



ORDINANCE NO. 3658

AN ORDINANCE OF THE CITY OF FARMERS BRANCH, TEXAS AMENDING THE COMPREHENSIVE ZONING ORDINANCE OF THE CITY OF FARMERS BRANCH, TEXAS, AS HERETOFORE AMENDED; BY AMENDING AND RESTATING THE DEVELOPMENT REGULATIONS OF PLANNED DEVELOPMENT ZONING DISTRICT NUMBER 86 (PD-86), KNOWN AS THE “STATION AREA CODE” AS PREVIOUSLY AMENDED AND RESTATED BY ORDINANCE NO. 3631; REPEALING ORDINANCE NO. 3631; PROVIDING A CONFLICTS RESOLUTION CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A PENALTY OF FINE NOT TO EXCEED TWO THOUSAND DOLLARS (\$2000.00) FOR EACH OFFENSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Planning and Zoning Commission of the City of Farmers Branch and the governing body of the City of Farmers Branch, in compliance with the laws of the State of Texas and the ordinances of the City of Farmers Branch, have given requisite notice by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all property owners generally and to all persons interested and situated in the affected area and in the vicinity thereof, the governing body, in the exercise of the legislative discretion, has concluded that the Comprehensive Zoning Ordinance and Zoning Map should be amended;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FARMERS BRANCH, TEXAS, THAT:

SECTION 1. The Comprehensive Zoning Ordinance and Zoning Map of the City of Farmers Branch, Texas, be and the same is hereby amended, by amending and restating as set forth in Exhibit “A”, attached hereto and incorporated herein by reference (“the PD-86 Development Regulations” or “Station Area Code”) the use and development regulations of the Station Area Code as amended and restated by Ordinance No. 3631 relating to the use and development of the land depicted in the Station Area Code (“the Property”).

SECTION 2. In the event of an irreconcilable conflict between the provisions of another previously adopted ordinance of the City of Farmers Branch and the provisions of this Ordinance, the provisions of this Ordinance shall be controlling.

SECTION 3. Except to the extent provided in Section 6 below of this Ordinance, Ordinance No. 3631 is repealed.

SECTION 4. Should any sentence, paragraph, subdivision, clause, phrase or section of this Ordinance be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of this Ordinance as a whole, or any part or provision thereof other than the part so

decided to be invalid, illegal or unconstitutional, and shall not affect the validity of the Comprehensive Zoning Ordinance as a whole.

SECTION 5. An offense committed before the effective date of this ordinance is governed by prior law and the provisions of the Comprehensive Zoning Ordinance, as amended, in effect when the offense was committed, and the former law is continued in effect for this purpose.

SECTION 6. Any person, firm or corporation violating any of the provisions or terms of this Ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the City of Farmers Branch, as heretofore amended, and upon conviction shall be punished by a fine not to exceed the sum of Two Thousand Dollars (\$2,000) for each offense; and each and every day such violation shall continue shall be deemed to constitute a separate offense.

SECTION 7. This Ordinance shall take effect immediately from and after its passage and the publication of the caption, as the law and charter in such case provide.

DULY PASSED BY THE CITY COUNCIL OF THE CITY OF FARMERS BRANCH, TEXAS, ON THIS THE 21ST DAY OF SEPTEMBER 2020.

ATTEST:

APPROVED:

Amy Piukana, TRMC, City Secretary

Robert C. Dye, Mayor

APPROVED AS TO FORM:

Peter G. Smith, City Attorney
(kbl:8/18/2020:117432)

EXHIBIT “A” TO ORDINANCE NO. 3658

**AMENDED AND RESTATED DEVELOPMENT REGULATIONS
FOR
PLANNED DEVELOPMENT NO. 86 (PD-86)
“STATION AREA CODE”**

STATION AREA CODE



FARMERS BRANCH



STATION

Legal Description

BEGINNING at the intersection of the centerline of Farmers Branch Lane at its intersecting point with the east right of way line of Interstate Highway 35-E (IH 35-E) also known as Harry Hines Boulevard.

THENCE in a northerly direction along said easterly right of way line of said IH 35-E passing Valley View Lane and continuing northward to the intersection of said east right of way line of IH 35-E with the centerline of Havenhurst Street being a point for corner.

THENCE easterly along said Havenhurst Street centerline to its intersection with the centerline of Denton Drive being a point for corner.

THENCE northerly along said Denton Drive centerline to its intersection with the westerly extended centerline of Havenhurst Street being a point for corner.

THENCE easterly along said Havenhurst Street centerline to a point for corner being the northerly extended west side of Pepper Hill Addition to the City of Farmers Branch, said addition recorded in Volume 0019, Page 0273 of the Dallas County Map and Deed Records, Dallas County, Texas.

THENCE South along said west side of said Pepper Hill Addition to its southerly extended intersection with the centerline of Valley View Lane being a point for corner.

THENCE easterly along said Valley View Lane centerline to its intersection with the centerline of Rawhide Creek being a point for corner.

THENCE meandering along said Rawhide Creek centerline in a south and southwesterly direction to its intersection with the centerline of Denton Drive being a point for corner.

THENCE in a southerly direction along said Denton Drive centerline to its intersection with the centerline of Farmers Branch Lane being a point for corner.

THENCE in a westerly direction along said Farmers Branch Lane centerline to its intersection with the east right of way line of said IH 35-E being the POINT OF BEGINNING.

Subject Lands



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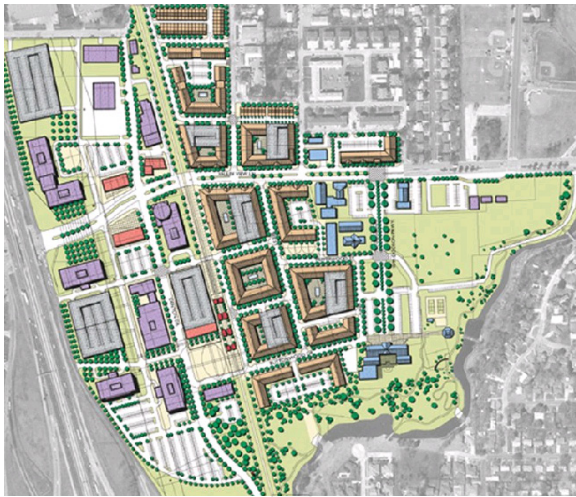
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CHAPTER



INTRODUCTION



Farmers Branch Station Area Conceptual Master Plan (top). Land use plan, *Farmers Branch Station Area Conceptual Master Plan* (middle). Regulating Plan (bottom). The clear spirit, intent and integrity of the citizen-endorsed *Master Plan* for the Station Area is imbued in the Regulating Plan of the form-based code.

A. Intent

The *Station Area Form-Based Code* is designed to foster a vibrant town center for Farmers Branch through a lively mix of uses—with shopfronts, sidewalk cafes, and other commercial uses at street level, overlooked by canopy shade trees, upper story residences and offices.

Redevelopment within the Station Area shall be regulated by the *Station Area Form-Based Code* in order to achieve the vision set forth in both the 2002 and 2012 *Farmers Branch Station Area Conceptual Master Plan*. The original 2002 *Station Area Conceptual Master Plan* was produced through a series of public meetings and workshops that took place during 2001 and 2002. The initial *Station Area Conceptual Master Plan* was adopted by the City Council on July 22, 2002 with the approval of Resolution No. 2002-076. The original 2002 Conceptual Master Plan was revised in 2012 based on an assessment of market conditions for new development in the Station Area. The new 2012 Conceptual Master Plan was adopted by City Council with the approval of Resolution 2012-021. This 2019 version of the *Station Area Code* consolidates all amendments made to the *Station Area Code* since 2012 and amends the *Regulating Plan* and the *Building and Envelope Standards of the Plan*.

The *Station Area Form-Based Code* provides the specific means to guide implementation of the citizen-endorsed vision for the development and redevelopment of all properties in the Station Area. However, the ultimate configuration of the Dallas Area Rapid Transit (DART) light rail station and associated improvements are shown only for illustrative purposes.

The *Station Area Form-Based Code* (also referred to herein as the “*Form-Based Code*” or the “*Code*”) is a legal document that regulates land-development by setting careful and coherent controls on building form—while employing more flexible parameters relative to building use. This greater emphasis on physical form is intended to produce safe, attractive and enjoyable public spaces (good streets, neighborhoods and parks) complemented with a healthy mix of uses. With proper urban form, a greater integration of building uses is natural and comfortable. The *Form-Based Code* uses simple and clear graphic prescriptions and parameters for height, siting, and building elements to address the basic necessities for forming good public space.

Wherever there appears to be a conflict between the *Station Area Form-Based Code* and other sections of the *Farmers Branch Comprehensive Zoning Ordinance* (as applied to a particular development in the Station Area), the requirements specifically set forth in the *Form-Based Code*

shall prevail. For development standards not covered by the *Form-Based Code*, the other applicable sections in the *Farmers Branch Comprehensive Zoning Ordinance* shall be used as the requirement. Similarly, all development must comply with all relative Federal, State or local regulations and ordinances.

B. How to Use this Code

Wherever a word is in SMALL CAPITAL LETTERS format, consult the definitions for the specific meaning.

In order to understand what the *Code* allows on property within the Station Area there are the basic steps.

1. Look at the REGULATING PLAN. Find the property of interest. Note the REQUIRED BUILDING LINE (RBL) and the PARKING SETBACK LINE. Note the color and design pattern of the fronting STREET-SPACE – the color determines the BUILDING ENVELOPE STANDARD for buildings fronting that street(s). The design pattern designates the proposed street frontage as either “Type A” or “Type B” frontage.

- “Type A” Street Frontage:

Type A frontages are identified on the Regulating Plan. These frontages have the highest pedestrian supportive qualities and shall be held to the highest standards with regard to building design, frontage, RBL, and architectural standards in this code.

- “Type B” Street Frontage:

Type B frontages are also identified on the Regulating Plan. These frontages may accommodate more flexible access to parking, service areas, loading and other auto related functions.

The key at the upper right of the REGULATING PLAN will direct you to the proper BUILDING ENVELOPE STANDARD.

2. Look at the appropriate BUILDING ENVELOPE STANDARD page in the *Code*. This page outlines the basic parameters for building on the site in terms of height, siting, elements, and use.
3. Look at the ARCHITECTURAL STANDARDS. This section outlines the parameters for the external building materials and architectural configurations.
4. Review the list of Recommended Streets and Abandonment of Existing Streets:
“Recommended Streets” are streets that are suggested streets within the Station Area to implement the adopted Conceptual Master Plan. Such streets are not mandatory and their alignment may be based on the corresponding development plan for that particular block.
“Recommended Street Abandonment” is indicated on the Regulating Plan where public-streets may be abandoned for private development. The Recommended Street Abandonment shall follow the City’s Subdivision Regulations for Plat/Street Abandonment. These streets have been identified for abandonment due to:
 - i. the lack of any public utilities or easements, and
 - ii. availability of adequate street and driveway access to more than one street even after vacation.

The information from the above listed steps explains where the building will sit on the lot, the limits on its three dimensional form, the range of uses, and the palette of materials that will cover it. For exact dimensions specific to a particular property, consult with City Staff.

For additional information regarding the STREET-SPACE, consult the street types and the STREETScape STANDARDS. These will show the prescriptions for the character of the STREET-SPACE including vehicular traffic lane widths, curb radii, sidewalk and tree planting area dimensions, and on-street parking configurations.

C. Components of the Code

The *Code* is comprised of: the REGULATING PLAN, illustrative Street Type Specifications, the BUILDING ENVELOPE STANDARDS, Streetscape Standards, Architectural Standards, and Definitions.

Regulating Plan: The REGULATING PLAN is the coding key for the *Station Area Form-Based Code*. The REGULATING PLAN shows how each LOT relates to public spaces (STREETS, CIVIC GREENS, PEDESTRIAN PATHWAYS, etc.) and the surrounding neighborhood. “Type A” and “Type B” STREET FRONTAGES are also designated on the Regulating Plan. There may be additional regulations for LOTS in special locations as identified in the REGULATING PLAN.

Street-Type Specifications: The Street-Type Specifications illustrate typical configurations for streets within the Station Area. Specifications address vehicular traffic lane widths, curb radii, sidewalk and tree planting area dimensions, and on-street parking configurations.

Building Envelope Standards: The BUILDING ENVELOPE STANDARDS establish basic parameters governing building form, including the envelope for building placement in three dimensions and certain permitted or required building elements, such as storefronts, BALCONIES, and STREET WALLS.

The BUILDING ENVELOPE STANDARDS establish both the boundaries within which development may take place and what requirements apply. The applicable standards for a building is determined by its STREET FRONTAGE contained in the REGULATING PLAN. This produces a coherent STREET-SPACE and allows the building greater latitude behind its street FACADE.

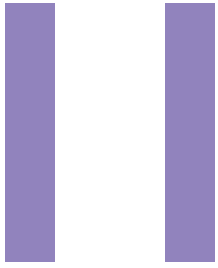
The intent of the BUILDING ENVELOPE STANDARDS is to shape vital public space throughout the Station Area through placement and envelope controls on buildings that frame the STREET-SPACE. They aim for the minimum level of control necessary to meet that goal.

Streetscape Standards: The purpose of the Streetscape Standards is to ensure coherent STREETS and to assist builders and owners with understanding the relationship between the public space of the Station Area and their own building. These standards set the parameters for the placement of street-trees and other amenities or appurtenances (e.g., benches, signs, STREET LIGHTS, etc.) on or near each building site.

Architectural Standards: The goal of the Architectural Standards is to establish a coherent and pleasing architectural character that is complementary to the best local traditions. The Architectural Standards govern a building’s architectural elements regardless of its BUILDING ENVELOPE STANDARD and set the parameters for allowable materials, configurations, and construction techniques. Equivalent or better products than those specified are always encouraged and may be submitted for consideration to the City.

Definitions: Wherever a word is in SMALL CAPITAL LETTERS format, consult the definitions for its specific meaning. Words used in the *Form-Based Code*, but not defined by the *Form-Based Code*, which are defined in the Farmers Branch Comprehensive Zoning Ordinance, shall have the meanings set forth therein.

CHAPTER



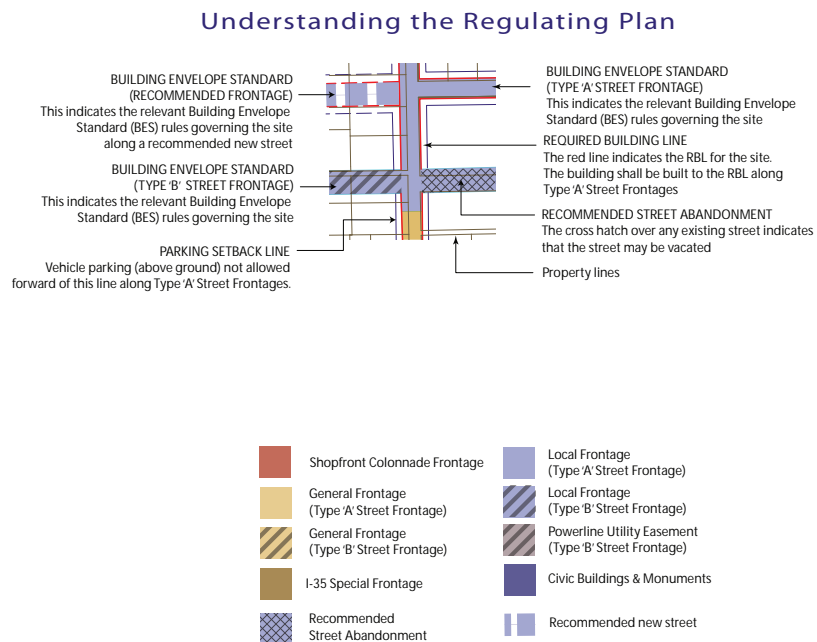
THE REGULATING PLAN

A. Understanding the REGULATING PLAN

Building on the Farmers Branch public meetings and workshops that took place during 2001 and 2002 and the adoption of the Station Area Conceptual Master Plan by the City Council on July 22, 2002 (with the approval of Resolution No. 2002-076), the original REGULATING PLAN was produced for the Farmers Branch Station Area. In 2012, the Regulating Plan was substantially modified based on approval of the new 2012 Conceptual Master Plan. On May 7, 2019 City Council made amendments to *The Regulating Plan* and the *Building and Envelope Standards* of the Plan, and consolidated previous amendments into this updated version.

A REGULATING PLAN provides standards for the development of each property or lot and illustrates how each relates to the adjacent properties and STREET-SPACE. Building sites are coded by their STREET FRONTAGE.

The key below explains the elements of the REGULATING PLAN and serves as a reference when examining the REGULATING PLAN.



The REGULATING PLAN is the controlling document and principal tool for implementing the *Station Area Form-Based Code*. The Regulating Plan identifies the BUILDING ENVELOPE STANDARD (BES) for each building site and any specific characteristics assigned to the building site.

B. Rules for New Development

1 Lots/Blocks/Alleys/Curb Cuts

- All lots shall share a frontage line with a STREET-SPACE.
- All lots and/or all contiguous lots shall be considered to be part of a BLOCK for this purpose. No BLOCK shall have a length greater than 400 feet without an ALLEY, common drive or access easement, or PEDESTRIAN PATHWAY providing

through-access to another street, ALLEY or common access easement, or STREET-SPACE. Individual lots with less than 75 feet of frontage are exempt from the foregoing requirement to interrupt the BLOCK. No lot with more than 250 feet of frontage may be developed without an ALLEY, common drive or access easement, or PEDESTRIAN PATHWAY providing through-access to another STREET, ALLEY, common drive, unless the lot is part of a BLOCK that includes such through-access elsewhere in the BLOCK.

- c. ALLEYS shall provide access to the rear of all lots. ALLEY construction is required as part of the development project within the rear setback, unless an ALLEY already exists. ALLEYS shall be constructed to meet the City construction standards in order to be suitable for emergency and service vehicle access.
- d. Where an ALLEY does not exist and is not constructed at the time of development of any property, the developer is required to dedicate the ALLEY right of way within the rear setback, build the ALLEY, and maintain the area within the rear setback by:
 - i. Providing routine landscape maintenance to the area; and
 - ii. Keeping the area clear of debris, stored materials, and vehicles.
- e. Curb cuts shall be limited to no more than one per 200 feet for all Type A street frontages. This requirement shall not apply to Type B street frontages.
- f. Street Abandonment.
Where street abandonments are recommended in the Regulating Plan, the right-of-way may be vacated subject to the City's Subdivision Ordinance. Other streets may also be considered for abandonment on a case by case basis also subject to the City's Subdivision Ordinance.
- g. Recommended Streets.
New streets or extensions of existing streets needed to implement the Conceptual Master Plan. Such streets are not mandatory and their alignment may be based on the corresponding development plan for the BLOCK.

2. Buildings

- a. The maximum building floor-plate (footprint) is 75,000 square feet; beyond that limit a special exception is necessary.
 - i. Building(s) along a Type A street frontage, shall present a complete and discrete vertical FAÇADE composition (i.e., a new FAÇADE design) along the RBL in each BLOCK at an average STREET FRONTAGE length of no greater than sixty (60) feet for SHOPFRONT COLONNADE SITES; or seventy-five (75) feet for GENERAL and LOCAL SITES. Each FAÇADE composition shall include a functioning, primary STREET-SPACE entry. This requirement may be satisfied through the use of small shops conceived to specifically mask large floor-plate building

facades. Individual infill projects on lots with frontage of less than 100 feet are exempt from this requirement.

- b. Where the BUILDING ENVELOPE STANDARD (BES) designations change along a STREET FRONTAGE, the property owner/developer has the option of applying either BES for a maximum additional distance of 75 feet in either direction along that frontage (except Interstate 35 frontage which shall not be extended around any BLOCK CORNER).

