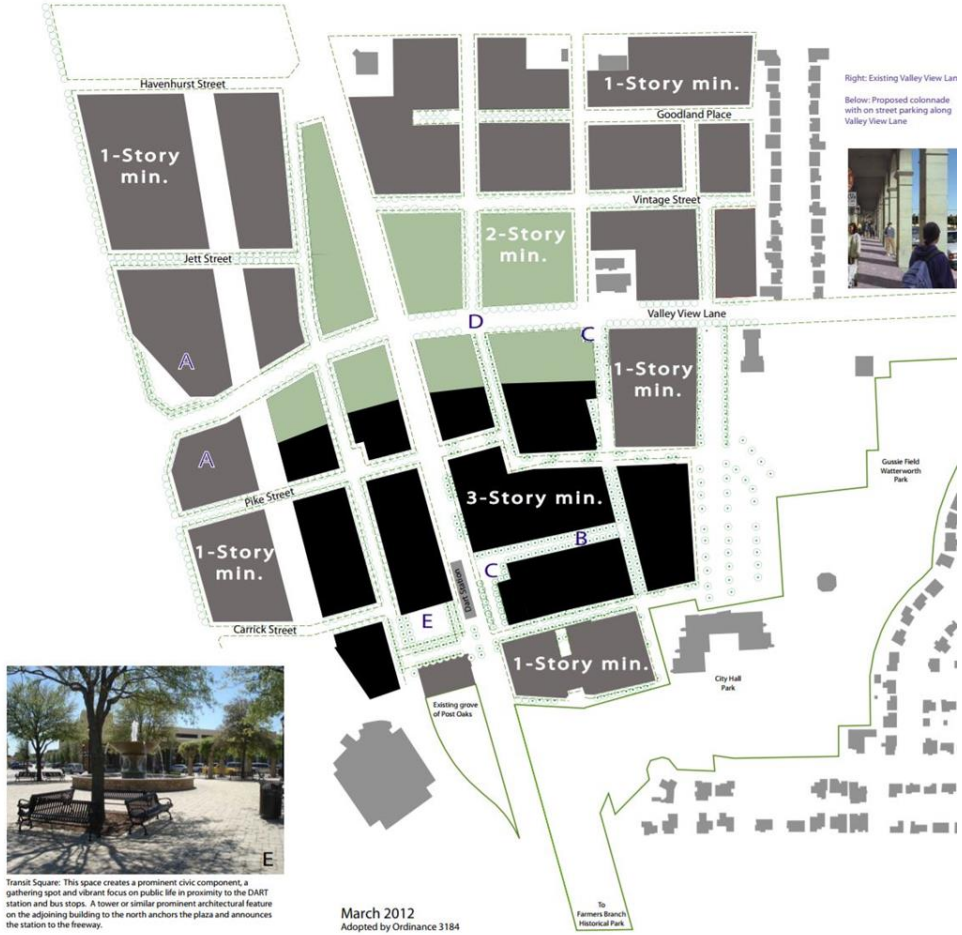
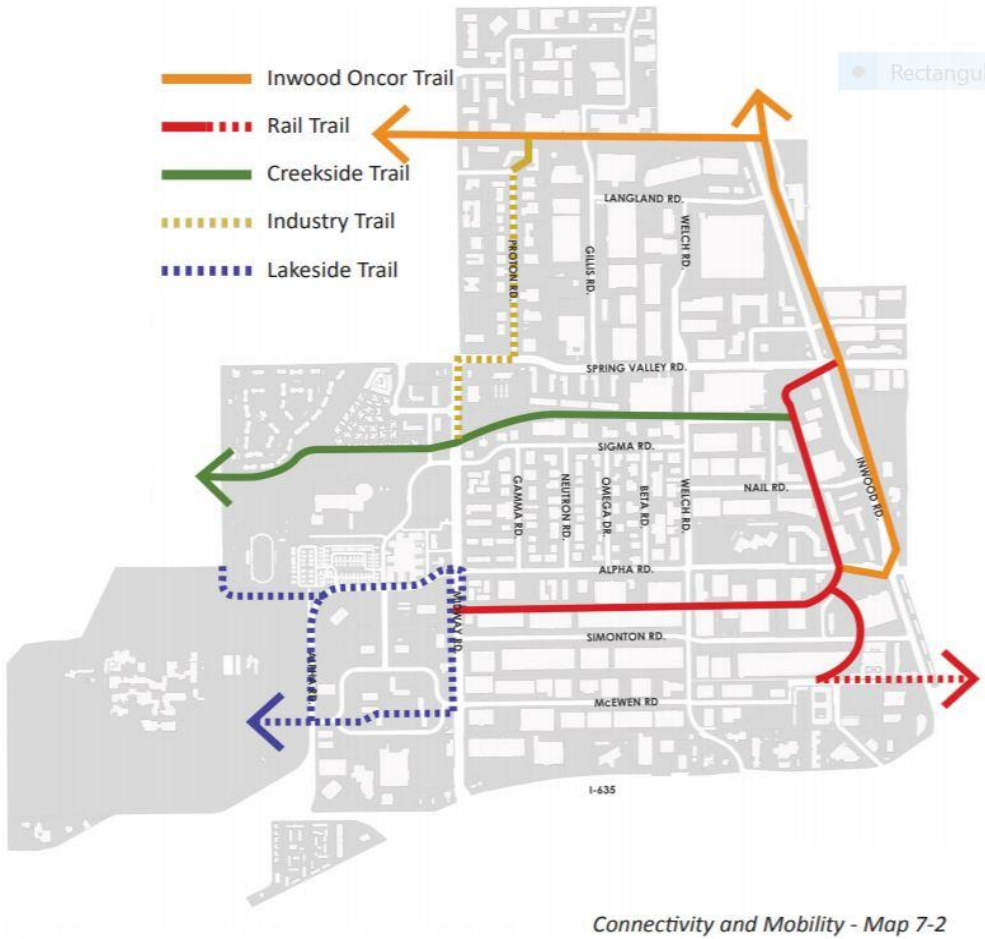
Density & Connectivity: Station Area & East Side





