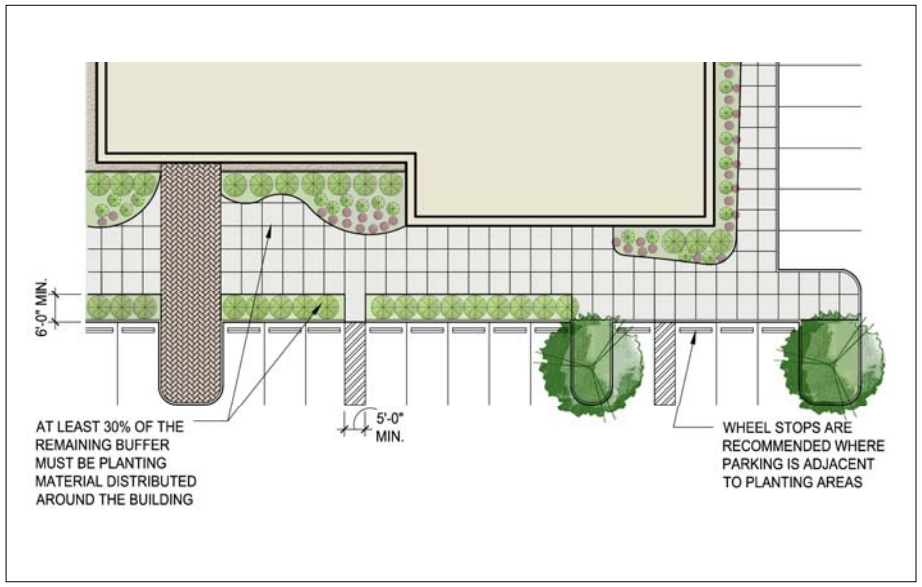


Fig. 21.2 Diagram of parking buffers where building fronts the street

Fig. 21.3 Example of a successful combination of landscaping, sidewalk and paving

Berms and Screening

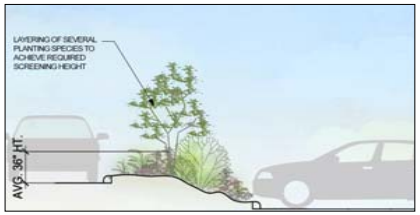
Intent:
Landscape screening is an important tool to mitigate the visual impact of parking. The intent of this section is to ensure that berms and landscape are appropriately used to mitigate parking headlights onto the frontage road and promote an aesthetic consistency along the I-35 corridor.

Standards:

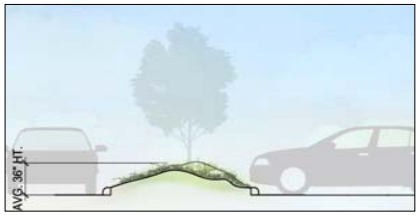
- Earthen berms fronting the I-35W public right of way shall be a minimum overall average of thirty-six (36) inches tall. The average height is measured from the public right-of-way or parking area elevation, whichever is greater. In order to achieve natural formation, the berms shall consist of a change of at least one (1) foot in height and five (5) feet in setback for every thirty (30) linear feet. (See Figure 22.3)
    - Where topography prohibits berm screening height requirements from being met, landscape supplementation can be used to achieve the required screening as an exception to berms.
    - If landscaping is needed to achieve screening, layering of planting material from the pre-approved list (Page 29) must be used to supplement an average of thirty-six (36) inches tall screen. Two (2) to three (3) different species, excluding turf grass, must be used to achieve the required landscape screen (See Figure 22.1). In the central zone, berms must be treated with layering of shade trees, ornamental trees and planting beds of ornamental grasses and/or shrubbery.
- All headwalls or retaining walls visible from I-35W are required to be treated with decorative masonry cladding. Storm water drainage areas are required to be maintained in accordance with the city requirements.