3. Streetscape

- a. STREET TREES along all TYPE A STREET FRONTAGES shall be planted at the time of development at an average spacing of no greater than thirty (30) feet on center (measured per BLOCK). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants and other infrastructure elements. At no time may spacing exceed forty-five (45) feet on center. No requirement for street trees along designated Type B street frontages.
- b. STREET LIGHTS shall be installed on both sides of all Type A street frontages along the STREET TREE ALIGNMENT LINE and unless otherwise designated on the REGULATING PLAN, at intervals of not more than 75' for GENERAL and LOCAL SITES, measured parallel to the STREET. All STREET LIGHTS (along both Type A and Type B street frontages) shall be between 9 and 16 feet above ground in height. At the time of development, the developer is only responsible for the installation of STREET LIGHTS on the side(s) of the STREET-SPACE being developed.
- c. The placement of street lights along Type B street frontages shall be determined on a "case by case" basis and must meet basic City Street standards. At the time of development, the developer is required to install sidewalks and streets. Minimum sidewalk width for all Type A street frontages shall be as established in Section D of this Chapter (Street Types). Minimum sidewalk width along Type B street frontages shall be 6 feet.

4. Parking

- a. Parking goals:
 - Enable people to park at a single convenient location that provides access to a variety of commercial and civic enterprises in pedestrian friendly environments that encourages shared parking among multiple uses.
 - Reduce diffused, inefficient, single-purpose reserved parking.
 - Avoid adverse parking impacts on neighborhoods adjacent to the Station Area.
 - Maximize on-street parking.
 - Increase visibility of and accessibility to parking.
 - Provide flexibility for redevelopment of small sites.

- Promote early prototype projects using flexible and creative incentives.

b. Parking standards:

- Lots under 20,000 square feet in land area have no minimum parking requirements.
- Lots over 20,000 square feet in land area have the following requirements.
 1. A minimum of 1 and 1/8 parking space per residential unit, of which a minimum of 1/8 parking space per residential unit shall be provided as Shared Parking. There are no maximum limits on Shared Parking.
 2. A minimum of one space per 1,000 square feet of non-residential Gross Floor Area (GFA) shall be provided as Shared Parking; there are no set maximum limits on shared parking. New on-street parking spaces created in conjunction with the development, may be counted toward the minimum requirement for Shared Parking. Any limitations on the shared parking (time limits or hours of the day) shall be subject to approval of the City Manager which shall be given upon a finding that at least 12 hours of public parking are provided in any 24-hour period and that at least 8 of those hours are provided during either business or nighttime hours depending on whether the City Manager determines that the primary public use will be for commercial or residential uses.
 3. A maximum of one space per 1,000 square feet of non-residential GFA or two spaces per residential unit may be made available for reserved parking.
- Achieving parking requirements:
 1. Parking requirements may be met either on-site or within 800 feet and on the same side of Valley View Lane.
 2. Incentives from the Tax Increment Finance (TIF) District may be used, in accordance with approved TIF policy, for eligible projects to meet shared parking requirements.
- Shared parking shall be designated by appropriate signage and markings as required by City policy.
- Parking location shall be regulated by the Parking Setback Line along all frontages shown on the Regulating Plan.
- Surface parking for 50 cars or more within one or more contiguous lots in the Shopfront, General and Local Frontage sites may only be approved with a Specific Use Permit (SUP) by City Council. An application for an SUP for surface parking must include a phasing plan for development. In approving such SUP, City Council may impose a time limit.

C. Regulating Plan

The following pages contain the REGULATING PLAN for the Farmers Branch Station Area. The Regulating Plan also includes Street Types Plan and Urban Design Plan

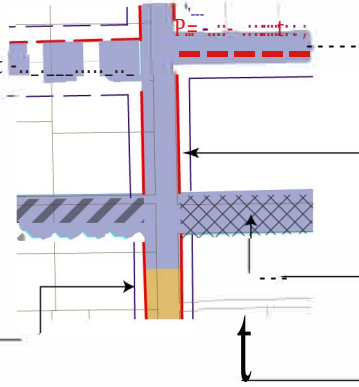
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Understanding the Regulating Plan

BUILDING ENVELOPE STANDARD (RECOMMENDED FRONTAGE)
This indicates the relevant Building Envelope Standard (BES) rules governing the site along a recommended new street

BUILDING ENVELOPE STANDARD (TYPE 'B' STREET FRONTAGE)
This indicates the relevant Building Envelope Standard (BES) rules governing the site

PARKING SETBACK LINE
Vehicle parking (above ground) not allowed forward of this line along Type 'A' Street Frontages.



BUILDING ENVELOPE STANDARD (TYPE 'A' STREET FRONTAGE)
This indicates the relevant Building Envelope Standard (BES) rules governing the site

REQUIRED BUILDING LINE
The red line indicates the RBL for the site. The building shall be built to the RBL along Type 'A' Street Frontages

RECOMMENDED STREET ABANDONMENT
The cross hatch over any existing street indicates that the street may be vacated

Property lines

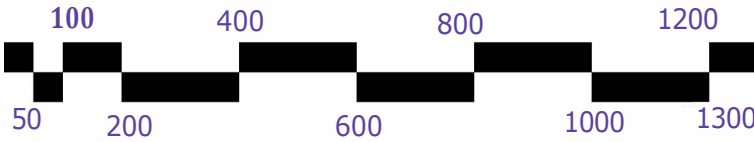
- | | |
|---|---|
| Shopfront Colonnade Frontage | Local Frontage (Type 'A' Street Frontage) |
| General Frontage (Type 'A' Street Frontage) | Local Frontage (Type 'B' Street Frontage) |
| General Frontage (Type 'B' Street Frontage) | Powerline Utility Easement (Type 'B' Street Frontage) |
| I-35 Special Frontage | Civic Buildings & Monuments |
| Recommended Street Abandonment | Recommended new street |
| | Breweries Permitted |

September 21, 2020
Adopted by Ordinance 3658

Farmers Branch Station Area
Regulating Plan



A Comfortable 5 minute walk



Drawing for coding purposes only. Dimensions are subject to change.
Consult Planning Division staff for specifications.

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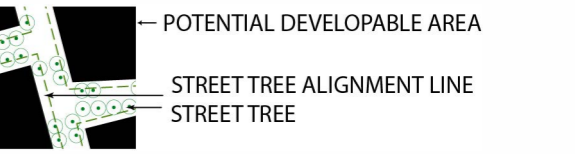
Slemmons Frontage defines the entrance to the Station Area. Flexible site requirements in this area encourage restaurants and entertainment uses with surface parking.



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.



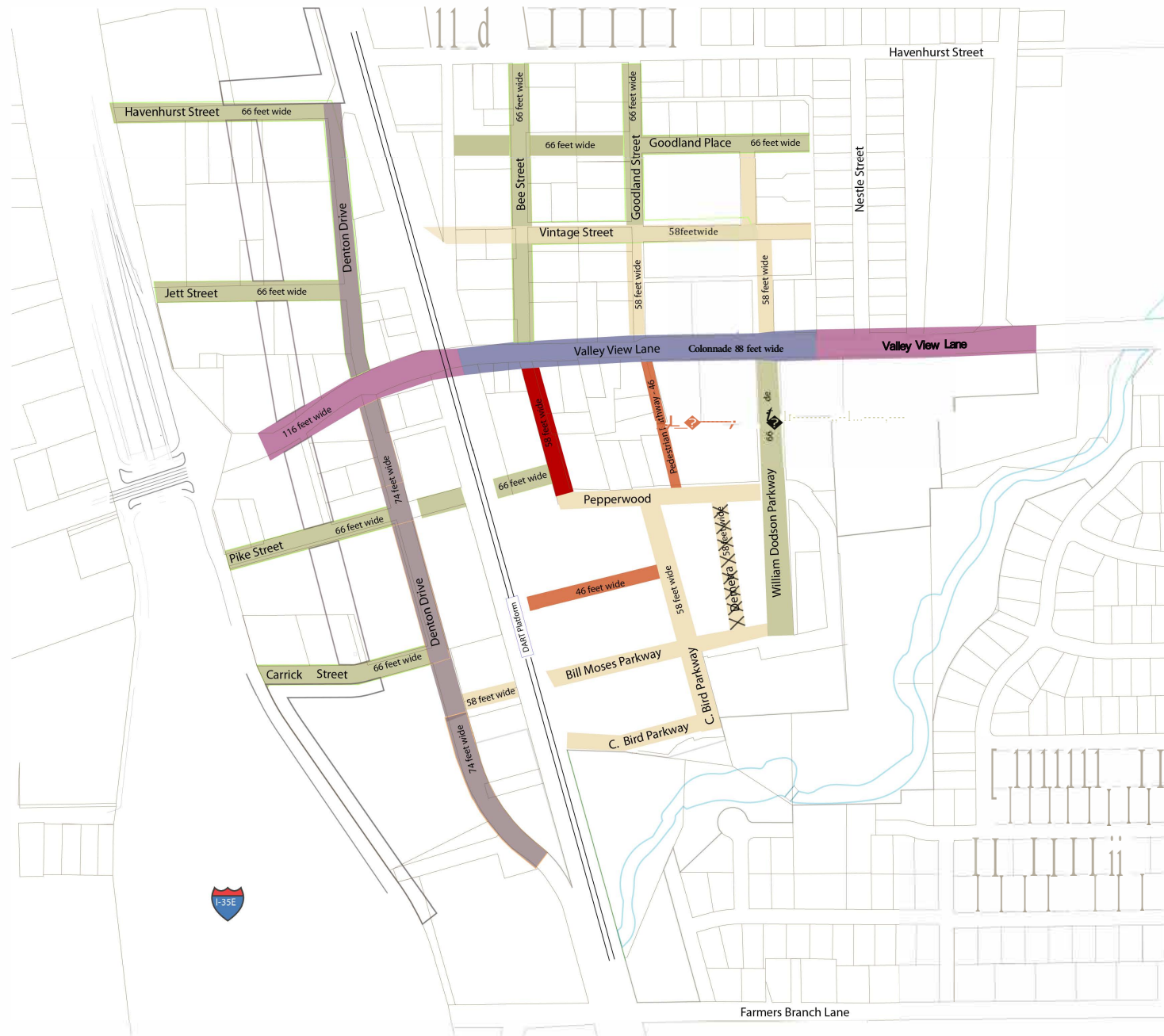
Farmers Branch Station Area Urban Design Plan

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.

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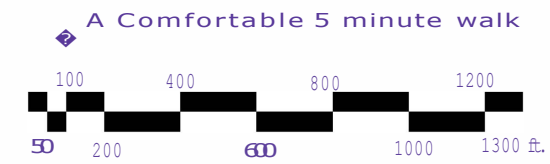
This Plan indicates the locations of seven street types within the Station Area. The streetscape standards (such as street widths, placement of **STREET TREES**, and other amenities or appurtenances) associated with the different street types are featured on pages 26-32.

The purpose of the streetscape standards is to ensure coherent **STREETS** and to assist developers and owners with understanding the relationship between the public spaces and individual buildings.

- Valley View Lane (streetscape standards on page 29)
- Colonnade Street (streetscape standards on page 29)
- Denton Street (streetscape standards on page 30)
- Street 66 (streetscape standards on page 31)
- Street S8 (streetscape standards on page 32)
- Promenade 46 & Pedestrian Pathway (streetscape standards on Page 33)
- Streets to be Abandoned
- Bee Street/ Urban Village (tract south of Valley View Lane)

September 21, 2020
Adopted by Ordinance 3658

Farmers Branch Station Area Regulating Plan Street Types



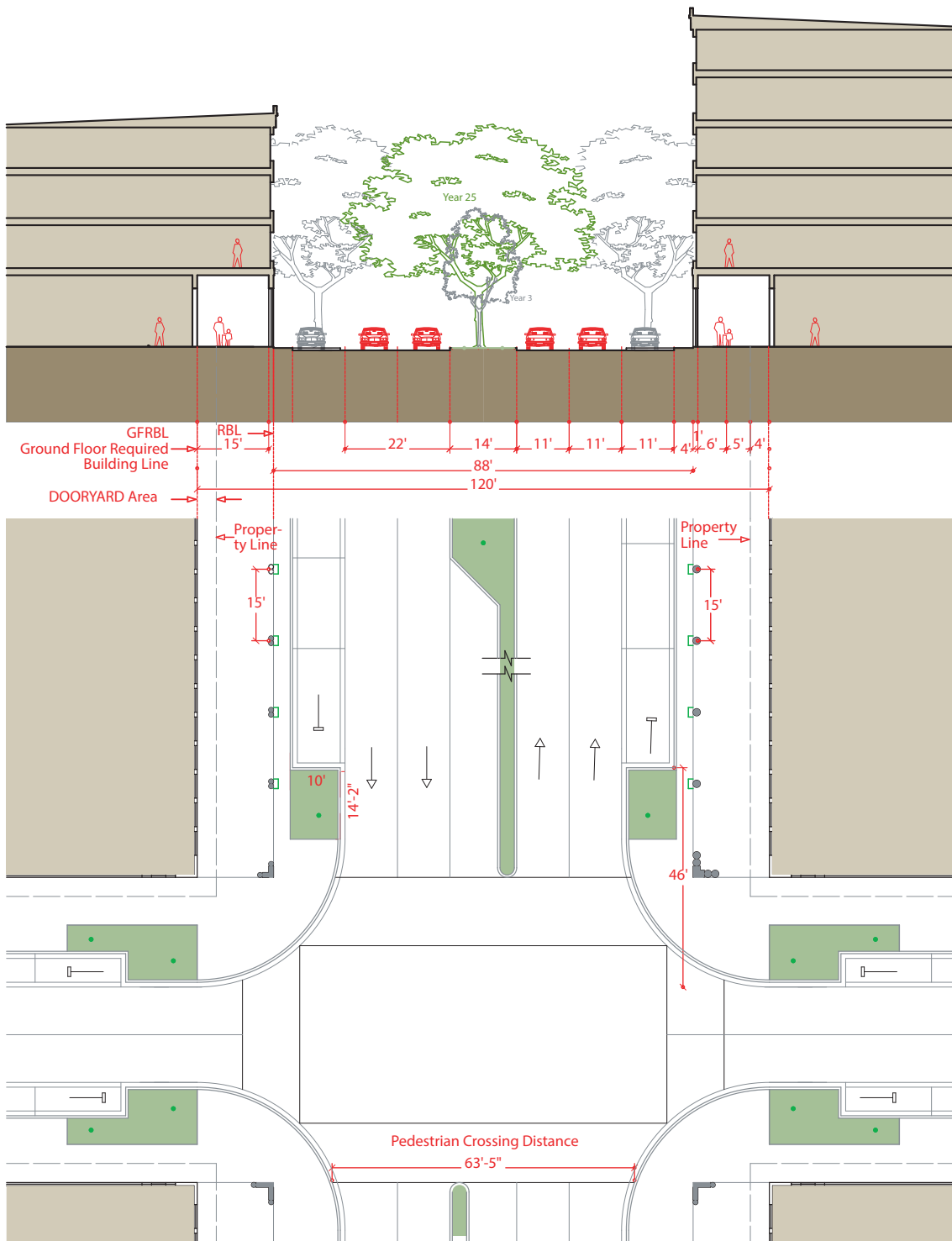
Drawing for coding purposes only. Dimensions are subject to change.
Consult Planning Division staff for specifications.

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D. Street Types

The Street-Type specifications illustrate typical configurations for STREET-SPACES within the Station Area. The City may adjust these if necessary for specific conditions (e.g., pocket parks, public squares, greens and other similar areas). The specifications address vehicular traffic lane widths, curb radii, sidewalk, tree planting area, and on-street parking configurations. They also provide comparative pedestrian crossing distances.

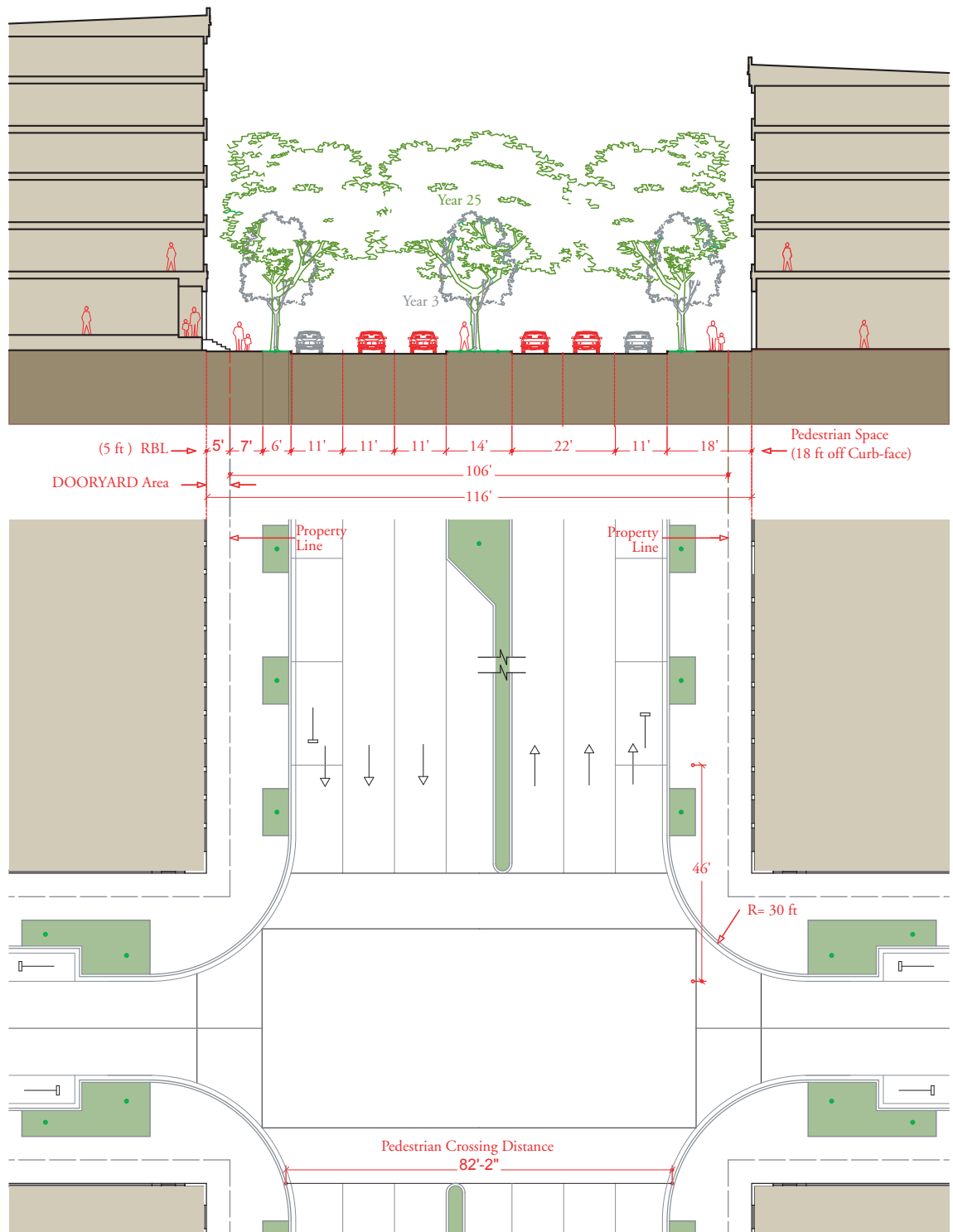
The streets within the Station Area balance the needs of all forms of traffic, auto and pedestrian, to maximize mobility and convenience for the citizens of Farmers Branch and visitors to the Station Area. Their character will also vary with their location. Some streets will carry a large volume of traffic and provide a more active and intense urban pedestrian experience while others will provide a less active and more intimately scaled STREET-SPACE.



