Panther Island Peripheral Zone Design Overlay

Zoning Standards and Guidelines

PERIPHERAL ZONE

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Understanding the District

PURPOSE

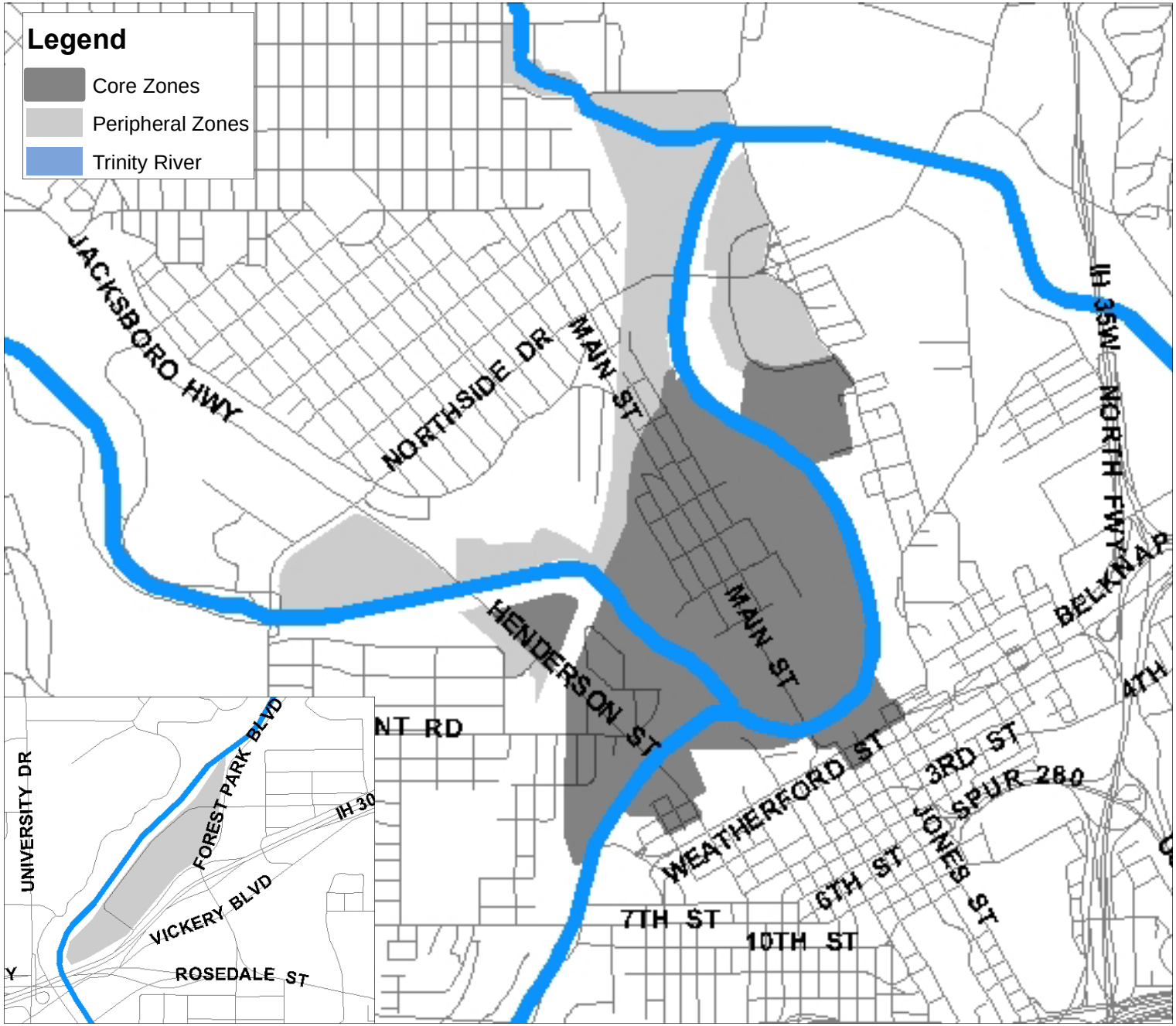
The primary purpose of the Panther Island Peripheral Zone Development Standards and Guidelines is to promote development compatible with the vibrant urban waterfront district as envisioned in the Panther Island Plan. A public planning process conducted between 2001and 2003 produced the Trinity River Vision Master Plan, a comprehensive vision for the 88 miles of the Trinity River and its major tributaries in the greater Fort Worth area. This planning process was a collaborative effort led by the Tarrant Regional Water District, Streams & Valleys, Inc., the City of Fort Worth, Tarrant County, and the US Army Corps of Engineers (USACE). In October 2003, the City of Fort Worth adopted the Trinity River Vision Master Plan and incorporated it into the City's Comprehensive Plan.

Central to the Trinity River Vision are flood control infrastructure improvements that will protect the central city and help foster the development of an urban waterfront district called Panther Island, former known as Trinity Uptown. The Trinity Uptown Plan, released in 2004, proposes an urban lake and a publicly accessible waterfront surrounded by vibrant, mixed-use neighborhoods. The peripheral zones will support the revitalization of the urban dis-trict while retaining characteristic elements already present along the Trinity River.

The Panther Island Development Standards and Guidelines are the result of an inclusive, open process led by a representative citizens advisory committee. In order to create the appropriate set of development standards, the Mayor appointed the Citizen Advisory Committee for the Panther Island Development Standards and charged the committee with advising the City in the formulation of appropriate land use and urban design regulations. Through a series of public meetings, the committee created new development regulations that respond to the unique environment of Panther Island. The committee identified areas along the river near Panther Island for inclusion as peripheral zones.

This document is intended to present the standards and guidelines in a user-friendly format, with illustrative diagrams and photographs not found in conventional ordinances. This document should provide public entities and private developers with a user-friendly guide that serves as the regulatory framework for the peripheral zones. The diagrams are intended to present standards in an easy-to-understand format, and the photographs present examples of projects and public spaces that are consistent with the intent of the district. This document will continue to evolve as development conditions change. Regular review and assessment will allow the City and its public and private partners to refine this set of tools.

