



EVANS & ROSEDALE Urban Village
Master Site Plan &
Design Standards and Guidelines





Evans Avenue Plaza is a focal point central to the Urban Village

Development Concept Sketch



Historic buildings help define the District's character



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Mike Moncrief
Mayor

Sal Espino
District 2 Councilman/ Mayor Pro Tem

W.B. 'Zim' Zimmerman
District 3 Councilman

Danny Scarth
District 4 Councilman

Frank Moss
District 5 Councilman

Jungus Jordan
District 6 Councilman

Carter Burdette
District 7 Councilman

Kathleen Hicks
District 8 Councilwoman

Joel Burns
District 9 Councilman

City Plan Commission

Charles Rand
District 1 Commissioner

Robert Rouse
District 2 Commissioner

Charles Edmonds, Jr.
District 4 Commissioner

Jacq Duncan
District 5 Commissioner

Namon Hollis, Jr.
District 6 Commissioner

Dereck Brown
District 7 Commissioner

Ramon Romero
District 8 Commissioner

Kim Martin
District 9 Commissioner

City Manager's Office

Dale A. Fisseler, City Manager

Karen Montgomery, Assistant City Manager/CFO

Fernando Costa, Assistant City Manager

Tom Higgins, Assistant City Manager

Charles Daniels, Assistant City Manager

Carl Smart, Acting Assistant City Manager

City Staff

Jay Chapa, Director, Housing and Economic Development

Cynthia Garcia, Assistant Director, Housing and Economic Development

Dolores Garza, ED Specialist, Housing and Economic Development

Dana Burghdoff, Deputy Director, Planning & Development Department

Eric Fladager, Planning Manager, Planning & Development Department

Patrina Newton, Senior Planner, Planning & Development Department

Noah Heath, Planner, Planning & Development Department



EVANS & ROSEDALE Urban Village Master Site Plan & Design Standards and Guidelines

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Local Agencies

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Project Team

Kirk Williams
Cypress Equities

John Fainter
Cypress Equities

Sandra S. Dennehy, AIA
Dennehy Architects, Inc.

Paul M. Dennehy, AIA
Dennehy Architects, Inc.



Planning Charrette



Neighborhood Dialogue

Town Hall Meeting



EVANS & ROSEDALE Urban Village Master Site Plan & Design Standards and Guidelines

Urban Village Master Site Plan

Building on the strong site conditions of the Evans & Rosedale area, this Master Site Plan has been developed for the 8 acres east of I-35, south of the new Hazel Harvey Peace Center for Neighborhoods and the block face west of Evans Avenue from Rosedale Avenue to Terrell Street. The Master Site Plan has two distinct districts—one identified by the blocks adjacent to the I-35W Freeway and the second area centered along Evans Avenue.

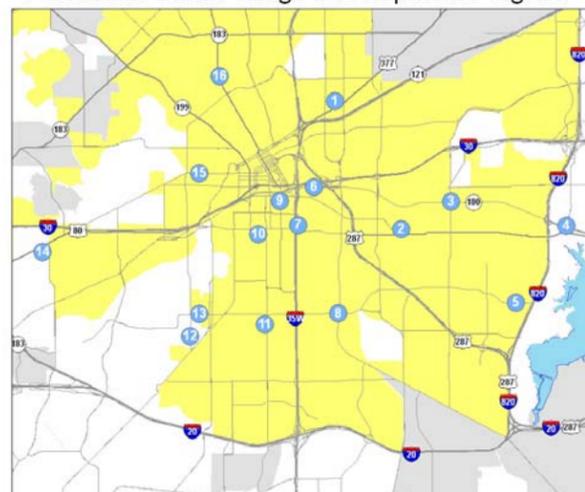
Freeway Blocks

These blocks are immediately adjacent to the I-35W Freeway and service road. They lend themselves to quick access and retail/service uses. The Master Site Plan depicts conventional pad site developments with appearance restrictions. To the extent possible, the buildings that occupy this area should be compatible with the adjacent mixed-use architectural character, and provide for pedestrian connectivity with the adjacent properties.

Evans Avenue Blocks

The Evans Avenue blocks adhere to the formed-based T4-R zoning in all respects. Missouri Street one block to the east of I-35W represents the density transition zone. The existing architectural character of Evans Avenue is comprised of several one story brick structures, two large churches of predominantly brick composition and the new Ella Mae Shamblee Branch Library. The scale of the street is set by the building's proximity to the street and the variety of brick detailing on all of the buildings.

Fort Worth Urban Village Development Program



Urban Villages

- 1 Six Points
- 2 Polytechnic/Wesleyan
- 3 Oakland Corners
- 4 Historic Handley
- 5 Berry/Stalcup
- 6 Near East Side
- 7 Evans and Rosedale
- 8 Berry/Riverside
- 9 South Main
- 10 Magnolia
- 11 Hemphill/Berry
- 12 Bluebonnet Circle
- 13 Berry/University
- 14 Ridglea
- 15 West Seventh
- 16 Mercado

The Evans & Rosedale Urban Village is denoted on the adjacent map as village number 7.



Freeway Blocks

MU-1 Zoning

Evans Avenue Blocks

T4-R Zoning

Zoning



Master Site Plan

Chapter 1. Introduction

Background

The Evans & Rosedale Urban Village is located east of Interstate I-35W in the northeast quadrant of I-35W and East Rosedale Street. The area is bounded by the I-35 service road to the west, Terrell Street to the north, Evans Avenue to the east and East Rosedale Street to the south. The Near Southeast Neighborhood Association supports the area by way of redevelopment of area housing and neighborhood organizational events. Professional and advocacy organizations promoting business development and investment include the Near Southeast CDC, Southeast Fort Worth, Inc. and Fort Worth South.