Colonnade Street (Valley View Lane)

| | | | |
|---|--|---|-----------|
| Streetspace | 88 to 120 ft | Travel lanes | 4 @ 11 ft |
| Sidewalks | 15 feet within colonnade (min 6 ft clear, 4 ft DOORYARD) | Dedicated parking lanes | 11 ft |
| Median & tree planting strip | 14 ft | Pedestrian crossing distance | 63 ft |

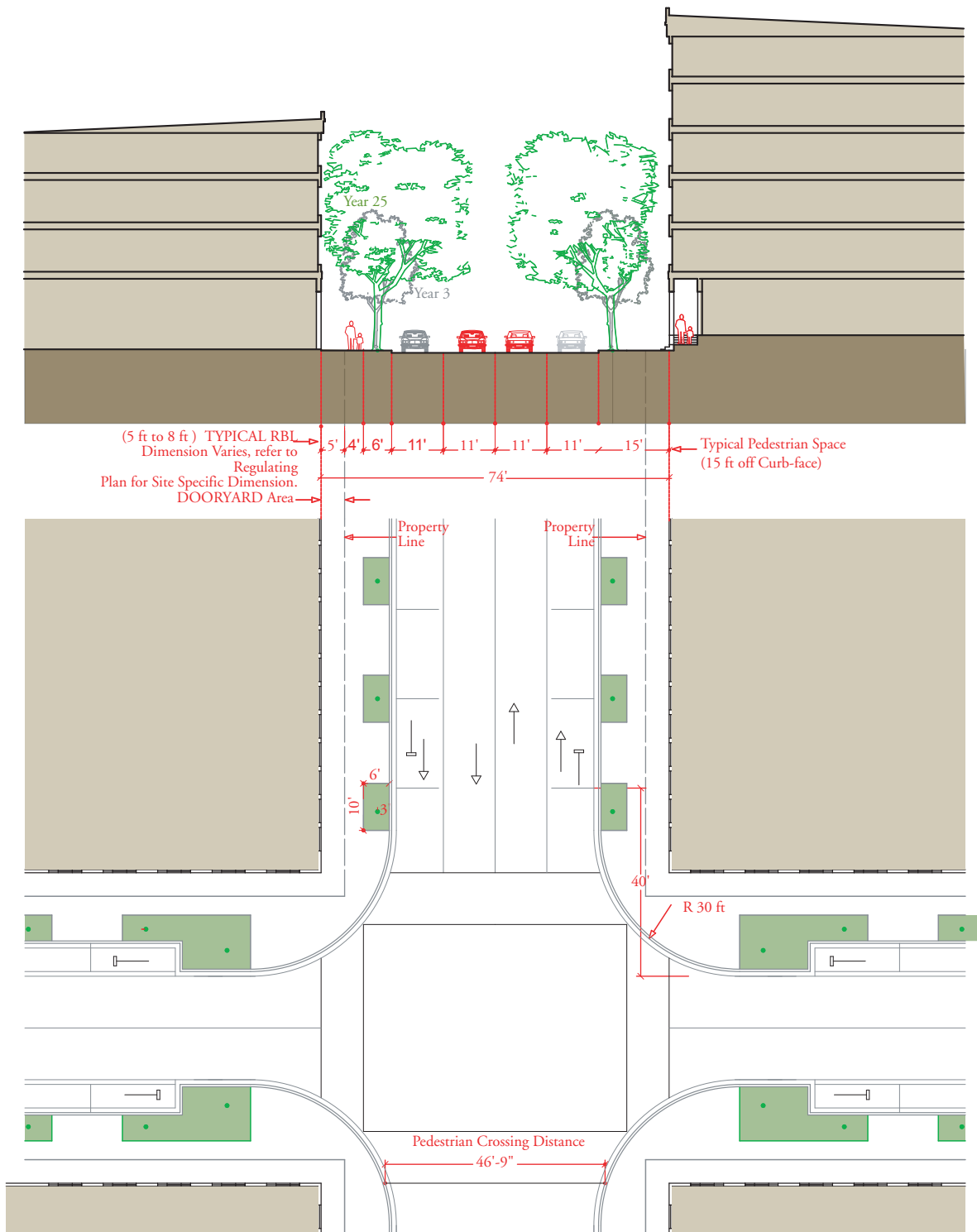
This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



Valley View Lane

| | | | |
|---|---|-------------------------------------|---------------------|
| Streetspace | 116 ft | Travel lanes | 4 @ 11 ft |
| Sidewalks | 18 feet (min 6 ft clear, 5 ft DOORYARD) | Convertible parking lanes | 11 ft outside lanes |
| Median & tree planting strip | 14 ft | Pedestrian crossing distance | 82 ft |

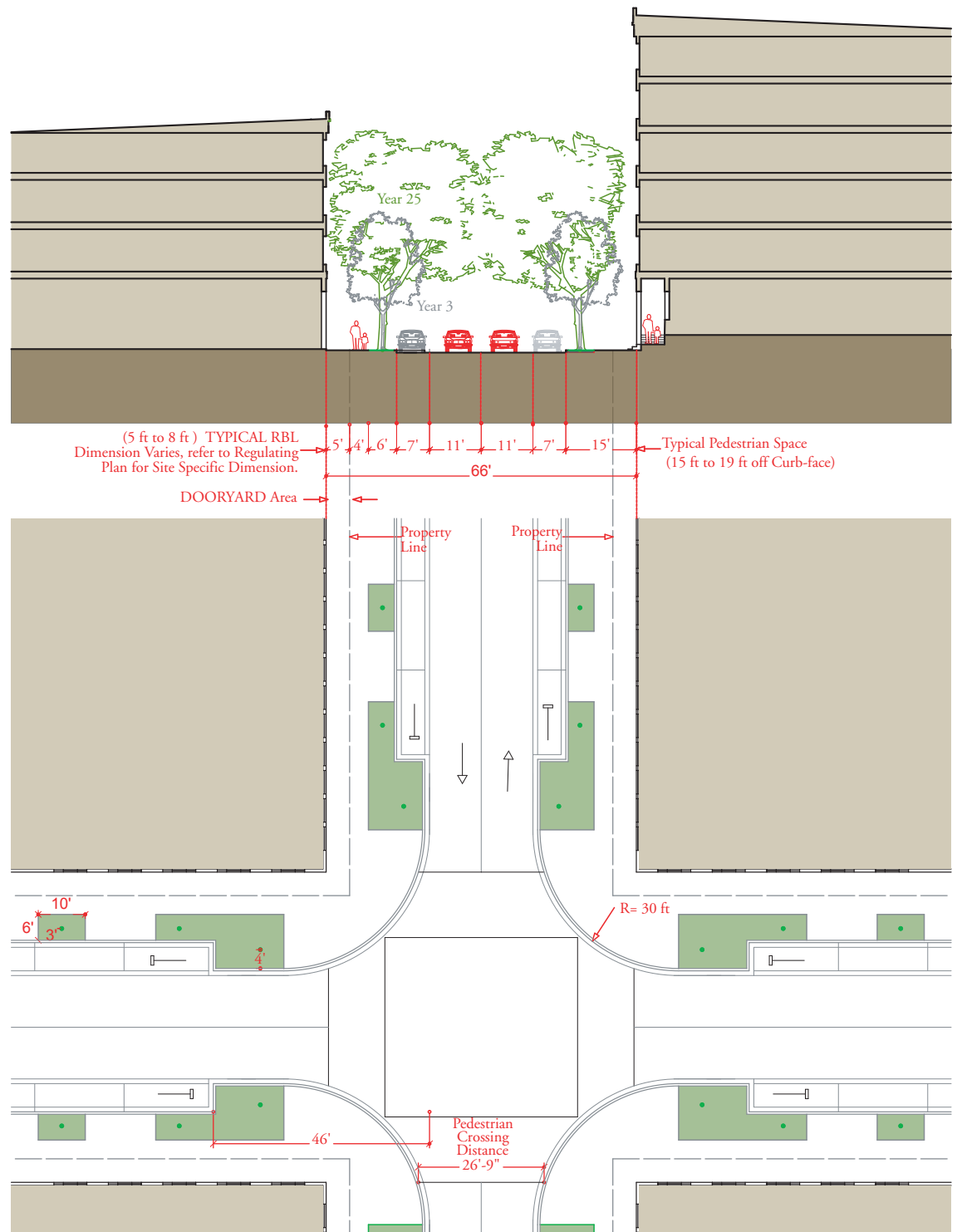
This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



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 |
| | | Pedestrian crossing distance | 46 ft |

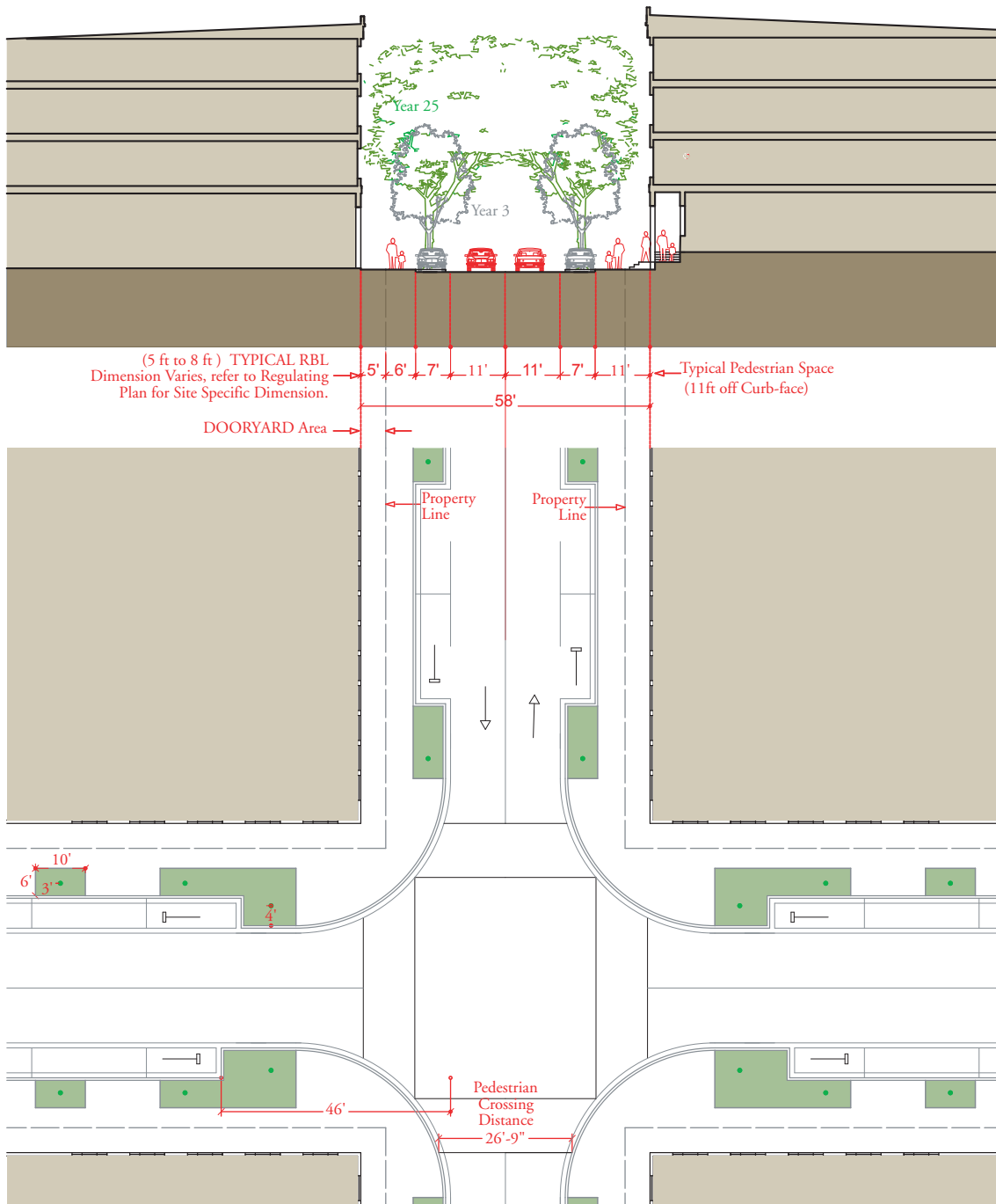
This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



Street 66

| | | | |
|----------------------|--|-------------------------------------|-----------|
| Streetspace | 66 ft | Travel lanes | 2 @ 11 ft |
| Sidewalks | 15 feet (6 ft street tree area , 4 ft clear, 5 ft DOORYARD) - Type A street frontages only Type B street sidewalks must be at least 6 feet in width | Dedicated parking lanes | 7 ft |
| Tree Planters | 6ft by 10 ft - Type A streets only | Pedestrian crossing distance | 26 ft |

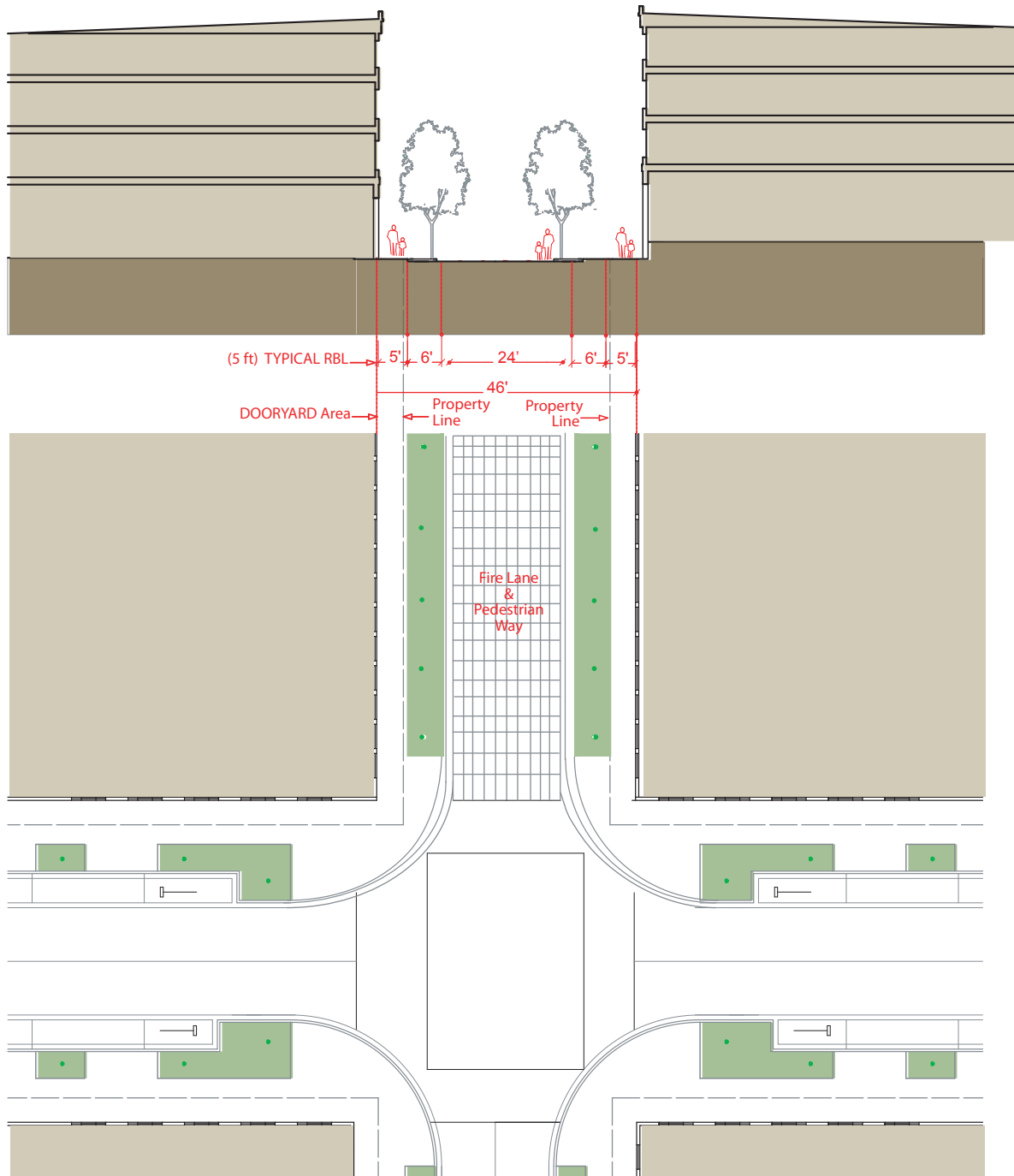
This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



Street 58

| | | | |
|----------------------|--|-------------------------------------|-----------|
| Streetspace | 58 ft | Travel lanes | 2 @ 11 ft |
| Sidewalks | 11 feet (6 ft street tree area , 4 ft clear, 5 ft DOORYARD) - Type A street frontages only Type B street sidewalks must be at least 6 feet in width | Dedicated parking lanes | 7 ft |
| Tree Planters | 6 ft by 10 ft - Type A streets only | Pedestrian crossing distance | 26 ft |

This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



Promenade 46

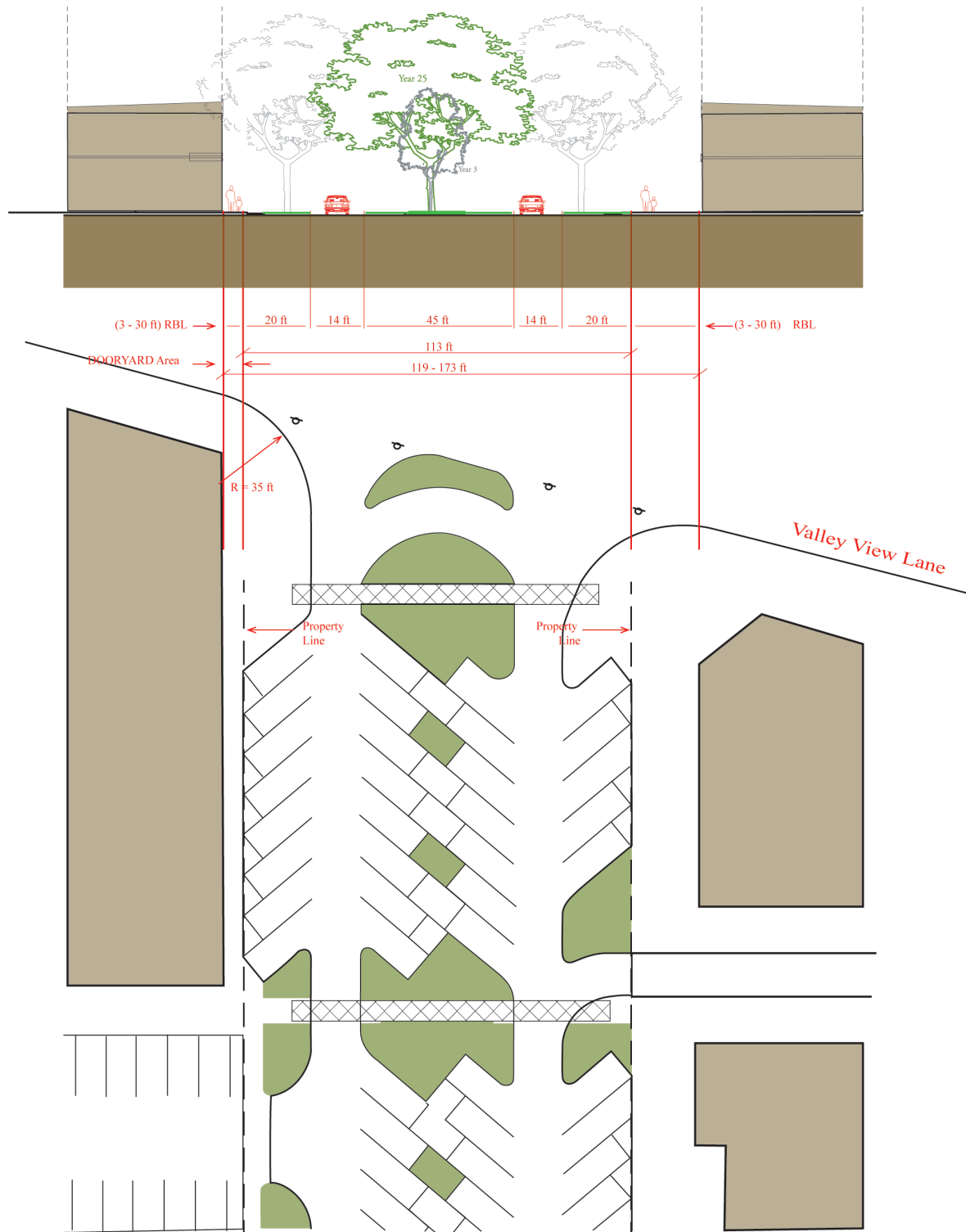
Streetspace 46'

Pedestrian-way 24ft. (unobstructed fire lane)
Constructed to fire lane structural standards

Sidewalks Enhanced pavement
not less than 10 ft. wide

Trees Average spacing
30' on center

This drawing is for illustrative purposes only. Final design of the pedestrian-way including the use of enhanced pavement materials and alternative pavement materials that meet fire lane structural requirements will be determined at time of site plan approval.