Example of layering planting material to achieve screening height requirements

Example of berm height and width variations



Section: Landscape screening where min. berm requirements cannot be met



Section: Earthen-berm height requirements

Fig. 22.1 Example of earthen berms and landscape exceptions

Fig. 22.2 Example of width changes along ~~landscape~~ earthen berms

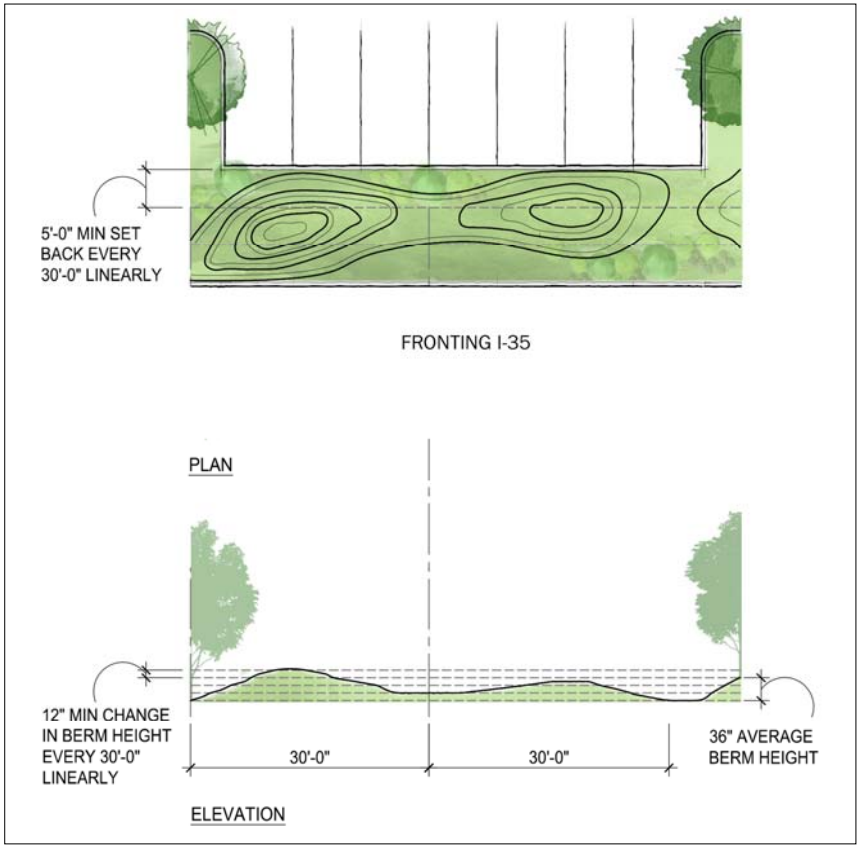


Fig. 22.3 Example of earthen berm height change requirements

EXAMPLES DO NOT EXPRESS A NATURAL VERTICAL CHANGE IN ELEVATION OVER THE LENGTH OF THE BERM

BERM IS AT A CONSISTENT HEIGHT AND DOES NOT USE PLANTING TO ACHIEVE THE REQUIRED PARKING SCREEN

UNACCEPTABLE PARKING SCREEN

Fig. 23.1 Examples of ***noncompliant*** *landscape screening attempts*

Fig. 23.2 Examples of ***compliant*** *landscape screening*

Screening of Loading Docks

Intent:

The intent of this section is to ensure that screening of service and loading docks fronting I-35W is appropriately used to uphold the aesthetic standards of developments along I-35W. Locating service and loading at the rear of the building and not fronting I-35W is encouraged.

Standards:

- All service, trash, and utility areas shall be permanently screened from view with an enclosure and / or landscaping. All enclosures should be constructed of masonry or concrete and match the adjacent building materials and color.
- Dumpster enclosures shall include metal/steel gates.
- Industrial loading docks and trailer storage shall be screened from I-35W with a screening wall, berm, and/or landscaping.
- Wood or plastic fencing materials are prohibited.

