

PANTHER ISLAND
FORT WORTH

Panther Island Form-Based Code

2026 Update

Panther Island Form Based Zoning District

2026 Update

Zoning Standards and Guidelines

The Panther Island Form-Based Code was developed in partnership with the Tarrant Regional Water District and City of Fort Worth.

The official notice can be found on the City of Fort Worth website at § 4.1304 Panther Island (“PI”) District.

Table of Contents

Section 1: INTRODUCTION 13

A. Background 13

B. Purpose of the Panther Island Form-Based Code 13

C. Applicability 14

Section 2: PRINCIPLES 16

A. Introduction 16

B. Guiding Principles from *Vision 2.0* 16

C. General Development Principles 19

Section 3: ADMINISTRATION 21

A. Using the Code 21

B. Applicability 21

C. Definition of “Standards” and “Guidelines” 22

D. Relationship to Other Regulatory Documents 22

E. Authority 23

F. Panther Island Design Review 23

G. Development Review Process 24

Section 4: REGULATING PLAN 29

A. Intent 29

B. Regulating Plan Maps 29

C. Regulating Plan – General *(Map 4-1)* 29

D. Frontage Designation *(Map 4-2)* 30

E. Streets and Mobility 33
F. Street Alignment Changes 33
G. Street Vacation Approval Requirements 34
Section 5: PERMITTED LAND USES 35
A. Intent 35
B. Principles 35
C. Permitted Uses 35
Section 6: WATERFRONT 43
A. Intent 43
B. Principles 43
C. Waterfront Elements 44
D. Waterfront Transition Zones 47
Section 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS 50
A. Circulation Network and Street Section Standards 50
B. Block Standards 51
C. Street Cross Sections 54
D. Sidewalks and Street Standards 66
E. Street Tree Standards 68
F. Pedestrian Lighting Standards 71
G. Transit Shelters 71
H. Sky Bridges and Underground Pedestrian Passages 71
Section 8: PUBLIC OPEN SPACES 73
A. Intent 73

B. Principles 73
C. Public Open Space Standards 74
D. Temporary Open Space Use for Activation 75
E. Public Open Space Guidelines 76
Section 9: URBAN FORM 77
A. Intent 77
B. Principles 77
C. Urban Form Standards 78
D. Urban Form Guidelines 78
E. Urban Form Tables 79
F. Exceptions to Minimum Building Height Requirements 84
Section 10: BUILDING DESIGN 86
A. Intent 86
B. Core Design Principles 86
C. Building Entrance Standards 87
D. Fenestration and Glazing 88
E. Building Façade Variation Standards 89
F. Highrise Towers 90
G. Ground-Floor Residential Frontage Standards 91
H. Parking Garages 91
I. Building Projections and Covered Frontages 92
J. Roofs 95
K. Terminated Vistas 95

L. Exterior Architectural Lighting 95
M. Exterior Building Materials 96
N. Equipment and Service Areas 96
O. Historic Preservation 97
P. Civic Buildings 97
Q. Temporary Construction Facilities Standards 98
Section 11: LANDSCAPING ON PRIVATE PROPERTY 100
A. Intent 100
B. Landscaping and Paving Standards in the Waterfront Transition Zone 100
C. Surface Parking Lot Landscaping 100
D. Landscaping of Other Adjacent Private Property Visible from Street and Pedestrian Access Right-of-Way 101
E. Approved Private Property Tree List 102
Section 12: PARKING 104
A. Intent and Principles 104
B. Minimum or Maximum Off-Street Parking 104
C. Structured Parking (Parking Garages) Standards 104
D. Surface Parking Lot Standards - General 104
E. Surface Parking Lot Standards - Permanent 105
F. Surface Parking Lot Standards - Transitional 105
G. Bicycle Parking 106
H. Curb Cuts 107
I. Drop-Off Zones and Valet Standards 107
J. Vehicular Plazas and Drop-Offs 107

Section 13: SCREENING AND FENCING 109
A. Screening 109
B. Fencing for Commercial and Shared Residential Entries 110
Section 14: SIGNAGE 111
A. Intent 111
B. Principles 111
C. Administration 111
D. Nonconforming Signs 112
E. Modifications for Exceptional Design 112
F. Comprehensive Building Signage Plan Standards 112
G. Signs Not Allowed or Prohibited 113
H. Location and Alignment Standards 115
I. Dimensions and Scale Standards 115
J. Material Standards 116
K. Graphic Standards 116
L. Lighting Standards 116
M. Building Façade Measurement Standards 116
N. Sign Area Measurement Standards 117
O. Allocation of Sign Area 118
P. Wall Sign Standards 119
Q. Projecting Blade Sign Standards 120
R. Awning and Canopy Sign Standards and Guidelines 121
S. Shingle Sign Standards 121

T. Window Sign and Decal Standards 122
U. A-Frame Sign Standards 124
V. Plaque Sign Standards 125
W. Marquee Sign Standards 125
X. Changeable Copy Sign Standards 126
Y. Monument Signs 127
Z. Tenant Directory Sign Standards 128
AA. Building Identification Sign Standards 129
BB. Crown of Building Sign Standards 130
CC. Creative Sign Standards 131
DD. Mural Sign Standards 132
EE. Temporary Sign Standards 132
FF. Material 132
Section 15: DEFINITIONS 133

List of Maps

Map 1-1: PI-FBC Boundary 14
Map 1-2: Areas Regulated by the 2016 Panther Island FBC 15
Map 2-1: Vision 2.0 Framework Plan – Note this was published in 2024 and some of the open space recommendations and waterway alignments have been modified slightly in the Regulating Plan to reflect stakeholder input. The locations are not prescribed and will be established with future development and land transactions. 18
Map 4-1: Regulating Plan – General 29
Map 4-2: Regulating Plan – Frontage Designations 30
Map 4-3: Regulating Plan – Streets and Mobility 33
Map 6-1: Waterfront Elements 43

List of Figures

Fig. 6-1: A diagram of a continuous waterfront walkway from Vision 2.0, emphasizing public access along the Trinity River. 44
Fig. 6-2: Example of waterfront walkway vision along the Trinity River and urban lake. 45
Fig. 6-3: Illustrative section of the east side of the Bypass Channel 46
Fig. 6-4: Illustrative section of the west side of the Bypass Channel 46
Fig. 6-5: Diagram of components of the Canal and Waterfront Elements 47
Fig. 6-6: Example of a terraced landscape along a canal edge. 48
Fig. 6-7: Example of restaurant use with outdoor dining along canal. 48
Fig. 6-8: Illustrative section through the canal and the Waterfront Transition Zone (WTZ). The WTZ is shown as a stepped landscape intended to provide a visual connection between the canal and the adjacent buildings, and to enhance public safety along the canal paseo. 49

Fig. 7-1: At private drives and Accessways, slope curb cut up to sidewalk level to maintain sidewalk continuity as shown in this example. 52
Fig. 7-2: Panther Boulevard 55
Fig. 7-3: Panther Boulevard – Bridge Section 56
Fig. 7-4: Ring Road – Option 1 (4-lane) 57
Fig. 7-5: Ring Road – Option 2 (parking) 58
Fig. 7-6: Local Street – Option 1 59
Fig. 7-7: Local Street – Option 2 (shared street option) 60
Fig. 7-8: Canal Vehicular Bridge – 50’ ROW Option 1 (Shared or Local Street) 61
Fig. 7-9: Canal Vehicular Bridge – 50’ ROW Option 2 (Shared or Local Street) 62
Fig. 7-10: Canal Vehicular Bridge – Main Street 63
Fig. 7-11: Accessway – Type 1 64
Fig. 7-12: Accessway – Type 2 65
Fig. 7-13: Elements of the Sidewalks 68
Fig. 8-1: Illustrative Public Open Space Diagram - Public open spaces shall include perimeter sidewalks. Kiosks are encouraged to help activate open spaces. 74
Fig. 8-2: Example of kiosk. 76
Fig. 9-1: Not recommended – Square building corners at ROW Intersections create pedestrian blind spots and pinch space at corners. 79
Fig. 9-2: Preferred – Chamfered building corners at ROW intersections improve pedestrian and vehicular visibility and provide more space for pedestrians at busy corners. 79
Fig. 9-3: Examples of Allowed Exceptions to Minimum Building Heights 84
Fig. 9-4: Examples of Disallowed Exceptions to Minimum Building Heights 85
Fig. 10-1: Example of building design’s role in the quality of the urban environment 86

Fig. 10-2: Diagram of required clear space behind storefront window. Product displays that do not wall off the interior may be displayed within the 4-foot clear space. 88
Fig. 10-3: Example of well-defined lower level. 89
Fig. 10-4: Diagram of façade variation examples 89
Fig. 10-5: Illustration represents poor building Massing with high-rise façades set close to the canal and street, with the potential to cast long shadows on public open spaces. 90
Fig. 10-6: Illustration of desirable building Massing, with towers set back from the canal and street. Changes in roof height allow light to penetrate open spaces and create more dynamic skylines. 91
Fig. 10-7: Illustration of Allowed Gallery and Canopy and Disallowed Arcade. 94
Fig. 10-8: Example of a Gallery over a public sidewalk. 95
Fig. 10-9: Example of metal Canopies over a sidewalk. 95
Fig. 10-10: Examples of acceptable construction site screening. 99
Fig. 12-1: Allowable bicycle parking 106
Fig. 12-2: Diagrams of vehicular plazas and drop-off configurations 108
Fig. 14-1: Businesses are encouraged to create unique and interesting signs that distinguish establishments. 111
Fig. 14-2: Examples of Signs Not Allowed 113
Fig. 14-3: Examples of Prohibited Signs Not Eligible for Waiver 114
Fig. 14-4: A building's architecture often provides appropriate locations for signs. This sign is appropriately located and architecturally compatible. 115
Fig. 14-5: Example of out of scale sign. 115
Fig. 14-6: Well-designed storefronts include pedestrian oriented signage, window displays, and the use of internally illuminated Channel Letters 116
Fig. 14-7: Measuring Building Façade 116
Fig. 14-8: Measuring Sign Area 117

Fig. 14-9: Examples of wall signs that are designed to be compatible with the storefront in scale, proportions, and color. Internal illumination is appropriate, provided that each individual letter is illuminated. 119

Fig. 14-10: Example of Projecting and Blade Sign that reflect the character of each building and business. The size and shape of a projecting and blade signs should respect the scale of the structure. 120

Fig. 14-11: Example of Awning/Canopy that enhances building architecture and adds color and interest to the streetscape. They should reinforce unique design qualities. 121

Fig. 14-12: Examples of symbols and logos on signs, identifying the business, adding interest to the street, quickly read, and often remembered more easily than words 122

Fig. 14-13: Window Signs can express business image through graphic logos or colorful images. The sign copy of Window Signs should be in proportion to the glass surface. Well-designed window graphics attract attention while still allowing pedestrians to view store interiors. 123

Fig. 14-14: These Window Signs obstruct the interior view and are not allowed. 123

Fig. 14-15: Example of an appropriately placed A-Frame sign on the sidewalk in front of the business 124

Fig. 14-16: This sign is placed too close to the ADA sidewalk, impeding pedestrian cross walk and access. 124

Fig. 14-17: Example of plaque sign that includes unique design or other interesting graphic. 125

Fig. 14-18: Example of Marquee Signs used for theaters and other similar entertainment venues. 125

Fig. 14-19: Example of brightly lit changeable copy sign that adds energy and vibrancy of the area. 126

Fig. 14-20: Example of monument signs that is appropriate in Panther Island 127

Fig. 14-21: Tenant directory signs could be mounted flat against a solid wall within or near a main entrance or incorporated into a freestanding sign. 128

Fig. 14-22: Building identification signage should be located adjacent to the primary entrance of the building. Wall signs below the second story window are appropriate location for building identification signage. 129

Fig. 14-23: Blade signs below the third floor windowsills are appropriate location for building identification signage. 129

Fig. 14-24: Example of appropriate crown of building sign. 130

Fig. 14-25: Examples of appropriate creative signs 131

Fig. 14-26: Example of appropriate mural. 132

List of Tables

Table 4-1: Key Differences between Type ‘A’ and Type ‘B’ Frontage Regulations 32
Table 5-1: Permitted Uses 36
Table 7-1: Street Tree Standards 70
Table 9-1: Building Placement 80
Table 9-2: Frontage Standards – A & B Street Frontages 81
Table 9-3: Frontage Standards – Canal & Waterfront 82
Table 9-4: Frontage Standards – Bypass Channel 83
Table 11-1: Private Property Trees 102
Table 14-1: Allowable Sign Area by Sign Type 118

Section 1: INTRODUCTION

A. Background

Between 2001 and 2003, a public planning process led to the Trinity River Vision Master Plan to establish a long- term vision for 88 miles of the Trinity River and its major branches across Fort Worth. This effort was a collaboration among:

- Tarrant Regional Water District
- Streams & Valleys, Inc.
- City of Fort Worth
- Tarrant County
- U.S. Army Corps of Engineers

In 2003, the City of Fort Worth adopted this plan as part of its Comprehensive Plan with the primary goal of improving flood control infrastructure with the construction of a Bypass Channel and related dams (Federal Flood Control Project) to more efficiently evacuate floodwater and eliminate the need for the current levee system. A secondary benefit is the creation of Panther Island—a new urban district with a lake, public waterfront, and vibrant mixed-use neighborhoods. This redevelopment will boost Fort Worth's tax base that funds the local share of the flood control project and encourages people to live, work, play, and learn in the central city. Tailored development standards are essential to achieving this vision.

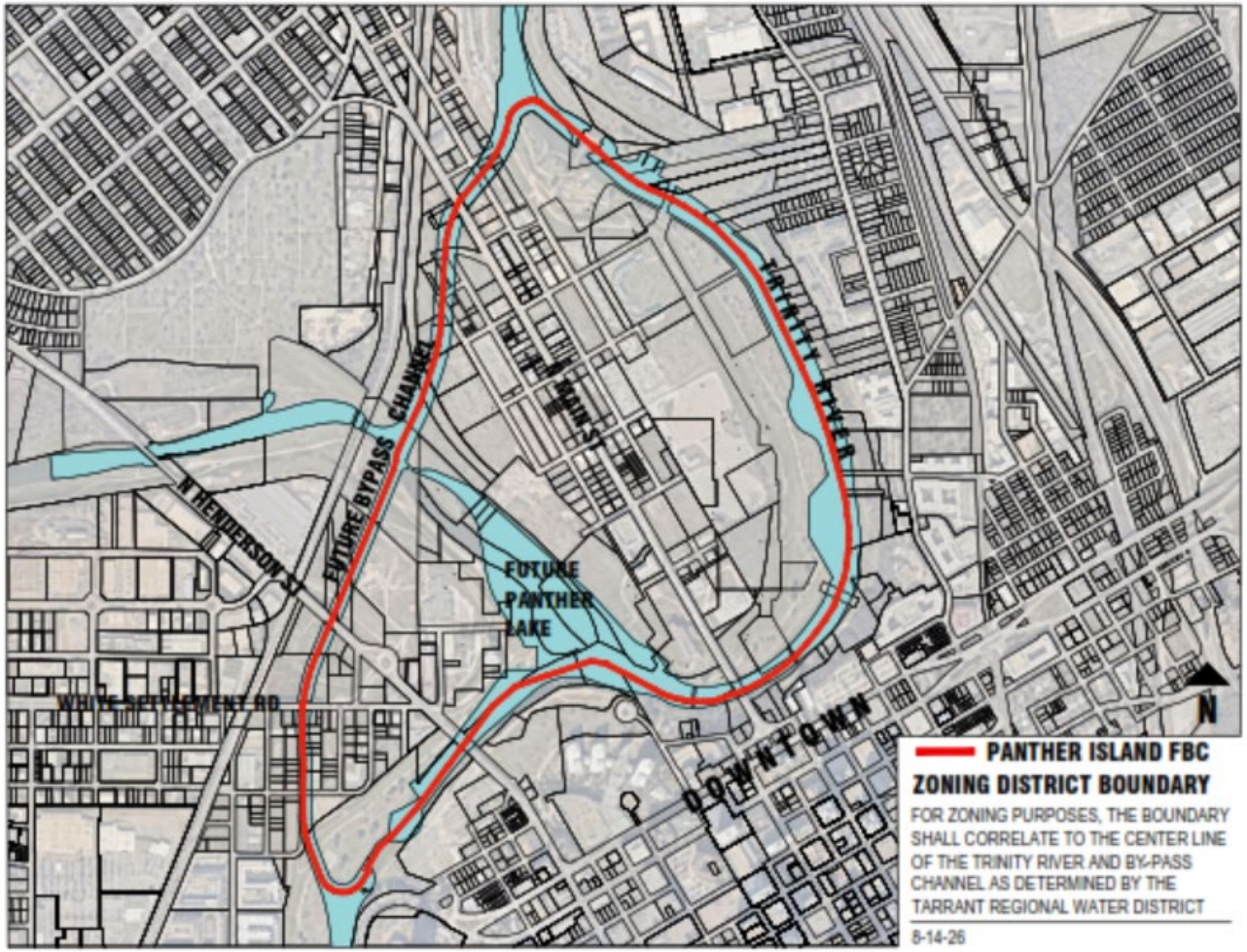
In 2023, the community updated the original plan through *Vision 2.0*, adopted in 2024, with the following partners: City of Fort Worth, Tarrant County, Tarrant Regional Water District, Streams and Valleys, Greater Fort Worth Real Estate Council, Downtown Fort Worth, Inc., and Tarrant County College. This update provides a realistic, phased approach to infrastructure and development, guiding Panther Island's transformation into a sustainable neighborhood and destination.

B. Purpose of the Panther Island Form-Based Code

1. The Panther Island Form-Based Code (PI-FBC/Code) is designed to support the creation of a vibrant, walkable urban waterfront district, as outlined in the updated Panther Island Strategic Vision (*Vision 2.0*). It sets the standards for public and private development on Panther Island and replaces the original code adopted in 2004 and amended in 2016.
2. Map 1-1: PID Boundary shall establish the revised boundary map for the PI-FBC Zoning District. All parcels zoned as the Panther Island District are subject to the provisions of the PI-FBC.

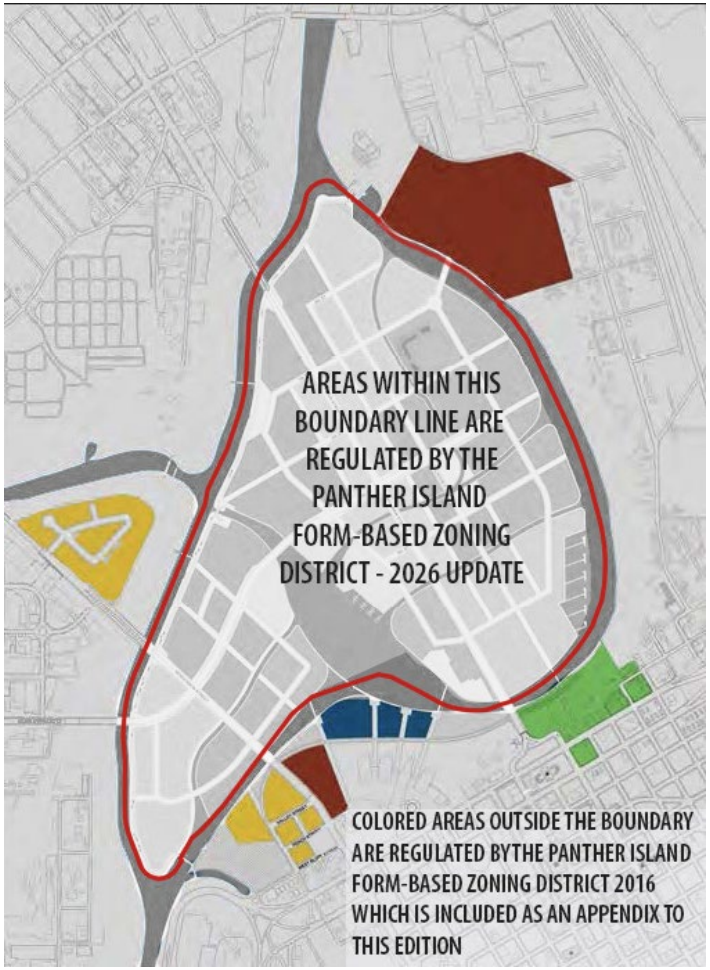
C. Applicability

1. All parcels zoned as the Panther Island District are subject to the provisions of this PI-FBC. Other applicable regulatory requirements are noted in *Section 3: ADMINISTRATION (D. Relationship to Other Regulatory Documents*.)



Map 1-1: PI-FBC Boundary

2. Note that certain properties depicted in *Map 1-2* were excluded from the new Panther Island Code Boundary. They will continue to be governed by the 2016 Panther Island Form Based Zoning District, included as Appendix A, until they are rezoned to appropriate zoning categories.



Map 1-2: Areas Regulated by the 2016 Panther Island FBC

Section 2: PRINCIPLES

A. Introduction

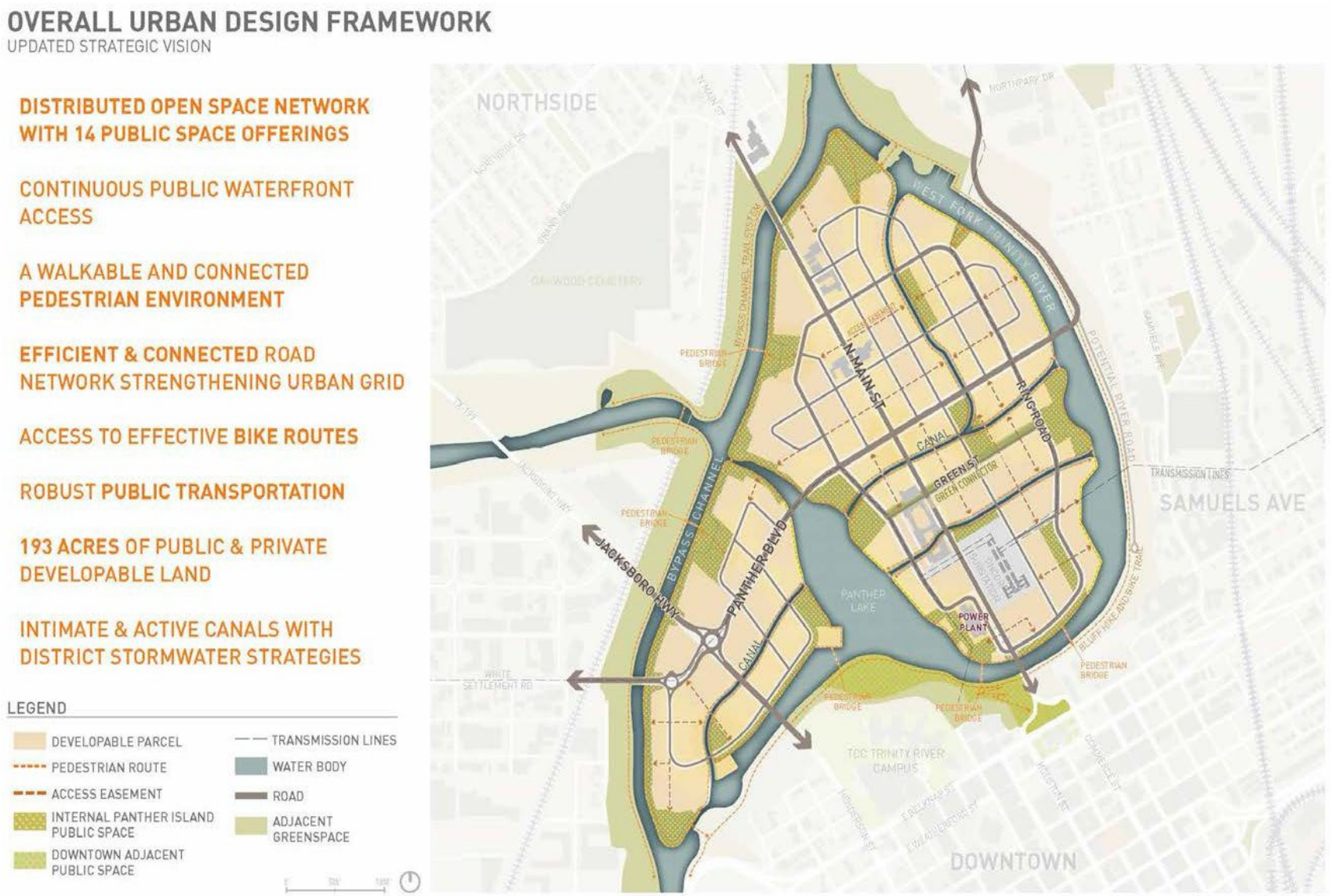
The overall urban design framework from the *Vision 2.0* Update resulted in the following Guiding Principles for Panther Island. These Guiding Principles have been further refined into Development Principles to inform development and are described in Standards and Guidelines throughout the document.

B. Guiding Principles from *Vision 2.0*

1. ***A One-of-a-Kind Waterfront District Nestled in the Trinity River:*** The development of Panther Island will be an unprecedented transformation of a large growing city. Levees will be removed, and a resilient, vibrant, and water-oriented district will take their place. The transformation will restore public access to the river and create a new channel, lakes, and canals, enabling a wide variety of waterfront experiences and development opportunities.
2. ***A Haven of Diverse Parks, Green Spaces, and Experiences Around Every Corner:*** Panther Island will be home to numerous green spaces with distinct sizes, identities, and programs, connected to one another by trails, canals, and walkable streets. Along the river, Panther Island will bring Fort Worth its first urban, highly programmed, waterfront open space that will be a gathering place for the city and region.
3. ***A Mixed-Use Neighborhood Designed to Build Community:*** Panther Island will be Fort Worth's first purpose-built district for dense, urban, pedestrian-friendly living. Characterized by walkable streets, inviting buildings, and a diverse mix of uses that energize the district, this will be a place that's built for people first and foremost. Panther Island will have office, residential, and commercial spaces, with an emphasis on opportunities for small businesses and cultural institutions, and abundant green space and recreational facilities. The district framework will foster a sense of connection and discovery, offering access to nature, culture, community, A Destination Connecting and Complementing Vibrant Surrounding Neighborhoods: Panther Island will become a place people come to, instead of just passing through. Panther Island will connect and complement Downtown, the Cultural District, the Stockyards, Northside, and Samuels Avenue by offering synergistic uses and honoring the look and feel of the surrounding neighborhoods. The island will add to the energy of Downtown Fort Worth by seamlessly connecting surrounding neighborhoods via the reimagined road network, pedestrian bridges, robust mobility and transit access, and distributed open space network, and drawing new residents, businesses, and visitors to the core of Fort Worth.
4. ***A Destination Connecting and Complementing Vibrant Surrounding Neighborhoods:*** Panther Island will become a place people come to, instead of just passing through. Panther Island will connect and complement Downtown, the Cultural

District, the Stockyards, and Northside by offering synergistic uses and honoring the look and feel of the surrounding neighborhoods. The island will add to the energy of Downtown Fort Worth by seamlessly connecting surrounding neighborhoods via the reimagined road network, pedestrian bridges, robust mobility and transit access, and distributed open space network, and drawing new residents, businesses, and visitors to the core of Fort Worth.

5. **A Celebration of Fort Worth's Diverse Communities and Heritage:** Panther Island will celebrate the cultural richness and diversity of Fort Worth, showcasing and supporting the arts, culture, and cuisine of legacy communities such as Northside, while welcoming diverse newcomers and influences. The history of the island's industries and communities will be visible in signage, structures, and public art throughout the district, honoring the past as an authentic foundation for growth. With accessibility of a core feature of all amenities, the island will be a place for everyone to enjoy.
6. ***An Economic Driver Sustaining the Rapid Growth of Fort Worth:*** The development of Panther Island is a unique collaboration of public and private investment unparalleled among comparable U.S. cities. Panther Island's size, proximity to downtown, and the abundance of public land will create a rare opportunity to utilize public land to channel private investment. That investment will build an inclusive community and intensify the economy, attracting high-paying jobs and opportunities for residents. The development will bolster Fort Worth's ability to compete on the regional and national stage to attract and retain talent. Panther Island will not only help capture the rapid population growth of Fort Worth but build the economic opportunity and amenities to sustain it.



Map 2-1: Vision 2.0 Framework Plan – Note this was published in 2024 and some of the open space recommendations and waterway alignments have been modified slightly in the Regulating Plan to reflect stakeholder input. The locations are not prescribed and will be established with future development and land transactions.

C. General Development Principles

These development principles are the foundation of the standards and guidelines included throughout this document and reflect the spirit of *Vision 2.0* Guiding Principles. They, along with the statements of intent in each section, shall be used to provide interpretations and evaluate waivers and exceptions to the standards in this code.

1. ***Promote a vibrant Waterfront District with ample connected public open spaces and green spaces:*** Development should reconnect people to the Trinity River and surrounding natural environment while also restoring public access to the river through new channels, lakes, and canals. Development standards should enable diverse and well-programmed waterfront experiences with significant gathering spaces that have distinct identities and uses to attract engagement and investment. Buildings fronting these spaces should be active and visually interesting at the pedestrian level.
2. ***Promote a pedestrian-oriented urban form that is served by enhanced roads, bridges, transit, trails, and paseos:*** Development standards promote walkable blocks and street designs that balance pedestrians and automobiles, complement paseos, and ensure accessibility for all residents and visitors, including those with disabilities.
3. ***Maximize connectivity and access:*** Strengthen physical and social connections within the island and to Downtown, the Cultural District, Northside, Samuels Avenue, and the Stockyards. This will be accomplished with a truly multimodal urban district in which residents and visitors may conveniently walk, drive, bike, or ride public transportation to destinations within and outside of Panther Island.
4. ***Provide a mix of residential, office, retail, cultural and civic uses:*** Panther Island should have rich opportunities for people to live, work, and gather in a unified district.
5. ***Encourage authentic Fort Worth character in new development:*** Panther Island should build on Fort Worth'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.
6. ***Encourage creativity and exceptional design:*** Panther Island's development standards and guidelines promote high-quality design, and the development review process promotes flexibility. Development standards and guidelines, as well as the development review process, should support creativity and exceptional design while discouraging uniformity.
7. ***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.
8. ***Promote sustainable development that enhances Fort Worth's natural resources:*** Creating a walkable, mixed-use, high-density, central city district supports sustainable development by providing an alternative to low-density development in

peripheral areas. In accordance with sustainable development principles, Panther Island's buildings, water features, transportation systems, and public open spaces should be designed to improve air and water quality and should promote innovation in environmental design.