Current land uses include locally-owned retail establishments, single family homes, neighborhood churches, and vacant lots. Neighborhood advocates have been actively planning for the future of this area and wish to see quality development of appropriate density with historic resources maintained. In addition, these advocates and community leaders support a balance of local and national businesses locating in the area.

General Development Principles

The Evans & Rosedale Urban Village will become a viable, mixed-use, urban district if critical development principles are used to shape the redevelopment. The following principles represent the basis for guidelines and standards contained in the Master Site Plan and Design Guidelines:

Require excellence in the design and placement of buildings and structures that front public streets.

The most successful urban spaces and buildings are those that offer a comfortable and inviting environment to neighbors, users and patrons. Streets, plazas, sidewalks and other public spaces should be inviting—buildings fronting or adjacent to these spaces should encourage activity and be visually interesting.

Maximize connectivity and access.

Balance the circulation requirements of automobiles, mass transit vehicles, bicycles, and pedestrians in the design of streetscapes and street cross-sections. Utilize context-sensitive design strategies to achieve this balance. Development standards and guidelines are intended to promote walkable streets that are accessible to all users.

Promote a pedestrian-oriented urban form.

Design all buildings, streets and sidewalks to promote pedestrian activity and comfort. Sidewalks serve as the Evans & Rosedale Urban Village's most heavily used public spaces. The focus on form and orientation promotes buildings that conform to time-tested urban design principles and that can adapt to changing conditions over time.

Encourage creativity, architectural diversity, and exceptional design.

The Evans & Rosedale Urban Village development standards and design guidelines promote high quality design, and the development review process promotes flexibility. Standards and guidelines, as well as the development review process, are intended to support creativity and exceptional design while discouraging repetitive monotony in this unique urban environment.

Support existing neighborhood businesses and institutions.

All redevelopment shall support existing businesses and institutions of the Evans & Rosedale area.

Encourage public art in public and private development.

Public art provides an opportunity to enhance the built environment and contributes to the area's success in attracting residents and business.



View North from Rosedale Street



Intent

The development standards and guidelines included in this document are intended to provide a clear, comprehensive approach to establish and maintain positive visual imagery and architectural character within the urban village. The development review process is intended to be predictable and flexible, and to facilitate the timely approval of conforming projects.

Relationship to Established Regulatory Documents

The Evans & Rosedale Master Site Plan and Design Standards and Guidelines are intended to supplement the existing City of Fort Worth MU-1 and T4-R Zoning and Development Standards by carefully defining the development areas and describing the applicable standards for each. Developers in the Evans & Rosedale Urban Village are responsible for reviewing and complying with all pertinent zoning and subdivision standards, including those referenced in this document.

There are three notable references to other sections of the Zoning Ordinance: a) the Historic Preservation Ordinance (Chapter 4, Article 5), which includes the procedures and requirements related to the preservation and reuse of historically significant buildings; b) Off-Street Parking and Loading (Chapter 6, Article 2), and c) the Sign Ordinance (Chapter 6, Article 4) and Downtown Sign Standards. The sign ordinance includes basic dimensional standards, and the Downtown standards are applied as design guidelines within Evans Rosedale Urban Village.

All development must comply with all local, state and federal regulations. Designated historic properties along Evans Avenue must comply with requirements associated with those designations. Consultation with the City's Historic and Cultural Landmarks Commission is advised for buildings developed or acquired along Evans Avenue.

Definition of 'Standards' and 'Guidelines'

Development 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 development standards. If a project of exceptional design is clearly consistent with the General Development Principles (see Page 5) but does not conform to a certain development standard, the Urban Design Commission (UDC) may approve a Certificate of Appropriateness (COA) that cites the project's compliance with those principles. For projects not conforming to the height and setback regulations listed in the Zoning Ordinance, a variance approved by the Board of Adjustment is also required.

Development 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 UDC will work with developers to explore design approaches that maximize conformance with guidelines. The UDC shall not deny a Certificate of Appropriateness solely because a project fails to comply with a guideline.

Development Review Process

1. **PROJECTS SUBJECT TO REVIEW** — All private construction projects, with the exception of interior construction or exterior in-kind replacement work, are subject to review by the Planning and Development Department and/or the Urban Design Commission (UDC) for compliance with the Evans & Rosedale Urban Village Master Site Plan and Design and Standards Guidelines. All buildings, streets, and public spaces by public entities are also subject to review.
2. **ADMINISTRATIVE REVIEW VS. UDC REVIEW**—Projects that are clearly consistent with all applicable development principles and that clearly conform to all design guidelines may be approved administratively by the Planning and Development Director without UDC review. The UDC shall review projects that require interpretation or discretionary judgment with respect to the project's compliance with standards and guidelines. The UDC shall review projects that require interpretation or discretionary judgment with respect to the project's compliance with standards and guidelines. The UDC shall also review all proposed drive-through facilities that could be located on the Freeway Blocks.
3. **URBAN DESIGN COMMISSION (UDC)** - The UDC is a nine-member body appointed by the City Council and charged with the administration of urban design districts throughout the City. As stated above, the UDC shall review projects that require interpretation or discretionary judgment with respect to the project's compliance with standards and guidelines.
4. **CERTIFICATE OF APPROPRIATENESS**—The Planning and Development Director or UDC will issue a Certificate of Appropriateness (COA) for approved public and private projects. In exceptional cases the UDC may approve a COA if a project is clearly consistent with applicable development principles, but does not conform to a certain development standard(s) or guideline(s). The COA for such projects must describe the project's compliance with applicable principles.
5. **REQUIRED INFORMATION**— The full list of required materials is available from the City's Planning and Development Department, 817-392-8000, www.fortworthgov.org/planning. In general, the following information is required for the development review process to commence:
 - a. Site Plan
 - b. Building Plans and Elevations
 - c. Landscape Plan
 - d. Materials Specifications
 - e. Plans and Specifications for proposed signage
 - f. Description of Proposed Scope of Work