SCREENING MATERIAL DOES NOT MATCH THE ADJACENT BUILDING AND USE OF A PROHIBITED SCREENING MATERIAL

USE OF A PROHIBITED SCREENING MATERIAL

DUMPSTER IS NOT FULLY ENCLOSED AND THE USE OF A PROHIBITED SCREENING MATERIAL

Fig. 24.1 Example of ***noncompliant*** *loading and service areas*

SITE PLAN

ELEVATIONS

Fig. 24.2 Example of ***compliant*** *screen walls and landscaping of service areas*

Landscaping

Intent:
The importance of a unified and natural landscape along the I-35W corridor is fundamental to improving the character and quality of existing and future development. The landscape treatment of the corridor is intended to differentiate the three character zones from each other, while maintaining a consistent theme throughout the corridor. Landscape treatment of the corridor should be in the form of native grasses, shrubbery, shade trees, and ornamental trees. These categories vary between character zones in hierarchy and stringency of planting design.

Standards:

- A proposed site plan depicting the following landscape elements shall be submitted for review:
    1. Existing tree locations and species
    2. Topography
    3. New plant species and location
    4. Location and dimensions of berms
    5. Detailed planting schedule
- Refer to the pre-approved plant list (Page 29) and the zone specific guidelines when selecting plant materials.
- Care shall be taken to preserve and enhance any existing landscape features, such as existing groves of trees, creeks and waterways, interesting topography, etc. Existing landscape amenities shall be evaluated and inventoried prior to the commencement of site planning.
- Landscaping in the right-of-way shall be designed to look as natural as possible by incorporating open mowed areas, native plant species, and drought tolerant plant materials to reinforce the prairie look.
- Landscape shall be designed, installed, and maintained in accordance with plans.
- Projects in the I-35W corridor shall comply with urban forestry requirements.

Guideline:

- Development in all zones is encouraged to utilize the "Recommended List of Native Plants for Landscape Use in North Central Texas" as complied by the North Central Chapter of the Native Plant Society of Texas.

Fig. 25.1 Example of enhancing existing landscapes and topography

Fig. 25.2 Example of a well landscaped paving setback

Landscaping

South Zone Landscape Standards:

- In the setback areas (see table on page 15), use more compact planting materials, such as:
  - ◊ Ulmus crassifolia– Cedar Elm
  - ◊ Ilex vomitoria– Dwarf Yaupon
  - ◊ Langerstroemia indica– Crepe Myrtle
  - ◊ Raphiolepis indica– Indian Hawthorne
- Use landscaping, such as street trees, to create buffers between sidewalks and automobile lanes. Where possible, create a buffer area between the sidewalk and parking to screen the parking from both pedestrians and passing automobiles.
- Take advantage of parking medians and other small spaces to plant turf grasses and ground covers. In areas where space for landscaping is extremely constrained, use large pots to provide greenery around buildings and parking lots.

Landscaping

Central Zone Landscape Guideline:

- Maintain a view corridor from highway and access roads by using low growing grasses and shrubs, and street trees with a higher canopy.

Central Zone Landscape Standards:

- Paving setback shall be landscaped per standards outlined on page 22.
- Maximum of 40% Bermuda grass or other sod may be used in the required I-35W paving setbacks.
- In the paving setback areas (see table on page 15), use native and adaptive prairie planting materials, such as:
    - ◊ Quercus virgiana– Live Oak
    - ◊ Leucophyllum frutescens– Texas Sage
    - ◊ Any of the ornamental grasses on the pre-approved plant list on page 30.

- Trees may be clustered in small groups at least fifty (50) feet apart to compliment the wide-open vistas of the North Texas prairie. The landscape design shall have a free-flowing, natural, and unstructured style.