Connectivity and Mobility - Map 7-2

Agenda

- Station Area Overview
  - Purpose of Code
  - Density Review
  - Connectivity/Walkability
  - Connectivity Implementation
- East Side Overview
  - East Side Plan – Land Use Recommendations
  - Current Zoning & Density Review
  - East Side Plan – Connectivity/Walkability Recommendations
  - Connectivity Implementation

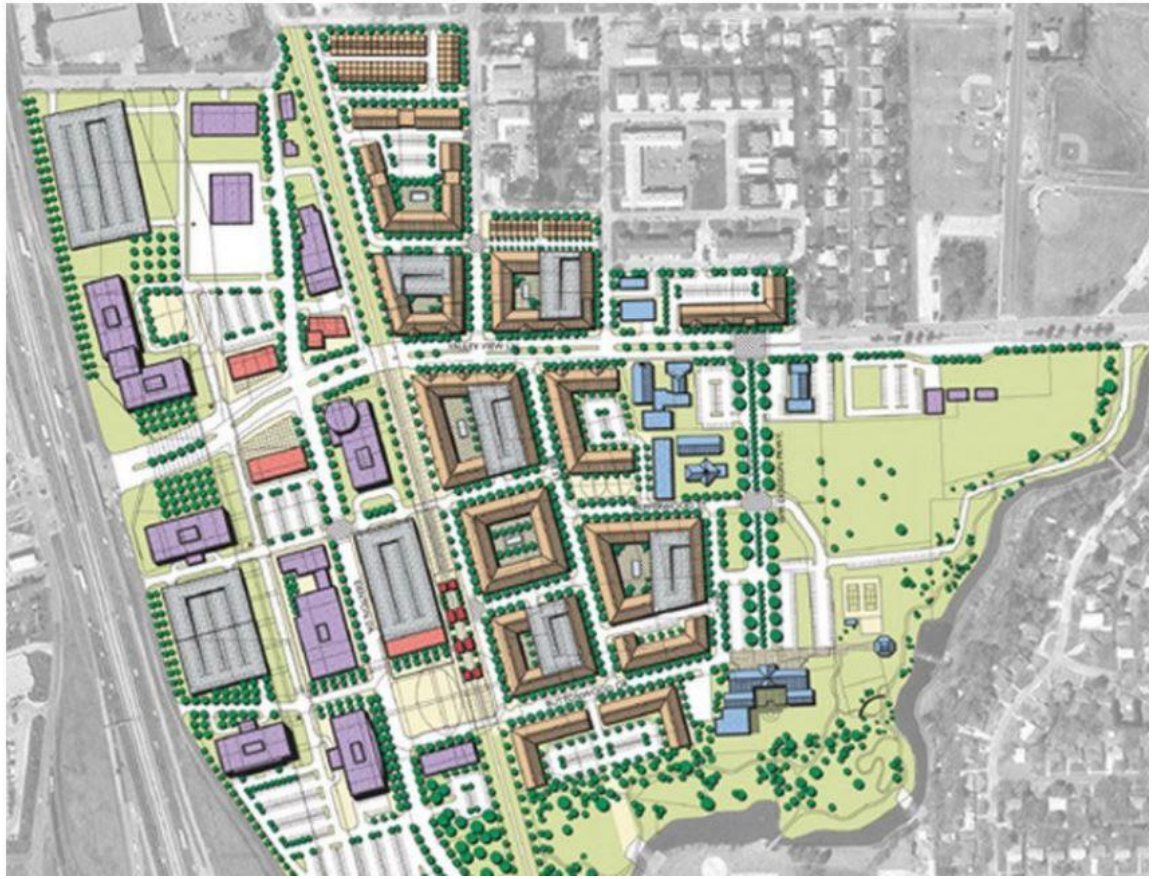
Station Area – Purpose of Code

- Foster a vibrant town center through a lively mix of uses – including shopfronts, sidewalk cafes, and other commercial uses at street level…
- …Overlooked by canopy shade trees, and upper story residences and offices
- Code focuses emphasis on the **physical form** to produce safe, attractive and enjoyable spaces – good streets, neighborhoods, parks – with a healthy mix of land uses

