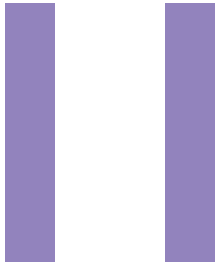


# CHAPTER



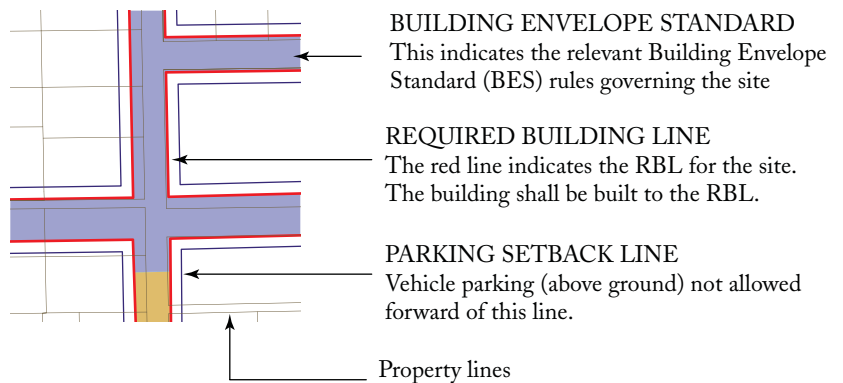
# THE REGULATING PLAN

## 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 (with the approval of Resolution No. 2002-076), a REGULATING PLAN was produced for the Farmers Branch Station Area.

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.



	Shopfront Colonnade Frontage		Local Frontage
	General Frontage		Powerline Easement
	I-35 Special Frontage		Civic Buildings & Monuments

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

## 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 face 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 requirement

interrupt the BLOCK face; those with over 250 feet of frontage shall meet the requirement within their lot, unless already satisfied within that BLOCK face.

- 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, maintain the area within the rear setback by:
  - i. Sodding and 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 of STREET FRONTAGE ON SHOPFRONT COLONNADE and GENERAL SITES.

## **2. Buildings**

- a. The maximum building floor-plate (footprint) is 60,000 square feet; beyond that limit a special exception is necessary.
  - i. For each BLOCK face, building(s) along the RBL shall present a complete and discrete vertical FAÇADE composition (i.e., a new FAÇADE design) 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 liner 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 shall be planted at the time of development at an average spacing of 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. At no time may spacing exceed forty-five (45) feet on center.

- b. STREET LIGHTS shall be installed on both sides of streets 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. STREET LIGHTS 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. At the time of development, the developer is required to install sidewalks.

#### 4. Parking

- a. Parking goals:
  - Enable people to park once at a convenient location and to access a variety of commercial and civic enterprises in pedestrian friendly environments by encouraging shared parking.
  - Reduce diffused, inefficient, single-purpose reserved parking.
  - Avoid adverse parking impacts on neighborhoods adjacent to the Station Area.
  - Maximize on-street parking.
  - Increase visibility and accessibility of parking.
  - Provide flexibility for redevelopment of small sites.
  - Promote early prototype projects using flexible and creative incentives.
- b. Parking standards:
  - Sites under 20,000 square feet in land area have no minimum parking requirements.
  - Sites 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, which did not previously exist, 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 by 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

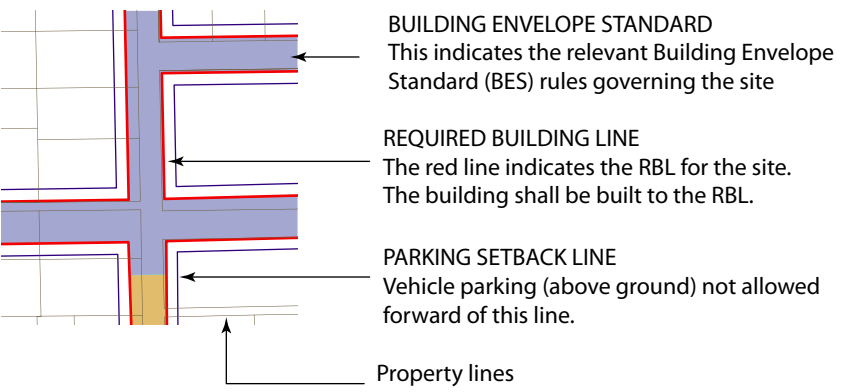
business or nighttime hours depending whether the City Manager determines that the primary public use will be for commercial or residential uses.

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.