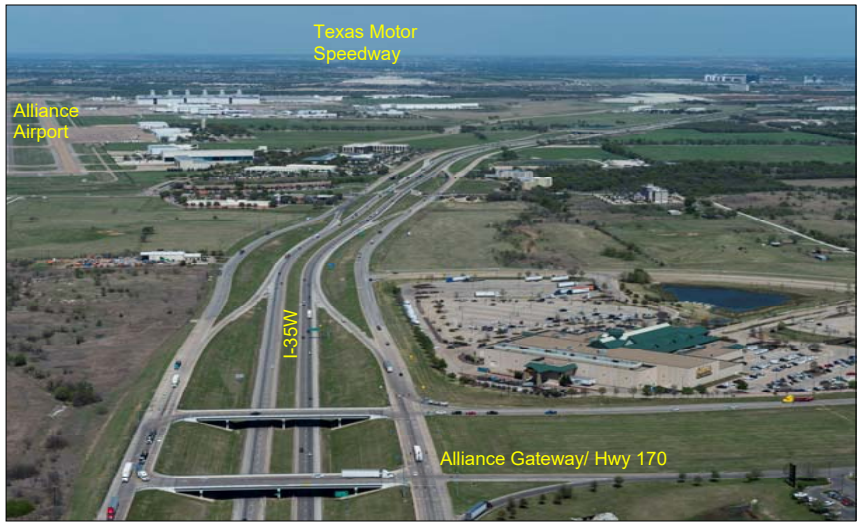
Landscaping

North Zone Landscape Guideline:

- Maintain a view corridor from highway and access roads by using low growing grasses and shrubs (where necessary for screening) and street trees with a higher canopy.
- Planting beds at the site-entry are encouraged.
- Existing development can be described as, "industrial ranch or working landscape" character. Therefore, the style of the landscape design should be ~~more~~ less formal and structured, while still complimenting the North Texas prairie.
- Street trees are required for properties fronting the public right of way. Trees may be clustered in small groups at least fifty (50) feet apart to compliment the wide-open vistas of the North Texas prairie. The landscape design shall have a free-flowing, natural, and unstructured style.

North Zone Landscape Standards:

- Paving setback shall be landscaped, which includes required earthen berm screening, ornamental trees and canopy trees.
- Where a minimum average 36" berm cannot be fully achieved due to topography, then screening shall be supplemented with shrubbery and ornamental grasses.
- In the pavement setback areas (see table on page 15), use plant materials such as:
    - ◊ Sophara secundiflora - Texas Mountain Laurel
    - ◊ Ilex decidua - Possum Haw
    - ◊ Quercus virginiana - Live Oak
    - ◊ Ulmus crassifolia- Cedar Elm
    - ◊ Lagerstroemia indica- Crepe Myrtle
    - ◊ Cercis Canadensis - Red Bud
    - ◊ Vitex angus-castus
    - ◊ As long as the berm requirements can be met, 100% sod can be used within the paving setback, along with the required ornamental and canopy trees.
    - ◊ Where topography inhibits the ability to achieve compliant berms, additional landscaping is required to provide screening within the paving setback (Refer to page 22).



Pre-approved Plant List

Canopy Trees:
Bumelia lanuginosa– Chittamwood
Quercus macrocarpa– Bur Oak
Quercus muehlenbergii– Chinkapin Oak
Quercus virginiana– Live Oak
Ulmus crassifolia– Cedar Elm
Ulmus parvifolia– Lacebark Elm
Gleditsia triacanthos– Honey Locust
Quercus rubra– Red Oak

Bur Oak

Honey Locust

Lacebark Elm

Ornamental Trees:
Cercis spp.– Redbud varieties
Crataegus spp.– Hawthorn varieties
Ilex decidua– Possumhaw
Ilex vomitoria– Yaupon Holly
Lagerstroemeia indica– Crepe Myrtle
Malus spp.– Crabapple varieties
Prosopis juliflora– Honey Mesquite
Prunus mexicana– Mexican Plum
Rhus glabra– Scarlet Sumac
Rhus lanceolata– Prairie Flame Leaf Sumac
Sophora secundiflora– Texas Mountain Laurel

Crabapple

Hawthorn Flowers

Mexican Plum

Pre-approved Plant List

Large Evergreen Shrubs:
Elaeagnus pungens– Elaeagnus
Ilex cornuta "Burfordi"– Burford Holly
Ilex x "Nellie R. Stevens"– Nellie Stevens Holly