Development Review Process (continued)

6. REVIEW OF PHASED PROJECTS - To minimize review steps for phased development projects, the UDC may approve a COA for all phases provided that the applicant submits drawings that depict the initial phase as well as all future phases. The COA is valid for two years from the date of approval.
7. CONCEPTUAL PHASE DISCUSSIONS—One of the UDC’s most important roles is to provide informal guidance to developers of significant projects during the conceptual design phase. These discussions take place during monthly UDC work sessions, and provide an opportunity for early UDC and staff 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. In addition, projects are required to go through a Pre-Development conference where all relevant City Departments will provide input regarding infrastructure and development requirements. This Pre-Development conference must occur prior to submission of construction documents for permitting.
8. VARIANCES TO ZONING AND SUBDIVISION ORDINANCES’ PROPERTY DEVELOPMENT STANDARDS—The UDC—The UDC is authorized to approve appropriate exceptions to the vast majority of the ER Standards and Guidelines, provided a project complies with applicable development principles. The UDC may allow additional flexibility for projects of exceptional civic or environmental design. Any waiver of basic property development standards related to building heights or setbacks, however, requires a variance approved by the Board of Adjustments.



Living spaces above ground floor retail and restaurants promotes safety, street life and community 'ownership'



Street trees, benches, storefronts, sidewalks and canopies provide a comfortable and engaging environment for pedestrians



Active streets and ground level uses oriented to the public sidewalk



On-street parking supports office, retail and restaurants.



Chapter 2. Existing Fabric

Existing Fabric

The Evans & Rosedale Urban Village area is located east of Interstate 35W in the northeast quadrant of I-35W and East Rosedale Street. The area is bounded by the I-35W service road to the west, Terrell Street to the north, Evans Avenue to the east and Rosedale Avenue to the south.

The Evans & Rosedale Urban Village consists of approximately 8 acres. Currently, the entire Urban Village is zoned low intensity mixed-use MU-1. The existing residential neighborhood to the east and adjacent to the Urban Village is targeted for new single family homes through private development of vacant and under-utilized lots.

Evans Avenue is home to two major 1930s era churches as well as the recently completed Ella Mae Shamblee Branch Library and the historic Tommy Tucker Building. The Tommy Tucker Building was placed on the National Register of Historic Places in 2007. North of the Library, a major cultural plaza was completed on the west side of Evans Avenue in 2004. The design of the plaza includes a display of engraved stone markers describing the significant role of African-American culture and people in the development of Fort Worth.

The Fort Worth Independent School District has two schools less than a mile from this Urban Village. I.M. Terrell and the Van Zandt-Guinn Elementary Schools. Our Mother of Mercy Catholic Elementary School is less than 1/4 mile from the Urban Village.

Moving west of Evans Avenue, there are two large vacant city blocks that abut I-35W and its service road. Just north of the vacant property are two city blocks that are the site of the new City of Fort Worth Hazel Harvey Peace Center for Neighborhoods.

The Fort Worth Transportation Authority, known as the T operates bus line service along the south end of the village on East Rosedale Street. Single-family residential comprises most of the uses to the north, east and south of the village area.



TOMMY TUCKER BUILDING



NAACP BUILDING



MOUNT ZION CHURCH



ELLA M. SHAMBLEE LIBRARY



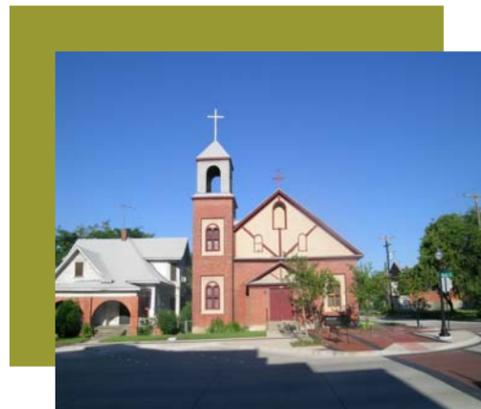
MAJOR CIRCULATION PATTERNS THROUGH THE URBAN VILLAGE



Chapter 3. Design Standards and Guidelines

The Design Guidelines address both the **Freeway Blocks** and the **Evans Avenue Blocks**. Key components of the guidelines will be the importance of addressing three unique edges of the urban village—the Evans Avenue edge abutting the existing neighborhood to the east; the I-35W service road edge abutting the western edge of the urban village along the Freeway Blocks; and the Missouri Street edges that forms the transition between the Freeway Blocks and the Evans Avenue Blocks.

While the developable eight acres of the Urban Village form a contiguous land area, the marketing and business forces that will shape the future development divide the area into two unique multi-block areas. These blocks were described earlier in this document.



Historically significant buildings help define the character and scale of the Urban Village



Freeway Blocks

The design guidelines for the **Freeway Blocks** represent the unique challenges of the blocks directly abutting the freeway. Retail serving businesses located here will serve the adjacent neighborhood as well as customers exiting from the freeway for quick access to services such as banking, drugstores, neighborhood service businesses and restaurants. It is critical that development of each freeway parcel consider the dual nature of the development.

The design guidelines address the nature of regional and national retailers but strongly encourages design compatibility with the character of Evans Avenue. Here a hybrid zoning will allow lower density development that provides a buffer to the freeway for the resurgent neighborhood to the east. Currently, the zoning on the Freeway Blocks is MU-1. A more flexible approach to the unique challenges of this area is that provided by “PD” Planned Development zoning.