9. ***Encourage the integration of art into public and private development:*** Art, including Public Art where appropriate, should be integrated into architecture, streetscapes, waterfronts, water infrastructure, and public spaces. Art will enhance the built environment and contribute to the area's success in attracting new residents and businesses.
10. ***Support existing Panther Island businesses:*** The development standards should not impede the success of existing businesses.
11. ***Promote development that complements the Downtown core and the Stockyards:*** Downtown Fort Worth serves as the city's central business district while the Stockyards is the region's western activity center. Sundance Square has become a regional entertainment destination. The recent redevelopment and success of the Stockyards attract visitors and residents that can be well-served by Panther Island amenities. Panther Island's urban neighborhoods and unique waterfront destinations should complement the strengths of the Downtown core.
12. ***Preserve View Corridors:*** The urban grid of Panther Island creates multiple View Corridors and site lines. The street grid is intended to maintain connectivity to the iconic views of the Courthouse, Downtown, and the open spaces along the waterfronts.

Section 3: ADMINISTRATION

A. Using the Code

1. The development standards and review process are intended to implement the vision for walkable, mixed-use development in Panther Island.
    a. Unlike conventional zoning classifications, the PI-FBC zoning districts focus on the form of future development and do not emphasize the segregation of land uses. The development standards and guidelines create a livable and sustainable district possessing a strong sense of place.
    b. Although the development standards and guidelines provide specific guidance to developers, the development review process allows flexibility and fosters creative design approaches to both private and public development.
    c. Non-conforming exceptional projects are also encouraged.
2. This document presents the development standards and guidelines in a user-friendly format, with illustrative diagrams and photographs not found in conventional ordinances.
    a. This Code provides the public, government entities, and private developers with a regulatory framework for Panther Island.
    b. This Code will be amended in the future as development conditions and practices change.

B. Applicability

1. All public and private development projects within the Panther Island Code Boundary, including additions to existing structures, new construction, redevelopment (rehabilitation, renovation, or restoration), parking lot reconstruction, and new signage must be reviewed for compliance with the PI-FBC by the Development Services Department (DSD), the Panther Island Design Review Committee (PIDRC), and the Urban Design Commission (UDC) when applicable. However, review is not required for projects within TRWD right-of-way or easements for the Canal System or the Central City Flood Control Project.
2. Modifications to the interior of buildings, including remodeling, updating or reconfiguring interior spaces, are not subject to review or approval by the form-based code administrator or the UDC, provided however, interior modifications will require compliance with applicable building and other applicable technical codes.

C. Definition of "Standards" and "Guidelines"

1. **Standards** are objective, measurable regulations defined by written regulations and numerical values or illustrated through diagrams and sketches. Unless noted as a guideline, all provisions in this document are standards to which all projects must comply. If a project of exceptional design is clearly consistent with the Intent and General Development Principles but does not conform to a certain development standard, the Urban Design Commission (UDC) may approve a Certificate of Appropriateness (COA) that cites the project's compliance with the Panther Island intent and principles. (For projects not conforming to height and setback regulations, a variance approved by the Board of Adjustment is also required.)
2. Guidelines are recommended design strategies that are subjective and flexible, illustrated with photographs, and intended to encourage high-quality design and alignment with the Panther Island vision. The guidelines should be suitable for most projects, and developers should endeavor to ensure that the intent and principles of the design guidelines are followed to the extent possible. Staff and the UDC will work collaboratively with developers to explore design solutions that maximize alignment with development guidelines and principles.

D. Relationship to Other Regulatory Documents

1. The Panther Island Development Form-Based Code is intended to minimize references to other sections of the City's Zoning Ordinance, Subdivision Ordinance, and other applicable regulatory documents. However, all development must comply with all federal, state, county, and city regulations and ordinances, including those not directly referenced in this Code.
2. **Definitions:** Terms used throughout PI-FBC are defined in Chapter 9, Definitions of the Zoning Ordinance, Appendix A of the Fort Worth City Code. Additional unique terms may be defined in PI-FBC as necessary. Terms not defined shall use the commonly accepted meanings. In the event of a conflict, the definitions in PI-FBC shall take precedence.
3. **Zoning Ordinance:** Development standards not addressed in the PI-FBC are governed by the Zoning Ordinance, Appendix A of the Fort Worth City Code.
4. **Subdivision Ordinance:** Subdivision standards that are not addressed in the PI-FBC are governed by the Subdivision Ordinance, Chapter 31 of the Fort Worth City Code.
5. **TRWD Canal System Manual and Water Quality Guidance Manual:** The TRWD Canal System Manual and the TRWD Water Quality Guidance Manual regulate the canal system in Panther Island and govern pre-treatment requirements for water runoff. Developers must consult both manuals to show compliance with City Drainage requirements. Enforcement of these regulations is by TRWD.

6. **Conflicts:** In the event of conflicts, the following hierarchy applies.
    a. Land uses and definitions: Zoning Ordinance controls.
    b. Form, frontage, and design standards: PI-FBC controls.
    c. Federal and State law; applicable Federal and State law requirements supersede all local regulations.
    d. Numerical and written text standards override any conflicting graphics in this PI-FBC.

E. Authority

1. **Form-Based Code Administrator**
    a. The City of Fort Worth's Form-Based Code (FBC) Administrator (in the Development Services Department) is responsible for managing and enforcing the PI-FBC, including day-to-day administration.
    b. The FBC Administrator may assign specific tasks to other City staff but remains the final decision-maker for all administrative actions under this code.
    c. The FBC Administrator may choose to delegate final approval authority, even if administrative approval is authorized, to the Urban Design Commission (UDC) or another review body established by the City Council to oversee Panther Island projects.
2. **TRWD Panther Island Program Director**

    The TRWD Panther Island Program Director (in the TRWD Panther Island Program Office) is responsible for managing and enforcing the Panther Island Canal System Manual, the TRWD Water Quality Manual, and access to TRWD-owned drainage facilities on Panther Island.

F. Panther Island Design Review

1. **General:** The City and TRWD share responsibility for construction of public infrastructure that supports development on Panther Island. TRWD has underwritten significant TRWD and City financial investments in the Central City Flood Control Project whose success depends on the performance of the Tax Increment Financing (TIF) district. The TIF performance, in turn, is dependent on high-quality development that meets the objectives of Panther Island *Vision 2.0* and on the disposition of TRWD-owned properties designated for development or open space. Additionally, development adjacent to the Canal System will be integrated with Paseo design and construction within TRWD property.

2. **Purpose and Establishment of Panther Island Design Review Committee:** The City and TRWD share a common goal of facilitating development by providing administrative authority within the PI-FBC while ensuring shared review of projects by both entities. To support this shared intent, the Panther Island Design Review Committee (PI-DRC) is established to review public and private development proposals within the district and advise the City and TRWD regarding development projects seeking Certificates of Appropriateness from the FBC Administrator or the Urban Design Commission, as applicable.
3. **Panther Island Design Review Committee Composition:** PI-DRC shall be composed of a representative of the Development Services Department, a representative of the PI Program Office, and volunteers selected by TRWD. Volunteers selected by TRWD must have expertise in design, planning, engineering, real estate development, or property management and must receive approval by the Director of Development Services or their designee. The committee shall have a minimum of three members and a maximum of seven members.
4. **PI-DRC Responsibilities**
    a. Review new construction projects, major modifications to the exterior of buildings, and projects that vary from the development standards or principles of the development standards.
    b. Provide guidance to applicants and recommendations on requests for waivers to the PI-FBC.
    c. The PI-DRC may also direct the FBC Administrator to take a case to UDC for a review if they believe it does not conform to the intent of the PI-FBC.
5. **Urban Design Commission (UDC)**
    a. The UDC enforces the development standards and guidelines for new construction and renovations in the Panther Island District by considering waivers to determine compliance with the PI-FBC.
    b. In exceptional cases, the UDC may approve a COA if a project is clearly consistent with applicable intent and development principles but does not conform to certain development standard(s) or guideline(s). The COA for such projects must describe the projects' compliance with applicable intents and general development principles.

G. Development Review Process

1. **Certificates of Appropriateness (COA)**
    a. All projects to which this code applies must obtain a Certificate of Appropriateness from the City before commencement of work.
    b. The FBC Administrator will issue a Certificate of Appropriateness (COA) for public and private projects meeting Administrative Review requirements unless referred to the UDC for review.

2. **Administrative Review vs. UDC Review**

   Projects that are recommended for approval by the PI-DRC and clearly conform to the principles, intent, and applicable development standards of the PI-FBC shall be issued a Certificate of Appropriateness by the FBC Administrator without UDC review. The UDC shall review projects that require waivers from development standards, or interpretation or discretionary judgment to determine conformance with the general development principles and intent of the PI-FBC and may approve a Certificate of Appropriateness. The PI-DRC shall provide the UDC recommendations on such occasions and for such requests.

3. **Project Consultation**

   One of TRWD's Panther Island Program Office's most important roles is to provide informal guidance to developers of significant projects during the conceptual design phases. These discussions take place during informal work sessions for TRWD and the City to provide input to facilitate timely design review and approval of the final design phase. All public and private developers are required to present their conceptual plans to TRWD and the City for informal review as follows:

   a. TRWD Pre-Application Meeting to review Canal System capacity and requirements (See *Panther Island Canal System Manual – Development Processes* for more information.)
   b. City General Pre-Development Meeting
   c. City Stormwater Pre-Development Meeting
   d. Both City and TRWD staff will participate as appropriate in all required meetings to ensure continuity, unless an objection is raised by the applicant.

4. **Required Information – Application**

   In general, the information listed below is required for all applications for development within the PI-FBC District. The full list of materials required for applications requiring UDC review is included in the Urban Design Commission application available from the City's Development Services Department.

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

5. **Review of Projects Developed in Phases**

   All projects that are developed in phases that do not meet the development standards in the PI-FBC must be reviewed by the UDC. 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.

6. **Waivers to PI-FBC Development Standards**

   Waivers are intended to accommodate the unique context of each development site. This process enables applicants to request limited non bulk/height-related waivers from specific PI-FBC development standards. Waiver requests must respond to site constraints such as topography, historic conditions, or irregular lot geometry; achieve the original development standard's intent --- maintaining a vibrant, walkable, safe, and sustainable public realm; and/or preserve or enhance adjoining properties and the broader Panther Island vision. Waivers may either be Administrative Waivers granted by the FBC Administrator or UDC Waivers granted by the UDC.

7. **Principles for Review for Waivers**
   - **a.** Physical conditions (e.g. slopes, canals, floodplain, drainage, lot shape, easements) make compliance physically impossible.
   - **b.** The waiver must not impact traffic, parking, infrastructure, public health, safety, or welfare.
   - **c.** The waiver must support walkability and street-level activity.

8. **Criteria for Consideration of Waivers**

   Consideration of approval of waivers should include contribution to one or more of the following:

   - **a.** Maintain safe, walkable and attractive urban environment.
   - **b.** Encourage creativity, architectural diversity, and exceptional design.
   - **c.** Maintain safe, walkable and attractive urban environment.
   - **d.** Promote excellence in public realm and building design.
   - **e.** Increase housing supply and diversity.
   - **f.** Support transit and desired commercial services.
   - **g.** Protect historic landmarks.
   - **h.** Expand the tree canopy.
   - **i.** Improve connectivity and access.
   - **j.** Align with adopted Comprehensive Plan objectives.

9. **Administrative Waivers** – During the review process, the FBC Administrator may approve the following waivers to the PI-FBC standards, provided a project is of exceptional design and complies with applicable development principles. Additional administrative waivers are also identified in subsequent sections of the PI-FBC.
    a. **Building Setback**
        i. Increase of up to 5 feet (10 feet maximum on North Main Street) for maximum setback on Type 'A' frontage.
        ii. Minimum setback from Canal may be reduced administratively from 10 feet to 5 feet for up to 50% of the length of the canal frontage. The width of the canal and infrastructure constraints, such as bridges, should be considered.
    b. **Parking Garage Setbacks**

        Decrease of up to 5 feet of minimum set backs.

    c. **Pedestrian Connectors:** Additional 10% of length covered area where upper floors bridge over Pedestrian Connector.
    d. **Street Sections:** Adjustments of dimensional standards up to 10% for street design elements shown in street sections. Any requested decrease in lane width must also be approved by Transportation and Public Works.
    e. **Block Dimensions:** Increases up to 10% above the maximum Block Face on each block may be approved by the Form-Based Code Administrator following a review by the City Traffic Engineer in Development Services. Approval shall be based on an acceptable project circulation plan or a traffic impact analysis that is consistent with the intent and general principles of the PI-FBC and *Section 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS.*
    f. **Transparency:** Reduction of up to 5% in a required window/door coverage on Type 'A' frontages.
    g. **Landscaping:** Where conflicts arise, perimeter plantings or other required landscaping abutting a street edge may be substituted for streetscape planting within the public right-of-way.
        i. The FBC Administrator may approve administrative waivers to streetscape requirements (including placement of street trees, lighting, etc.) caused by utility conflicts, fire hydrants, shallow underground utilities, curb cuts or any other impediments.
        ii. The sidewalk along any street shall not be narrower than 6 feet and curb to building face shall be no less than 15 feet.
    h. **Trinity River Channel and Urban Lake Easement Dedication and Required Walkways:** Up to a 25% reduction in the width of the required dedication or a 25% reduction in the width of a constructed walkway if necessary due to grade changes or other impediments, with the approval of Tarrant Regional Water District.

i. **Elevation Changes within the Waterfront Transition Zone:** Administrative approval of steeper inclines up to 25% may be granted by the FBC Administrator on a case-by-case basis due to site conditions such as significant grade changes to street level or difficult transitions to public infrastructure that would substantially diminish building footprint and ability to comply with other provisions of the PI-FBC.

j. **Signs:** Increase of up to 20% of the maximum size of a permitted sign type.

10. UDC Waivers

The UDC is authorized to approve appropriate exceptions to the Panther Island Standards, provided a project complies with applicable intent and development principles. The UDC may allow additional flexibility from prescriptive criteria for projects of exceptional civic or environmental design. UDC review is required for requests that exceed the thresholds for administrative approval or proposals that require interpretation or discretionary judgment.

11. Variances to Building Heights or Setbacks

Any waiver of development standards related to building heights or setbacks that exceed thresholds for Administrative Waivers, requires a variance from the Board of Adjustment (BOA). In addition, variances to the Zoning Ordinance not addressed by the PI-FBC require approval by the Board of Adjustment (BOA). The UDC shall provide a recommendation to the BOA on all variance requests.

12. Waivers to Subdivision Development Standards Not Addressed by PI-FBC

Waivers of subdivision requirements require approval by the City Plan Commission. The UDC shall provide a recommendation to the City Plan Commission on all waiver requests.

Section 4: REGULATING PLAN

A. Intent

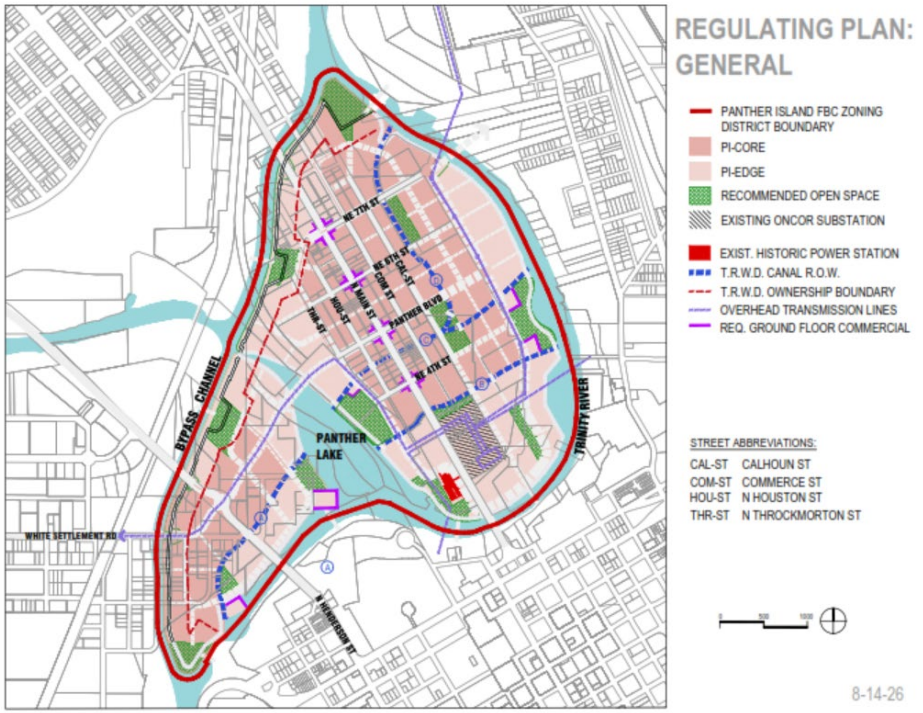
1. The Panther Island Regulating Plan works much like the City's *Master Transportation Plan – Roadway Network*, guiding the locations for development zones, streets and water bodies to ensure that development is consistent with the vision for Panther Island and intent and general development principles outlined in the PI-FBC. The Code takes precedence over the City's *Master Transportation Plan – Roadway Network*.
2. *Vision 2.0* endeavors to preserve 15% of the overall land area for open space. Recommended public open spaces are shown, reflecting *Vision 2.0*, but are not binding components of the Regulating Plan.
3. The PI Regulating Plan includes maps that depict the boundaries of different types of development zones, as well as maps identifying frontage designations for streets.

B. Regulating Plan Maps

Maps 4-1: Regulating Plan - General, 4-2: Frontage Designation, and 4-3: Streets and Mobility are hereby adopted as the Regulating Plan for Panther Island FBC District.

C. Regulating Plan – General *(Map 4-1)*

1. The Regulating Plan establishes the zoning district boundaries for PI-FBC.
2. **Panther Island Core (PI-Core)**
   - **a.** Highest-intensity zone located generally within the Ring Road
   - **b.** Supports a mix of office, entertainment, residential, retail, lodging, and other complementary uses

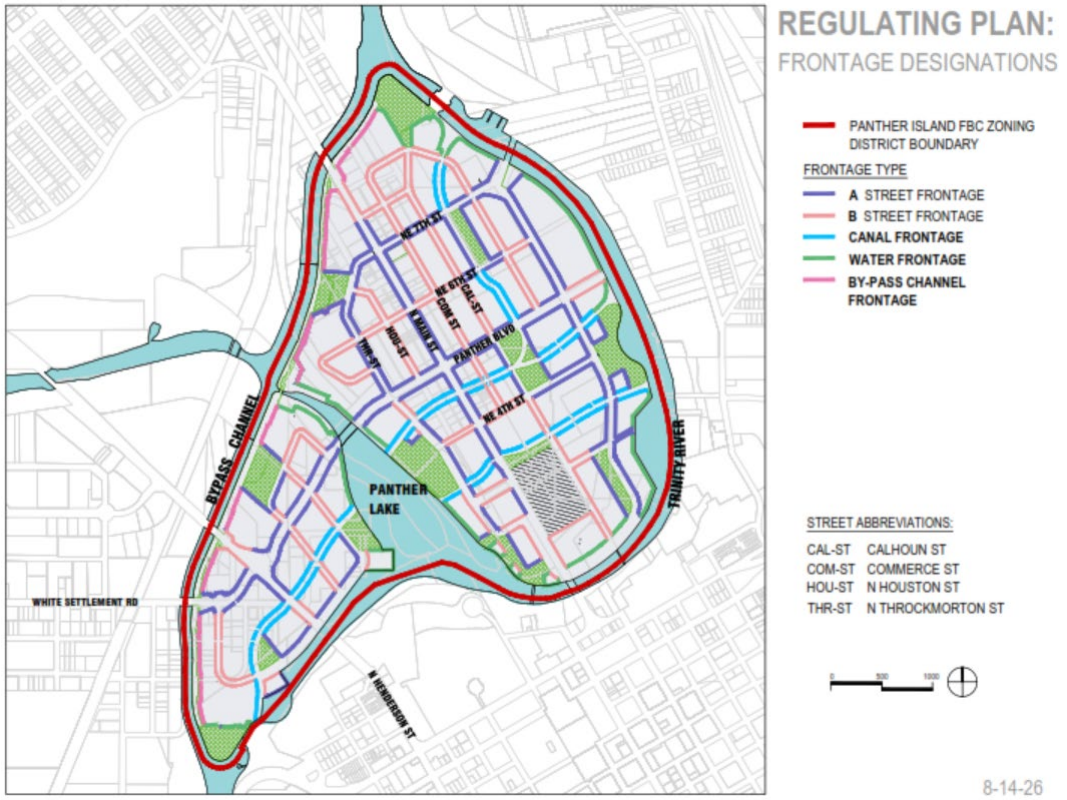


Map 4-1: Regulating Plan – General

3. **Panther Island Edge (PI-Edge)**
    a. Lower-intensity zone located generally outside the Ring Road
    b. Preserves views of the water and Downtown from the Core
    c. Supports transitional development that complements the Core
4. **Required Ground Floor Commercial Locations**
    a. Intent: These locations are intended to activate open spaces and key pedestrian corridors
    b. Standards: Where the Regulating Plan – Frontage Designation shows Ground Floor Commercial Required frontage, residential uses are NOT permitted on the ground floors unless approved by the UDC. If a UDC Waiver is granted, ground floors must be built to commercial-ready standards.

D. Frontage Designation *(Map 4-2)*

1. Establishes the hierarchy in the pedestrian environment and is intended to manage and direct the adverse impacts of vehicular access including parking, garages, and vehicular and service access points.
2. **Waterway Frontages:** See *Section 6: WATERFRONT*
3. **Type 'A' Frontages**
    a. Highest standard for pedestrian-oriented design.
    b. Requires active ground-floor uses, doors and windows facing the street, and continuous building façades along sidewalks.
    c. Designed to create vibrant, walkable streetscapes.



Map 4-2: Regulating Plan – Frontage Designations

4. **Type ‘B’ Frontages**
    a. Balances pedestrian comfort with auto-related site elements.
    b. Allows vehicular access while maintaining sidewalk connectivity
    c. May be developed using Type ‘A’ standards at the property owner’s discretion.
5. **Hierarchy of Frontages:** For the purposes of development phasing, review of waivers, and compliance with these development standards, frontage designations should be prioritized in the following order:
    a. Canal, Waterfront and Bypass Channel Frontages
    b. Type ‘A’ Frontages facing a Public Open Space
    c. Type ‘A’ Frontages facing a street
    d. Type ‘B’ Frontages
    e. All other frontages
6. In instances when three or more building facades are Canal, Waterfront, Bypass Channel Frontage or Type ‘A’ Frontage, the FBC Administrator may approve, in coordination with the developer, an additional side of Type ‘A’ Frontage that may conform to Type ‘B’ Frontage requirements.
7. See Table 4-1 that summarizes key differences between Type ‘A’ and Type ‘B’ Frontage regulations.

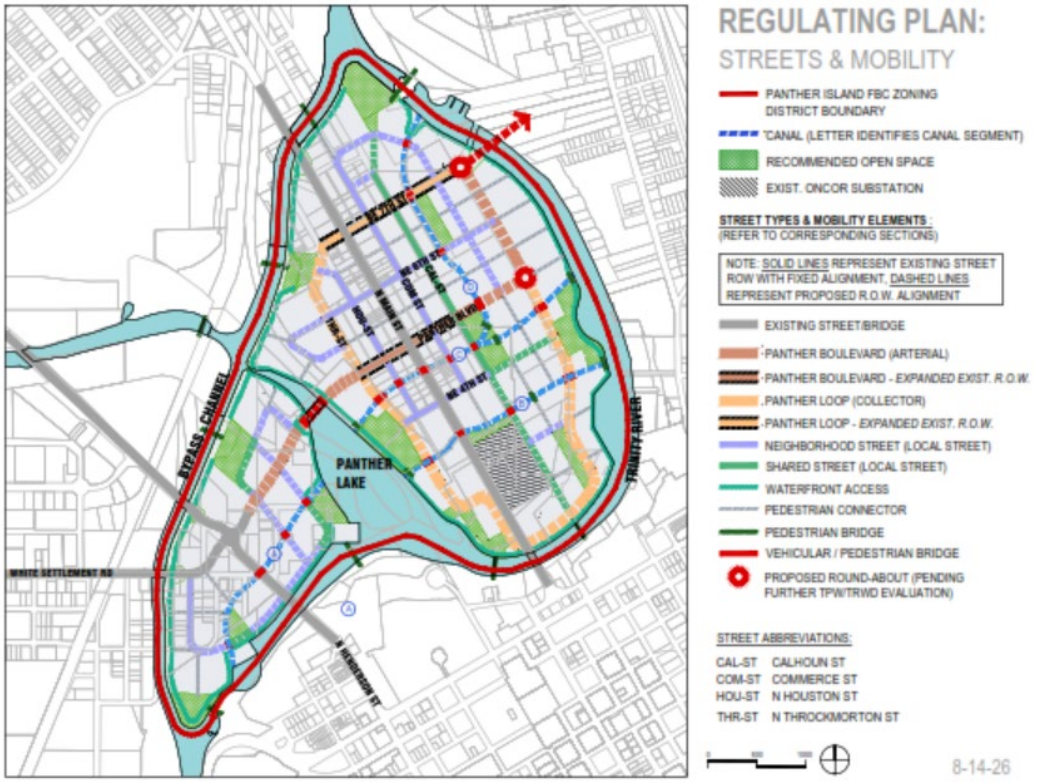
Table 4-1: Key Differences between Type 'A' and Type 'B' Frontage Regulations

	A-Frontage	B-Frontage
Residential	Allowed, except for street corners with Required Ground Floor Commercial (UDC Waiver may be requested for residential in designated commercial street corners if designed for commercial-ready transition.)	Allowed.
Minimum Setback	0'	0' except minimum of 5' for individual residential entries for landscaping/stoops
Maximum Setback	15'	15'
Minimum Frontage Build Out	80%	60%
Transformers and Switchgear in Furnishing Zone	Not allowed.	Allowed.
Uses	Active, occupiable uses, such as residential, office and commercial for a minimum depth of 20' measured from the outside face of the building façade.	Where identified on the REGULATING PLAN: GENERAL, buildings, including parking garages shall have non-residential, commercial uses on the ground level for a minimum depth of 20 feet.
Parking Garage Entrances	Not allowed.	Parking garage entrances shall be no more than 25 feet in linear width.
Parking Garage Setback/Screening	Wrapped with 25' of occupiable space with minimum of 20' behind building façade. Applies to ground floor only.	Screening is required. See section H. Parking Garages.
Parking Lots	30-foot setback	Setback the distance required to meet sidewalk and streetscape standards.

Fenestration	40% with allowable substitutions for portions of requirement for colored glass, patios, windows outside of Build-to Zone, etc.	Same as Type 'A' except additional allowable substitution of louvers, murals, plantings, to screen service areas for up to 50% of requirement.

E. Streets and Mobility

1. *Map 4-3* establishes the required street, pedestrian, and canal network to support a compact, walkable urban grid and adopted by reference into the City's *Master Transportation Plan – Roadway Network.*
2. The depicted roundabouts are intended to reflect the maximum anticipated right-of-way for those intersections. The City will determine the most appropriate intersection traffic controls (roundabout, signal, 4-way stop, etc.) at the time of ROW dedication and construction.
3. While streets will be required to conform to TPW engineering standards in place at the time of construction, all street design must follow *Section 7: Streets, Blocks, Streetscapes, and Sidewalk*.



Map 4-3: Regulating Plan – Streets and Mobility

F. Street Alignment Changes

The location of streets is governed by this Regulating Plan with the following allowances for realignments with approval by the FBC Administrator after review by the PI-DRC, TPW, and the TRWD Panther Island Project Office.

1. **New Arterials:** Modifications shall be in conformance with the City's most recently adopted *Master Transportation Plan - Roadway Network*.
2. **New Collectors:** Realignment may be approved administratively provided the realignment meets the requirements of the Subdivision Ordinance. New Collectors must meet the block standards established in *Section 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS*.
3. **New Local Streets:** Exact location of new local streets will be determined when platted or replatted for new development. Depictions in map are illustrative. New local streets must meet the block standards in *Section 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS*.
4. All existing streets to be amended and/or vacated through the regular platting process and must meet the requirements in *G. Street Vacation Approval Requirements* below.

G. Street Vacation Approval Requirements

1. **Process**
   - **a.** Recommendation from the Urban Design Commission to City Plan Commission
   - **b.** Recommendation from the City Plan Commission to City Council for approval
   - **c.** Final determination by the City Council
2. **Criteria for Approval**
   - **a.** Vacations of a street must not:
     - i. Negatively impact the established Circulation Network, Streets and Sidewalk Principles in *SECTION 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS* as demonstrated by the submission of a project circulation plan;
     - ii. Create unsafe pedestrian conditions;
     - iii. Result in dead-end right-of-way;
     - iv. Redirect traffic onto private property; nor
     - v. Result in offset rights-of-way.
   - **b.** Cul-de-sacs and hammerhead turnarounds are discouraged unless a temporary condition pending build-out of the street grid.
   - **c.** Vacation of streets must span from corner to corner and the full width of the right-of-way.