Elaeagnus

Small/Intermediate shrubs and Ornamentals:
Abelia grandiflora– Abelia varieties
Berberis thunbergii– Barberry varieties
Cotoneaster spp.– Cotoneaster varieties
Cydonia japonica– Texas Scarlet Flowering Quince
Hypericum sp.– Hypericum St. John's Wort
Ilex cornuta "Burfordia Dwarf"– Dwarf Burford Holly
Ilex cornuta "Carissa"– Carissa Holly
Ilex vomitoria "Nana"– Dwarf Yaupon Holly
Juniperius sp.– Juniper varieties
Lagerstromia indica– Dwarf Crepe Myrtle varieties
Leucophyllum frutescens– Texas Sage
Ligustrum sinense "Variegata"– Variegated Privet
Mahonia aquifolium "Compactum"– Oregon Grapeholly
Miscanthus sinensis– Maidengrass
Nandina domestica "Compacta"– Compact Nandina
Nandina domestica "Harbor Dwarf"– Harbor Dwarf Nandina
Nandina domestica "Gulf Stream"– Gulf Stream Nandina
Raphiolepis indica– Indian Hawthorn

Texas Scarlet Flowering Quince

Abelia

Texas Sage

Variegated Privet

Pre-approved Plant List

Vines and Groundcovers:
Parthenocissus quinquefolia– Virginia Creeper
Juniperus sp.– Prostrate Juniper varieties
Liriope sp.– Liriope varieties
Lonicera sempervirens– Coral Honeysuckle
Ophiopogon sp.– Mondo Grass
Santolina sp.– Santolina
Trachelospermum asiaticum– Asian Jasmine
Vinca minor "Bowles"– Vinca

Coral Honeysuckle

Vinca "Bowles"

Virginia Creeper

Ornamental Grasses:
Schizachyrium scoparium var. frequens– Little Bluestem
Sorghastrum nutans– Indiangrass
Eragrotis curvula—Love Grass
Other Similar Native grasses

Indiangrass

Little Bluestem

Love Grass

Pre-approved Wildflowers and Field Flowers by Zone

North Zone:
Lupinus texensis– Bluebonnet
Rudbeckia amplexicaulis– Coneflower
Gaillardi pulchella– Firewheel/Indian Blanket

Bluebonnet

Indian Blanket

Coneflower

Central Zone:
Monarda citriodora– Lemon Mint
Coreopsis tinctoria– Plains Coreopsis
Oenothera speciiosa– Pink Evening Primrose

Lemon Mint

Pink Evening Primrose

Coreopsis

South Zone:
Castilleja indivisa– Texas Paintbrush
Coreopsis lanceolata– Tickseed

Bluebonnet and Paintbrush

Lighting

Intent:
The purpose of these lighting standards is to establish a minimum level of design and performance for all light fixtures in the corridor. Lighting and lighting system components and hardware shall be compatible and harmonious throughout the corridor. A successful exterior lighting program shall include adequate illumination for safe pedestrian and vehicular movement, sufficient lighting for all signs and wayfinding, and decorative lighting that enhances the landscape design without creating excessive glare or visual hot spots.

Standards:

- A proposed site plan depicting lighting fixture types and locations for the entire development, including pedestrian routes, driveways, parking, loading areas, and the building shall be included in the COA application.
- All exterior lighting shall be designed, installed, and maintained in accordance with plans and specifications submitted and approved in the COA application.
- Fixture orientation and design shall minimize direct glare from the fixture, both within the site and particularly as viewed from the I-35W and frontage roads.
- Architectural lighting shall articulate and animate the particular building design and visibly promote and reinforce pedestrian movement. Indirect wall lighting or "wall washing", overhead down lighting and interior illumination (glow) is encouraged in the expression of the building.
- All direct down lighting, except where noted in lighting diagrams, shall be accomplished by utilizing light fixtures with 90 degree (horizontal) cutoffs. Glowing light sources shall not be used at any time to provide or supplement functional light level requirements.
- Loading and service area lighting shall be contained within the service yard boundaries and enclosures, and utilize cutoff light fixtures that are mounted no higher than the adjacent building. Wall mounted light fixtures will be permitted only if they have a 90 degree cut off to prevent glare.
- Security lighting shall be primarily accomplished by the ambient light levels created by the required site lighting elements.
- Parking areas, access drives, and internal vehicular circulation areas shall be illuminated by lighting fixtures with total cutoffs of 90 degrees. No spot lights are allowed for site lighting.

