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AGENDA

PLANNING AND ZONING COMMISSION MEETING

CITY OF CREVE COEUR, MISSOURI

TUESDAY, FEBRUARY 22, 2011

7:00 PM

1. ROLL CALL

Mr. Michael Barton
Mr. Gary Eberhardt
Mr. Barry Glantz
Ms. Cynthia Kramer
Mr. Tim Madden
Mr. Scott Saunders
Mr. Jim Schnarr
Mr. Carl Lumley, City Attorney
Mr. Paul Langdon, AICP, Director of Community Development
Ms. Whitney Kelly, AICP, City Planner
Ms. Pat Rosenblatt, Recording Secretary

Pursuant to Section 610.022 RSMO, the Planning and Zoning Commission could, at any time during the meeting, vote to close the public meeting and move to closed session to discuss matters relating to litigation, legal actions and/or confidential or privileged communications with the City Attorneys as provided under Section 610.021(1)RSMO or other matters as permitted by Chapter 610.

Reports, documents, plans, and related materials are available for examination at the Creve Coeur Government Center, 300 North New Ballas Road, prior to the meeting.

Special disabled service may be arranged by contacting the Office of the City Administrator in advance.

2. ADDITIONS TO – ACCEPTANCE OF THE AGENDA

3. APPROVAL OF MINUTES

Minutes of the January 18, 2011, meeting will be available for the March 7, 2011, meeting.

4. PUBLIC COMMENT

An opportunity for members of the public to address the Planning and Zoning Commission regarding issues or concerns not already on the agenda for this meeting. Those wishing to speak will be asked to provide their name and address for the public record.

5. UNFINISHED BUSINESS

None

6. NEW BUSINESS

A. #11-001 Minor Site Development Plan for a Fence at 12525 Falling Leaves Court within the setback of Hibler Road.
Applicant/Agent: Paul Langdon, AICP, Director of Community Development
City of Creve Coeur

7. WORK AGENDA

A. Discussion of streetscapes in the development of a form-based code for the city center.

8. OTHER BUSINESS

A. Planning Division Report
Memo-Response to Call to Artist/RFQ for the Public Art Transit Shelter. Information Only

B. City Attorney Report

9. ADJOURNMENT

city of CREVE COEUR

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APPLICATION TO PLANNING AND ZONING COMMISSION
#11-001 MINOR SITE DEVELOPMENT PLAN

FOR THE MEETING OF: February 22, 2011

LOCATION: 12525 Falling Leaves Court

REQUEST:
Minor site development plan approval for a six-foot, sight-proof wood fence along the north property line along Hibler Road, and an ornamental black metal fence along the side property lines. The project site is located at Falling Leaves Court, south of Hibler Road, between Falaise Drive and Mason Road. The fence is within the required "front yard" setback along Hibler Road.

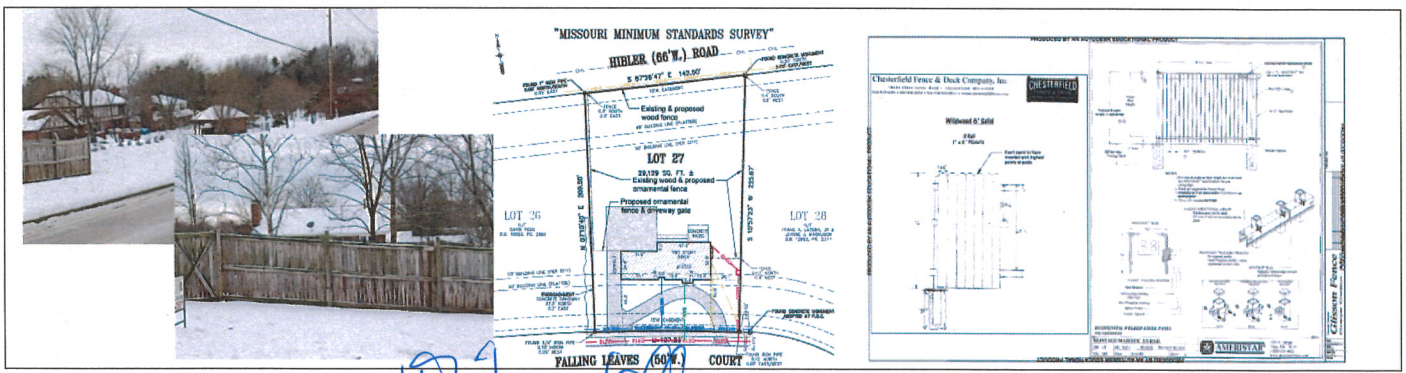
ADDITIONAL INFORMATION:
Section 405.640 indicates that fences located within the front yard setback or along street right-of-way, within the area equivalent to the front yard setback of the applicable zoning district, requires approval by the Planning and Zoning Commission. The property is zoned "A" Single Family Residential and has a front yard setback requirement of 50 feet.

Key Issues:
- Maintaining open green spaces
- Visual scenic impact along Hibler Road

Comp. Plan References
- Residential Neighborhoods
- Design Guidelines

Zoning Code References
- **405.250** "A" Single-family Residential
- **405.640** Fences within the Front Yard Section and along Street Right-of-Way

APPLICANTS: Mathew and Colleen Glisson
12525 Falling Leaves CT
Creve Coeur, MO 63141



REPORT PREPARED BY:

Whitney Kelly, AICP, City Planner — 2/18/2011 Date

ATTACHMENTS: Applicant's Site Plan Received 01/24/2011

PROPOSAL SUMMARY
An application has been submitted by Mathew and Colleen Glisson, the owners of 12525 Falling Leaves Court, to replace the existing fence with a black metal four-foot fence along the east and west property lines and a six-foot, sight-proof wood fence along the north property line similar to the existing fence structure that is within the "front yard" setback along Hibler Road. All such requests are regulated under Section 405.640, as follows:

> **405.640** *Fences within the Front Yard Section and along Street Right-of-Way*. No fence shall be located within the front yard setback or along street right-of-way, within the area equivalent to the front yard setback of the applicable zoning district, unless specifically approved by site development plan approval in accordance with Section 405.1080. (Planning and Zoning Commission must approve a minor site plan; City Council review is not required).

BACKGROUND
The subject property is located south of Hibler Road within the Ladue Lakes Estates Place 2 Subdivision. The house was built in 1977. This subdivision was originally developed in St. Louis County, and then annexed into Creve Coeur as part of Ward IV in 1996. The property is zoned "A" Single Family Residential and has a front yard setback requirement of 50 feet along Hibler Road, within which a fence is not allowed without Planning and Zoning Commission approval.

LAND USE AND ZONING OF SURROUNDING PROPERTIES
The adjacent zoning and land uses are as follows:

DIRECTION	USE	ZONED	SEPARATED BY
North	Single family residences	"A" Single Family Residential	Hibler Rd
South	Single family residences	"A" Single Family Residential	Falling Leaves Court
East	Single family residences	"A" Single Family Residential	NA
West	Single family residences	"A" Single Family Residential	NA

FENCE PLACEMENT AND DESIGN
The proposed fence would be a four foot ornamental metal fence, as shown in Figure 1 below, along the east and west property lines. The existing six-foot, sight-proof wood fence, along the north property line, as shown in Figure 2 below, would be replaced with a similar fence for privacy. Figure 3 provides a close up of the site plan, provided by the applicant, detailing the placement of the fence.

The property line is about 30 feet from the street pavement of Hibler Road. The houses to the west have moved to maintaining the views of the greenspace and open character of the area by maintaining the 50 foot setback, use of open-slatted black metal fencing, and/or landscaping alone to provide privacy. The properties to the east also have wood privacy fences to the property line. The homes to the north of Hibler Road also have privacy fences at approximately

the same distance from Hibler as the applicant, however there is significant vegetation that provides screening of those fences.

Figure 1: Example of fence proposed for side property lines, provided by the applicant.

Figure 2: Picture of existing fence looking north provided by the applicant.

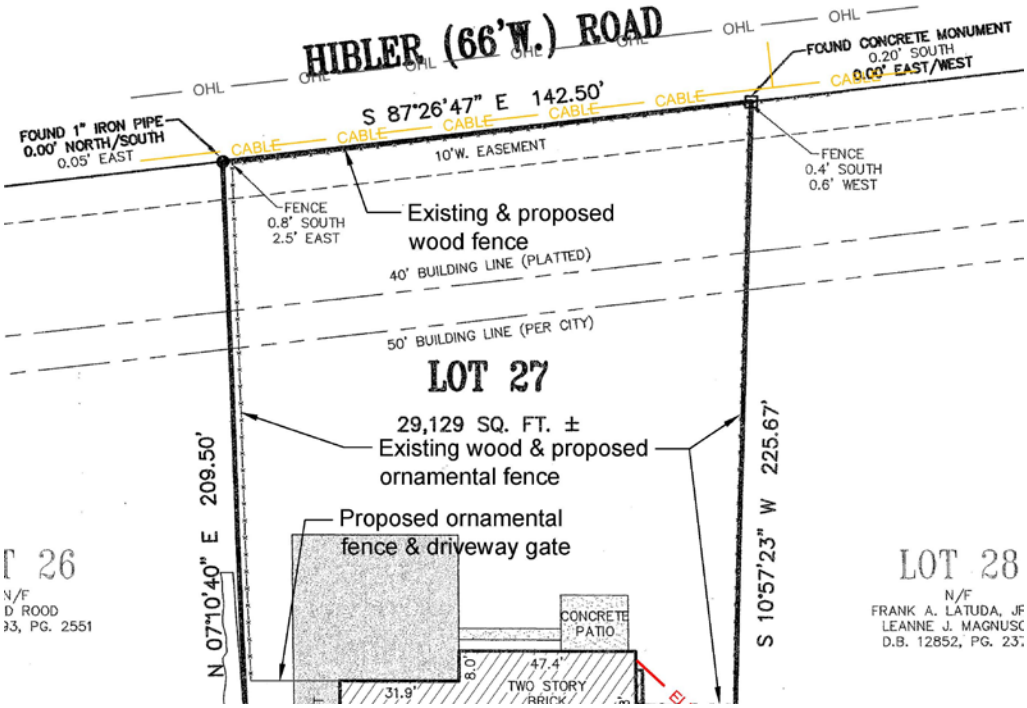


Figure 3: Close up of the site plan provided by the applicant.

ANALYSIS

The Zoning Code does not provide guidance in evaluating requests for fences within the setback, except that no fence shall exceed six feet in height.

The Comprehensive Plan and Design Guidelines provide further direction for review of fences with the following:

Comprehensive Plan: Residential Preservation and Economic Development

2. Encourage the continued preservation of the suburban landscape character of the area, its open green spaces, and stream corridors. New development or redevelopment should protect and enhance stream channels, preserving

remaining riparian corridors, preserve trees and encourage re-establishment of natural streams, where feasible. The use of pervious paving materials and vegetated swales to manage storm water in new development and redeveloping areas is encouraged.

6. Require that new development or redevelopment be compatible with the character of the surrounding neighborhood with regard to lot frontage, building setbacks, building lines, building scale, and lot coverage. (p.44-45)

Design Review Guidelines: F. Screening (Fences and Walls)

1. All new sound walls, masonry walls or fences are to be designed to minimize visual monotony through changes in plane, height, material, texture or significant landscape massing.

2. The design of fencing, sound walls, trash enclosures, and similar site elements is to be compatible with the architecture of the main buildings and should use similar materials.

3 All fencing should be designed as an integrated part of the site, rather than as a separate fence, such as a planter wall or continuation of an architectural wall feature.

5. In highly visible public areas where fencing is needed, decorative fencing is encouraged. (p.18-19)

The existing fence along Hibler Road creates a significant interruption in the views. Therefore, replacing the fence along the north property line as proposed would also not meet with the goals and objectives of the Comprehensive Plan or the Design Guidelines outlined above. The use of decorative metal along the side property lines would be less problematic. However, the applicant has indicated that the purpose of the wood fence along the north property line is for privacy and much of the privacy will be lost from the eastbound views along Hibler Road because of the decorative side yard fences. Further, the neighbors to the west have a similar problem but have maintained general compliance with the Comprehensive Plan and Design Guidelines by creating additional privacy through landscaping.

The current structure already impacts the character of the area, and limits views along Hibler Road. The applicant is seeking to maintain the pre-existing character of the home. However, the properties to the west have moved to maintaining the open green space as directed by the Comprehensive Plan.

CONCLUSION

The proposed rear fence does not meet with the goals and objectives of the Comprehensive Plan, nor meet with the recommendations of the Design Guidelines. It does, however, represent an improvement over the existing condition which is a privacy fence on all sides. The question before the Planning and Zoning Commission is whether it is satisfactory to incrementally improve this yard or to require a completely open design as adopted by several nearby properties.

ACTION
The motion for the front yard fence shown in the enclosed site plan will be in the form of approval, approval with conditions, denial or deferral. Action by the City Council is not required.

MOTION
The following is an example motion for this application:

"I move to approve the site plan for the Glisson fence at 12525 Falling Leaves Court submitted with Application #11-001, as presented to the Planning and Zoning Commission on February 22, 2011" (conditions may be added by separate motion).

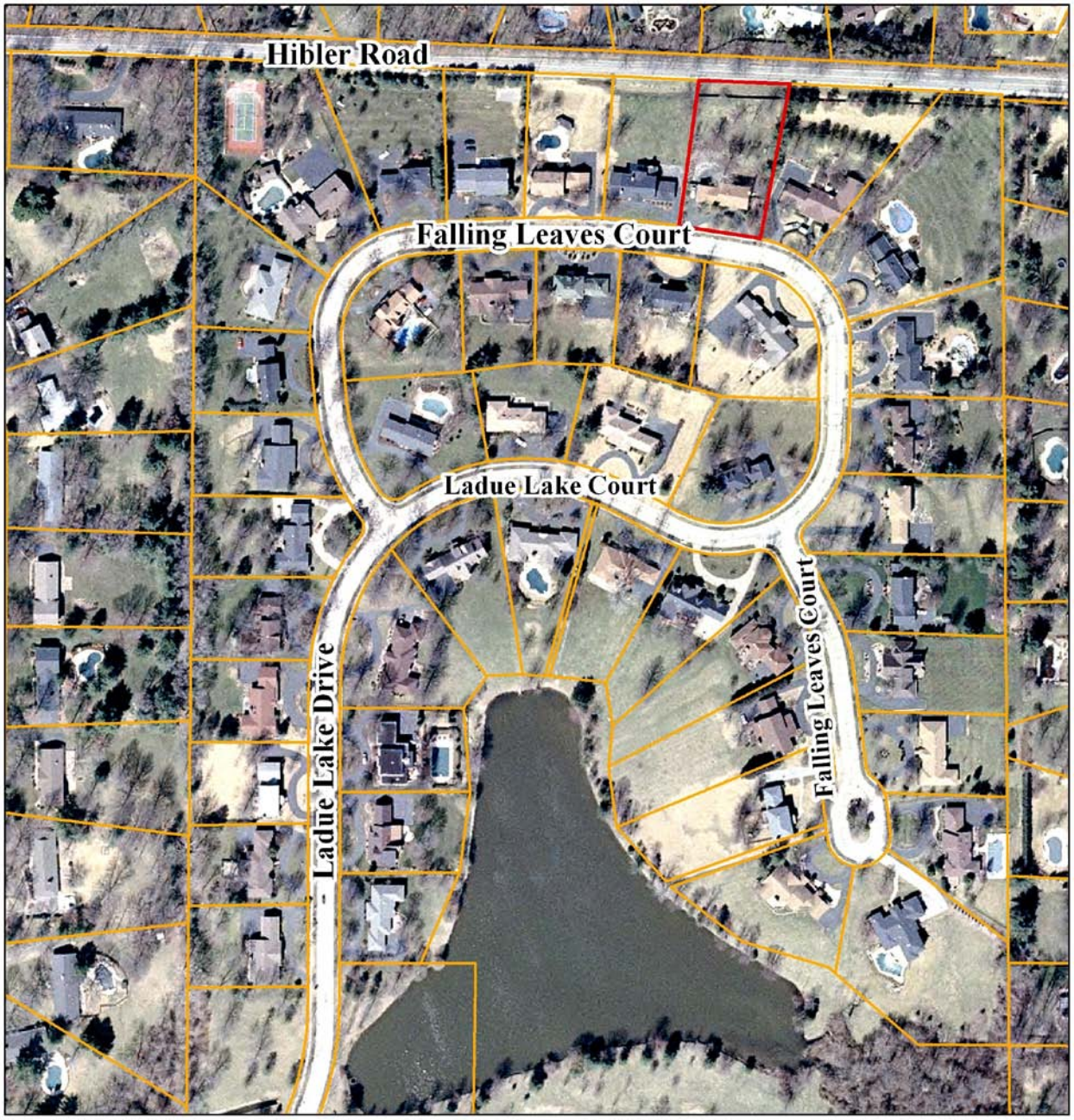
APPENDIX 1: COMPREHENSIVE PLAN

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 2: ZONING CODE

Included and attached by reference. See body of report for specific excerpts.

APPENDIX 3: AERIAL MAP



APPENDIX 4: SITE PHOTOGRAPHS Application #11-001	Photo Date: 02/04/2011
	Description: View of the fence looking south west along Hibler Rd. Note that the houses to the west have all maintained the 50' setback and open slatted metal fencing, achieving privacy through landscaping.
	Description: View of the fence looking southeast along Hibler Road. Note that the houses to the east also have 6 foot privacy fences within the 50 foot setback requirement.
	Description: View of the fence looking directly south along Hibler Road. The applicants are proposing to replace the wood fence with a similar sight-proof wood fence.

	Description: View of the property to the north of Hibler Road. Vegetation provides a screening of the properties and the wood fence.
	Description: View of the north side of Hibler Road looking west. Note the substantial vegetation that screen the existing wood fences.
	Description: View of the fence along the west side of the property looking north.