Section 5: PERMITTED LAND USES

A. Intent

The intent of this section is to provide clear, flexible guidance on permitted land uses in the Panther Island District. The simplified land use classifications are designed to support diverse, walkable, and vibrant neighborhoods.

B. Principles

1. Promote a mix of uses that provide daily services to residents within a ¼ mile walking distance.
2. Encourage high-density residential and locally owned neighborhood retail uses.
3. Encourage memorable waterfront restaurants and civic destinations.

C. Permitted Uses

1. *Table 5-1: Permitted Uses* lists all principal, accessory, and temporary uses permitted in each Development Zone of the PI-FBC.
2. Uses not specifically listed must be reviewed and approved by the Zoning Administrator.

Table 5-1: Permitted Uses

Use Category	Use	PI-Core	PI-Edge	Supplemental Requirements
HOUSEHOLD LIVING	One-family detached dwelling			
	One-family zero lot line detached			
	One-family zero lot line attached (twin home)			
	HUD-code manufactured housing			
	Industrialized housing			
	Manufactured home park			
	Manufactured home subdivision			
	Mobile home			
	Multifamily dwelling apartment			
	More than 8 units on one lot or one building	P	P	See Section 4, Subsection C.4; Tables 4-1, 9-2, and 9-3; and Section 10, Subsections D and G.
	One dwelling unit when part of a business (also considered residence for security purposes)			
GROUP LIVING	Boarding home facility			5.153
	Lodging house			
	Community home			5.110
	Fraternity or sorority house			
	Group home I			5.115
	Group home II			
UTILITIES	Electric power substation	CUP	CUP	
	Gas lift compressor stations	P*	P*	Ch. 15, Gas city code, 45.140
	Gas line compressor stations			
	Power plant or central station light			
	Stealth telecommunications towers	P*	P*	5.137
	Telecommunications antenna (on structure)	P*	P*	5.136
	Telecommunications tower	P*	P*	
	Utility transmission or distribution line	P*	P*	5.140
	Wastewater (sewage) treatment facility			
	Water supply, treatment or storage facility			

Table 5-1: Permitted Uses

Use Category	Use	PI-Core	PI-Edge	Supplemental Requirements
ENTERTAINMENT AND EATING	Amusement, indoor	P	P	
	Amusement, outdoor			
	Baseball/softball facility; other ball fields (commercial)			
	Bowling alley	P	P	
	Bar, tavern, cocktail lounge, club, private or teen, dance hall (under 2,000 sq. ft.)	P	P	
	Bar, tavern, cocktail lounge, club, private or teen, dance hall (2,000 sq. ft. and greater)	CUP	CUP	
	Circus			
	Club, commercial or business	P	P	
	Drive-thru or drive-in restaurant or business			
	Event center or rental hall	P	P	
	Gambling facility (including bingo)			
	Game rooms			
	Health or recreation club	P	P	
	Indoor recreation	P	P	
	Lodge or civic club	P	P	
	Massage parlor			
	Museum/cultural facility	P	P	
	Racing, horse, dog or automotive			
	Restaurant, café, cafeteria	P	P	
	Sexually oriented business			
RETAIL SALES AND SERVICE	Farmers' market	P	P	5.145
	Feed store, no processing/milling			
	Firewood sales			
	Furniture sales, new and used (office and residential) in a building	P*	P*	5.134
	Furniture upholstery, refinishing or resale			
	General merchandise store	P*	P*	5.134
	Greenhouse or plant nursery	P	P	
	Grocery store, meat market	P*	P*	5.134

Table 5-1: Permitted Uses

Use Category	Use	PI-Core	PI-Edge	Supplemental Requirements
	Gunsmithing, repairs or sales			
	Home improvement store	P*	P*	5.134
	Interior decorating	P	P	
	Kennel			
	Large retail store	P*	P*	5.134
	Laundry or dry-cleaning collection office	P	P	
	Laundry, dry cleaning or washeteria			
	Leather goods shop		P	
	Liquor or package store	CUP	CUP	5.157
	Locksmith	P	P	
	Medical supplies/equipment sales or rental	P	P	
	Mini-warehouses			
	Mortuary or funeral home			
	Newspaper distribution center			
	Optician	P	P	
	Pawn shop			
	Pharmacy (drug store)	P	P	
	Photograph, portrait/camera shop or photo finishing	P	P	
	Recording studio	P	P	
	Retail sales, general	P*	P*	5.134
	Retail smoke shop			
	Saddle or harness, repair or sales			
RETAIL SALES AND SERVICE	Shoeshine shop			
	Small box discount store	P	P	
	Studio, art or photography	P	P	
	Tailor, clothing or apparel shop	P	P	
	Tattoo parlor			
	Taxidermist shop			
	Veterinary clinic w/indoor kennels	P	P	5.142

Table 5-1: Permitted Uses

Use Category	Use	PI-Core	PI-Edge	Supplemental Requirements
	Veterinary clinic w/outdoor kennels			
AUTO-RELATED SALES AND SERVICE	Auto parts supply, retail			
	Automotive repair; paint and body shop			5.104
	Car wash:			
	Self-service			
	Automated-service			
	Full-service			
	Gasoline sales			
	Mobile home or manufactured housing sales			
	Parking area or garage, storage commercial or auxiliary	P*	P*	6.202
	Recreational vehicle (RV) sales/service			
	Service station			5.104
	Towing yard with office			
	Truck stop w/fuel and accessory services			
	Vehicle junkyard			
	Vehicle sales or rental; including automobiles, motorcycles, boats or trailers			
	Vehicle steam cleaning			
LIGHT INDUSTRIAL	Assaying			
	Assembly of premanufactured parts, except for vehicles, trailers, airplanes or mobile homes			
	Blacksmithing or wagon shop			
	Carpet and rug cleaning			
	Chicken battery or brooder			
	Coal, coke or wood yard			
	Crematorium			
	Data center	CUP	CUP	
	Electroplating			

Table 5-1: Permitted Uses

Use Category	Use	PI-Core	PI-Edge	Supplemental Requirements
	Fabricating or manufactured housing, temporary or office building			
	Food processing (no slaughtering)	P*	P*	Under 10,000 sq. ft. (including commercial kitchens, coffee roasting, etc.)
	Furniture or cabinet repair or construction	P	P	
	Furniture sales, with outside storage/display (new/used)			
	Galvanizing, small utensils			
	Machine shops			
	Manufacture of artificial flowers, ornaments, awnings, tents, bags, cleaning/polishing or brushes, buttons and novelties, canvas products, clothing, suits, coats or dresses for wholesale trade			
	Manufacture of aluminum, brass or other metals or from bone, paper, rubber, leather and plastics			
	Manufactured home/RV repair			
	Monument/marble works, finishing and carving only			
	Monument works, stone			
	Outdoor sales and storage including yards, contractors, lumber or storage, automobiles, storage yards, building materials			
	Paint mixing or spraying			
	Paper box manufacture			
	Pattern shop			
	Printing, lithographing, bookbinding, newspapers, or publishing	P	P	
	Rubber stamping, shearing/punching			
	Rubber stamp manufacture			
	Sheet metal shop			
	Warehouse or bulk storage			

Table 5-1: Permitted Uses

Use Category	Use	PI-Core	PI-Edge	Supplemental Requirements
	Welding shop, custom work (not structural)			
HEAVY INDUSTRIAL	Wholesale trade: Wholesale bakery, produce market or wholesale house	P	P	
TRANSPORTA-TION	Passenger station			
WASTE RELATED	Recycling collection facility box			5.130
OTHER USES	Agricultural uses			
	Stockyards or feeding pens (commercial)			
	Fresh water fracture ponds and production			
	Gas drilling and production			
	Oil drilling and production			
	Urban agriculture	P*	P*	5.146
	Community garden	P*	P*	5.146
ACCESSORY USES	Accessory use or building	P*	P*	5.300
	Satellite antenna (dish)	P	P	
	Home occupation	P*	P*	5.116A
	Large animals			
	Recreation area (private), indoor or outdoor	P	P	
	Terrace garage (in required yard setbacks)			
	Stable, stockyards or feeding pens (noncommercial)			
	Storage or display outside		P*	5.306
TEMPORARY USES	Amusement, outdoor (temporary)			
	Batch plant, concrete or asphalt (temporary)	CUP*	CUP*	5.401
	Mobile vendor, fresh market	P*	P*	5.406
	Mobile vendor food court	P*	P*	5.406 and PI-FBC Section 8
	Model home	P*	P*	5.403
	Parking lot	P*	P*	PI-FBC Section 12
	Trailer, portable; sales, construction or storage	P	P	5.405
	Vendor, food, non-potentially hazardous food	P*	P*	5.406
	Vendor, food, potentially hazardous food			5.406

Table 5-1: Permitted Uses

Use Category	Use	PI-Core	PI-Edge	Supplemental Requirements
	Vendor, merchandise	P*	P*	5.406
	Vendor, transient	P*	P*	9.101
	Garage or other occasional sale	P*	P*	5.402

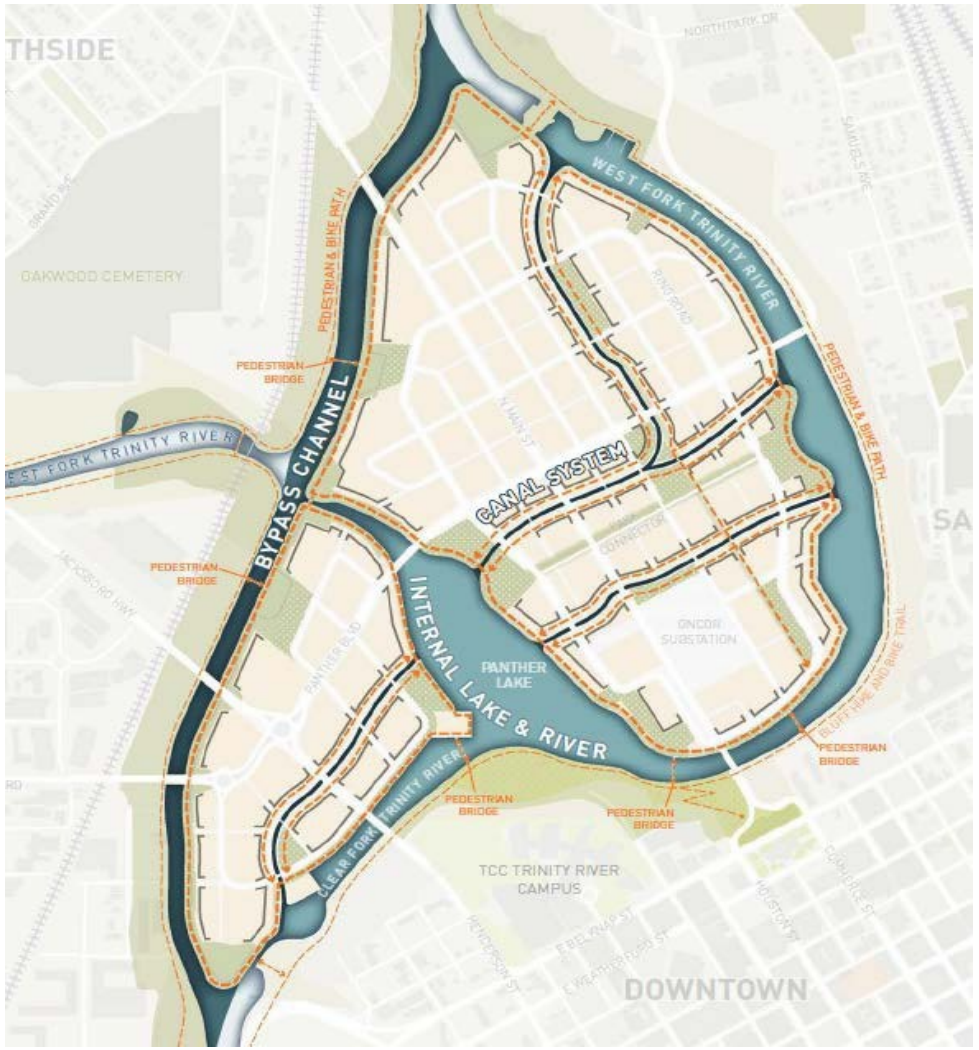
Section 6: WATERFRONT

A. Intent

1. This section illustrates the Panther Island water system – a flood protection, drainage, and water quality enhancement system that includes a Bypass Channel, urban lake, urban riverfront, and interior canals. The Panther Island Canal System Manual governs all standards and guidelines for the Canal System and is adopted by reference into this Form Based Code. Additional TRWD regulations will be published in the future to regulate public spaces in TRWD ROW along the Trinity River channel and urban lake when the levees are removed.
2. The illustrations include cross sections and development guidelines for the transition zones adjacent to the TRWD rights-of-way and easements for the various water bodies.

B. Principles

All waterfront development—along canals, the Bypass Channel, riverfront, and urban lake—must follow these principles to ensure public access, vibrant edges, and seamless integration with adjacent neighborhoods



Map 6-1: Waterfront Elements

1. **Continuous Public Access:** Provide an unbroken, publicly accessible path along every waterfront edge.
2. **Pedestrian & View Corridors:** Create clear sightlines and walkways that connect streets and plazas to the water.
3. **Defined Edges & Access Points:** Clearly define the edges and access points of public, semi-public, and private spaces to guide users and support security.
4. **Multi-Modal Integration:** Design pathways wide enough for pedestrians and slow-speed cyclists and include docking or boarding areas for Water Taxis.
5. **Diverse Place-Making:** Break up long stretches of waterfront with a mix of formal plazas, informal gathering spots, and neighborhood-scale connectors to avoid monotony.
6. **Character & Context:** Reflect the character of adjoining neighborhoods by tailoring landscape, seating styles, and paving patterns.
7. **Comfort & Amenity Provision:** Provide shade (trees, canopies), seating, water fountains, and other resting areas to make waterfront spaces comfortable year-round.
8. **Framing & Complementing:** Position buildings, structures, and landscape features to frame views of the water and reinforce the character of public spaces.

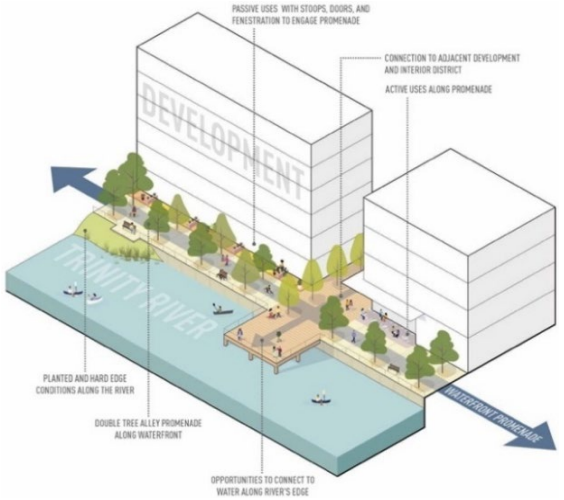


Fig. 6-1: A diagram of a continuous waterfront walkway from Vision 2.0, emphasizing public access along the Trinity River.

C. Waterfront Elements

Panther Island is comprised of three distinct waterfront elements, each with specific standards. Waterfront Transitions Zones, located between the TRWD Easement or ROW and the buildings are subject to the development standards of the Code. *(See Map 6-1: Waterfront Elements.)*

1. **Canal System**
   - **a.** Purpose: Provides on-site stormwater detention and conveyance for all Panther Island development, supports the Central City Flood Control Project and serves as a public amenity and development catalyst.
   - **b.** Regulatory authority: Managed by TRWD Canal ROW group.

c. Standards and Guidelines: Regulated by Panther Island Canal System Manual adopted by TRWD.

2. Trinity River Channel and Urban Lake

a. Purpose: The Trinity riverfront and urban lakefront are envisioned to function as a regional public amenity featuring continuous public access along the water's edge.

b. Regulatory Authority: United States Army Corps of Engineers and TRWD in TRWD Right-of-Way or Easement. Coordination with the City will be necessary for any FEMA floodplain development permits.



Fig. 6-2: Example of waterfront walkway vision along the Trinity River and urban lake.

c. Standards: The PI-FBC requires the following.

i. Provide continuous public access along the Trinity River Channel and Urban Lake with the following dedicated easements or rights-of-way:
   - 25 feet along the River Channel, or
   - 50 feet along the Urban Lake.

ii. Provide a walkway width of 12-18 feet plus a landscaped amenity zone; maximum may be exceeded for civic spaces and parks.

iii. The boundary of the Trinity River Channel and the Urban Lake from which the easement or right-of-way dedication will be measured will be established by Tarrant Regional Water District to conform to the stormwater storage requirements of the Central City Flood Control Project.

d. Guidelines:

i. Encourage public plazas or spaces to accommodate community events in appropriate locations, such as the urban lake area.

ii. Encourage active uses and outdoor vendors.

iii. Provide intimate and comfortable places for relaxing, fishing, and canoe/kayak access.

iv. Provide shade areas to promote activity during summers.

v. Encourage outdoor dining.

vi. Integrate stops for Water Taxi service.

3. Bypass Channel

a. Purpose: Provides regional flood protection by diverting high flows around Panther Island and serves as public water frontage.

b. Regulating Authority: U.S. Army Corps of Engineers (USACE) and Tarrant Regional Water District (TRWD) in TRWD Easement or Right-of-Way.

c. Standards for this Waterfront: Standards for this waterfront condition are governed with the design and construction of the Central City Flood Control Project.

d. The east bank of the Bypass Channel will be continuous public access on upper and lower walkways consistent with the USACE design. The upper walkway will be owned and managed by TRWD in a 25-foot buffer zone outside of the flood wall. Beyond the buffer zone, TRWD will own an additional 200 feet into perpetuity that may be developed on long-term leases if the development will not interfere with the integrity of the flood wall. Any development will be subject to review by USACE and negotiated by TRWD to ensure that the intent of *Vision 2.0* is met.

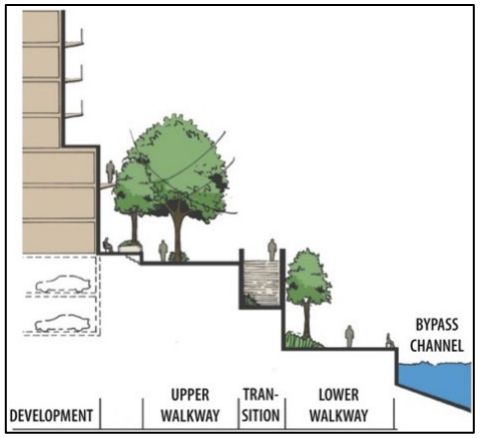


Fig. 6-3: Illustrative section of the east side of the Bypass Channel

e. The west bank of the Bypass Channel is often referred to as the "soft side". This side is an earthen sloped levee and will restore a more natural greenbelt condition to the proposed urban area. The northwest side will have a trail that is connected to the existing Trinity Trail greenbelt. This will allow for continuous recreation on the soft side of the Bypass Channel.

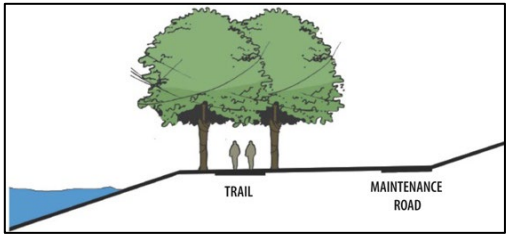


Fig. 6-4: Illustrative section of the west side of the Bypass Channel

D. Waterfront Transition Zones

1. **Intent:** The Waterfront Transition Zone (WTZ) occupies privately owned land between the canal/river/lake rights-of-way or easements and building façades that are regulated by this Code. It balances a unified waterfront-edge character with flexibility for owners to animate their frontage. Panther Island *Vision 2.0* envisions this zone as a mix of landscapes, hardscapes, and active uses that enliven the water's edge.
   The WTZ is not applicable to property adjacent to the Bypass Channel are governed by applicable TRWD and USACE regulations in the 200-foot setback. Additional TRWD standards and guidelines will apply. See *Section 11: LANDSCAPING ON PRIVATE PROPERTY* for standards and guidelines within the Waterfront Transition Zone.

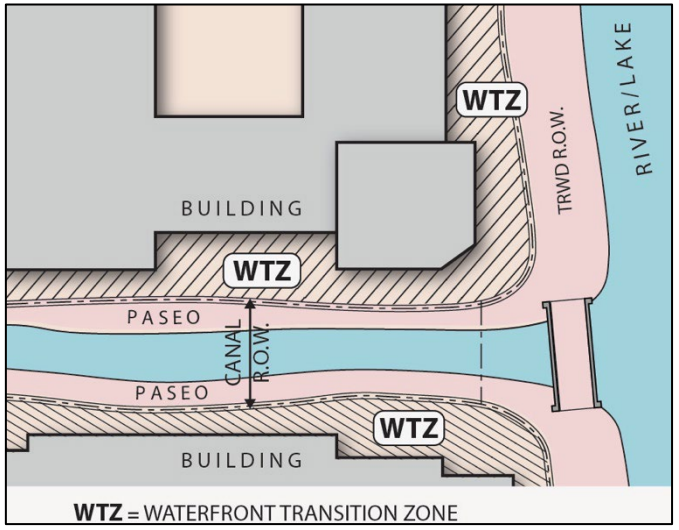


Fig. 6-5: Diagram of components of the Canal and Waterfront Elements

2. **Permitted Activities and Features:**

   The following activities and site features are allowed in the WTZ, subject to the underlying Development Zone regulations and PI-FBC standards:

   a. Outdoor dining and café seating;
   b. Pool decks and patios;
   c. Gardens and green spaces;
   d. Porches, gazebos, and plazas; and
   e. Restaurants, bars, and similar commercial uses are preferably clustered near street-canal intersections to concentrate activity.

3. **Prohibited Uses or Structures:**
    a. Trash collection or mechanical equipment yards
    b. Surface parking, drive aisles, stand-alone parking garages, and entrances to parking garages incorporated into occupiable buildings.
    c. Loading docks and service bays oriented to the canal
4. **Access Development Standards:**
    a. Continuous pedestrian access along the waterfront is required.
    b. Public access to the Canal System must be in compliance with the Panther Island Canal System Manual adopted by TRWD.
    c. Public access to Trinity River and Urban Lake shall be provided through designated Access Ways.
    d. Direct connections from waterways into Private WTZ spaces are encouraged but optional.
5. **Elevation Change Development Standards:**
    a. Any vertical drop over 12 inches from the highest WTZ grade to the 100-year flood elevation (528 feet) must be terraced at a maximum 1:2 (vertical: horizontal) ratio to preserve sightlines and security.
    b. Retaining walls up to 4 feet high may abut the ROW or easement; beyond the ROW, terraces must follow the 1:1 slope requirements.



Fig. 6-6: Example of a terraced landscape along a canal edge.



Fig. 6-7: Example of restaurant use with outdoor dining along canal.

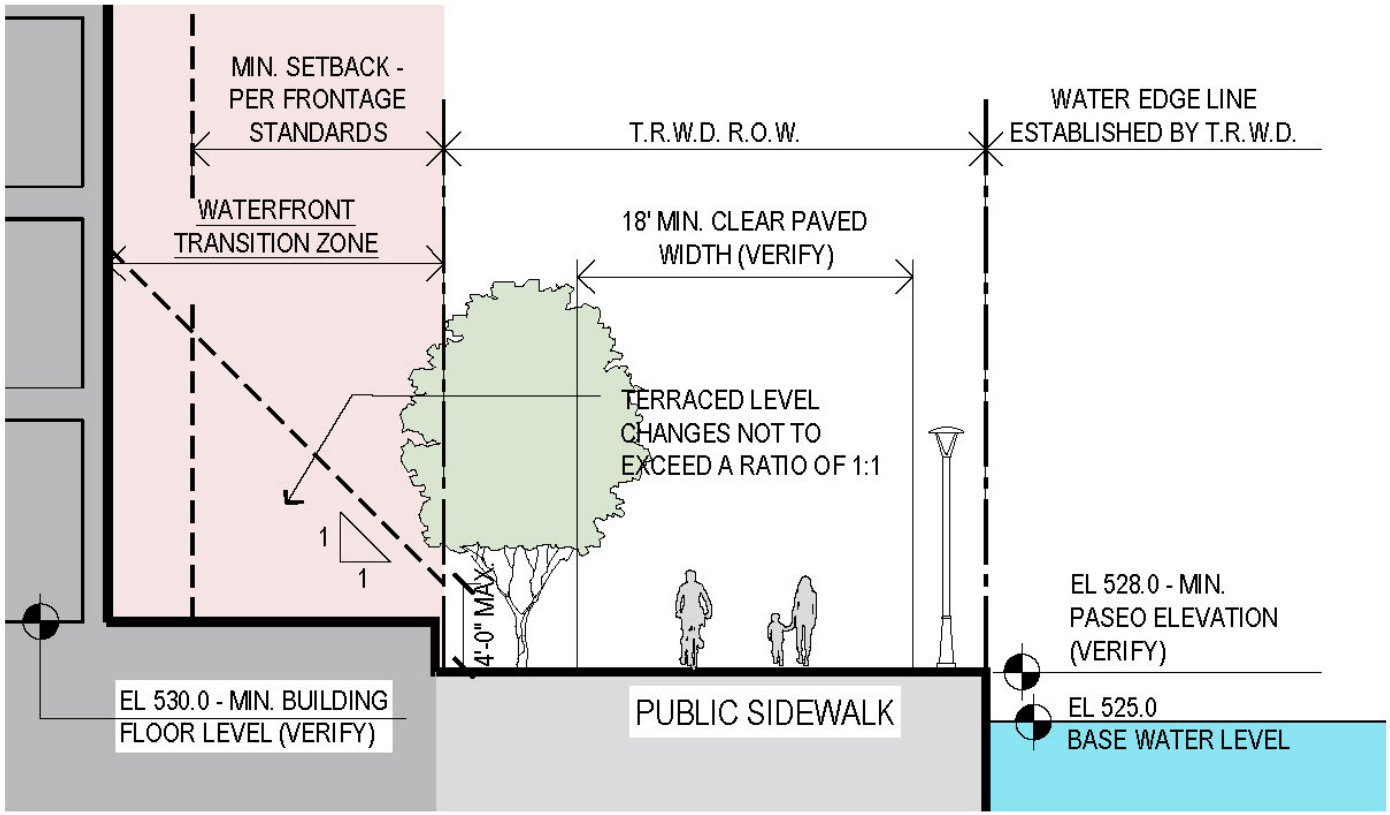


Fig. 6-8: Illustrative section through the canal and the Waterfront Transition Zone (WTZ). The WTZ is shown as a stepped landscape intended to provide a visual connection between the canal and the adjacent buildings, and to enhance public safety along the canal paseo.

Section 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS

A. Circulation Network and Street Section Standards

1. Intent

This section illustrates the Panther Island circulation network and provides specifications for arterials, collectors, local streets, and access ways in Panther Island. Although the City may adjust the standards listed in this section in response to changes in travel demand or circulation patterns, any changes must be consistent with the principles listed below.

2. Circulation Network Principles

a. **Connectivity:** Maximize street, path, and trail connectivity for vehicles, pedestrians, public transportation, and bicycles to promote efficient circulation and to provide multiple mobility options and efficient circulation throughout Panther Island.
b. **Corridor Integration:** Design major streets--- such as North Main Street, Henderson Street, and White Settlement Road--- to support efficient movement across the island, and to connect with surrounding districts and to align with the character and scale of central city redevelopment.
c. **View Preservation:** Use streets and pedestrian paths to frame and protect views to the Tarrant County Courthouse, the Downtown skyline, waterfront areas, bluffs, and other significant landmarks.

3. Streets and Sidewalks Principles

a. **Prioritize Pedestrian Design:** Design all streets and sidewalks to support safe, comfortable, and active pedestrian use.
b. **Balance Mobility Needs:** Street cross sections must accommodate pedestrians, bicycles and vehicles to support walkability without compromising circulation.
c. **Ensure Quality and Durability:** Streets and sidewalks must be built with high-quality materials and attention to detail to ensure long-term performance and visual appeal. All streets shall conform to City standards.
d. **Simplify Sidewalk Design:** Use straightforward layouts that are easy to maintain and place greater emphasis on the design of building façades that front public sidewalks. Emphasize the design of building façades facing public sidewalks to enhance the pedestrian experience.
e. **Provide Appropriate Furnishing:** Provide furniture and fixtures for comfort, ease of maintenance, and aesthetic quality and that is sufficiently flexible to serve various seasons and types of gatherings.

f. **Maximize Shade:** Provide generous tree canopy coverage along sidewalks to improve comfort, reduce heat, and support a healthy public realm.
g. **Provide Lighting:** Provide context-appropriate lighting that conforms to other City requirements.

B. Block Standards

1. **Intent:**
   a. To support a compact, walkable street network, large development areas must be divided into urban blocks using streets, Canals, or Pedestrian Connectors.
   b. The PI-Regulating Plan: Streets and Mobility establishes the anticipated block structure for Panther Island.
2. **Block Boundaries:**
   a. Public or private streets with adjacent sidewalks.
   b. Pedestrian Connectors are accessible via public access easements.
   c. Canals or waterfront corridors.
3. **Criteria for New Blocks or Deviations from the Regulating Plan:**
   a. Existing streets must not be closed or spanned by new development. Vacation of existing streets requires a recommendation from the UDC and the City Plan Commission and approval by the City Council.
   b. Maximum block perimeter: 1,200 feet
   c. Maximum block length on any side: 300 feet
   d. Blocks may be delineated by new or existing streets, canals, or Pedestrian Connectors.
   e. At least two block edges must front a vehicular street (except blocks with canal frontage).
   f. Greater block perimeters may be approved by the UDC unless the FBC Administrator has administrative authority as outlined in *Section 3: ADMINISTRATION*.
4. **Pedestrian Connector Standards**
   a. Pedestrian Connectors are intended to enhance walkability by providing additional pedestrian connections to augment vehicular streets and sidewalks and form smaller blocks. Pedestrian Connectors shall be provided as required on the Regulating Plan – Streets and Mobility, or where necessary to comply with block standards in this section.
   b. Width: Minimum of 20 feet, building to building, with a Pedestrian Way of 12 feet minimum. The Pedestrian Way shall be publicly accessible through a public access easement.
   c. Pedestrian Connectors shall have pedestrian lighting which may be free-standing or attached to buildings.
   d. The Pedestrian Connector shall extend through the full block to provide connections to adjacent public streets.