PANTHER ISLAND CORE AND PERIPHERIAL ZONE DISTRICT BOUNDARIES



INTENT AND GENERAL DEVELOPMENT PRINCIPLES

The 2004 plan envisions Panther Island as a vibrant urban district that builds on the area's history and character, complements the Downtown core, and created distinctive neighborhoods within an easy walk of the North Main Street commercial district and numerous waterfront destinations. The Panther Island Peripheral Zones promote complimentary development surrounding the island and along nearby waterfronts.

This document includes a comprehensive set of development standards and guidelines that include the following:

- Buildings and Sites– Addresses the height, orientation, and façade design of buildings and parking facilities.
- Streetscapes and Waterfronts– Includes standards and guidelines for the design of public side-walks and waterfront walkways.
- Public Parks and Plazas– Provides basic standards and guidelines for the design of pocket parks, community parks, urban plazas, and other gathering places.
- Individual zone-by-zone standards and guidelines.

Standards and guidelines are consistent with the following general principles.

Promote a pedestrian-orientated urban form.
In contrast to traditional zoning standards that place primary emphasis on the regulation of land uses, the Panther Island development standards focus on promoting a walkable, urban form of development. The focus on form promotes development that conform to tested urban design principles, and that adapt to changing conditions over time.

Require excellence in the designof thepublic realm.
The most successful and memorable urban environments are those in which walking down the street or along a waterfront is appealing. Streets, waterfronts, and parks should be comfortable and inviting. Buildings fronting such spaces should be active and visually interesting at the pedestrian level.

Maximize connectivity and access.
Panther Island presents a unique opportunity to create a truly multi-modal urban district in which residents and visitors may conveniently walk, drive, bike, or ride public transportation to destinations within and outside of Panther Island. Development standards should promote the continuity of the waterfront trail system and walkable blocks and street designs that balance pedestrians and automo-biles, and should also ensure accessibility for all residents and visitors, including those with disabilities.

INTENT AND GENERAL DEVELOPMENT PRINCIPLES

Encourage authentic Fort Worth character in new development.
Panther Island should build on the area's authentic character. Public and private development should strengthen this urban authenticity and should avoid the generic quality of conventional development often seen in suburban locations.

Encourage creativity and exceptional design.
Panther Island's 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, should support creativity and exceptional design while discouraging uniformity.

Encourage adaptive reuse and support the preservation of historically significant buildings.
Panther Island includes historically significant buildings that should be incorporated into new development and redevelopment projects. The development standards should work in conjunction with the City's Historic Preservation Ordinance to encourage preservation and adaptive reuse of significant buildings.

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

Support existing businesses.
The development standards should not impede the success of existing businesses.

Promote development that complements Panther Island and Downtown.
Downtown Fort Worth serves as the city's central business district and the region's western activity center. Sundance Square has become a regional entertainment destination. Panther Island's urban neighborhoods and unique waterfront destinations should complement the strengths of the Downtown core. The peripheral zones promote compatible development for these urban environments.

Preserve view corridors.
The peripheral zones contain trails and view corridors that link the waterfront to Panther Island, Downtown, and the Stockyards.

Administration

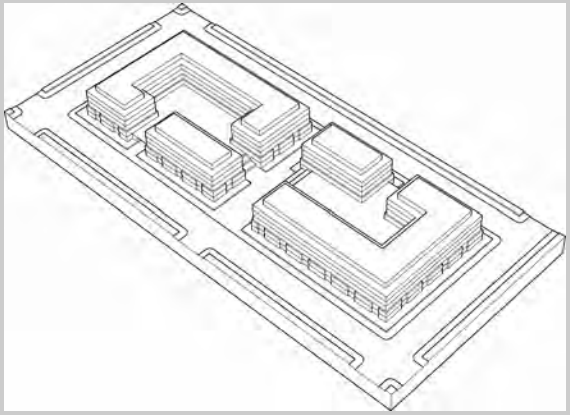
Intent
The development standards are intended to be clear, concise, and user-friendly. The development review process is intended to be predictable and flexible, and to facilitate timely approval of projects that conform to the general development principles for Panther Island.

Relationship to Other Regulatory Documents
The Panther Island Peripheral Zone Development Standards and Guidelines document is intended to minimize references to other sections of the City's Zoning Ordinance, City Plan Commission Rules and Regulations, and other regulatory documents. One notable reference that remains is the Historic Preservation Ordinance (contained within the City's Zoning Ordinance), which includes the procedures and regulatory requirements related to the preservation and reuse of historically significant buildings.

Pertinent sections of the Standards and Guidelines have been adopted as a supplement to those regulatory documents. For example, the Zoning Ordinance includes the Panther Island Peripheral zones as overlay districts. Whenever there appears to be a conflict between the Panther Island Peripheral Zone Development Standards and Guidelines and other sections of the City of Fort Worth Zoning Ordinance, the requirements specifically set forth in this ordinance shall prevail unless otherwise stated.

Definition of "Standards" and "Guidelines"
Standards are objective, measurable regulations illustrated through diagrams and sketches with which all projects must comply. Unless noted as a guideline, all provisions in this document are standards. The standards will apply within 150 feet of the waterfronts and apply to public and private entities. The remainder or the peripheral zone is subject to guidelines. In these areas, the standards are viewed as guidelines. If a project of exceptional design is clearly consistent with the Intent and General Development Principles but does not conform to a certain standard, the Urban Design Commission (UDC) may approve a Certificate of Appropriateness (COA) that cites the project's compliance with the intent and principles. (For projects not conforming to height and setback regulations listed in the Zoning Ordinance, a variance approved by the Board of Adjustment is also required; see development review process on page 9.