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"MISSOURI MINIMUM STANDARDS SURVEY"

HIBLER (66'W.) ROAD

OHL — OHL — OHL — OHL — OHL — OHL

CABLE — CABLE — CABLE — CABLE — CABLE — CABLE

FOUND 1" IRON PIPE
0.00' NORTH/SOUTH
0.05' EAST

S 87°26'47" E 142.50'

FOUND CONCRETE MONUMENT
0.20' SOUTH
0.00' EAST/WEST

10'W. EASEMENT

FENCE
0.8' SOUTH
2.5' EAST

FENCE
0.4' SOUTH
0.6' WEST

Existing & proposed wood fence

40' BUILDING LINE (PLATTED)

50' BUILDING LINE (PER CITY)

LOT 27

29,129 SQ. FT. ±

Existing wood & proposed ornamental fence

N 07°10'40" E 209.50'

S 10°57'23" W 225.67'

Proposed ornamental fence & driveway gate

LOT 26
N/F
DAVID ROOD
D.B. 18093, PG. 2551

LOT 28
N/F
FRANK A. LATUDA, JR &
LEANNE J. MAGNUSON
D.B. 12852, PG. 2377

CONCRETE PATIO

ASPHALT

47.4'
TWO STORY BRICK
#12525
31.9'
24.8'
8.0'
32.8'
33.1'
2.0'
5.0'
15.9'
3.0'
15.9'
9.3'
26.1'

ELEC

FENCE
64.0' NORTH
0.4' WEST

50' BUILDING LINE (PER CITY)

40' BUILDING LINE (PLATTED)

ENCROACHMENT
CONCRETE DRIVEWAY
37.3' NORTH
0.2' EAST

45.3'

45.0'

WATER

SAN

GAS

TEL

ELEC

15'W. EASEMENT

5'W. EASEMENT TO ST.L.CO.WATER

WATER — WATER

L=9.52'

FOUND CONCRETE MONUMENT
ADOPTED AT P.C.C.

ELEC — ELEC — L=127.23' — ELEC — ELEC

R=1925'

R=175'

FOUND 3/4" IRON PIPE
0.10' NORTH
0.05' WEST

FOUND IRON PIPE
0.15' NORTH
0.00' EAST/WEST

FALLING LEAVES (50'W.) COURT

Minor Site Plan

Glisson Fence

Creve Coeur, MO

Date 1/20/2011
Scale 1"=30'
Sheet No. 1 of 2
File No.

PREPARED FOR:

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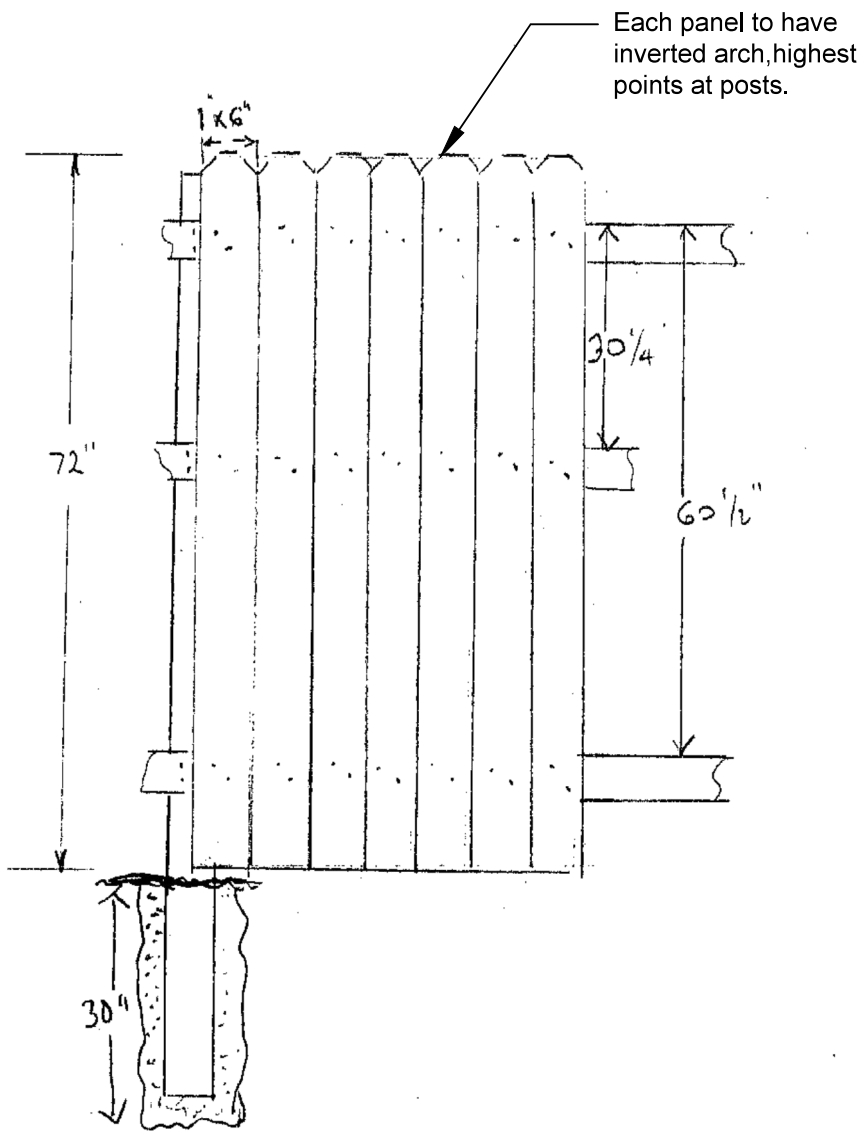
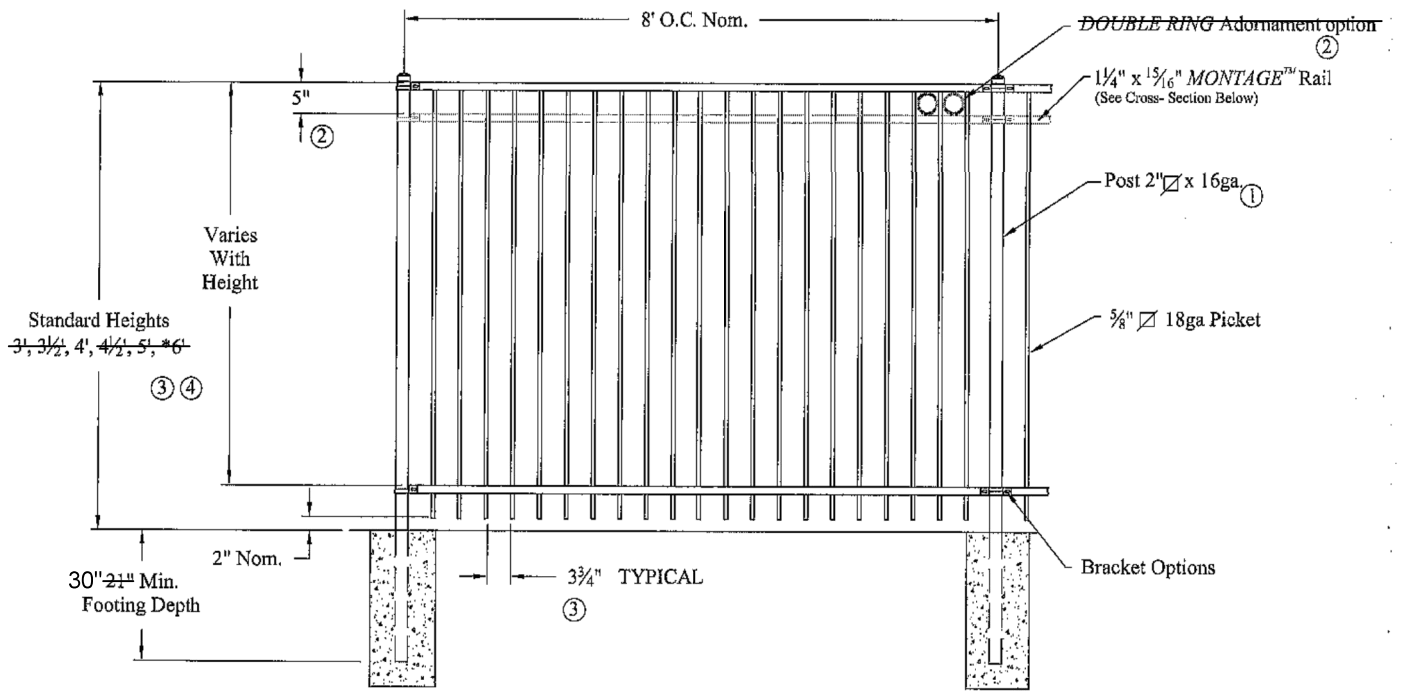
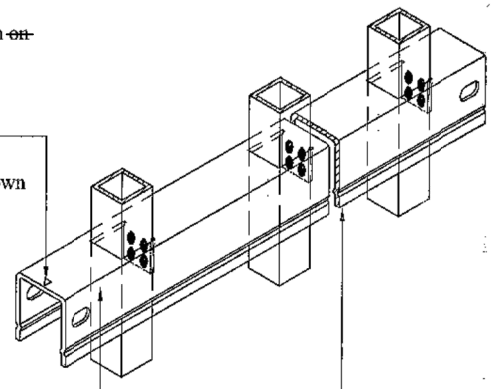
1" x 6" Pickets



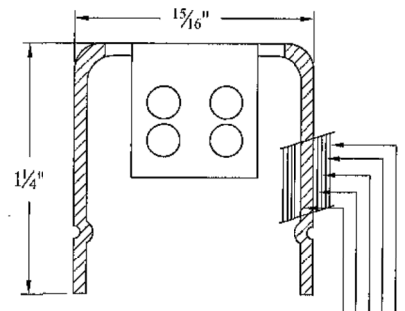


NOTES:
1.) *Post* size depends on fence height and wind loads. See *MONTAGE™* specifications for post sizing chart.
2.) Third rail required for *Double Rings*.
3.) ~~Available in 3" air space and/or~~ Flush Bottom ~~on most heights.~~
4.) Three rails required ~~for 6' tall.~~

RAKING DIRECTIONAL ARROW
Welded panel can be raked 45" over 8' with arrow pointing down grade.



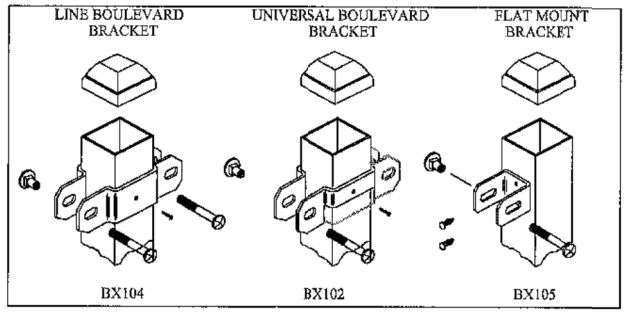
MONTAGE™ RAIL



PROFUSION™ WELDING PROCESS
No exposed welds,
Good Neighbor profile - Same appearance on both sides

MONTAGE™ RAIL
Specially formed high strength architectural shape.

E-COAT COATING SYSTEM
- Base Material
- Uniform Zinc Coating (Hot Dip)
- Zinc Phosphate Coating
- Epoxy Primer
- Acrylic Topcoat



RESIDENTIAL WELDED STEEL PANEL
PRE-ASSEMBLED

RM!SO

Title: MONTAGE MAJESTIC 2/3-RAIL		
DR: CI	SH . 1of 1	SCALE: DO NOT SCALE
CK: ME	Date 11/16/09	REV: a

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PREPARED FOR:

Fence Details
Glisson Fence
Creve Coeur, MO

Date	1/20/2011
Scale	NTS
Sheet No.	2 of 2
File No.	

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STAFF MEMORANDUM TO THE PLANNING AND ZONING COMMISSION

Meeting Date: February 22, 2011

Subject: Zoning for the Core Business District (CBD)

Location: Area bounded by Olive Boulevard, Old Ballas Road, and North New Ballas Road.

Requested Action: Work session discussion only.

Prepared by:

Paul Langdon, AICP Date
Director of Community Development

BACKGROUND

On October 18, 2010, the Planning and Zoning Commission reviewed past history with regard to the City core area and reiterated their support for a new effort to modify the zoning in the area in support of the 2005 Central Business District Land Use Plan. At this time, a form-based zoning district remains the most promising approach to this goal.

On December 6, 2010, staff provided the Commission a copy of the previously approved Downtown Design Guidelines and placed on the website a copy of an adopted form-based code from Farmers Branch, Texas. Since that time, Commissioners have been encouraged to read these documents and prepare questions and concerns for discussion. Of particular importance are the various standards and how they might be customized to circumstances in Creve Coeur.

On January 18, 2011, the Commission briefly reviewed the types of regulations within the Farmers Branch Code and discussed the next steps in the process. This report will be the first step in determining specific regulations for application in Creve Coeur.

DISCUSSION

HIERARCHY OF STREETS

As indicated in the January 18th staff report, the first effort in creating the form-based code (FBC) is establishing a street hierarchy. This is done first because the street environment is the focus of the FBC and the characteristics of those environments change with the differently sized streets.

Conventional street classifications generally follow the following:

- Major Arterial: A multi-lane street whose primary function is to provide for the movement of vehicles through a variety of contexts over a relatively long distance. Developments facing major arterials are typically large in scale, serving regional needs and with carefully managed access. Example: Olive Boulevard and North New Ballas Road.

- Arterial: A multi-lane street whose primary function is to provide for the movement of a variety of vehicles and pedestrians through a variety of contexts within the city. Distances travelled can vary and the same street may be an arterial for only a portion of its length. Developments facing arterials are often similar to major arterials, but can also be smaller, on a more local scale. Access management should be practiced in these settings. Example: Old Ballas Road.

- Collector: A two or multi-lane street whose primary function is to provide connections from the local level to the arterials for a variety of vehicles and pedestrians. Distances are generally shorter than arterials and development is primarily focused on serving local needs, although residential uses are also possible. Access management is contextual depending upon the degree of commercial development. Example: Studt Road, potentially Ham and Will Avenues.

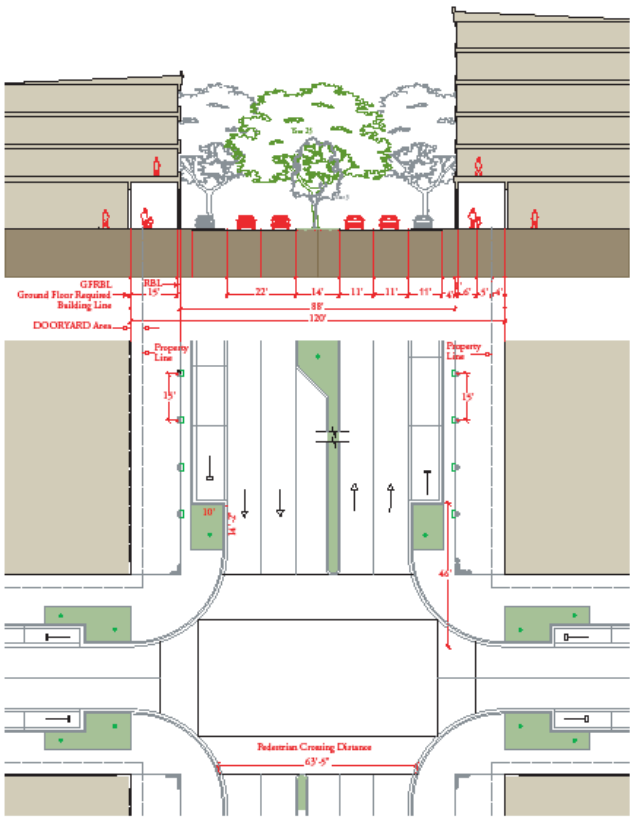
- Local: Often a two lane road whose primary function is to provide connections from the local origin of a trip to the collector or arterial system for passenger vehicles and pedestrians. Development is often residential or local goods and services only. Access management is generally minimal. Example: Ham and Will Avenues, although they could be reconfigured as collectors.

However, these conventional street classifications are direct extensions of Euclidean (traditional) zoning and tend to further promote the separation of uses not desired in a FBC. Instead, the streets should be classified by a combination of the amount of traffic and the physical form of the development along it. Looking at the Station Area FBC, the street classification system identifies all of the elements shown in the street cross-sections, resulting in a system that is based more on character than just traffic speed and quantity. Specifically, the following must be established for each type of street in the new district:

- Distance from façade to façade ("streetspace")
- Sidewalk width
- Median width (where applicable)
- Number of lanes
- Width of parking lane
- Pedestrian crossing distance (the distance between the curbs at the corner)
- Dooryard width (clear space allowed for movement through doorways without impeding pedestrian flow)
- Building setback (distance from right-of-way line to nearest portion of the building)
- Ground floor setback (distance from right-of-way line to nearest portion of the building at the ground level; used to encourage covered sidewalks).