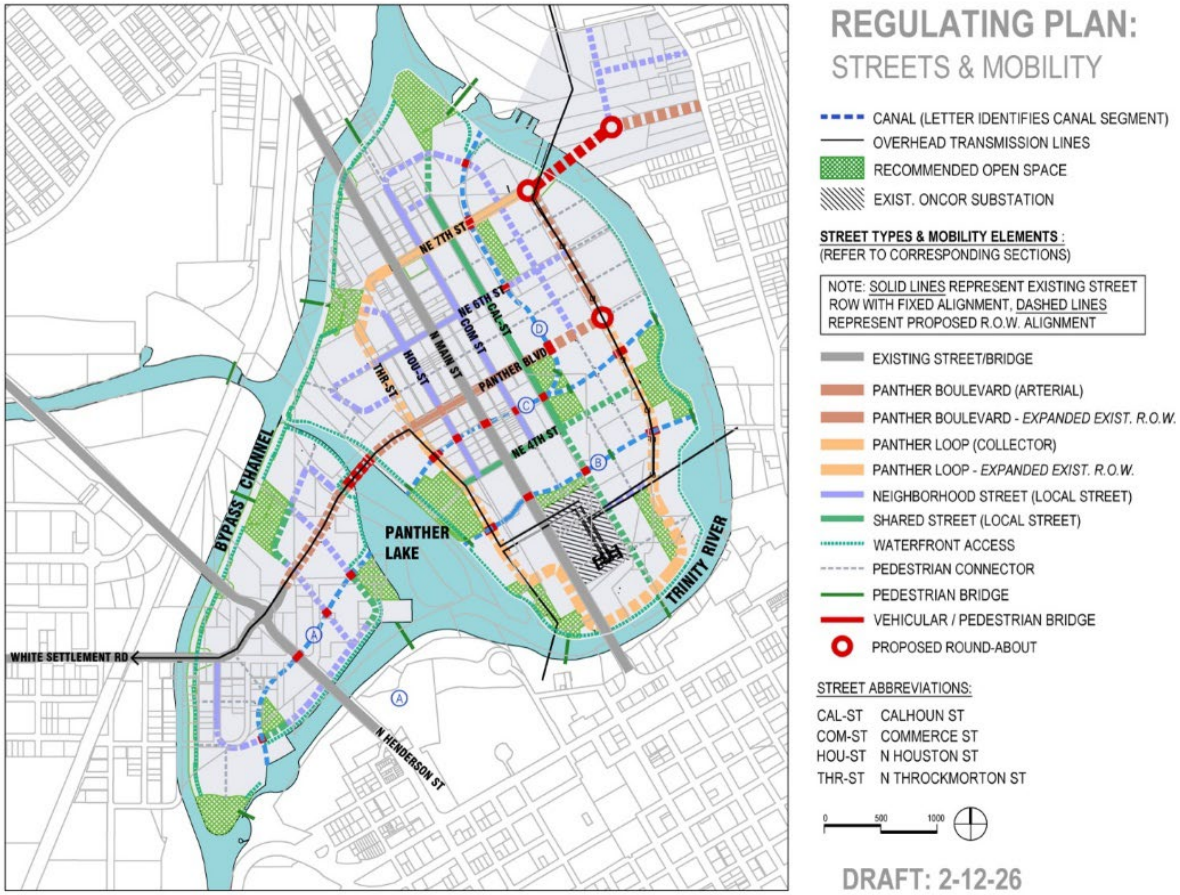
e. If the Pedestrian Connector passes through a development of single ownership, the upper floors may extend over the Pedestrian Connector up to the greater of 60 feet or 25% of the length of the Pedestrian Connector. A clear ceiling height of 10 feet shall be provided for the covered portions.

5. **Pedestrian Connector Guidelines**
   - **a.** Pedestrian Connectors should be attractive, safe and inviting to encourage use.
   - **b.** Outdoor dining is encouraged.
   - **c.** Secondary storefront entrances are encouraged.
   - **d.** In the absence of commercial uses, ground floor residential units may open onto Pedestrian Connectors.
   - **e.** Trees and landscaping are encouraged but should not obscure visibility along the pathway.
6. **Sidewalk Continuity:**
   - **a.** All sidewalk elements---public and internal---must be connected and continuous wherever possible.
   - **b.** Sidewalk paving elevation should be maintained over Accessways and other curb cuts (i.e., do not ramp sidewalks down to street level).



Fig. 7-1: At private drives and Accessways, slope curb cut up to sidewalk level to maintain sidewalk continuity as shown in this example.

7. **Accessways:** Accessways are intended to supplement the street system by providing vehicular, service and emergency vehicle access within a private development. Accessways are not shown in the Regulating Plan but shall be planned on a site-by-site basis.
   - **a.** Pedestrian Connectors identified on the Regulating Plan may be utilized as Accessways when they are designed as "shared streets" as shown in *Fig. 7-11: Accessway – Type 1*. In such cases, the Accessway is intended primarily to provide local vehicular, service, and emergency access and is not intended to function as a through vehicular route.
   - **b.** When Accessways do not serve as a Pedestrian Connector they may be designed according to *Fig. 7-12 Accessway – Type 2*.
8. **Paving Materials:** Paving materials must be durable, low-maintenance, and approved by the City.



Map 4-3: Regulating Plan - Streets and Mobility (repeated from Section 4 for reference)

9. **Utility Conflicts:** If utilities or easements conflict with the requirements of Section 7.D, Sidewalk and Street Standards, the FBC Administrator must coordinate with TPW and local utilities staff to adjust the design while maintaining the intent of the code.

C. Street Cross Sections

1. **Intent:** Street cross sections are schematic and show the minimum required dimensions for sidewalks, travel lanes, and streetscape elements. These standards guide the design of safe, comfortable, and pedestrian-oriented streets.
2. **Adjustments**
   - **a.** Sidewalk zones---including the Furnishing Zone and Clear Sidewalk Zone --- must be prioritized in any proposed changes.
   - **b.** Deviations from minimum standards must be reviewed by the Urban Design Commission (UDC) with a staff recommendation from the FBC Administrator, Transportation & Public Works (TPS) and/or City's Fire Marshal to meet the requirements of the City's Fire Code.
3. **Street Types and Standards:**

The following street cross sections shall be used to implement the circulation network principles for a connected street network and correspond with the *Map 4-3: Regulating Plan – Streets and Mobility* (repeated from Section 4 for reference).

Fig. 7-2: Panther Boulevard

Classification: Arterial

Intent: Panther Boulevard is the primary east/west arterial serving Panther Island.

Description: The proposed section shows four travel lanes, a median to enhance pedestrian safety and accommodate overhead utilities lines, on-street parking, and a protected bike and pedestrian facility. Parking may be omitted to facilitate a wider median when necessary.



Fig. 7-2: Panther Boulevard

Fig. 7-3: Panther Boulevard – Bridge Section

Classification: Arterial

Intent: The bridge section is proposed to span over Panther Lake and a possible extension to the west over the Trinity River.

Description: The proposed bridge section shows four vehicular travel lanes and a shared bike and pedestrian path.

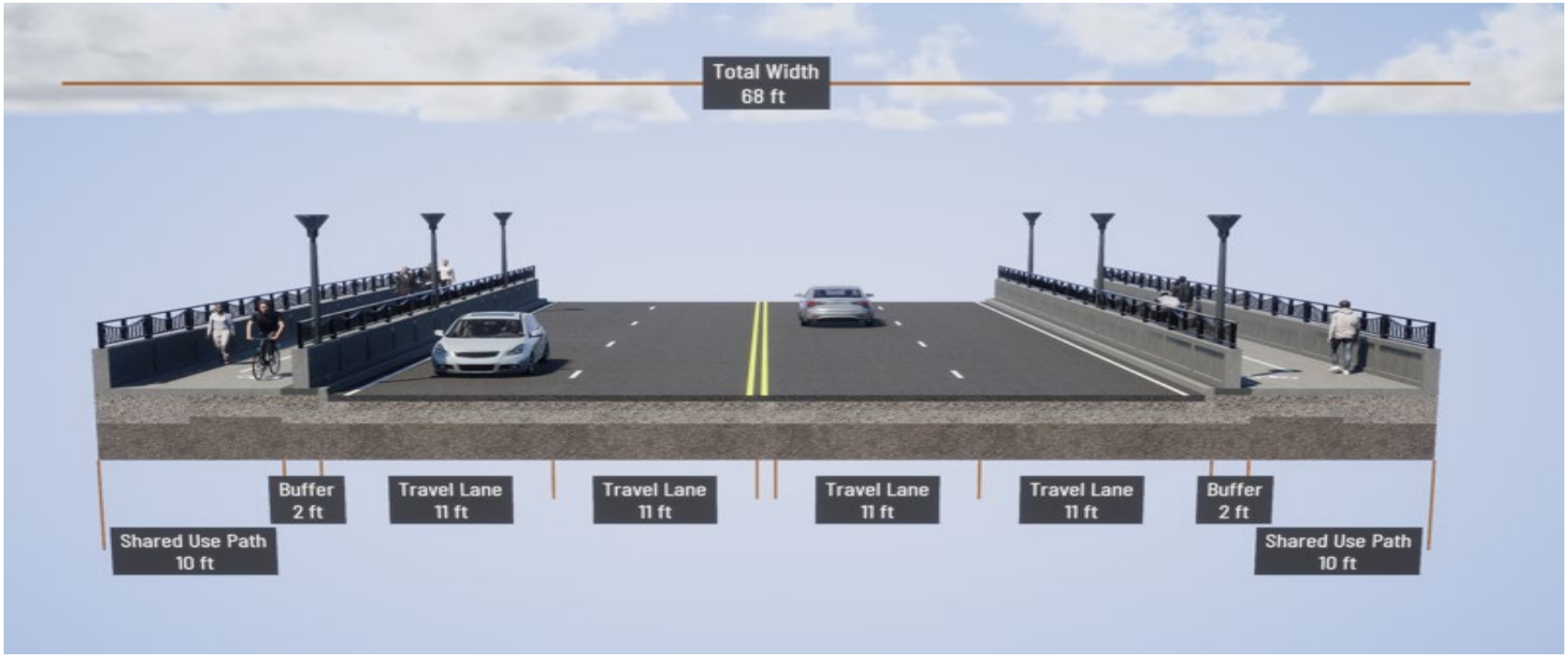


Fig. 7-3: Panther Boulevard – Bridge Section

Fig. 7-4: Ring Road – Option 1 (4-lane)

Street Classification: Collector

Intent: This street is intended to serve as a multi-modal circulator.

Description: The street includes two vehicular traffic lanes, a dedicated transit lane, a center median which can accommodate overhead utilities, protected bike lanes, and sidewalk. The vehicular lanes are separated by the median.

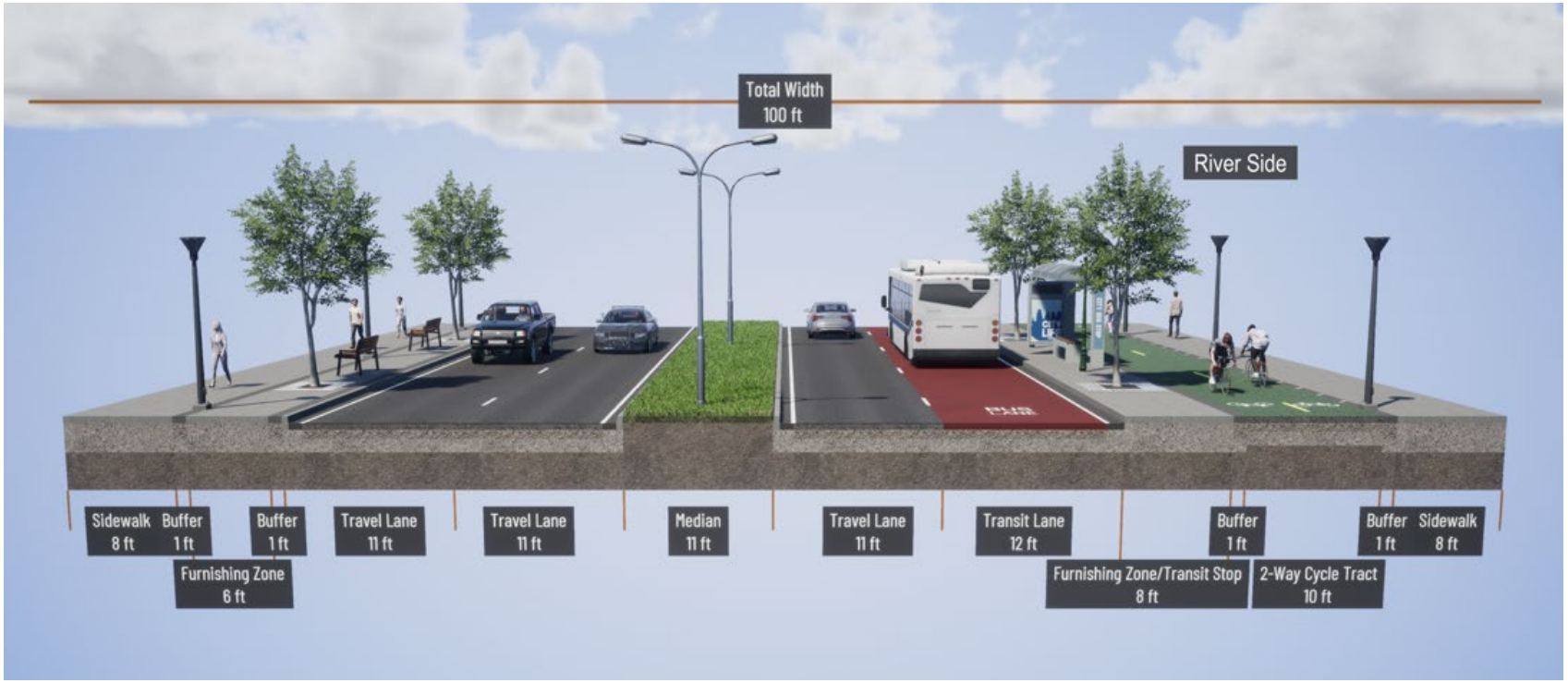


Fig. 7-4: Ring Road – Option 1 (4-lane)

Fig. 7-5: Ring Road – Option 2 (parking)

Street Classification: Collector

Intent: This street is intended to serve as a multi-modal circulator.

Description: The street includes two vehicular traffic lanes, a dedicated transit lane, a center median which can accommodate overhead utilities, protected bike lanes, sidewalk and on-street parking. The vehicular lanes are separated by the median.

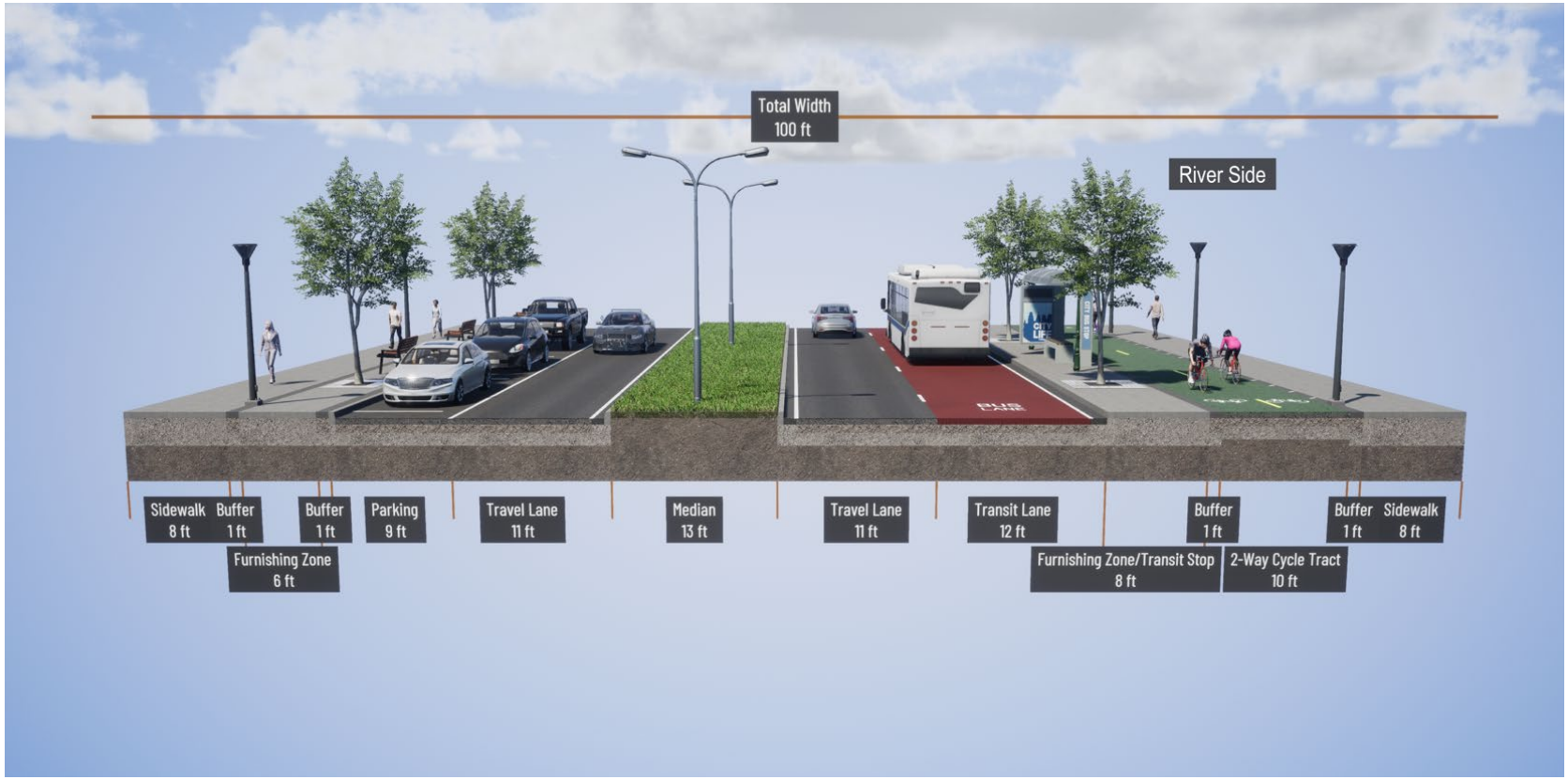


Fig. 7-5: Ring Road – Option 2 (parking)

Fig. 7-6: Local Street – Option 1

Street Classification: Local street

Intent: This street is intended to serve as a local street.

Description: The street has two vehicular lanes with ample sidewalks for pedestrians. Street trees are placed between parking spaces (maximum two parking spaces between trees). With the approval of TPW and in coordination with TRWD, parking lanes or spaces may be omitted when necessary for the limited purpose of expanding tree planting zones to serve as TRWD-required water quality devices and meet tree canopy objectives.

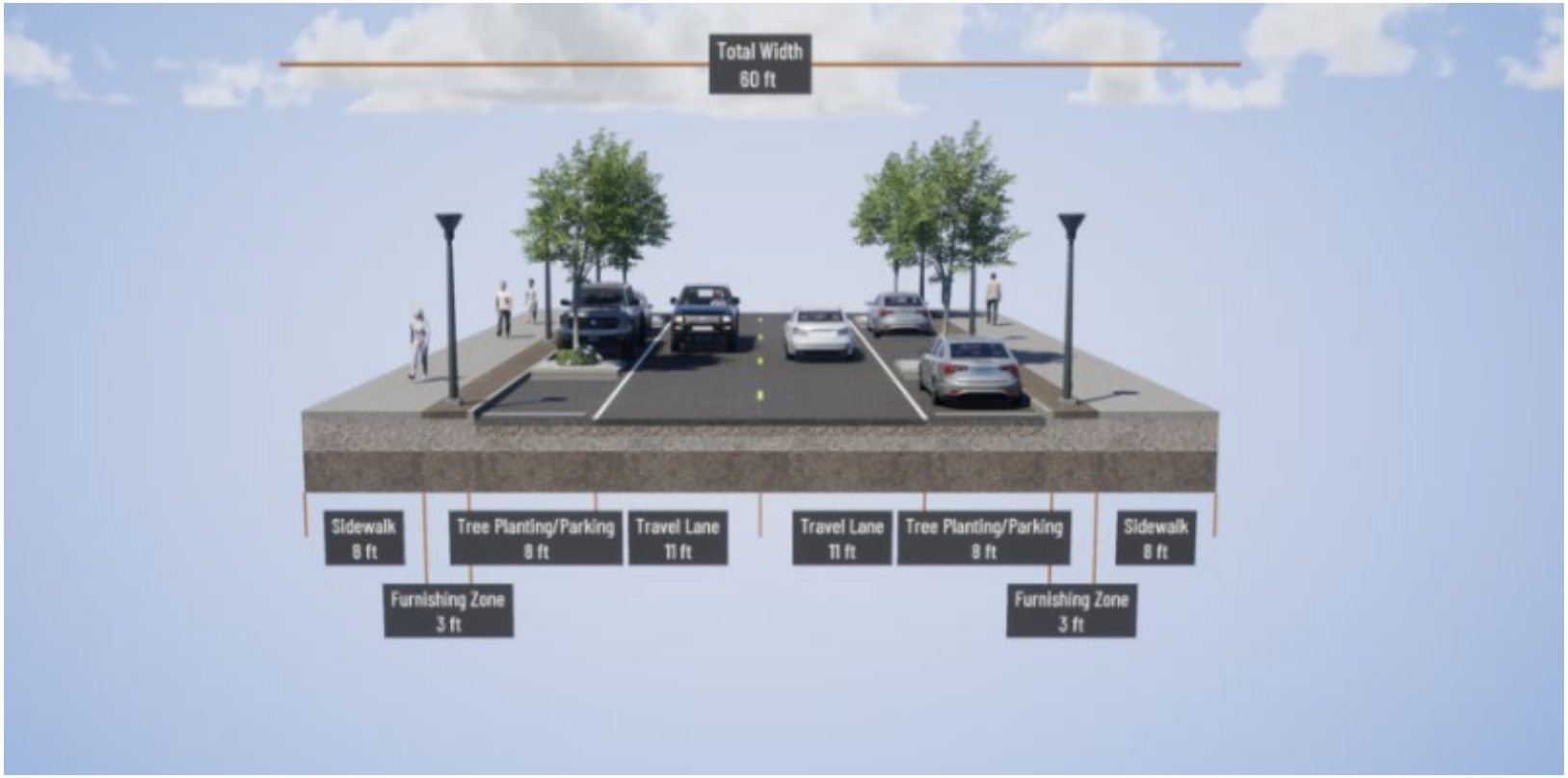


Fig. 7-6: Local Street – Option 1

Fig. 7-7: Local Street – Option 2 (shared street option)

Street Classification: Local street

Intent: This street is intended to serve as a local street.

Description: The street has two vehicular lanes with ample sidewalks for pedestrians. Street trees are placed between parking spaces (maximum two parking spaces between trees). With the approval of TPW and in coordination with TRWD, parking lanes or spaces may be omitted when necessary for the limited purpose of expanding tree planting zones to serve as TRWD-required water quality devices and meet tree canopy objectives.

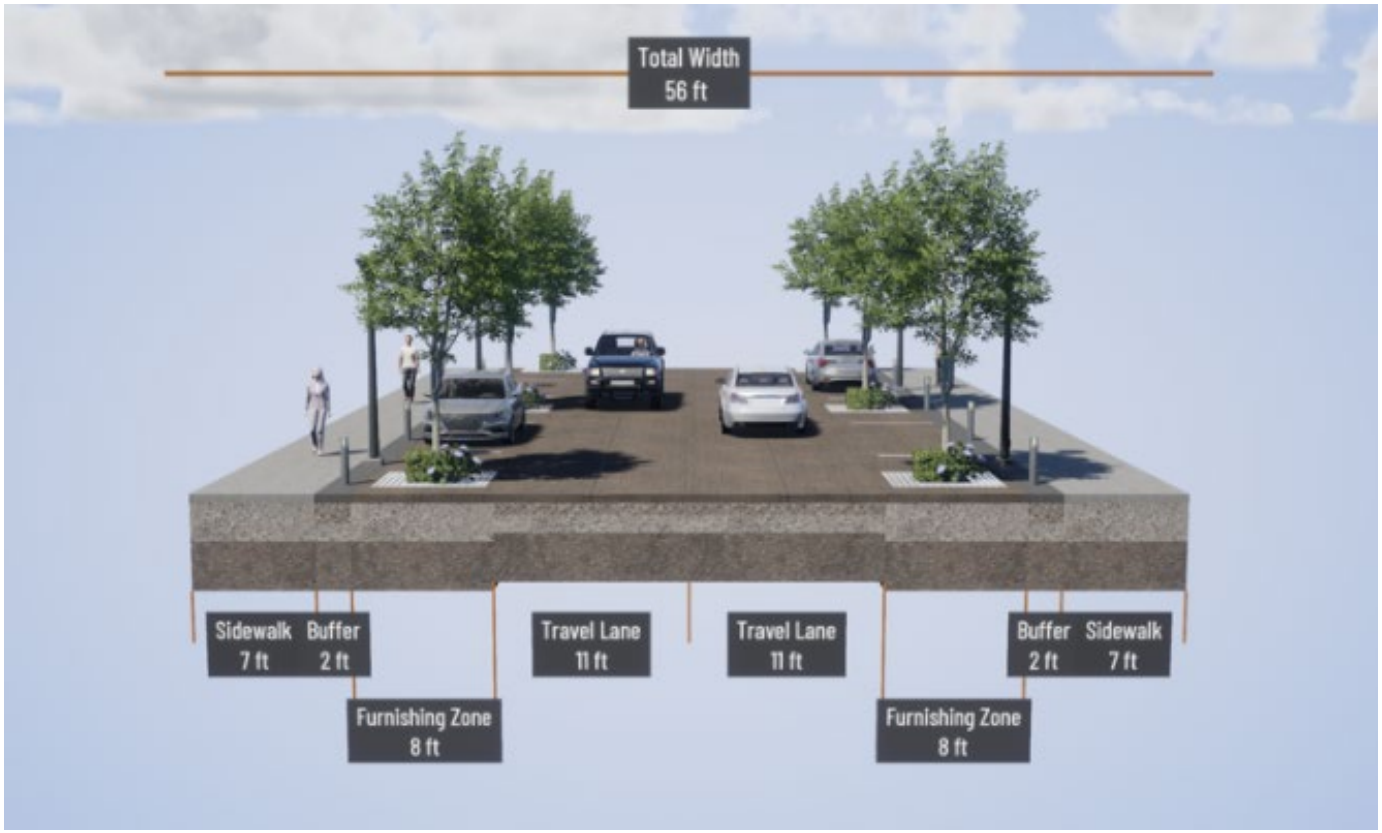


Fig. 7-7: Local Street – Option 2 (shared street option)

Fig. 7-8: Canal Vehicular Bridge – 50’ ROW Option 1 (Shared or Local Street)

Street Classification: Same as street

Intent: Bridge over a canal that accommodates vehicles, bikes and pedestrians.

Description: The bridge has two vehicular lanes and a raised shared bike and pedestrian way.

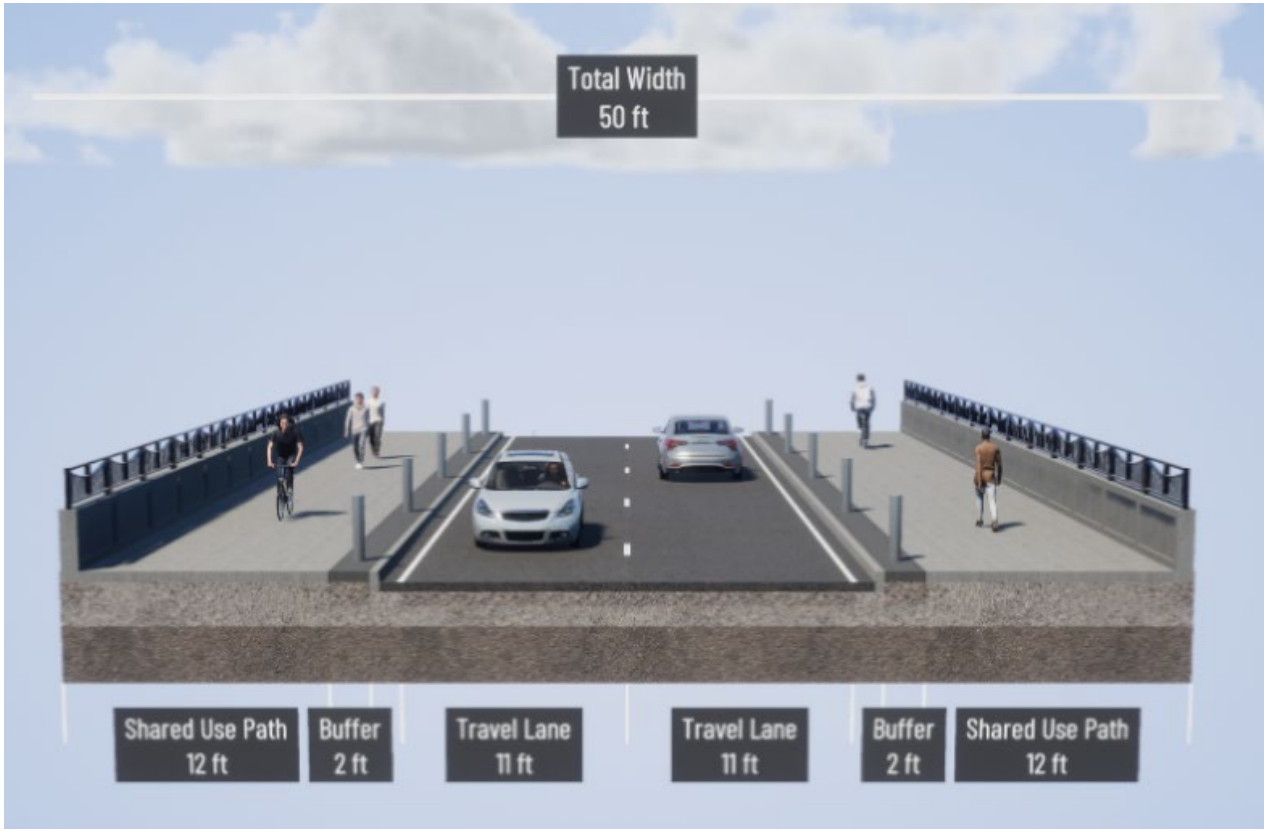


Fig. 7-8: Canal Vehicular Bridge – 50’ ROW Option 1 (Shared or Local Street)

Fig. 7-9: Canal Vehicular Bridge – 50’ ROW Option 2 (Shared or Local Street)

Street Classification: Same as street

Intent: Bridge over a canal that accommodates vehicles, bikes and pedestrians.