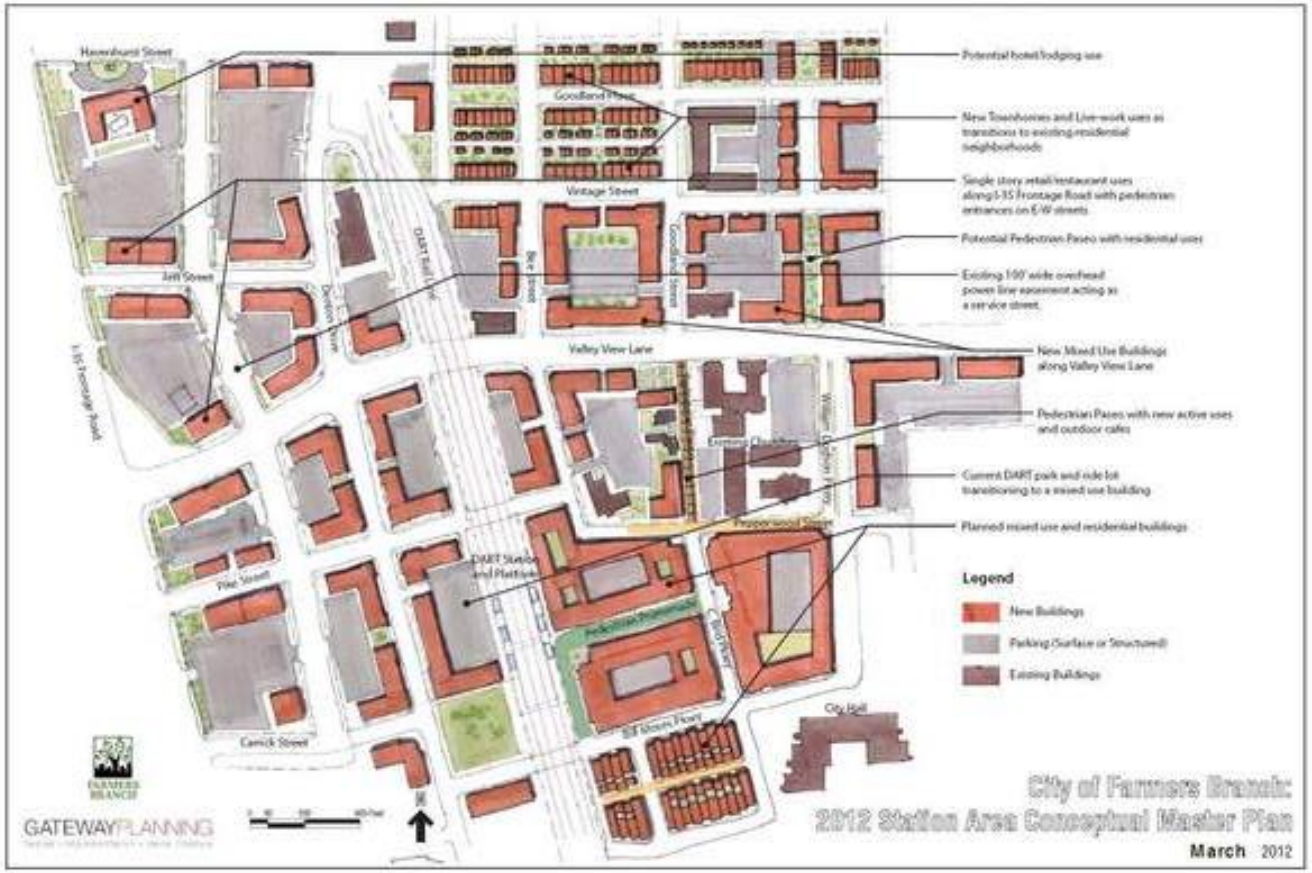
Station Area – Purpose of Code

- Code adopted 2005
  - Consistent with 2002 Conceptual Master Plan
- Code amended 2012
  - Consistent with revised 2012 Conceptual Master Plan
  - Amendment based on market conditions assessment of new development

2002 & 2012 Conceptual Master Plans



2002



2012

Station Area – Density Review

- No minimum/maximum density (i.e. units/acre; floor area ratio)
- Code relies upon minimum/maximum building heights