Development guidelines are subjective statements through which the City proposes additional design strategies. Development guidelines should be suitable for most projects, and developers should endeavor to ensure that the guidelines are followed to the extent possible. City staff and the UDC, where applicable, will work with developers to explore design approaches that maximize conformance with the guidelines. Development guidelines are not legally enforceable and neither the UDC nor the Development Services Department, Director or staff, shall deny a Certificate of Appropriateness solely because a project fails to comply with the development guidelines.



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– In accordance with Section 4.403 "**Panther Island Peripheral Zone ("PIP") Overlay District"** of the Zoning Ordinance, all private construction projects, with the exception of interior construction or exterior in-kind replacement work, are subject to review for compliance with the Panther Island Peripheral Zone Standards and Guidelines. All buildings, streets, and public spaces by public entities are also subject to review. In accordance with their civic role, public buildings should reflect exceptional design quality.

Administrative Review vs. UDC Review– Projects wherein only guidelines apply will be administratively reviewed and approved by the Development Services Department prior to the issuance of a Certificate of Appropriateness. Projects which clearly conform to the applicable standards may be approved administratively by the Development Services Director or designee without UDC review. The UDC shall review all projects that require interpretation or discretionary judgment with respect to the project's compliance with standards and guidelines.

Urban Design Commission– The UDC is an eleven-member body appointed by the City Council and charged with the administration of urban design districts. 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. The Development Services Director or designee serves as staff advisor to the UDC.

Exceptional Design- The Development Services Department may recommend for UDC approval public buildings of exceptional designs that do not comply with certain standards or guidelines provided that the buildings conform to the Intent and General Development Principles. Parks, plazas, sidewalks, waterfront paths, and all other publicly accessible spaces should also reflect exceptional design quality and are subject to review for compliance with the Panther Island Development Standards and Guidelines.

Conceptual Phase Discussion- All public and private developers of significant projects are encouraged to present their conceptual plans to Development Services staff for informal review to facilitate timely design review and approval of the final design.

Variances to Zoning Ordinance Property Development Standards- The UDC is authorized to approve appropriate exceptions to the vast majority of the Panther Island Peripheral Zone Standards and Guidelines. 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 (BOA).

Design Plan and Land Use Administrative Rights -The City of Fort Worth reserves the right to administratively modify the urban design plan and land use if the modifications are clearly consistent with applicable development principles.

Sites and Buildings

INTENT AND PRINCIPLES

This section includes development standards and guidelines related to the orientation and configuration of buildings and building sites. The form and scale of a building is one of the most important factors in the creation of a viable urban streetscape. The purpose of these standards is to ensure high quality, sustainable development that adapts to changing conditions over time. The following principles provide the basis for the development standards and guidelines.

- Design all sites and buildings, and the lower floors of buildings in particular, so that they promote pedestrian activity and provide an active, continuous, pedestrian-oriented street edge along public sidewalks.
- Design buildings and sites to provide visual variety and enhance Panther Island's overall sense of place.
- Design buildings and sites to enhance the Panther Island's water quality and to promote a sustainable natural environment.
- Ensure that the scale of buildings enhances the public realm, and that adjacent buildings complement the scale of neighboring structures, particularly adjacent historic buildings.
- Build distinctive neighborhoods that create local identity.
- Regulate building heights and orientation so as to protect and enhance views to and from established landmarks, natural features, and skylines.
- Ensure that civic buildings are of exceptional design quality; and locate civic buildings at prominent sites, such as the terminus of an important axis, where possible.
- Design buildings that reflect the time in which the structures are built, respecting the development context and our local history.
- Choosing durable exterior building materials is an important part of shaping a coherent urban form. In addition to visual attractiveness, exterior building materials serve as the primary form of protection of the interior space of a building.
- Ensure the continuity of the greenbelt trail system designed to accommodate pedestrian, equestrian, and bicycle traffic.
- Ensure that building facades visible from public spaces contribute to an attractive streetscape and skyline.
- Locate surface parking, individual garages, and large parking garages to reduce their visual impact.
- Design and orient development within the peripheral zones to compliment Panther Island.

PERIPHERAL ZONE SITES AND BUILDINGS

Circulation Network Principles

- Maximize street and path connectivity for vehicles, pedestrians, public transportation, and bicycles so as to promote efficient circulation and to provide a wide range of mobility options.
- Use streets and pedestrian paths to provide and protect views to the Tarrant County Courthouse, the Downtown skyline, waterfront areas, bluffs and other significant landmarks.

Streets and Sidewalks Principles

- Design all streets and sidewalks to ensure pedestrian activity and comfort.
- Balance the circulation requirements of automobiles, bicycles, and pedestrians.
- Ensure quality construction and attention to detail in the design and construction of streets.
- Use simple sidewalk designs to ensure easy maintenance and place greater emphasis on the design of building facades that front public sidewalks.

Waterfront Access Principles

- Ensure a continuity of public access to and along waterfronts.
- Provide pedestrian and view corridors that allow physical and visual access to the waterfront.
- Clearly define access points and edges of waterfront spaces to facilitate public use and security, and to clearly distinguish between public and semi-public or private spaces.
- Accommodate multiple travel modes along the waterfront, including pedestrians, bicycles (slower speeds along urban waterfronts), and water taxis.

Waterfront Experience Principles

- Build a distinctive and diverse network of public spaces and waterfront environments that avoid long uninterrupted monotonous designs.
- Include both informal and formal spaces and their neighborhood connectors to reflect or complement the adjoining neighborhoods character.
- Ensure comfort during hot weather with trees and other provisions for shade, water fountains, benches, and areas for rest.
- Ensure that buildings and other components of the built environment frame and complement waterfronts and public spaces.
- Ensure a sustainable, clean, and easily maintainable environment.
- Incorporate public art into the street and adjacent public realm.

Waterfront Visual Guidance

Both pictures represent the type of waterfront experience envisioned with the project.