Fig. 7-9: Canal Vehicular Bridge – 50’ ROW Option 2 (Shared or Local Street)

Fig. 7-10: Canal Vehicular Bridge – Main Street

Street Classification: Same as street

Intent: Bridge over a canal that accommodates vehicles, bikes and pedestrians.

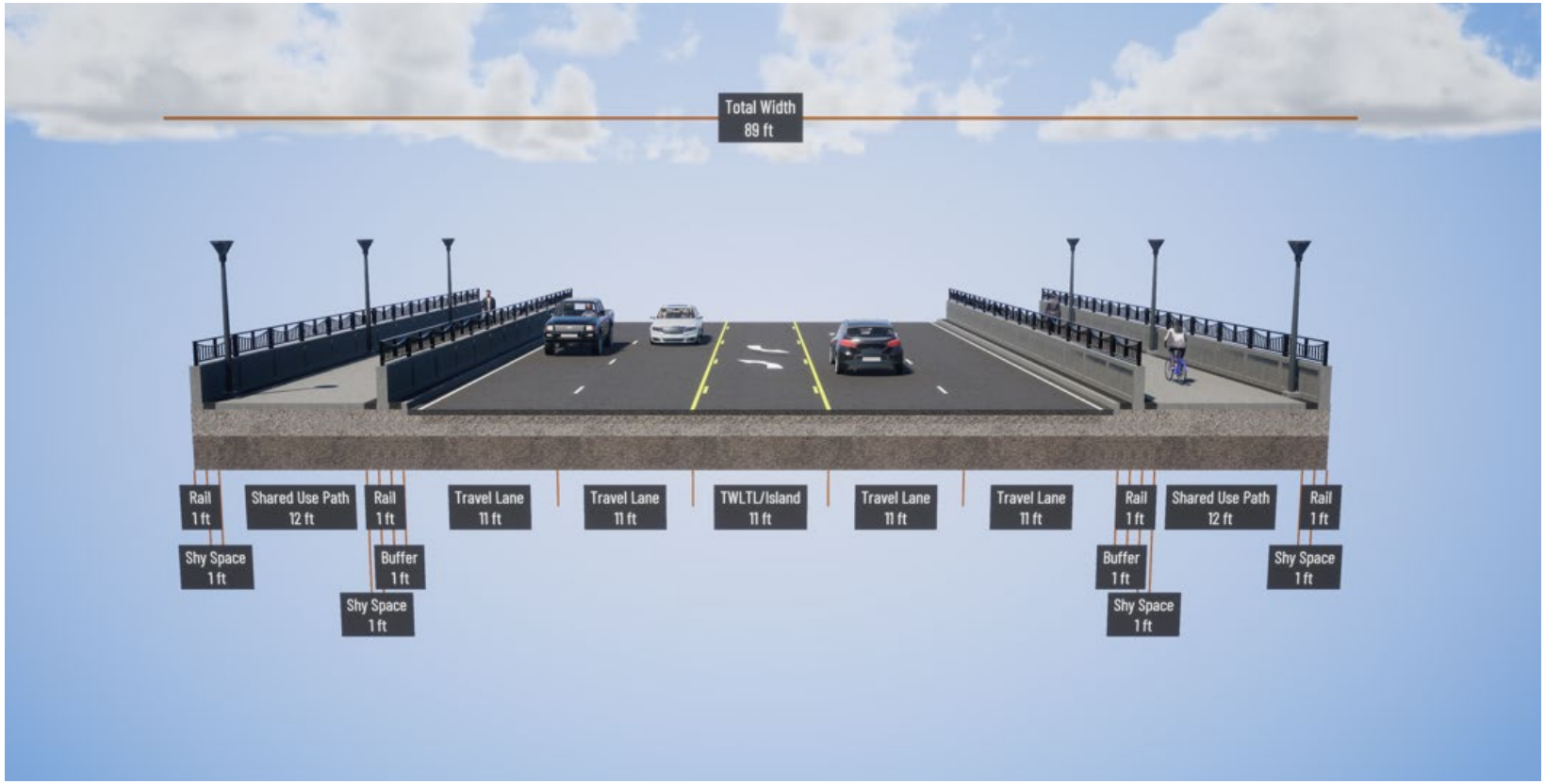


Fig. 7-10: Canal Vehicular Bridge – Main Street

Fig. 7-11: Accessway – Type 1

Street Classification: Accessway / Pedestrian Way

Intent: Type 1 Access ways are intended to provide pedestrian, local vehicular, service vehicle and emergency vehicle access within a private development and may be utilized to fulfill the requirement for a Pedestrian Connector. Pedestrian Connectors located on private property shall be established through a public access easement.

Description: The design functions as a shared street with flush curbs, using bollards and trees to delineate the vehicular way.

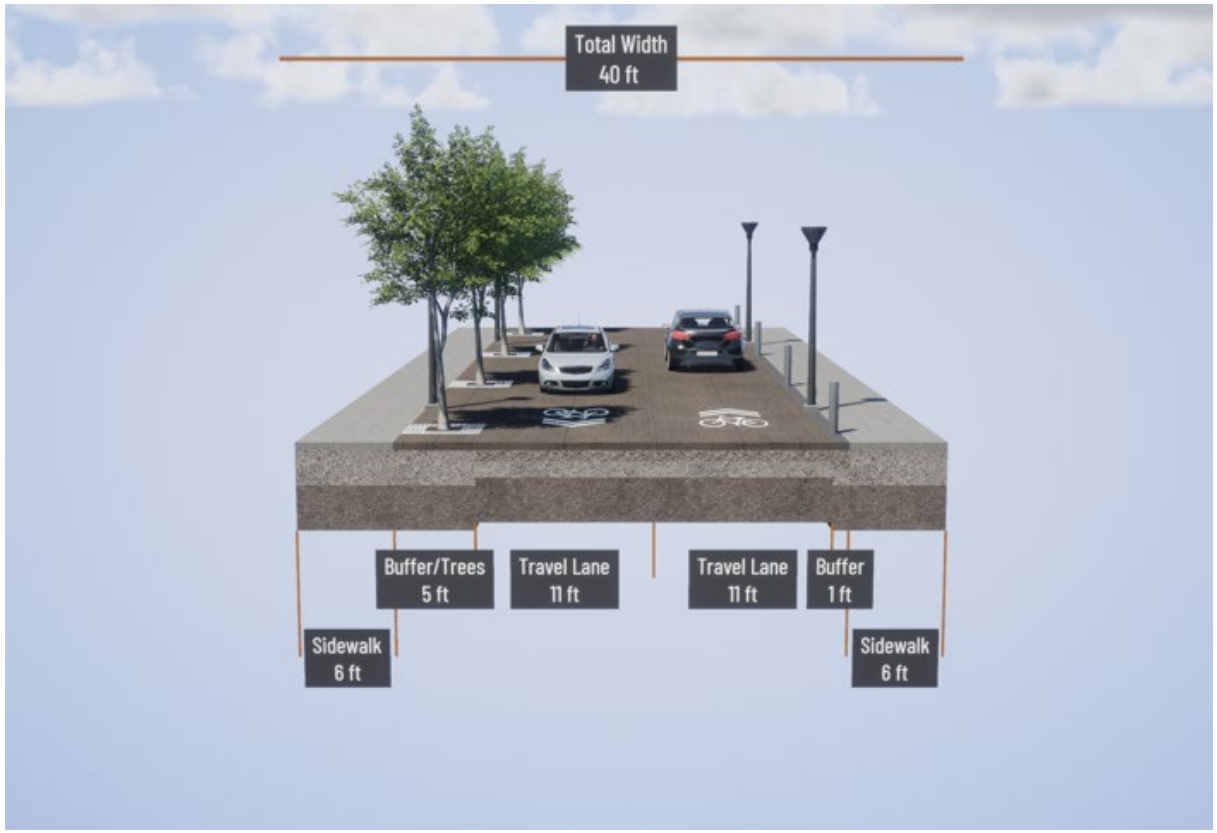


Fig. 7-11: Accessway – Type 1

Fig. 7-12: Accessway – Type 2

Street Classification: Access Way

Intent: Type 2 Accessways are intended to provide local vehicular, service vehicle and emergency vehicle access within a private development. Accessways are not shown in the Regulating Plan but shall be planned on a site-by-site basis.

Description: The design represents the minimum pavement necessary to function as an access way, showing 22 feet clear width. The actual design may expand the width and incorporate trees and landscaping.



Fig. 7-12: Accessway – Type 2

D. Sidewalks and Street Standards

Following are basic elements of a high-quality streetscape. Additional standards and specifications may be provided for decorative elements including, but not limited to, light fixtures and street furniture in a *Panther Island Streetscape Specifications Manual* as administered by the Public Improvement District and/or the City.

1. Elements of a Streetscape

a. Pedestrian Way (PW)

i. Purpose: Serves as the area dedicated to walking and shall be kept clear of all fixtures and obstructions. This zone is located between the Frontage Zone and the Furnishing Zone.

ii. Standards:

- Must be paved with concrete or other materials approved by the City.
- Must meet ADA and Texas Accessibility Standards.
- Minimum clear width: as depicted in street cross sections (but not less than 7 feet).
- Minimum vertical clearance: 8 feet.
- Must connect with adjacent Pedestrian Ways across property lines.
- Permanent elements are prohibited in the Pedestrian Way.

b. Frontage Zone (FR)

i. Purpose: The Frontage Zone is located immediately adjacent to buildings, walls, fences, or property lines fronting a street or public space.

ii. Typical Features:

- Out-swinging doors
- Planters
- Portable Signs
- Awnings
- Benches
- Outdoor café seating

iii. Standards:

- Must not interfere with pedestrian way.
- Seating must be non-fixed and made of durable material

- Pots and planters must be of 50% clay, concrete, ceramic, resin or masonry materials and compatible in scale and design with the immediate surrounding area.

c. Furnishing Zone (FZ)

i. Purpose: The Furnishing Zone lies between the Pedestrian Way and the Clear Zone.

ii. Typical Features

- Street trees and utility poles
- Parking and transit signage
- Bike racks
- Benches
- Transit shelters
- Waste receptacles
- Outdoor seating
- Transformers and switch gear (B-frontage only)

iii. Standards

- Benches must be constructed of a durable material and compatible with other benches along a Block Face.
- Other streetscape furnishings such as bike racks, trash cans, and other movable objects must be compatible with existing furnishing along the block.

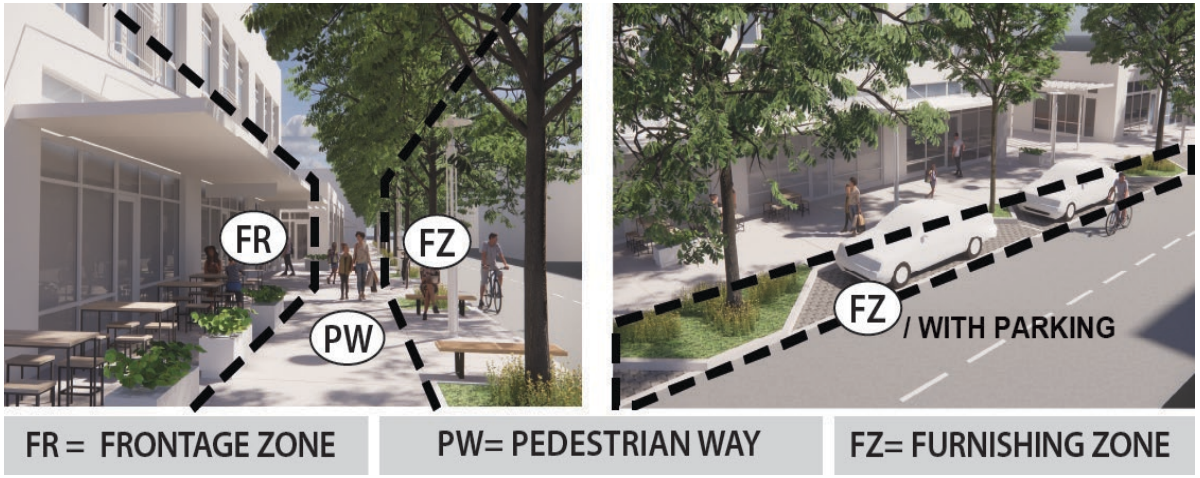


Fig. 7-13: Elements of the Sidewalks

E. Street Tree Standards

1. **Applicability**: Street trees are required on all arterial, collector, and local streets as depicted in *Section 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS (C. Street Cross Sections)* and standards in this section apply. Developments in PI are exempt from the tree preservation standards in *Section 6.302 Urban Forestry of the City of Fort Worth Zoning Ordinance*.
2. **Tree Species, Size, Placement and Spacing** (See *Table 7-1: Street Tree and Streetlamp Standards*)
   - **a.** Trees must be selected from Permitted Street Trees and be selected to fit the size and the scale of the setting.
   - **b.** Minimum caliper must be 3 inches.
   - **c.** Street trees must be planted within the Furnishing Zone along all public and private streets.
   - **d.** Trees must be planted at least 3 feet from the curb (measured from trunk centerline to curb face).
   - **e.** Groundcover that meets the requirements of American Standard Nursery Stock (ANSI Z60.1) shall be planted and maintained in the planting area surrounding all trees.
   - **f.** Trees must be spaced 15 to 35 feet apart, depending on mature size. Exceptions to spacing may be administratively approved to accommodate existing trees, curb cuts, fire hydrants, and other infrastructure.
   - **g.** Trees must be planted in open planters, except as approved on a case-by-case basis by the City Forester where spacing restrictions are not feasible using the following criteria:

i. The City Forester may approve tree grates where adequate shade canopy is necessary and site constraints prevent the use of open planters, or where open planters would jeopardize pedestrian safety and other solutions, such as a suspended pavement system (for example, Silva Cells) or native river gravel, cannot be used.
ii. Any approved tree grates must conform to equipment specifications established by City.

3. Street Tree Installation and Maintenance

a. Planting methods and soil requirements must conform to any streetscape standards that may be included in a City of Fort Worth PI Streetscape Specifications Manual. At a minimum, street trees on Panther Island shall conform to the following.

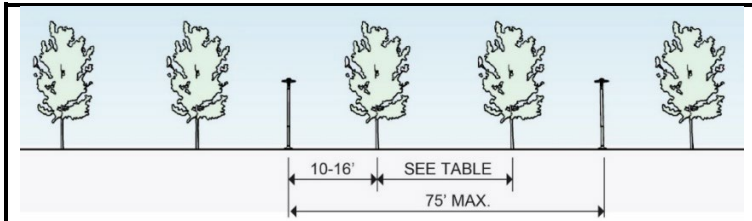
b. Trees must be planted to allow proper drainage.

c. Each tree must be planted in a minimum 16-square foot planting area.

d. Adjacent property owners are responsible for watering and replacing any street trees that die.

e. Tree limbs must be pruned to maintain a minimum clearance of 7 feet.

Table 7-1: Street Tree Standards



TYPICAL TREE / PEDESTRIAN STREETLAMP SPACING

	TREE SPACING (center to center - Maximum)		
	15 FEET (Small Canopy)	25 FEET (Medium Canopy)	35 FEET (Large Canopy)
PERMITTED STREET TREES Planting list may be amended by the City Forester. Alternative species may be approved by City Forester for specific developments. Asterisk denotes preferred species.	Eve's Necklace* *Styphnolobium affine* Mexican Plum* *Prunus mexicana* Texas Redbud* *Cercis canadensis var. texensis*	Bigtooth Maple* *Acer grandidentatum* Caddo Maple* *Acer saccharum 'Caddo'* Ginkgo* (male) *Ginkgo biloba*	Allee Elm *Ulmus parvifolia 'Emer II* Bur Oak* *Quercus macrocarpa* Cedar Elm* *Ulmus crassifolia* Chinquapin Oak* *Quercus muhlenbergii* Lacebark Elm* *Ulmus parvifolia* Live Oak* *Quercus virginiana* Monterrey Oak *Quercus polymorpha* Pond Cypress* *Taxodium ascendens* Shumard Red Oak* *Quercus shumardii* Texas Red Oak *Quercus buckleyi*

F. Pedestrian Lighting Standards

1. Streetlamps must conform to the City's light standard specifications.
2. Streetlamps must be placed in Furnishing Zone
3. Streetlamps must be positioned approximately midway between two street trees and 4 feet from the curb, or as approved by the City and utility provider. Exceptions may be made to accommodate existing trees and infrastructure.
4. Streetlamps must be Dark Sky International certified with a maximum height of 16 feet.
5. See *Table 7-1: Street Tree and Streetlamp Standards.*

G. Transit Shelters

1. **Standards**
   a. Coordinate locations of existing and future transit stops with Trinity Metro and/or other transit agency operating transit service in the project area.
   b. Allocate space for transit shelters in the Furnishing Zone as required by the transit agency.
   c. Conform to any shelter design standards established by the City in coordination with the transit provider and the TRWD Panther Island Program Office.
2. **Guidelines**

   Absent any adopted specification, transit shelters should reflect design excellence with timeless designs that complement other streetscape furnishings.

H. Sky Bridges and Underground Pedestrian Passages

1. **Intent and Principles:**
   a. In urban districts like Panther Island, the intent is to concentrate activity at ground level—where walkable streets, active businesses, and public spaces foster vibrant neighborhoods.
   b. Sky bridges and underground pedestrian passages are discouraged since they bypass the street level, undermining the vitality of the street.
   c. Sky bridges and underground pedestrian passages must be carefully considered and may be permitted only where ground-level pedestrian access is severely hindered due to safety hazards or unavoidable physical barriers.
   d. Sky bridges that meet the criteria listed below must be of exceptional design as recommended by the PI-DRC, the FBC Administrator, and determined by the Urban Design Commission.

2. **Sky Bridge and Underground Pedestrian Passage Standards**
    a. Sky bridges and underground passages are prohibited on Panther Boulevard and North Main Street.
    b. Underground pedestrian passages are prohibited in Canal System Right-of-Way.
    c. Underground pedestrian passages are prohibited in other public Right-of-Way unless exclusively serving back-of-house operations and not available for public access.
    d. Sky bridges and underground passages are allowed over/under Accessways and Pedestrian Connectors.
3. **Administrative or UDC Approval**
    a. Underground pedestrian passages under street rights-of-way that are exclusively used for back-of-house operations may be approved administratively.
    b. Sky bridges spanning streets or canals are only allowed with a Certificate of Approval from the Urban Design Commission.
    c. Underground pedestrian passages spanning streets are only allowed with a Certificate of Approval from the Urban Design Commission.
4. **Review Criteria**
    a. The sky bridge or passage must not remove or discourage pedestrian activity from sidewalks and public streets.
    b. The passage must be necessary for public safety due to safety hazards or significant physical barriers that prevent safe pedestrian movement.

Section 8: PUBLIC OPEN SPACES

A. Intent

1. This section establishes requirements for Public Open Spaces that are accessible to the public through public ownership, public right-of-way, or a public use easement. Paseos are not regulated by the Panther Island Canal System Manual and are operated by TRWD and are not subject to the standards in the PI-FBC. Open space that is not accessible to the public but intended for the private use of residents and building occupants is encouraged but not required.
2. *Section 4: REGULATING PLAN* shows locations, approximate sizes and shapes of potential Public Open Spaces as recommended in Panther Island *Vision 2.0*.

B. Principles

1. The City and Tarrant Regional Water District will jointly endeavor to achieve the types and distribution of open space envisioned in the Panther Island *Vision 2.0*. This effort may include master planning of open space or individual parcel planning to achieve the principles described below as TRWD determines disposition of property as it develops.
2. **Distributed Open Space Network**: Create a network of open spaces throughout Panther Island that serve both neighborhood and regional needs. Open spaces should vary in size, character, and amenities to support diverse users and activities.
3. **Signature Waterfront Destinations**: Design multiple high- quality waterfront parks and plazas that attract visitors, connect people to nature and the Waterfront.
4. **Public Active Edges:** Encourage buildings with public- facing uses—such as restaurants, cafés, creative activities, entertainment, and community spaces—to front open spaces and help activate them.
5. **Connected Public Realm**: Link open spaces with pedestrian-friendly streets, bridges, canals, and trails. Use clear wayfinding to ensure easy access across Panther Island and to adjacent neighborhoods. Ensure provision of sufficient shade features to allow year-round use.
6. **Continuous Waterfront Access**: Ensure that the Panther Island waterfront includes uninterrupted, high-quality public spaces that invite all Fort Worth residents to enjoy and engage with the river.

C. Public Open Space Standards

1. **Park Dedication Policy** – The City's park dedication policy applies to residential units constructed on Panther Island. Park dedication fees may be used to construct canals and Other Public Open Spaces.
2. **Impervious Surface Area Limits**

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

   b. Parks – Parks are open spaces that have less hard surface and pedestrian traffic than plazas. Parks typically include both active and passive recreation areas. Parks on Panther Island may be part of the City's park system or they may be owned and operated by other public or non-profit entities. Impervious surface area: Maximum 20 percent.

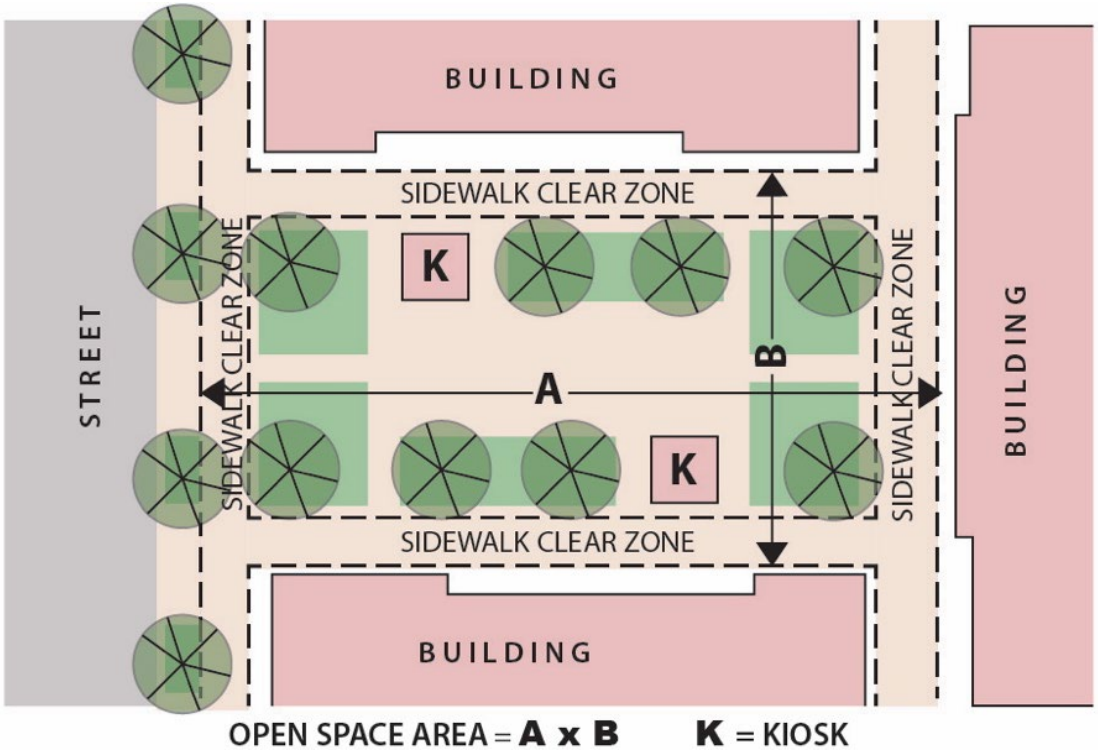


Fig. 8-1: Illustrative Public Open Space Diagram - Public open spaces shall include perimeter sidewalks. Kiosks are encouraged to help activate open spaces.

3. **Paving Material Standards—Walkways in Public Spaces**
    a. Paving materials shall be durable and easy to maintain and shall comply with the following standards:
    b. Pervious pavement
    c. Crushed stone meeting ADA requirements;
    d. Masonry pavers over concrete base;
    e. Composite decking; or
    f. Any other similarly durable materials that meet the paving standards
4. **Landscape Treatment in Public Open Spaces**
    a. Panther Island is exempt from the tree preservation standards in *Section 6.302 Urban Forestry of the City of Fort Worth Zoning Ordinance*, however, a minimum tree canopy coverage of 50 percent is required, subject to maintenance and replacement over the life of the project.
    b. The development shall comply with the TRWD Water Quality Manual, installing best management practices as needed.
    c. A minimum of 20% of any Public Open Space area shall be landscaped.
    d. Landscape Materials: Developer shall use native and adapted plants identified in the Allowable Species List referenced in the Panther Island Canal System Manual adopted by Tarrant Regional Water District. The required percentage of native plants shall align with the Panther Island Canal System Manual.
5. **Furnishing:** Public Open Spaces shall incorporate seating, pedestrian-scaled lighting and trash receptacles.

D. Temporary Open Space Use for Activation

1. **Intent:** As Panther Island redevelops, it is desirable for TRWD property, where appropriate and authorized by TRWD, to be utilized for activation installation and events that support visitation and engagement with the area. The following supplemental standards govern the permitted use of Mobile Vendor Food Court as defined in the Zoning Ordinance.
2. Generally, Mobile Vendors and Mobile Vendor Food Courts may be permitted in accordance with the use tables in the PI-FBC and the Fort Worth Zoning Ordinance **§**5.406, subject to the following exceptions.
    a. Restrooms. Permanent and publicly available restrooms must be provided within 1,000 feet of the boundary of the Mobile Vendor Food Court during hours of operation.
    b. Water and electrical requirements. Each site is not required to provide water hookups and electricity access for each individual mobile vending unit that operates at the site. With permission of the property owner, each individual mobile vending unit may operate a generator at the site.

3. **Kiosks:** Permanent kiosks under 250 square feet and up to five percent of the total open space area are allowed within Public Open Spaces and Plazas.
4. **Building Frontages on Public Open Spaces:** Buildings facing a Public Open Space shall have façades meeting standards for a Type 'A' frontage designation.

E. Public Open Space Guidelines

1. Fountains and public art are recommended.
2. Open space should be surrounded by connected sidewalks at least 7 feet wide on all sides.



Fig. 8-2: Example of kiosk.

Section 9: URBAN FORM

A. Intent

These urban form standards regulate building height, bulk, Massing, and placement to shape Panther Island's streets, canals, and open spaces. They strike a balance between developer flexibility and a consistently high-quality public realm—ensuring new buildings contribute to a cohesive, attractive, and comfortable environment for everyone.

B. Principles

The following principles provide the basis for the development standards and guidelines and must be used when reviewing the appropriateness of all development and waiver requests:

1. Design all sites and buildings so that they promote pedestrian activity and provide an active, continuous, pedestrian-oriented street edge along public sidewalks. Particular attention should be paid to lower floors.
2. Design sites and buildings to provide visual variety and enhance Panther Island's overall sense of place.
3. Design buildings and sites to enhance the Trinity River's water quality and to promote a sustainable natural environment.
4. Ensure that the scale of buildings enhances the public realm and complements the scale of neighboring structures, particularly adjacent historic buildings.
5. Build distinctive neighborhoods that create local identity.
6. Regulate building heights and orientation to protect and enhance views to and from established landmarks, natural features, and skylines.
7. 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.
8. Choose durable exterior building materials to ensure visual attractiveness and protect the interior space of a building.
9. Encourage the use of durable, attractive materials that promote sustainability and the reuse of buildings.
10. Ensure that building façades visible from public spaces contribute to an attractive streetscape and skyline.
11. Locate surface parking, individual garages, and large parking garages to reduce their visual impact.
12. Design and orient buildings on North Main Street to support the street's role as Panther Island's major regional connector to Downtown and the Stockyards.

