



City of Sachse, Texas

3815 Sachse Road,
Building B
Sachse, TX 75048

Meeting Agenda Planning & Zoning Commission

Monday, October 23, 2017

6:30 PM

Council Chambers Conference Room / Council
Chambers

To address the Commission for any public hearing item, please sign a speaker's sheet located on the tables by the front entry and submit to the acting Secretary. You will have three (3) minutes to address the Commission. In accordance with the Open Meetings Act, the Commission may not discuss or take action on any item, which has not been posted on the agenda.

6:30 PM WORK SESSION

1. Discussion of agenda items for the October 23, 2017 Planning and Zoning commission meeting. Please be advised the work session is for discussion purposes only by the Planning and Zoning Commission.
2. Discussion of future agenda items, update on council actions, training topics, and requests for new business consideration.

7:00 PM REGULAR MEETING

1. Invocation and Pledge of Allegiance to U.S. and Texas flags.
2. [17-4034](#) Consider approval of the minutes of the September 25, 2017 Planning and Zoning Commission meeting.
Attachments: [09.25.17 Minutes](#)
3. [17-4035](#) Consider approval of the October 9, 2017 joint meeting minutes.
Attachments: [10.09.17 Minutes Joint](#)
4. [17-4033](#) Consider and make a recommendation on a preliminary plat application for The Enclave from Greg Edwards, generally located at the southeast corner of Woodbridge Parkway and Laurel Crest, within city limits.
Attachments: [Staff Presentation](#)
[Proposed Plat](#)
5. [17-4040](#) Conduct a public hearing to consider and make a recommendation on revisions to Chapter 11 (Zoning) of the Code of Ordinances, to repeal the Turnpike Overlay district and adopt the proposed PGBT zoning district.
Attachments: [Proposed PGBT Zoning Regulations](#)
[Location Map](#)
6. [17-4044](#) Conduct a public hearing to consider and make a recommendation on the city-initiated rezoning of approximately 611 acres of land, generally located where Miles Road, Merritt Road, Pleasant Valley Road, and Bunker Hill

Road intersect near and along the PGBT Turnpike, from Agriculture (AG), Commercial 2 (C-2), Plan Development - 22 (PD 22), Plan Development – 25 (PD-25), Plan Development – 28 (PD-28), and Plan Development 34 (PD-34) Districts, with Turnpike Overlay District, to PGBT zoning district.

Attachments: [Proposed PGBT Zoning regulations](#)

[Location Map](#)

7. Discussion of future agenda items, update on council actions, training topics, and requests for new business consideration.

8. Adjournment.

Posted: October 20, 2017; 5:00 p.m.

Michelle Lewis Sirianni, City Secretary

If you plan to attend this public meeting and you have a disability that requires special arrangements at the meeting, please contact Michelle Lewis Sirianni, City Secretary at (972) 495-1212, 48 business hours prior to the scheduled meeting date.



City of Sachse, Texas

Legislation Details (With Text)

File #: 17-4034 **Version:** 1 **Name:** September 25, 2017 P&Z Minutes
Type: Agenda Item **Status:** Agenda Ready
File created: 10/17/2017 **In control:** Planning & Zoning Commission
On agenda: 10/23/2017 **Final action:**
Title: Consider approval of the minutes of the September 25, 2017 Planning and Zoning Commission meeting.
Sponsors:
Indexes:
Code sections:
Attachments: [09.25.17 Minutes](#)

Date	Ver.	Action By	Action	Result
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Title

Consider approval of the minutes of the September 25, 2017 Planning and Zoning Commission meeting.

Background

Consider approval of the Planning and Zoning Commission minutes for the September 25, 2017 meeting.

Policy Considerations

N/A

Budgetary Considerations

N/A

Staff Recommendations

Approve the minutes of the Planning and Zoning Commission September 25, 2017 meeting.



**City of Sachse, Texas
Planning & Zoning Commission
Minutes of the Regular Meeting
Monday, September 25, 2017**

Members Present:

Scott Everett - Chair
David Hock - Vice Chair
Chance Lindsey
Fernando Gutierrez
Scott Ohman

Members Absent:

Wendy Stewart

Staff Present:

Dusty McAfee, AICP – Community Development Director
Charlotte Youngblood - Community Development Technician

6:30 PM Work Session

Staff provided the commission with a community update.

7:00 PM Regular Meeting

Chairman Everett opened the meeting of the Planning and Zoning Commission at 7:10 p.m. and declared a quorum.

1. Invocation and Pledge of the Allegiance to the U.S. and Texas Flags.

Commissioner Gutierrez offered the invocation, and Commissioner Lindsey led the pledges.