The City of Fort Worth “PD” — Planned Development District is intended to provide a great degree of flexibility and discretion in the development of commercial, residential and institutional uses that could be appropriate for the Evans & Rosedale Urban Village Master Site Plan **Freeway Blocks**. Additionally, the “PD” zoning allows for the combination of these uses. Per the City’s zoning ordinance, the “PD” District is intended to provide for increased compatibility and more effective mitigation of potentially adverse impacts that are possible. “PD” zoning recognizes that it is desirable for certain improved sites within the City to be developed symbiotically with adjacent improved land in accordance with site plans prepared and approved as a part of the ordinance authorizing the zoning necessary for the proposed development.

Evans Avenue Blocks

The **Evans Avenue Blocks** are to be consistent with the City of Fort Worth Comprehensive Plan for the Evans & Rosedale Urban Village as an area where compact, pedestrian scaled, mixed-use occurs. Here mixed uses foster a safe and active pedestrian environment and attract residents and employers looking for urban amenities.

Zoning of the Evans Avenue Blocks is T4-R(General Urban Zone) as outlined in the Transect Classification System of the Near Southside Development Standards and Guidelines.

The T4-R Zoning Standards significantly differ from conventional standards of other commercial and residential districts. Form-Based Codes address the relationship between building facades and the public realm, the form and mass of buildings in relationship to one another, and the scale and types of streets and blocks.



Chapter 3. Design Standards and Guideline (continued)

Freeway Blocks

Parking and Driveways

Buildings located on the **Freeway Blocks** should have a strong relationship with the street and access points along the I-35W Service Road. Primary orientation of these building will be toward the freeway but planning should also consider many patrons will arrive on-foot from the adjacent neighborhood to the east. The Freeway Blocks permit a lesser density than the MU-1 zoning on the Evans Avenue Blocks, providing a buffer from the noise and speed of the freeway.

1. GUIDELINE—Shared parking areas and lots are strongly encouraged.
2. SURFACE PARKING CAP—The number of off-street spaces shall not exceed 100% of the total prescribed by Section 6.201 of the City of Fort Worth Zoning Ordinance, unless a parking study demonstrates a need for additional spaces.
3. SURFACE PARKING LOTS— Parking lots in the **Freeway Blocks** are more typical of those found in urban developments with the exception that parking areas should be located toward the I-35W service road wherever possible. GUIDELINE—Buildings, landscaping treatments, and/or walls should screen views of parking lots from Missouri Street and it’s sidewalks, but clearly visible pedestrian access points should be provided at regular intervals between the Freeway Blocks and Missouri Street. Dead-end parking aisles should be minimized, where possible.
4. DRIVEWAY LOCATIONS— Primary access to the Freeway Blocks is along the I-35W Service Road on the west side of the site. Drive approaches along this service road are dictated and approved by TxDOT. No additional drives are anticipated beyond those indicated on the Master Site Plan.

Access drives to the **Freeway Blocks** along Missouri Street should be located as far away as possible from street intersections to minimize congestion and potential interference with the flow of street traffic.

Adjacent property owners and businesses are strongly encouraged to share internal driveway access to parking lots to minimize curb cuts and to maximize connectivity and access points.

5. TRASH DISPOSAL AREAS— Trash disposal areas shall be located behind buildings and shall be screened from views from local streets and pedestrian ways. A combination of walls, enclosures and landscaping should be used to screen these areas. Height of walls shall be at least 6 feet and shall completely conceal the disposal area. The trash enclosure shall be designed with materials and colors that are comparable with the main structures on the site.



PEDESTRIAN PROTECTION AT LINEAR BUILDING



COMPATIBLE FAÇADE VARIATION

Architectural Standards

The architectural standards for the **Freeway Blocks** are intended to encourage creative and high-quality design consistent with the overall vision for the Evans & Rosedale Urban Village area. This section will establish the guiding standards for various architectural elements governing the form and function of the buildings developed in this area.

1. ROOFS

- a. **Single-story buildings**—New single-story buildings shall not have large expanses of sloped roofs. Roof slope shall not be greater than 1:12. Sloped roof elements that are not part of the actual roof, similar to elements found on certain historic commercial buildings, are permitted.
 - b. **Roof design guidelines**—Parapet roofs or low-sloped roofs are encouraged. Visually dominant pitched roofs on multi-story buildings are strongly discouraged, but partial pitched roofs or pitched roof elements are generally compatible.
 - c. **Screening of rooftop equipment**—Parapets or other screening elements of sufficient height shall conceal mechanical equipment from street-level views.
2. AWNINGS, GALLERIES, ARCADES and BALCONIES (Guidelines) - Awnings, galleries, and arcades are encouraged for all ground floor retail uses so as to provide pedestrian protection and visual interest.
 3. ENTRANCES facing a pedestrian way shall incorporate elements that protect pedestrians from the sun and rain.
 4. PARALLEL FRONTAGES (Guidelines) Building facades should be built parallel to the street frontage, except for chamfered corners.



Chapter 3. Design Standards and Guidelines (continued)

Freeway Blocks

5. **FACADES** —The following standards apply to building massing and facades facing a publicly accessible or other public space (excluding alleys).

a. **Façade variation**—Buildings shall at a minimum, incorporate:

- 1) Expression of building elements, such as:
 - Structural Frame (columns and pilasters)
 - Floor/Roof Delineation (banding, coursing and foundation articulation)
 - Foundation
- 2) Façade articulation through the use of recessed or projecting elements.
- 3) Variations in materials, material pattern or color.

b. **Building Materials**

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

c. **Building Mass and Height**—The mass and scale of large box-like buildings located in the **Freeway Blocks** should be reduced by articulating the primary elevations (especially those that face the street and pedestrian ways). While national and regional retailers set building heights and mass of free-standing stores based on prototype designs, they are strongly encouraged to complement the adjacent mixed-use development standards of the **Evans Avenue Blocks**.