C. Urban Form Standards

1. **Build-to-Zone**: The area between the minimum and maximum front setbacks, as depicted in *Table 9-1: Building Placement*. Buildings must be placed within the zone to support a consistent and active street edge.
2. **Frontage Build-Out:** Minimum percentages of building façades must be located in the Build-to-Zone, as established by *Table 9-1: Building Placement*.
    a. Multiple buildings on the same lot may contribute to the required build-out.
    b. Vehicular or other plazas may count toward the required Frontage Build-Out, as shown in *Table 9-1: Building Placement* if they meet the landscape requirements in *Section 11: LANDSCAPING ON PRIVATE PROPERTY* and the building façades meet Type 'A' Frontage standards.
3. **Building Heights**: Projects must comply with minimum and maximum for both number of stories and height in feet as described in *Tables 9-2, 9-3, and 9-4: FRONTAGE STANDARDS*. See *Section 9: URBAN FORM (F. Exceptions to Minimum Building Heights.)*
4. **Minimum Setback Requirements**: The minimum front setback must be the greater of the value listed in *Table 9-1: BUILDING PLACEMENT* or the setback required to meet sidewalk and streetscape standards in *Section 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS*, accommodating a Furnishing Zone and a Pedestrian Way.
5. **Encroachments into Setback Zones:**
    a. Awnings and canopies for shade may extend into the setback zone.
    b. Building cantilevers with occupied space or roof structures may not encroach into the setback zone.
    c. Any other proposed Encroachments must be reviewed and approved by the UDC.
6. **Activation of Buildings fronting Canals, Waterfront and Open Spaces:**

    The side of a parking garage that faces a canal, Waterfront, Public Open Spaces shall be "wrapped" with active, occupiable spaces (residential units, amenity areas, offices, etc.)

D. Urban Form Guidelines

1. **Buildings Facing Streets:**
    To enhance the quality and vitality of the public realm, whenever possible, parking and parking garages that face a street should be internalized and "wrapped" with active, occupiable spaces (residential units, amenity areas, offices, etc.) when facing streets (especially 'A' Frontages).

2. **Corner Buildings:**

   To improve pedestrian safety by improving visibility and movement around buildings corners, and to mitigate wind vortices at corners, building corners located at street intersections, and street and canal intersections, are encouraged to have chamfered corners, creating a minimum 10-foot by 10-foot triangle measured from the building façade.

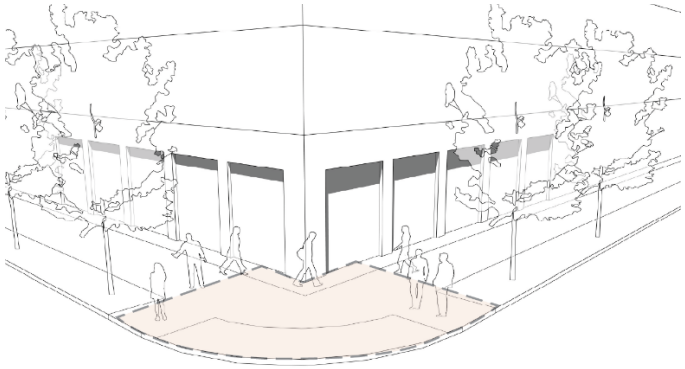


Fig. 9-1: Not recommended – Square building corners at ROW Intersections create pedestrian blind spots and pinch space at corners.



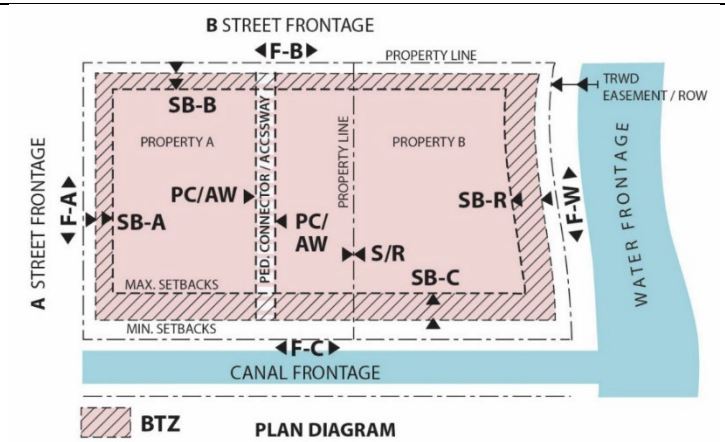
Fig. 9-2: Preferred – Chamfered building corners at ROW intersections improve pedestrian and vehicular visibility and provide more space for pedestrians at busy corners.

3. **Phasing for Frontage Build-Out:** If a project is developed in phases and cannot meet the full Frontage Build-Out requirement initially:
   - **a.** The first phase should endeavor to maximize build-out along the lot's highest designated frontage.
   - **b.** On corner lots with two Type 'A' frontages, the initial phase should front the street with the more intensive classification, as defined in the Fort Worth Master Transportation Plan.

E. Urban Form Tables

The following tables establish setbacks, build-to zones, frontage build out and building height standards based on Development Zones and Frontage Designations.

Table 9-1: Building Placement



NOTES:

- This diagram is a graphic representation of typical conditions that may be found within a block that is bounded by public streets, canal and waterfront. Actual conditions may vary and not all conditions may apply. Refer also to Section Diagrams on the following pages.
- Diagrams are not to scale.
- Minimum and maximum setbacks are only required for the portion of the building required to meet the Frontage Build-out standards. Minimum shall not be less than that required to meet sidewalk standards.
- Setbacks are not intended to accommodate the required sidewalk clear zone which is assumed to be within the street R.O.W.
- Towers may include additional setbacks above 75 feet

SETBACKS			**MIN. FRONTAGE BUILD-OUT** (minimum percentage of building façade to be located within the BTZ Zone)		
SB-A	Type 'A' Frontage	0' (min.) – 15' (max.)	**F-A**	Type 'A' Frontage (minimum)	80%
SB-B	Type 'B' Frontage	0' (min.) – 15' (max.)	**F-B**	Type 'B' Frontage (minimum)	60%
SB-C	Canal Frontage (See Note 1)	10' (min) – 50' (max.)	**F-C**	Canal Frontage	50%
SB-R	Water Frontage (setbacks are in addition to the TRWD easement / ROW)	15' (min) – no max.	**F-W**	Water Frontage	No Requirement
SIDE AND REAR YARD BUILDING SETBACKS					
S/R	Side / Rear when abutting another property – below tower level	0'	**PC/AW**	Side / Rear along a Pedestrian Connector or Accessway	0'
	Side / Rear when abutting another property – applies to step-back above tower level	30'			

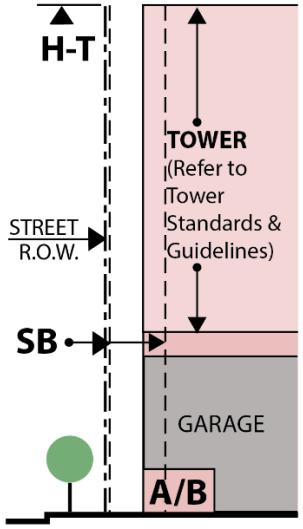
NOTES:

Canal minimum setback may be reduced by Administrative Waiver to 5 feet for up to 50% of the length of the canal frontage. The width of the canal, and infrastructure constraints, such as bridges, should be taken into consideration.

SPECIAL REQUIREMENTS:

If individual residential unit entries are located on the ground floor, a 5' setback is required to allow landscaped transition or stoop.

Table 9-2: Frontage Standards – A & B Street Frontages



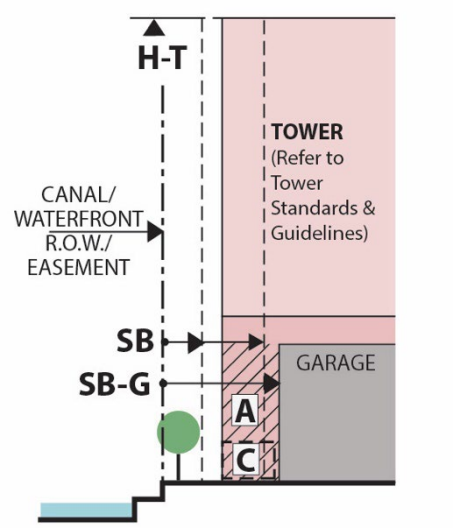
BUILDING SECTION DIAGRAM

NOTES:

- The diagram above is a graphic representation of a vertical building section showing development metrics related to height and frontage type context. Refer to the REGULATING PLAN: GENERAL for Development Zone designations and to REGULATING PLAN: FRONTAGES for frontage designations. The relationship between the street and a parking garage is shown although not all buildings will have a garage.
- Drawings are not to scale.
- Refer to Plan Diagram for building setbacks (SB)
- Tower Guidelines in *Section 10: BUILDING DESIGN (F. Highrise Towers)* apply to any portion of the building with an occupied floor level above 75 feet above emergency vehicle access level.

BUILDING HEIGHT (Refer to Regulating Plan: General for Development Zone designation)			**SPECIAL REQUIREMENTS**	
H-T	Development Zone: PI-CORE	24 stories and 288', 4 stories and 48 feet minimum.	**A**	**Active** – The ground floor of buildings facing Type 'A' Frontages shall have active, occupiable uses, such as residential, office and commercial, for a minimum depth of 20 feet measured from the outside face of the building façade to the interior partition of the occupied space. Residential uses are not permitted where required ground floor commercial use is indicated on the Regulating Plan - General.
	Development Zone: PI-EDGE	15 stories and 180' max., 3 story and 36 feet min.		
PARKING LOT SETBACK			**B**	Buildings facing a Type 'B' Frontage may have any permitted use (including a parking garage) on the ground level except where a required ground floor commercial use is indicated on the Regulating Plan - General.
	Type 'A' Frontage	30 feet		
		The distance required to meet sidewalk and streetscape standards		
NOTES:				
See *Section 9: URBAN FORM (F. Exceptions to Minimum Building Height Requirement).*				

Table 9-3: Frontage Standards – Canal & Waterfront



BUILDING SECTION DIAGRAM

NOTE:

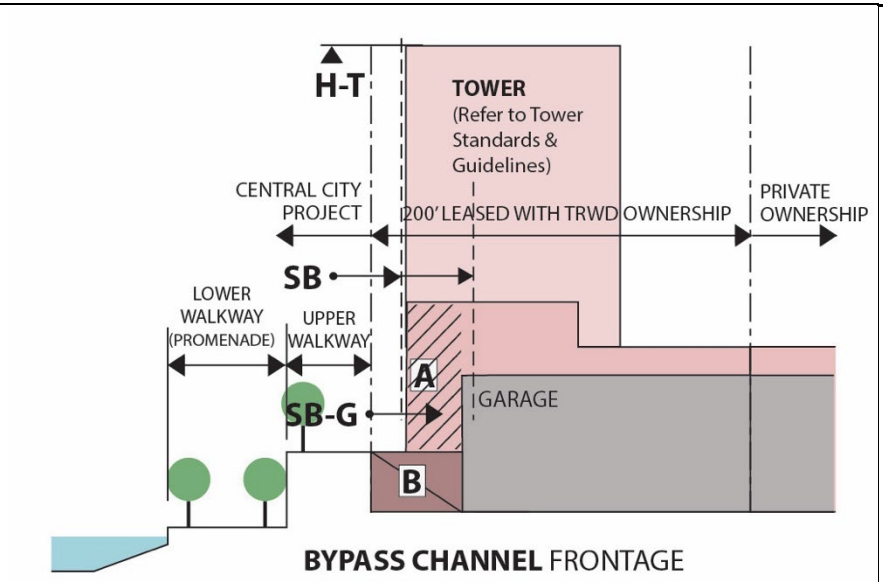
- The diagram above is a graphic representation of a vertical building section showing development metrics related to height and frontage type context. Refer to the REGULATING PLAN: GENERAL for Development Zone designations and to REGULATING PLAN: FRONTAGES for frontage designations. The relationship between the street and a parking garage is shown although not all buildings will have a garage.
- Drawings are not to scale.
- Refer to Plan Diagram for building setbacks (SB)
- Tower Guidelines apply to any portion of the building with an occupied floor level above 75 feet above emergency vehicle access level.

BUILDING HEIGHT (Refer to Regulating Plan: General for Development Zone designation)			**SPECIAL REQUIREMENTS**	
H-T	Development Zone: PI-CORE	24 stories and 288, 4 stories and 48 feet minimum.	**A**	**Active** - Buildings facing a canal or waterfront shall have active, occupiable uses, such as residential, office and commercial, for a minimum depth of 20 feet measured from the outside face to the interior partition of the occupied space of the building façade and extending to all floors facing the street. Parking garages are not permitted to front on a Type 'A' Street Frontage.
	Development Zone: PI-EDGE	15 stories and 180' max., 3 story and 36 feet min.		
PARKING GARAGE SETBACK			**C**	**Commercial** - Where identified on the REGULATING PLAN: GENERAL, buildings, including parking garages shall have non-residential, commercial uses on the ground level for a minimum depth of 20 feet.
SB-G	Canal Frontage	30' (Min. 20 feet behind building façade)		
	Water Frontage			

NOTES:

See *Section 9: URBAN FORM (F. Exceptions to Minimum Building Height Requirement).*

Table 9-4: Frontage Standards – Bypass Channel



NOTE:

- The diagram is a graphic representation of a vertical building section showing development metrics related to height and frontage type context. Refer to the REGULATING PLAN: GENERAL for Development Zone designations and to REGULATING PLAN: FRONTAGES for frontage designations. The relationship between the street and a parking garage is shown although not all buildings will have a garage.
- Drawings are not to scale.
- Refer to Plan Diagram for building setbacks (SB)
- Tower Guidelines apply to any portion of the building with an occupied floor level above 75 feet above emergency vehicle access level.
- This diagram is preliminary and subject to modification pending final engineering of the Bypass Channel, levee, and associated public walkways.

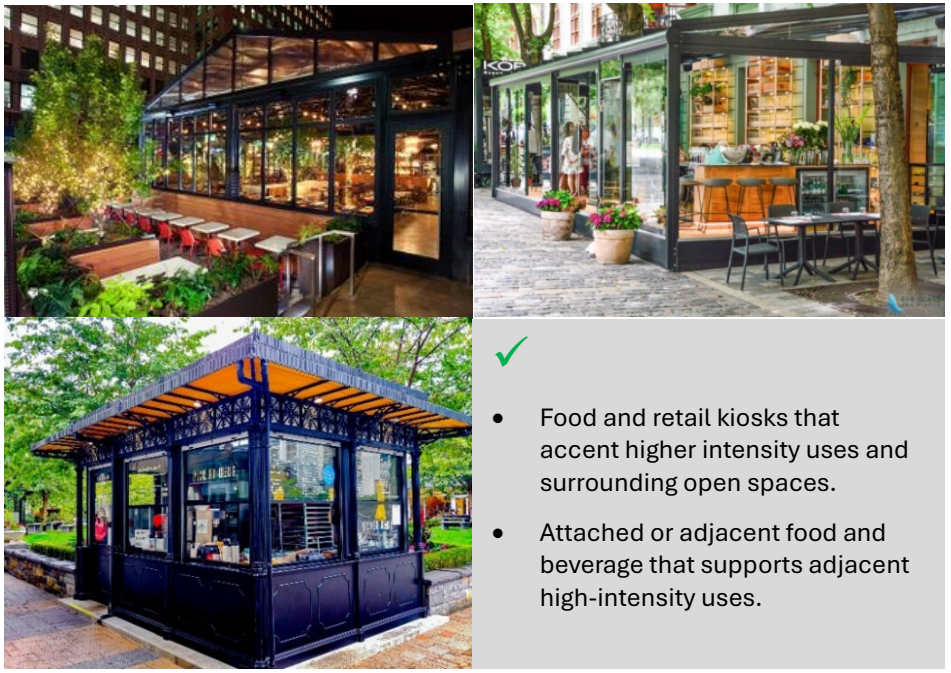
BUILDING HEIGHT (Refer to Regulating Plan: General for Development Zone designation)			**SPECIAL REQUIREMENTS**	
H-T	Development Zone: PI-CORE	24 stories and 288', 4 stories and 48 feet minimum.	**A**	Buildings facing the Bypass Channel shall have active, occupiable uses, such as residential, office and commercial, for a minimum depth of 20 feet measured from the outside face of the building façade to the interior partition of the occupied space and extending to all floors facing the street. Parking garages are not permitted to front on a Type 'A' Street Frontage.
	Development Zone: PI-EDGE	15 stories and 180' max., 3 story and 36 feet min.		
PARKING GARAGE SETBACK			**B**	Coordinate levee backfill requirements with TRWD.
SB-G	Bypass Channel Frontage	30' (Min. 20 feet behind building façade)		

NOTES:

See *Section 9: URBAN FORM (F. Exceptions to Minimum Building Height Requirement).*

F. Exceptions to Minimum Building Height Requirements

1. **Intent**: Allow buildings that do not meet minimum height requirement in all Development Zones when such buildings are intended to:
   - **a.** Animate plazas, open spaces, and pedestrian corridors with active ground-floor uses;
   - **b.** Provide accessible, human-scaled amenities that support daily life and neighborhood vibrancy;
   - **c.** Reinforce walkability by creating welcoming edges and visual interest at the street level;
   - **d.** Offer flexible formats for local businesses, pop-ups and civic programs;
   - **e.** Complement larger buildings and public realm investments by filling gaps in frontage and enhancing the pedestrian experience.



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- Food and retail kiosks that accent higher intensity uses and surrounding open spaces.
- Attached or adjacent food and beverage that supports adjacent high-intensity uses.

Fig. 9-3: Examples of Allowed Exceptions to Minimum Building Heights

   - **f.** Standards for Administrative Approval:
     Buildings that do not meet the minimum height standards are allowed if they conform to the following standards.
     - i. The building is part of a development which includes buildings meeting the minimum height standard in the corresponding Development Zone.
     - ii. One-story kiosks as allowed in *Section 8: PUBLIC OPEN SPACES* or along Water Transition Zones.
     - iii. They shall be located directly adjacent to canal or waterfront OR directly adjacent to or across from street designated active open space.
     - iv. They shall comply with other building design standards in *Section 10: BUILDING DESIGN*.
     - v. Uses are limited to restaurants and cafes, retail/food service kiosks, bike hubs, small rental or community spaces.

2. Buildings that do not meet standards for Administrative Approval may be reviewed by the Urban Design Commission for appropriateness.

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- Vehicle oriented with no interface to surrounding development.
- Exclusively/ predominantly indoor-oriented activation.
- Limited outdoor activity without clear linkage to building; lack of façade transparency.
- Multi-tenant with separate leased spaces and too large to be considered accent; should be integrated into ground floor of conforming development.







Fig. 9-4: Examples of Disallowed Exceptions to Minimum Building Heights

Section 10: BUILDING DESIGN

A. Intent

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

B. Core Design Principles

1. All new construction and any waiver requests must reflect these core design principles.
2. Activate the Street Edge: Ground floors should encourage pedestrian activity with continuous, transparent façades along sidewalks and waterfront.
3. Support a Strong Sense of Place: by varying materials, patterns, and forms to enrich Panther Island's visual character.
4. Respect Context and Scale: Proportion buildings to enhance the public realm and harmonize with adjacent structures---especially historic neighbors.
5. Frame Key Views: Arrange Massing and heights to protect views to landmarks, natural features, and the skyline.
6. Reflect Time and Context: Design façades that speak to their era while honoring local history and development patterns.
7. Use Durable, Noise-Mindful Materials: Choose long-lasting exterior materials and glazing that enhance appearance, protect interiors, and address mixed-use noise conditions.
8. Contribute to an Attractive Skyline: Ensure every visible façade adds visual interest and cohesion to the streetscape and horizon.
9. Minimize Parking Impacts: Locate surface lots and garages so they do not disrupt the public realm.
10. Celebrate Corners: Articulate corner façades – through Massing shifts, windows, or architectural details---to create landmarks and maintain block continuity.



Fig. 10-1: Example of building design's role in the quality of the urban environment

11. Mitigate Wind at Sidewalk Level: Incorporate setbacks, chamfers, canopies, or other features to reduce downwash and corner vortexes around tall buildings.

C. Building Entrance Standards

1. **Intent:** Well-designed building entrances are the primary interface between a building and its public setting, guiding pedestrians, supporting active ground-floor uses, and reinforcing walkable character. They should:
    a. Be clearly visible and directly accessible from public sidewalks or plazas
    b. Signal welcome and wayfinding through prominent, human-scaled design
    c. Offer shelter and comfort with architectural features like canopies or arcades
    d. Animate the street edge by integrating transparency, lighting and high-quality materials.
2. **Main Entrance**: Must open directly onto a public sidewalk or plaza that is publicly accessible via a public use easement.
3. **Corner Buildings**: If a corner building has chamfered corners, then the building must have at least one entrance on the corner façade, serving as either the primary door or access to a secondary commercial use. For example, a hotel lobby could be midblock while the secondary café or coffee shop entrance is located at the corner.
4. **Prominent Entry Design**: Primary entrances shall be both architecturally expressive and functionally designed to convey their prominence on the street-facing façade.
5. **Weather Protection**: Commercial and lobby entrances facing a public way shall incorporate arcades, roofs, porches, alcoves or awnings that protect pedestrians from the sun and rain.
6. **Individual Retail Entrances**: Every street-facing retail tenant must have its own public entry directly onto the sidewalk
7. **Street-Level Residential Entries**: Ground-floor dwelling units within multi-unit buildings must each have a separate street-oriented entrance.

D. Fenestration and Glazing

1. **Ground Floor Transparency:**
   - **a.** Non-residential ground-floor facades facing a public right-of-way must be at least 40 percent clear glass (windows or doors).
   - **b.** Clear glazing shall have a visible transmittance rating of 0.5 or greater to count towards the fenestration requirement.
   - **c.** Storefronts shall maintain a minimum 4-foot-deep clear zone behind storefront glazing for displays or active use. Walls and opaque shelving are not permitted within the 4-foot-clear zone.
   - **d.** Residential ground-floor façades must be at least 25 percent clear glass (windows or doors).
   - **e.** Allowable alternatives credited up to 50% of total fenestration requirement:
     - i. 60% of outdoor dining/seating located between the building and street.
     - ii. 40% of windows at ground story outside of the Build-to Zone.
     - iii. 40% of translucent, fritted, patterned or colored glazing.
     - iv. On Type 'B' Frontage that provide service to the building, louvers, screening, plantings or murals may be used in lieu of fenestration to properly screen service areas.

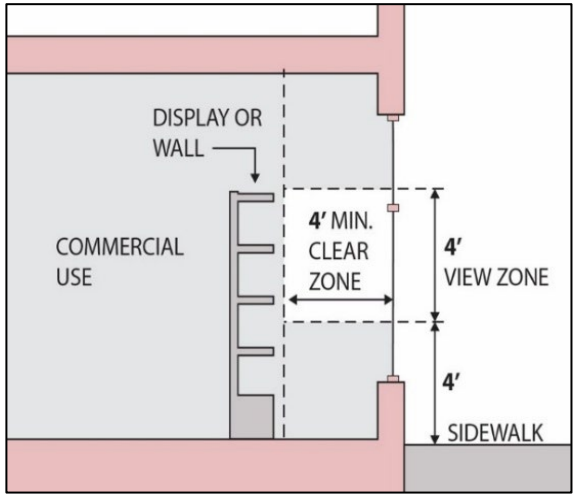


Fig. 10-2: Diagram of required clear space behind storefront window. Product displays that do not wall off the interior may be displayed within the 4-foot clear space.

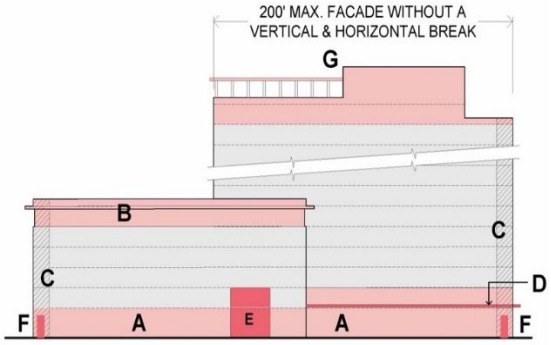
2. **Upper Floor Glazing**: All upper-floor façades facing a public right-of-way must provide a minimum of 25 percent glazed area.
3. **Window Tinting and Shading:**
   - **a.** Apply window tinting per the City of Fort Worth Energy Code on all upper-level windows.
   - **b.** Mirrored glass is prohibited.
4. **Design Guidelines**:
   - **a.** Avoid fully glazed façades; they often underperform in energy efficiency, durability, and sustainability.
   - **b.** Encourage architectural shading devices (overhangs, louvers, recesses).
   - **c.** Ground-floor restaurants, bars, and retail should use operable windows or doors that open directly onto the sidewalk or public space.

E. Building Façade Variation Standards

1. **Intent:** These standards ensure buildings reinforce the vision for Panther Island.
   - **a.** Anchor and animate the pedestrian realm at a human scale.
   - **b.** Create visual interest and rhythm along street edges.
   - **c.** Form a unified, recognizable skyline that reflects the intended character for the district.
2. **Building Base**: All nonresidential and mixed-use façades facing public streets or open spaces clearly delineate the base (ground or second story) from upper floors.
3. **Architectural Relief:**
   - **a.** The ground floor of buildings shall include architectural relief at least every 30 feet. This relief may include, but is not limited to, the following:
     i. Doors
     ii. Change in depth
     iii. Columns or posts
     iv. Windows
     v. Changes in materials, material pattern, or color.
   - **b.** Large buildings may be expressed as an assemblage of smaller buildings but should not be divided into segments that result in overly-complicated façades.
   - **c.** Utilize a change in horizontal or vertical plane to break up the façade massing in increments that do not exceed 250 feet.



Fig. 10-3: Example of well-defined lower level.



BUILDING EXPRESSION AND FACADE ELEMENTS			
A	LOWER LEVEL BASE EXPRESSION	E	PROMINENT ENTRY DESIGN
B	TOP STORY CAP (LOW RISE)	F	CORNER ENTRY
C	CHAMFERED/ROUNDED CORNERS (WIND MITIGATION)	G	SCULPTED ROOF SILHOUETTE (TOWER)
D	CANOPY (WIND MITIGATION)		

Fig. 10-4: Diagram of façade variation examples

4. **Top-Story Cap (Low Rise)**
    a. Buildings under 75 feet tall must feature a distinct “cap” at their top story. Use at least one of these techniques to articulate the roofline.
        i. Overhanging eaves or soffits
        ii. Recessed or projecting upper balconies
        iii. Horizontal banding or cornice line
        iv. Roof parapet with a contrasting material or profile
    b. This cap element completes the building’s composition and ties it to the district’s skyline.

F. Highrise Towers

1. **Applicability**: Highrise Tower guidelines apply to any portion of a building with an occupied building level over the height of 75 feet from street and/or vehicular accessway level.
2. **Tower Setbacks**: Refer to *Section 9: URBAN FORM* for required tower setbacks when adjacent to abutting property (other than ROW)

3. **Highrise Tower Guidelines**
    a. Consideration shall be given to the impact of tower shadows on public spaces. When assessing shadow impact, prioritize canals, public open spaces and ‘A’ street frontages.
    b. Waterfront Orientation: Towers sited within 400 feet of the waterfront, excluding the canals, should present their narrow façade toward the water to reduce bulk and preserve riverfront views.
    c. Break up massing of towers to maintain View Corridors to the waterfront and downtown skyline.
    d. Sculpted Tower Silhouette: Incorporate terraces, step-backs and height variations to articulate the top floor(s) of the tower.
    e. *Fig. 10-6* illustrates the intent of these guidelines.

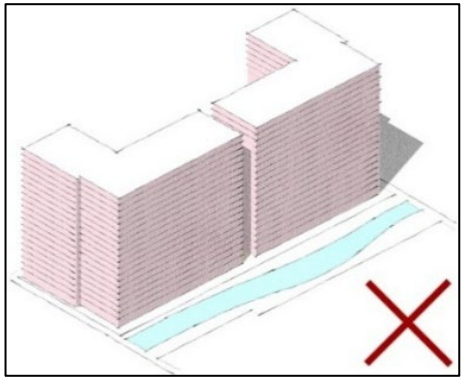


Fig. 10-5: Illustration represents poor building Massing with high-rise façades set close to the canal and street, with the potential to cast long shadows on public open spaces.

f. Wind Mitigation: Incorporate building design elements that minimize the wind effects at sidewalk level associated with high-rise buildings. Examples include:

i. Building step-backs, canopies and/or overhangs to deflect downwash at pedestrian level.

ii. Chamfered corners to minimize corner wind vortexes.



Fig. 10-6: Illustration of desirable building Massing, with towers set back from the canal and street. Changes in roof height allow light to penetrate open spaces and create more dynamic skylines.

G. Ground-Floor Residential Frontage Standards

1. Intent:

To provide appropriate transitions between the public and private realms.

2. Ground Floor Entries:

Each ground-floor home must clearly separate its semi-private entry area from the public sidewalk using one of these elements that comply with accessibility standards:

a. A small patio or planting strip (May extend up to an additional 5 feet beyond the standard setback, if desired)

b. A raised stoop or entry platform

c. A shallow landscaped yard (within the maximum setback)

3. Fencing and Screening:

a. When used, fences may be metal and no taller than 36 inches.

b. They must be 75 percent open (no more than 25 percent solid) such as ornamental iron, pickets, or cable rail. Solid walls, glass panels, or opaque materials are prohibited.

H. Parking Garages

1. Location & Exposure

a. Frontage Types A, Canals, Waterfront

i. Ground-level parking must be fully concealed

ii. See *Section 9: Urban Form Standards* for required parking setbacks and screening.

b. Frontage Type B: Garages may face the street or public access easement, except where ground-floor commercial is mandated by the Regulating Plan: General.

