

## STAFF REPORT

**Case Number:** 17-SP-03  
**Request:** Detailed Site Plan for a mixed-use development  
**Address:** Area along Bee Street, south of Valley View Lane, between DART Railway, Pike Street, Pepperwood Street, Goodland Street, and Valley View Lane  
**Lot Size:** Approximately 3.73 Acres  
**Petitioner:** FB Land LTD / Mustang Station Retail

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### Summary

**Site design:** *5 mixed-use buildings - 1 and 2 stories in height*  
**Uses:** *restaurant (4 buildings, 27,399 square feet) and retail (10,205 sq. ft.)*  
**Masonry:** *minimum 60% brick and stone for one building and minimum 90% brick and stone for the other 4 buildings*  
**Parking:** *251 parking spaces, 2 surface parking lots and on-street parking along Bee, Pepperwood and Pike Streets*  
**Landscape:** *approximately 20% of the property consisting of landscaped public open spaces: plazas, wide sidewalks and wide pedestrian connections*  
**6 Special Exceptions:** *for shopfront colonnade street, fenestration, blank walls, Required Building Line and masonry standards*

### Background

The Planned Development District No. 86 (PD-86), also known as the “Station Area Code”, was created to foster a vibrant town center through a lively mix of uses – with shopfronts, sidewalks cafes and other commercial uses at the street level, overlooked by canopy shade trees and upper story residences and offices, densely built and pedestrian friendly. In order to achieve this vision, set forth in both 2002 and 2012, the Form-Based Code and the Conceptual Master Plan regulate development within the area. The Farmers Branch Station Area Form-Based Code adopted in 2005, amended in 2009 and 2012, and codified the concepts of the Conceptual Master Plan to ensure development is consistent with the overall vision and to allow for design flexibility throughout the district.

Earlier this year, in response to the upcoming development of the “Mustang Station Urban Village”, city approved the revised street types modifying Bee Street south of Valley View Lane. The “Mustang Station Urban Village” is a mixed use development that will incorporate restaurants and retail uses to complement the existing residential uses recently created in the Station Area and to establish the Farmers Branch city center.

## **Existing Conditions**

This 3.73-acre site is comprised of 16 lots, located along Bee Street, south of Valley View Lane, between DART Railway, Pike Street, Pepperwood Street, Goodland Street, and Valley View Lane. The site is an irregular shaped tract that merges different lots including city-owned properties. The proposed development is a joint venture between the City of Farmers Branch and FB Land Ltd (Western Securities).

Mustang Station Apartments surround the site to the south, the DART Railway and Station to the west, various types of retail uses along Valley View Lane to the north and a series of churches to the east. (See Location and Aerial Map)

## **Site Design**

The applicant, FB Land Ltd, is proposing to create a new restaurant and retail area along Bee Street, south of Valley View Lane. This development will include 5 buildings, 1 and 2 stories in height and containing 37,604 square feet.

The Site Plan places the buildings facing Bee and Pike Streets as well as Valley View Lane. A surface parking lot serving the entire area is proposed for the eastern side of the site having driveway access from Valley View Lane, Pepperwood and Goodland Streets. Bee Street will be reconfigured to a wider street right-of-way, to properly accommodate the parking and pedestrian needs of a true walkable mixed use area. (See Site Plan)

Building A, at the western corner of Valley View Lane and Bee Street, is proposed to be a market store. Building A will contain 10,205 sf, will be 28 ft in height and will have a shopfront colonnade along Bee Street and a portion along Valley View Lane.

Building B, at the western corner of Bee and Pike Street, is proposed to be a restaurant. Building B will contain 7,066 sf and will be 32 ft in height.

Building C, at the eastern corner of Valley View and Bee Street, is proposed to be a retail / restaurant with outdoor patio areas. Building C will contain 4,528 sf and will be 34 ft in height. Building C is proposed to have a shopfront colonnade along portions of Bee Street and Valley View Lane and an outdoor patio area above the colonnade.

Building D, further south along the eastern side of Bee Street, is proposed to be a retail / restaurant with outdoor patio area. Building D will contain 6,926 sf and will be 29 ft in height.

Building E, at the eastern corner of Bee and Pepperwood Streets, is proposed to be a retail / restaurant with outdoor patio area. Building E will contain 8,879 sf and will be 37 ft in height.

## **Elevations**

All building façades will be typical storefront design with an architectural style combining contemporary lines, clean and smooth surfaces, found within the predominant Texas design style.

All exterior building façades will contain high percentages of masonry product (brick and stone). For the restaurant façades, Building B, C, D and E, the applicant is proposing a combination of natural stone, two types of brick and wood panel accents. All façades for all 4 restaurant buildings will be at least 90% masonry product. The restaurant façades will have large metal awnings and decorative light fixtures.