- d. **Fenestration (all buildings)**—Building facades fronting on publicly accessible streets or other public spaces shall have openings and transparent glazing that together constitute not less than 25 percent of the façade. All building elevations facing streets, whether such elevations function as the front, side, or rear of the building, should be designed to avoid the appearance of the ‘back of building.’ Each of these facades should be composed with materials, colors, details, and features that are similar to the front façade.
- e. **Ground floor transparency for non-residential uses**—For all ground floor non-residential uses located along publicly accessible streets and other public spaces, at least 40 percent of the wall area between 2 and 12 feet shall consist of doors and windows and transparent glazing.
- f. **Lower level delineation for non-residential or mixed-use buildings**—Facades that are oriented to publicly accessible streets or other public spaces shall include clear delineation between the first or second floor level and upper levels with a cornice, canopy, balcony, arcade, or other architectural features.



FAÇADE VARIATION AND TRANSPARENCY



MU-1 BUILDING MATERIALS

Primary Materials

- Brick
- Stone or stone veneer with cavity wall construction
- Stucco
- EIFS (Exterior Insulation and Finish System) above 12 feet
- Glass and Aluminum Glazing System
- Metal Panels—individual or Storefront System
- Concrete—finish should be at an architectural level.
- Wood
- Cement composite board (not simulating wood)
- Tile—terra cotta, porcelain or ceramic

Limited Accent and Trim Materials

- All primary materials listed above
- Metal—galvanized, painted, or ornamental
- Pre-cast masonry (trim and cornice only)
- EIFS
- Concrete fiber simulated wood siding

Inappropriate Materials

- Vinyl or aluminum siding
- Mirrored glass



Chapter 3. Design Standards and Guidelines (continued)

Freeway Blocks

6. SIGNS—

a. **Types**

- 1) On property monument and attached signs.
- 2) Pole signs are allowed at **Freeway Blocks** only
- 3) Off-premise signs are not permitted.

b. **Basic Signage Standards**—Signs shall conform to the basic dimensional regulations set forth in Chapter 6, Article 4 of the Zoning Ordinance.

c. **Design Guidelines**—Signs shall conform to the design guidelines set forth in the Downtown Sign Standards. The following are general guidelines for sign design:

- 1) Location: Signs should be positioned to accent or emphasize building elements such as storefront openings or entrances.
- 2) Dimensions and Scale: Signs should be consistent with the scale of the Urban Village buildings and blocks.
- 3) Colors and Materials: Signs should relate in color and materials with the building façade and streetscape. Colors should contribute to legibility and visual appeal.
- 4) Alignment: Signs should be aligned with those on neighboring buildings to promote visual order on the block, to avoid visual clutter, and to enhance legibility.
- 5) Number of Signs: Limit the number of signs per building façade to the fewest necessary to clearly identify the businesses located within the building.
- 6) Graphics: Signage graphics should be simple. Symbols and logos on signs are quickly read and remembered. Lettering should be in proportion to the size of the sign.

- 7) Lighting: Indirect illumination is recommended. Lighting sources should be external, shielded, and directed only at the sign. Internal illumination is acceptable when the letters themselves—not the background—are lit.

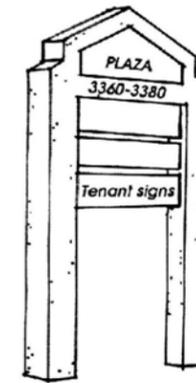
d. **Pole Signs on Freeway Blocks** - Interstate-oriented signs are tall freestanding signs that are oriented towards vehicles traveling along Interstate I-35W.

Freeway-oriented signs should only be permitted on properties along Interstate I-35W. Freeway-oriented signs are not permitted along Rosedale and Terrell Ave.

No more than one freeway-oriented sign is allowed per property. If a property has more than one business, signs for each business should be co-located on one freeway-oriented sign. Co-located signs are encouraged and should be designed with specific spaces to hold the individual signs for each business. The placement of multiple business signs should not create clutter on the sign.

Freeway-oriented signs should be limited to a height of no more than 50 feet. A taller sign that allows for co-location of signs from other tenants within the Evans & Rosedale Urban Village area may be considered for approval by the City Plan Commission.

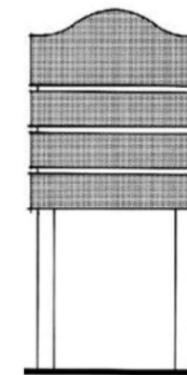
Programmable electronic message signs and any signs with digital/video elements are not permitted, as they would be distracting to drivers along Interstate 35W.



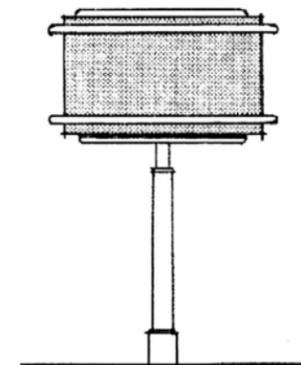
ENCOURAGED



SIGN CLUTTER (DISCOURAGED)



CO-LOCATED SIGNS THAT ARE APPROPRIATELY DESIGNED TO AVOID CLUTTER (ENCOURAGE)



BUILDING MOUNTED SIGNAGE



Chapter 3. Design Standards and Guidelines (continued)

Freeway Blocks

On-Site Landscaping

1. TREE PRESERVATION AND CANOPY REQUIREMENTS—The following provisions of the City of Fort Worth Tree Ordinance apply:

- a. **Preservation of Significant Trees**—Significant trees at least 30 inches in diameter (94.25 inches in circumference) can only be removed by permit of the City Forester. Criteria for the permit require that one of the following conditions be met:
 - 1) Retention of other trees on the same site with an existing canopy area 1 1/2 times the area of the specific tree's canopy, or
 - 2) Planting of new trees at five (5) times greater in canopy area than the removed specific tree canopy (refer to list of approved canopy trees in this document), or
 - 3) Payment into the tree fund based upon the total diameter of the specific tree times \$200 per diameter inch, or
 - 4) Urban Forestry Board approved plan that mitigates the removal of the large tree.