Bee Street
south of Valley View Lane

| | | | |
|--------------------------|------------------|---------------------|-----------|
| Streetspace | 113 ft | Median | |
| Sidewalks | 3 to 30 ft clear | (on-street parking | |
| On-street parking | | + planting strip) | 45 ft |
| (angled) | 20 ft | Travel lanes | 2 @ 14 ft |

This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.

CHAPTER BUILDING ENVELOPE STANDARDS



The REGULATING PLAN identifies the BUILDING ENVELOPE STANDARDS (BES) for all building sites within the Station Area. The goal of the BES is the creation of a healthy and vital public realm through a well designed STREET-SPACE. Deviations from the BES can be approved only through a Special Exception Process as provided in Chapter VI (Administration) of this *Code*. The BES establishes the basic parameters governing building construction, including the building envelope (in three dimensions) and certain required and/or permitted elements, such as COLONNADES, STOOPS, balconies, porches, and STREET WALLS.

A. General Guiding Principles



Rendering of a typical street from the *Farmers Branch Station Area Conceptual Master Plan*.

- **Buildings are aligned and close to the street along all Type A street frontages.**

Buildings form the space of the Type A street frontage.

- **The street is a coherent space, with consistent building forms on both sides for all Type A street frontages.**

This agreement of buildings facing across the STREET-SPACE contributes to a clear public space and STREET-SPACE identity.

- **Buildings oversee the STREET-SPACE with active fronts.**

This oversight of the STREET-SPACE contributes to vital and safe public space.

- **Public spaces are physically defined by buildings, walls, or fences.**

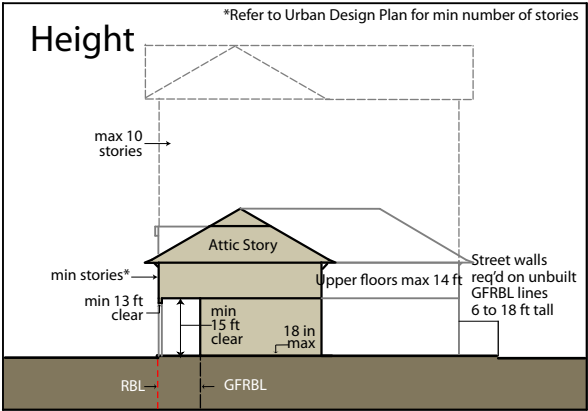
Land should be clearly public or private—in public view and under surveillance or private and protected.

- **Buildings are designed for towns and cities.**

Rather than being simply pushed closer together, as in many suburban developments, buildings must be designed for the urban situation within towns and cities. Views are directed to the STREET-SPACE and interior gardens/court-yards, not into neighboring lots.

- **Vehicle storage/parking, (other than on-street parking), garbage and mechanical equipment are kept away from the Type A street frontages.**

B. Building Envelope Standards: Shopfront Colonnade Sites

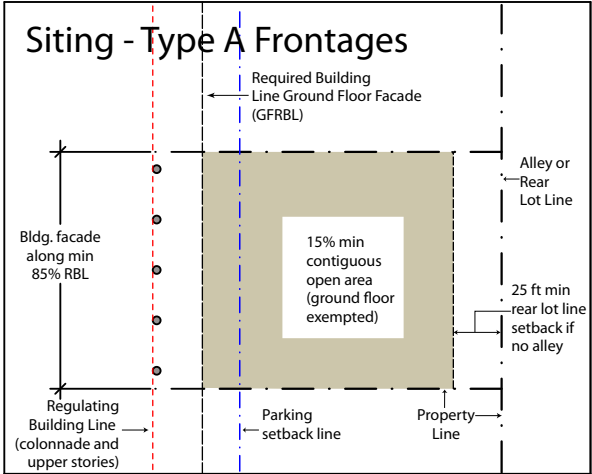


Building Height

- 1. The height of the principal building is measured in STORIES. See Urban Design Plan for minimum height requirements.
- 2. Attic STORY is excluded from minimum and maximum height calculations.

Parking Structure Height

That portion of a parking structure within 40 feet proximity of a principal building (built after 2005) shall not exceed the principal building’s EAVE or

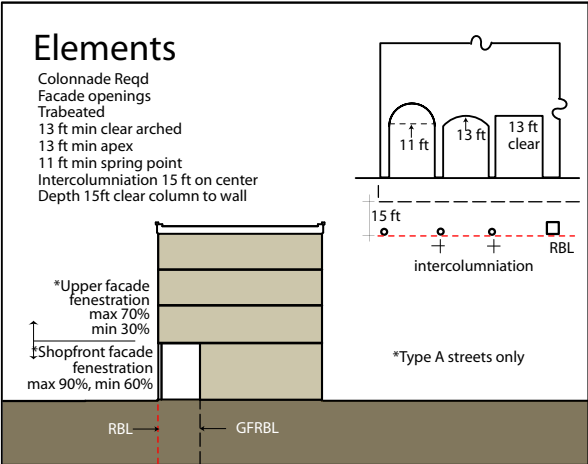


Street Facade

- 1. On each lot the building FAÇADE shall be built to the RBL for at least eighty-five percent (85%) of its RBL and/or GFRBL length along Type A street frontages.
- 2. The building FAÇADE shall be built to the RBL and GFRBL within thirty (30) feet of a BLOCK CORNER regardless of street frontage (Type A or B)
- 3. These portions of the building FAÇADE (the required minimum build to) may include jogs of not more than eighteen (18) inches in depth except as otherwise provided to allow BAY WINDOWS (upper STORIES only).

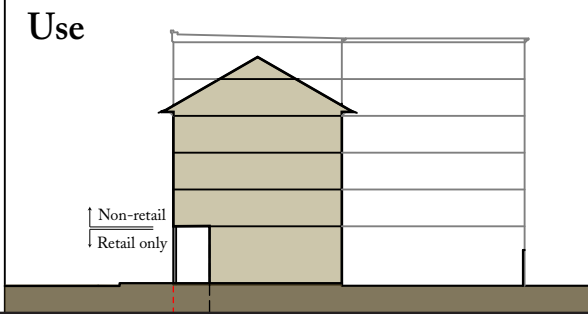
Buildable Area

- 1. Buildings may occupy any portion of the lot behind the RBL (and RGFRBL) exclusive of any setbacks required by this Code.
- 2. A contiguous OPEN AREA equal to at least fifteen percent (15%) of the total BUILDABLE AREA shall



Fenestration

- 1. Blank lengths of wall exceeding fifteen (15) linear feet are prohibited on all RBL/GFRBLS ON TYPE A STREET FRONTAGES.
- 2. FENESTRATION on the GROUND STORY FACADES shall comprise at least sixty percent (60%), but not more than ninety percent (90%) of the FACADE area situated between two (2) and ten (10) feet above the adjacent public sidewalk on which the FACADE fronts on Type A street frontages.



PARAPET HEIGHT.

Ground Story Height:

- 1. The GROUND STORY finished floor elevation shall be equal to, or greater than, the adjacent exterior sidewalk elevation up to a maximum finished floor elevation of eighteen (18) inches.
- 2. The GROUND STORY shall have at least fifteen (15) feet of clear interior height (floor to ceiling) contiguous to the GFRBL frontage for at least one-half (½) of its area.
- 3. The maximum STORY HEIGHT for the GROUND STORY is twenty-five (25) feet.

Upper Story Height

- 1. The maximum floor-to-floor STORY HEIGHT for STORIES other than the GROUND is fourteen (14) feet.
- 2. At least eighty percent (80%) of each upper STORY shall have an interior clear height (floor to ceiling) of at least nine (9) feet.

Mezzanines

Mezzanines having a floor area greater than one-half (½) of the floor area of the STORY in which the mezzanine is situated shall be counted as a full STORY.

be preserved on every lot. Such contiguous OPEN AREA may be located anywhere behind the PARKING SETBACK LINE, either at grade or at the second or third STORY.

- 3. No part of any building, except overhanging eaves, AWNINGS, or BALCONIES shall occupy the remaining lot area.

Side Lot Setbacks

On a lot where a COMMON LOT LINE is shared with a single-family residential zoning district, the principal building shall be setback at least ten (10) feet from the shared lot line.

Garage and Parking

- 1. Garage entries or driveways shall be located along alleys or Type B street frontages only. Garage entries or driveways shall only be permitted along Type A street frontages, if the lot has no access to an alley or does not have Type B street frontage.
- 2. On Type A street frontages, garage entries shall be limited to no more than one per block frontage and shall be a minimum of 75’ away from any block corner.
- 3. On Type A street frontages, garage entries shall have a clear height of no greater than 16 feet nor a clear width exceeding 24 feet.
- 4. GARAGE ENTRIES may be setback up to a maximum of twenty-four (24) inches behind the surrounding FACADE ON TYPE A STREETS.
- 5. Vehicle parking areas with Type A street frontages shall be located behind the PARKING SETBACK LINE, except where parking is provided below grade.
- 6. These requirements are not applicable to on-street parking.

- 3. FENESTRATION on the upper STORY FACADES shall comprise at least thirty percent (30%), but no more than seventy percent (70%), of the FACADE area per STORY (measured as a percentage of the FACADE between floor levels) on Type A street frontage.
- 4. No window may face or direct views toward a COMMON LOT LINE within thirty feet (30) unless: that view is contained within the lot (e.g. by a PRIVACY FENCE/GARDEN WALL) or, the window sill is at least 6’ above the finished floor level. All COMMON LOT LINES within the Station Area are subject to the construction of building walls (with no setback) by the adjacent lot owner.

Building Projections

- 1. AWNINGS, BALCONIES, and STOOPS shall not project closer than five (5) feet to a COMMON LOT LINE.
- 2. No part of any building, except overhanging eaves, BALCONIES, BAY WINDOWS, and AWNINGS, as specified by the Code, shall encroach beyond the RBL.
- 3. No part of any building, except shopfronts and signs, as otherwise permitted by the Code, shall encroach into the COLONNADE beyond the GFRBL.

Doors/Entries

Functioning entry door(s) shall be provided along GROUND STORY FACADES at intervals not greater than sixty (60) linear feet on Type A street frontage.

Ground Story

The GROUND STORY shall be built to at least “Retail Ready” design standards. Temporary use as residential space can be approved by City Council. See Height specifications above for the specific requirements.

Upper Stories

The upper STORIES shall house residential or COMMERCE uses excluding RETAIL SPECIALTY and RETAIL TRADE uses (except those that have direct RBL frontage and are second STORY extensions of the GROUND STORY use).

Street Wall Height

- 1. A STREET WALL not less than six (6) feet in height or greater than eighteen (18) feet in height shall be required along any GFRBL frontage that is not otherwise occupied by a building on the lot of Type A street frontage.
- 2. STREET WALL height shall be measured from the adjacent public sidewalk or, when not adjacent to a sidewalk, from the ground elevation once construction is complete.
- 3. Along Type B street frontages, a street wall of at least 3 feet in height shall be required to screen any surface parking from public view.

Other

Where a SHOPFRONT COLONNADE site is located within forty (40) feet of an existing single-family residential zoning district, the maximum EAVE or PARAPET HEIGHT for that portion of the SHOPFRONT COLONNADE site shall be thirty-two (32) feet. This requirement shall supersede the minimum STORY requirement.

Unbuilt RBL and Common Lot Treatment

- 1. A STREET WALL shall be required along any RBL frontage that is not otherwise occupied by a building on the lot along Type A streets. The STREET WALL shall be located not more than eight (8) inches behind the RBL along TYPE A STREETS.
- 2. PRIVACY FENCES may be constructed along that portion of a COMMON LOT LINE not otherwise occupied by a building on the lot.
- 3. All Type B street frontages with surface parking shall be screened by a 3’ high street wall that is located along the property line along that frontage or between the sidewalk and the surface parking lot. The street wall shall be of either the same building material as the principal structure on the lot or masonry or a living screen comprised of shrubs planted to be opaque at maturity. Species shall be selected from the Planting List in this Code (Chapter IV, Section D).
- 4. Furthermore, along all streets, service areas shall be defined by a street wall that is at least as high as the service equipment being screened. Such street walls shall be of either the same building material as the principal structure on the lot or masonry or a living screen composed of shrubs planted to be opaque at maturity. Species shall be selected from the Planting List in this Code (Chapter IV, Section D).

Colonnades/Archades

Where designated on the REGULATING PLAN, COLONNADES shall:

- 1. Have a minimum interior floor to ceiling clear height of fifteen (15) feet (excepting blade signs and street lighting as specified in this Code).
- 2. Have minimum thirteen (13) foot FAÇADE opening height to beam (or to the top of the arch and minimum eleven (11) feet to the springing point.)
- 3. Have an intercolumniation of fifteen (15) feet on center.
- 4. Have a continuous public access easement of at least six (6) feet wide running adjacent to the columns/piers
- 5. Have columns/piers with no single horizontal dimension greater than twenty two (22) inches or less than ten (10) inches. This limitation shall apply between grade and eleven (11) feet in height.
- 6. Have 15 feet between the RBL and the GFRBL except as otherwise specified in the REGULATING PLAN.

Street Walls

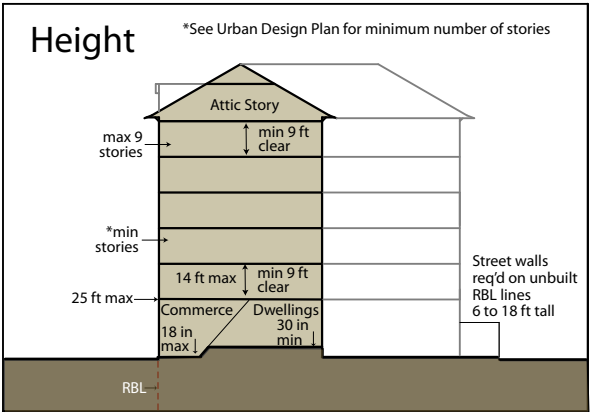
A vehicle entry gate no wider than twenty four (24) feet or a pedestrian entry gate no wider than six (6) feet shall be permitted within any required STREET WALLS.

Density

Residential uses shall be built in accordance with the minimum density requirements listed in this Code (Chapter III, Section G).

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C. Building Envelope Standards: General Sites

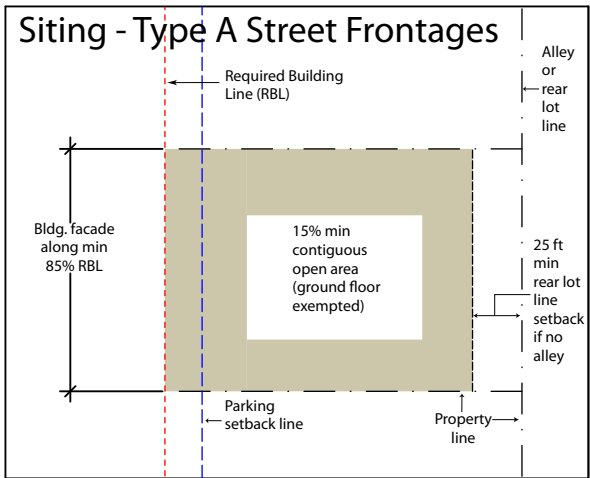


Building Height

- 1. The height of the principal building is measured in STORIES.
- 2. See Urban Design Plan for height requirements.

Parking Structure Height

Where a parking structure is within 40 feet of any principal building (built after 2005) that portion of the structure shall not exceed the building’s EAVE or PARAPET HEIGHT.

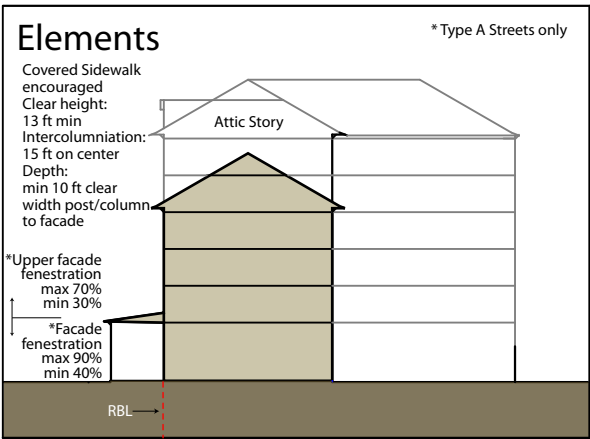


Street Facade

- 1. On each lot the building FAÇADE shall be built to the RBL for at least eighty-five percent (85%) of the RBL length along a Type A street frontage. No requirement for Type B street frontage.
- 2. The building FAÇADE shall be built to the RBL within thirty (30) feet of a BLOCK CORNER regardless of Street Type frontage (A or B).
- 3. These portions of the building FAÇADE (the required minimum build to) may include jogs of not more than eighteen (18) inches in depth except as otherwise provided to allow BAY WINDOWS, shopfronts, and BALCONIES along Type A street frontage. No requirement for Type B street frontage.

Buildable Area

- 1. Buildings may occupy any portion of the lot behind the RBL, exclusive of any setbacks required by this Code.



Fenestration

- 1. Blank lengths of wall exceeding twenty (20) linear feet are prohibited on all RBLs along Type A street frontage.
- 2. FENESTRATION on the GROUND STORY FACADES shall comprise at least forty percent (40%), but not more than ninety percent (90%), of the FACADE area situated between two (2) and ten (10) feet above the adjacent public sidewalk on which the FACADE fronts along Type A street frontage. No standard for Type

Ground Story Height: Commerce Uses

- 1. The GROUND STORY finished floor elevation shall be equal to, or greater than the exterior sidewalk elevation in front of the building, to a maximum finished floor elevation of eighteen (18) inches above the sidewalk.
- 2. The GROUND STORY shall have at least fifteen (15) feet of clear interior height (floor to ceiling) contiguous to the RBL frontage for at least one-half (½) of its area.
- 3. The maximum STORY HEIGHT for the GROUND STORY is twenty-five (25) feet.

Ground Story Height: Residential Units

- 1. The finished floor elevation shall be no less than thirty (30) inches and no more than eighty (80) inches above the exterior sidewalk elevation at the RBL.
- 2. The first STORY shall have an interior clear height (floor to ceiling) of at least nine (9) feet and a maximum STORY HEIGHT of sixteen (16) feet.

Upper Story Height

- 1. The maximum floor-to-floor STORY HEIGHT for STORIES other than the GROUND STORY is fourteen (14) feet.
- 2. At least eighty percent (80%) of each upper STORY shall have an interior clear height (floor to ceiling) of

- 2. A contiguous OPEN AREA equal to at least fifteen percent (15%) of the total BUILDABLE AREA shall be preserved on every lot. Such contiguous OPEN AREA may be located anywhere behind the PARKING SETBACK, either at grade or at the second or third STORY.
- 3. No part of any building, except overhanging eaves, AWNINGS, or BALCONIES shall occupy the remaining lot area.

Side Lot Setbacks

On a lot where a COMMON LOT LINE is shared with a property located within a single-family residential zoning district, the principal building shall be setback at least ten (10) feet from the shared lot line.

Garage and Parking

- 1. Garage entries or driveways shall be located along alleys or Type B street frontages only. Garage entries or driveways shall only be permitted along Type A street frontages, if the lot has no access to an alley or does not have Type B street frontage.
- 2. On Type A street frontages, garage entries shall be limited to no more than one per block frontage and shall be a minimum of 75’ away from any block corner.
- 3. On Type A street frontages, garage entries shall have a clear height of no greater than 16 feet nor a clear width exceeding 24 feet.
- 4. Along Type A Streets GARAGE ENTRIES may be setback up to a maximum of twenty-four (24) inches behind the surrounding FACADE.
- 5. Vehicle parking areas on private property shall be located behind the PARKING SETBACK LINE, except where parking is provided below grade.
- 6. The above requirements are not applicable to on-street parking.