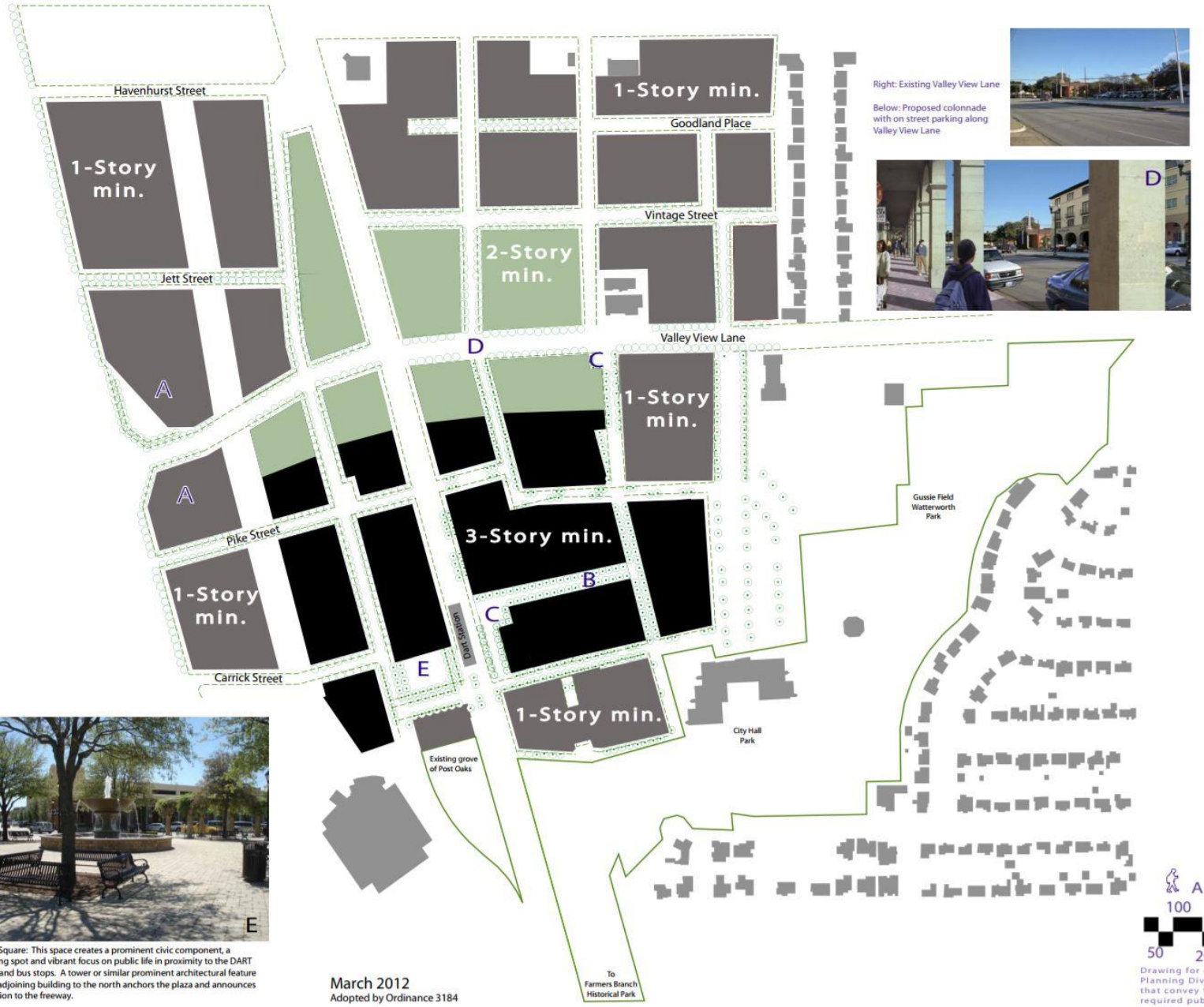
2005 Code

- Shopfront Colonnade Sites:
  min. 4 stories/max. 10 stories
- General Sites:
  min. 4 stories/max. 9 stories
- Local Sites:
  min. 3 stories/max. 4 stories

2012 Code

- Shopfront Colonnade Sites:
  min. 1-2* stories/max. 10 stories
- General Sites:
  min. 1-3* stories/max. 9 stories
- Local Sites:
  min. 1-3* stories/max. 4 stories

*depending on location in district



Right: Existing Valley View Lane

Below: Proposed colonnade with on street parking along Valley View Lane

Stemmons Frontage defines the entrance to the Station Area. Flexible site requirements in this area encourage restaurants and entertainment uses with surface parking.

Promenade: An attractive linear public space created exclusively for the enjoyment of pedestrians and providing direct access to the DART light rail station.

Pocket Park/Plaza: The smallest size open space created by a jog in building facades.

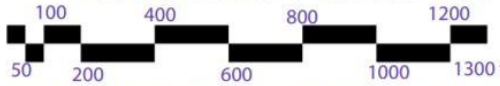
Transit Square: This space creates a prominent civic component, a gathering spot and vibrant focus on public life in proximity to the DART station and bus stops. A tower or similar prominent architectural feature on the adjoining building to the north anchors the plaza and announces the station to the freeway.

March 2012
Adopted by Ordinance 3184

Farmers Branch Station Area

Urban Design Plan

A Comfortable 5 minute walk

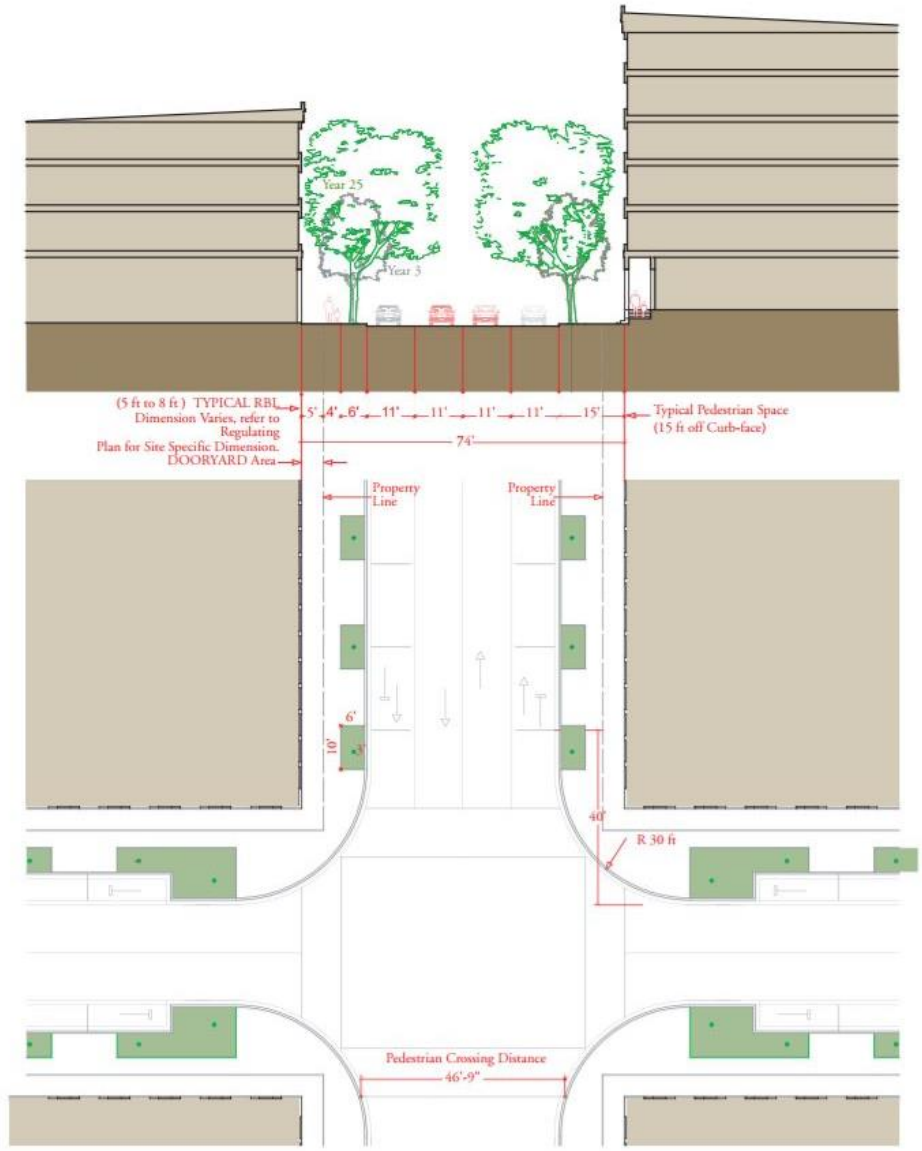


Drawing for coding purposes only. Dimensions are subject to change. Consult Planning Division staff for specifications. The images are representative examples that convey the intent and quality of development. This Plan shows the minimum required public spaces south of Valley View Lane. Developers are encouraged to provide similar public spaces north of Valley View Lane.