Replacement of any preserved tree that dies within five years due to construction or development activities will be the responsibility of the original applicant. Replacement will be new trees with a minimum of 3 inches each in diameter and equal to five times the lost canopy. Tree replacement will be guaranteed for a period of two years.

- b. **Trees in Surface Parking Lots**—All new construction projects shall provide at least 40% tree canopy coverage of surface parking lots (refer to the categorized list of canopy trees on the approved canopy tree list).
- c. **Tree Protections and Warranty/Replacement**—The provisions of the Fort Worth Zoning Ordinance apply. These provisions ensure that sufficient care is taken during construction to protect existing trees, and that any preserved or newly planted tree by the

provisions of Chapter 3—Evans Avenue Blocks - On-Site Landscaping in this document shall be replaced if it dies within 5 years.

CANOPY TREES APPROVED BY THE CITY FORESTER—Refer to the On-Site Landscaping section of the Evans Avenue Blocks for a list of Canopy Trees approved by the City of Fort Worth Forester.



LANDSCAPING DEFINES BUILDING ENTRIES



LANDSCAPING SHADES PEDESTRIAN WALKWAYS



LANDSCAPING SUPPORTS BUILDING TEXTURE



Chapter 3. Design Standards and Guidelines (continued)

Evans Avenue Blocks

Parking and Driveways

Buildings located on the **Evans Avenue Blocks** should have a strong relationship with Evans Avenue, the primary street of the area. Orientation of buildings will be toward the recently redeveloped street, where many patrons will park at on-street parking areas or arrive on-foot from the adjacent neighborhood to the east. The Evans Avenue Blocks should embrace the density that the T4-R Zoning allows.

1. GUIDELINE—Shared parking areas and lots are strongly encouraged.
2. SURFACE PARKING CAP—The number of off-street surface parking spaces shall not exceed 100% of the total prescribed by the City of Fort Worth Zoning Ordinance, as amended unless a parking study demonstrates a need for additional spaces.
3. SURFACE PARKING LOTS— Parking lots in the **Evans Avenue Blocks** shall comply with applicable provisions of the Zoning Ordinance, as amended.

GUIDELINE—Buildings, landscaping treatments, and/or fencing/walls should screen views of parking lots from both Evans Avenue and Missouri Street and its sidewalks. Dead-end parking aisles should be minimized, where possible.

4. JOINT PARKING— Joint parking facilities are strongly encouraged. Uses may provide more than the maximum number of parking spaces if the additional spaces are provided as part of a joint-use parking facility. At surface lots, the total number of spaces in the lot shall not exceed the sum of the maximum spaces allowed for all individual uses sharing the facility.
5. DRIVEWAY LOCATIONS— Primary access to the **Evans Avenue Blocks** is along Evans Avenue and Missouri Street to the west. No drive approaches to Evans Avenue development are encouraged along Evans Avenue. Care should be taken to provide drives along Missouri Street or feeder street such as Terrell, Humbolt, Dashwood, Pulaski or Verbena Streets to the east.

Access drives to the **Evans Avenue Blocks** along Missouri Street should be located as far away as possible from street intersections to minimize congestion and potential interference with the flow of street traffic. Where possible and appropriate, access drives from both sides of Missouri Street should be designed to avoid T intersections.

Adjacent property owners and businesses are strongly encouraged to share internal driveway access to parking lots to minimize curb cuts and to maximize connectivity and access points.

6. PEDESTRIAN CIRCULATION— A continuous sidewalk shall be constructed along property lines that are adjacent to streets. The existing Evans Avenue reconstruction has provided such a sidewalk along the entire length of the street. Street trees are required along the sidewalks (see On-Site Landscaping for additional guidelines related to street trees).

Pedestrian access should be provided between sidewalks, on-site parking, and building entrances. Pedestrian access points should include landscaping, walkways, and decorative pavement.



EVANS AVENUE STREETScape



EVANS AVENUE PLAZA

As required by the Zoning Ordinance, landscaped spaces are encouraged between sidewalks and buildings

Architectural Standards

The architectural guidelines for the **Freeway Blocks** are intended to encourage creative and high-quality design consistent with the overall vision for the Evans & Rosedale Urban Village area . This section will establish the guiding principles for various architectural elements governing the form and function of the buildings developed in this area.

1. ROOFS

- a. **Single-story buildings**—New single-story buildings shall not have large expanses of sloped roofs. Roof slope shall not be greater than 1:12. Sloped roof elements that are not part of the actual roof, similar to elements found on certain historic commercial buildings, are permitted.
- b. **Roof design guidelines**—
 - Parapet roofs or low-sloped roofs are encouraged.
 - Visually dominant pitched roofs on multi-story buildings are strongly discouraged, but partial pitched roofs or pitched roof elements are generally compatible.
- c. **Screening of rooftop equipment**—Parapets or other screening elements of sufficient height shall conceal mechanical equipment from street-level views.

2. **AWNINGS, GALLERIES, ARCADES and BALCONIES (Guidelines)**—Awnings, galleries, and arcades are encouraged for all ground floor retail uses so as to provide pedestrian protection and visual interest. Where feasible, balconies are encouraged and should be designed as an integral part of the building.
3. **ENTRANCES** facing a pedestrian way shall incorporate elements that protect pedestrians and visual interest.
4. **PARALLEL FRONTAGES (Guidelines)**—Building facades should be built parallel to the street frontage, except for chamfered corners.