## C. Regulating Plan

The following pages contain the REGULATING PLAN for the Farmers Branch Station Area. The REGULATING PLAN includes two slightly different versions (A and B) to allow for some flexibility in the street pattern and the character or location of public spaces. The two versions **are not** mutually exclusive - individual components of either version of the REGULATING PLAN may be implemented without affecting the remainder of either version of the REGULATING PLAN. The REGULATING PLAN also includes street types plan and urban design plan.

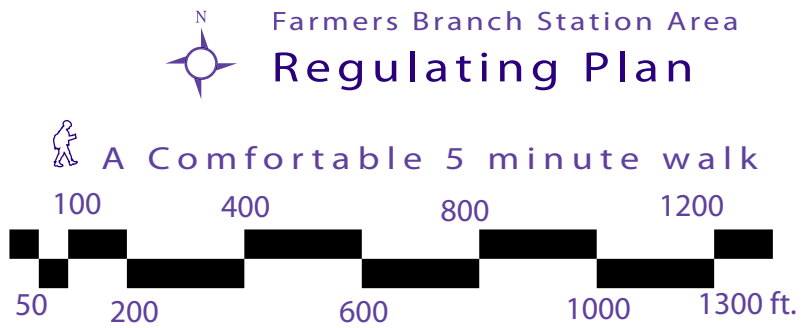
Understanding the Regulating Plan



- |  |                              |  |                             |
|--|------------------------------|--|-----------------------------|
|  | Shopfront Colonnade Frontage |  | Local Frontage              |
|  | General Frontage             |  | Powerline Utility Easement  |
|  | I-35 Special Frontage        |  | Civic Buildings & Monuments |



\* Minimum height along Moses Parkway: 3 stories.  
\* Minimum height along Charlie Bird Parkway: 2 stories



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

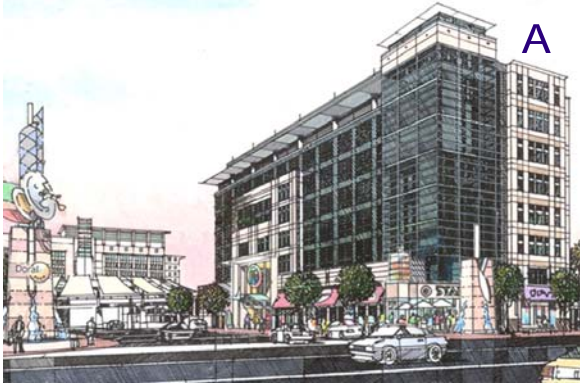




Transit Square: This space creates a prominent civic component, a gathering spot and vibrant focus on public life in proximity to the DART station and bus stops. A tower or similar prominent architectural feature on the adjoining building to the north anchors the plaza and announces the station to the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

Right: Existing Valley View Lane

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



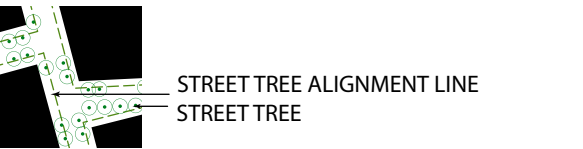
Gateway buildings at I-35E and Valley View Lane define the entrance to the Station Area. Special site requirements at this intersection are minimum 10 (ten) stories at the northeast corner and six (6) stories at the southeast corner, respectively.