2012

Station Area – Connectivity/ Walkability

- Code re-envisions streets as outdoor rooms
- Focuses on creating more desirable pedestrian environment
  - Street trees
  - On-street parking (separates pedestrians from travel lanes)
  - Wider sidewalks
  - Buildings closer to street
- Enhances connectivity to DART station
  - Sidewalks
  - Trails/Sharrows/Road Diet (Denton Dr.)



Denton Drive

Streetscape	74 ft	**Travel lanes**	4 @ 11 ft
Sidewalks	15 feet (6 ft street tree/ street furniture area , 4 ft clear, 5 ft DOORYARD)	**Convertible parking lanes**	11 ft outside lanes
		Pedestrain crossing distance	46 ft

Station Area – Connectivity Implementation

- Improvements to streets implemented over time
  - Private development
  - CIP projects
  - Bond funded projects
    - Pike Street/Station Area
    - Trails and Sidewalks

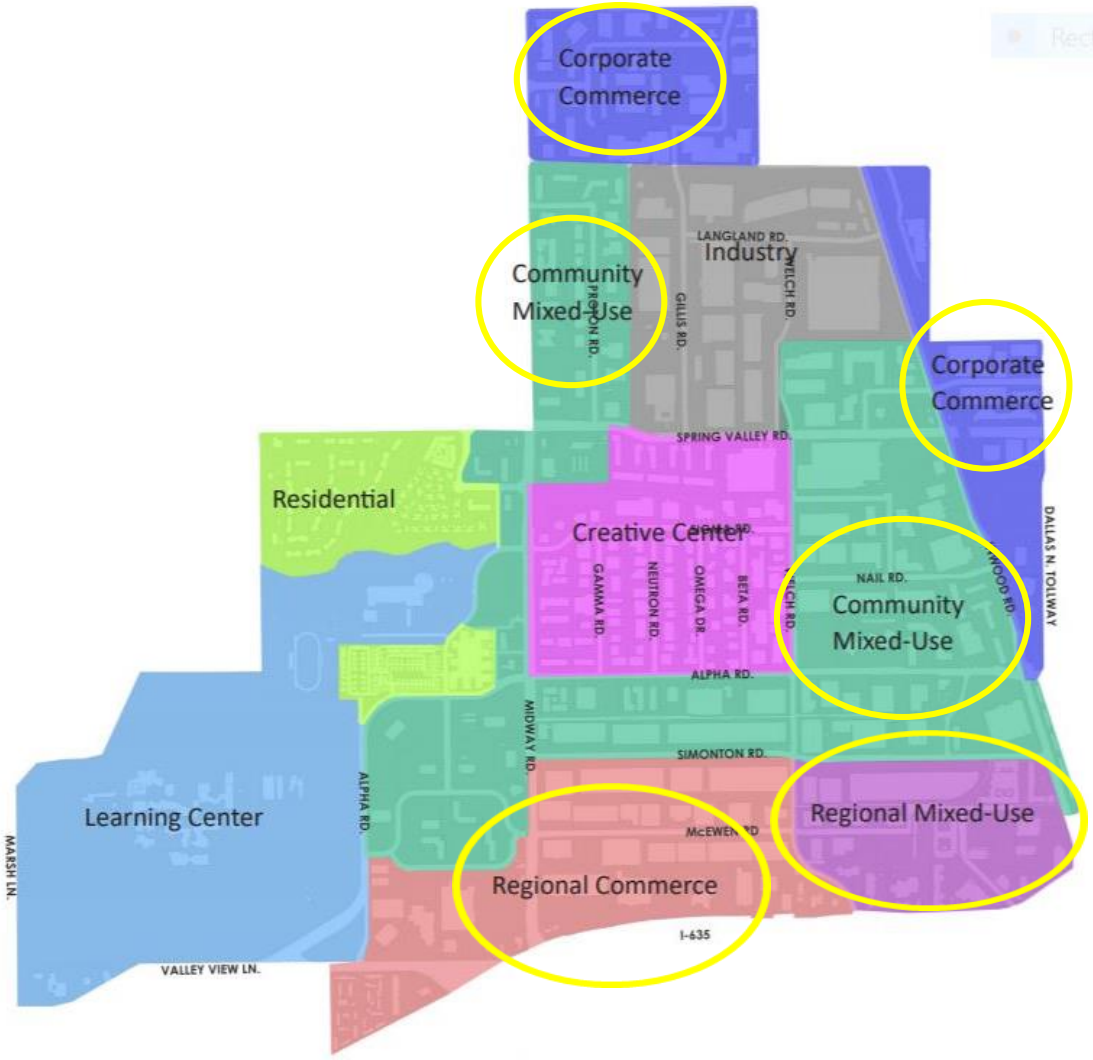
We have the tools in place… just need time, money, and/or investors for implementation

Station Area – Other Considerations

- If wanting to improve connectivity to areas beyond immediate Station Area
  - Maintain current sidewalks
  - Construct missing links within sidewalk system
  - Construct hike/bike trails and/or provide sharrows (on-street bicycle routes)
  - Focus on key routes
    - Where are we connecting from and to where?
    - Are there certain routes that need to be reimagined?
    - What does the Central Area Plan recommend?
    - What does the Trails Master Plan recommend?