Guidelines:

- Architectural "wall washing" is highly encouraged.
- Pedestrian routes should utilize bollard-type lighting rather than pole lights.
- Up lighting should be minimized to include architectural wall washing and architectural accenting only.
- Lighting should be reduced after normal closing hours when the parking lot is not in use to only the bare essentials to provide security, building illumination, and pathway marking.

Example of service station down lighting

Examples of architectural lighting

Submittal Requirements Checklist

1) Required Information

- ☐ Site Plan
- ☐ Grading Plan
  - ☐ Include earthen berm contours
- ☐ Building Plans and Elevations
- ☐ Public Right-of-way Cross section
  - ☐ Berm Elevations
  - ☐ Paving Setback
  - ☐ Building Elevations
- ☐ Material Specifications
  - ☐ Fence Material
  - ☐ Building Material
  - ☐ Screen Material
- ☐ Plan Specifications for Proposed Signs:
  - ☐ Building Signs
  - ☐ Regulatory/Site Signs
  - ☐ Directional Signs (if applicable)
  - ☐ Monument Sign
  - ☐ Signage Site Plan
- ☐ Description of Proposed Work

2) Site Layout Standards (Page 14)

- ☐ Proposed Site Plan including the following:
  - ☐ Building Location
  - ☐ Building Orientation
  - ☐ Setbacks
    - ☐ Building Setbacks calculated from public right-of-way
    - ☐ Paving Setbacks calculated from the public right-of-way
    - ☐ Setback landscaped and maintained in good condition

- ☐ Sidewalk/pedestrian routes
- ☐ Parking orientation and spaces
- ☐ Signage
- ☐ Driveways
- ☐ Vehicle and truck circulation routes within development
- ☐ Screening for truck and trash areas

3) Parking and Driveways (Page 18)

- ☐ 200 spaces maximum per parking area (Refer to figure 18.1 on page 18)
- ☐ 10 foot minimum landscaped median/dividers breaking up "rooms" of large parking fields (Refer to figure 18.1 on page 18)
- ☐ Building fronting I-35W, 50% minimum of parking located behind or within groups of buildings (See Figure 18.2 on page 18)
- ☐ 36" minimum landscaped berm in setback area along public right-of-way (See Figure 23.2 on page 23)
- ☐ Landscape screening between parking areas on adjacent parcels with berms and/or approved planting material. (Refer to pages 19 and 30)
- ☐ Utilize appropriate paving and landscape materials. (Page 19)
  - ☐ Public space pavers to be terra cotta, pewter, natural/limestone or equal.
- ☐ Masonry or concrete permanent screening, finished to match adjacent building style for:
  - ☐ Service Areas
  - ☐ Trash Areas
  - ☐ Utility Areas
  - ☐ Retail truck loading docks facing I-35W
  - ☐ Office truck loading docks facing I-35W
  - ☐ No wood or plastic fencing materials
- ☐ Screening wall, finished to match adjacent building style and/or landscaped berms for:
  - ☐ Industrial looking docks and trailer storage

4) Landscaping

- ☐ Proposed Landscape Plan including the following:
  - ☐ Existing tree locations and species

4) Landscaping (continued)

- ☐ Topography
- ☐ New plant species and locations
- ☐ Locations and dimensions of berm
- ☐ Detailed plant schedule

☐ Plant selection meeting the following requirements:

- ☐ Approved Plant List (Page 29)
- ☐ Zone specific guidelines (Pages 26-28)

☐ Preserve and enhance existing landscape features such as:

- ☐ Existing tree groves
- ☐ Creeks
- ☐ Waterways
- ☐ Interesting topography

☐ Landscaping in the right-of-way/landscape set back area designed to look as natural as possible by:

- ☐ Incorporating open mowed areas
- ☐ Native plant species
- ☐ Drought tolerant plant materials

☐ Project complies with urban forestry requirements

☐ South Zone Landscape Standards (Page 26)

- ☐ Use more compact planting materials
- ☐ Use street trees between sidewalks and auto. Lanes
- ☐ Buffer areas between sidewalk and parking
- ☐ Install groundcover/grasses in parking medians and small spaces
  - ☐ Install large pots to provide greenery in constrained spaces around building and parking lots.