B street frontage.

- 3. FENESTRATION on the upper story FACADES shall comprise at least thirty percent (30%), but no more than seventy percent (70%), of the FACADE area per STORY (measured as a percentage of the FACADE between floor levels) along Type A street frontage.
- 4. No window may face or direct views toward a COMMON LOT LINE within thirty (30) feet unless: that view is contained within the lot (e.g. by a PRIVACY FENCE/GARDEN WALL) or, the sill is at least 6’ above the finished floor level. All COMMON LOT LINES within the Station Area are subject to the construction of building walls (with no setback) by the adjacent lot owner.

Building Projections

- 1. AWNINGS, BALCONIES, and STOOPS shall not project closer than five (5) feet to a COMMON LOT LINE.
- 2. No part of any building, except overhanging eaves, AWNINGS, BALCONIES, BAY WINDOWS, STOOPS, and shop fronts as specified by the Code, shall encroach beyond the RBL.
- 3. AWNINGS that project over the sidewalk portion of a STREET-SPACE shall maintain a clear height of at least ten (10) feet.

Doors/Entries

Functioning entry door(s) shall be provided along

Ground Story

The GROUND STORY shall house COMMERCE or residential uses. See Height specifications above for specific requirements unique to each use.

Upper Stories

The upper STORIES shall house residential or COMMERCE uses excluding RETAIL SPECIALITY and RETAIL TRADE uses (except those that have direct RBL frontage and are second STORY extensions of the GROUND STORY USE).

at least nine (9) feet.

Mezzanines

Mezzanines having a floor area greater than one-half (½) of the floor area of the STORY in which the mezzanine is situated shall be counted as full STORIES.

Street Wall Height

- 1. A STREET WALL not less than six (6) feet in height or greater than eighteen (18) feet in height shall be required along any RBL frontage that is not otherwise occupied by the principal building on the lot along Type A street frontage.
- 2. The height of the STREET WALL shall be measured from the adjacent public sidewalk or, when not adjacent to a sidewalk, from the ground elevation once construction is complete.
- 3. Along Type B street frontages, a street wall of at least 3’ in height shall be required to screen any surface parking from public view.

Other

Where a GENERAL site is located within forty (40) feet of an existing single-family residential zoning district, the maximum EAVE or PARAPET HEIGHT for that portion of the GENERAL site shall be thirty-two (32) feet. This requirement shall supersede the minimum STORY height requirement.

Type B Streets and Alleys

There is no required setback from ALLEYS or along Type B street frontages. On lots having no ALLEY access or Type B street frontage, there shall be a minimum building setback of ten (10) feet from the rear lot line.

Corner Lots

Corner lots shall satisfy the code requirements for the full RBL length – unless otherwise specified in this Code.

Unbuilt RBL and Common Lot Line Treatment

- 1. A STREET WALL shall be required along any RBL frontage that is not otherwise occupied by a building. The STREET WALL shall be located not more than eight (8) inches behind the RBL along Type A Streets and at least 3’ high along Type B Streets.
- 2. PRIVACY FENCES may be constructed along that portion of a COMMON LOT LINE not otherwise occupied by a building.
- 3. All Type B street frontages with surface parking shall be screened by a 3’ high street wall that is located along the property line along that frontage or between the sidewalk and the surface parking lot. The street wall shall be of either the same building material as the principal structure on the lot or masonry or a living screen comprised of shrubs planted to be opaque at maturity. Species shall be selected from the Planting List in this Code (Chapter IV, Section D).
- 4. Furthermore, along all streets, service areas shall be defined by a street wall that is at least as high as the service equipment being screened. Such street walls shall be of either the same building material as the principal structure on the lot or masonry or a living screen composed of shrubs planted to be opaque at maturity. Species shall be selected from the Planting List in this Code (Chapter IV, Section D).

GROUND STORY FACADES at intervals not greater than seventy-five (75) linear feet along Type A Street frontage.

Covered Sidewalks

COVERED SIDEWALKS are encouraged, but not required. Where provided, COVERED SIDEWALKS shall:

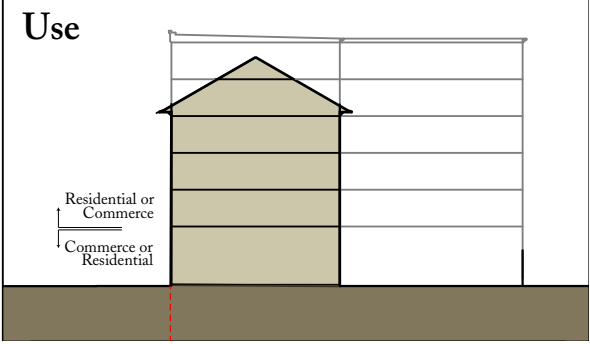
- 1. Have a minimum interior clear height of thirteen (13) feet except as otherwise provided for signs, street lighting and similar appurtenances.
- 2. Have a minimum of ten (10) feet clear width between the FACADE and the support posts or columns of the sidewalk cover structure.
- 3. Have posts or columns spaced fifteen (15) feet on centers.
- 4. Provide for a continuous public access easement at least four (4) feet wide running adjacent and parallel to the sidewalk cover columns/posts
- 5. Have columns/posts with no single horizontal dimension greater than twelve (12) inches or less than six (6) inches.

Street Walls

A vehicle entry gate no wider than twenty four (24) feet or a pedestrian entry gate no wider than six (6) feet shall be permitted within any required STREET WALL along TYPE A STREET FRONTAGES.

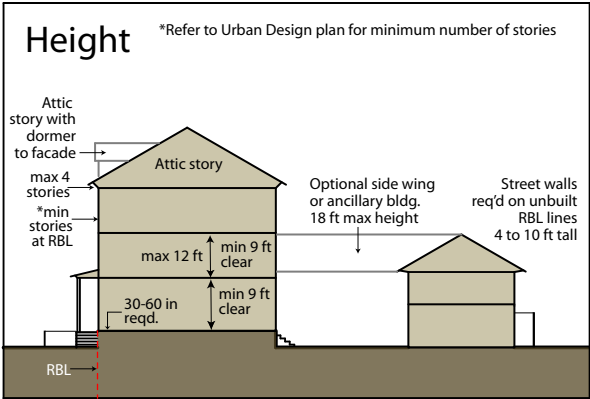
Density

Residential uses shall be built in accordance with the minimum density requirements listed in this Code (Chapter III, Section G).



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D. Building Envelope Standards: Local Sites



Building Height

- 1. The height of the principal building is measured in STORIES.
- 2. See Urban Design Plan for height requirements.

Parking Structure Height

Where a parking structure is within 40 feet of any principal building (built after 2005) that portion of

the structure shall not exceed the building’s EAVE or PARAPET HEIGHT.

Ground Story Height

- 1. The finished floor elevation shall be no less than thirty (30) inches and no more than sixty (60) inches above the exterior sidewalk elevation in front of the building.
- 2. The first STORY shall have a maximum STORY HEIGHT of sixteen (16) feet. At least eighty percent (80%) of the first STORY shall have an interior floor to ceiling height of at least nine (9) feet.

Upper Stories Height

- 1. The maximum floor-to-floor STORY HEIGHT for upper STORIES is twelve (12) feet.
- 2. At least eighty percent (80%) of each upper STORY shall have an interior floor to ceiling height of at least nine (9) feet.

Mezzanines

Mezzanines having a floor area greater than one-half (½) of the floor area of the STORY in which the

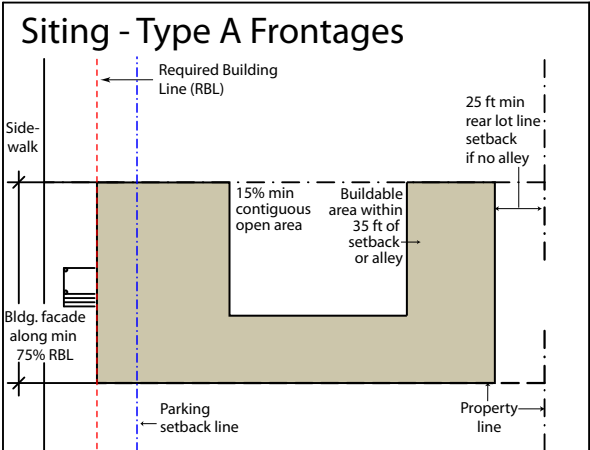
mezzanine is situated shall be counted as a full STORY.

Street Wall and Fence Height

- 1. A STREET WALL not less than four (4) feet in height or greater than ten (10) feet in height shall be required along any RBL frontage that is not otherwise occupied by the principal building along a Type A Street Frontage.
- 2. The height of the STREET WALL shall be measured from the adjacent public sidewalk or, when not adjacent to a sidewalk, from the ground elevation once construction is complete.
- 3. Along Type B streets, a street wall of at least 3’ in height shall be required to screen any surface parking from public view.

Other

Where a LOCAL site is located within forty (40) feet of an existing single-family residential zoning district, the maximum EAVE or PARAPET HEIGHT for that portion of the LOCAL site shall be thirty-two (32) feet. This requirement shall supersede the minimum STORY requirement.



Street Facade

- 1. On each lot the building FAÇADE shall be built to the RBL for at least seventy-five percent (75%) of the RBL length along Type A street frontage. No requirement for Type B street frontage.
- 2. The building FAÇADE shall be built to all the RBL within thirty (30) feet of a BLOCK CORNER REGARDLESS OF STREET TYPE FRONTAGE (A OR B)
- 3. These portions of the building FAÇADE (the required minimum build to) may include jogs of not more than twenty four (24) inches in depth except as otherwise provided to allow BAY WINDOWS, and BALCONIES ALONG TYPE A STREETS. No requirement for Type B street frontages.

Buildable Area

- 1. Buildings may occupy the portion of the lot specified by this BES.
- 2. A contiguous OPEN AREA equal to at least fifteen percent (15%) of the total BUILDABLE AREA shall be preserved on every lot. Such contiguous OPEN AREA may be located anywhere behind the PARKING

- SETBACK, either at grade or at the second or third STORY.
- 3. No part of any building, except overhanging eaves, AWNINGS, or BALCONIES shall occupy the remaining lot area.

Unbuilt RBL and Common Lot Line Treatment

- 1. A STREET WALL shall be required along any RBL frontage that is not otherwise occupied by a building. The STREET WALL shall be located not more than eight (8) inches behind the RBL ON TYPE A STREET FRONTAGES.
- 2. PRIVACY FENCES shall be constructed along that portion of a COMMON LOT LINE not otherwise occupied by a building.
- 3. All Type B street frontages with surface parking shall be screened by a 3’high STREET WALL that is located along the property line along that frontage or between the sidewalk and the surface parking lot. The STREET WALL shall be of either the same building material as the principal structure on the lot or masonry or a living screen composed of shrubs planted to be opaque at maturity. Species shall be selected from the Planting list in this Code (Chapter IV, Section D).
- 4. Furthermore, along all streets, service areas shall be defined by a street wall that is at least as high as the service equipment being screened. Such street walls shall be of either the same building material as the principal structure on the lot or masory or a living screen composed of shrubs planted to be opaque at maturity. Species shall be slected from the Planting List in this Code (Chapter IV, Section D).

Side Lot Setbacks

On a lot where a COMMON LOT LINE is shared with a single-family residential zoning district, the principal building shall be setback at least ten (10) feet from the shared lot line.

Garage and Parking

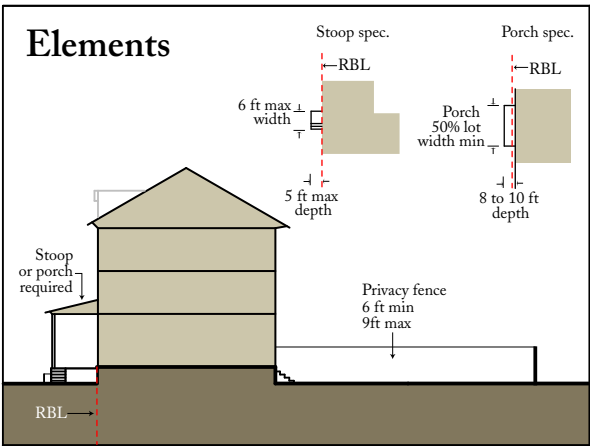
- 1. Garage entries or driveways shall be located along alleys or Type B street frontages only. Garage entries or driveways shall only be permitted along Type A street frontages, if the lot has no access to an alley or does not have Type B street frontage.
- 2. On Type A street frontages, garage entries shall be limited to no more than one per block frontage and shall be a minimum of 75’ away from any block corner.
- 3. On type A street frontages, garage entries shall have a clear height of no greater than 16’ nor a clear width exceeding 24’.
- 4. Along Type A streets, GARAGE ENTRIES may be setback a maximum of twenty-four (24) inches behind the surrounding FAÇADE.
- 5. Vehicle parking areas on private property shall be located behind the PARKING SETBACK LINE, except where parking is provided below grade.
- 6. The above requirements are not applicable to on-street parking.

Type B Streets and Alleys

There is no required setback from ALLEYS on Type B street frontages. On lots having no alley access or Type B street frontage, there shall be a minimum building setback of ten (10) feet from the rear lot line.

Frontage Widths for Type A Streets Only

No more than 1/3 of the lots in any phase shall be less than 18 feet wide. A maximum of 150 feet of RBL frontage shall be continuous as a single (attached) building. There shall be a 10-foot gap (with a gated STREET WALL) between adjacent LOCAL FRONTAGE buildings.



Stoops and Porches

Each lot/unit shall include a STOOP or a FRONT PORCH.

- 1. A STOOP shall be built forward of the RBL and be not more than five (5) feet deep and six (6) feet wide (plus steps) along Type A streets. No requirement for Type B street frontage.
- 2. A FRONT PORCH shall project forward of the RBL and be between eight (8) and ten (10) feet deep, with a

width not less than fifty percent (50%) of the RBL. The building FAÇADE shall be placed a two (2) feet behind the RBL along Type A street frontage.

Fenestration

- 1. Blank lengths of wall exceeding twenty (20) linear feet are prohibited on all RBLs along Type A street frontage.
- 2. FENESTRATION on all RBL FAÇADES shall comprise at least thirty percent (30%), but no more than seventy percent (70%), of the FAÇADE area per STORY (measured as a percentage of the FAÇADE between floor levels) along Type A streets. No standard for Type B street frontage.
- 3. No window may face or direct views toward a COMMON LOT LINE within twenty feet (20) unless: that view is contained within the lot (e.g. by a PRIVACY FENCE/GARDEN WALL) or the sill is at least 6’ above the finished floor level. All COMMON LOT LINES within the Station Area are subject to the construction of building walls (with no setback) by the adjacent lot owner.

Building Projections

- 1. No part of any building, except overhanging eaves, AWNINGS, BALCONIES, BAY WINDOWS, FRONT PORCHES, and STOOPS, as specified by the Code, shall encroach beyond the RBL.
- 2. BAY WINDOWS shall project not more than thirty-six (36)inches beyond the RBL; shall maintain an interior clear width of at least four (4) feet; and be constructed such that the walls and windows are between ninety (90) degrees (i.e., perpendicular) and zero (0) degrees (i.e., parallel) to the primary wall from which they project.
- 3. AWNINGS that project beyond the RBL shall maintain a clear height of at least ten (10) feet.

Doors/Entries

Functioning entry door(s) shall be provided along GROUND STORY FAÇADES at intervals not greater than seventy-five (75) linear feet along Type A street frontage.

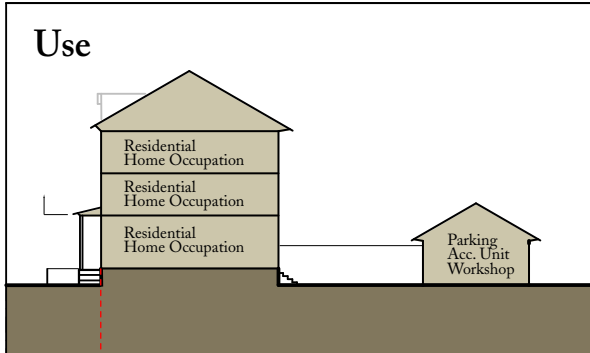
Fences/Garden Walls

A fence or GARDEN WALL, 20 to 40 inches in height, is permitted along the front and the COMMON LOT LINES of the DOORYARD along both Type A and Type B street frontages.

- 2. Parking and ACCESSORY UNIT (maximum 650 square feet) uses are permitted in the BUILDABLE AREA at the rear of the lot.

Density

Residential uses shall be built in accordance with the minimum density requirements listed in this Code (Chapter III, Section G).



Ground Story

The GROUND STORY shall house residential and home occupation uses, as defined by the city.

Upper Stories

The upper STORIES shall house residential and home occupation uses, as defined by the city.

- 1. One basement unit or one ACCESSORY UNIT is permitted per lot. Conversion of primary structure single-family units for MULTIPLE-FAMILY use is prohibited.

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E. Interstate 35E Frontage Special Exceptions

General Intent Notes

This section provides for the unique circumstance of the STREET FRONTAGE along Interstate 35E. The relationship between the building and the traffic of this frontage is of a nature wholly different in scale and speed than that of a traditional and human-scaled city. The adjustments to the *Code* here are generally a relaxation of the prescriptions for the balance of the Station Area that focus on a scale, speed, and STREET-SPACE articulation appropriate to a pedestrian environment. The exemptions allow the FACADES fronting on Interstate Highway 35E to respond to the interstate at an appropriate scale, providing surface parking, a wider leeway for signage and non-‘street-wall’ buildings above the GROUND STORY level (including curved and/or open courtyard/”alphabet” configurations. FRONTAGES on streets intersecting with the Interstate Highway 35E FRONTAGE are **NOT** exempt from the standards for those STREET FRONTAGES.

Frontages along Interstate 35E are subject to the *Form-Based Code* except as specified below:

Chapter II. REGULATING PLANS

Rules for New Development

BLOCKS/ALLEYS

- There are no requirements to provide through-access along BLOCKS fronting on Interstate 35E via an ALLEY, ACCESS EASEMENT, or PEDESTRIAN PATHWAY.
- There are no restrictions on curb cuts other than what may be imposed by Texas Department of Transportation.

Chapter III. BUILDING ENVELOPE STANDARDS for GENERAL SITES

Height:

- No minimum height

Siting:

- No required building line for this area.

Elements:

- Upper STORY FENESTRATION percentage prescriptions do not apply to I-35E frontage sites.
- Ground STORY FENESTRATION percentages for I-35E frontages are minimum twenty (20) percent.

Chapter V. ARCHITECTURAL STANDARDS

Windows and Doors:

- Materials: There are no prescriptions for upper STORY window light transmission.

- Configurations and Technique: There are no prescriptions for upper story windows.

Signage, general (for upper stories):

- Wall signs are allowed anywhere above the second story floor level.
- There is no limit in lettering size.
- There is no limit on size and location of blade signs
- Marquee signs are permitted.
- Monument signs up to 100 square feet in sign area are allowed. Maximum height of monument signs is 10 feet. Monument signs must include landscaped area around the base.

Streetscape Standards

- Minimum 15 feet wide landscape strip shall be located along the I-35 frontage. This strip shall include both shrubs and canopy or ornamental trees.
- Trees shall be planted no less than 40 feet on center
- Any surface parking located along I-35 frontage shall be screened with a vegetative screen consisting of at least 3 feet high plants spaced 5 feet on center.
- Monument signs may be located in this 15 foot landscaped strip area.
- Sight triangles shall not be blocked.

F. Limited and Prohibited Uses

Uses permitted within a limited area:

- Breweries are permitted within the area defined on the *Regulating Plan* in this document.