While there are a variety of supporting standards beyond these basics, it is in defining these basic elements that the streetscapes begin to take shape. As a starting point in this defining effort, staff ask the members of the Planning Commission to consider the following examples from the Station Area FBC and consider how they do or do not fit into the Creve Coeur setting:

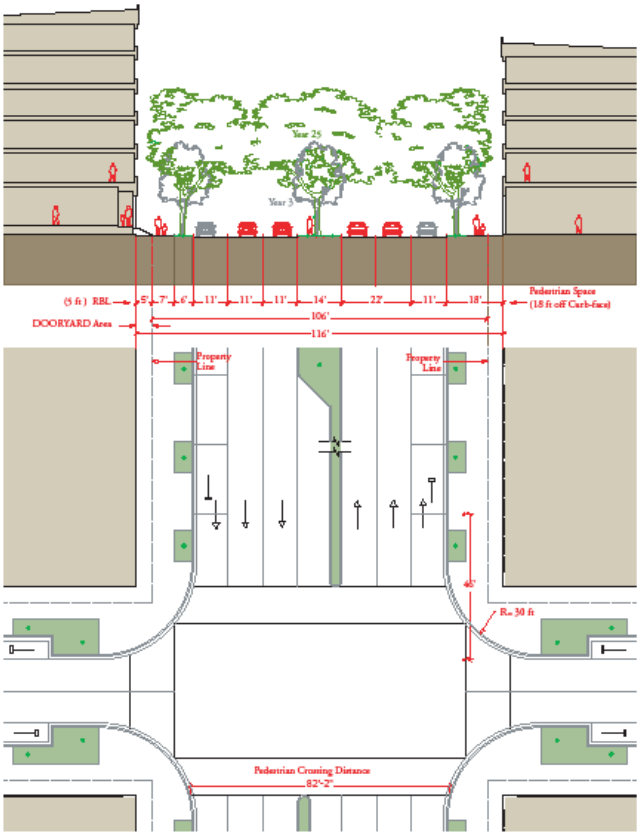
Major Arterials/Arterials:



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	Pedestrain crossing distance	63 ft

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

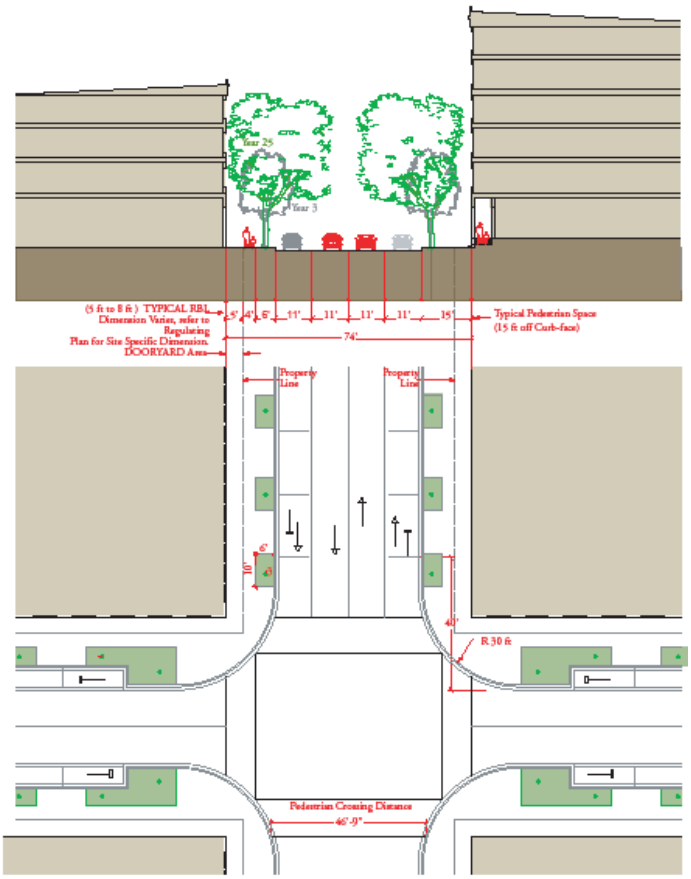


Valley View Lane

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	Pedestrain crossing distance	82 ft

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

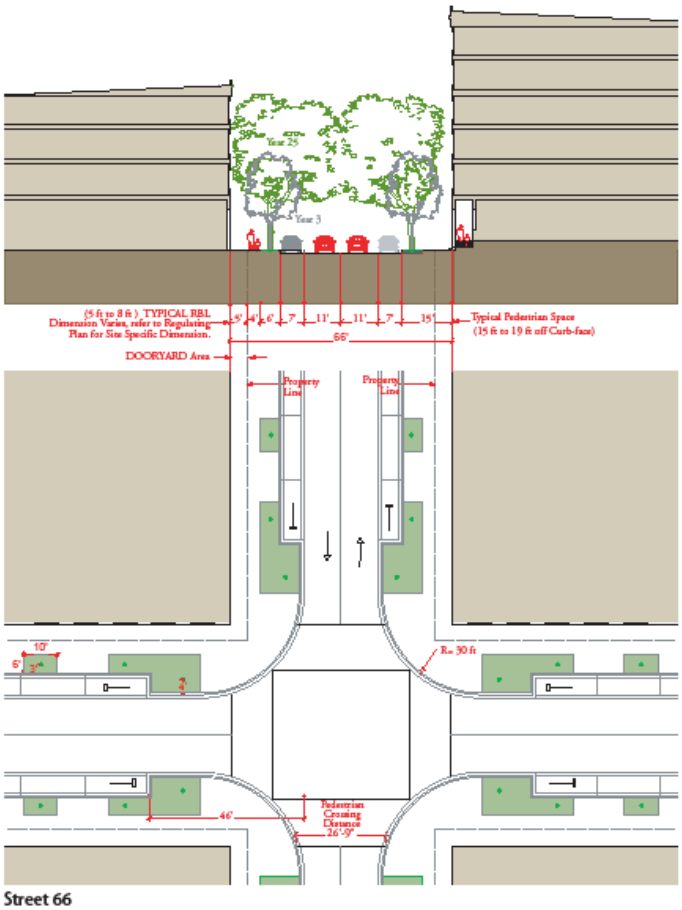
Collectors/Locals:



Denton Drive

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

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

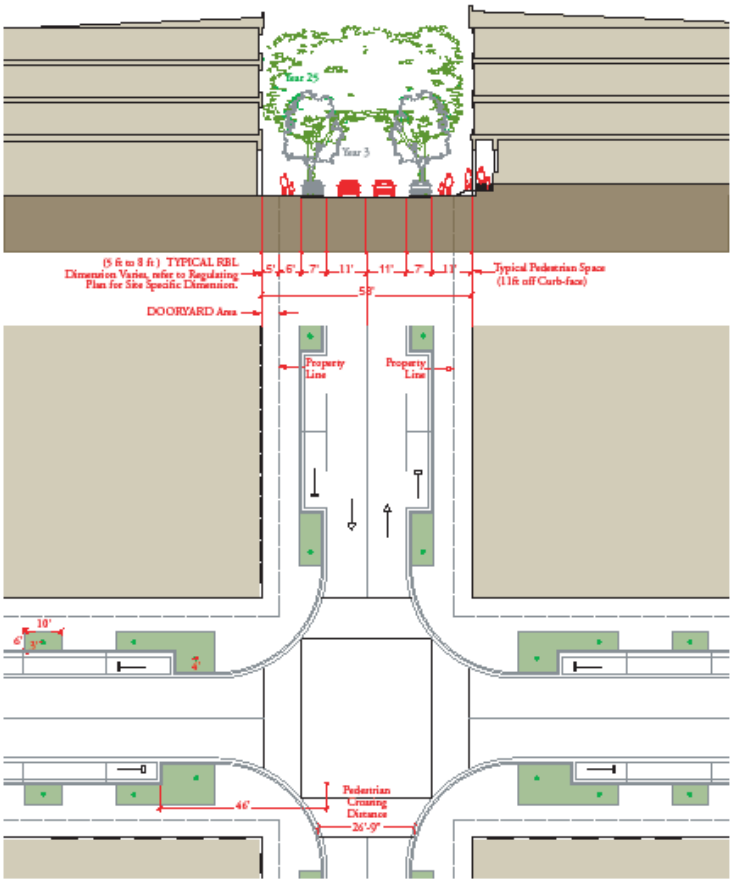


Street 66

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

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

Local:



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	Pedestrain crossing distance	26 ft

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

32 Form-Based Code — Station Area

CONCLUSION

Staff will facilitate a discussion with the members of the Planning Commission at the February 22nd meeting to help discern the key characteristics of the streetscape vis-a-vis these illustrations. The points or characteristics noted above will be central to the discussion and members are encouraged to specifically identify each of them in each of the illustrations, in advance, to help streamline the discussion. If there are any difficulties reading the illustrations herein, the entire Station Area FBC will be attached to the electronic packet for reference.

Form-based Code Station Area

Ordinance 2800

ORDINANCE NUMBER 2800

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 changing the zoning district classification of approximately 143.7 acres of property generally bounded on the north by Havenhurst Street, on the east by Pepper Hill Addition and Rawhide Creek, on the south by Farmers Branch Lane, and on the west by Interstate Highway 35E, from Planned Development No. 70 (PD-70) to Planned Development No. 86 (PD-86) Station Area Form-based Code; establishing use and development standards for PD-86; providing a savings clause; providing for injunctive relief; providing a severability clause; providing for a penalty of fine not to exceed two thousand dollars ($2,000.00); and providing an effective date.

WHEREAS the City of Farmers Branch deems it necessary, for the purpose of promoting the health, safety, morals, and general welfare of the City to enact a new zoning ordinance; and

WHEREAS the City Council has appointed a Planning and Zoning Commission to recommend the boundaries of the various original zoning districts and appropriate regulations be enforced therein and to recommend a new zoning ordinance to amend, replace and restate the existing Planned Development No. 70 (PD-70), as amended; and

WHEREAS the Planning and Zoning Commission has divided the City into districts and has prepared regulations pertaining to such districts in accordance with a comprehensive plan (specifically the *Farmers Branch Station Area Master Plan*) and designed to lessen congestion in the streets; to secure safety from fire, panic, and other dangers; to promote health, general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements; and

WHEREAS the Planning and Zoning Commission has given reasonable consideration to, among other things, the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the City; and

WHEREAS the City Planning and Zoning Commission of the City of Farmers Branch and the governing body of the City of Farmers Branch, in compliance with the Charter of the City of Farmers Branch, and State Law with reference to changes to zoning classifications under the Zoning Ordinance Regulations and Zoning Map, having given the requisite notices by publication and otherwise, and after holding due hearings and affording a full and fair hearing to all the property owners generally, and to the persons interested and situated in the affected area and in the vicinity thereof, the governing body of the City of Farmers Branch is of the opinion that said change in zoning should be made.

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

Section 1. That all the foregoing premises and findings are found to be true and correct and are incorporated into the body of this ordinance as if copied in their entirety.

Section 2. That the Comprehensive Zoning Ordinance of the City of Farmers Branch, Texas, be, and the same is hereby amended by changing the zoning district classification of the following described tracts of land, approximately 143.7 acres in area, from Planned Development No. 70 (PD-70) to Planned Development No. 86 (PD-86) Form-based Code – Station Area (FBC-Station Area), and establishing development standards as set forth in Exhibit "C". Said property being shown on Exhibit "B" and more specifically described in Exhibit "A"

Section 3. That all uses in the Planned Development No. 86 (PD-86) Form-based Code – Station Area (FBC-Station Area) shall conform in operation, location and construction to the development standards as set forth in Exhibit "C", and to the extent not in conflict with Exhibit "C", to the development and performance standards as established by the Comprehensive Zoning Ordinance of the City of Farmers Branch.

Section 4. That 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, and upon conviction shall be punishable by a fine not to exceed the sum of Two Thousand Dollars ($2,000.00) for each offense.

Section 5. If any section, paragraph, subdivision, clause, phrase or provision of this ordinance shall be judged invalid, void, or unconstitutional, the same shall not affect the validity of this ordinance as a whole or any portion thereof other than that portion so decided to be invalid or unconstitutional.

Section 6. In addition to and accumulative of all other penalties, the City shall have the right to seek injunctive relief for any and all violations of this ordinance.

Section 7. Whereas it has been found that there has been a change in conditions in the above described property, it is now necessary that it be given the above zoning classification in order to permit its proper development and in order to protect the public interest, comfort and general welfare, and requires that this ordinance shall take effect immediately from and after its passage.

DULY PASSED BY THE CITY COUNCIL OF THE CITY OF FARMERS BRANCH, TEXAS, on this the June 13, 2005.

APPROVED:

Mayor

APPROVED AS TO FORM:

City Attorney

(Reviewed by M. Boyle on 12/6/04)

ATTEST:

City Secretary

Exhibit "A"

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.

Exhibit "B"

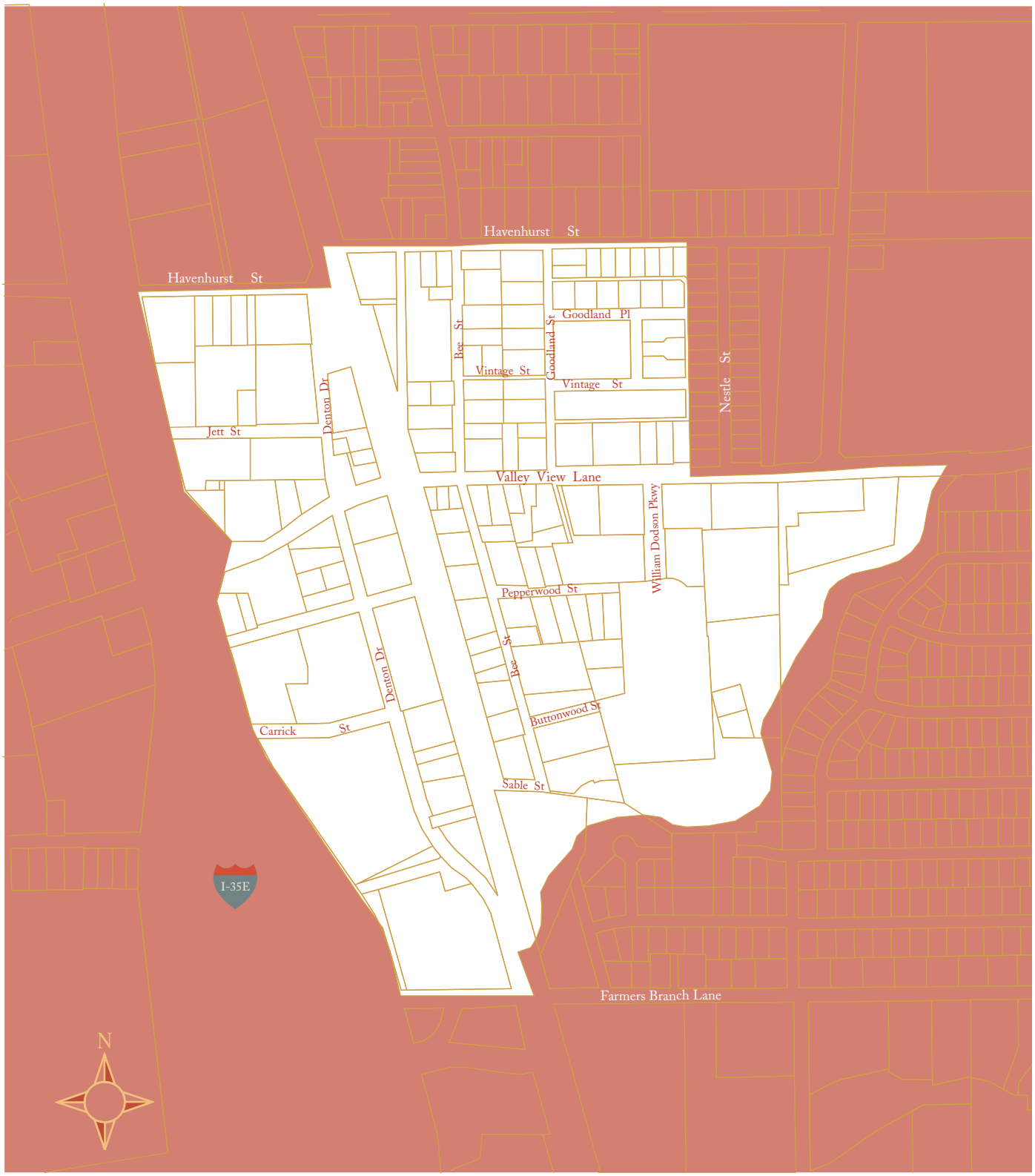

Havenhurst St
Havenhurst St
Goodland Pl
Goodland St
Bee St
Vintage St
Vintage St
Nestle St
Denton Dr
Jett St
Valley View Lane
William Dodson Pkwy
Pepperwood St
Bee St
Denton Dr
Buttonwood St
Carrick St
Sable St
I-35E
Farmers Branch Lane
N

Exhibit "C"

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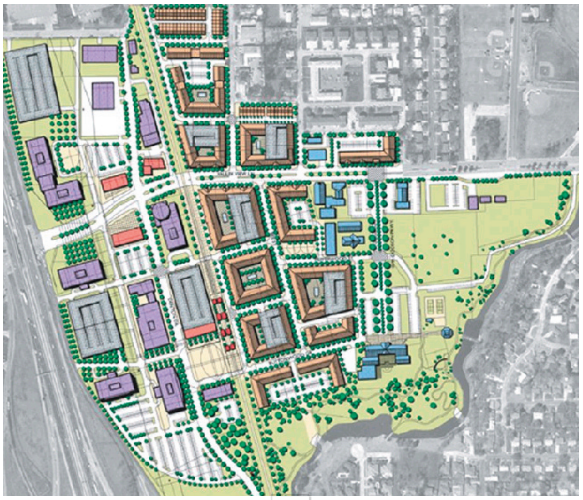
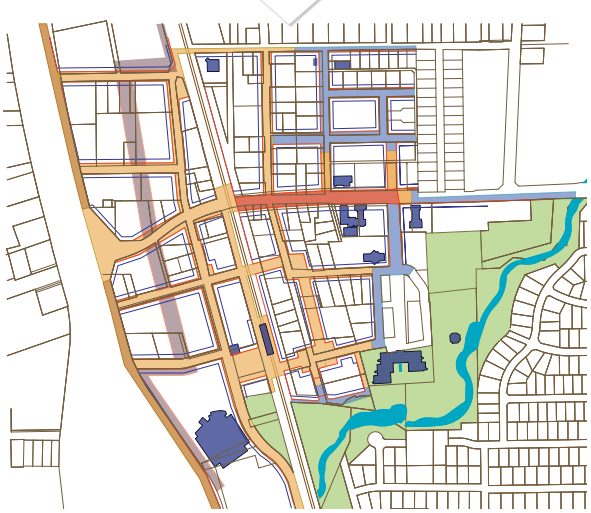
CHAPTER

1 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 the *Farmers Branch Station Area Conceptual Master Plan*. The *Station Area Conceptual Master Plan* was produced through a series of public meetings and workshops that took place during 2001 and 2002. The *Station Area Conceptual Master Plan* was adopted by the City Council on July 22, 2002 with the approval of Resolution No. 2002-076.

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 and density. 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 three 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 of the fronting STREET-SPACE – the color determines the BUILDING ENVELOPE STANDARD for buildings fronting that street(s). The key at the upper right of the REGULATING PLAN will direct you to the proper BUILDING ENVELOPE STANDARD. 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.
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.