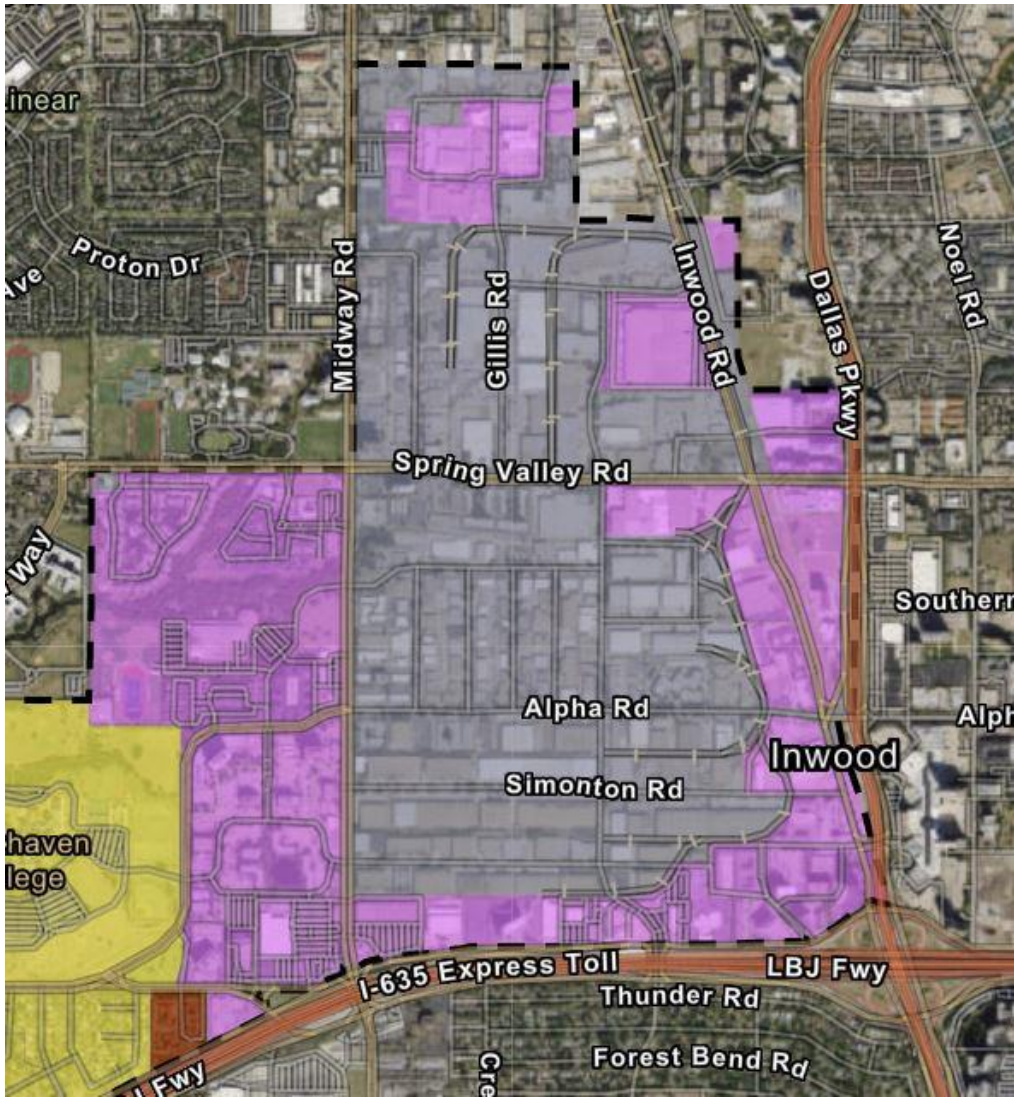
East Side Plan – Land Use Recommendations

- Encourages denser development
  - High density to mid-rise offices
  - Medium density mixed-use
  - Higher quality multi-family housing with ground floor commercial uses
- Encourages supportive entertainment and life-style center uses
- Recommended sub-districts
  - Regional Commerce
  - Regional Mixed-Use
  - Community Mixed-Use
  - Corporate Commerce



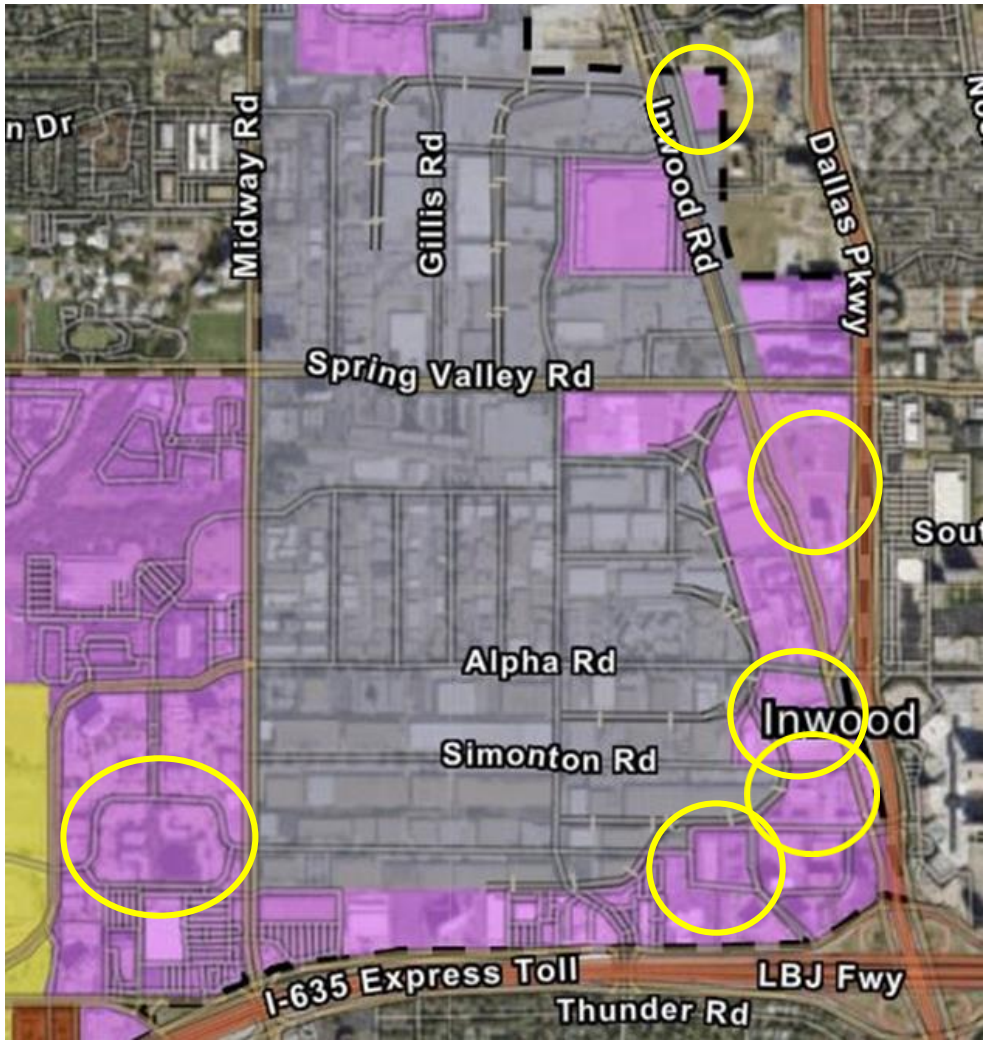
East Side – Current Zoning & Density Review

