

I-35W DESIGN OVERLAY DISTRICT

District Standards and Guidelines

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Section One:

Introduction

Introduction

Background

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

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

Public Process:

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

Geography of the Corridor

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

General Development Principles

Vision

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

Development Principles

Protect Investment

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

Maintain a high standard of development

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

Create and maintain a sense of place

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

Preserve and promote the natural setting and features of the native landscape

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

Section Two:

Administration

Administration

Intent

The *I-35W Development Standards and Guidelines* are intended to be clear, concise, and user-friendly. The development review process is intended to be predictable and flexible, and to facilitate the timely approval of projects that conform to the general development principles for I-35W found on page 4.

Relationship to Other Regulatory Documents

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

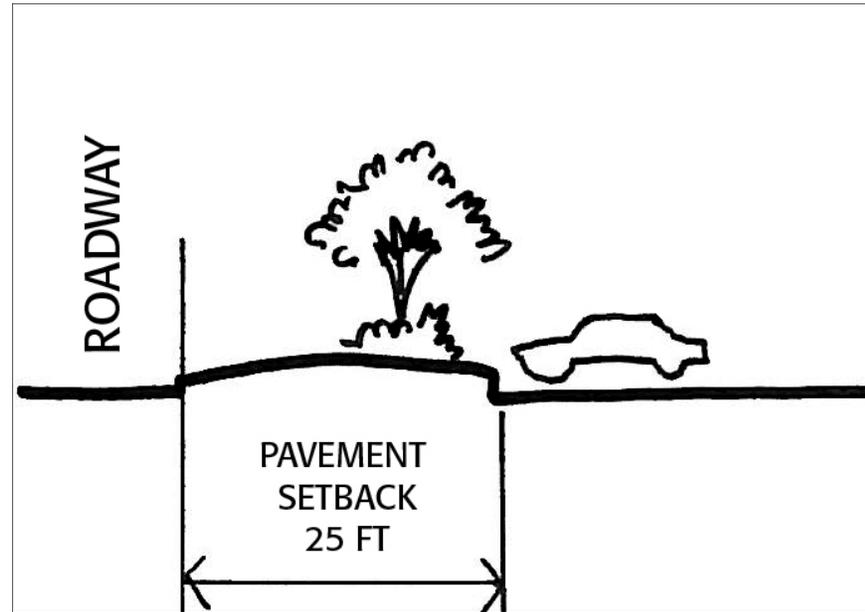
Definition of “Standards” and “Guidelines”

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

Design Guidelines are more subjective statements through which the City proposes additional design strategies. The guidelines should be suitable for most projects, and developers should endeavor to ensure that guidelines are followed to the extent possible. City staff and the Urban Design Commission (UDC) will work with developers to explore design approaches that maximize conformance with guidelines. The UDC shall not deny a Certificate of Appropriateness (COA) solely because a project fails to comply with guidelines.

Urban Design Commission (UDC)

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



Diagrams and Sketches Illustrate Standards



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

Development Review Process

Projects Subject to Review

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

Administrative Review vs. UDC Review

Projects that are clearly consistent with all applicable development principles and that clearly conform to all standards may be approved administratively by the Planning and Development Director, or his/her designee, without UDC review or approval. Any application that meets the standards can be administratively approved at any time. The UDC shall review projects that require interpretation or discretionary judgment with respect to the project's compliance with standards and guidelines.

Certificates of Appropriateness

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

Required Information

In general, the following information is required, as determined applicable by staff:

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

Development Review Process

Review of Public Buildings and Public Spaces

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

Review of Phased Projects

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

Conceptual Phase Discussions

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

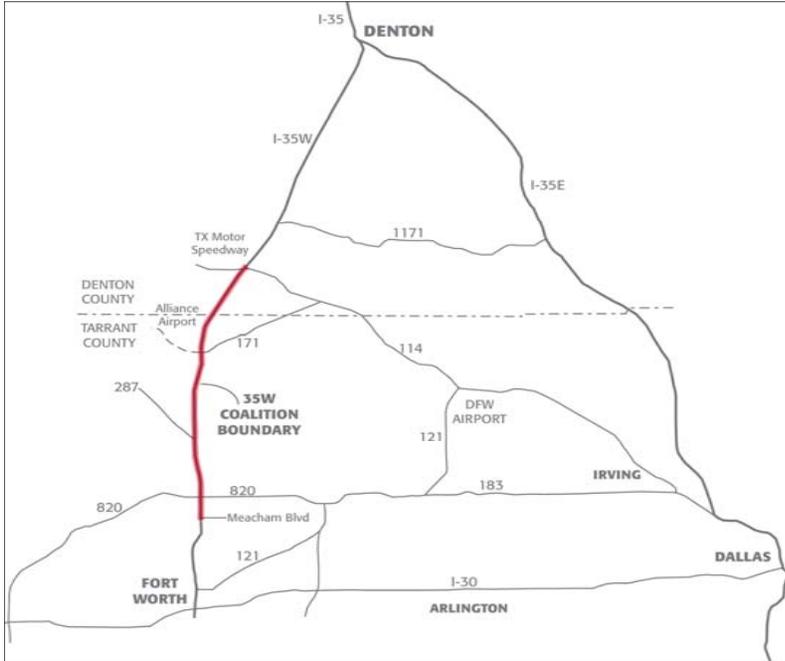
Variances to Zoning Ordinance Property Development Standards