Uses permitted with a Specific Use Permit:

- Any commercial amusement use (indoor and outdoor)
- Any permitted use having drive-through service
 - All drive through access (driveways) shall be from the I-35 frontage road or along Type B street frontages only. Drive through lanes and or canopies shall not be located along any Type A street frontages. All drive through areas shall be screened by a 3' high street wall or screen (landscape or masonry).
- Any permitted use having outside storage or display
- Any permitted use serving alcoholic beverages
- Retail businesses with gasoline sales as an accessory use.
 - Gasoline sales must be an accessory use on the site. No more than 50% of a lot's frontage along a Type B street frontage shall be occupied by gas pumps or canopies. No gas pumps or canopies are allowed along Type A street frontage. No outdoor storage or display shall be allowed.
- Surface parking for more than 50 cars (Local and General Frontages only). Lots with I-35E frontages are exempt from this requirement.
- Hotels

Prohibited uses:

- Sexually oriented business
- Motor vehicle sales and repair of any kind
- Car washes
- Establishments selling used goods or merchandise
- Industrial and manufacturing use of any kind
- Warehousing and distribution facility
- Check cashing businesses
- Motels

G. Density Minimums

Uses requiring a minimum density:

- MULTIPLE-FAMILY shall have a minimum density of 55 dwelling units per acre.
- SINGLE-FAMILY ATTACHED shall have a minimum density of 20 dwelling units per acre.

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CHAPTER

IV

STREETSCAPE STANDARDS

A. General Principles and Intent

The Streetscape

- RBL frontages contribute to the public streetscape, and, therefore are subject to more regulation than the rest of the lot.
- STREET TREES are part of an overall streetscape plan designed to provide both form (canopy) and comfort (shade) to the STREET-SPACE. STREET TREES give special character and coherence to each STREET-SPACE. The desired aesthetic shall be achieved through the use of native/proven hardy adapted species.
- Streetscape for I-35E Frontage

Fronts and Rears

- Building FACADES are the public “face” of every building. Owners are encouraged to place planters and window boxes with flowering plants and/or climbing vines within 12 inches of the building FACADE.
- The private, interior portions of the lots (toward the ALLEY OR TYPE B STREETS) allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private and semi-private (for apartment and condominium buildings) gardens and courtyards.

B. Minimum Standards

Trees

- Each STREET-SPACE shall have STREET TREES planted along the STREET TREE ALIGNMENT LINE (three (3) feet from the back of the curb) at an average spacing not greater than thirty (30) feet on center (measured per BLOCK face). Required tree planting area widths are specified in the Street Types specifications or the REGULATING PLAN. This standard shall not apply to Type B street frontage.
- At planting, STREET TREES shall be at least 3 inches in diameter (6 feet above grade) and at least 10 feet in height. Species shall be selected from the Station Area STREET TREE List. Consult City Planning Department for the designated tree species for a particular BLOCK.
- STREET TREES shall be “limbed up” as they gain appropriate maturity so as to not interfere with pedestrian or truck travel (minimum 7 feet clear over the sidewalk and 14 feet clearance over the travel lanes of the street).

Rears

- At least one (1) tree per six-hundred (600) square feet of the required open (unpaved) area shall be planted in the rear lot area not closer than 5 feet to any COMMON LOT LINE. Such trees shall be at least 3 inches in diameter (6 feet above grade) and 10 feet in overall height at installation. Species shall be selected from the Station Area Tree List. SHOPFRONT COLONNADE and GENERAL sites are exempt from this requirement.

Sidewalks

- Sidewalks not otherwise designated in the REGULATING PLAN or Street Type specifications, are a minimum of six (6) feet wide and shall be constructed to meet all City specifications.

Turf and Groundcover

(WHERE CLEARLY VISIBLE FROM THE STREET-SPACE and along the ALLEY INCLUDING TYPE B STREET FRONTAGES)

- Any unpaved ground area shall be planted with groundcover, flowering vegetation, or climbing vines.
- All turf grass must be solidly sodded at installation—not seeded, sprigged, or plugged.
- Vegetative groundcovers may be used in place of turf grass.
- In addition to the lot, the owner must maintain the following areas:
 - The portion of the STREET-SPACE between their lot line(s) and the back of the curb.
 - The portion of the ALLEY between the lot line(s) and the edge of pavement.

On-street Parking

- The parking space/tree planting pattern may be interrupted by existing or new driveways designated in the REGULATING PLAN, streets, ALLEYS, Type B street frontages and transit stops/stations.
- Parking spaces shall be constructed in a manner that allows proper drainage.

General Notes

- All plant material including trees shall conform to the standards of the American Association of Nurserymen and shall have passed any inspections required under State regulations.
- Mechanical and electrical equipment including, but not limited to, air compressors, pumps, exterior water heaters, water softeners, private garbage cans (not including public sidewalk waste bins), and storage tanks may not be stored or located within any STREET-SPACE. Water pumps not visible are not included in this prohibition.

- All landscaping shall be irrigated and maintained by the adjacent property owner or private property owners association.
- Street lighting shall be placed along the STREET TREE ALIGNMENT LINE.

C. Civic Greens and Squares

In addition to the minimum landscape requirements, CIVIC GREENS and SQUARES located within the Station Area shall be designed, planted and maintained according to the following requirements:

SQUARES are generally intended to be active pedestrian centers. They should be designed appropriate to their high (pedestrian) traffic level with a higher percentage of paved surface area. CIVIC GREENS are spaces intended for less intensive foot traffic. Pervious paving materials (to allow oxygen for tree roots) are encouraged in both SQUARES and CIVIC GREENS, and the percentage of impervious paving material is limited. The trees of SQUARES and CIVIC GREENS provide a landscape and civic architecture that complement the surrounding building architecture. A clear view through the public space (from 2 to 8 feet in height) is important for safety and urban design purposes.

Materials and Configurations

- STREET TREES shall be planted along the STREET TREE ALIGNMENT LINE at an average spacing not greater than thirty (30) feet on center (per BLOCK face). These required trees shall be selected from the Station Area STREET TREE List.
- The ground surface level elevation shall not exceed 18 inches above the top of the adjacent curb.
- Except for tree trunks, STREET LIGHTS, CIVIC BUILDINGS, PUBLIC ART or monuments, there shall be a clear view between 2 and 8 feet above grade. The foliage of newly planted trees may intrude into this area until the tree has sufficient growth to allow such a clear trunk height.
- Trees within the SQUARE or CIVIC GREEN shall be selected from the Station Area Tree List.
- Asphalt is prohibited within the SQUARE or CIVIC GREEN, but may be incorporated in the travel lane design.

1. Squares

Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any CIVIC BUILDING, PUBLIC ART or monument footprint).

- Minimum 20 percent and maximum 30 percent unpaved pervious surface (turf, groundcover, gravel, soil or mulch).

2. Civic Greens

Surface treatment and materials (within the area back-of-curb to back-of-curb excluding any CIVIC BUILDING, PUBLIC ART or monument footprint).

- Minimum 50 percent unpaved, pervious surface area (turf, groundcover, gravel, soil or mulch).

D. Station Area Tree Lists

The following list contains all species approved for use in the Station Area. It contains native and acceptable adapted species. Other species may be used for planting within a lot. Invasive exotic species may not be used anywhere on lots or other areas within the Station Area. The use of alternate species may be permitted, but only if approved by Development Review Committee as so provided in Chapter VI: Administration.

STREET TREE List

First Preference

| | |
|---|------------------------|
| <i>Quercus virginiana</i> | Live Oak |
| <i>Quercus buckleyi shumardi</i> | Red Oak |
| <i>Quercus muhlenbergii</i> | Chinquapin Oak |
| <i>Pistacia chinensis</i> | Chinese Pistache |
| <i>Ulmus parvifolia</i> | Lacebark Elm |
| <i>Gleditsia triacanthos var. inermis</i> | Thornless Honey Locust |

Second Preference

| | |
|---------------------------|--------------|
| <i>Taxodium distichum</i> | Bald Cypress |
| <i>Taxodium ascendens</i> | Pond Cypress |

Area Tree List

(In addition to the above, species that may be placed within SQUARES, CIVIC GREENS, and parks.)

| | |
|--|--------------------|
| <i>Carya illinoensis</i> | Pecan |
| <i>Quercus macrocarpa</i> | Bur Oak |
| <i>Magnolia grandiflora</i> | Magnolia |
| <i>Cercis canadensis var. texensis</i> | Texas redbud |
| <i>Cercis x texensis</i> | Oklahoma Redbud |
| <i>Sophora affinis</i> | Eve's Necklace |
| <i>Ilex vomitoria</i> | Yaupon Holly |
| <i>Ginkgo biloba</i> | Ginkgo (male only) |
| <i>Lagerstromia Indica</i> | Crepe Myrtle |

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CHAPTER

V

ARCHITECTURAL STANDARDS



Conceptual rendering of development around DART Station, Farmers Branch Station Area Conceptual Master Plan

The architectural standards for the *Station Area Form-Based Code* serve to establish a coherent character for the district and encourage a high caliber, lasting quality of development. Buildings must be reviewed by the City Planning Staff to verify that they meet the architectural standards as well as other requirements of the *Form-Based Code*. The City Planning Staff will also work with the developer and/or designer to show them how to work within the *Code*.

A. General Principles and Intent

Tradition

- These standards favor an aesthetic that is traditional in a broad sense. They specify an architectural aesthetic of load-bearing walls and regionally appropriate materials. The standards also specify certain details, such as window proportions, roof or cornice configurations, shopfronts, and overhangs.
- The intent behind these standards is to foster a coherent and regionally appropriate Station Area.
- All building materials to be used shall express their specific properties. For example, stronger and heavier materials (masonry) may support lighter materials (wood), not the reverse.

EQUIVALENT OR BETTER

- While only materials, techniques, and product types prescribed here are allowed, equivalent or better practices and products are encouraged. They shall be submitted to the City Manager for review. Additional products may be added to the list through an amendment to the *Code* or may be allowed on a case by case basis through the Special Exception process (see Chapter VI Administration) for this *Code*.

WHERE CLEARLY VISIBLE FROM THE STREET-SPACE

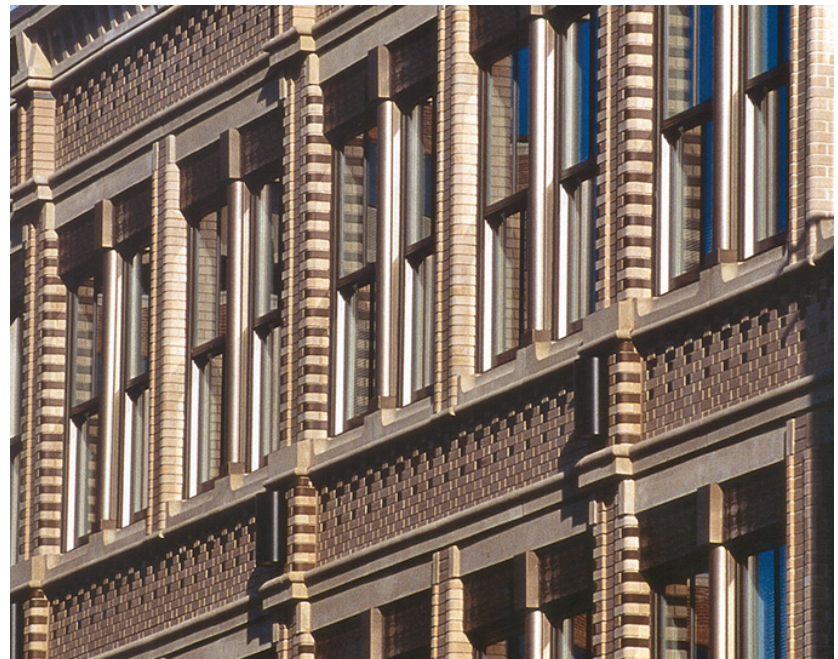
- Many of these standards apply only in conditions WHERE CLEARLY VISIBLE FROM THE STREET-SPACE. Note that the definition of STREET-SPACE includes parks, CIVIC SQUARES, and CIVIC GREENS. These controls therefore concentrate on the public space/views from the public space and minimize interference in the private realm. For example, an architectural element that is visible only through an opening in a STREET WALL is NOT CLEARLY VISIBLE FROM THE STREET-SPACE.



B. Building Walls (Exterior)

Intent and Guiding Illustrations for Building Walls

Building walls should reflect and complement the traditional materials and techniques of the Texas region. They should express the construction techniques and structural constraints of traditional, long-lasting, building materials. Simple configurations and solid craftsmanship are favored over complexity and ostentation in building form and the articulation of details. All building materials to be used shall express their specific properties. For example, heavier more permanent materials (masonry) support lighter materials (wood). The illustrations and statements on this page are advisory only. Refer to the *Code* standards on next page for the specific prescriptions of this section.



Standards for Building Walls

Materials: The following materials are permitted.

Primary Materials (75 percent of FACADE or greater):

- Brick or tile masonry
- Native stone (or synthetic equivalent)

Secondary Materials (no greater than 25% of FACADE):

- Hardie-Plank™ equivalent or better siding
- Stucco (cementitious finish)

Accent Materials (no greater than 5% of FACADE):

- Pre-cast masonry (for trim and cornice elements only)
- Gypsum Reinforced Fiber Concrete (GFRC—for trim elements only)
- Metal (for beams, lintels, trim elements and ornamentation only)
- Split-faced block (only for piers, foundation walls and chimneys)

Configurations and Techniques: The following configurations and techniques are permitted. Along Type B streets and alley frontages, building facades shall be of similar finished quality and color and blend with the front of the building facing a Type A street frontages. Type B street facades shall be made of the same materials as Type A street facades.

Walls

- The horizontal dimension of the wall opening shall not exceed the vertical dimension except where otherwise prescribed in this Code.
- Wall openings shall not span vertically more than one story.
- Wall openings shall correspond to interior space and shall not span across building structure such as the floor structural and mechanical thickness.
- Material changes shall be made within a constructional logic—as where an addition (of a different material) is built onto the original building.
- **Wood Siding and Wood Simulation Materials**
- Lap siding (horizontal) configuration
- Smooth or rough-sawn finish (no faux wood grain)

Brick, Block and Stone

- Must be detailed and in an appropriate load-bearing configurations.

Stucco (cementitious finish)

- Smooth or sand only, no roughly textured finish.



C. Roofs and PARAPETS

Intent and Guiding Illustrations for Roofs and Parapets

Roofs and PARAPETS should demonstrate a common-sense recognition of the climate by utilizing appropriate pitch, drainage, and materials in order to provide visual coherence to the Station Area. The illustrations and statements on this page are advisory only. Refer to the *Code* standards on next page for the specific prescriptions of this section.



Standards for Roofs and Parapets

(WHERE CLEARLY VISIBLE FROM THE STREET-SPACE)

Materials: The following materials are permitted.

- Clay or concrete (faux clay)
- Tile (barrel or flat roman)
- Slate (equivalent synthetic or better)
- Metal (standing seam, equivalent or better)
- Dimensional asphalt shingles
- Cedar shingles
- Cornices and soffits may be a combination of wood, vinyl, and/or metal

Configurations and Techniques: The following configurations and techniques are permitted.

Pitched Roofs

- Pitch (exclusive of roofs behind Parapet walls)
 - Simple hip and gable roofs shall be symmetrically pitched between 4:12 and 10:12.
 - Shed roofs, attached to the main structure, shall be pitched between 3:12 and 8:12.

Overhangs

- Eaves must overhang 18 to 30 inches on the primary structure for the initial four (4) stories. For each additional Story; six (6) inches shall be added to the minimum and twelve (12) inches shall be added to the maximum, up to a maximum projection of 7 feet.
- Eaves and rakes on accessory buildings, dormers, and other smaller structures must overhang at least 8 inches.
- Timber eaves and balcony brackets must be a minimum of 4 inches x 4 inches in dimension.

Cornices and Other Features

- Buildings without visible roof surfaces and overhanging eaves may satisfy the overhang requirement with a cornice projecting horizontally between 6 and 12 inches beyond the building walls for the on the primary structure for the initial four (4) stories. For each additional story; six (6) inches shall be added to the minimum and twelve (12) inches shall be added to the maximum, up to a maximum projection of 6 feet.
- Skylights and roof vents are permitted only on the roof plane opposite the primary street (or RBL) or when shielded from Type A STREET-FRONTAGE view by the building's Parapet wall.



D. Street Walls and Garden Walls

Intent and Guiding Illustrations for Street Walls and Garden Walls

STREET and GARDEN WALLS establish a defined edge to the STREET-SPACE where the building walls do not exist. The Station Area Form-Based Code requirements include masonry walls that define outdoor spaces and separate the STREET-SPACE from the private realm (parking lots, trash cans, gardens, and equipment). All STREET and GARDEN WALL FACADES shall be as carefully designed as the building FAÇADE, with the finished side out, i.e. the “better” side facing the STREET-SPACE. The illustrations and statements on this page are advisory only. Refer to the *Code* standards on next page for the specific prescriptions of this section.



Standards for Street and Garden Walls

(WHERE CLEARLY VISIBLE FROM THE STREET-SPACE)

A STREET WALL is a masonry wall set back not more than 8 inches from the RBL or adjacent building façade and built to the height specified in the BUILDING ENVELOPE STANDARDS. A vehicle entry gate (opaque, maximum 30 feet wide) and a pedestrian entry gate (maximum 6 feet wide) are both allowed within any required STREET WALL length.

Materials: The following materials are permitted.

- Native/regional stone and equivalent imitation stone
- Metal (wrought iron, welded steel and/or aluminum)
- Brick
- Stucco on concrete block (or poured) only with brick or stone coping
- A combination of materials (e.g. stone piers with brick infill panels)

Configurations and Techniques: The following configurations and techniques are permitted:

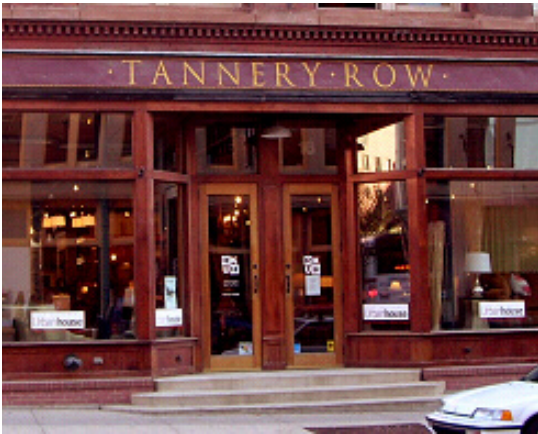
- STREET WALLS along any unbuilt REQUIRED BUILDING LINE shall be built to the height and length specified in the BUILDING ENVELOPE STANDARD.
- Metal work may additionally be treated to imitate a copper patina.
- Copings shall project between 1/2 inch and 4 inches from the face of the wall.
- Street Walls along Type B street frontages shall be a minimum of 3 feet in height and shall screen any surface parking areas.



E. Windows and Doors

Intent and Guiding Illustrations for Windows and Doors

The placement, type, and size of windows and doors help to establish the scale and vitality of the STREET-SPACE. For commercial buildings, they allow interplay between the shop interiors and the STREET-SPACE. For residential streets, they foster the “eyes on the street” surveillance which provides for the security and safety for the area. Windows should be divided by multiple panes of glass. This helps the window “hold” the surface of the Façade, rather than appearing like a “hole” in the wall (an effect produced by a large single sheet of glass). The illustrations and statements on this page are advisory only. Refer to the *Code* standards on next page for the specific prescriptions of this section.



Standards for Windows and Doors

(WHERE CLEARLY VISIBLE FROM THE STREET-SPACE)

Materials: The following materials are permitted.

- Windows shall be of anodized aluminum, wood, clad wood, vinyl, or steel.
- Window glass shall be clear, with light transmission at the Ground Story at least 90 percent and for the upper Stories 75 percent (modification as necessary to meet any applicable building and energy code requirements). Specialty windows (one per FAÇADE maximum) may utilize stained, opalescent, or glass block. Type B street frontages do not have to meet this percentage requirement.
- Window screens shall be black or gray.
- Screen frames shall match window frame material or be dark anodized.
- Doors shall be of wood, clad wood, or steel and may include glass panes.