- Majority of East Side zoned Light Industrial
  - No minimum building heights
  - No maximum building heights – regulated by FAA
  - Maximum floor area ratio (FAR) 1:1 which limits building density
  - Does not allow residential uses
  - Suburban zoning that supports light industrial uses
    - Does not support urban development form
    - Not focused on pedestrian-oriented development and connectivity



East Side – Current Zoning & Density Review

- Several PD districts support higher density
  - PD-87 – min. 30 units/acre for residential
  - PD-89 – min. 35 units/acre for residential
  - PD-98 (Landmark)
    - Requires min. 4 stories for multi-family
    - Min. 2.5:1 FAR for other uses
  - PD-95 (JPI East Branch) – min. 5 stories for all uses
  - PD-90 (Blue Lake) – min. 35 ft and 3 stories for residential
  - PD-80 (Bridgeview) – no min. building height and density
  - Urban form – focused on pedestrian-oriented development
  - Developers requesting rezoning to allow increased density and residential uses



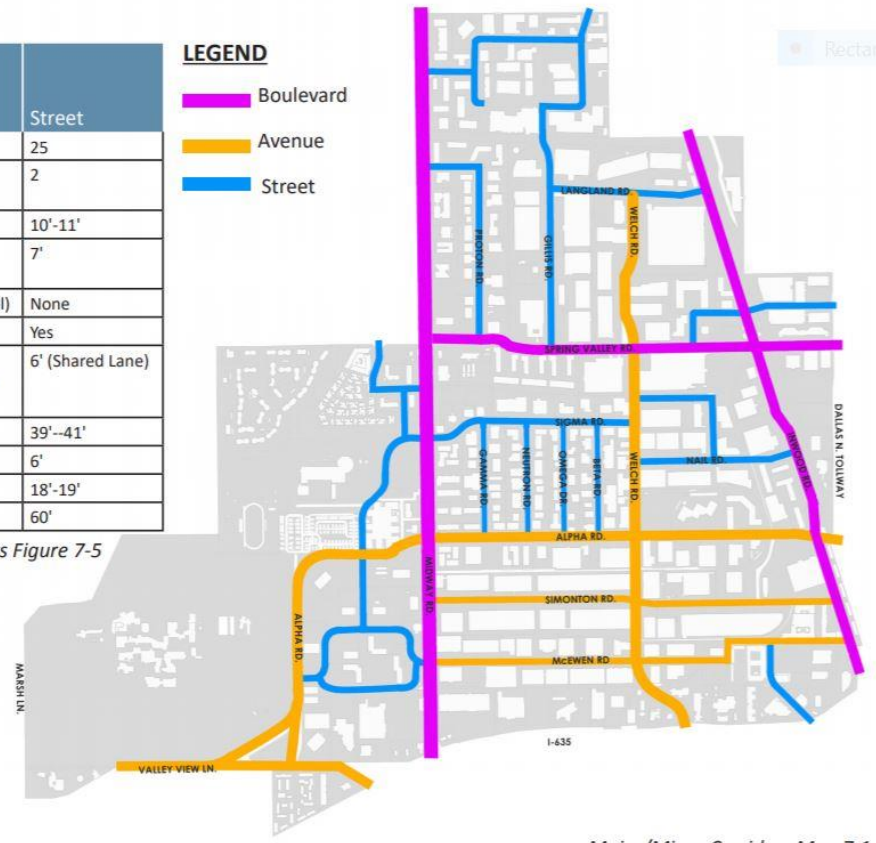
East Side Plan – Connectivity/Walkabilty Recommendations

- Re-envisioned streets
  - Wider sidewalks
  - Parallel parking to buffer pedestrians
  - Landscape/amenity zones (street trees, furniture)
  - Buildings closer to street

Proposed Corridor Types

Thoroughfare Design Parameters	Boulevard	Avenue	Street
Target Speed (mph)	40-45	25-35	25
Number of Through Lanes	4-6	2-4	2
Lane Width	10'-12'	10'-11'	10'-11'
Parallel On- Street Parking Width	None	7' (Optional)	7'
Medians	16'-18'	4'-16' (Optional)	None
Driveway Access	Limited	Yes	Yes
Bikeway	6' (Separated)	6' (Shared or On-street Bike Lane)	6' (Shared Lane)
Total Travel Way Width	68'-102'	39'-79'	39'--41'
Min. Sidewalk Width	5'	6'	6'
Total Sidewalk Width	18'	18'-19'	18'-19'
Required ROW Width	100'-120'	60'-100'	60'