2. Consider approval of the minutes of the August 28, 2017 Planning & Zoning Commission meeting.

With a motion by Hock, and a second by Gutierrez, the Planning & Zoning Commission adopted the August 28, 2017 minutes unanimously.

3. 17-3992 Conduct a public hearing to consider and act on proposed revisions to Chapter 11 (Zoning) of the Code of Ordinances, to revise development parking regulations.

McAfee explained that the 2017 Comprehensive Plan identified revising the Commercial Design Standards as a first year priority. He said that the new parking ordinance is a stand-alone section of Chapter 11 (Zoning), updates parking ratios, provides maintenance provisions for parking areas, and requires decorative paving and bike racks. Chairman Everett opened the public hearing at 7:24 p.m. Don Herzog, Herzog Development, stated the ordinance should be better defined in regards to off street parking, stacking, loading docks, bike racks, and stained versus stamped concrete. He felt that existing developments should be exempt from the standards for continuity and costs associated with decorative paving. With no one else speaking, Commissioner Hock motioned to close the public hearing with a second by Commissioner Ohman. The public hearing was closed at 7:26 p.m. Discussion among the commissioners mostly centered on Section 5 (decorative paving) in regards to the costs of decorative paving, when it should apply, and how it should be installed. After discussion, Commissioner Hock motioned to approve the development parking regulations noting clarifications discussed by the Commission be made to the ordinance and for Staff to note Mr. Herzog's commentary and concerns in its presentation to Council. Commissioner Ohman seconded the motion. The motion passed unanimously.

4. Discussion of future agenda items, update on council actions, training topics, and requests for new business.

Staff provided an update during workshop session.

Adjourn: With a motion by Hock, the meeting was adjourned at 8:01 PM.

Chairperson

Secretary



City of Sachse, Texas

Legislation Details (With Text)

File #: 17-4035 **Version:** 1 **Name:** October 9, 2017 Joint Minutes
Type: Agenda Item **Status:** Agenda Ready
File created: 10/17/2017 **In control:** Planning & Zoning Commission
On agenda: 10/23/2017 **Final action:**
Title: Consider approval of the October 9, 2017 joint meeting minutes.
Sponsors:
Indexes:
Code sections:
Attachments: [10.09.17 Minutes Joint](#)

Date	Ver.	Action By	Action	Result
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Title

Consider approval of the October 9, 2017 joint meeting minutes.

Background

Minutes from the joint meeting with City Council regarding the PGBT zoning workshop.

Policy Considerations

N/A

Budgetary Considerations

N/A

Staff Recommendations

Approve the minutes of the October 9, 2017 joint meeting minutes.

CITY COUNCIL OF THE CITY OF SACHSE

JOINT MEETING MINUTES

OCTOBER 9, 2017

The City Council of the City of Sachse and the Planning and Zoning Commission held a joint meeting on Monday, October 9, 2017 at 6:30 p.m. at Sachse Public Safety, 3815-D Sachse Road, Sachse, Texas. Those present were Mayor Mike Felix, Mayor Pro Tem Paul Watkins, Council Members Brett Franks, Charlie Ross, Bill Adams, and Cullen King. Planning and Zoning Commission Members Scott Everett, Fernando Gutierrez, David Hock, Scott Ohman, and Wendy Stewart. City Manager, Gina Nash; City Secretary, Michelle Lewis Sirianni; Development Services Director, Dusty McAfee; Development Services Coordinator, Charlotte Youngblood; Economic Development Director, Leslyn Blake; and Director of Public Works and Engineering, Greg Peters. Councilman Jeff Bickerstaff and Commissioner Chance Lindsey were absent.

Mayor Felix called the meeting to order at 6:33 p.m.

Planning and Zoning Chairman Scott Everett called the meeting to order at 6:34 p.m.

INVOCATION AND PLEDGES: The invocation was offered by Mayor Pro Tem Watkins and the pledges by Councilman Adams.

PGBT ZONING: Gateway Planning will provide a presentation on the proposed draft of the PGBT zoning in order to generate discussion and receive feedback.

Mrs. Nash stated that a draft of the proposed zoning will be presented tonight by Gateway Planning. A meeting with the stakeholders, land and commercial brokers was held on September 26. A few changes have been made to tighten up the language, but staff is requesting feedback to prepare for the upcoming public hearings for the Planning and Zoning Commission and Council.

Kelsey Berry and Scott Polikov with Gateway Planning along with Jason Claunch with Catalyst Commercial were in attendance to present tonight's information.