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



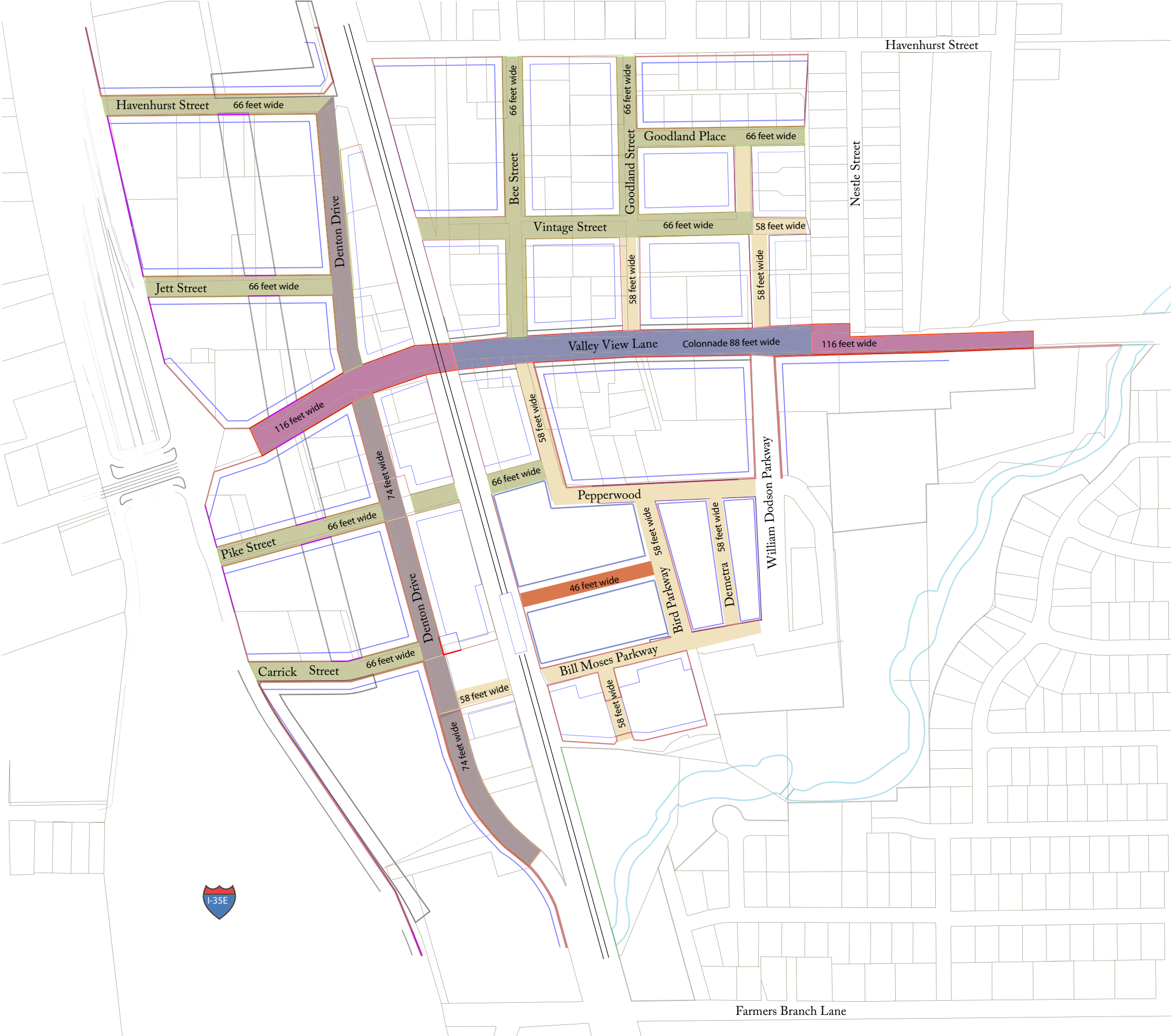
Pocket Park/Plaza: The smallest size open space created by a jog in building facades.



## Farmers Branch Station Area Urban Design Plan



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.



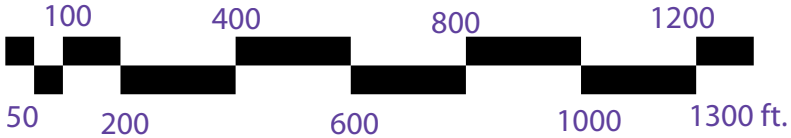
This Plan indicates the locations of five street types within the Station Area. The streetscape standards (such as street widths, placement of STREET TREES, and other amenities or appurtenances) associated with the different street types are featured on pages 28-32.

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 28)
- Denton Street (streetscape standards on page 30)
- Street 66 (streetscape standards on page 31)
- Street 58 (streetscape standards on page 32)
- Promenade 46 (streetscape standards on Page 33)