Parks, Schools and Open Space

Intent and Principles

Residents will choose to live in high-density urban environments like Panther Island if they have convenient access to a range of usable and appealing public spaces. The Panther Island Plan envisions a network of public spaces that includes pocket parks, community parks, schools, and civic gathering places. This section is intended to provide guidance to the development of those various spaces, based on the following principles:

- Connect public spaces to establish an integrated network of parks, plazas, and waterfronts.
- Support the development of pocket parks throughout neighborhoods.
- Design schools and other community facilities so that they are functional throughout the day and provide additional spaces for recreation and gatherings.
- Incorporate elements that engage all age groups, including young children and the elderly.

Public Spaces

Knoxville, Tennessee

Vancouver, British Columbia

PERIPHERAL ZONE SITES AND BUILDINGS

Build-To Range and Setback Standards

- Waterfront Build-To-Range: 100 percent of the building frontage shall be between 0 and 20 feet. For a building including a courtyard, 80 percent of the building frontage shall be between 0 and 20 feet with 20 percent of the building frontage allowing for a courtyard.

Pedestrian Connectivity

Pedestrian Passage Standard

- No waterfront shall have more than 300 feet of waterfront/ green-belt frontage without a pedestrian passage.
- Width: Minimum of 50 feet. (Except in the case of the Marine Creek and Henderson Street Peripheral Zones - the minimum is 20 feet.) A smaller passage may be approved on two conditions:
    - If the developer has more than one passage per block and,
    - If the buildings framing the passage is not higher than 3 floors.
    - Shall be publicly accessible through a public use easement.
    - Shall extend through the full block to provide connections to adjacent streets.

Pedestrian Passage Guidelines

- Pedestrian passages should be attractive, safe and inviting to encourage use.
- Outdoor dining is encouraged.
- Secondary storefront entrances are encouraged.

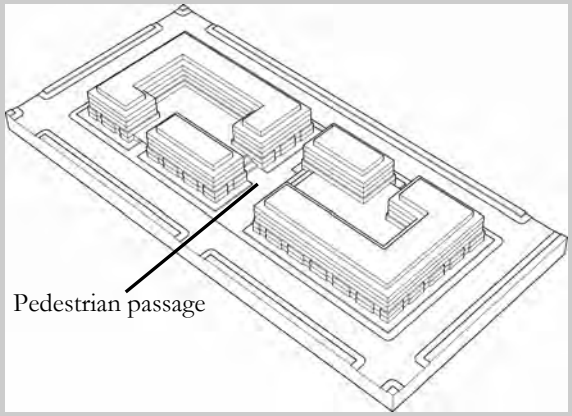
Parking Location Standard

- Waterfront Parking – Parking lots and above grade garages shall not face the waterfront or greenbelt edge.

Off-Street Parking Guidelines

- Shared, structured parking facilities are strongly encouraged.

Pedestrian Passages and View Corridors Guidelines



Pedestrian Passage Guidelines

- Pedestrian passages should be attractive, safe and inviting to encourage use.
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- Secondary storefront entrances are encouraged.

View Corridor Guidelines

- View corridors should be attractive, safe and inviting to encourage use.
- Outdoor dining is encouraged with in view corridors.

PERIPHERAL ZONE SITES AND BUILDINGS

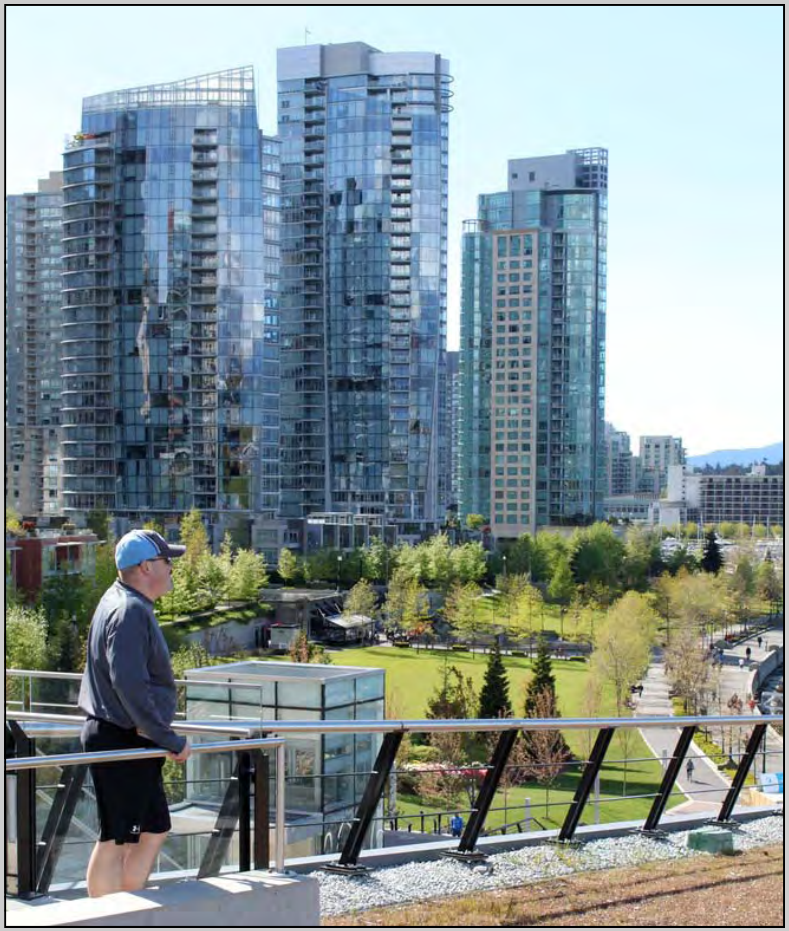
Floor Height Standards

- Ground Floors of Nonresidential Buildings – Minimum 12 feet, measured floor-to-floor. Parking structures not located along local, collector, or arterial streets are exempt from this standard.
- Ground Floors of Residential Buildings – Minimum 8 feet, measured floor-to-ceiling
- Upper Floors, All Buildings – Minimum 8 feet, measured floor-to-ceiling. Parking structures may have a floor-to-floor height of less than 10 feet on all floors above the ground level.