Scott Polikov stated they are requesting feedback on the policy as reflected. He reminded the Council and Commission that it is a dynamic document. He asked them to consider if the drafted document encourage good development, value, and market acceptance.

Ms. Berry presented an overview of the draft zoning which included the current and proposed development process, Turnpike Overlay versus the PGBT Zoning, minor and major modifications, type A and type B streets, the Turnpike Commercial (TC), Turnpike Mixed Use (TMU), Turnpike Transition (TT), architectural standards and design guidelines, street and streetscape design standards, streetscape and landscape standards, signage, detention pond standards, and the use charts and criteria for residential urban living. Ms. Berry provided two options for the Council and Commission to discuss based on how quickly they would like to see development occur, structured parking and multifamily requirements.

The Council and Commission discussed both options. Majority favored option A with a 15,000 square feet requirement for units 1-300. Units 301-599 would be an additional 15,000 square feet. Consensus was also for 70% of structured parking with surface parking on the perimeter with ½ acre amenity space and a four story minimum requirement. The Council and Commission also discussed open space requirements and the Turnpike Transition (TT) area with acknowledging no commercial will be in this area, only residential.

ADJOURNMENT:

At 8:29 p.m. Chairman Scott Everett adjourned the Planning and Zoning Commission.

At 8:29 p.m. Mayor Felix adjourned the meeting.

Chairperson

Secretary



City of Sachse, Texas

Legislation Details (With Text)

File #:	17-4033	Version:	1	Name:	The Enclave PP - P&Z 10-23-17
Type:	Agenda Item	Status:		Status:	Agenda Ready
File created:	10/16/2017	In control:		In control:	Planning & Zoning Commission
On agenda:	10/23/2017	Final action:		Final action:	
Title:	Consider and make a recommendation on a preliminary plat application for The Enclave from Greg Edwards, generally located at the southeast corner of Woodbridge Parkway and Laurel Crest, within city limits.				

Sponsors:

Indexes:

Code sections:

Attachments: [Staff Presentation](#)
[Proposed Plat](#)

Date	Ver.	Action By	Action	Result
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Title

Consider and make recommendation on a preliminary plat application for The Enclave from Greg Edwards, generally located at the southeast corner of Woodbridge Parkway and Laurel Crest, within city limits.

Background

- Proposal to preliminary plat 30 single family lots
- Applicant: Greg Edwards
- Owner: Cloud 9 Development
- Size: Approximately 9.9 acres
- Site Attributes: undeveloped land
- Proposed Use: Single Family residential
- Current Zoning: R-10 (single family residential)
 - Minimum Lot Area: 10,000 sf
 - Minimum Lot Width: 80 feet
 - Minimum House Area: 2,000
- City Council: November 6th (2017)

Policy Considerations

N/A

Budgetary Considerations

N/A

Staff Recommendation

- Per Staff's technical review, the proposed plat is in compliance with Sachse's subdivision regulations and zoning ordinance.
- Staff recommends approval of the proposed plat, subject to all conditions stipulated by the Building Official & City Engineer.
- Plat approval is not discretionary. If a plat meets all applicable standards and regulations, State law requires the City to approve the plat.