Farmers Branch Station Area  
**Regulating Plan**  
**Street Types**

A Comfortable 5 minute walk



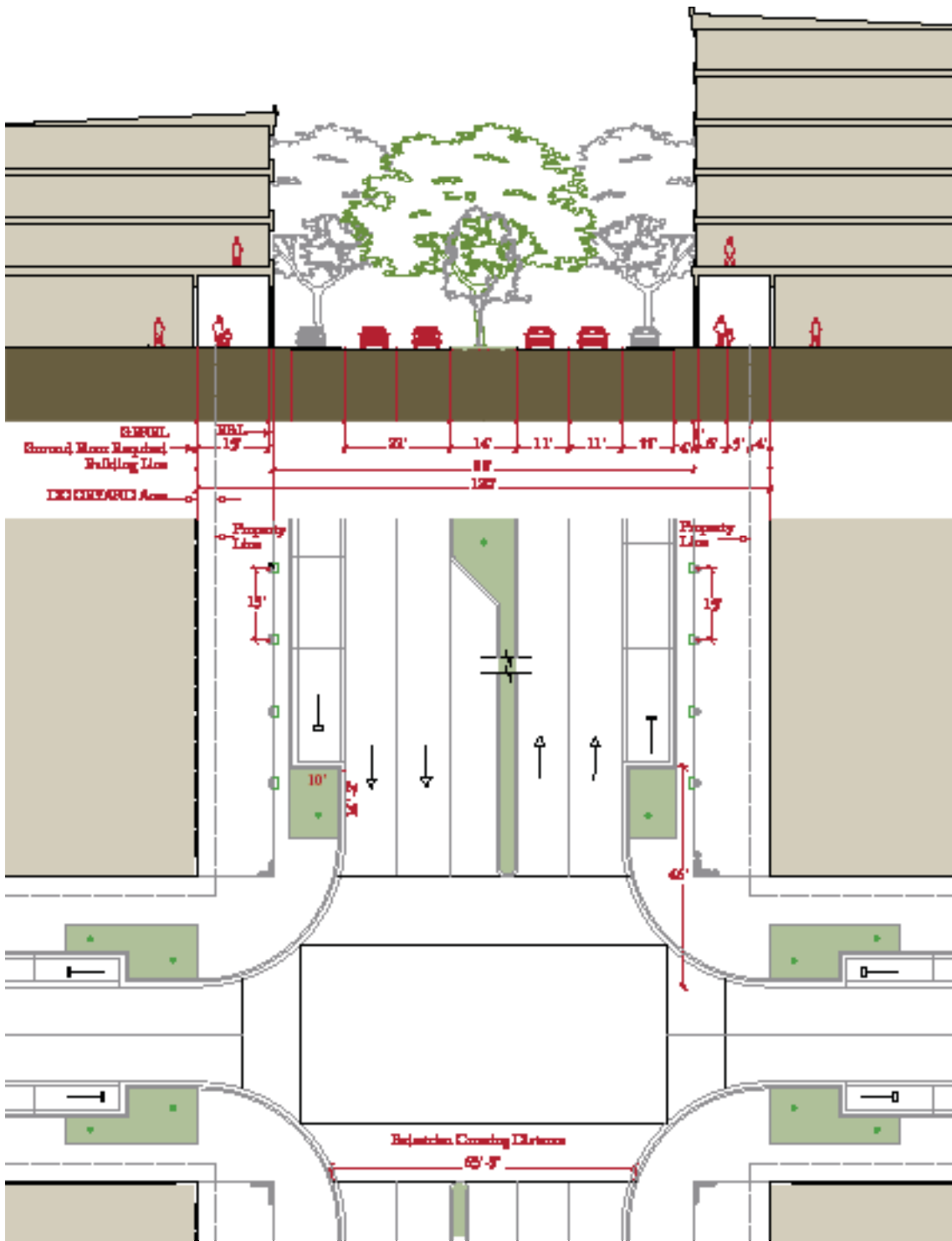
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Consult Planning Division staff for specifications.