The information from the above listed three 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. 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 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

II

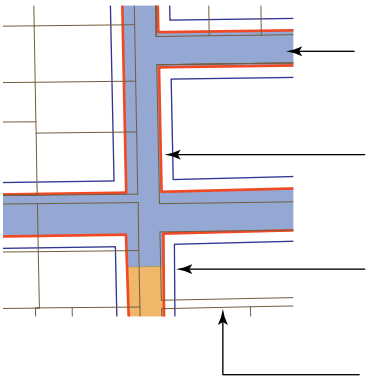
THE REGULATING PLAN

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.



BUILDING ENVELOPE STANDARD
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.

PARKING SETBACK LINE
Vehicle parking (above ground) not allowed forward of this line.

Property lines

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

a. All lots shall share a frontage line with a STREET-SPACE.

b. 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 to

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.

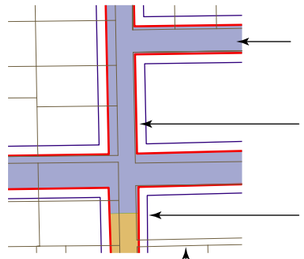
  2. Incentives from the Tax Increment Finance (TIF) District may be used, in accordance with approved TIF policy, for eligible projects to meet shared parking requirements.

- 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



BUILDING ENVELOPE STANDARD
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.

PARKING SETBACK LINE
Vehicle parking (above ground) not allowed forward of this line.

Property lines

Shopfront Colonnade Frontage

General Frontage

I-35 Special Frontage

Local Frontage

Powerline Easement

Civic Buildings & Monuments

Havenhurst Street

Havenhurst Street

Denton Drive

Jett Street

Bee Street

Goodland Street

Goodland Place

Vintage Street

Nestle Street

Valley View Lane

William Dodson Parkway

Pepperwood Street

Denton Drive

Bee Street

Carrick Street

Buttonwood Street

I-35E

Farmers Branch Lane

Farmers Branch Station Area

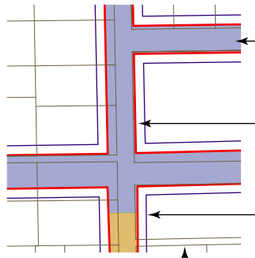
Regulating Plan A

A Comfortable 5 minute walk

50 100 200 400 600 800 1000 1200 1300 ft.

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

Understanding the Regulating Plan



BUILDING ENVELOPE STANDARD
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REQUIRED BUILDING LINE
The red line indicates the RBL for the site. The building shall be built to the RBL.

PARKING SETBACK LINE
Vehicle parking (above ground) not allowed forward of this line.

Property lines

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

Notes:

The following interim regulations for selected sites as shown on this Regulating Plan are intented to serve as short-term inducements for redevelopment. These interim regulations are intended to remain in effect for a limited period of time preceding the arrival of light rail transit service to Farmers Branch and shall expire January 1, 2008. Any party aggreived by the expiration of the interim regulations may seek relief through City Council consideration of the matter prior to January 1, 2008 expiration date.

Buildings legally constructed in accordance with the interim regulations shall maintain full legal and valid status subsequent to the expiration of the interim regulations. Buildings legally under construction at the time of expiration of the interim regulations may be completed as duly permitted and shall maintain full legal and valid status subsequent to the expiration of the interim regulations.

Construction permits issued for a building designed in accordance with the interim regulations, but which construction has not commenced by the date the interim regulations expire, shall remain valid for no more than six (6) months beyond the expiration date of the interim regulations. Buildings completed under such permits shall maintain full legal and valid status subsequent to the expiration of the interim regulations.

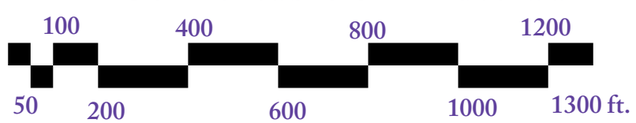
Minimum height along Buttonwood Street: 3 stories.
Minimum height along Rawhide Creek: 2 stories.
Finished floor elevation regulations do not apply to lots facing Rawhide Creek.

Minimum height: 1 story (minimum 27 feet facade height).
Building located at the southeast corner of Valley View Lane and I-35E shall mark the gateway transition in a distinct fashion using massing, architectural height, contrasting materials, and/or architectural embellishments to obtain this effect.

N

Farmers Branch Station Area
Regulating Plan B

A Comfortable 5 minute walk



Drawing for coding purposes only. Dimensions are subject to change.
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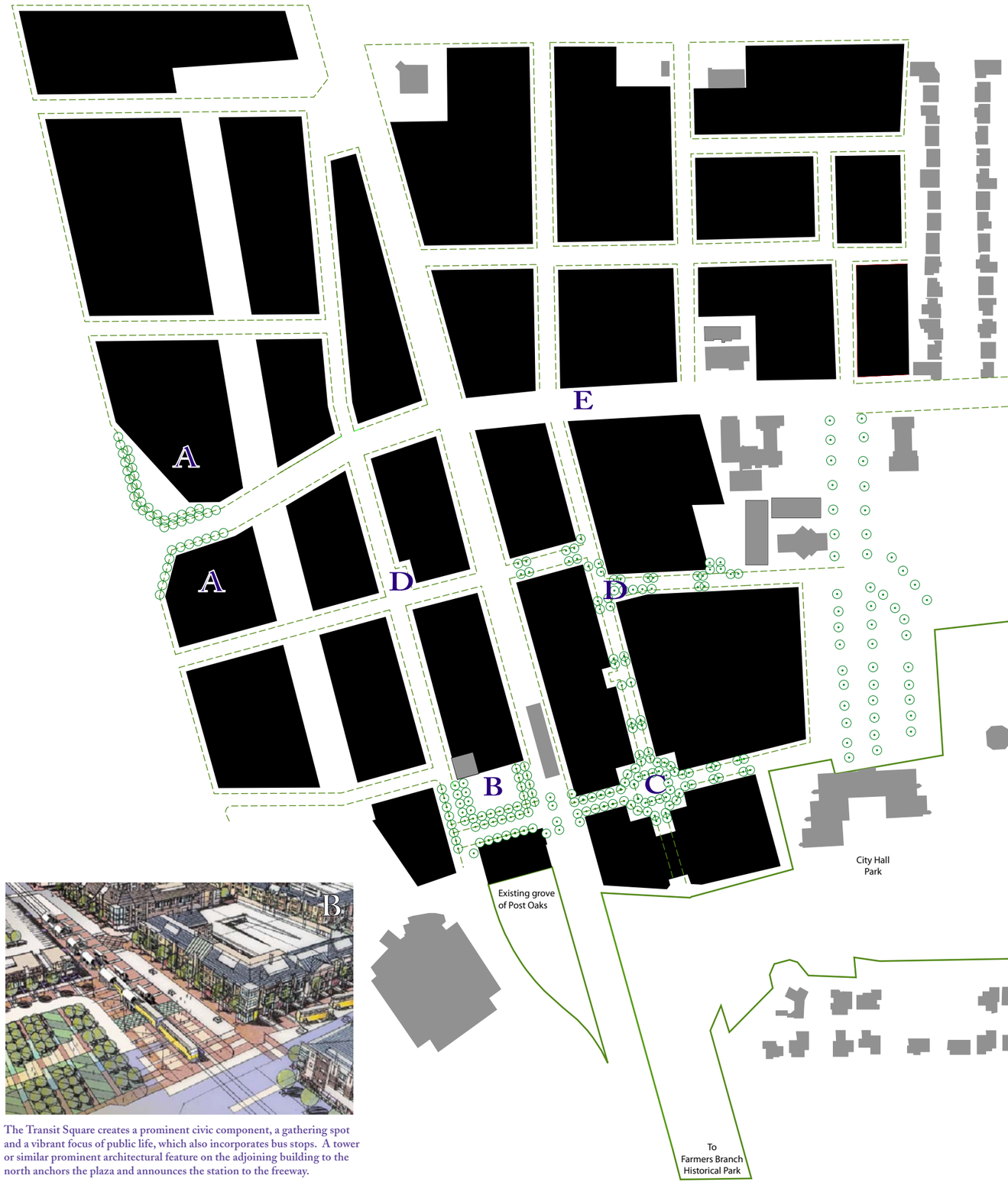
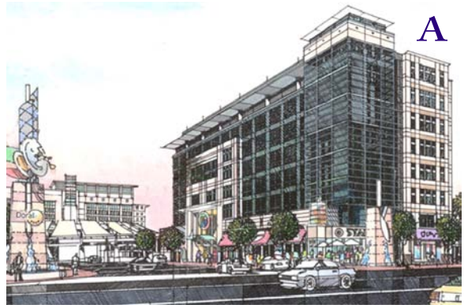


Right: Existing Valley View Lane

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

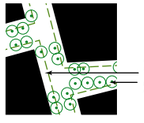
The Transit Square creates a prominent civic component, a gathering spot and a vibrant focus of public life, which also incorporates bus stops. A tower or similar prominent architectural feature on the adjoining building to the north anchors the plaza and announces the station to the freeway.



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.

Neighborhood Green: A public open space at the intersection of two important streets, available for unstructured recreation, circumscribed by building facades.

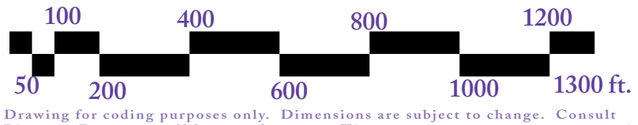
Pocket Park/Plaza: The smallest size open space created by a jog in building facades.



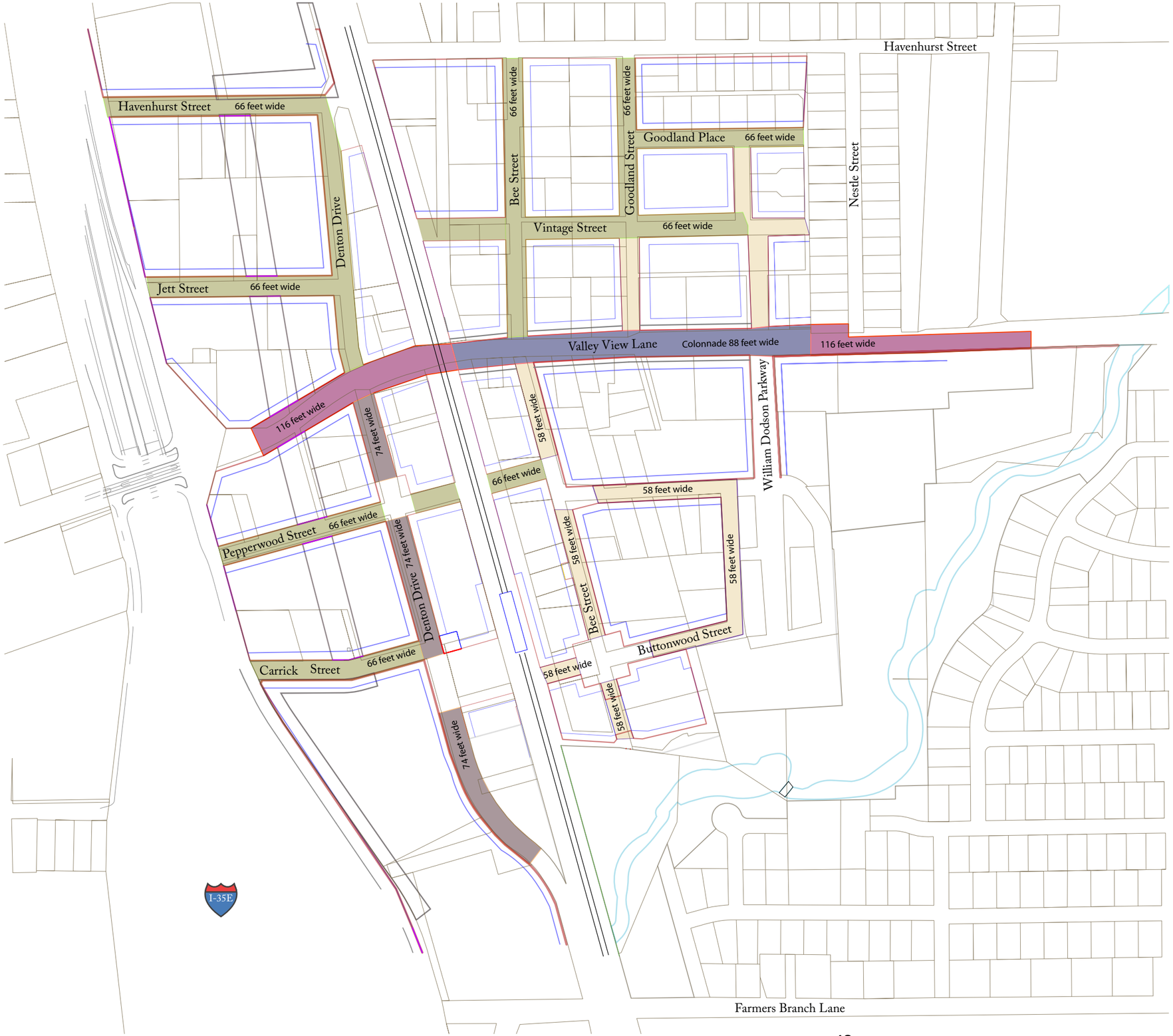
Farmers Branch Station Area

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.



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)

Farmers Branch Station Area

Regulating Plan A Street Types

A Comfortable 5 minute walk

100 400 800 1200

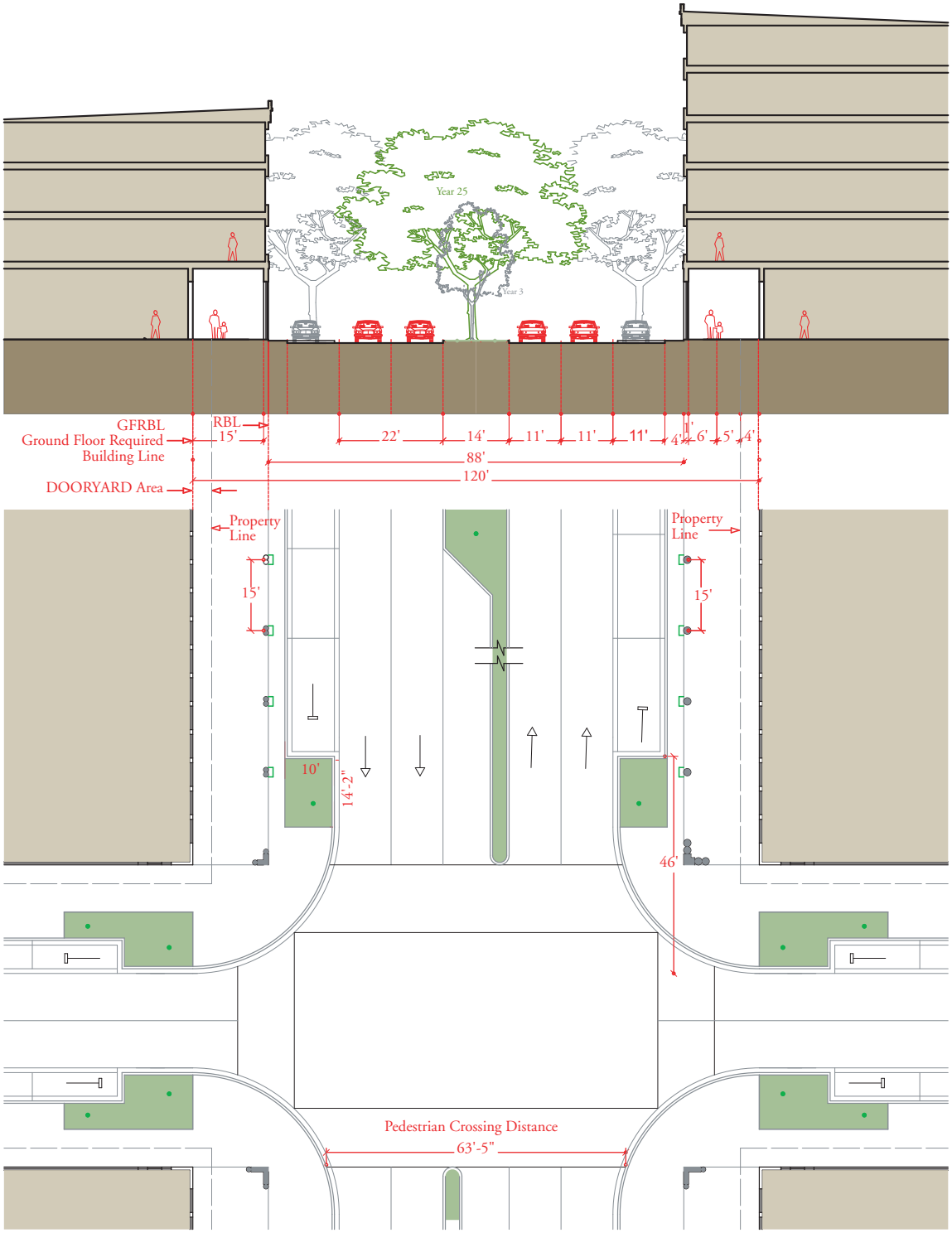
50 200 600 1000 1300 ft.

Drawing for coding purposes only. Dimensions are subject to change. 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.