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

Section Three:

Existing Conditions

I-35W District Boundary



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

Character Zones

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

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



Character Zones Map

North Zone:
Keller Hicks Road to
Highway 114

Central Zone:
Basswood Boulevard to
Keller Hicks Road

South Zone:
Meacham Boulevard to
Basswood Boulevard

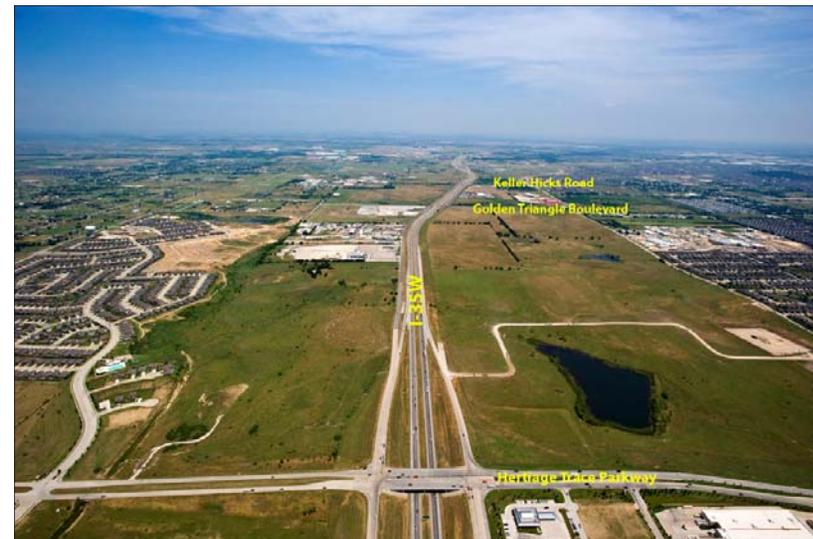
South Zone– Looking North

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



Central Zone– Looking North

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



North Zone– Looking North

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



Section Four:

Standards and Guidelines

Site Layout

Intent

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

Building Orientation Standards

Each building fronting I-35W or the frontage road shall have primary entrances facing I-35W. If this is deemed to be a hardship, then the buildings must have facades visible from I-35W or the frontage road that are similar in architectural character and scale to the main entry façade. If a building cannot have its primary entrance facing I-35W, then the requirements for the I-35W facing elevation include the following:

- Excluding window glazing, which may include spandrel glass, employ the same materials and colors as the building façade with the primary entrance.
- Employ architectural treatments, detail and scale elements such as canopies, that are consistent with the primary building façade.
- Enclose dumpsters, recycle bins and compactors within screening walls that match style and colors of the adjacent building.
- To the extent possible, locate dumpsters and service areas on the side of the buildings.
- Screen service areas, including storage, meter banks, HVAC equipment, generators and similar equipment with screening walls and/or landscaping.

General Setback Standards

- A proposed site plan depicting the following site layout elements shall be submitted to staff for review:
 1. Building location
 2. Building orientation
 3. Setbacks
 4. Sidewalk/pedestrian routes
 5. Parking orientation and spaces
 6. Driveways
 7. Vehicle and truck circulation routes within development
 8. Truck and trailer storage and parking areas
 9. Screening for truck and trash areas
 10. Signage
- Building and paving setbacks vary by street type and location within each character zone (See charts on page 14)

Site Layout

- Setbacks shall be calculated from the public right-of-way.
- All parking areas shall have buffers of at least ten (10) feet from any building face fronting on a street and ten (10) feet from side and rear building faces to allow for landscaping, sidewalks, and pedestrian plazas.
- Where two roadways intersect, the setback requirements for each roadway shall be incorporated.
- All setback areas shall be landscaped and maintained in good condition. See landscape standards and guidelines for specific information.
- Building setback requirements may not be waived by the UDC. This requires a variance from the Board of Adjustment, with a recommendation from the UDC.