## 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.

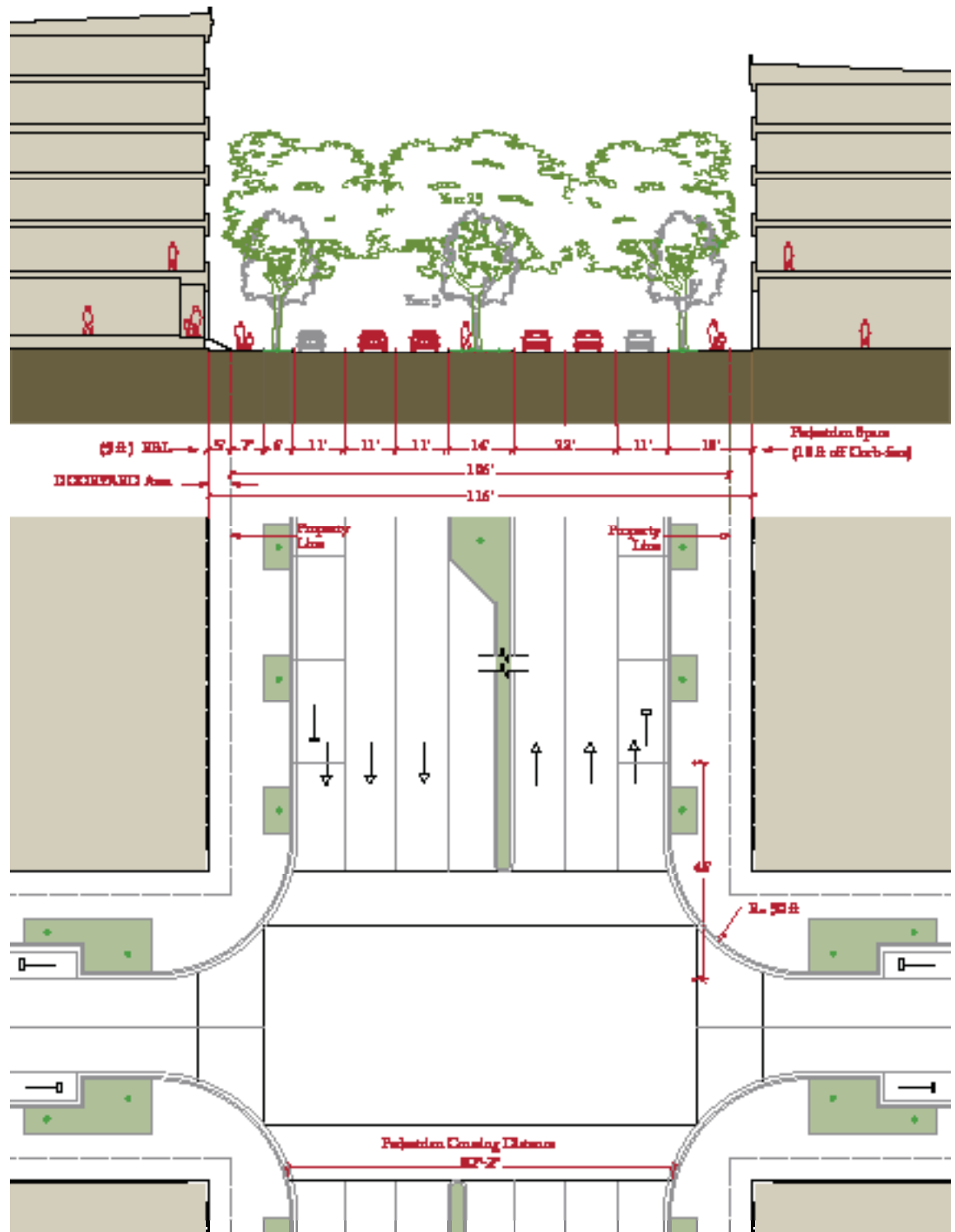
The streets within the Station Area balance the needs of all forms of traffic, auto and pedestrian, to maximize mobility and convenience for the citizens of Farmers Branch and visitors to the Station Area. Their character will also vary with their location. Some streets will carry a large volume of traffic 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)

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

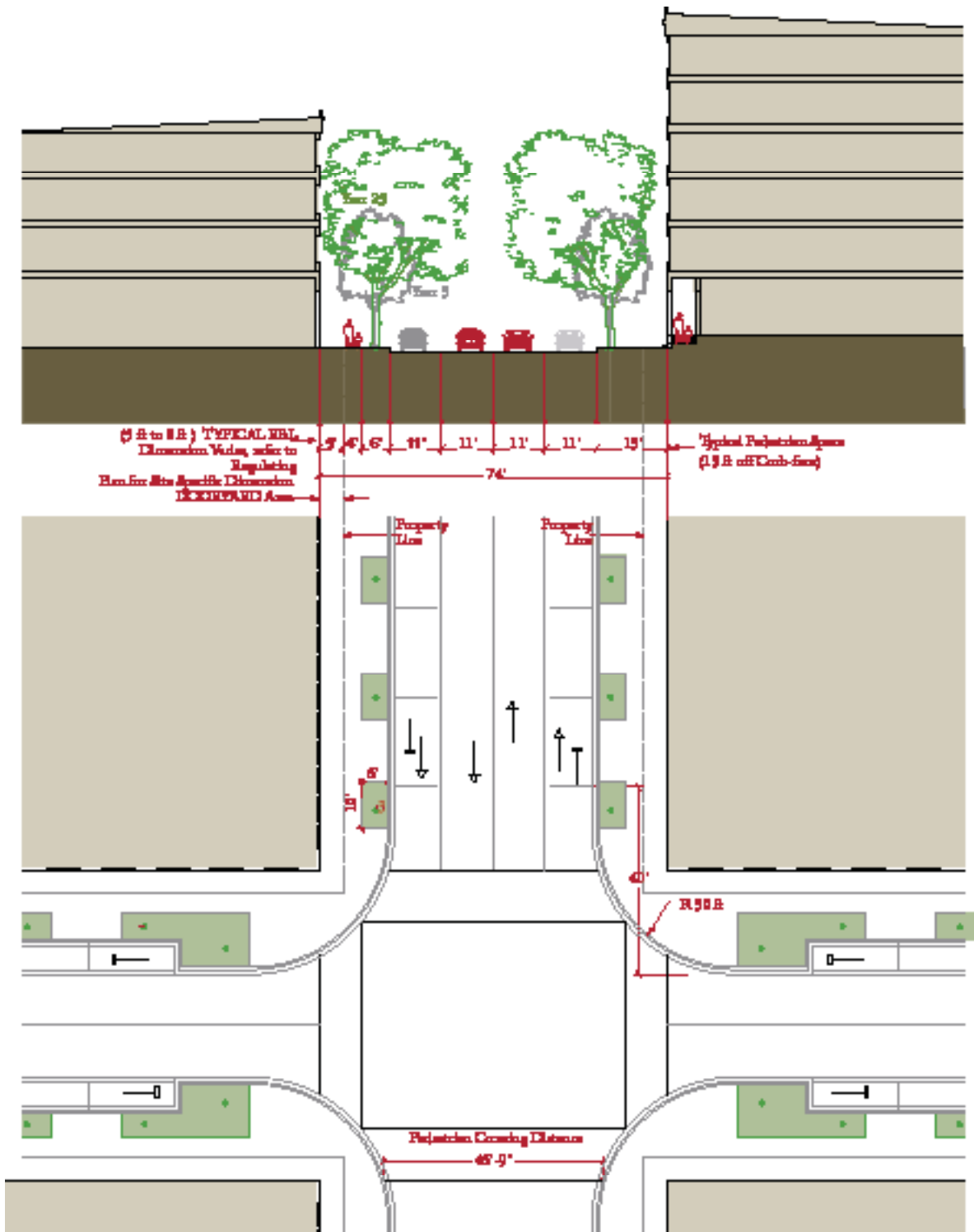
This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