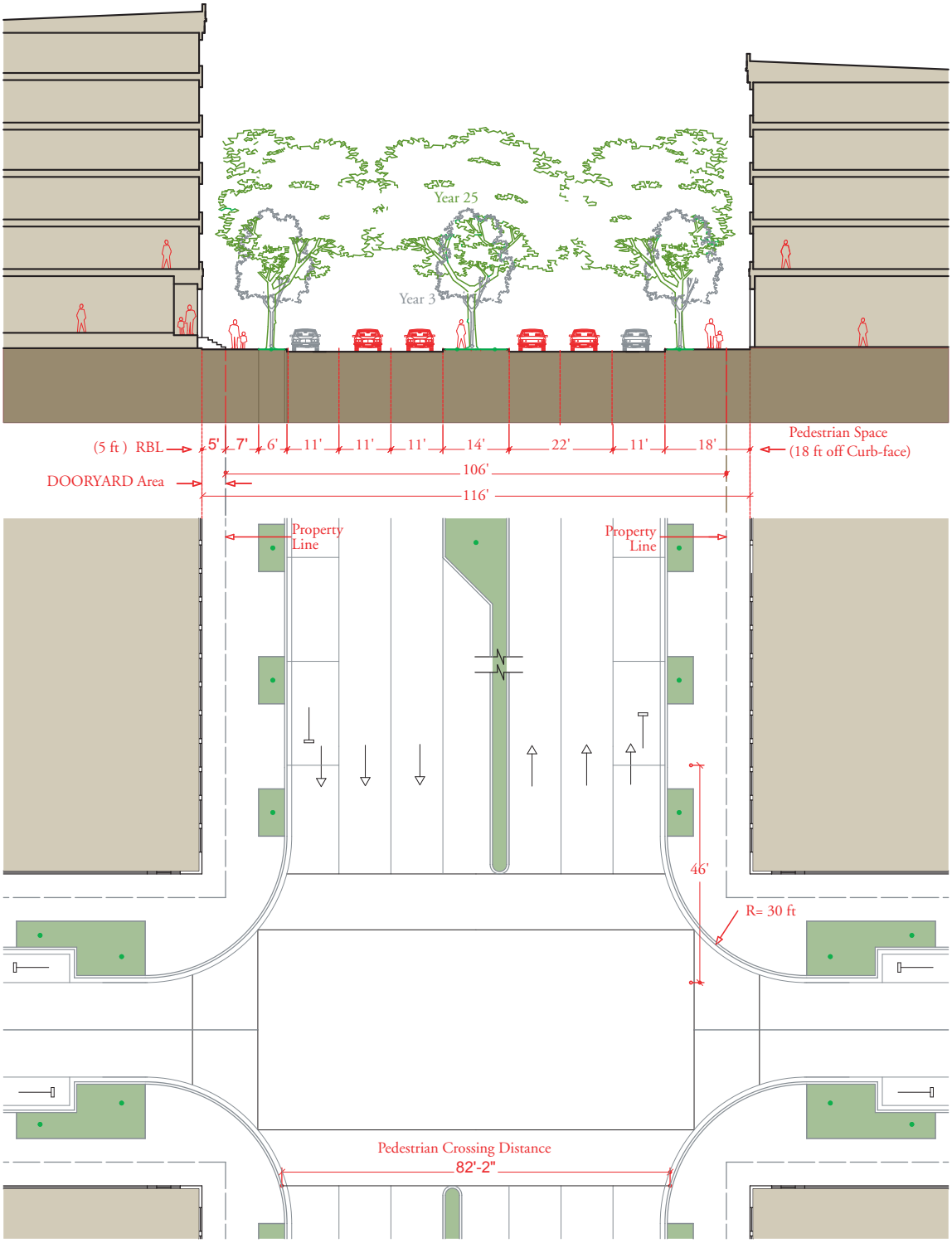
The streets within the Station Area balance the needs of all forms of traffic, auto and pedestrian, to maximize mobility and convenience for the citizens of Farmers Branch and visitors to the Station Area. Their character will also vary with their location. Some streets will carry a large volume of traffic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

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	**Pedestrain crossing distance**	63 ft

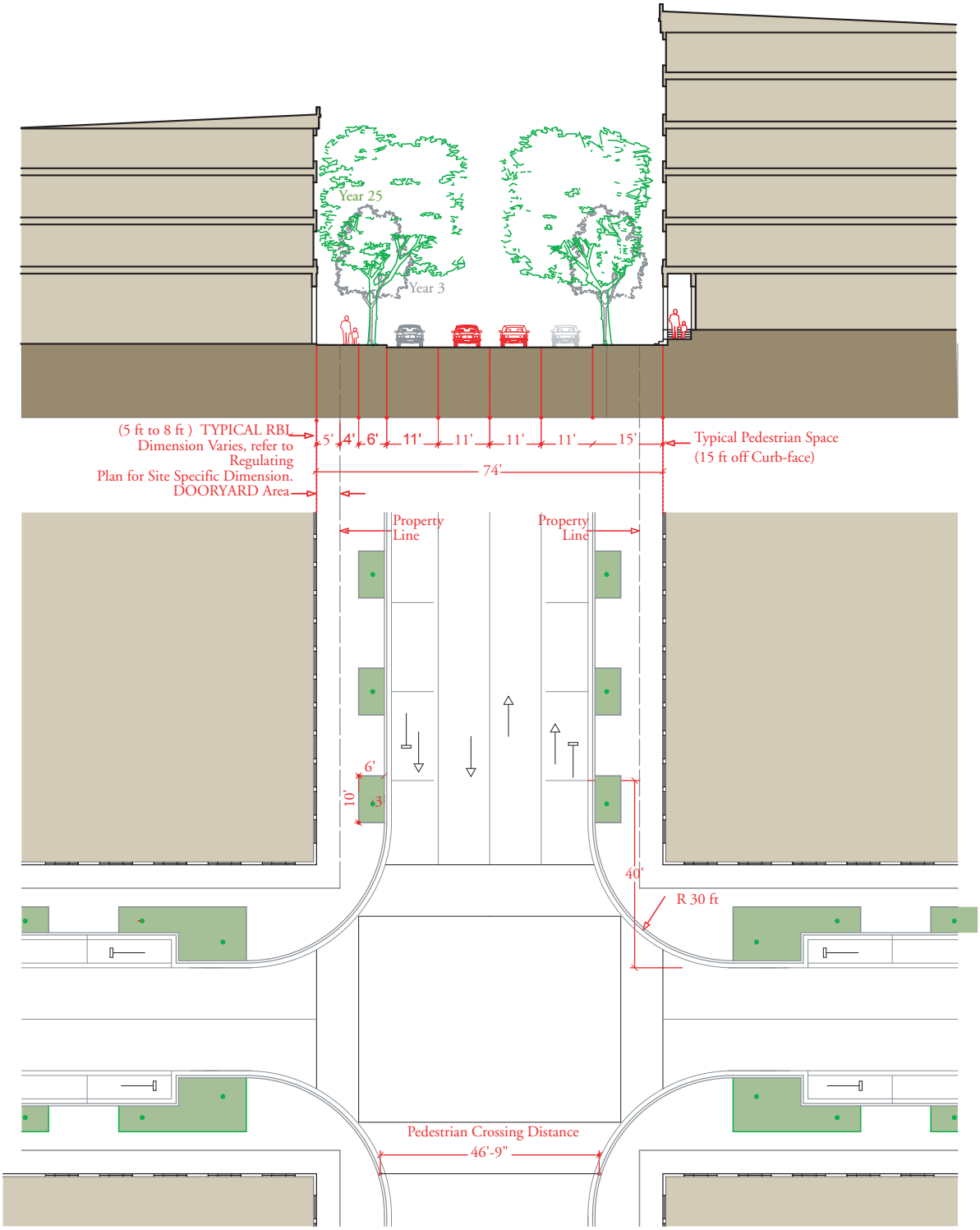
This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



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	**Pedestrain crossing distance**	82 ft

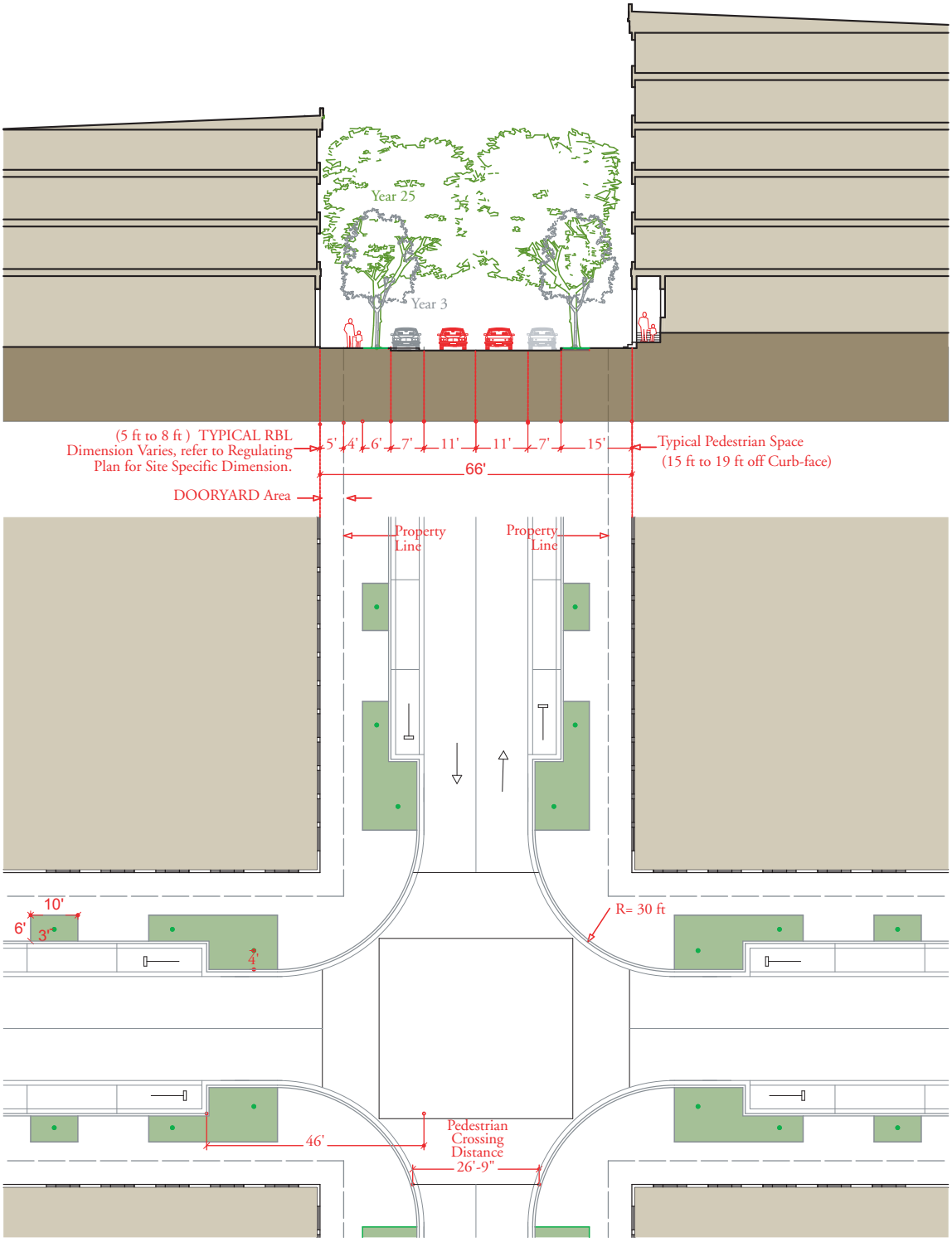
This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



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
		Pedestrain crossing distance	46 ft

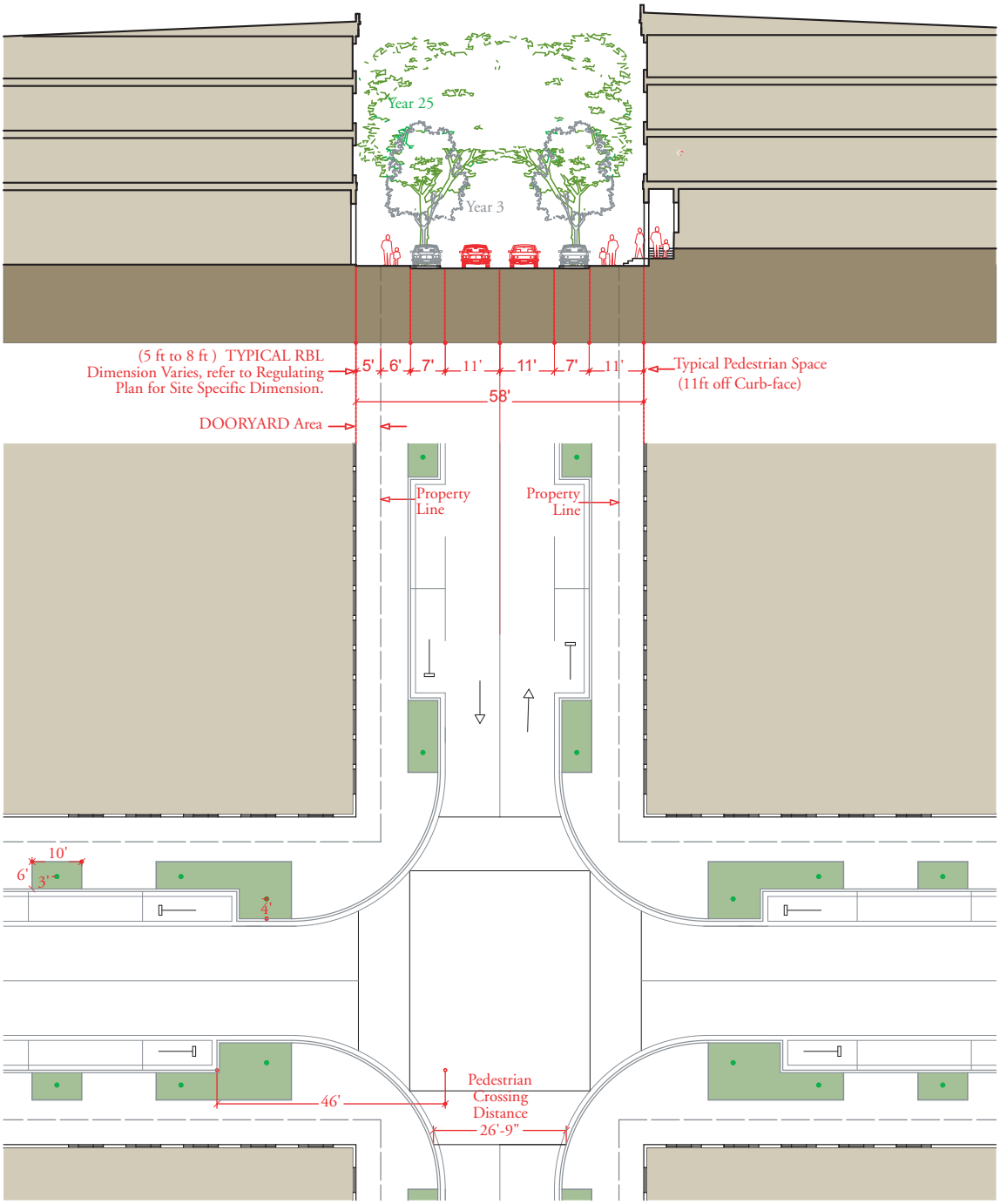
This drawing is for illustrative purposes only. Refer to the REGULATING PLAN for site specific situations.



Street 66

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

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

CHAPTER III 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 good 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 set 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.**

  Buildings form the space of the street.

- **The street is a coherent space, with consistent building forms on both sides.**

  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.**

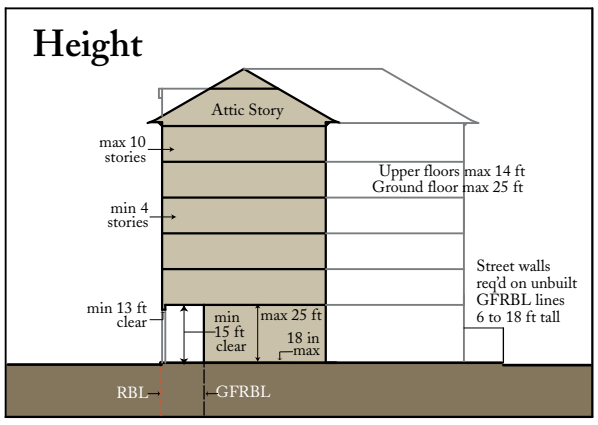
  Land should be clearly public or private—in public view and under surveillance or private and protected.

- **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 STREET-SPACE.**

B. Building Envelope Standards: Shopfront Colonnade Sites



Building Height

1. The height of the principal building is measured in STORIES.
2. Each principal building shall be at least four (4) STORIES in height, but no greater than ten (10) STORIES in height, except as otherwise provided on the REGULATING PLAN. 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 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

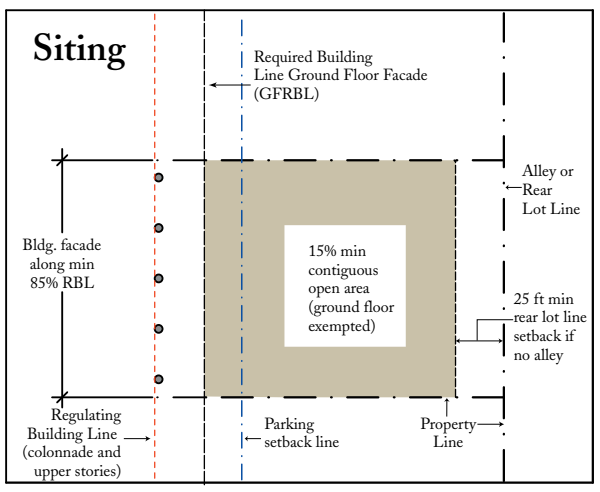
Mezzanines having a floor area greater than one-half (½) of the floor area of the STORY in which the mezzanine is situated shall be counted as a full STORY.

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.
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.

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.



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.
2. The building FAÇADE shall be built to the RBL and GFRBL within thirty (30) feet of a BLOCK CORNER.
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).
4. GROUND STORY unit frontage widths shall be a maximum of one hundred twenty (120) feet.

Buildable Area

1. Buildings may occupy any portion of the lot behind the RBL (and RGFBL) 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 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 at least seventy-five (75) feet away from any BLOCK CORNER or another GARAGE ENTRY on the same BLOCK, unless otherwise designated on the REGULATING PLAN.
2. GARAGE ENTRIES shall have a clear height of no greater than sixteen (16) feet nor a clear width exceeding twenty-four (24) feet.
3. Designated GARAGE ENTRIES and ALLEYS shall be the sole means of vehicular access to a lot.
4. 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. These requirements are not applicable to on-street parking.