Chapter 3. Design Standards and Guidelines (continued)

Evans Avenue Blocks

5. FAÇADES —The following standards apply to building massing and facades facing a publicly accessible or other public space (excluding alleys):

- a. **Façade variation**—Buildings shall, at a minimum, incorporate:
 - 1) Expression of building elements, such as:
 - Structural Frame (columns and pilasters)
 - Floor/Roof Delineation (banding, coursing and foundation articulation)
 - Foundation
 - 2) Façade articulation through the use of recessed and projecting elements,
 - 3) Variations in materials, material pattern or color
- b. **Building Materials**
 - 1) New building facades facing public areas (except alleys) shall conform to the materials listed to the right. The list could evolve as technology changes. Creative design is encouraged, and projects that incorporate unlisted materials may be submitted for staff and Urban Design Commission review.
 - 2) Leadership in Energy and Environmental Design (LEED) Buildings—Buildings following the U.S. Green Building Council’s LEED certification requirements shall be exempt from building materials standards.
- c. **Fenestration (all buildings)**—New building facades fronting on publicly accessible streets or other public spaces (except alleys) shall have openings and transparent glazing that together constitute not less than 25 percent of the façade. All building elevations facing streets, whether such elevations function as the front, side, or rear of the building, should be designed to avoid the appearance of the ‘back of building.’ These facades should be designed with materials, colors, details, and features that are similar to the front façade.

d. **Ground floor transparency for non-residential uses**—For all ground floor non-residential uses that are located along publicly accessible streets and other public spaces, at least 40 percent of the wall area between 2 and 12 feet shall consist of doors and windows and transparent glazing.

Guidelines— Ground floor restaurants and cafes are encouraged along Evan Avenue and should have windows and doors that can be opened to provide direct access to the sidewalk when weather permits.

e. **Lower level delineation for non-residential or mixed-use buildings**—Facades that are oriented to publicly accessible streets or other public spaces shall include clear delineation between the first or second floor level and upper levels with a cornice, canopy, balcony, arcade, or other architectural feature.



Composition
Materials
Fenestration



T4-R BASIC DEVELOPMENT STANDARDS

- 20-foot maximum front setback
- 18-foot minimum façade height
- 3 stories max. if single use
- 5 stories max. w/ public space or mixed uses
- 6 stories max. w/ public space and mix of uses
- Parking behind or beside buildings
- No bars or industrial uses

BUILDING MATERIALS

Primary Materials

- Brick
- Stone or stone veneer with cavity wall construction
- Stucco
- Glass and Aluminum Glazing System
- Metal Panels—individual or Storefront System
- Concrete—finish should be at an architectural level.
- Wood
- Cement composite board (not simulating wood)
- Tile—terra cotta, porcelain or ceramic

Limited Accent and Trim Materials

- All primary materials listed above
- Metal—galvanized, painted, or ornamental
- Pre-cast masonry (trim and cornice only)
- EIFS (Exterior Insulation and Finish System)
- Concrete fiber simulated wood siding

Inappropriate Materials

- Vinyl or aluminum siding
- Mirrored glass



Chapter 3. Design Standards and Guidelines (continued)

Evans Avenue Blocks

6. SIGNS—The economic health of any neighborhood commercial district depends on the quality of its retailing, promotional activities, marketing, and management. Also important to the underlying success or failure of these factors is the physical appearance of the district. Because first impressions can have a lasting influence, it is essential that a commercial area present an appealing image to potential customers, tenants and investors.

Signs play a particularly important role in the appearance of traditional commercial areas. The prominent locations and design characteristics of signs strongly influence peoples’ perception of the district and individual businesses. Well designed and properly maintained signs enhance the unique image of an area.

This section contains recommendations for the design, construction and placement of signs within the **Evans Avenue Blocks**. The guidelines in this section supplement (but do not replace) the sign regulations established by applicable City of Fort Worth ordinance provisions.

a. **Types**

- 1) On-property monument and attached signs.
- 2) Pole signs are not permitted.
- 3) Off-premise signs are not permitted.

b. **Basic Signage Standards**—Signs shall conform to the basic dimensional regulations set forth in Chapter 6, Article 4 of the Zoning Ordinance.

c. **Design guidelines**—Signs should conform to the following guidelines from the Downtown Sign Standards. The following are general guidelines for sign design:

- 1) Location: Signs should be positioned to accent or emphasize structural elements such as building entrances, facade openings and/or storefronts.
- 2) Blade Signs: Blade signs or shingle signs are double-sided signs that project perpendicular to the building façade and hang from a mounted wall brace. Blade signs are primarily oriented towards pedestrians.

The lowest point of a projecting sign that hangs over a sidewalk, plaza or pedestrian walkway shall be at least eight feet above the grade of the adjacent sidewalk or pedestrian walkway. Blade signs shall not extend more than four feet from the façade.

Blade signs should be mounted above the ground floor windows near building entrances. No portion of a blade sign should extend above the roof line of the structure.

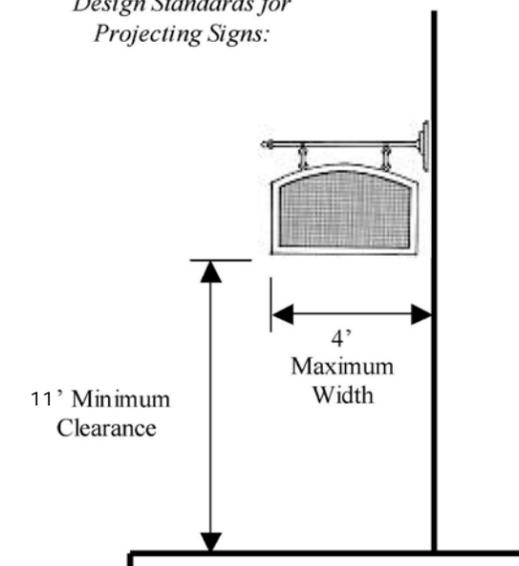
- 3) Dimensions and Scale: Signs should be consistent with the scale of the Urban Village buildings and blocks.
- 4) Colors and Materials: Signs should relate in color and materials to building façade and streetscape. Colors should contribute to legibility and visual appeal.
- 5) Alignment: Signs should be aligned with those on neighboring buildings to promote visual order on the block, to avoid visual clutter, and to enhance legibility.
- 6) Number of Signs: The number of signs per building should be limited to the fewest necessary to clearly identify businesses within the building.
- 7) Graphics: Signage graphics should be simple. Symbols and logos on signs are quickly read and remembered. Lettering should be in proportion to the size of the sign.
- 8) Lighting: Indirect illumination is recommended. Lighting sources should be external, shielded, and directed only at the sign. Internal illumination is acceptable when the letters themselves—not the background—are lit.