2. **Design Exception**: Parking garages must meet all building design standards except the use of transparent windows in openings shall be optional.
3. **Entries and exits:** Parking structure entries and exits shall not exceed 25 feet each. If there is more than one opening, they must be at least 100 feet apart on a Block Face.
4. **Headlight Screening:**
    a. Install an opaque wall at least 36 inches high from the garage floor to block headlight glare.
    b. This wall may be clad in spandrel glass to match surrounding materials.
5. **Unlined Upper Parking Levels:**

    When parking levels above the ground floor are not lined by occupiable space, façades must be softened and screened using:

    a. Architectural screens, colored panels, or textured materials that complement adjacent buildings or buildings in the area.
    b. Shortest façade dimension along the street edge to minimize visual impact
    c. Corner features (e.g., corner entrance, signage, glazing, exposed stairs) where practical.
6. **Lighting:**
    a. Direct all parking garage lighting inward and downward to prevent light spill and skyglow.
    b. Full cut-off and shielded fixtures are required.
    c. Pedestrian Visibility
        i. Design vehicular entrances so pedestrians are clearly visible to entering/exiting vehicles
        ii. Differentiate vehicle lanes from pedestrian areas using changes in grade, color, texture, or paving materials.
7. **Vertical Circulation:** For garages that are publicly accessible, locate vertical pedestrian circulation cores (elevator and stairs) adjacent to a public sidewalk and create distinct pedestrian entrance to the garage.

I. Building Projections and Covered Frontages

1. **Purpose:** Building projections and covered frontages are intended to enhance pedestrian comfort, reinforce storefront rhythm, and contribute to an active and visually cohesive public realm consistent with the architectural character of the district.
2. **Awnings**
    a. **Architectural Integration**: Awnings shall be integrated with the building façade and aligned with storefront openings and structural bays.

b. **Location:** Awnings are permitted on ground-floor façades fronting public streets, plazas, or pedestrian-oriented frontages.
c. **Vertical Clearance**: Awnings projecting over a sidewalk or pedestrian pathway shall maintain a minimum vertical clearance of ten (10) feet above finished grade.
d. **Encroachments**: Awnings may project into the public right-of-way where permitted and approved and shall not obstruct required pedestrian clear zones, curb ramps, utilities, fire connections, street trees, or required sight triangles.
e. **Proportion and Materials**: Awnings shall be proportionate to the storefront opening served. Shape must relate to the window or door opening and constructed of durable, high-quality materials with a matte finish. Colors must be striped or solid.
f. **Illumination and Signage**: Internally illuminated awnings are prohibited unless permitted by applicable sign regulations. Signage on awnings shall comply with *Section 14: SIGNAGE*.
g. **Maintenance**: Awnings shall be maintained in good repair.

3. **Covered Frontages (Galleries, Structural Canopies, and Arcades)**
   a. **Location**: Covered frontages are permitted along pedestrian-oriented streets and required build-to frontages, subject to the standards of this section. Any integrated signage shall conform to *Section 14: SIGNAGE*.
   b. **Galleries**
      i. Galleries may extend over a public sidewalk when approved by the Urban Design Commission and the applicable public works authority.
      ii. Galleries shall maintain the required minimum Pedestrian Way, but in no case shall be less than seven (7) feet clear, measured from the building wall to the inside edge of supporting columns.
      iii. Galleries shall maintain a minimum vertical clearance of ten (10) feet above finished grade.
   c. **Structural Canopies**: Fixed structural canopies may be suspended or cantilevered over a public sidewalk where approved and shall maintain required pedestrian clearances.
   d. **Arcades**
      i. Arcades shall not extend over a public street.
      ii. Arcades may be incorporated behind the minimum required building setback.
      iii. Arcades shall be architecturally integrated with the building façade and consistent with required transparency and articulation standards.
   e. **Balconies**

i. Intent - Balconies provide access to semi-private open space for residents and contribute to natural surveillance and street vitality. Along canal frontages, balconies, porches, and semi-private open spaces strengthen visual and physical connections to the water and enhance public realm engagement.

ii. Guidelines

- Balconies should be integrated into the façade design and should not appear as applied or secondary elements.
- Balconies are encouraged within the first five (5) floor levels facing public streets and open spaces.
- Residential units facing a canal should incorporate a balcony, porch, or semi-private open space oriented toward the canal frontage. A minimum of fifty (50) percent of residential units with canal frontage are encouraged to have a balcony, porch, or semi-private open space directly accessible from the unit and facing the canal.

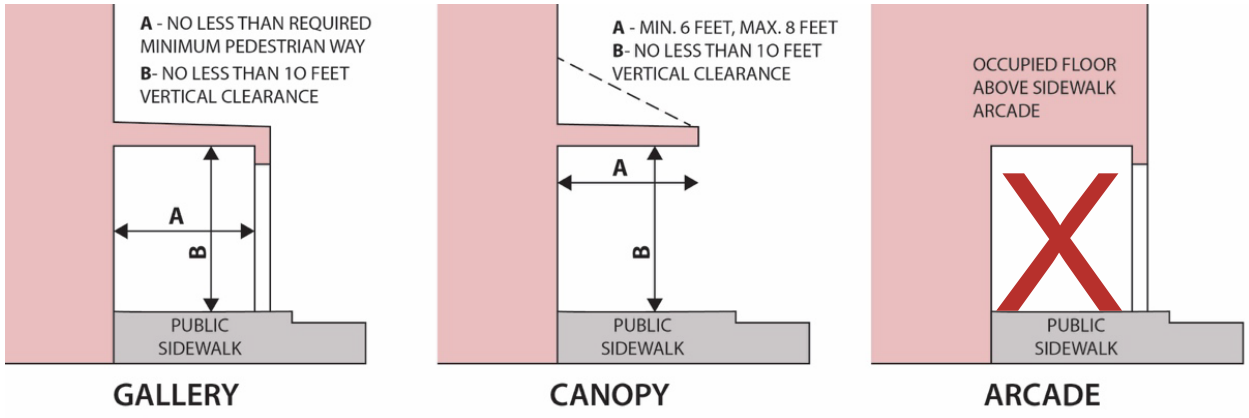


Fig. 10-7: Illustration of Allowed Gallery and Canopy and Disallowed Arcade.



Fig. 10-8: Example of a Gallery over a public sidewalk.



Fig. 10-9: Example of metal Canopies over a sidewalk.

J. Roofs

1. **Standards:**
   - **a.** Roof slope for pitched roofs may not exceed 6:12; parapet or low-slope roofs are preferred.
   - **b.** Parapets must fully screen all rooftop mechanical equipment from street-level view.
   - **c.** Roof surfaces must be light-colored with a solar reflectance of 50% or greater to improve aesthetics for adjacent taller buildings.
2. **Guidelines:**
   - **a.** Strongly encourage green (vegetated) roofs.
   - **b.** Encourage active rooftop uses --- restaurants, gardens, or gathering spaces---where structurally feasible.

K. Terminated Vistas

When a street ends with views to the courthouse or waterfront, align the terminating building on axis and give it a high-quality architectural treatment to reinforce the vista.

L. Exterior Architectural Lighting

1. **Intent:** This section pertains to architectural lighting defined as illumination intended to highlight a building's form, materials, or structural features for aesthetic, decorative, or commemorative purposes. Architectural lighting shall be

utilized in a manner to minimize the negative impact of glare and spill-over on adjacent properties, streets, canals and the ambient night sky.

2. **Standards:**
   a. Advertising and Entertainment: The use of strobe, twinkling, or "chasing" lights for outdoor advertising or entertainment is not permitted.
   b. Architectural lighting must use Dark Sky compliant fixtures. This means:
      i. Full Cutoff: Fixtures must be designed so that no light is emitted above a horizontal plane (no upward light).
      ii. Color Temperature: Lighting should generally have a correlated color temperature (CCT) of 3,000K or less to reduce blue light pollution.
      iii. Directional Lighting: Architectural and façade illumination must be pointed downward rather than upward.
3. **Guidelines:**

   Consider the impact of architectural lighting during peak migratory bird seasons (fall and spring).

M. Exterior Building Materials

Guidelines

1. Favor durable, low-maintenance materials with long lifespans
2. Choose materials with low lifecycle carbon footprints.
3. Select façade and glazing materials that improve thermal performance and limit energy usage.

N. Equipment and Service Areas

1. **Types of equipment** (including but not limited to):
   a. Rooftop equipment
   b. Mechanical and electrical equipment and conduit
   c. Ducts
   d. Piping
   e. Fire equipment
   f. Water backflow devices
   g. Trash facilities
   h. Utilities

i. Satellite dishes
j. Solar collectors
k. Antennas
l. Loading and unloading areas
m. Drainage Facilities

2. **Location and Screening Standards:**
   a. Do not place exhaust vents, trash bins, or noisy equipment adjacent to public rights-of-way in ways that reduce pedestrian comfort
   b. Integrate equipment and service areas into the building design; combine multiple systems behind a single screen when possible.
   c. Trash dumpsters must be inside the building envelope; exterior pads require UDC approval.
   d. Rooftop equipment must be hidden from view at street level or from neighboring properties.
   e. Visible equipment enclosures must use non-reflective finishes and materials that complement the building's architecture.
   f. Microcell antennas must be flush-mounted behind parapets and painted to match.
   g. All electric distribution lines, other franchise utility lines, irrigation controls, and similar utility boxes must be installed underground.

O. Historic Preservation

Developers are encouraged to pursue local historic designation for historically significant buildings, and should adaptively incorporate those buildings into redevelopment plans through adaptive reuse

P. Civic Buildings

1. **Definition:** Buildings serving public functions---libraries, markets, museums---or their private equivalents.
2. **Design Flexibility**: Civic buildings must stand out through exceptional design and are generally exempt from the standard façade requirements to allow creative freedom. The architecture shall convey the public nature of the building through the use of materials, architectural ornament, façade detailing, and lighting.
3. **Review**: All civic building proposals require UDC review and approval.

Q. Temporary Construction Facilities Standards

1. Temporary construction offices, storage sheds, trailers, barricades, and fences will be allowed as necessary during the construction of a permanent building.
    a. Such facilities shall be placed as inconspicuously as possible to the general public and/or neighboring property owners.
    b. Temporary construction facilities are approved by staff.
2. **Construction Trailer Location Standards**
    a. Trailers must be located within the designated limits of construction.
    b. Under certain circumstances, approval may be given to locate construction trailers at another location. Approval shall be limited to cases where site characteristics make it difficult or impractical to locate a trailer on the construction site.
3. **Construction Site Screening Standards**
    a. Temporary screening materials along the fenced construction area are allowed to minimize the visual impact of the construction areas and fencing.
    b. Screening designs should have elements or references to the associated building under construction, except for art projects on the construction fence. It is not permitted to advertise for any off-site or non-property related entity. However, references to contractors associated with the project are allowed (e.g., general contractor, financial institution).
    c. Artistic/creative designs on the construction fence are encouraged, where appropriate.
    d. Designs should be complementary to the existing permanent signs on site.



Fig. 10-10: Examples of acceptable construction site screening.

Section 11: LANDSCAPING ON PRIVATE PROPERTY

A. Intent

Development in Panther Island is intended to be higher density with buildings close to the sidewalk and parking primarily in structured parking garages. Developments may have yards, private open space and setbacks visible from the right-of-way that warrant landscaping. In addition, interim development may include surface parking lots. This section is intended to address landscaping within these areas. The goal is to complement public realm landscaping and mitigate the urban heat island and visual effects of surface parking lots.

B. Landscaping and Paving Standards in the Waterfront Transition Zone

1. The development shall comply with the TRWD Water Quality Manual, installing best management practices as needed.
2. **Landscape Materials:** Developer shall use native and adapted plants identified in the Allowable Species List referenced in the Panther Island Canal System Manual adopted by Tarrant Regional Water District. The required percentage of native plants shall align with the Panther Island Canal System Manual.
3. **Paved Surface Coverage:** Minimum 20% of the WTZ must be landscaped with up to 80% paved with outdoor-grade pervious or impervious materials. Asphalt is prohibited.
4. **Tree Canopy Coverage:** Except for covered areas and hardscape areas within 15 feet of a pool edge, a minimum tree canopy coverage of 50% in the WTZ is required, unless flood conveyance requirements preclude. Credit shall be provided at 2,000 square feet for large trees, 700 square feet for medium trees and 100 square feet for small/ornamental trees.

C. Surface Parking Lot Landscaping

1. **Applicability**
   - **a.** Landscaping is required for all new or improved surface parking areas with more than 10 spaces.
   - **b.** Multiple lots under one ownership or connected by drive aisles are considered a single parking area.
2. **Standards**
   - **a.** If adjacent to street ROW, the site shall conform to the streetscape requirements for the street classification in Section 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS unless the current condition of the street and curb makes this impractical. In those instances, the following shall be incorporated:
     i. Ten (10) foot sidewalks with a seven (7) foot pedestrian way

ii. Pedestrian lights every 50 feet
iii. Street trees every 25 feet shall be planted within the walkway corridor to help screen and shade parking lots and adjacent walkways.

b. If adjacent to street ROW, delineation from the sidewalk with landscaping, low walls or fences, or decorative post and chain is required and shall not exceed four (4) feet in height;

c. All parking lots must have a minimum tree canopy coverage of 40%; and

d. Tree planting areas must include ground covering.

3. Landscape Materials

Selected materials and spacing must conform to American Standard for Nursery Stock (ANSI Z60.1)

D. Landscaping of Other Adjacent Private Property Visible from Street and Pedestrian Access Right-of-Way

1. Applicability: This section applies to private property, other than parking lots and waterfront transition zones, that is visible to the public. This may include but is not limited to yards, setbacks, stoops, etc.

2. Landscape Standards

Panther Island is exempt from the tree preservation standards in *Section 6.302 Urban Forestry of the City of Fort* Worth Zoning Ordinance. However:

a. A minimum tree canopy coverage of 50 percent is required for areas exceeding 4,000 square feet, subject to maintenance and replacement over the life of the project.

b. Development set back from the building line shall incorporate landscaping such as bushes, flowers, and other plantings that conform to the standards in quality and quantity in the American Standard Nursery Stock (ANSI Z60.1)

3. Landscape Guideline

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

E. Approved Private Property Tree List

For all uses other than street trees, canal system, and public open spaces.

Table 11-1: Private Property Trees

Small Canopy	Medium Canopy	Large Canopy
Crepe Myrtle *Lagerstroemia indica* Desert Willow *Chilopsis linearis* Evergreen Sumac *Rhus virens* Eve's Necklace *Sophora affinis* Flameleaf Sumac, *Rhus lanceolata* Golden Leadball *Leucaena retusa* Holly *Ilex* spp. Mexican Buckeye *Ungnadia speciosa* Mountain Laurel *Sophora secundiflora* Possumhaw *Ilex decidua* Rusty Blackhaw Viburnum *Viburnum rufidulum*	Bigtooth Maple *Acer grandidentatum* Carolina Cherry Laurel *Prunus caroliniana* Goldenrain Tree *Koelreuteria paniculata* Honey Mesquite *Prosopis glandulosa (thornless)* Lacey Oak *Quercus glaucoides* Mexican Plum (away from sidewalks) *Prunus mexicana* Red Maple *Acer rubrum* Redbud *Cercis canadensis* Trident Maple *Acer buergerianum*	American Sycamore *Platanus occidentalis* Bald Cypress *Taxodium distichum* Bur Oak *Quercus macrocarpa* Cedar Elm *Ulmus crassifolia* Chinquapin Oak *Quercus muehlenbergii* Eastern Red Cedar *Juniperus virginiana* Escarpment Live Oak *Quercus fusiformis* High Rise Live Oak *Quercus virginiana* 'Highrise' Live Oak *Quercus virginiana* Mexican Sycamore *Platanus mexicana* Pecan *Carya illinoinensis*

Saucer Magnolia *Magnolia × soulangeana* Texas Persimmon *Diospyros texana* Texas Redbud *Cercis var. texana* Wax Myrtle *Myrica cerifera*		Pond Cypress *Taxodium ascendens* Shumard Red Oak *Quercus shumardii* Southern Magnolia *Magnolia grandiflora* Texas Red Oak *Quercus buckleyi*
NOTE:		
Alternative species may be administratively approved by the City Forester so long as they match the site conditions and are not prone to poor performance in the local climate.		

Section 12: PARKING

A. Intent and Principles

The goal of these standards is to support a walkable, comfortable, and attractive urban environment by:

1. Prioritizing pedestrian movement and sidewalk quality;
2. Encouraging a mix of transportation options;
3. Using streets and sidewalks as part of a linear park system;
4. Providing shade and enclosure through street trees;
5. Softening blank walls with landscaping and design treatment; and
6. Reinforcing Panther Island's identity as a distinct urban district.

B. Minimum or Maximum Off-Street Parking

None.

C. Structured Parking (Parking Garages) Standards

1. Shared, structured parking facilities are strongly encouraged.
2. Refer to *Section 9: URBAN FORM* for parking garage setbacks and *Section 10: BUILDING DESIGN* for design criteria related to parking garages.
3. Garage access shall comply with standards for curb cuts in this section.

D. Surface Parking Lot Standards - General

1. **Intent:** Surface parking lots are strongly discouraged but may be necessary to serve development. Surface parking may be incorporated into a site on a permanent basis; or, it may be transitional on all or part of a full block that supports current off-premise demand but will be developed when market demands warrant. These requirements are intended to minimize any negative impacts to pedestrians and the streetscape experience on Panther Island during its transformation.
2. **Applicability:** These standards apply to any major modifications such as reconstruction and new construction of surface parking, whether permanent or transitional.

3. **Location:**
   a. Prohibited along Canals and Waterfront which cannot be waived by UDC.
   b. Prohibited on North Main Street.
4. **Conformance with other Standards:**
   i. Streetscape requirements in *Section 7: STREETS, BLOCKS, STREETSCAPES, AND SIDEWALKS.*
   ii. Setbacks in *Section 9: URBAN FORM.*
   iii. *Section 11: LANDSCAPING ON PRIVATE PROPERTY*.
5. **Required Design Features**:
   i. Permeable or impermeable pavement; and
   ii. Wheel stops and/or other elements to delineate individual spaces and drive areas.

E. Surface Parking Lot Standards - Permanent

1. Must be located behind or to the side of buildings, at the interior of blocks.
2. **Maximum Surface Parking Lot Frontage** – The percentage of surface parking lot frontage along any street shall not exceed the following maximums:
   a. 20% of the development site's total frontage length along a project's Type 'A' Frontage, and
   b. 40% of the development site's total frontage length along a project's Type 'B' Frontage.
   c. Parking lot frontage measurements shall include the combined frontage length of any paved and/or drivable surface that functions as part of a parking lot's circulation, such as – but not limited to – drive aisles and parking spaces.

F. Surface Parking Lot Standards - Transitional

1. **Applicability**:
   a. A transitional parking lot provides needed parking in a high-activity area without negatively affecting the site's long-term development. A transitional parking lot is defined as any parking lot intended to operate temporarily and is associated with new or existing buildings.
   b. A transitional parking lot may be a primary use on a parcel serving off-site parking needs or may be part of a phased development.
   c. This section and all standards applying to transitional parking lots do not apply to construction staging lots primarily serving construction vehicles, contractor parking, trailers, or other users directly associated with a construction project. The duration of time for construction staging sites shall match the construction project's duration of time.

2. **Review of Transitional Parking Lot**:
    a. Proposals for transitional parking lots consistent with all applicable development standards provided below may be approved by the FBC Administrator.
    b. A developer may request that the FBC Administrator delineate a portion of a one-acre or larger tract as an artificial lot for identification of adjacent roadways that must conform to required streetscape improvements.
    c. The UDC shall review proposals for transitional parking lots when a waiver from the development standards is requested. The review will consider the proposed transitional parking lot site's context and the transitional parking lot's compatibility with surrounding properties and uses.
3. **Eligibility** – At a minimum, the location must:
    a. Address parking demand generated by projects or construction; and/or
    b. Facilitate another site's desirable development.

G. Bicycle Parking

1. Bicycle parking is not required if the property line falls within 200 feet of existing bicycle parking.
2. All other projects must provide Bicycle Parking at a minimum of 2 spaces per project and a rate of 2 bike space per 20,000 square feet for retail and 2 bike spaces per 40 units for residential (minimum). Two bike parking spaces can be met with one two-sided rack.
3. Bicycle parking rack may be installed within the right-of-way adjacent to Building Frontages subject to the following restrictions:
    a. Bicycle parking must be a ring as depicted in *Fig. 12-1*. The FBC Administrator may approve similar alternatives due to availability limitations.
    b. Bicycle parking should not be located in the following areas:
        i. Within (5) feet of fire hydrants;
        ii. Within four (4) feet of loading zones or bus stops;
        iii. Within two (2) feet of utility meters, tree grates, or tree wells; and
        iv. On sidewalks less than seven (7) feet in width.
4. Bicycle parking is encouraged to be contained within parking garages where possible.



Fig. 12-1: Allowable bicycle parking

H. Curb Cuts

1. Curb cuts are not allowed along Type 'A' Frontage designated roadways (Canal, River, Lake or other water frontage are considered as Type 'A' Frontage and North Main Street.
2. Along all other frontages, curb cuts shall be limited to one every 100 feet.
3. For sidewalk continuity, curb cuts accessing private properties shall slope up from the street level to the sidewalk level, and the sidewalk shall be continuous in width and paving material through the width of the curb cut.

I. Drop-Off Zones and Valet Standards

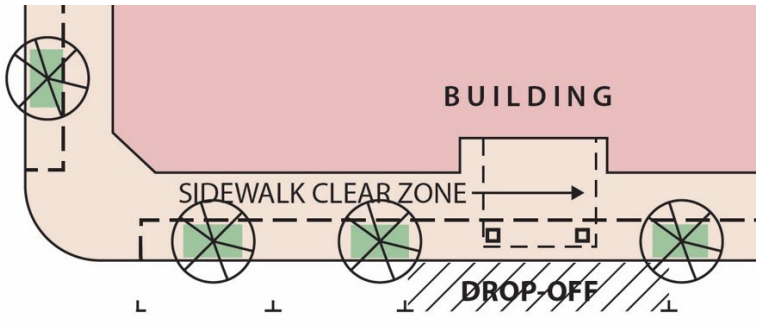
1. Drop-off facilities are not allowed along North Main Street.
2. Drop-off, including residential, hotel and restaurant drop-off, must be provided either:
    a. Within the building facility, or
    b. Inset where no curbside parking exists and maintains a minimum seven (7) foot wide pedestrian way, or
    c. A corner pass-through drop-off lane may be permitted when both streets have 'B' frontage designations and is subject to UDC approval.
3. Portable valet stands must be located within the furnishing zone and must not interfere with the pedestrian way.

J. Vehicular Plazas and Drop-Offs

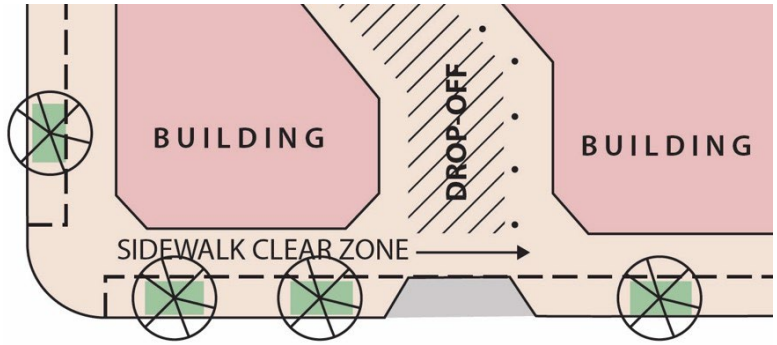
1. **Intent**: Vehicular Plazas are intended to accommodate vehicular drop-off and valet functions for large multi-story buildings with at least 200 feet of street frontage. These areas are intended to resemble plazas and courtyards with flush curbs, trees and landscaping, artistic and water features, and seating.
2. **Location**:
    a. Vehicular Plazas must be located on streets designated as Type 'B' Frontages.
    b. Exception: Drop-off areas are not allowed along North Main.
    c. If no Type 'B' Frontage exists, the FBC Administrator will recommend an appropriate location.
3. **Configuration:**
    a. Vehicular Plazas must be framed by building façades on three sides.
    b. At least two sides must meet Type 'A' Frontage standards
    c. Plazas cannot be placed at street corners.
4. **Porte-Cochere:**
    a. Covered drop-off areas (porte-cocheres) may cover up to 50% of the plaza area

b. Covered areas are excluded from tree coverage calculations.

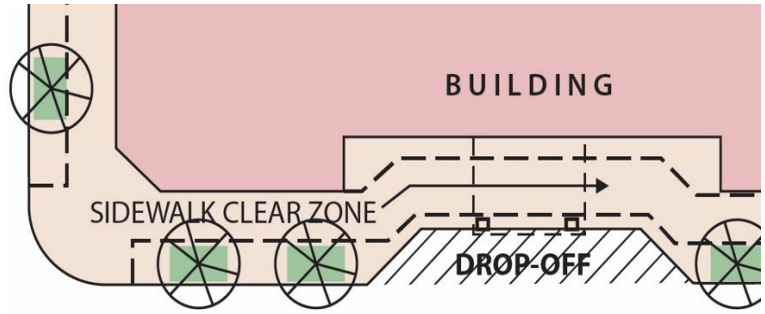
5. **Convenience Parking**: Up to 8 short-term parking spaces may be provided within the plaza.
6. **Landscape Treatment**: See *Section 11: LANDSCAPING ON PRIVATE PROPERTY.*
7. **Monument Signs**: A Monument Sign that is integrated into the overall landscape design may be placed in a landscaped median to identify the building and address. See *Section 14: SIGNAGE*.



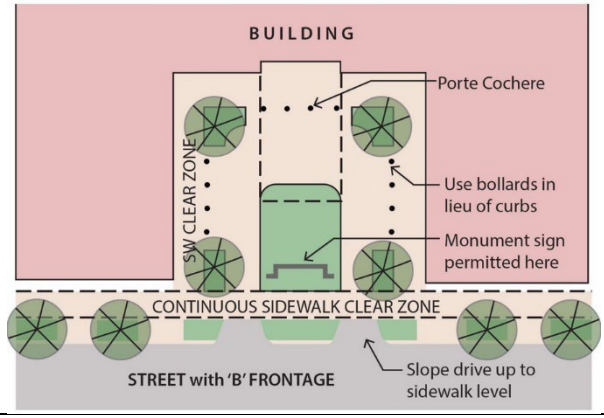
Drop off zone for streets with on-street parking



Drop-off zone in internal driveway.



Drop off zone when no on-street parking present



Vehicular Plaza

Fig. 12-2: Diagrams of vehicular plazas and drop-off configurations

Section 13: SCREENING AND FENCING

A. Screening

Intent: To ensure that utility and service areas are discreetly integrated into the site, particularly along Type 'A' Frontages where they should be least visible. These areas must be situated at the side or back of the main structures.

1. **Service Areas:**
   - **a.** Trash and recycling collection and other similar service areas must be located to the rear of buildings (or entirely within the building).
   - **b.** Service areas (dumpsters), if located outside the building, must be screened on 3 sides by a masonry wall a minimum of 6 feet in height or to the top of the equipment, whichever is higher up to 8 feet maximum and on the 4th side by a solid gate at a minimum of 6 feet in height.
   - **c.** The gate and wall must be maintained in good working order and must remain closed except when trash pick- ups occur.
   - **d.** Trash and recycling collection and other similar service areas must be located on a concrete pad.
2. **Wall-Mounted Equipment:**
   - **a.** Wall-mounted equipment, not including antennas, must be located on non-street- facing building façades or structures when possible.
   - **b.** Wall-mounted equipment, not including antennas, located on any building façade or structure that is visible from a Canal, Waterfront, private or public street (not including an alley) must be fully screened by landscaping or an opaque wall or fence that is compatible with the principal building in terms of texture, quality, material and color. This requirement may be administratively waived if line-of-sight is required by utility provider.
   - **c.** Screening must be of a height equal to the height of the mechanical equipment being screened.
   - **d.** Modifications to this section may be approved by the UDC.
3. **Ground-Mounted Equipment:**
   - **a.** Ground mounted mechanical equipment includes, but is not limited to: utility meters, junction boxes, HVAC equipment, etc.
   - **b.** Ground-mounted mechanical equipment must be located to the rear of buildings.
   - **c.** Ground-mounted mechanical equipment above 30 inches in height that is visible from a public street (not including an alley) must be fully screened by landscaping or an opaque wall or fence that is compatible with the principal

building in terms of texture, quality, material and color. This requirement may be administratively waived if line-of-sight is required by utility provider.

   d. Screening must be of a height equal to or greater than the height of the mechanical equipment being screened.
   e. Modifications to this section may be approved by the UDC.

4. **Roof-Mounted Equipment**: *Section 10: BUILDING DESIGN* shall apply.

B. Fencing for Commercial and Shared Residential Entries

1. See *Section 10: BUILDING DESIGN (C. Building Entrance Standards)*. Ground Floor Residential Frontages for individual residential entries.
2. **Perimeter Fencing:**
   a. Prohibited along public streets, waterfronts, and publicly accessible walkways or open spaces.
   b. Fences must not extend beyond building façades and property line.
   c. Durable materials are required such as iron, brick, stone, aluminum, stainless steel, antique wire, etc. Prohibited materials are chain link, barbed wire, razor wire, electrified fencing, corrugated metal panels, unfinished or untreated wood, and plastic or vinyl.
   d. Front yard fences shall be a maximum height of 4 feet, 50% open.
3. **Privacy Fences:**
   a. Allowed for cafes, bars, and restaurants.
   b. Must not exceed 42-inches in height.
   c. Must enclose a private patio or yard.
4. **Security Gates/Fences for Driveway and Lot Entrances** – a fence or railing not exceeding 6 feet in height may be used on driveways and lot entrances if flush with façade.

Section 14: SIGNAGE

A. Intent

1. To establish specific standards for Panther Island business identification.
2. To encourage creative and innovative approaches to regulating signs consistent with the principles and general intent of the Panther Island (PI) FBC.



Fig. 14-1: Businesses are encouraged to create unique and interesting signs that distinguish establishments.