Alleys

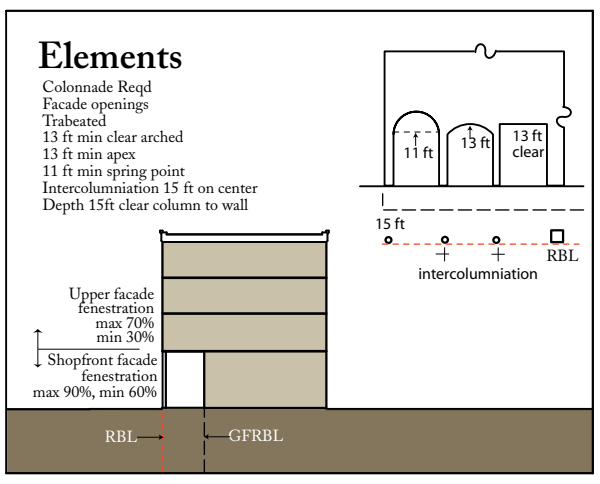
There is no required setback from ALLEYS. On lots having no ALLEY access, there shall be a minimum setback of twenty-five (25) feet from the rear lot line.

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 Treatment

1. A STREET WALL shall be required along any RBL frontage that is not otherwise occupied by a building on the lot. The STREET WALL shall be located not more than eight (8) inches behind the RBL.
2. PRIVACY FENCES may be constructed along that portion of a COMMON LOT LINE not otherwise occupied by a building on the lot.



Fenestration

1. Blank lengths of wall exceeding fifteen (15) linear feet are prohibited on all RBL/GFRBLS.
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.
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).
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.

Colonnades

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 eighteen (18) feet or a pedestrian entry gate no wider than six (6) feet shall be permitted within any required STREET WALLS.

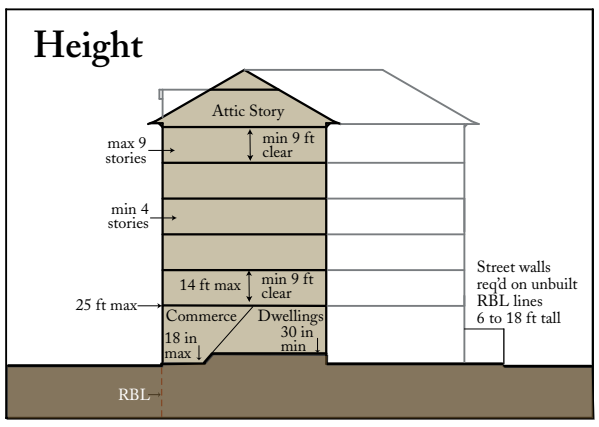
Ground Story

The GROUND STORY shall house RETAIL uses. 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).

C. Building Envelope Standards: General Sites



Building Height

1. The height of the principal building is measured in STORIES.
2. Each principal building shall be at least four (4) STORIES in height, but no greater than nine (9) STORIES in height, except as otherwise provided on the REGULATING PLAN.

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 buildings EAVE or PARAPET HEIGHT.

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 at least nine (9) feet.

Mezzanines

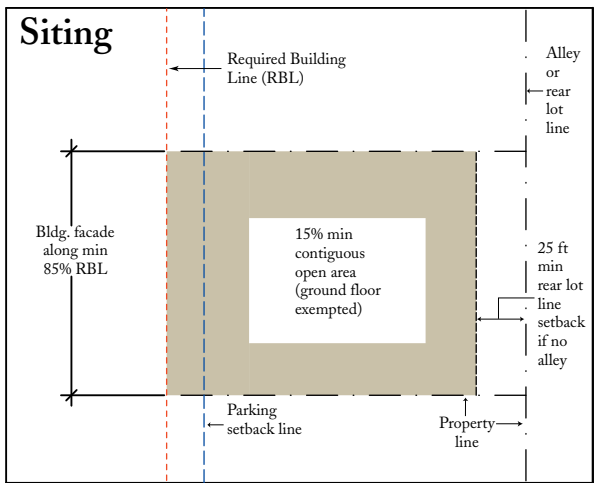
Mezzanines having a floor area greater than one-half (½) of the floor area of the STORY in which the mezzanine is situated shall be counted as full STORIES.

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.
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.

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.



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.
2. The building FAÇADE shall be built to the RBL within thirty (30) feet of a BLOCK CORNER.
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.

Buildable Area

1. Buildings may occupy any portion of the lot behind the RBL, 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 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 at least seventy-five (75) feet away from any BLOCK CORNER or another GARAGE ENTRY on the same BLOCK, unless otherwise designated on the REGULATING PLAN.
2. GARAGE ENTRIES shall have a clear height of no greater than sixteen (16) feet nor a clear width exceeding twenty-four (24) feet.
3. Designated GARAGE ENTRIES and ALLEYS shall be the sole means of vehicular access to a lot.
4. 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. These requirements are not applicable to on-street parking.

Alleys

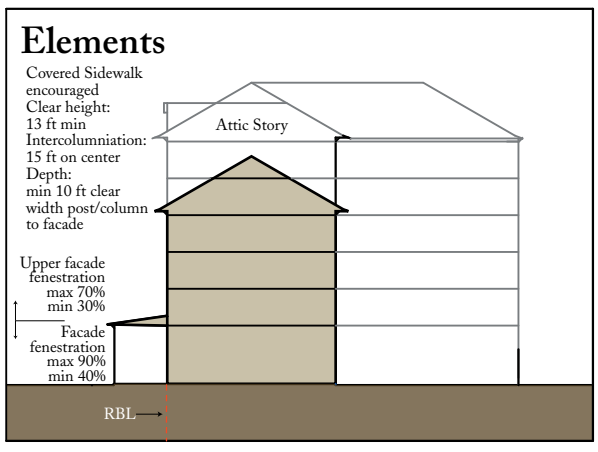
There is no required setback from ALLEYS. On lots having no ALLEY access, there shall be a minimum setback of twenty-five (25) feet from the rear lot line.

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.
2. PRIVACY FENCES may be constructed along that portion of a COMMON LOT LINE not otherwise occupied by a building.



Fenestration

1. Blank lengths of wall exceeding twenty (20) linear feet are prohibited on all RBLS.
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.
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).
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 FACADES at intervals not greater than seventy-five (75) linear feet.

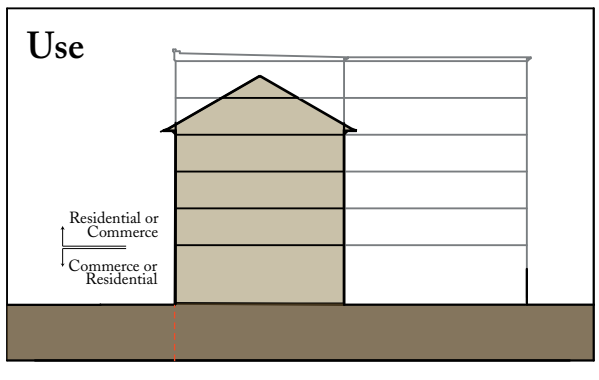
Covered Sidewalks

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 eighteen (18) feet or a pedestrian entry gate no wider than six (6) feet shall be permitted within any required STREET WALL.



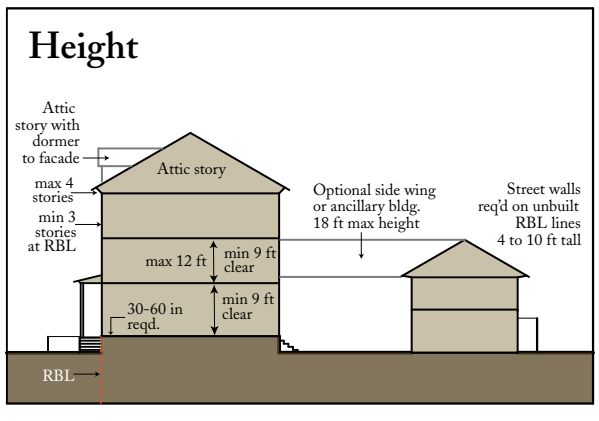
Ground Story

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).

D. Building Envelope Standards: Local Sites



Building Height

1. The height of the principal building is measured in STORIES.
2. Each principal building shall be at least three (3) STORIES in height, but no greater than four (4) STORIES in height, except as otherwise provided on the REGULATING PLAN.

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

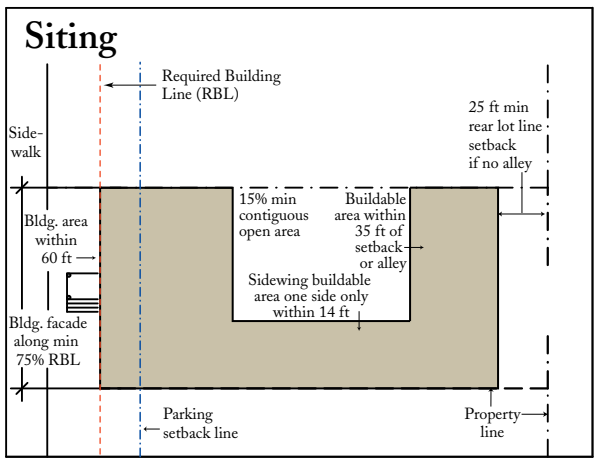
Mezzanines having a floor area greater than one-half (½) of the floor area of the STORY in which the mezzanine is situated shall be counted as a full STORY.

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. A PRIVACY FENCE not less than six (6) feet in height or greater than nine (9) feet in height shall be required along any COMMON LOT LINE that is not otherwise occupied by a building.
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.

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.
2. The building FAÇADE shall be built to all the RBL within thirty (30) feet of a BLOCK CORNER.
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.

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.
2. PRIVACY FENCES shall be constructed along that portion of a COMMON LOT LINE not otherwise occupied by a building.

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 at least seventy-five (75) feet away from any BLOCK CORNER or another GARAGE ENTRY on the same BLOCK, unless otherwise designated on the REGULATING PLAN.
2. GARAGE ENTRIES shall have a clear height no greater thansixteen (16) feet nor a clear width exceeding twenty-four (24) feet.
3. Designated GARAGE ENTRIES and ALLEYS shall be the sole means of vehicular access to a lot.
4. GARAGE ENTRIES may be setback 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. These requirements are not applicable to on-street parking.

Alleys

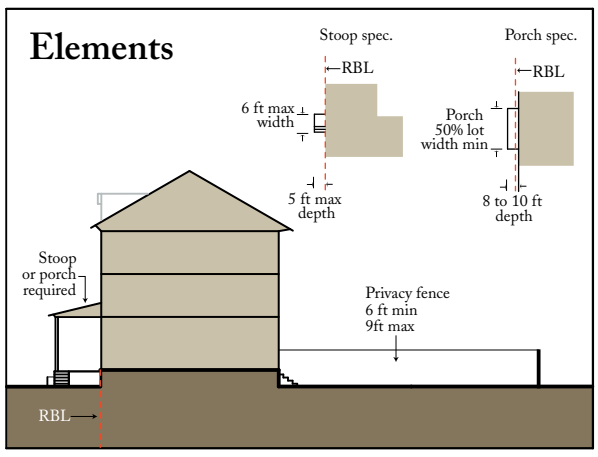
There is no required setback from ALLEYS. On lots having no alley access, there shall be a minimum setback of twenty-five (25) feet from the rear lot line.

Corner Lots

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

Frontage Widths

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).
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.

Fenestration

1. Blank lengths of wall exceeding twenty (20) linear feet are prohibited on all RBLS.
2. FENESTRATION on all RBL 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).
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

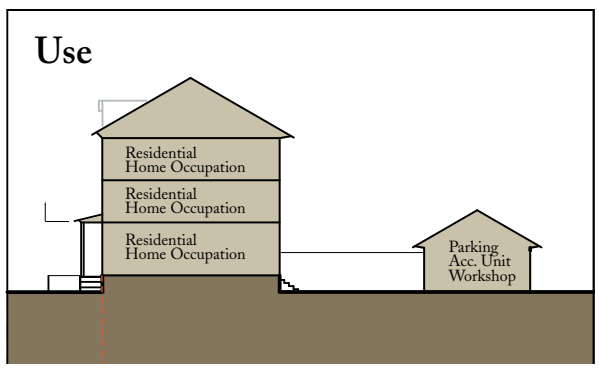
1. No part of any building, except overhanging eaves, AWNINGS, BALCONIES, BAY WINDOWS, FRONT PORCHES, and STOOPS, as specified by the *Code*, shall encroach beyond the RBL.
2. BAY WINDOWS shall project not more than thirty-six (36)inches beyond the RBL; shall maintain an interior clear width of at least 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 FACADES at intervals not greater than seventy-five (75) linear feet.

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. A PRIVACY FENCE, six (6) to nine (9) feet in height, shall be placed along any unbuilt rear lot lines and COMMON LOT LINES.



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

E. Limited and Prohibited Uses

Uses permitted with a Specific Use Permit:

- Any commercial amusement use (indoor and outdoor)
- Any permitted use having drive-through service
- Any permitted use having outside storage or display
- Any permitted use serving alcoholic beverages
- Hotels and motels

Prohibited uses:

- Sexually oriented business
- Motor vehicle sales and repair of any kind
- Gasoline service stations and car washes
- Establishments selling used goods or merchandise
- Industrial and manufacturing use of any kind
- Warehousing and distribution facility

F. 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 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 35 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 these BLOCK faces via an ALLEY, ACCESS EASEMENT, or PEDESTRIAN PATHWAY.
- There are no restrictions on curb cuts.

Chapter III. BUILDING ENVELOPE STANDARDS for GENERAL SITES

Siting:

- The build-to minimum is reduced to fifty percent (50%) of the RBL (the STREET WALL requirements remain).

Elements:

- Upper STORY FENESTRATION percentage prescriptions do not apply to I-35 frontage sites.
- Ground STORY FENESTRATION percentages for I-35 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.

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.

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) 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.
- 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 planning staff for the designated tree species for a particular BLOCK face.
- 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 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)

- 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, 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 be between 0 and 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

Quercus virginiana	Live Oak
Quercus buckleyi shurmardi	Red Oak
Quercus muhlenbergii	Chinquapin Oak
Pistacia chinensis	Chinese Pistache
Ulmus parvifolia	Lacebark Elm
Gleditsia triacanthos var. inermis	Thornless Honey Locust

Second Preference

Taxodium distichum	Bald Cypress
Taxodium ascendens	Pond Cypress

Area Tree List

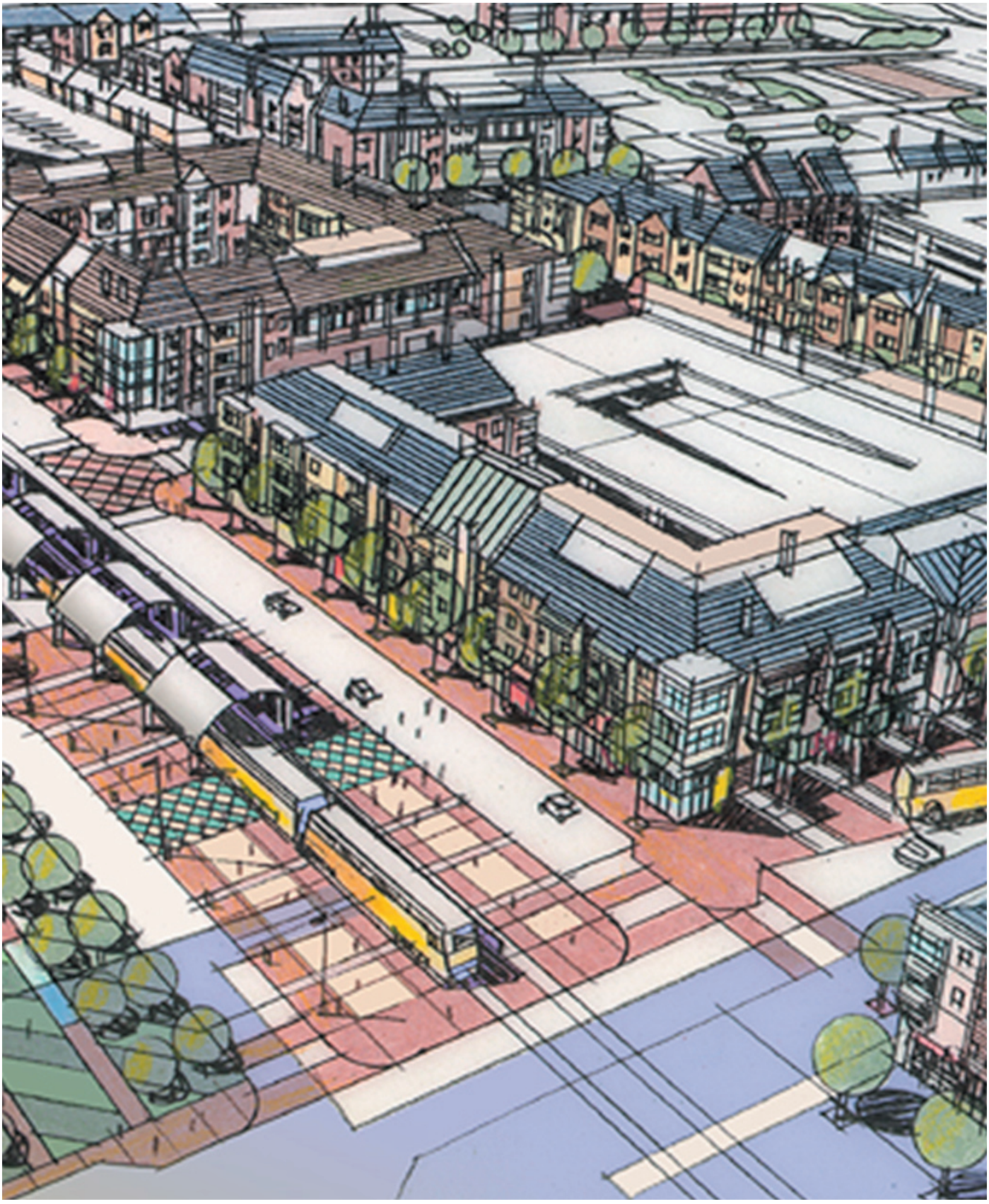
(In addition to the above, species that may be placed within squares, civic greens, and parks.)