Corridor Design Parameters Figure 7-5



Major/Minor Corridors Map 7-1

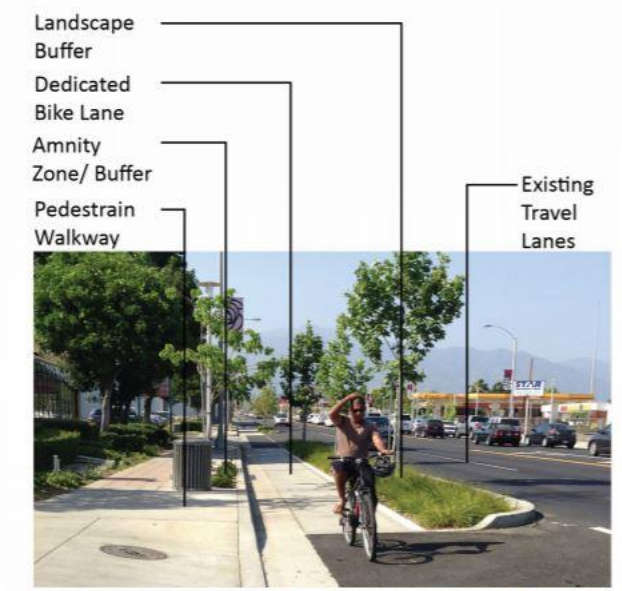
East Side Plan – Connectivity/Walkabilty Recommendations

- Re-envisioned streets
  - Wider sidewalks
  - Parallel parking to buffer pedestrians
  - Landscape/amenity zones (street trees, furniture)
  - Buildings closer to street
- Hike and bike trails
  - Plan further refined recommended trail locations
  - Promotes utilizing rail corridors

East Side – Connectivity Implementation

- Re-envisioned streets
  - Private development
    - At such time when properties redevelop
    - Incremental implementation
  - City
    - CIP or bond projects
    - Incentives – public/private partnerships
    - Tax Increment Finance or Public Improvement District
    - Incremental vs. larger-scale implementation

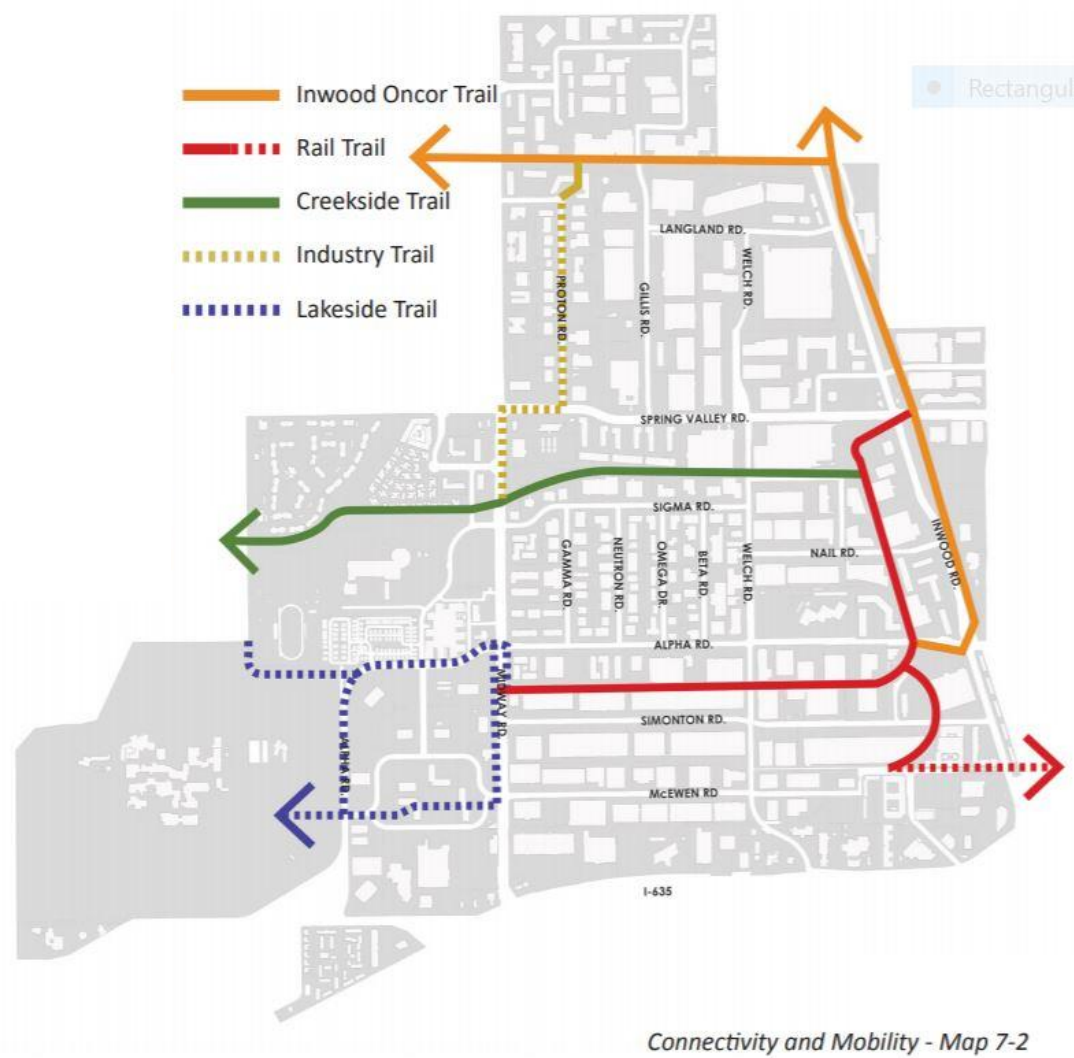
Potential Improvements to Alpha Road



Potential Improvements to Midway Road

East Side – Connectivity Implementation

- Hike and bike trails
  - Private development
    - At such time when properties redevelop
      - JPI East Branch/Inwood Trail
      - Bridgeview
    - Incremental implementation
  - City
    - CIP or bond projects
      - Midway Crossing
    - Rails to Trails
      - City may need to take the lead with corridor acquisition
      - Public-private partnerships
    - Incremental vs. larger-scale implementation



Connectivity and Mobility - Map 7-2

Discussion