For the market store, Building A, the applicant combined the identity elements of the brand with the City's code and area's requirements to obtain the uniform but distinctive look of the Mustang Station Urban Village. All of the market store's façades will be a combination of natural stone, brick and wood panels. The façades will be approximately 60% masonry product, brick and stone, and approximately 40% wood panels. A shopfront colonnade will cover the entire façade along Bee Street and 60% of the façade along Valley View. The canopy will be a metal roof material and the columns will have stone base and metal poles. (See Elevations)

## **Parking**

The Site Plan includes a common parking lot on the eastern portion of the site, behind Buildings C and D, a smaller parking lot adjacent to Buildings A and B, and on-street parking along Bee, Pike and Pepperwood Streets. Overall 251 parking spaces are provided on-site: 130 spaces in the large parking lot, 51 spaces around Buildings A and B, 65 spaces along Bee Street and 5 on-street spaces along Pike and Pepperwood Streets. The proposed parking is compliant with PD-86 requirements. (See Site Plan)

## **Landscape and Open Spaces**

Approximately 20 % of the site is proposed to be natural or landscaped open space. The design team has oriented the proposed site layout to take full advantage of Bee Street, being developed as a shared space, pedestrian friendly ready to be used as a public plaza as well. Three enhanced plazas with seating areas and some form of urban art, either a statue or a water fountain, are proposed along Bee Street to accentuate the pedestrian crosswalks. Another seating area is proposed on the wider sidewalk area in front of Building E. The entire site, including the parking lot, is covered by a coherent network of pedestrian pathways that will tie into the wide sidewalks along all streets.

In addition to the extensive rework on the reconfiguration of Bee Street, the frontage along Valley View lane will be designed to accommodate the proposed development. All utility poles will be removed, all utility lines will be buried underground, and a 6-foot wide sidewalk with street trees will be installed. (See Landscape Plan)

Since this is a development of a large site situated in the city center, removal of 60 mature trees spread throughout the site will be necessary. The trees removed are a various species of Pecan Trees. To compensate the removal of the trees, the applicant is proposing to install 73 new trees, mainly species of large trees (Oak and Elm). The trees will be placed along all streets and pedestrian sidewalks throughout the site. (See Colored Landscape Plan)

### **Signage**

No signage packet was included in this application. The applicant has stated that all future signage will comply with the City's Sign Ordinance.

### **Special Exceptions**

For this Detailed Site Plan, the following Special Exceptions were identified:

**Special Exception #1** - According to PD-86 requirements, 85% of the buildings along public streets must be located at the Required Building Line (RBL). Due to the existing utility easements along Valley View Lane, Building A and C had to be shifted back 28 feet. Also a portion of Building E was placed facing Pepperwood Street.

**Special Exception #2**- PD-86 prohibits blank walls exceeding 15 feet along Valley View Lane and 20 feet on all streets. All building elevations facing public streets are proposed with portions of blank walls exceeding 20 feet.

**Special Exception #3** - PD-86 requires the first floor fenestration along all streets to be at least 40% of the façade area situated between 2 and 10 feet above the adjacent public sidewalk. The Site Plan proposes approximately 30% first floor fenestration along all streets.

**Special Exception #4** - PD-86 requires all window openings to have the horizontal dimension smaller than the vertical dimension. All proposed elevations include long and narrow horizontal windows.

**Special Exception #5** - PD-86 requires all elevations to comply with the minimum 75% brick or stone masonry requirement. The main façades for Building A, the market store, are proposed to be approximately 60% stone and brick masonry.

Due to the quality and scale of this development and the consistency in theme and style of the proposed architecture, as well as the visible efforts to maintain a continuity through the site, staff feels that these Special Exceptions will not take away from the design vision proposed by PD-86.

Staff is in support of all five (5) Special Exceptions.

### **Thoroughfare Plan**

The Public Works Department has started the procedure to reconfigure the portion of Bee Street south of Valley View Lane as approved by the rezoning case earlier this year. The new Bee

Street (south of Valley View Lane) will include two 14 feet wide traffic lanes, a 45 feet wide median with head to head, angled on-street parking spaces with alternating tree areas, open spaces, and 20 feet wide on-street angled parking spaces along the curb. These street elements add up to a 113 feet wide street right-of-way.

An extensive improvement of Goodland Street will be included in the City's next fiscal budget.

### **Public Response**

Thirty-five (35) zoning notification letters were mailed to the surrounding property owners on April 13<sup>th</sup>, 2017. Four (4) zoning notification signs were also placed on the site on the same day. As of April 20<sup>th</sup>, no letters of opposition have been received by the City.