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

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 the balance 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*.

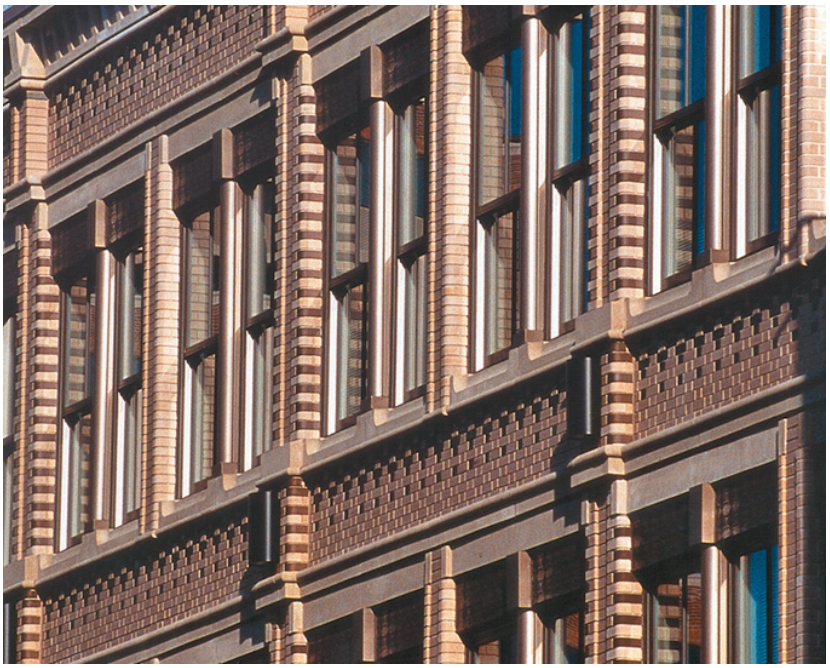
WHERE CLEARLY VISIBLE FROM THE STREET-SPACE

- 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 Buiding 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

(WHERE CLEARLY VISIBLE FROM THE STREET-SPACE)

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.

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 4inches x 4 inches in dimension.

Parapet Roofs (Cornice and Coping Standards)

- Allowed only for SHOPFRONT COLONNADE and GENERAL FRONTAGE sites where the roof material is not visible from any adjacent STREET-SPACE.

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 STREET-SPACE 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 18 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)

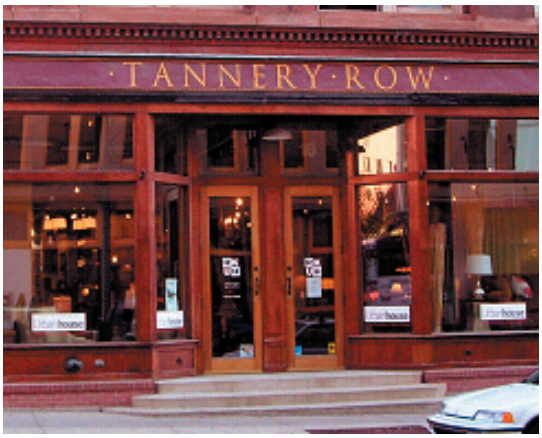
Configurations and Techniques: The following configurations and techniques are permitted:

- 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.

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
- 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:

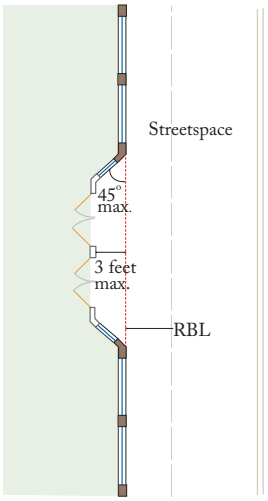
- The following requirements apply to all windows:
    - The horizontal dimension of the opening shall not exceed the vertical dimension except where otherwise prescribed in this *Code*.
    - Windows may be grouped horizontally (maximum 5 per group) if each grouping is separated by a mullion, column, 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:

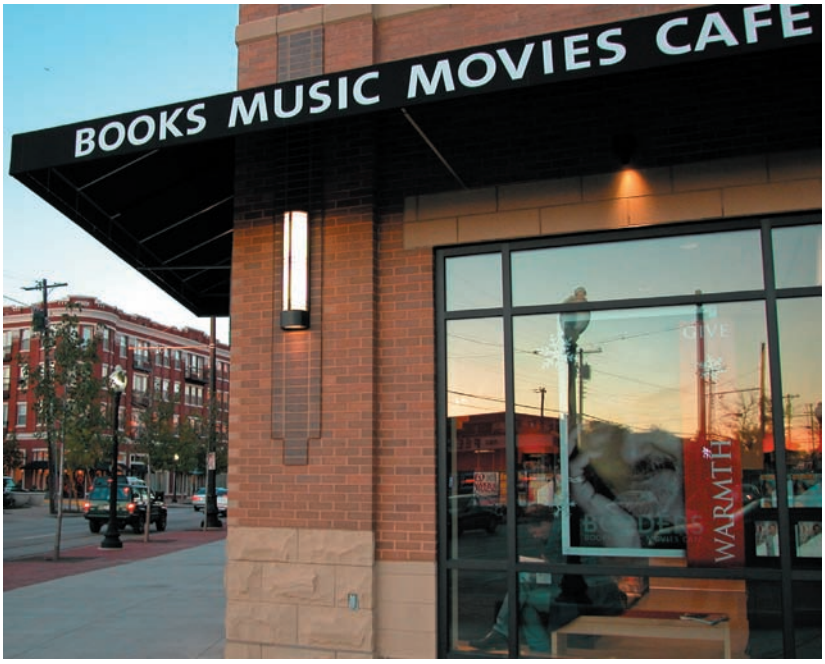
- Double-height entryways (those that span more than one STORY) are not allowed.
- Doors shall not be recessed more than 3 feet behind the shop-front windows and, in any case, shall have a clear view and path to a 45-degree angle past the perpendicular from each side of the door.



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 STORY 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.
- Prohibited Signs: Billboards, free-standing pole signs, monument signs, marquees, any kind of animation, roof and painted window signs, and signs painted on the exterior walls of buildings are prohibited. 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-35 frontage buildings, as designated on the REGULATING PLAN, are exempt from some of the standards above. (See page 21 for the I-35 Special Exceptions.)

AWNINGs/Overhangs:

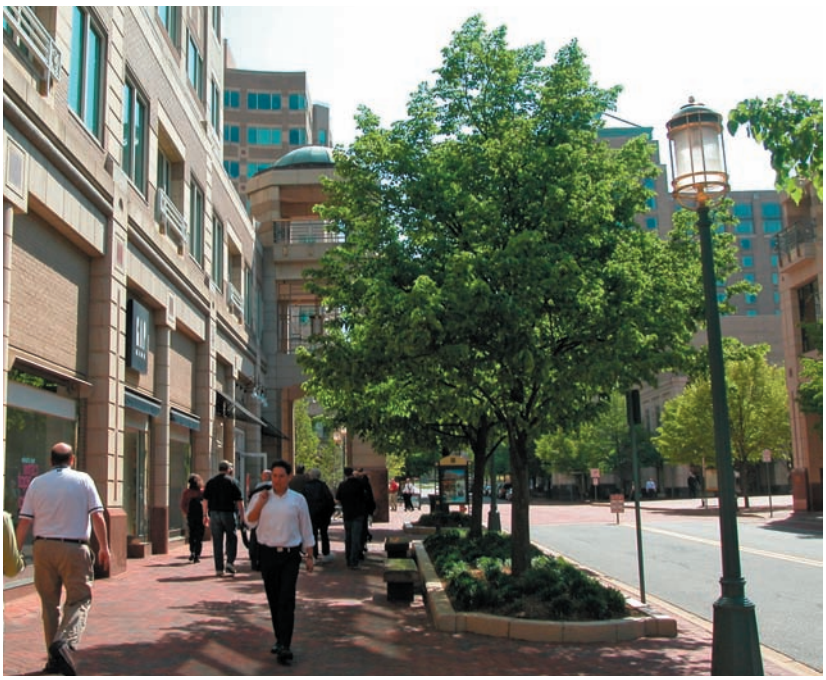
When an AWNING or overhang is incorporated into a building, the following requirements must be met:

- 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 luminiare (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).
- 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-35 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-35 Special Exceptions).

Mechanical Equipment:

- The following shall be placed behind and away from any RBL, not be stored or located within any STREET-SPACE, 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 STREET-SPACE under this *Code*.
- Roof mounted equipment shall be placed behind and away from any RBL and be screened from view from the 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 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.

Expiration of Site Plans

A Site Plan shall become null and void twenty-four (24) months after its approval if a building permit has not been issued within the twenty-four (24) month period subsequent to the Site Plan's approval. The Planning Director, or appointed designee may, at any time, render a Site Plan null and void if construction on the site does not fully conform to the approved Site Plan.

Extension of Expiration Date

The Planning Director or appointed designee may, upon written request by the applicant, grant an extension of the approved period not to exceed twelve (12) months, provided that:

1. No changes are made on the original approved Site Plan;
2. The applicant can show intent of initiating construction on the site within the twelve (12) month extension period;

3. The applicant demonstrates that failure to obtain building permits and substantially begin construction within twenty-four (24) months of Site Plan approval was beyond the applicant's control; and

4. There have been no changes to the applicable development code provisions on which the approval was based. If there have been changes to the applicable Code provisions and the expired site plan does not comply with those changes, then the extension shall not be granted; in this case, a new Site Plan application shall be required.

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.

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.

Expiration of Concept Plans

A Concept Plan shall become null and void twenty-four (24) months after its approval, unless a site plan or preliminary plat is approved for all or part of the property included in the Concept Plan. Such approval of a site plan or preliminary plat shall automatically extend the expiration date for the remaining portion of the original Concept Plan for a period of twenty-four (24) additional months.

Extension of Expiration Date

The owner (or the owner's authorized representative) of property for which a Concept Plan has been approved may submit a written request to the Planning Director to extend the Concept Plan's expiration date, with no single extension exceeding twelve (12) months. The Planning Director may grant an extension of the approved period not to exceed twelve (12) months, provided that:

1. No changes are made on the original approved Concept Plan; and
2. There have been no changes to the applicable development code provisions on which the approval was based. If there have been changes to the applicable *Code* provisions and the expired Concept Plan does not comply with those changes, the extension shall not be granted; in this case, a new Concept Plan application shall be required.

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. 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.

At least fifteen (15) days prior to the hearing date, notice of the time and place of such hearing shall be published in the official newspaper of the City of Farmers Branch.

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.

E. Nonconforming Uses and 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 or structure 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

F. 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.

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, EAVE HEIGHT shall be measured at the bottom of the top layer of roofing material at its outermost point from the building wall.

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 sixteen (16) feet clear height and twenty-four (24) 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.

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.

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

That portion of the lot or building that is coincident with the RBL as required by the *Code*.

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 ENTRYS 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, 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.

city of CREVE COEUR

300 North New Ballas Road • Creve Coeur, Missouri 63141
(314) 432-6000 • Fax (314) 872-2539 • Relay MO 1-800-735-2966
www.creve-coeur.org

MEMO TO PLANNING AND ZONING COMMISSION

Meeting Date: February 22, 2011

Subject: Response to Call to Artist/RFQ for the Public Art Transit Shelter.

Requested Action: Information only

Memo Prepared by: Whitney Kelly, AICP
City Planner

Attached: Christopher Fennell submission information
Marc Fornes & Volkan Alkanoglu submission information

During the approval process for the St. Luke's Urgent Care and CVS Pharmacy, a shared requirement was placed to make possible the installation of a transit shelter for the existing transit stop. The shelter is to have a value as public art in addition to providing shelter to passengers as they wait. A Call to Arts/Request for Qualifications was published in November 2010. Staff received 43 responses. The selection committee (staff from the Community Development Department, a member of the Public Art Task Force, and a representative from the property owner) met on January 13th and narrowed the applications to the top six. The Public Art Task Force was asked to review these top six candidates and make a recommendation for the top two who will be asked to develop a concept specifically for the site. Based upon the concepts developed by the artists, the Planning and Zoning Commission will review and make the final selection for development and installation.

The top two candidates selected by the Public Art Task Force were Christopher Fennel and the design Team of Marc Fornes & Volkan Alkanoglu. Their submittal information, including photos of example work samples are attached for your reference. Staff will contact the candidates and work to enter into an agreement for the development of a concept. If you wish to review any of the other applications, please feel free to contact me directly.

Christopher Fennell
sculptor

Transit Shelter Proposal

Bus Stop Shelter
Athens, Georgia
2007

Christopher would like to create an innovative and unique permanent artwork installation for a new public transit bus shelter in the City of Creve Coeur.

In the past, he built a world recognized bus stop shelter out of three old school buses for the City of Athens, Georgia. This project fused three bus fronts so they looked like a bus pulling in and out of the bus stop in stop photography.

For your project he will need to walk the space and figure out a recognizable material that he can reuse to build your iconic bus stop shelter.

Christopher enjoys placing identifiable objects into recognizable shapes. For example, a 20' tall tornado constructed from a 160 bicycles for the recreation center at the University of Georgia. Recently he finished a gateway installation for a baseball park in Atlanta in which he welded 600 aluminum baseball bats into a baseball arch leading into the park.

Currently Christopher is building a fireball out of decommissioned aluminum fire ladders for a fire station in Texas $60,000, and a wave out of 100 canoes where Lewis and Clark explored: Lewiston, Idaho $100,000.

chris@cfennell.org
cfennell.org
202.236.1217

Christopher Fennell
sculptor

#1 Rafter Trapeze / wood rafters / 32' x 20' x 15' / 2008 / $50k /St. Petersburg, Florida
Three rafters from the old gymnasium are used to build a sculpture for the new gymnasium. In 1967 the local community used to work out on trapeze hanging from these rafters. Project commissioned by the City of Saint Petersburg.

#2 Barn Wave / a barn / 20' x 12' x 18' / 2006 / $6k /Charlottesville, Virginia
Materials for this piece were salvaged from old barn. The barn boards were left uncut and nailed at 30-degree criss-crossing angles to form a wave-shape. For ArtInPlace.

#3 Bicycle Tornado / bicycles / 14' x 14' x 20' / 2001 / $1k / Athens, Georgia
One hundred and sixty recycled bicycles welded together form this sculpture. Each bicycle was bent into a curve approximately 4 ft. in radius. Some were curved to the left and some to the right. This curving allowed the bicycles to be easily stacked and gives the sculpture structural integrity.

#4 Bats Baseball / aluminum bats / 8' x 12' x 14' / 2009 / $50k / Atlanta, Georgia
Commissioned by the City of Atlanta for Southside Park. The installation was built from 800 used aluminum bats.

#5 Tree Roof / oak and steel /16' x 18' x 16' / 2002 / $0k / Athens, Georgia
A downed 70 ft. oak tree is chain-sawed, following the natural curves of the tree, into 10 ft. long y-shaped pieces with the bark intact. The tree pieces are overlapped and bolted together to form 14-ft. columns that support an inverted rusted tin roof.

#6 Bus Shelter / school buses / 7' x 12' x 10' / 2007 / $12k / Athens, Georgia
Three old school buses welded together to resemble a bus in stop photography pulling in and out of a bus stop. This bus stop shelter will be at the intersection of Alps and West Broad in front of an Applebee's. Commissioned by Athens Area Art Council.

#7 Lawn Mower Leaves / lawn mower blades / 12' x 12' x 26' / 2009 / $44k / Farmington, Maine
Three leaves made of 600 used lawn mower blades for the LEED certified Education building at the University of Maine Farmington.

#8 Maple Sail / wood / 20' x 20' x 32' / 2005 / $12k /Woodstock, Vermont
This 32' long catamaran is built from locally downed trees. The boards were milled by allowing the chain saw to follow the natural curves of the tree trunks. Private commission.

#9 Cedar Moth / wood / 20' x 20' x 20' / 2005 / $6k / Austin, Texas
Commissioned by the Austin Museum for a national public art conference. Used local trash tree, juniper, to build a giant moth.

#10 Rail Wave/ wood and steel /16'x14'x12' / 2006 /$28k /Chattanooga, Tennessee
The rails are a nod to the Chattanooga Choo-Choo and the wave symbolizes the river that is used for transportation, the tipping of the wave over the tracks makes a tunnel, like those for the trains to travel through the mountains. Commissioned by the City of Chattanooga.

chris@cfennell.org
cfennell.org
202.236.1217

SCHOOL BUS
Bus Stop

References

Rail Wave, Chattanooga, TN

Bus Stop Shelter, Athens, GA

Rafter Trapeze, St. Pete, FL

City of St. Petersburg, Florida
Salvaged Rafters and steel, $50,000, 30'x20'x15'"Rafter Trapeze 2008
Elizabeth.Brincklow@stpete.org
Education & Community Arts Manager
727.892.5891 or 727.551.3250

City of Athens, GA
Old School Buses and steel, $11,000, 12'x7'x10'"Bus Shelter" 2007
Valerie Aldridge, President of Athens Area Arts Council, 706.372.6570
P.O. Box 122, Athens, Ga. 30603
valerie676@charter.net

University of Maine at Farmington
Used Lawn Mower Blades, $30,000, 12'x12'x26' 2009
Theo Kalikow, President 207.778.7256
147 Farmington Falls Road, Office 1
Farmington, Maine 04938
kalikow@maine.edu

chris@cfennell.org
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The City of Creve Coeur
Artwork Installation Application

Marc Fornes & Volkan Alkanoglu

STATEMENT OF INTEREST.

.01

Whitney Kelly
City Planner
City of Creve Coeur
Community Development Division
300 N. New Ballas Road
Creve Coeur, MO 63112

RE: Artwork Installation

Dear Whitney Kelly,

In cooperation with the City of Creve Coeur's Community Development Department, our design strategy for an Artwork Installation for a new public transit bus shelter located on Olive Boulevard, will be an outstanding example of 21st century public art that functions for its occupants, inspires its visitors, and resonates with a global audience. With our commitment to innovation and sustainability, the art project will feature an unparalleled design vision constructed with the most leading edge technologies and fabrication methods.