Tower Standards

- Massing – Towers shall have a maximum floor area of 16,000 square feet above 96'.
- Orientation – The narrow side of a tower shall face the water-front.

Vancouver, British Columbia



Vancouver provided inspiration for Panther Island. The tower zones allow increased density that is intended to increase the number of residents needed to support a vibrant urban atmos-phere

PERIPHERAL ZONE SITES AND BUILDINGS

Standards for Building Presentation to Streets and Water Frontage

- Parallel Frontages – Building facades shall be built parallel to the street/ water frontage, except for chamfered corners.
- Building Orientation – Orient all future development to the street or waterfront.
- Ground Floor Residential Frontages – Ground floor residential uses shall provide a clear delineation between public and private space through the use of a patio, landscaped yard, or raised stoop. Such delineation shall not conflict with any pertinent accessibility requirements.

Awnings, Galleries, Arcades, and Balconies

- Guideline for Awnings, Galleries, and Arcades – Awnings, galleries, or arcades are encouraged for all ground floor commercial uses so as to provide pedestrian protection and visual interest.
- Gallery and Arcade Width Standard – Galleries and arcades shall be a minimum of 6 feet in width..
- Balcony Guideline – Balconies are encouraged, particularly on waterfront buildings, and should be designed as an integral part of the building and should not appear to have been tacked on to the exterior.

Windows and Openings

Guideline:

- Ground floor restaurants, bars, and retail are encouraged to have windows and doors that can be opened to provide direct access to the sidewalk or public space.

Activating the Street

Residential Units

Awnings

Roof Guidelines

- Parapet roofs or low-sloped roofs are encouraged.
- Pitched roofs with slopes greater than 6:12 are strongly discouraged.
- Green roofs are strongly encouraged.
- Utilizing rooftops for restaurants, bars, gardens, etc. is highly encouraged.

Mechanical Equipment Standards

- Exhaust/venting, trash containers, and noise-generating mechanical systems shall not be placed adjacent to the walkway in a manner that diminishes the comfort of pedestrians.

  Exception for existing structures:

  - The applicant can clearly demonstrate to the UDC that it is physically impossible or not economically feasible based on the original design of the building.
- Ventilation devices shall not be located in the pedestrian zone

  Exception:

  - The applicant can clearly demonstrate that it is a prior condition based on existing infrastructure.

Screening Standards

- Mechanical Equipment and Dumpsters – Mechanical elements and dumpsters, whether located on the ground or rooftop, shall be screened from public view.
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Screening

Both photographs represent creative ways to screen utilitarian requirements in any city such as power substations

PERIPHERAL ZONE SITES AND BUILDINGS

Public Building Standards and Guidelines

Compatibility

- All public buildings shall respect the massing, setbacks, and heights of neighboring buildings.

Civic Architecture

- The architecture shall convey the public nature of the building through the use of materials, architectural ornament, façade detailing, and lighting.
- Each case will be reviewed by the UDC.

Historic Building Guidelines

Adaptive Reuse

- Developers should seek local historic designation for historically significant buildings, and should adaptively incorporate those buildings into redevelopment plans.
- Adaptive reuse of historic buildings is strongly encouraged.
- New buildings in proximity of historic buildings shall compliment the historic buildings.

Public and Civic Buildings

Public and Civic Buildings are often some of the most important buildings in a city. The citing of these buildings are important and often do not meet the standards established by zoning and design regulations.

Public Space Furnishings

INTENT AND PRINCIPLES

An attractive, high-quality, comfortable public realm will be one of the most important elements in Panther Island's success. The public walkways along streets and waterfronts will be the spaces most often experienced by residents, workers, and visitors. In addition to attractive design, long term maintenance considerations are important in ensuring that these walkways remain inviting. The standards and guidelines in this section are intended to provide basic guidance for furnishing the streetscape while allowing creativity and flexibility. The following principles serve as the basis for the standards and guidelines.

- Incorporate areas of shade and develop a variety of walkways that provide diverse experiences.
- Select furniture and fixtures for user comfort, ease of maintenance, sustainability, and aesthetic quality.
- Design furnishings that reflect the time in which the structures are built, respecting the developments context and our local history.
- Promote movable furniture to provide seasonal flexibility and informal gathering opportunities.
- Select construction materials and fixtures that are practical for long-term maintenance, replacement, and sustainability.
- Select lighting systems that respect the neighborhood environment of most of the Panther Island area.

Elements of a Streetscape

The make up of streetscape can vary from street to street in any city. Typically, streetlights, trees, trash cans, and transit shelters are located a foot or two behind the curb. Sidewalk dining and seating is usually located next to the building with a clear walking zone in the middle.

PERIPHERIAL ZONE PUBLIC SPACE FURNISHINGS

Elements of a Streetscape

Frontage Zone
The Frontage Zone is located immediately adjacent to buildings, walls, fences, or property lines fronting a street or public space. This zone typically includes the following:

- Landscaping
- Awnings and news racks
- Benches
- Outdoor café seating

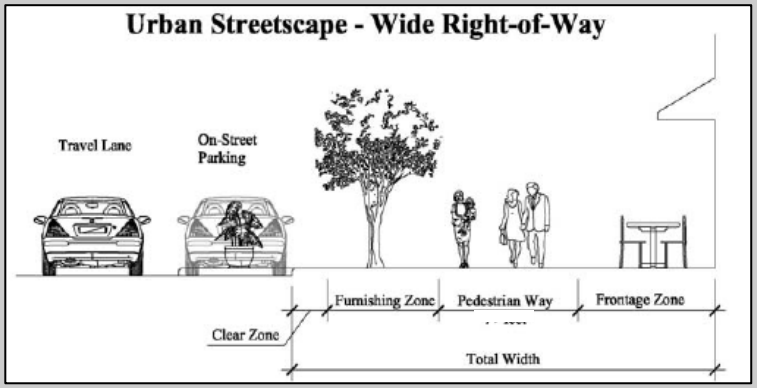
Pedestrian Way
The Pedestrian Way serves as the area dedicated to walking and shall be kept clear of all fixtures and obstructions. The clearance provided in the Pedestrian Way should generally be straight for the convenience of all pedestrians, but especially for the sight-impaired and those using a wheelchair. This zone is located between the Frontage Zone and the Furnishing Zone. The standard widths for the Pedestrian Way shall be a minimum of 7 feet. Where sufficient right-of-way and/or public access easement exists, the Pedestrian Way shall be greater in width.