- ☐ Central Zone Landscape Standards (Page 27)
  - ☐ Use native and adaptive prairie planting materials (Page 29)
  - ☐ Street trees clustered in small groups
    - ☐ Small groups offset minimum (50) feet apart
  - ☐ Design shall have free flowing, natural, unstructured style.
  - ☐ Shield and buffer parking areas with berms and planted native grasses in lieu of taller shrubbery.
  - ☐ Pavement and hardscape areas accented with terra cotta having material or natural limestone with natural form and shape.
- ☐ North Zone Landscape Standards (Page 28)

5) Lighting (Page 31)

- ☐ Lighting Plan:
  - ☐ Photometric Study including the following:
    - ☐ Building Lights
    - ☐ Site Lights
    - ☐ Foot Candle (Fc) representation to and through property line
    - ☐ 0.0 Fc at property line
    - ☐ Overall pole height (including concrete base)
  - ☐ Light Fixture Cut Sheets with complete field selections
    - ☐ Full Cut off fixtures
    - ☐ Uniform color-temperature
  - ☐ Site Lighting Plan
    - ☐ Pole locations coordinated with landscape plan
  - ☐ Photographs of the Site and Existing Conditions

5) Lighting (Continued)

- ☐ Lighting fixture type for entire development including:
  - ☐ Pedestrian routes
  - ☐ Driveways
  - ☐ Parking
  - ☐ Loading areas
  - ☐ Building
- ☐ Fixture orientation and design has minimal glare from the fixture from:
  - ☐ Within the site
  - ☐ I-35W
  - ☐ I-35W frontage roads.
- ☐ Architectural Lighting fulfills the following:
  - ☐ Animates the building design
  - ☐ Visibly promotes and reinforces pedestrian movement
- ☐ Provide indirect wall lighting ("wall washing"), overhead down lighting and interior illumination.
- ☐ All light fixtures have 90 degree (horizontal) cut offs.
- ☐ No spot lights for site lighting.
- ☐ No glowing light sources to supplement light level requirements.
- ☐ Security light primarily achieved by ambient lights levels created by required site lighting elements.

APPENDIX B: MIXED-USE RESIDENTIAL OR MULTIFAMILY RESIDENTIAL PURSUANT TO CHAPTER 218 OF THE LOCAL GOVERNMENT CODE IN OVERLAY DISTRICTS.

A. Applicability

1. The regulations provided under this Appendix shall only apply to new mixed-used residential developments 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, Articles 8, and 12, 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 a heavy industrial use;

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 described above 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, 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.

C. New Construction for Multifamily Residential and Mixed-Use Residential - Urban Design-Downtown, Panther Island Peripheral Zoning ("PIP"), and I-35W Corridor Design ("I-35W") Overlay Districts.

(1) *Property Development Standards.*

a. For 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:

APPENDIX B (Continued)

New Construction: Mixed-Use Residential or Multifamily Residential	
Front, Rear, Side Yard Corner Lot, Interior Lot	Setback established by appropriate zoning district however, required maximum setback shall not exceed 25 feet.
Adjacent to A or B residential district	5 feet minimum setback; however, if the building exceeds 20 feet in height, the building setback must equal the height of the building, but shall not be required to exceed a setback of 25 feet.
Adjacent to all other districts	5 feet minimum setback, maximum setback of 25 feet.
Units Per Acre	Unlimited
Parking	1 space per dwelling unit
Notes:	
All other development standards and regulations set forth under the applicable zoning district and overlay district shall apply.	

(2) *Additional Development Standards for New Mixed-Use Residential Developments and Multifamily Residential Developments*

a. In the event the above table conflicts 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.

D. Building Conversion: Mixed-Use Residential Development and Multifamily Development

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;

APPENDIX B (Continued)

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.