As a design team, Marc Fornes and Volkan Alkanoglu have the experience and analytical capability to design innovative art work and spatial design solutions. Their public artworks and projects have been build, exhibited, and installed in several leading public institutions worldwide including New York's Union Square Park, the Los Angeles WUHO Gallery, New York Guggenheim Museum, London Royal Academy of Arts, Venice Architecture Biennale, Chicago Extension Gallery, Paris Gallery Synesthesie, Atlanta Young Architects Forum, and Bridge Gallery in New York.

The inspiration for our work comes from concepts informed by cultural, technological and social dimensions and the belief that a public design project in its contemporary manifestation can create meaningful experiences to a large and diverse audience. Our approach is founded on the notion of multi-disciplinary collaboration and prides itself on its ability to work in partnership with a client and its collaborating team. We believe that collaboration is an engine that drives creative solutions.

In a rapidly changing world, we believe in using knowledge acquired through both experience and research along with critical and creative thinking to spawn inspiring art projects that can give meaning to today as well as propel us into the future. With our qualification as LEED Advanced Professionals and support of environmental design, we plan to incorporate sustainable strategies within the planning of this public architectural project, so that passive and low-energy principles have an influence at the very beginning of the design and ensure an efficient and effective planning strategy.

The design work will provide comfortable and pleasant spaces for the interaction of its habitants, and will serve as a benchmark for sustainable public art projects, as well as create identity and diversity in its unique location. Beyond the thoughtful and sustainable creation of this project, there is an equal need for spatial diversity and uniqueness which leads to a sense of identity. For this at project we will aim to develop an identity with respect to its occupants and their immediate surroundings.

We use a variety of sophisticated and dynamic design tools, which enable us to achieve the desired aesthetic values, cost efficiency, functionality, and required performative qualities for our design projects. While adhering to various efficient fabrication and energy issues, our advanced 3D-modeling and computational-analysis skills enable innovative and dynamic contemporary forms which optimize spaces for function, views, light, material and most importantly a compelling visual experience. This strategy ensures the integration of an aesthetic identity for each design solution which contributes to its success.

We are confident that our innovative design solutions, interest in urban development and thoughtful planning experience can result in an optimum solution for an new exciting Artwork Installation in the City of Creve Coeur.

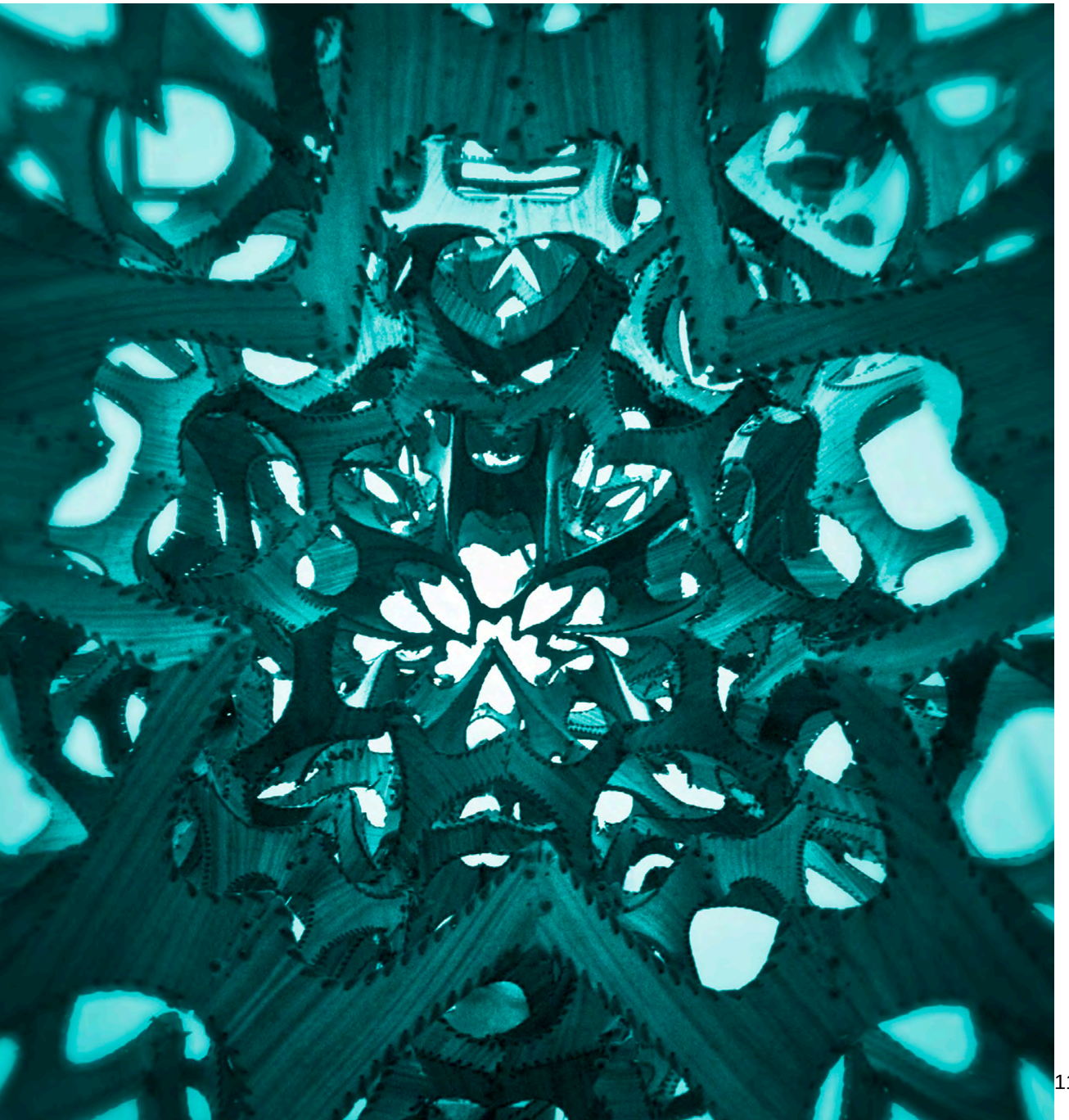
Kind Regards,

Marc Fornes & Volkan Alkanoglu

Volkan Alkanoglu
M.Arch Dipl.Ing. Architect
ARB, AKNW, LEED AP

LIST OF WORK.

.02



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Project: 01_*'PolyProps'* CHICAGO, 2010
Location: Gallery / Chicago
Material: High Density Foam
Budget: 8,000 USD

Project: 02_*'nEdg'* LYON, 2009
Location: Roger Tater Galllery/ Lyon
Material: Anodized Aluminium
Budget: 7,000 USD

Project: 03_*'Echinoids'* NEW YORK, 2009
Location: Bridge Gallery / New York
Material: Veneer, String
Budget: 8,000 USD

Project: 04_*'PolyEsque'* MIAMI, 2010
Location: AIA National Convention / Miami
Material: Mirrored Anodized Aluminium
Budget: 10,000 USD

Project: 05_*'Anoblums'* CHILE, 2008
Location: Valparaiso / Chile
Material: Golden Anodized Aluminium
Budget: 6,000 USD

Project: 06_*'Modoid'* NEW YORK, 2010
Location: Elga Wimmer Gallery / New York
Material: High Density Foam
Budget: 4,000 USD

Project: 07_*'nStrip'* PARIS, 2010
Location: Gallery Synesthesie / Paris
Material: Anodized Aluminium
Budget: 5,000 USD

Project: 08_*'Public Figure'* ATLANTA, 2010
Location: YAF Forum / Atlanta
Material: Eco-Resin
Budget: 6,000 USD

Project: 09_*'Star Coocon'* New York, 2010
Location: Union Square Park / New York
Material: Cane Construct
Budget: 10,000 USD

Project: 10_*'Yeshiva'* NEW YORK, 2010
Location: Yeshiva Museum / New York
Material: Cane Construct
Budget: 10,000 USD

RESUME.

.03

Marc Fornes -

is the founder and principal of THEVERYMANY, a design studio and collaborative research forum engaging the field of design and art via what he qualifies as “Explicit and Encoded protocols”.

He graduated with a Master of Architecture and Urbanism from the Design Research Lab of the Architectural Association in London after having previously studied in France and Sweden (KTH). Marc’s professional work experience in La Reunion, France, UK and the US includes SOM, Ross Lovegrove and Zaha Hadid Architects, where he was the project architect, from competition to tender documentation, for an experimental Mediatheque in Pau. During his tenure on this project he directed the material research and geometrical development for the largest self-supported carbon fibre shell to date.

His design and art projects have been exhibited and build at several art institutions such as the Royal Academy of Arts in London, Extension Gallery in Chicago, Gallery Synesthesie in Paris, Gallery Roger Tate in Lyon, AIA Convention in Miami, and Bridge Gallery in New York.Within his academic background Marc Fornes has taught design studios and seminars at the University of Southern California in Los Angeles, Columbia University in New York, Harvard University in Cambridge, University of Michigan in Ann Arbor, and Die Angewandte in Vienna.

He has led many workshops and served as a guest critic at several institutions such as the Architectural Association in London, The Royal College of Art in London, Pratt Institute in New York, the University of Pennsylvania, and Ball State University. In 2007 he produced & curated ‘Scriptedbypurpose’, the first exhibition exclusively focusing on scripted processes within design, and recently curated the European section for the Architecture Biennale 2008 in Beijing.

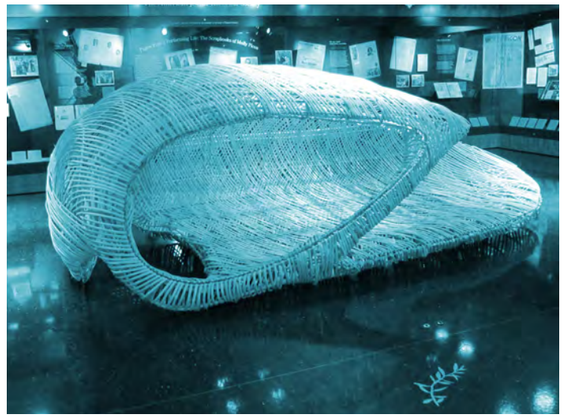
Volkan Alkanoglu –

is a architectural designer, teacher and artist based in Los Angeles whose innovative work and academic contributions have received international recognition. Since entering practice, he has contributed to design and research in the field of public design and sustainable projects and received awards and recognition for visionary spatial designs, art installations, exhibitions, product design, and sustainable environments.

Prior to opening his on practice, Volkan has worked as a Project Architect and Project Director for firms such as Foster & Partners and Future Systems in London and Asymptote Architecture in New York. He was responsible for award winning projects including the National Library in Prague, the London City Hall, and an exhibition for the 2008 Venice Architecture Biennale.

His research and design work has been exhibited at several institutions including Union Square Park, Yeshiva Museum in New York, the Royal Academy of Arts, Slade Gallery in London, Weissenhof Gallery in Stuttgart, YA Forum in Atlanta and has been featured in many international publications. Volkan Alkanoglu has collaborated as a Designer in several architectural practices in Germany, United Kingdom, and the United States.

He is currently serving as design and visual study faculty at the Southern California Institute of Architecture in Los Angeles, California. Within his academic background he has taught design studios at the Architectural Association, Harvard Graduate School of Design, PBSA Dusseldorf, Lund Technical University in Sweden, and Princeton University School of Architecture. He is registered a registered Architect in Germany and a LEED Accredited Professional in the United States.



CONTACT & REFERENCES.

.04

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Contact -

Volkan Alkanoglu / Marc Fornes

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Email: volkan@alkanoglu.com
Phone: 857.654.4126
Web: www.alkanoglu.com / www.theverymany.com

References -

Project: Star Cocoon by Volkan Alkanoglu

Joschua Foer
Reboot
116 West 23rd Street, 5th Floor
New York, NY 10011
T: 646.375.2126
Email: info@rebooters.net

Project: PolyPop(s) by Marc Fornes

Paula Palombo
Extension Gallery
625 N. Kingsbury Street
Chicago, IL 60654
Email: ppalombo@extensiongallery.us

Project: Echinoids by Marc Fornes

Marilyn Garber
Bridge Gallery
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New York, NY 10002
T: 212 674 6320
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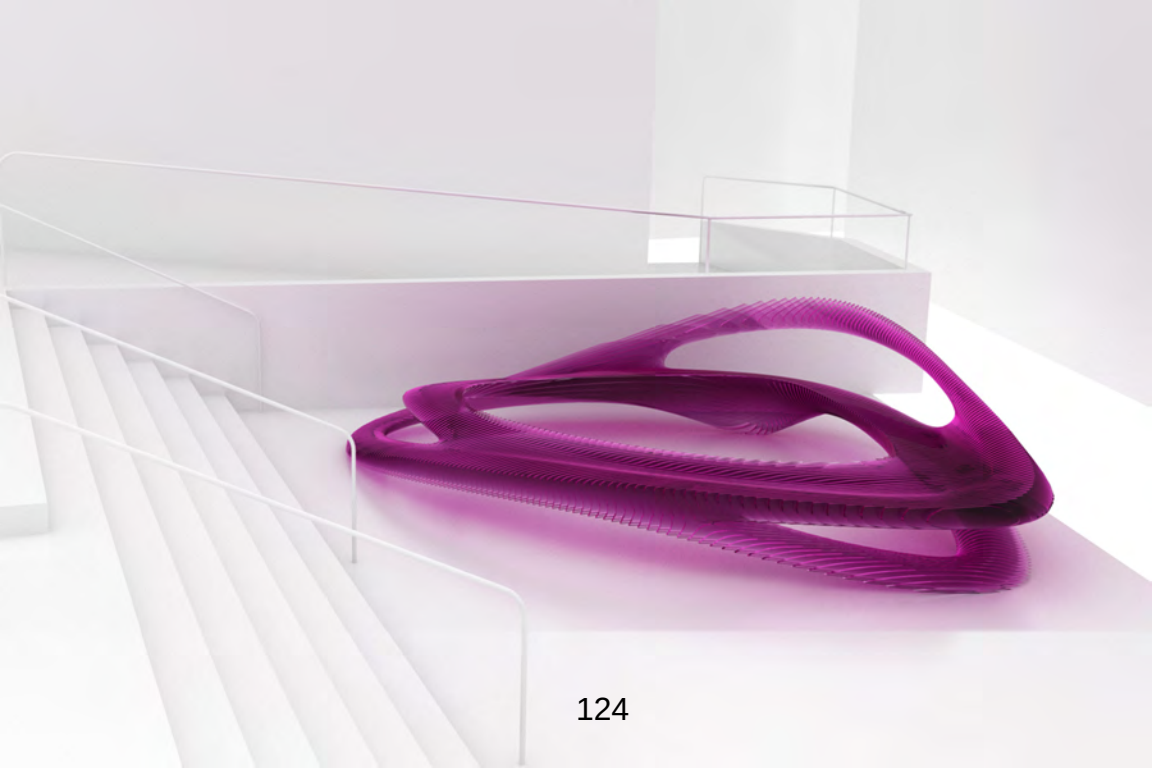
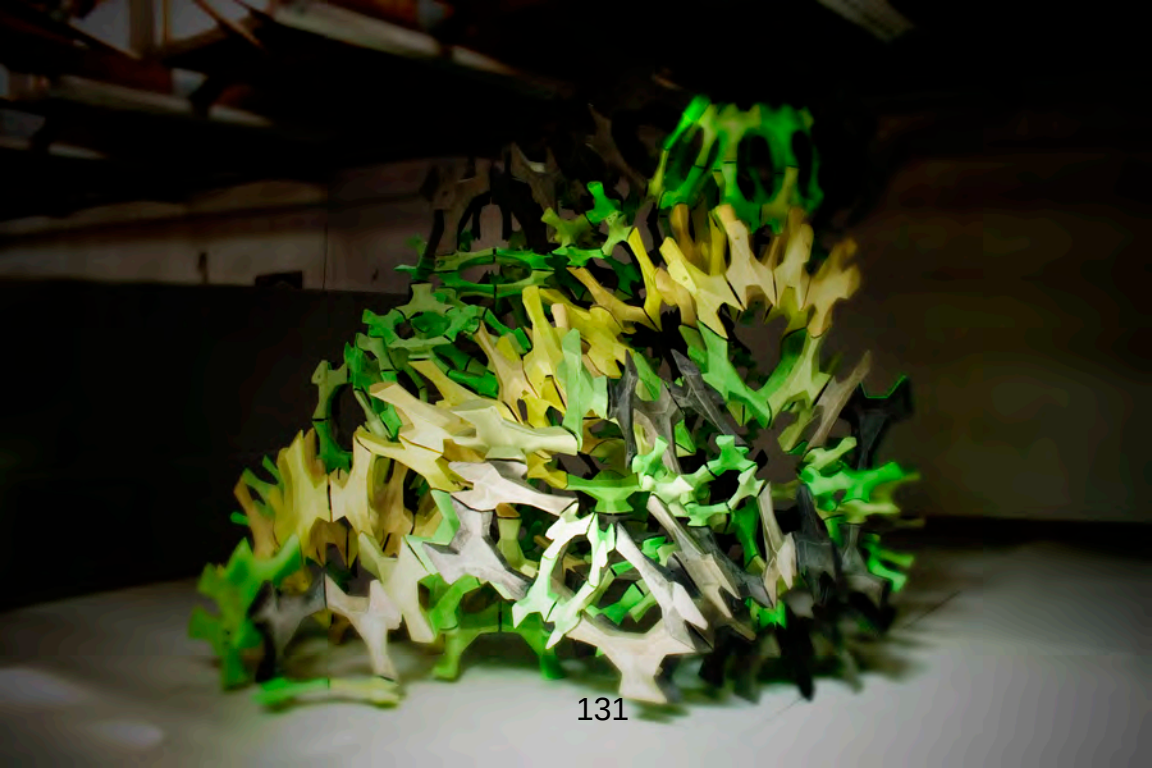
The City of Creve Coeur
Artwork Installation Application

Marc Fornes & Volkan Alkanoglu





The American Jewish Historical Society
Pages from a Performing Life: The Scrapbooks of Molly Picon