**Valley View Lane**

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

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

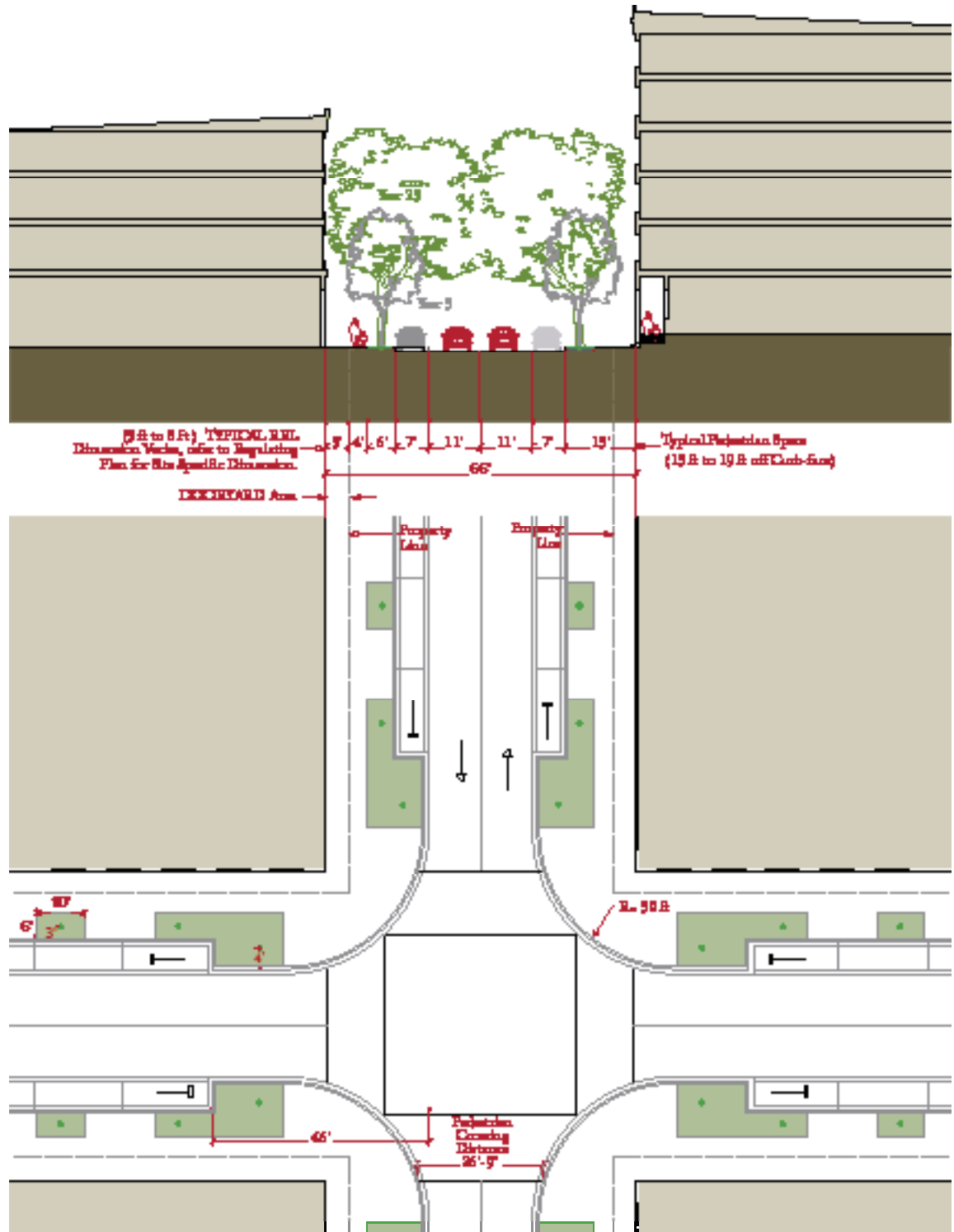


### Denton Drive

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.

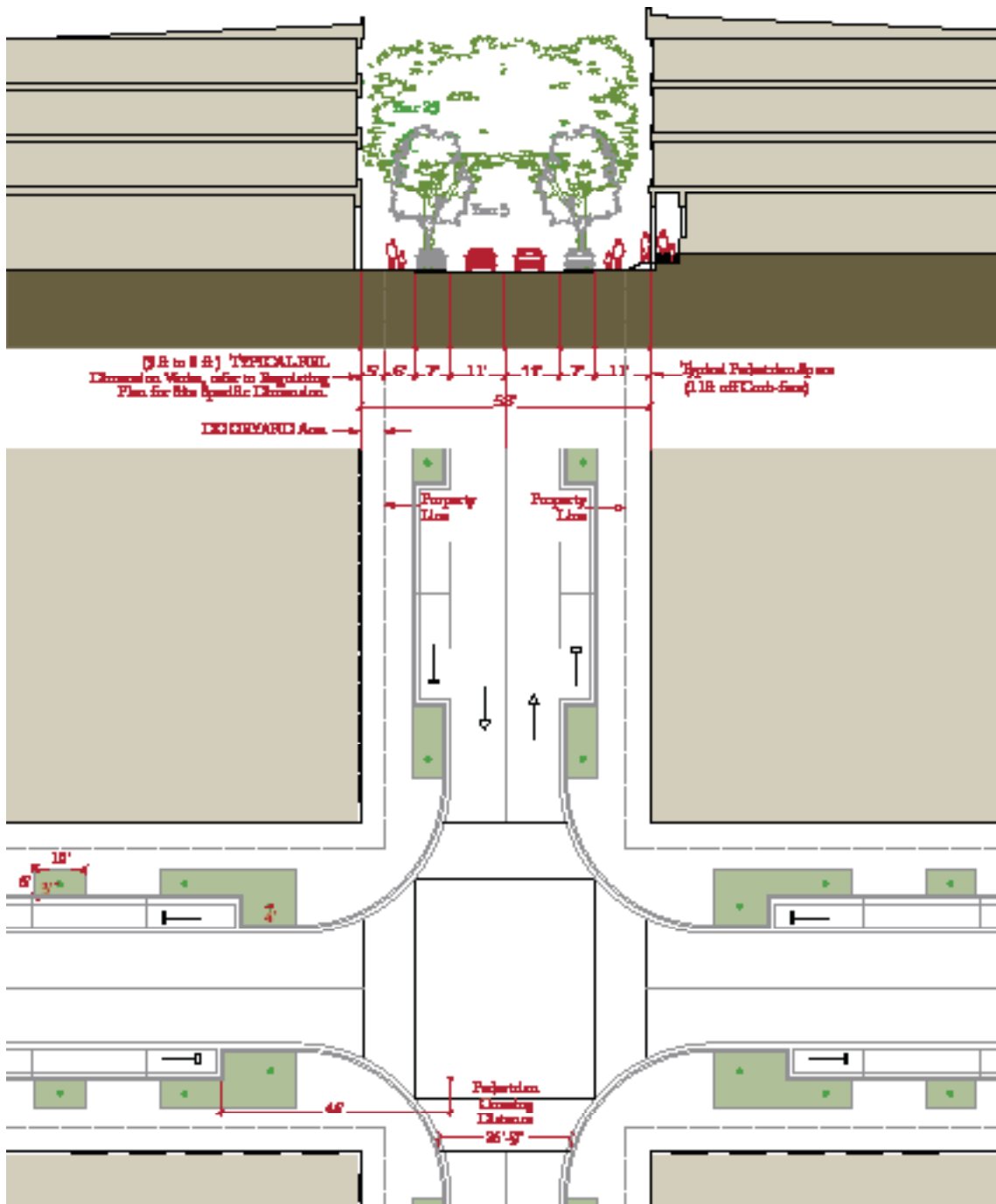




### Street 66

<b>Streetspace</b>	66 ft	<b>Travel lanes</b>	2 @ 11 ft
<b>Sidewalks</b>	15 feet (6 ft street tree area , 4 ft clear, 5 ft DOORYARD)	<b>Dedicated parking lanes</b>	7 ft
<b>Tree Planters</b>	6ft by 10 ft	<b>Pedestrian crossing distance</b>	26 ft