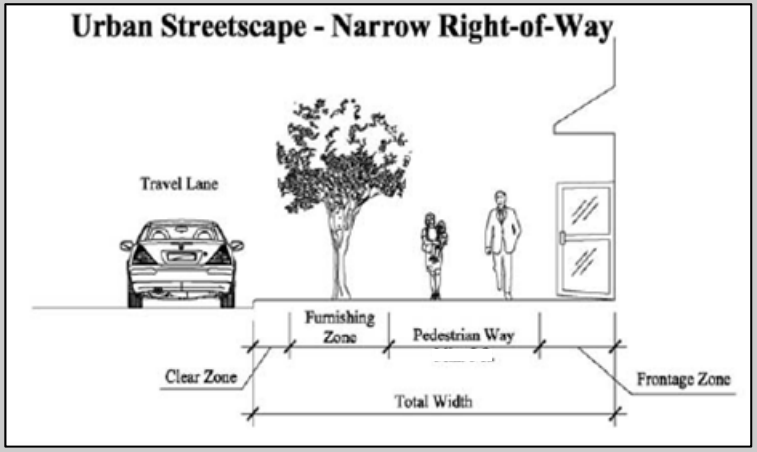
Furnishing Zone
The Furnishing Zone lies between the Pedestrian Way and the Clear Zone. This zone includes the following:

- Street trees and utility poles
- Parking and transit signage
- Bike and news racks
- Benches
- Transit shelters
- Waste receptacles
- Outdoor seating depending on sidewalk width

Clear Zone
The Clear Zone separates the Furnishing Zone from the street. The Clear Zone includes the width of the curb and may contain extra space for the unloading of passengers or freight. The minimum width of the Clear Zone is 18 inches. The width should increase to at least 3 feet where pedestrians or freight loading is expected and may conflict with obstacles in the Furnishing Zone.

Elements of a Streetscape





PERIPHERIAL ZONE PUBLIC SPACE FURNISHINGS

Walkway Furnishing Objectives

- Focus pedestrian circulation at the street level.
- Use sidewalks and streets as a linear park system.

Streetscape Furnishings Standards

- Permanent elements shall not be located in the Pedestrian Way.
- Benches shall be compatible with other benches along a block face.
- Benches shall be constructed of durable material.
- Other streetscape furnishings such as bike racks, trash cans, and other movable objects shall be compatible with existing furnishing along the block.

Waterfront Walkway Standard

- A continuous walkway or public use area shall be located along the water-front.

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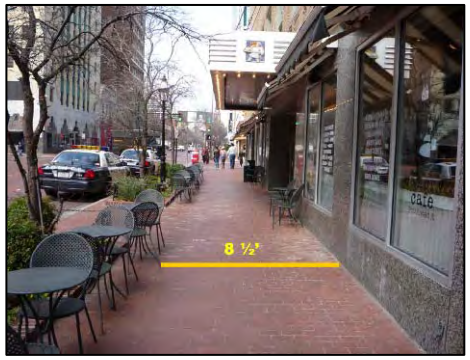
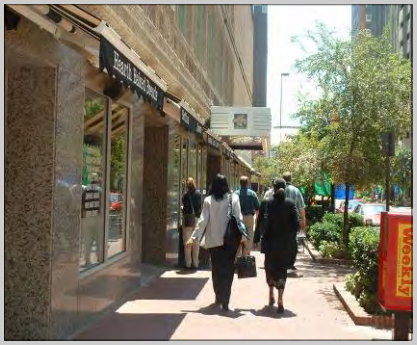
Water's Edge Guideline

- Ornamentation should be minimized so as to reduce distractions of views and vistas.

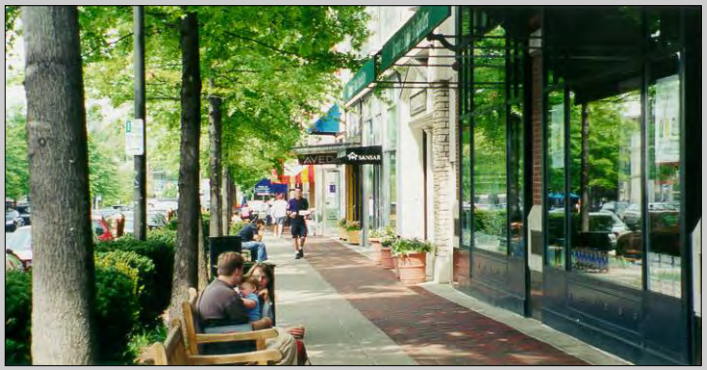


Sidewalks in Downtown Fort Worth have different widths.

Distinctive Streetscape Features



The Pedestrian Way serves as the area dedicated to walking and shall be kept clear of all fixtures and obstructions.



PERIPHERIAL ZONE PUBLIC SPACE FURNISHINGS

Walkway Landscaping Intent
Increase the quality of life for business owners, residents, and visitors in Panther Island.

Walkway Landscaping Objectives

- Provide shade and a sense of enclosure through the addition of more trees.
- Increase comfort for pedestrians.
- Visually enhance stark walls through the use of plant material.
- Create a linear park system.

Waterfront Trees Standards
Note: Ideally, all trees should be planted between November and February.

- Street trees shall be deciduous in order to provide shade in the summer and light in the winter.
- Irrigation shall be provided to ensure the life of the tree.
- Tree limbs shall be pruned to a clearance height of 7 feet.
- Trees shall be selected to fit the size and scale of the setting.
- Trees shall be a minimum of 3-inch caliper.
- Planting distance shall be a maximum of 30 feet.