Configurations and Techniques: The following configurations and techniques are permitted:

- The following requirements apply to all windows:
 - The horizontal dimension of the opening shall not exceed the vertical dimension except where otherwise prescribed in this *Code*.
 - Windows may be grouped horizontally (maximum 5 per group) if each grouping is separated by a mullion, column, pier or wall section that is at least 7 inches wide.
 - Windows shall be no closer than 30 inches to Building Corners (excluding BAY WINDOWS) unless otherwise prescribed on the REGULATING PLAN.
 - Exterior shutters, if applied, shall be sized and mounted appropriately for the window (one-half the width), even if inoperable.
- The following requirements apply to all upper-STORY windows:
 - Windows shall be double-hung, single-hung, awning, or casement windows.
 - Fixed windows are permitted only as a component of a system including operable windows within a single wall opening.
 - Residential buildings/floors: panes of glass no larger than 36" vertical by 30" horizontal.
 - The maximum pane size for office uses is 48" vertical by 40" horizontal.
 - Egress windows may be installed according to the appropriate building code.

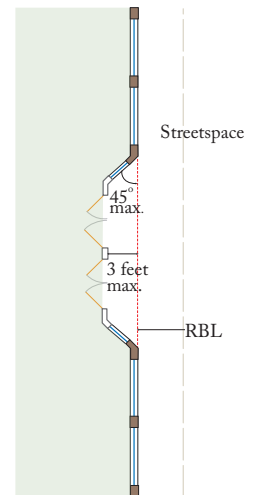


Conceptual rendering of retail storefronts in the Station Area, Farmers Branch Station Area Conceptual Master Plan.

- The following apply to shopfront (GROUND FLOOR) windows and doors:
 - Single panes of glass not larger than 8 feet in height by 4 feet wide.
 - A minimum of 60 percent of the window pane surface area shall allow views into the GROUND FLOOR of the building for a depth of at least 15 feet.
 - Windows shall not be made opaque by window treatments (excepting operable sunscreen devices within the conditioned space)
 - Shopfronts may extend up to 24 inches beyond the FAÇADE/RBL into the STREET-SPACE.

Doors:

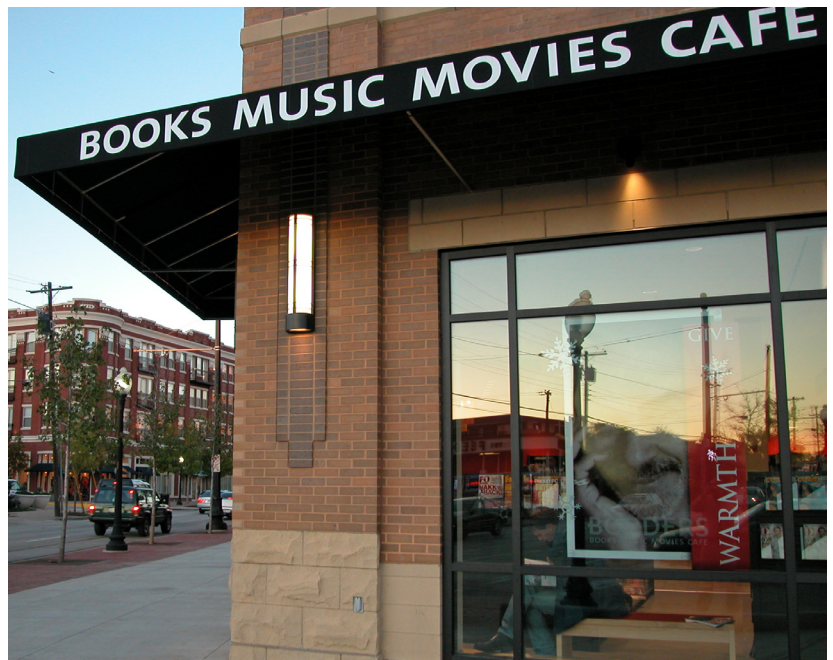
- Double-height entryways (those that span more than one STORY) are not allowed.
- Doors shall not be recessed more than 3 feet behind the shop-front windows and, in any case, shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.



F. Signage

Intent and Guiding Illustrations for Signage

Signs along the Station Area commercial frontages should be clear, informative to the public and durable. Signage is desirable for advertising Station Area shops and offices, and as decoration. Signs should be scaled to the nature of the district: mixed-use, pedestrian-oriented, with slow-moving automobile traffic. Signage that is glaring or too large creates distraction, intrudes into and lessens the Station Area experience, and creates visual clutter. The illustrations and statements on this page are advisory only. Refer to the *Code* standards on next page for the specific prescriptions of this section.



Standards for Signage

(WHERE CLEARLY VISIBLE FROM THE STREET-SPACE)

General:

- Wall signs are permitted within the area between the second s TORY floor line and the first floor ceiling, within a horizontal band not to exceed 2 feet in height. In no case shall this band be higher than 18 feet or lower than 12 feet above the adjacent sidewalk.
- Letters shall not exceed 18 inches in height or width and 3 inches in relief. Signs shall not come closer than 2 feet to an adjacent COMMON LOT LINE.
- Additionally, company logos or names may be placed within this horizontal band or placed or painted within ground floor or second sTORY office windows. Company logos or names shall not be larger than a rectangle of 8 square feet.
- A masonry or bronze plaque bearing an owner's or building's name may be placed in the building's cornice/PARAPET wall or under the EAVES, and above the upper STORY windows. Any such plaque shall be no larger than a rectangle of 18 square feet.
- Blade signs (perpendicular to the RBL) not more than 18 inches vertical by 3 feet horizontal and minimum 9 feet clear height above the sidewalk may be hung below the second STORY level, from FAÇADE, or from an overhang or awning.
- Identification signs which, by means of symbol or name, identifies a shopping center, commercial development, or other development that may contain a mixture of residential and/or non-residential uses but does not identify individual tenants, are permitted. Identification signs shall be free standing monument signs with a maximum area of 60 square feet and a maximum height of 8 feet. Landscaping shall be provided around the sign base. A maximum of one identification sign may be located a each main point of entry into the development.
- One mural may be installed, per building, and shall cover only one façade of that building. Murals shall not include the name of any product, company, logos or names of any business entity nor illustrate any activities, merchandise or services of the business occupying the building on which the mural is applied. A mural may wrap around the corner and continue to an adjacent façade of the same building, subject to approval of a special exception as provided for in this ordinance.
- Prohibited Signs: Billboards, free-standing pole signs, monument signs, (except in I-35E area or when used as an identification sign) marquees, any kind of animation, roof and painted window signs, and signs painted on the exterior walls of buildings are prohibited(except murals). No flashing, traveling, animated, or intermittent lighting shall be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising devices located outside any building are not allowed, pursuant to City regulations.
- I-35E frontage buildings, as designated on the REGULATING PLAN, are allowed one monument sign per lot (maximum 100 square feet, 10 feet in height). See page 42 for the I-35E Special Exceptions.



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AWNINGS/Overhangs:

When an AWNING or overhang is incorporated into a building, the following requirements must be met:

- Minimum 10 feet clear height above sidewalk, minimum 6 feet depth extending out from the building Façade (maximum to curb or tree-planting strip, whichever is closer).
- Canvas cloth or equivalent (no shiny or reflective materials), metal or glass.
- No internal illumination through the Awning/overhang.
- Lettering on Awnings limited to 6 inches tall on vertically hanging fabric at curb side of awning.
- No one-quarter cylinder configurations.



G. Lighting and Mechanical Equipment

Intent and Guiding Illustrations for Lighting and Mechanical Equipment

Materials and equipment chosen for lighting fixtures should be durable and weather resistant. Appropriate lighting is desirable for nighttime visibility, crime deterrence, and decoration. However, lighting that is too bright or intense creates glare, hinders night vision, and creates light pollution. The illustrations and statements on this page are advisory only. Refer to the *Code* standards on next page for the specific prescriptions of this section.



Lighting and Mechanical Equipment Standards

(WHERE CLEARLY VISIBLE FROM THE STREET-SPACE)

Lighting:

- **STREET LIGHTS:** The American Style Pole and Texas Style luminaire (or other STREET LIGHT as the City may specify) shall be used in the Station Area.
- **STREET LIGHTS** shall be located between nine (9) feet and sixteen (16) feet above grade with a maximum average spacing (per BLOCK face) of 60 feet on center on SHOPFRONT COLONNADE frontages (75' on GENERAL and LOCAL frontages) placed on the STREET TREE ALIGNMENT LINE on each side of the STREET-SPACE and travel lanes (unless otherwise indicated in this code). Type B streets are exempt of these spacing requirements. City Engineer to approve on a "case by case" basis.
- At the front of the building, exterior lights shall be mounted between 6 feet and 14 feet above adjacent grade.
- All lots with ALLEYS shall have lighting fixtures within 5 feet of the ALLEY right of way. This fixture shall illuminate the ALLEY, shall be between 13 and 16 feet in height, and shall not cause glare in adjacent lots.
- Lighting elements shall be specified to prohibit those that cast a clearly/perceptively unnatural spectrum of light (such as low pressure sodium). Incandescent, metal halide, or halogen are preferred. No heavy intensity discharge (HID) or fluorescent lights (excepting compact fluorescent bulbs that screw into standard sockets) may be used on the exterior of buildings. These standards shall be adjusted by the City as technologies advance and produce additional acceptable elements.
- Floodlights or directional lights (maximum 75-watt bulbs) may be used to illuminate ALLEYS, parking garages and maintenance areas, but must be shielded or aimed in such a way that they do not shine into other lots, the STREET-SPACE, or direct light up and/or out of the Station Area.
- Floodlighting shall not be used to illuminate building walls (i.e. no up-lighting).
- Site lighting shall be of a design and height so as to illuminate only the lot. An exterior lighting plan must be approved as consistent with these standards by the City Manager.
- No flashing, traveling, animated, or intermittent lighting shall be visible from the exterior of any building whether such lighting is of temporary or long-term duration.
- Lighting for parking garages shall satisfy Crime Prevention Through Environmental Design (CPTED) standards.
- I-35E frontage buildings, as designated on the REGULATING PLAN, are exempt from some of the standards above (see Chapter 3, Building Envelope Standards for the I-35E Special Exceptions).

Mechanical Equipment:

- The following shall be placed behind and away from any RBL, not be stored or located within any TYPE A STREET FRONTAGE AREA, and be screened from view from the STREET-SPACE:
 - Air compressors, mechanical pumps, exterior water heaters, water softeners, utility and telephone company transformers, meters or boxes, garbage cans, storage tanks, and similar equipment shall not be stored or located within any area considered Type A STREET-SPACE under this *Code*.
- Roof mounted equipment shall be placed behind and away from any RBL and be screened from view from the TYPE A STREET-SPACE.

CHAPTER VI

ADMINISTRATION

Intent: The *Station Area Form-based Code* is intended to provide an incentive to property owners and developers who are willing to develop in a particular form. This section of the *Code* sets forth the provisions for reviewing and approving development applications within the Station Area. The intent is to ensure that all development occurring under the *Form-based Code* is consistent with the provisions of the *Code* as they pertain to height, siting, architectural standards, and building form. All five elements of the *Form-based Code*: Definitions, the Regulating Plans, the Building Envelope Standards, the Streetscape Standards and the Architectural Standards — shall be applied during review.

A. Development Review Committee

The Development Review Committee (DRC) is established to provide a coordinated and centralized technical review process to ensure compliance with the requirements of the *Code*. The Development Review Committee shall be comprised of personnel from the City departments that have an interest in the development review and approval process. The City Manager shall appoint the members of the Committee and in no case shall the Committee be composed of less than 5 members. The City Manager or his/her designee shall create appropriate rules and regulations for the conduct of the Development Review Committee.

Powers and Duties

1. The Development Review Committee shall be responsible for the review and approval of Concept Plans, Site Plans and any other development related applications that may be required by the *Code*.
2. The Development Review Committee shall be responsible for making determinations on the application and interpretation of guidelines, standards, and requirements of the *Code*.
3. The Development Review Committee may require the applicant to submit additional information not otherwise specifically required by the *Code*, which is reasonably necessary to review and determine whether the proposed development complies with the requirements of the *Code*.
4. The Development Review Committee shall not be authorized to waive or vary requirements of the *Code*, the *Comprehensive Zoning Ordinance* or any other applicable ordinance of the City of Farmers Branch.

Operational Procedures

1. The Development Review Committee shall meet as necessary to review development applications.

2. Such meeting shall be open to the public, but participation shall be limited to committee members, unless a member of the committee requests information of someone in attendance.
3. It shall be the responsibility of the Planning Director, or the Director's designee, to collect the comments of the DRC, prepare a written staff analysis of the outstanding issues related to each application, and provide it to the applicant in a timely manner.

B. Site Plans

All development within the Station Area must receive Site Plan approval prior to the issuance of a building permit. A Certificate of Occupancy shall not be issued unless all aspects of the development fully conform to the approved Site Plan. The purpose of the Site Plan review process is to:

1. Ensure compliance with applicable development regulations;
2. Promote better site design;
3. Integrate projects more effectively into their surrounding environment;
4. Prevent the impairment or depreciation of property values;
5. Improve internal vehicular and pedestrian circulation;
6. Encourage quality and innovative site planning techniques;
7. Coordinate and document the design of public and private improvements to be constructed;
8. Coordinate the subdivision of land, including the establishment of easements, development agreements and provision of surety; and
9. Protect and enhance the overall general public welfare.

Denial of Site Plan

If a Site Plan is not approved by the DRC, reasons for such action shall be provided to the applicant in writing. Site Plans not approved by the DRC may be appealed to the Planning and Zoning Commission and City Council. Such appeals must be submitted in written form by the applicant within fifteen calendar days following notice of the site plan's denial by the DRC. The Planning and Zoning Commission shall review the proposed Site Plan and provide a recommendation to the City Council. Subsequent to receiving a recommendation from the Planning and Zoning Commission, the appeal shall then be considered by the City Council for final determination.

Site Plan Amendments and Waivers

The Planning Director or appointed designee may authorize minor modifications to approved Site Plans and waive the requirement of a Site Plan for minor construction or site improvements (e.g.: signs, limited

parking lot modifications, small building additions, accessory structures, fences, etc.) provided that:

1. The basic relationship of the proposed development, improvements, or construction to adjacent property is not adversely affected.
2. There is no conflict or non-conformance with the requirements or intent of the Code or the Comprehensive Plan.
3. The fundamental character of the development as a whole is not detrimentally changed or altered.

Administrative Modifications

The Planning Director will review the request in light of the intent of the applicable requirements. The Planning Director may defer to the DRC on any decision pertaining to an Administrative Modification. The Planning Director/DRC is authorized to approve Administrative Modifications for the following standards:

i. Height

(a) Minimum and maximum Story heights - up to ten percent for any one story, limit of five percent for any cumulative increase or decrease in building height.

(b) Street Wall/fence requirements - up to ten percent modification of all standards.

(c) Finished floor elevation - up to five percent.

ii. Siting

(a) Required Building Line - up to 10 percent of the Required Building Line, but no greater than 5 feet. (Changes to the Required Building Line may only be due to any changes to the street cross sections or changes in the width of a sidewalk or to accommodate any civic/open space. In no case shall the sidewalk be less than 6 feet in width).

(b) Required Building Line minimum percentage built-to - reduction of up to five percent of required length.

(c) Mezzanine floor area - up to 10 percent additional area.

(d) Street Wall requirements - up to 10 percent.

iii. Elements

(a) Fenestration (minimum and maximum percent) - up to 5 percent.

(b) Elements (minimum and maximum projections) - up to five percent.

iv. Architectural Standards

(a) Primary and accent materials - up to 10 percent.

(b) Window and pane dimensions - up to 5 percent.

(c) Materials - acceptable equivalent or better material.

However, notwithstanding any other provisions of the *Code*, the Planning Director may require a Site Plan for any development or improvement to be submitted for approval to the DRC, or the Planning and Zoning Commission and City Council, if it is deemed to be in the best interest of the City to do so.

C. Concept Plans

A Concept Plan shall be required when only part of a larger tract of land under common ownership is to be developed; when development is to take place in phases; or when property not previously subdivided in accordance with City requirements is to be developed.

The purpose of the Concept Plan is to demonstrate to the DRC how compliance with the *Farmers Branch Station Area Conceptual Master Plan* and the *Station Area Form-based Code* is to be achieved, the compatibility of anticipated land uses, and how improvements within and among individual parcels of land or phases of development are to be coordinated.

Denial of Concept Plan

If a Concept Plan is not approved by the DRC, reasons for such action shall be provided to the applicant in writing. Concept Plans not approved by the DRC may be appealed to the Planning and Zoning Commission and City Council. The applicant must submit such appeals in written form within fifteen calendar days following notice of the Concept Plan's denial by the DRC. The Planning and Zoning Commission shall review the Concept Plan and provide a recommendation to the City Council. Subsequent to receiving a recommendation from the Planning and Zoning Commission, the appeal shall then be considered by the City Council for final determination.

D. Specific Use Permits

Those uses requiring a Specific Use Permit within this zoning district shall follow the same approval process outlined in the Comprehensive Zoning Ordinance. This process includes one public hearing before the Planning and Zoning Commission and one public hearing before the City Council. Final action shall be made by the City Council.

E. Special Exceptions

In those circumstances where the applicant believes that, due to unique characteristics of the site or other special circumstances, strict compliance with the Code is not feasible or desirable and that deviation from the Code will allow for equal or better results, the Planning and Zoning Commission may be petitioned to grant a Special Exception to the Code relative to the specific provision(s) in question.

The Planning and Zoning Commission shall consider all requests for Special Exceptions to the Code within the context of consistency with the spirit and intent of the Code and whether such Special Exception(s) represent the minimum modification(s) necessary.

Process

The Planning and Zoning Commission shall hold a public hearing to consider all requests for Special Exceptions to the Code.

Written notice of the public hearing shall be sent to all owners of real property located within the area to be considered for the Special Exception and to all owners of real property located within two hundred (200) feet of the area for which the Special Exception is requested. Such notice shall be given not less than ten (10) days prior to the date set for the public hearing by posting such notice,

properly addressed and postage-paid to each owner of record as it appears on the most recently approved tax roll.

Appeals

All decisions of the Planning and Zoning Commission concerning Special Exceptions shall be final unless appealed to the City Council.

An applicant may appeal the decision of the Planning and Zoning Commission only by filing a letter requesting an appeal with the Planning Director within fifteen (15) days of the date of the Planning and Zoning Commission's denial.

City staff may appeal any decision of the Planning and Zoning Commission by notifying the applicant and the Chairperson of the Planning and Zoning Commission, in writing, of such intent, within fifteen (15) days of the date of the Planning and Zoning Commission's final decision.

F. Nonconforming Uses & Structures

It is the intent of the Code to regulate nonconforming uses and structures because they have been found to be in incompatible with the permitted uses and dimensional requirements set forth in the Code. It is further the purpose of the Code to encourage the discontinuance of nonconforming uses and structures. However, nothing herein contained shall be construed as prohibiting the change in tenancy, ownership, or management of a nonconforming lot, use, or structure, provided such change is otherwise lawful.

Expansion

No nonconforming use shall be expanded or increased.

Conversion

The change of occupancy from one nonconforming use to a different nonconforming use shall be prohibited. Once a nonconforming use is changed to a conforming use, it may not revert to a nonconforming use.

Abandonment

Once a nonconforming use has been abandoned, all nonconforming rights shall cease and use of the premises shall be in conformance to the provisions of the Code. Any nonconforming use which is discontinued or which remains vacant for a period of six (6) months shall be considered to have been abandoned

G. Existing Residences

All single-family residences legally existing at the time of adoption of this ordinance are hereby declared legal and valid structures relative to zoning

and may continue to exist as legal and valid structures subsequent to passage of this ordinance.

All single-family residences legally existing at the time of adoption of this ordinance shall be exempt from the requirements of Article VI, Section E of this Ordinance, and Article 20, Section 102 of the Comprehensive Zoning Ordinance pertaining to nonconforming uses and structures.

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CHAPTER

VII

DEFINITIONS

The following terms are defined for the purpose of the *Station Area Form-Based Code*. Terms not defined herein may be defined elsewhere in the *Comprehensive Zoning Ordinance*. In such case, the definition contained in the *Comprehensive Zoning Ordinance* will be used. Certain terms in the *Form-Based Code* are used in very specific ways, often excluding some of the meanings of common usage. Wherever a word is printed in SMALL CAPITAL LETTERS, it is being used as defined herein.