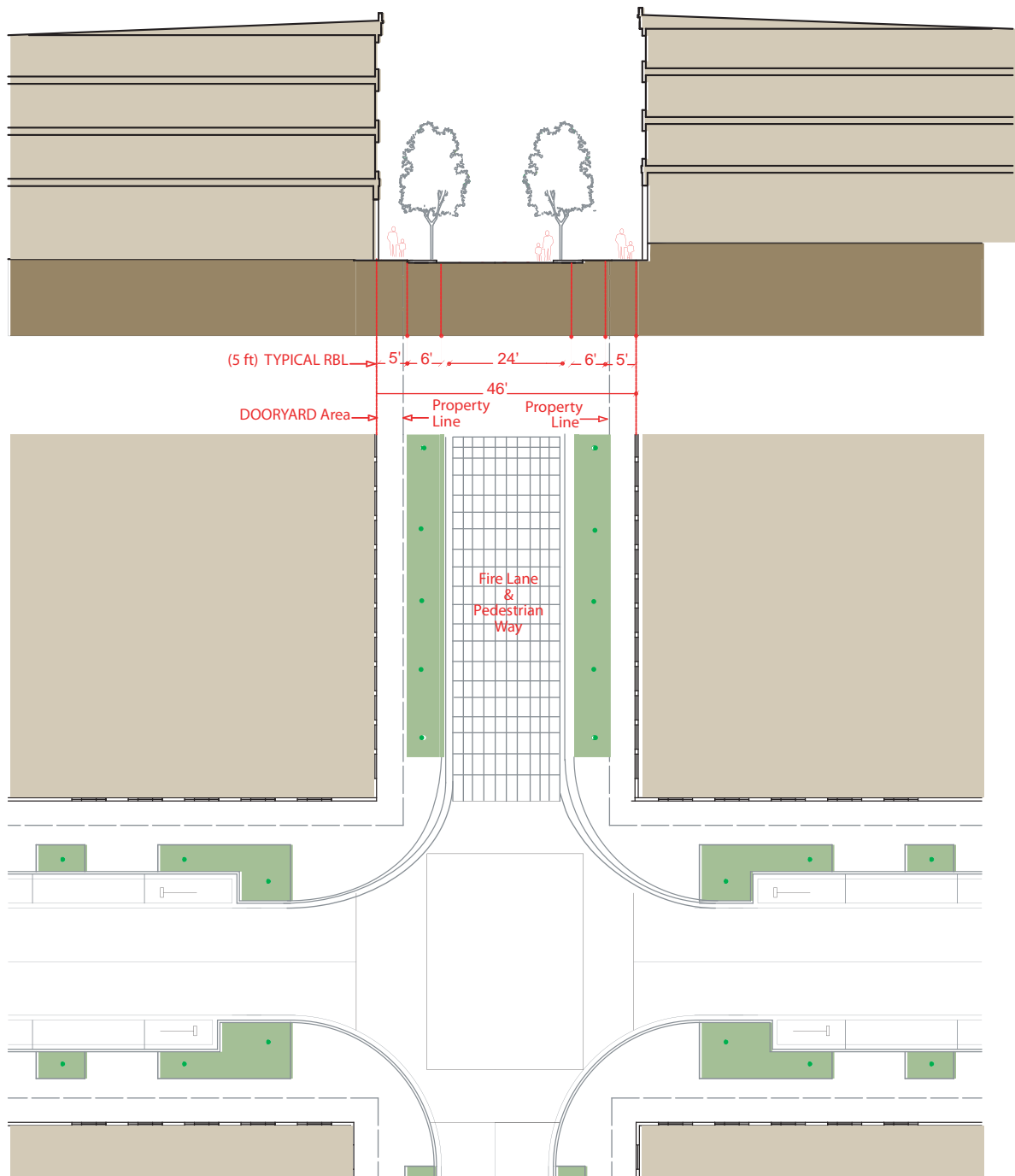
This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



## Street 58

Streetspace	58 ft	Travel lanes	2 @ 11 ft
Sidewalks	11 feet (6 ft street tree area , 4 ft clear, 5 ft DOORYARD)	Dedicated parking lanes	7 ft
Tree Planters	6 ft by 10 ft	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

**Sidewalk** 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.