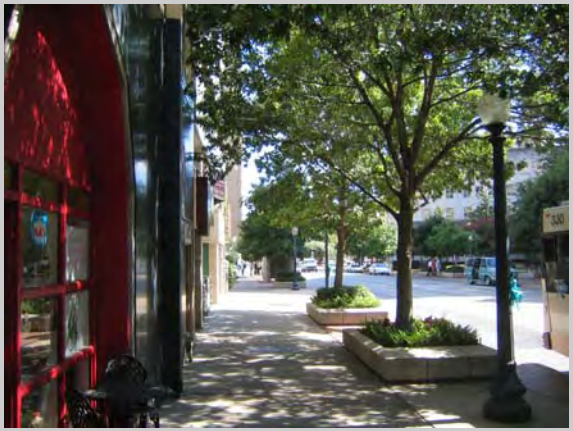
  Exceptions:
  - Fixed infrastructure elements
  - Primary building entrances
- Trees shall be planted flush with the sidewalk surface using the following:

  Tree grates
  - Tree grates shall be adjustable to allow for tree growth and shall be securely attached.
  - Tree grate openings shall not exceed 3/8 inch.

  In areas with narrow sidewalks, suspended paver grates that allow for the placement of pavers directly over the tree planting area.

  Exceptions:
  - If infrastructure prevents the use of at grade planting, a raised planter may be used or,
  - If crushed stone is justified as being the best design solution.
  - Other techniques will be considered on a case by case basis.

Tree Guidelines



Tree Guidelines

- Trees larger than the minimum caliper requirements are encouraged.
- When locating trees, take into account view corridors.
- When planting an alley or double row of trees, the trees should be staggered to allow room for a more complete canopy. If the staggering of trees is in conflict with the architecture of a new building, then consideration should be given to other tree planting arrangements.
- A second row of trees within the build-to-range is encour-aged if buildings are sufficiently set back.
- To encourage maximum street tree growth and longevity, a 4 x 4 foot planting area is encouraged

PERIPHERIAL ZONE PUBLIC SPACE FURNISHINGS

Landscape Standards and Guidelines

Standards

- Developments that are set back from the building line shall incorporate landscaping such as bushes, flowers, and other plantings.
- Durability of materials at street level are important.
- Therefore, pots and planters shall be of 50% clay, concrete, ceramic, resin, or masonry materials.
- Potted plants shall be compatible in scale and design with the immediate surrounding area.
- Pots shall be located in the Furnishing or Frontage Zones and shall not interfere with the pedestrian way.

Guideline

- Climbing vines should be considered to add texture and form to large blank walls.

Street trees are those planted adjacent to the streets in the sidewalk Furnishing Zone.

Medium (M) and Large (L)

Shumard Oak (L)	Texas Red Oak (L)
Alee Elm (L)	Monterrey Oak (L)
Cedar Elm (L)	Dawn Redwood (L)
Ginkgo (male) (M)	Lacebark Elm (L)
Burr Oak (L)	Big Tooth Maple (M)
Caddo Maple (M)	Chinquapin Oak (L)
Durand Oak (L)	Trident Maple (L)

APPROVED TREE LIST
(Approved for all uses other than street trees)

Large Species

Eastern Red Cedar	Pecan
Western Soapberry	Bald Cypress
Pond Cypress	Live Oak (Quercus virginiana)
Escarpment Live Oak	High Rise Live Oak

Medium Species

Goldenrain tree	Redbud
Red Maple	Texas Ash

Small Species

Crepe Myrtle	Desert Willow
Holly	Possumhaw

Distinctive Streetscape Features

Street trees (above) help Downtown function as a linear park system. Additional plant material (below) can soften and cool an urban setting during warm months.

PERIPHERIAL ZONE PUBLIC SPACE FURNISHINGS

Lighting Standards

- Pedestrian lights shall be spaced a maximum of 60 feet apart in the urban waterfront areas
- Pedestrian lights shall be made of steel, aluminum, or any other material that is proven to be equally durable, cost effective, and easy to maintain.
- Pedestrian light poles shall provide easy serviceability, maintenance, and replacement.
- Light source height shall not exceed 16 feet above grade.

Bollard Standards

- Concealed mounting.
- 24" to 30" in height.
- Compatible with other streetscape features.
- Removable bollards shall be provided where necessary for emergency/ service functions

Paving Material Standards—Sidewalks and Public Spaces

- Paving materials shall be easy to maintain, attractive, and sustainable.
- Paving materials shall not detract from the primary purpose of any public space.

Appropriate materials:

- Concrete.
- Pervious concrete.
- Crushed stone meeting ADA requirements.
- Masonry pavers over concrete base.
- Composite decking
- Any other similarly durable materials that meet the paving standards

Lighting Guidelines

Lighting Guidelines

- Continuity of lighting style throughout a neighborhood is encouraged.
- Down-lighting and indirect lighting of trees, art, and buildings is encouraged. Up-lighting is discouraged except in very unique circumstances. Light pollution is discouraged, especially in residential areas.
- Energy efficient lighting is strongly encouraged.
- Lighting should be incorporated into the design of buildings and other components of the built environment.
- Lighting designers should consider utilizing automatic control systems to turn off nonessential lights late at night.
- Full cut-off fixtures, mounting heights, and shielding should be utilized to effectively control glare and light trespass.

PERIPHERIAL ZONE PUBLIC SPACE FURNISHINGS

Transit and Water Taxi Shelter Standards

- Minimum setback from curb: 3 feet
- Transit shelters shall be located in areas of high levels of pedestrian activity, but shall not impede pedestrian traffic.
- Transit shelters shall provide comfortable seating and shall not use the standard, stand-alone advertising benches seen at many bus stops .
- Each shelter shall provide sufficient space for wheelchair circulation and bus access.