ACCESSORY UNIT

A building (maximum floor area of 650 square feet) that is not the primary structure, located on a LOT that can be used as additional residential or home occupation space by the owner of the primary structure.

ALLEY/ALLEY ACCESS EASEMENT

The public right of way for vehicles and pedestrians within a BLOCK that provides access to the rear of buildings, vehicle parking (e.g., garages), utility meters, and recycling and garbage bins. The easement for public access as described above.

AWNING

A cantilevered, projected or suspended cover over the sidewalk portion of the STREET-SPACE. Also, roof-like coverings, usually of canvas or metal and often adjustable, placed over the sidewalk, windows, or doors to provide protection from sun and rain. Awnings shall have a minimum clear height of ten (10) feet.

BALCONY

An exterior platform attached to the building FACADE (forward of its REQUIRED BUILDING LINE). BALCONIES (where required in the BUILDING ENVELOPE STANDARD) must be roofed and enclosed by balustrades (railings) and posts that extend up to the roof. BALCONIES aligned vertically on adjacent floors may post up to one another and share a single roof element. BALCONIES shall project no less than five (5) feet from the FACADE and shall have no less than seven (7) feet in width. BALCONIES may not project within five (5) feet of a COMMON LOT LINE.

BAY OR BAY WINDOW

Generally, a U-shaped enclosure, extending the interior space of the building outward of the exterior building wall/ RBL (along its STREET-SPACE side). Minimum interior clear width at main wall shall be four (4) feet; projection not greater than thirty-six (36) inches beyond the RBL; walls and windows shall be between ninety (90) degrees (perpendicular) and zero (0) degrees (parallel) relative to the primary wall from which they project.

BLOCK

An increment of land comprised of LOTS, ALLEYS, and tracts circumscribed and not traversed by STREETS (PEDESTRIAN PATHWAYS excepted). BLOCKS shall be measured at the frontage lot lines.

BLOCK CORNER

The outside corner of a BLOCK at the intersection of any two STREETS. Some of the requirements of the BUILDING ENVELOPE STANDARDS are specific to BLOCK CORNERS. Inside corners, where the resulting angle formed by the BLOCK face is less than 180 degrees (concave), are not considered BLOCK CORNERS for the purposes of this *Code*.

BUILDABLE AREA

The area of the LOT that building(s) may occupy, which includes the entire area of the LOT behind the RBL, exclusive of any setbacks. The BUILDABLE AREA sets the limits of the building footprint now and in the future—additions to structures must be within the designated area.

BUILDING CORNER

The outside corner of a building where the primary building mass is within an angle less than 180 degrees. Some of the proscriptions of the BUILDING ENVELOPE STANDARDS are specific to BUILDING CORNERS. Inside corners, where the exterior space of the building mass forms an angle of more than 180 degrees, are not considered BUILDING CORNERS for the purposes of this *Code*.

BUILDING ENVELOPE STANDARDS (BES)

The part of the *Code* that establishes basic parameters regulating building form, including the envelope, placement (in three dimensions) and certain permitted/required building elements, such as storefronts, BALCONIES, and STREET WALLS. The BUILDING ENVELOPE STANDARDS establish both the boundaries within which things may be done and specific things that must be done. The applicable BES for a site is determined by its STREET FRONTAGE as per the REGULATING PLAN.

CIVIC BUILDINGS

Buildings that house CIVIC USES located on the sites designated on the REGULATING PLAN. CIVIC BUILDINGS and PUBLIC ART are not subject to the BUILDING ENVELOPE STANDARD prescriptions of this *Code*.

CIVIC GREEN OR SQUARE

Public spaces located within the Station Area as designated on the REGULATING PLAN. The term SQUARE is generally used to describe spaces that have more paved surface area. The term CIVIC GREEN is generally used to describe a formally configured, small public lawn or park that is primarily unpaved. Both shall have at least sixty percent (60 %) of their perimeter fronting rights-of-way and both spaces should be surrounded by STREET TREES. Their dimensions shall be no narrower than a 1:5 ratio and no SQUARE or CIVIC GREEN width or breadth dimension shall be less than twenty-five (25) feet. Situated at prominent locations within the Station Area and often dedicated to important events or citizens, CIVIC GREENS and SQUARES shall not include active recreation structures such as ball fields and courts. See the Streetscape Standards for the specific controls on SQUARES and CIVIC GREENS.

COLONNADE (also known as Arcade)

A roofed or built structure, extending beyond the GFRBL and over the sidewalk or SQUARE, open to the STREET-SPACE except for supporting columns, piers, or arches. Residential or office units may occupy the space over the COLONNADE. COLONNADES shall have a minimum clear height of fifteen (15) feet (signage or lighting may encroach) and a minimum clear width (from façade frontage or GROUND FLOOR REQUIRED BUILDING LINE) to inside column face of thirteen (13) feet. Supporting columns/piers shall be located no more than five (5) feet from the back of the curb (minimum six (6) foot continuous public access easement within the COLONNADES' clear width in conformance with federal and state accessibility requirements). Where a COLONNADE is built the requirement for STREET TREES is waived for that STREET FRONTAGE (see BES for complete specifications).

COMMERCE (see USE)

Any use that is defined herein as a BUSINESS SERVICE, PERSONAL SERVICE, PROFESSIONAL OFFICE, RETAIL SERVICE, RETAIL SPECIALTY, RETAIL TRADE or STUDIO use and specifically excluding any type of sexually oriented business.

COVERED SIDEWALK

A roofed or built structure attached to the FAÇADE and extending beyond the RBL and over the sidewalk or SQUARE, open to the STREET-SPACE except for supporting columns, piers, or arches. COVERED SIDEWALKS shall have a minimum clear height of thirteen (13) feet (signage or lighting may encroach) and a minimum clear width (from FAÇADE frontage or REQUIRED BUILDING LINE) to inside column face of ten (10) feet. The area within a COVERED SIDEWALK shall be open to all public access. Supporting columns/piers shall be located no more than five (5) feet from the back of the curb (minimum six (6) foot continuous public access easement within the COVERED SIDEWALKS' clear width in conformance with federal and state accessibility requirements; see BES for complete specifications).

COMMON LOT LINES

Lot lines shared by adjacent private lots.

DOORYARD

The area, within the STREET-SPACE, between the FAÇADE of the building (generally the RBL) and the property line. STOOPS, balconies, and for appropriate COMMERCE uses, temporary displays, café seating and other encroachments as specified by the City may be placed within the DOORYARD area.

DORMERS

Small, roofed ancillary structures with windows providing light and air to habitable space within the roof. DORMERS are permitted and do not constitute a STORY so long as they do not break the primary EAVE line, are individually less than fifteen (15) feet wide, and are collectively not more than sixty percent (60%) of the REQUIRED BUILDING LINE FAÇADE length.

EAVE HEIGHT

Where used to limit building height in the Code, the distance measured from the bottom of the top layer of roofing material at its outermost point from the building wall to the ground.

FAÇADE

Building face; the building elevation facing the STREET-SPACE. Building walls facing interior courts, COMMON LOT LINES, and ALLEYS are not FACADES.

FENESTRATION

Openings in the building wall allowing light and views between interior and exterior. FENESTRATION is measured as glass area (excluding muntins and similar window frame elements with a dimension greater than one (1) inch) for conditioned space and as open area for parking structures or other un-conditioned, enclosed space.

FIRST FLOOR

See GROUND STORY.

FRONT PORCH

The ground floor platform attached to the front or RBL side of the main building. Required FRONT PORCHES, where specified in the BUILDING ENVELOPE STANDARDS, must be roofed and enclosed by balustrades (railings) and posts that extend up to the roof and shall not be otherwise enclosed, above a height of 42 inches, except with insect screening.

GARAGE ENTRY

An opening (with curb cut) in the building FAÇADE and/or STREET WALL where vehicles may enter into the BLOCK interior for general parking and business servicing. GARAGE ENTRIES shall not exceed twenty (20) feet clear height and thirty (30) feet clear width and shall not be sited within seventy-five (75) feet of the BLOCK CORNER or another GARAGE ENTRY on the same BLOCK. GARAGE ENTRY portals may be set back up to twenty-four (24) inches behind the surrounding FAÇADE. TYPE B STREET FRONTAGE IS EXEMPT FROM THIS REQUIREMENT.

GARDEN WALL

A masonry wall defining a property line or delineating a private area. Shall be set back (or forward) not more than eight (8) inches from the alignment specified in the REGULATING PLAN or BES. A vehicle entry gate (opaque and maximum twelve (12) feet wide) and a pedestrian entry gate (maximum six (6) feet wide) are both allowed within any required GARDEN WALL length.

GENERAL FRONTAGE BUILDING

Building types as defined in the BUILDING ENVELOPE STANDARDS for Station Area General Frontage Sites.

GROUND FLOOR REQUIRED BUILDING LINE (GFRBL)

See REQUIRED BUILDING LINE, GROUND FLOOR.

GROUND STORY

The first level of a building at or above grade. For COMMERCE buildings, at least eighty percent (80%) of the finished floor elevation shall be within eighteen (18) inches of the adjacent fronting sidewalk level. When a residential use occupies the GROUND STORY, the finished floor elevation shall be thirty (30) to sixty (60) inches above the fronting sidewalk elevation, unless otherwise specified in the BUILDING ENVELOPE STANDARDS OR REGULATING PLAN. The next STORY above the GROUND STORY is the second floor.

LOCAL FRONTAGE BUILDING

Buildings as defined in the BUILDING ENVELOPE STANDARD for Station Area local frontage sites.

MURAL

Any mosaic, painting, or graphic art or combination thereof which is professionally applied to a building that does not include the name of any product, company, logos or names of any business entity, nor illustrates any activities, merchandise or services of the business occupying the building of which the mural is applied.

OPEN AREA

The area within the BUILDABLE AREA and behind the PARKING SETBACK LINE, accessible to all occupants of the particular building or site, and open to the sky. OPEN AREA shall not be: built-upon, parked or driven upon (except for emergency access).

PARAPET HEIGHT

Where used to limit building height in the *Code*, PARAPET HEIGHT shall be measured at the top of the parapet, including any coping. An additional three (3) feet in height by twelve (12) feet in width (or fifteen percent (15%) of the façade, whichever is greater) is permitted for a section of the parapet emphasizing the building's primary STREET-SPACE entry or a BLOCK CORNER.

PARKING

RESERVED: Parking not available to the public, but only to specifically identified users (either a single user per space or a set of users for a group of spaces), whether for free or at a fee.

SHARED: Parking available to the public on an unreserved basis for free or at the same fee for all users. Time limits may be imposed to ensure turn-over. Hours of public availability may also be restricted.

PARKING SETBACK LINE

A line/plane indicated on the REGULATING PLAN which extends vertically and generally parallel to the RBL. All parking shall be set-back behind this line, excepting where it is below grade or is otherwise indicated on the REGULATING PLAN. The PARKING SETBACK LINE is a permissive minimum distance from the RBL and parking may be placed anywhere

within the lot behind this line, except where otherwise specified in this *Code*.

PEDESTRIAN PATHWAY

Interconnecting paved ways that provide pedestrian and bicycle passage through BLOCKS running from a STREET-SPACE to another STREET-SPACE, an ALLEY or an interior BLOCK parking area. The area within a PEDESTRIAN PATHWAY shall be a public access easement or public right of way. The easement width for these pathways shall not be less than twenty (20) feet with a paved walkway not less than ten (10) feet wide, except where otherwise specified on the REGULATING PLAN, and shall provide an unobstructed view straight through their entire length.

PRIVACY FENCE

An opaque fence made of wood or masonry (not chain link or any other type of rolled fence) along ALLEYS and COMMON LOT LINES (where more than ten (10) feet away from the REQUIRED BUILDING LINE). It may be as high as nine (9) feet above the adjacent ground.

PUBLIC ART

Art that is visually or physically accessible to the public (within the public realm e.g. a STREET) and that is acquired by City funds, donated to the City, or provided by a private entity as a community benefit, including monuments and statues, building ornament, and visible public infrastructure such as bridges, etc.

REGULATING PLAN

Part of the *Code* that is the coding key for the BUILDING ENVELOPE STANDARDS that provide specific information for the development of each building site. The REGULATING PLAN also shows how each site relates to adjacent STREET-SPACES, the overall Station Area, and the surrounding neighborhoods.

REQUIRED BUILDING LINE (RBL)

A line/plane indicated on the REGULATING PLAN, defining the STREET FRONTAGE which extends vertically and generally parallel to the street, at which the building FAÇADE shall be placed. The building shall be built-to the REQUIRED BUILDING LINE (RBL) as shown on the REGULATING PLAN. The RBL is a requirement, not a permissive minimum as is a set-back. The RBL for each site is shown on the Station Area REGULATING PLAN. The minimum length of building that is required to be built-to the RBL is shown on the appropriate BUILDING ENVELOPE STANDARD.

REQUIRED BUILDING LINE, GROUND FLOOR (GFRBL)

A line/plane indicated on the REGULATING PLAN, specific to the SHOPFRONT COLONNADE BES, defining the shopfront frontage line. The GFRBL extends vertically for the full clear height of the colonnade and generally parallel to the street, at which the shopfront FAÇADE shall be placed. The upper stories and the colonnade columns/piers shall be built-to the REQUIRED BUILDING LINE (RBL) as shown on the REGULATING PLAN. The GFRBL is a requirement, not a permissive

minimum as is a set-back. The GFRBL for each site is shown on the Station Area REGULATING PLAN. The minimum length of building that is required to be built-to the GFRBL is shown on the SHOPFRONT COLONNADE BUILDING ENVELOPE STANDARD.

RETAIL

See USE.

SHOPFRONT COLONNADE BUILDING

Buildings as defined in the BUILDING ENVELOPE STANDARD for SHOPFRONT COLONNADE frontage sites.

SIDEWING

The portion of a building extending along a side lot line toward the ALLEY or rear of the lot.

STOOP

An entry platform on the RBL side of a building. STOOPS may be roofed, but they shall not be enclosed.

STORY/STORY HEIGHT

That space within a building, and above grade, that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above. STORY HEIGHT parameters are as specified by the appropriate BUILDING ENVELOPE STANDARD.

STREET FRONTAGE

Type A Frontage: Type A frontages are frontages identified as such on the Regulating Plan and shall be the building frontages that have the highest pedestrian-supportive qualities and shall be held to the highest standards with respect to building frontage, required building line and architectural standards per this code.

Type B Frontage: Type B frontages are frontages identified as such on the Regulating Plan and may have building frontages that do not have the highest pedestrian-supportive qualities. Such frontages may accommodate access to parking, parking frontages, service areas and other auto-related functions.

STREET LIGHT

A luminaire installed on both sides of streets, along the STREET TREE ALIGNMENT LINE, unless otherwise designated on the REGULATING PLAN, at intervals of no more than sixty (60) feet measured parallel to the street. STREET LIGHTS shall be between nine (9) and sixteen (16) feet above ground in height. Lighting standards for STREET-SPACES and ALLEYS should be developed to meet the minimum standards of the Illumination Engineering Society (with the design criteria giving equal weight to the lighting of the pedestrian areas and the automobile areas).

STREET-SPACE

Includes all space between fronting RBLs (streets, SQUARES, PEDESTRIAN PATHWAYS, CIVIC GREENS, sidewalks, parks)—including any transit service operator passenger platform—but not GARAGE ENTRIES OR ALLEYS.

STREET TREE

A tree required per the REGULATING PLAN and listed in the Station Area STREET TREE List located in the *Code's* Streetscape Standards. STREET TREES shall be of a proven hardy and drought tolerant species, large enough to form a canopy with sufficient clear trunk to allow traffic to pass under unimpeded. STREET TREES shall be planted at an average no greater than

thirty (30) feet on center (measured per BLOCK face). Where necessary, spacing allowances may be made to accommodate curb cuts, fire hydrants and other infrastructure elements, however, at no location shall spacing exceed forty-five (45) feet on center.

STREET TREE ALIGNMENT LINE

A line along which STREET TREES are to be planted and STREET LIGHTS and other such infrastructure are to be placed. The STREET TREE ALIGNMENT LINE is parallel with the street or SQUARE right of way and, unless otherwise specified in the REGULATING PLAN, is three (3) feet behind the back-of-curb. Existing trees are not required to be relocated by this requirement.

STREET WALL

A masonry wall set back not more than eight (8) inches from the RBL and built to the height specified in the BUILDING ENVELOPE STANDARDS. A vehicle entry gate (opaque, maximum eighteen (18) feet wide) and a pedestrian entry gate (maximum six (6) feet wide) are both allowed within any required STREET WALL length.

USE, BUSINESS SERVICE

Establishments primarily engaged in rendering services to business establishments on a fee or contract basis, including but not limited to advertising and mailing; building maintenance; employment service; management and consulting services; equipment rental and leasing (other than heavy construction equipment); commercial research; development and testing; photo finishing; and supplies services.

USE, CIVIC

Community uses including: meeting halls; libraries; schools; police and fire stations; post offices (retail operations only, no primary distribution facilities); places of worship; museums; cultural, visual and performing art centers; transit centers; government functions open to the public; and other similar uses.

USE, COMMERCIAL AMUSEMENT

Establishments that provide amusement, entertainment or games of skill for a fee or admission charge including, but not limited to, billiards, bowling, video or game arcades, movie theaters, and skating rinks.

USE, PERSONAL SERVICE

Establishments primarily engaged in providing services involving the care of a person or his or her apparel, including laundry, cleaning and garment services, garment pressing, coin operated laundries, beauty shops, barber shops, shoe repair, reducing salons and health clubs, clothing rental, etc.

USE, PROFESSIONAL OFFICE

Includes, but are not limited to lawyers, engineers, architects, landscape architects, accountants, economic consultants, doctors, dentists, chiropractors, veterinarians or other similar professions.

USE, RESIDENTIAL

Includes the following:

MULTIPLE-FAMILY: A residential structure providing complete, independent dwelling units for three (3) or more families or households living independently of each other and including permanent provisions for living, sleeping, cooking, eating, and sanitation in each unit. Condominiums are included in this definition.

SINGLE-FAMILY DETACHED: A structure designed for one dwelling unit, located on a single platted lot and having no physical connection to another structure on any other lot, and designed exclusively for the use and occupancy of one family.

SINGLE-FAMILY ATTACHED: See definition for **TOWNHOME**.

TOWNHOME: A single family dwelling unit constructed in a row (or group) of two or more attached units, each unit being on its own platted lot separated by property lines in which each unit extends from foundation to roof.

USE, RETAIL

Includes the following:

RETAIL SERVICE: Establishments providing services, as opposed to products, to the general public, including restaurants, hotels and motels, finance, real estate and insurance, travel agencies, health and educational services, and galleries.

RETAIL SPECIALTY: Include, but are not limited to the sale of gifts, antiques, flowers, books, jewelry, wearing apparel or craft shops making articles exclusively for sale at retail on the premises. Establishments selling used goods or merchandise and retail store sales consisting primarily of specialty and novelty items as defined by *Resolution Number 77-028* are specifically excluded.

RETAIL TRADE: Establishments engaged in selling new goods or merchandise to the general public for personal or household consumption and rendering services incidental to the sale of such goods. Establishments primarily engaged in the selling of used goods or merchandise are specifically excluded.

USE, STUDIO

Includes, but is not limited to dance, art, music, photography, radio or television and specifically excluding any type of sexually oriented business.

WHERE CLEARLY VISIBLE FROM THE STREET-SPACE

Many requirements of the *Code* apply only where the subject is “CLEARLY VISIBLE FROM THE STREET-SPACE.” Note that the definition of **STREET-SPACE** includes **SQUARES**, **CIVIC GREENS**, parks, and all public space except **ALLEYS**. A building element more than thirty (30) feet from the **RBL /STREET-SPACE** (such as elements facing a **COMMON LOT LINE** more than thirty (30) feet away from a **RBL** and/or street) is by definition not **CLEARLY VISIBLE FROM THE STREET-SPACE**. Also common and/or party walls are by definition not **CLEARLY VISIBLE FROM THE STREET-SPACE**. This does not exempt vehicle parking spaces/lots from any **BES** requirements.