SIGNAGE CONSISTENT WITH DESIGN GUIDELINES



Design Standards for Projecting Signs:



Chapter 3. Design Standards and Guidelines (continued)

Evans Avenue Blocks

On-Site Landscaping

1. TREE PRESERVATION AND CANOPY REQUIREMENTS—The following provisions of the City of Fort Worth Tree Ordinance, as amended, apply. The following provisions are of particular concern:

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

- 1) Retention of other existing trees on the same site with a canopy area 1 1/2 times the area of the specific tree’s canopy, or
- 2) Removal will be granted if planting of new trees at five (5) times greater in canopy area than the removed specific tree canopy (refer to list of canopy trees in this document), or
- 3) Payment into the tree fund based upon the total diameter of the specific tree times \$200 per diameter inch, or
- 4) Urban Forestry Board approved plan that mitigates the removal of the large tree.

Replacement of any tree preserved and that dies within five years due to construction or development activities will be the responsibility of the original applicant. Replacement will be new trees with a minimum of 3 inches each in diameter and equal to five times the lost canopy. Tree replacement will be guaranteed for a period of two years.

b. **Trees In Surface Parking Lots**—All new construction projects shall provide at least 40% tree canopy coverage of surface parking lots (refer to the categorized list of canopy trees on the approved canopy tree list).

c. **Tree Protection and Warranty/Replacement**—The tree protection and replacement provisions of the Fort Worth Zoning Ordinance ensure that sufficient care is taken during construction to protect existing

trees, and that any preserved or newly planted tree required by this document shall be replaced if it dies within 5 years.

FRONT YARD LANDSCAPING GUIDELINES— While no front yard setback is required, landscaping is encouraged in all cases where a setback front yard is provided. In addition to the required trees, landscaping should be provided and maintained in these areas. Drought tolerant and native plant species are encouraged along with a water efficient irrigation system.

CANOPY TREES APPROVED BY THE CITY FORESTER (Other species will be considered on a case by case basis)

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

Medium Canopy Trees (700 square feet)	
Caddo Maple*	Acer barbatum var. Caddo
Bigtooth Maple*	Acer grandidentatum
Common Persimmon	Diospyros virginiana
Texas Ash	Fraxinus texensis
Ginkgo	Ginkgo biloba

Kentucky Coffeetree	Gymnocladus dioicus
Eastern Red Cedar*	Juniperus virginiana
Eldarica (Afghan) Pine*	Pinus eldarica
Italian Stone Pine	Pinus pinea
Honey Mesquite*	Prosopis glandulosa
Blackjack Oak*	Quercus marilandica
Monterrey(mex white)Oak*	Quercus polymorpha
Pond Cypress	Taxodium ascendens
Bald Cypress*	Taxodium distichum

Small Canopy Trees (100 square feet)

Japanese Maple**	Acer palmatum
Common button-bush	Cephalanthus occidentalis
Redbud*	Cercis Canadensis
Desert Willow*	Chilopsis linearis
Rough-leaf Dogwood**	Cornus drummondii
Texas Persimmon*	Diospyros texana
Carolina Buckhorn**	Frangula caroliniana
Yaupon Holley*	Ilex vomitoia
Deciduous Holley	Ilex deciduas
Crepe Myrtle*	Lagerstroemia incica
Mexican Plum*	Prunus Mexicana
White Sin Oak*	Quercus sinuatevar
	Var. breviloba
Flameleaf Sumac	Rhus lanceolata
Eve’s Necklace	Sophora affinis
Mexican Buckeye*	Ugandia speciosa
Rusty Blackhaw	Viburum rufidulum

* Drought tolerant species

** Not recommended for parking lots or high heat



RESOURCES - City of Fort Worth

Fort Worth's Mixed-Use Zoning Standards

An illustrated guide to Fort Worth's mixed-use development regulations

Fort Worth Linkages, KVG Gideon Toal, Barton Aschman, PR Texas

Final Working Paper—October 22, 1996

Near Southside Development Standards and Guidelines, Fort Worth South, Incorporated in cooperation with the City of Fort Worth

Evans & Rosedale Area Design Standards and Guidelines, Civic Design Associates

RESOURCES - General Literature

Town and Town-Making Principles, Andres Duany and Elizabeth Plater-Zyberk

The Architectural Pattern Book, Urban Design Associates

A Tool for Building Great Neighborhoods

The Next Metropolis, Peter Calthorpe

Ecology, Community, and the American Dream

Cities—Back from the Edge, Roberta Brandes Gratz w/ Norman Mintz

Principles For Inner City Neighborhood Design Congress for the New Urbanism

This Is Smart Growth Smart Growth Network (www.smartgrowth.org)

Form-Based Codes: A Guide for Planners, Urban Designers, Municipalities, and Developers, Daniel G. Parolek AIA, Karen Parolek, and Paul C. Crawford FAICP

SmartCode Version v9.0, Andres Duany, Sandy Sorlien, and William Wright