Transit Shelter Guidelines

- Where feasible, other streetscape elements shall be incorporated into the shelter design, such as water fountains, newspaper boxes, trash bins, and/or signage.
- Transit shelters should reflect design excellence and should be designed as more than simple utilitarian fixtures. Creative, unique, and timeless designs that complement other streetscape furnishings are encouraged.
- Transit shelters should be constructed of durable, attractive, and sustainable materials that are easy to maintain.

Water Taxi Shelter Guideline:

- Water taxi stops should be architecturally integrated with waterfront walkways.

Public Art Guidelines

- Developers are encouraged to integrate art into the design process for buildings and adjoining waterfront features.
- Public agencies are encouraged to integrate art in the design of all publicly visible infrastructure, including flood control structures, retaining walls and public spaces.
- The Fort Worth Art Commission may assist with identifying appropriate artists and/or advise on selection processes for projects. However for projects that include City of Fort Worth participation, Fort Worth Arts Commission shall assist in the identification and selection of artists and design for such projects.

Water Taxis Public Art

Conceptual water taxi stop

Ghost Ballet. **Riverfront Park Nashville, Tennessee.**

Awnings Guidelines

- Awnings for primary entrances are encouraged with the following exceptions:

  Exceptions:

  - On buildings that incorporate an arcade into the architecture.
  - On buildings that provide a recessed entrance.
  - Where the awning or cover may interfere with vehicular and loading entrances for the building.
  - When the health and safety of the public is jeopardized.
  - Where it may interfere with architectural style and integrity of the structure or obscure architectural details on the façade.

Distinctive Streetscape Features

Awnings/canopies can announce primary Entrances.

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

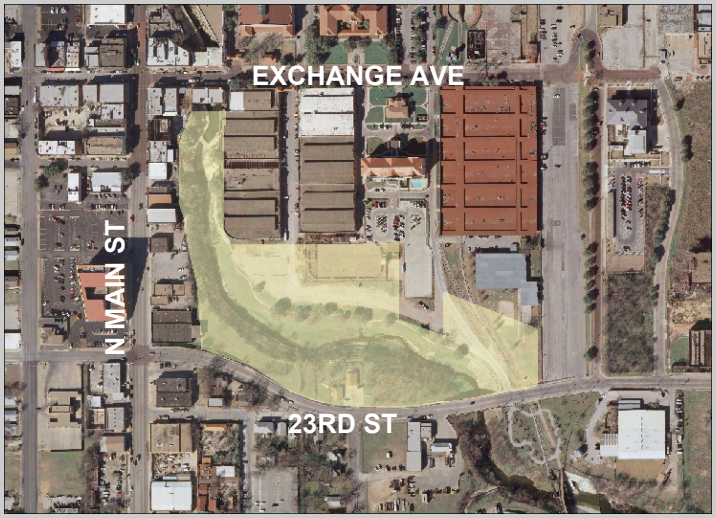
- Boating connection between the Stockyards Area and Downtown. This would include a "Stockyards Marina" for boat turn-a-around and dock areas, and would include "water taxi" access between Downtown and the Stockyards.
- A Master Plan has been created for the Stockyards area that includes design guidelines 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

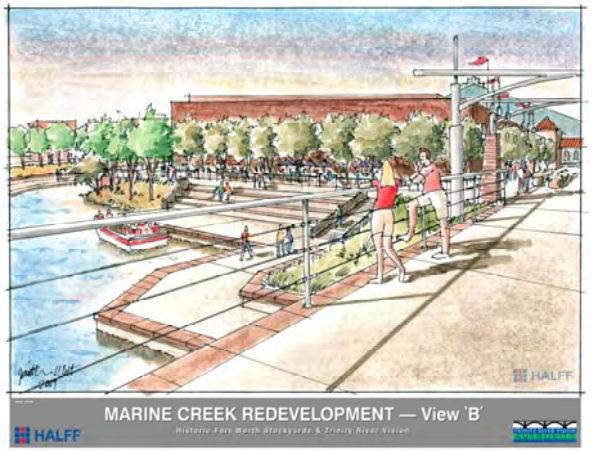
- New buildings should compliment the historic nature of the surrounding area.
- Where feasible, provide access down to the lower walkway at creek side.



Zone 1– Marine Creek

Existing conditions along lower Marine Creek

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 Panther Island Peripheral Zone Development 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 entrees 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 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 Panther Island Development Standards and 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 6– Parkview Drive

Development Standards for the Parkview Drive Zone

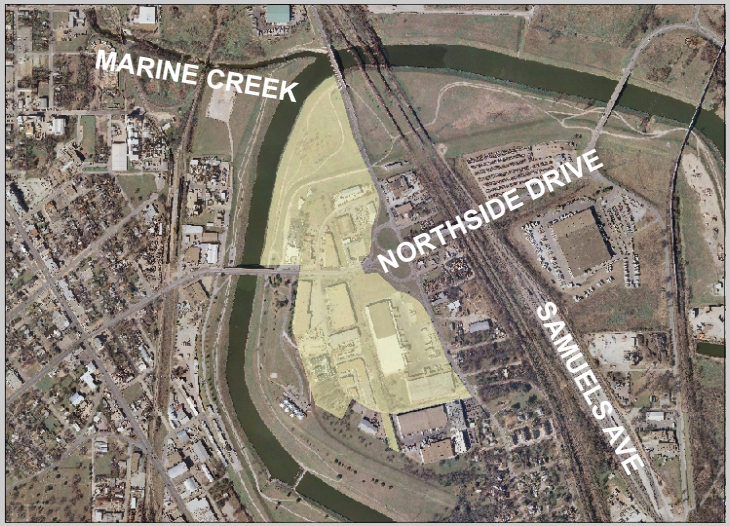
- There shall be a continuous 11' wide public pathway on the waterfront walkway when development occurs.
- Height and density are anticipated in this area with structured parking for mixed use areas, heights shall be up to 120 feet adjacent to the River.
- Existing and future restaurants adjacent to 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

APPENDIX A: 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 A (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 A (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.

APPENDIX A (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.