B. Principles

1. To encourage excellence in signage, both as a communication tool and as an art form, or an historic nod where appropriate.
2. To enhance the economic value of the built environment by avoiding visual clutter, which is potentially harmful to property values and business opportunities.
3. To allow and encourage creative and unique sign designs while preventing cluttered and unattractive streetscapes.
4. To ensure signs reinforce the existing and envisioned character and are complementary to the architectural design of the district.

C. Administration

1. Staff may authorize installation of a sign that exceeds the applicable size or height restriction by up to 20 percent of the maximum size or height prescribed by this chapter after determining that:
2. The sign owner or user has demonstrated the existence of practical difficulties in complying with the standards.
3. A unique circumstance exists that make compliance with the requirements of this section impractical.

D. Nonconforming Signs

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

E. Modifications for Exceptional Design

Signage that does not fit the specific standards and guidelines of this section may be considered for a waiver. In general, effectively designed signs should respond to the site, landscape, and architectural design context within which they are located. Signs should be compatible in scale, proportion, and design with the building's façade and its surroundings, and made of quality, durable material. These signs should seek to become a piece of art or an architectural feature. Exceptional design modifications must be reviewed based on aforementioned criteria, sign standard intent, and the guiding principles for Signage.

F. Comprehensive Building Signage Plan Standards

1. A comprehensive building signage plan regulates signage for multiple businesses or tenants within one building or development. Commercial signs on a large project with a uniform façade and more than one storefront, should relate to each other in terms of height, proportion, color, and background value. Maintaining uniformity among these characteristics reinforces the building's façade composition while still communicating business identity. A comprehensive sign plan is mandatory for all new developments and sign modifications on existing buildings
2. The comprehensive building signage plan must indicate existing nonconforming signs, and the number and location of on-premises signage to be allocated to each tenant under the new plan.
3. The comprehensive building signage plan must establish an allowable area of signage for existing and future tenants with regard to all allowed sign types.

G. Signs Not Allowed or Prohibited

1. Signs that are not allowed:
   a. Rooftop signs (signs place above the roofline of a building)
   b. Standard box cabinet wall signs
   c. Signs located at the crown of a building greater than 120 feet in height
   d. Animated signs



Fig. 14-2: Examples of Signs Not Allowed

2. Signs that are <u>not allowed</u> in the district may submit for a waiver to the UDC and will be considered based on the following as described in this section.
   a. The intent for signage.
   b. The principles for signage.
   c. The requirements for modifications for exceptional design.
   d. The requirements for creative signs.

3. Prohibited signs that are not eligible for waiver:
    a. Off-premise signs
    b. Pole Signs
    c. Freeway signs

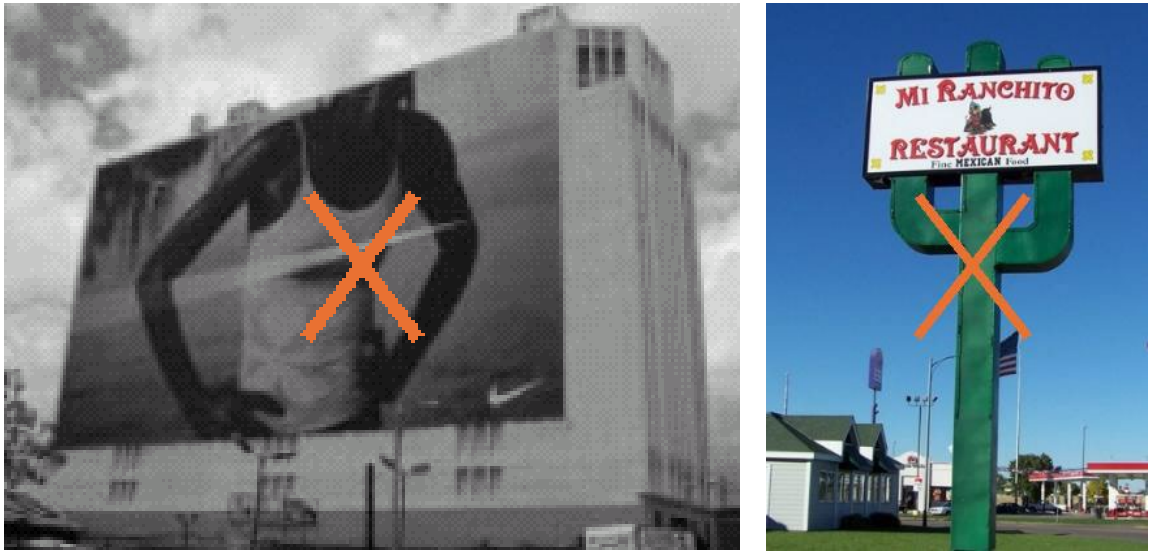


Fig. 14-3: Examples of Prohibited Signs Not Eligible for Waiver

H. Location and Alignment Standards

Signs must be positioned to emphasize or accent building elements such as storefront openings or entrances.

1. Signs must not be installed in locations that damage or obstruct important architectural features.
2. Where possible and appropriate, signs must be aligned with those on neighboring buildings to promote visual order on the block, to avoid visual clutter, and to enhance legibility.
3. Signage for ground floor occupants must be located below second floor windowsills with the exception of Blade signs.
4. Signage for ground floor occupants must be located below second floor windowsills with the exception of Blade signs.
5. Signage for occupants located on the second floor and above must be located on a tenant directory, Monument Sign or below second floor windowsills.



Fig. 14-4: A building's architecture often provides appropriate locations for signs. This sign is appropriately located and architecturally compatible.

I. Dimensions and Scale Standards

1. Signs must be consistent with the human scale of the district's buildings and blocks. Small scale signs are appropriate to smaller scale buildings and pedestrian traffic, while larger scaled signs are typically appropriate to vehicular traffic. Well-designed storefronts include pedestrian oriented signage and window displays. Storefronts consider generally the urban environment where the means of travel is traditionally by foot or slow-moving vehicles.
2. Signage must be compatible in scale of the building, adjacent buildings, the streetscape and adjacent signage.



Fig. 14-5: Example of out of scale sign.

J. Material Standards

1. Signs must relate in material with the building façade and streetscape.
2. All permanent signs must be constructed of quality, durable materials.

K. Graphic Standards

1. Sign graphics must be simple with symbols and logos that are quickly read and easily remembered.
2. Lettering must be in proportion to the size of the sign.

L. Lighting Standards

1. External lighting must be shielded and directed only at the sign.
2. Internal illumination is acceptable when the letters themselves, not the background, are lit.

M. Building Façade Measurement Standards

Use *Fig. 14-7* to measure building façade.



Fig. 14-6: Well-designed storefronts include pedestrian oriented signage, window displays, and the use of internally illuminated Channel Letters

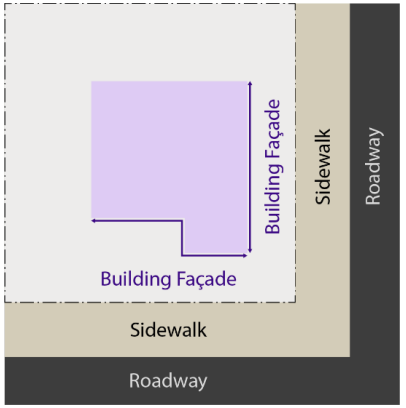


Fig. 14-7: Measuring Building Façade

N. Sign Area Measurement Standards

1. Sign area for all signs must be measured by means of the area of one rectangular or circular shape that encloses all sign elements except the support structure.
2. For signs consisting of individual letters and/or graphics mounted on a building wall or window, the sign area must be measured by means of the area of one rectangular or circular shape that encloses all of the letters and graphics that constitute the sign.
3. Use *Fig. 14-8* to measure sign area.

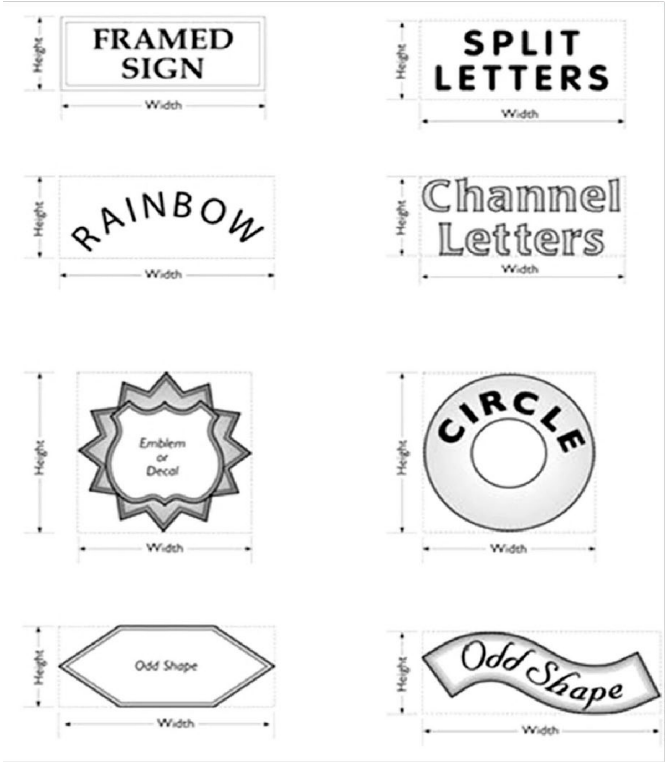


Fig. 14-8: Measuring Sign Area

O. Allocation of Sign Area

1. The maximum sign area is determined by *Table 14-1*. The maximum allowed sign area may be used with any combination and number of signs, unless otherwise noted.
2. All signs must meet the General Sign Standards and the individual sign type standards and guidelines.
3. The height of a building must be measured from grade.

Table 14-1: Allowable Sign Area by Sign Type

Ground Floor Use	Total Allowable Sign Area
Wall signs Blade Signs/ Projecting Signs	1.25 square feet per linear foot of storefront, with a maximum of 25 square feet per storefront.
Awning signs/ umbrella signs	For storefronts exceeding 50 linear feet, the maximum allowed square footage must be 35 square feet.
Canopy signs	
Marquee Signs	Corner lots and storefronts may be calculated on both street facing façades.
Plaque signs	
Banner signs	Signage for ground floor occupants must be located below second floor windowsills except for Blade Signs.
Window Signs and decals	Count toward total allowable sign area if the sign(s) exceed 10% of window space.
Shingle sign	12 square feet per storefront.
A-Frame Sign	One (1) sign per storefront.
Second Floor and Above Use	Total Allowable Sign Area
Wall signs	100 square feet with no single sign to exceed 25 square feet.
Blade Signs/ Projecting Signs	
Awning signs/ umbrella signs	It must be located within five (5) feet of an entrance.
Canopy signs	
Marquee Signs	Signage for occupants located on the second floor and above must be located on a tenant directory, Monument Sign or below second floor windowsills.
Plaque signs	
Banner signs	

P. Wall Sign Standards

1. Wall signs are attached to and completely supported by exterior walls. A wall sign should be placed above ground floor windows on one-story structure or between windows. One wall sign for each storefront or building façade that fronts a public street or alley is usually sufficient.
2. Maximum width: 66 percent of the linear width of the business, not to exceed the maximum allowable square footage.
3. Lettering height: Lettering must be in proportion to the size of the sign and the width of the storefront. Wider storefronts could have taller letters. As a general rule, the maximum height of a capital letter should be 3/4 the height of the sign background.
4. Exposed raceways are not allowed and require a waiver.
5. Signs on side or rear building elevations for a ground floor business are permitted, provided that the elevation contains a public entrance.



Fig. 14-9: Examples of wall signs that are designed to be compatible with the storefront in scale, proportions, and color. Internal illumination is appropriate, provided that each individual letter is illuminated.

Q. Projecting Blade Sign Standards

1. Projecting signs are two-sided signs attached to the face of a building. Blade signs are two-sided signs that are generally vertical in orientation and span multiple floors. Both signs project perpendicular to the storefront or building.
   a. Minimum vertical clearance: 11 feet.
   b. Projecting sign maximum projection width: 4 feet.
   c. Projecting sign maximum height: 6 feet.
   d. Blade sign maximum projection width: 3 feet.
   e. Blade sign maximum height: 8 feet.
2. No more than one projecting sign is allowed per tenant space frontage at the ground level of a building. Tenants that have frontage on street and canal are allowed one projecting sign on each side.
3. A projecting sign or blade sign must be located a minimum of 25 feet from any other projecting sign or blade sign. When building or storefront width prohibits adherence to this standard, flexibility must be permitted through a minor modification to be reviewed by staff.
4. A projecting sign may be erected on a building corner when the building corner adjoins the intersection of two streets. Allocation of sign area from both streets may be used. However, in no case must the sign exceed the maximum dimensional standards for Projecting or Blade Signs.
5. A Projecting and Blade Sign must be located below the windowsills of the third story.
6. The top of a Projecting or Blade Sign must not extend above the building eave or top of parapet.



Fig. 14-10: Example of Projecting and Blade Sign that reflect the character of each building and business. The size and shape of a projecting and blade signs should respect the scale of the structure.

R. Awning and Canopy Sign Standards and Guidelines

Awning and canopy signs are painted on or attached to an awning above a business door or window.

1. **Awning Sign Standards:**
   a. Awning signs may be allowed on the shed portion of the awning but are preferred on the valence flap. The flap height should be large enough for letters and symbols to be read easily.
   b. Maximum letter height: 75 percent of the height of the valence flap/shed area.
2. **Canopy Sign Standards**
   a. Canopy signs are typically attached above or below the face of a canopy.
   b. Maximum: one (1) sign per canopy
3. A canopy sign must not extend beyond the length or width but can extend above or below the face of the canopy.



Fig. 14-11: Example of Awning/Canopy that enhances building architecture and adds color and interest to the streetscape. They should reinforce unique design qualities.

S. Shingle Sign Standards

1. Shingle signs are smaller projecting signs that are typically located near the entrance of a storefront. They project outward at a 90-degree angle and hang from brackets. Shingle signs can include logos, symbols, or lettering. A shingle sign is generally intended to be read by pedestrians and by motorists in slow moving vehicles
   a. Minimum vertical clearance: 8 feet.
   b. Maximum projection: 48 inches.
   c. Maximum area per sign face: 6 square feet.
   d. Maximum total area: 12 square feet.
2. Shingle signs must be located within eight (8) feet of an active pedestrian entrance.

3. To minimize visual clutter, shingle signs should not be located within close proximity to other hanging signs or projecting signs.
4. The hanging bracket must be an integral part of the sign design.
5. The shingle sign cannot be illuminated.

T. Window Sign and Decal Standards

1. Window Signs are painted on or attached to the inside of a window facing the street. This type of signage can contain text, graphic logos, and other images.
2. Maximum area: 25 percent of the total transparent glass area of windows parallel to the street, excluding the area of all glass doors.
3. Locations must be limited to ground floor window facing the primary street frontage and adjoining parking lots.
4. Materials must be of high quality, such as vinyl decals, paint, gold-leaf, or neon.
5. Window Signs must not completely obscure visibility into or out of the window. Exceptions may be made for signs that screen utility, mechanical office and kitchen equipment and vacant spaces.
6. A maximum of one Window Sign is allowed per windowpane or framed window area.
7. Temporary Window Signs are allowed to show special events and sales, provided they are removed immediately following the event.
8. Handwritten, paper, cardboard, and plastic signs are not allowed.
9. Neon signs are allowed provided that all electrical supply cords, conduit, and electrical transformers are hidden from view through the window.



Fig. 14-12: Examples of symbols and logos on signs, identifying the business, adding interest to the street, quickly read, and often remembered more easily than words.



Fig. 14-13: Window Signs can express business image through graphic logos or colorful images. The sign copy of Window Signs should be in proportion to the glass surface. Well-designed window graphics attract attention while still allowing pedestrians to view store interiors.



Fig. 14-14: These Window Signs obstruct the interior view and are not allowed.

U. A-Frame Sign Standards

1. Portable A-Frame signs are signs and advertising devices that rest on the ground and are not designed to be permanently attached to a building or permanently anchored to the ground. A-Frame signs are designed to attract pedestrians, not passing motorists.
2. Each business is allowed to have one (1) A-Frame sign.
3. Signs are limited to eight (8) square feet total (both sides) and cannot exceed four (4) feet in height.
4. A-Frame Signs must not encroach into required off-street parking areas, public roadways, or alleys, and may not be arranged to create site distance conflicts or other traffic hazards.
5. A-Frame Signs can only be utilized during regular business hours and should be removed during non-business hours.
6. A-Frame Signs are allowed on private property or within public rights-of-ways sign must not impede pedestrian, ADA, or vehicular access.
7. A minimum access width of six (6) feet must be maintained along all sidewalks and building entrances accessible to the public.



Fig. 14-15: Example of an appropriately placed A-Frame sign on the sidewalk in front of the business



Fig. 14-16: This sign is placed too close to the ADA sidewalk, impeding pedestrian crosswalk and access.

V. Plaque Sign Standards

1. Plaque signs are attached to the surface adjacent to building entries and are smaller versions of wall signs
2. Locations are limited to wall surfaces adjacent to tenant entry.
3. Maximum projection: 2 inches
4. Maximum height: 2 feet
5. Maximum width: 2 feet



Fig. 14-17: Example of plaque sign that includes unique design or other interesting graphic.

W. Marquee Sign Standards

1. Marquee Signs are projecting signs attached to the perimeter or border of a permanently roofed building and are constructed as a part of the building. Marquee Signs are usually installed on theaters, cinemas, and performing art facilities.
2. Maximum area for facility name: 40% of Total Sign Area.
3. Maximum area for the changeable copy: 80% of Total Sign Area.
4. Sign copy is limited to the facility name and changeable copy related to current and future attractions.



Fig. 14-18: Example of Marquee Signs used for theaters and other similar entertainment venues.

X. Changeable Copy Sign Standards

1. Changeable copy signs are signs where letters, symbols, or numerals are not permanently affixed to the structure, framing, or background. This allows the message to change over time. Examples include a bulletin board, Electronic Message Signs, or projected image sign. Electronic changeable copy signs are appropriate for the following uses: theaters, hotels, public transit, and gas station pricing signs.
    - **a.** All changeable copy signs must have a public hearing at the UDC.
    - **b.** Maximum of 25% of the sign face may be devoted to changeable copy.
    - **c.** Changeable copy signs must not be used to display commercial messages relating to products or services that are not offered on premise.
    - **d.** Window electronic display sign locations must not contribute to light pollution for any adjacent residential developments.
    - **e.** On detached signs, electronic changeable copy must be limited to Monument Signs.
    - **f.** The message must not change at a rate faster than one message every 20 seconds. The interval between messages must be a minimum of one second.
    - **g.** Changeable copy signs must not contain animation, rolling or running letters or message, flashing lights, or displays.
    - **h.** All sound is prohibited.



Fig. 14-19: Example of brightly lit changeable copy sign that adds energy and vibrancy of the area.

2. Using the criteria above, all electronic changeable copy signs must receive a recommendation from the UDC prior to receiving a special exception from the City of Fort Worth Board of Adjustment.

Y. Monument Signs

1. Monument Signs are freestanding and located adjacent to sidewalks. Such signs are typically used for buildings that are separated from adjacent streets by substantial setbacks.
   a. Maximum total area: 60 square feet per sign face
   b. Maximum height: 8 feet including base
2. Locations are limited to landscaped areas, with a minimum setback from the public right-of-way of five (5) feet.
3. Backgrounds must be opaque with non-reflective material.
4. A Monument Sign must be set onto a base or frame, presenting a solid, attractive, and well-proportioned appearance that complements the building design and materials.
5. External lighting fixtures must be designed to complement the appearance of the sign or internal lighting that only illuminates text and logos.
6. A sign erected on the top of a retaining wall is considered a Monument Sign. The height of the wall must be included in the overall height calculation. In this case, the five (5) foot minimum setback is not required.
7. A sign affixed to the face of a retaining wall or seat wall that is an integral part of a plaza or streetscape design may utilize the sign area allocated to wall signs. In this case, the five (5) foot minimum setback is not required.



Fig. 14-20: Example of monument signs that is appropriate in Panther Island

Z. Tenant Directory Sign Standards

1. Tenant directory signs are used to identify businesses in multi-tenant buildings that do not have direct frontage on a public street. The design of the sign should complement the building's design.
   a. Maximum sign height: 8 feet including the sign base
   b. Maximum letter height: Building/development name or logo: 8 inches
   c. All others: 4 inches
2. Tenant directory signs must:
   a. Conform to Monument Sign standards.
   b. Orient to the pedestrian realm.
   c. Mount flat against a solid wall within or near a main entrance or incorporated into a freestanding sign located on the property on which the tenants are located.
   d. If lit, be externally lit to complement the appearance of the sign or provided internal lighting that only illuminates text and logos.



Fig. 14-21: Tenant directory signs could be mounted flat against a solid wall within or near a main entrance or incorporated into a freestanding sign.

AA. Building Identification Sign Standards

1. Building identification signs are words, graphics, or logos used to identify the building. Wall signs below the second story windowsills and blade signs below the third floor windowsills are appropriate locations for building identification signage.
2. Building identification signs must be:
   a. Located adjacent to the primary entrance of the building.
   b. Limited to two (2) signs per building, with no more than one sign per façade signs must have identical messages.
   c. Applicable to sign type standards found in this section of the code.
   d. Limited to 25 square feet per sign.
   e. Compatible with existing architecture.





Fig. 14-23: Blade signs below the third floor windowsills are appropriate location for building identification signage.



Fig. 14-22: Building identification signage should be located adjacent to the primary entrance of the building. Wall signs below the second story window are appropriate location for building identification signage.

BB. Crown of Building Sign Standards

1. With Panther Island revitalization, an architectural personality will emerge, distinguishing it from other areas of the City. The absence of commercial logos and messages on the majority of taller buildings leaves a clean, sophisticated skyline. Preventing further intrusion of commercial messages on the skyline is a desire of the Panther Island community. To avoid visual clutter, signs must not be allowed to dominate the skyline.
2. A crown of building sign is a sign attached flat to or mounted away from the building façade. A crown of building sign may be parallel to the building façade horizontally or vertically and must be located on the upper band of a building.
3. Crown of building signs located on buildings at or greater than 120 feet in height are not allowed.
4. Crown of building signs located on buildings less than 120 feet in height are allowed, provided the signs meet the requirements below. The UDC may grant a waiver for a sign at or greater than 120 feet. All Crown of Building signs must meet all the requirements below:
    - **a.** A crown of building sign must be located between the top of the parapet or high point of the building, exclusive of penthouse and mechanical screening structures, and the horizontal line not more than 15 feet below the top of the parapet or high point of the building on the side of the building to which the sign is affixed.
    - **b.** No portion of a crown of building sign can extend above the roof line or above a parapet wall of a building with a flat roof.
    - **c.** More than two (2) signs are prohibited.
    - **d.** Signs must have identical messages.
    - **e.** No more than one (1) crown of building sign per façade is allowed.
    - **f.** A maximum of one (1) horizontal or vertical line of letters or symbols.
    - **g.** Prohibited signs – raceways, cabinet, and animated.
    - **h.** Lighting is limited to internally illuminated Channel Letters and/or logo and/or “halo- lit” Channel Letters and/or logo.
    - **i.** Signs must be compatible with existing architecture and must be appropriately scaled and sized for their location. Signs must not conceal, destroy, or distract from character defining features.



Fig. 14-24: Example of appropriate crown of building sign.

j. Area (max): Square footage must be determined by the height of the building:
   i. 18 to 100 feet of building height: 100 square feet
   ii. 101 to 200 feet of building height: 200 square feet
   iii. 201 and taller of building height: 300 square feet

k. Height (max): Height of the sign shall be determined by the height of the building:
   i. 18 to 100 feet of building height: 4 feet
   ii. 101 to 200 feet of building height: 6 feet
   iii. 201 and taller of building height: 8 feet

l. Width: Width of the sign shall also be no more than 66% of the width of the façade.

CC. Creative Sign Standards

1. Creative signs bring fun and vitality to streets and are encouraged.
2. In general, uniquely designed signage must respond to the site, landscape, and architectural design context where they are located.
3. Signs must seek to become a piece of art or an architectural feature.
4. Creative signs may only be approved by the UDC after being reviewed against these criteria, sign intent, and the guiding principles of the Panther Island FBC.





Fig. 14-25: Examples of appropriate creative signs

DD. Mural Sign Standards

Murals painted on a wall surface may be permitted upon approval by the FBC administrator to ensure:

1. The artwork complements the design of the building in color, shape, and location on the building.
2. Material is durable and resistant to graffiti and weather.
3. If the mural contains advertising, logos, or commercial messages, it qualifies as a sign and must be reviewed by the UDC.



Fig. 14-26: Example of appropriate mural.

EE. Temporary Sign Standards

1. Temporary signs include grand opening banners, community interest signs on private property, construction signs, and real estate signs.
2. Temporary signs are permitted for a maximum of 30 days or upon the conclusion of the event, whichever occurs first. Extensions may be granted if the applicant proves the necessity for additional time.
3. Illumination of temporary signs is prohibited.
4. Signs must not extend beyond the subject property nor interfere with traffic safety or visibility.
5. The sign area must not exceed 25 square feet and must conform to all applicable sign type standards.
6. For buildings with a setback of 20 feet or more, a free-standing sign no larger than 16 square feet per face may be considered.

FF. Material

Sturdy and not subject to fading or damage from weather. The use of paper or cloth is not permitted unless located within a glass or plastic enclosure.

Section 15: DEFINITIONS

Definitions in the Zoning Ordinance are applicable unless modified by these definitions. Additional defined terms are also included here.

Access Ways: Vehicular drives within a private development intended to provide a pathway for pedestrians, service and emergency vehicles and access to parking garages where public streets do not provide the needed access. When used as a Pedestrian Connector, they shall be implemented via a public easement on private property.

Arcade: A covered pedestrian passage integrated into the building façade and supported by columns or structural elements.

Balcony: An elevated platform projecting from a building façade and accessible from an interior space.

Block Face: One (1) side of a given street between two (2) consecutive intersecting streets.

Building Frontage: The linear dimensions of a building which faces upon a public street, projected along the street property line. Where a building faces two or more streets, the frontage containing the principal street address shall be designated as the building frontage.

Build-to Zone (BTZ): A designated area on a lot, measured as a range of distances from a property line or right-of-way, within which a specified portion of a building's primary façade must be located. The Build-to Zone regulates the placement of buildings along streets, waterfronts, or public spaces to create a consistent and pedestrian-oriented street wall or edge, while allowing flexibility within the defined range.

Bypass Channel: A constructed water conveyance channel designed to divert, carry, and control floodwaters around or through an urban area, forming part of an integrated flood control and water management system. The bypass channel may include engineered banks, levees, terraces, and multiple levels of publicly accessible walkways, and is intended to provide both flood protection and opportunities for recreation, circulation, and public access along its edges.

Canal Right-of-Way: A designated public or dedicated corridor that includes the canal waterway and adjacent land necessary for access, maintenance, drainage, flood control, and public circulation, including pedestrian paths and related infrastructure. Further described in the TRWD Canal System Manual.

Canal System: All canal segments and TRWD improvements within the Canal ROW which includes the Canal and Paseos.

Channel Letter: Three-dimensional individually cut letters or figures, illuminated or unilluminated, affixed to a building or structure.

Encroachment: The extension or placement of any structure or component of a structure into a required yard or, when permitted by the City, into the public right-of-way.

Furnishing Zone: The portion of a sidewalk or public right-of-way located between the curb and pedestrian zone that accommodates street trees, lighting, street furniture, signage, and other streetscape elements.

Massing: The overall composition of the exterior of the major volumes of a building, especially when the structure has major and minor elements.

Public Open Space: A publicly-owned and accessible area designed for passive or active recreational, civic, or social use, including parks, plazas, waterfront areas, and other open areas, that is maintained for public use and free of permanent structures except those that support its intended function.

Ring Road: A street or connected series of streets that forms a route around the perimeter of a district or neighborhood and provides a continuous or substantially continuous circulation route around the area.

Sign, A-Frame: An advertising device, ordinarily in the shape of an “A” or some variation, located on the ground, not permanently attached and easily movable.

Sign, Electronic Message: Any sign, or portion of a sign, that uses changing lights to form a sign message or messages in text form where the sequence of messages and the rate of change is electronically programmed and can be modified by electronic processes. Time/temperature signs are not considered electronic message signs.

Sign, Marquee: Any sign painted on or attached to or supported by a marquee.

Sign, Monument: Any sign in which a majority of the structure’s width is in contact with the ground.

Sign, Pole: A detached sign which is supported by one or more poles in or upon the ground.

Sign, Projecting/Blade: A sign which projects from and is supported by a wall or parapet of a building, with the display surface of the sign in a plane perpendicular to or approximately perpendicular to the wall.

Structural Canopy: A permanent roof structure attached to or integrated with a building façade, designed to provide pedestrian or vehicular shelter.

Total Sign Area: The sum of the areas of all externally viewable signs on a site.

TRWD Easement: An easement granted to the Tarrant Regional Water District for the purpose of constructing, operating, maintaining, and accessing water management, flood control, drainage, or related infrastructure, which may impose restrictions on grading, structures, and land use within the easement area.

Vehicular Plaza: A public or semi-public open space designed to accommodate both pedestrian activity and limited vehicular access, where vehicles operate at low speeds and pedestrian use is prioritized through design elements such as paving treatments, minimal grade separation, and traffic calming features.

View Corridor: A designated line of sight from public spaces or rights-of-way toward significant landmarks, natural features, or civic elements that is protected from obstruction by building placement, height, or massing.

Water Taxi: A vessel-based passenger transportation service operating on navigable waterways, providing point-to-point or circulator service between designated landing facilities, and regulated as part of the public or private transportation network.

Waterfront: The area of land immediately adjacent to a water body, including rivers, canals, lakes, and channels, that is designed to provide physical and visual access to the water and may include walkways, public spaces, and related improvements.