General Setback Guidelines

Other features that can be incorporated into the setback area are as follows:

- Signage
- Entry drives
- Sidewalks and pedestrian plazas
- Benches and other pedestrian amenities (including shade structures)
- Planter and retaining walls
- Below-ground structures (utilities, etc)
- Sculptures, public art, and other decorative items



Example of landscaped setback

South Zone Setback Standards

ROADWAY TYPE	PAVING SURFACE			BUILDING STRUCTURE			PARKING STRUCTURE		
	front yard min.	side yard min.	rear yard min.	front yard min.	side yard min.	rear yard min.	front min.	side min.	rear min.
I-35W Frontage Road	15'	2'	2'	25'	10'	10'	50'	30'	20'
Arterial Connector	15'	2'	2'	15'	10'	10'	30'	20'	20'
Primary Collector	15'	2'	2'	15'	10'	10'	30'	20'	20'
Secondary Roadways	15'	2'	2'	15'	10'	10'	20'	20'	20'

Central and North Zones Setback Standards

ROADWAY TYPE	PAVING SURFACE			BUILDING STRUCTURE			PARKING STRUCTURE		
	front yard min.	side yard min.	rear yard min.	front yard min.	side yard min.	rear yard min.	front min.	side min.	rear min.
I-35W Frontage Road	25'	20'	10'	50'	20'	20'	50'	30'	20'
Arterial Connector	25'	20'	10'	50'	20'	20'	50'	20'	20'
Primary Collector	25'	20'	10'	50'	20'	20'	50'	20'	20'
Secondary Roadways	25'	20'	10'	50'	20'	20'	50'	20'	20'

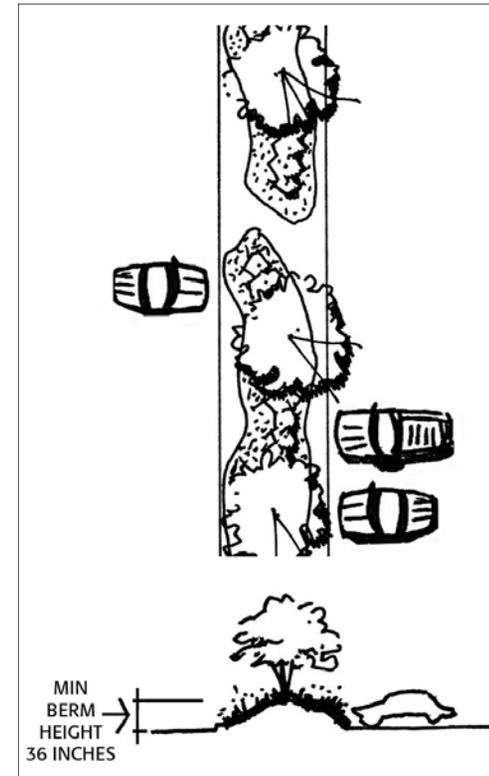
Parking and Driveways

Standards:

- All parking areas in all zones shall be limited to a maximum of 200 spaces per parking area.
- For every parking area a minimum ten (10) foot landscaped median/divider shall be installed to help break up “rooms” of large parking fields. These may contain pedestrian walkways if appropriate to offer safe, marked routes between parking spaces and building entries.
- For buildings fronting I-35W, a minimum of 50% of the parking areas shall be located behind or within groups of buildings. If that is not possible in a particular development, parking lots located in front of buildings shall include additional landscaping islands. One tree shall be added for every additional ten (10) spaces, beginning with the first additional space and for each ten (10) spaces thereafter.
- The setback areas shall include a landscaped berm for screening purposes where these parking areas front the public right-of-way.
- Landscape screening is required between the parking areas on adjacent parcels so as to break up the area of paving; landscape screening shall be accomplished with earth berms and/or with suitable planting material (see pages 18-19).
- Sidewalks, medians, and building entryways shall utilize appropriate paving and landscaping materials. All pavers in public spaces and common areas shall be interlocking concrete pavers—terra cotta, pewter, natural/limestone or equal.
- All service, trash, and utility areas shall be permanently screened from view and landscaped. They shall be constructed of masonry or concrete and finished to match adjacent building styles. Wood or plastic fencing materials are prohibited.
- Retail and Office Truck loading docks facing I-35W shall be screened with walls matching the style of adjacent building materials and color.
- Industrial loading docks and trailer storage shall be screened from I-35W with a screening wall matching style of building, and/or landscaped berms.
- Landscaping berms shall be at least thirty-six (36) inches tall.

Guidelines:

- When possible, utilize shared parking provisions to reduce the total number of parking spaces.
- The use of landscaping materials with masonry screening is recommended.



Landscaping

Intent:

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

Standards:

- A propose site plan depicting the following landscape elements shall be submitted for review:
 1. Existing tree locations and species
 2. Topography
 3. New plant species and location
 4. Location and dimensions of berms
 5. Detailed planting schedule
- Refer to the Recommended Plant List on page 18 And the zone specific guidelines when selecting plant materials.
- Care shall be taken to preserve and enhance any existing landscape features, such as existing groves of trees, creeks and waterways, interesting topography, etc. Existing landscape amenities shall be evaluated and inventoried prior to the commencement of site planning.
- Landscaping in the right-of-way shall be designed to look as natural as possible by incorporating open mowed areas, native plant species, and drought tolerant plant materials to reinforce the prairie look.
- Landscape shall be maintained according to the original landscape plan.
- Projects in the I-35W corridor shall comply with urban forestry requirements.

Guideline:

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



Example of enhancing existing landscapes and topography



Example of a well landscaped right-of-way

Landscaping

South Zone Landscape Standards:

- In the setback areas (see table on page 14), use more compact planting materials, such as:
 - ◊ *Ulmus crassifolia*– Cedar Elm
 - ◊ *Ilex vomitoria*– Dwarf Yaupon
 - ◊ *Langerstroemia indica*– Crepe Myrtle
 - ◊ *Raphiolepis indica*– Indian Hawthorne
- Use landscaping such as street trees to create buffers between sidewalks and automobile lanes. Where possible, create a buffer area between the sidewalk and parking to screen the parking from both pedestrians and passing automobiles.
- Take advantage of parking medians and other small spaces to plant turf grasses and ground covers. In areas where space for landscaping is extremely constrained, use large pots to provide greenery around buildings and parking lots.

Central Zone Landscape Standards:

- In the setback areas (see table on page 14), use native and adaptive prairie planting materials, such as:
 - ◊ *Quercus virginiana*– Live Oak
 - ◊ *Leucophyllum frutescens*– Texas Sage
 - ◊ Any of the native grasses
 - ◊ Any of the wildflowers– see page 19
- Street trees should be clustered in small groups at least fifty (50) feet apart to compliment the wide-open vistas of the North Texas prairie. The landscape design shall have a free-flowing, natural, and unstructured style.
- Parking areas shall be shielded and buffered using berms planted with native grasses, rather than taller shrubbery.
- Pavement and hardscape areas shall be accented with terra cotta paving material or natural limestone that has a natural form or shape.

Guideline:

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



Recommended Plant List

Canopy Trees:

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



Bur Oak



Honey Locust



Lacebark Elm

Ornamental Trees:

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



Crabapple



*Hawthorn
Flowers*

*Mexican
Plum*



Recommended Plant List

Large Evergreen Shrubs:

- Elaeagnus pungens– Elaeagnus
- Ilex cornuta “Burfordi”– Burford Holly
- Ilex x “Nellie R. Stevens”– Nellie Stevens Holly



Elaeagnus

Small/Intermediate shrubs and Ornamentals:

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



Texas Scarlet Flowering Quince



Abelia



*Texas
Sage*



Variegated Privet

Recommended Plant List

Vines and Groundcovers:

Parthenocissus quinquefolia– Virginia Creeper
 Juniperus sp.– Prostrate Juniper varieties
 Liriope sp.– Liriope varieties
 Lonicera sempervirens– Coral Honeysuckle
 Ophiopogon sp.– Mondo Grass
 Santolina sp.– Santolina
 Trachelospermum asiaticum– Asian Jasmine
 Vinca minor “Bowles”– Vinca



Coral Honeysuckle



Vinca “Bowles”



Virginia Creeper

Grasses:

Buchloe dactyloides– “Prairie” Buffalo Grass
 “609” Buffalo Grass
 Tif-419 Bermuda sod– South and Central Zones, no more than 30% in the pavement setback zone)
 Schizachyrium scoparium var. frequens– Little Bluestem
 Sorghastrum nutans– Indiangrass



Indiangrass



Little Bluestem



Buffalo Grass

Wildflowers and Field Flowers by Zone

North Zone:

Lupinus texensis– Bluebonnet
 Rudbeckia amplexicaulis– Coneflower
 Gaillardia pulchella– Firewheel/Indian Blanket



Bluebonnet



Indian Blanket



Coneflower

Central Zone:

Monarda citriodora– Lemon Mint
 Coreopsis tinctoria– Plains Coreopsis
 Oenothera speciosa– Pink Evening Primrose



Lemon Mint



Pink Evening Primrose



Coreopsis

South Zone:

Castilleja indivisa– Texas Paintbrush
 Coreopsis lanceolata– Tickseed



Bluebonnet and Paintbrush

Lighting

Intent:

The purpose of these lighting standards is to establish a minimum level of design and performance for all light fixtures in the corridor. Lighting and lighting system components and hardware shall be compatible and harmonious throughout the corridor. A successful exterior lighting program shall include adequate illumination for safe pedestrian and vehicular movement, sufficient lighting for all signs and wayfinding, and decorative lighting that enhances the landscape design.

Standards:

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

Guidelines:

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



Example of service station downlighting



Examples of architectural lighting