THE ENCLAVE PP

PLANNING & ZONING COMMISSION

OCTOBER 23, 2017

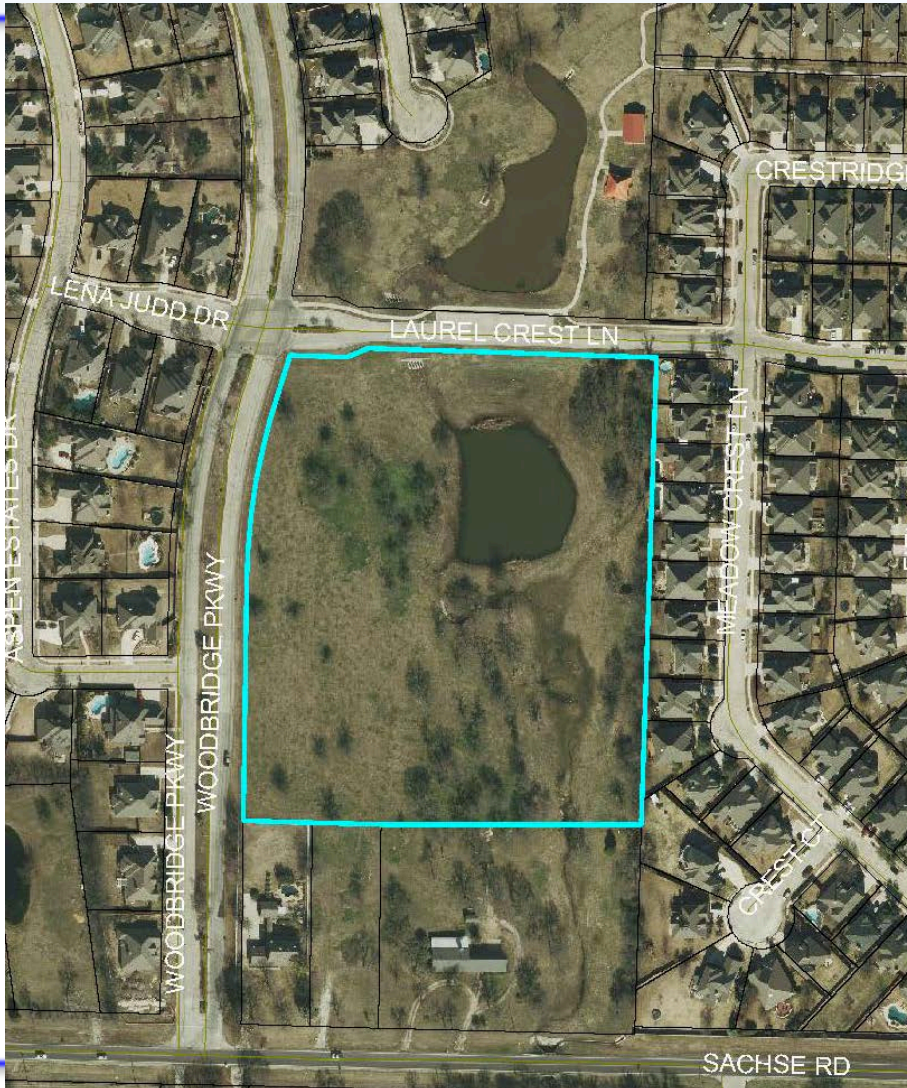
REQUEST

Consider and make recommendation on a preliminary plat application for The Enclave from Greg Edwards, generally located at the southeast corner of Woodbridge Parkway and Laurel Crest, within city limits.

PROJECT INFORMATION

- Proposal to preliminary plat 30 single family lots
- Applicant: Greg Edwards
- Owner: Cloud 9 Development
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 - Minimum Lot Area: 10,000 sf
 - Minimum Lot Width: 80 feet
 - Minimum House Area: 2,000
- City Council: November 6th (2017)

AERIAL MAP



The subject property is generally located at the southeast corner of Woodbridge Parkway and Laurel Crest, within city limits.

**RICHARD D. NEWMAN SURVEY, ABSTRACT 81072
DALLAS COUNTY, TEXAS**

LEGEND

- BL = BUILDING LINE
- EL = ELECTRIC TRANSFORMER
- PO = POWER POLE
- LO = LIGHT POLE
- CL = CULY WIRE
- FW = FIRE HYDRANT
- WM = WATER METER
- GM = GAS METER
- WM = WATER METER
- SC = SEWER CLEANOUT
- SM = STORM DRAIN MANHOLE
- EM = ELECTRIC MANHOLE
- SM = SEWER MANHOLE
- UM = UNDERSTORM MANHOLE
- ER = ELECTRIC RISER
- CR = CABLE RISER
- TR = TELEPHONE RISER
- BR = BURIED ELECTRIC BOX
- CB = BURIED CABLE BOX
- BT = BURIED TELEPHONE BOX
- UV = UNIDENTIFIED UTILITY VAULT
- VR = BURIED VERIZON BOX
- WV = WATER VAULT
- DI = DRAINAGE INLET
- BS = BURIED FIBER OPTIC SIGN
- CS = BURIED CABLE SIGN
- HP = HANDICAP PARKING SIGN
- IS = IRRIGATION CONTROL
- TS = TRAFFIC SIGNAL CONTROLS
- WV = WATER VALVE
- MB = MAIL BOX
- SP = GAS VALVE
- PT = PROPANE TANK
- ST = SEPTIC TANK LID
- AC = AIR CONDITIONER
- BO = BOLLARD
- SC = SURVEY CORNER
- TR = TREE
- FP = FLAG POLE
- TS = TRAFFIC SIGN

NOTES:

1. SELLING A PORTION OF THIS ADDITION BY METERS AND BOUNDS IS A VIOLATION OF CITY SUBDIVISION ORDINANCE AND STATE OF TEXAS STATUTES AND IS SUBJECT TO FINES AND WITHHOLDING OF UTILITIES BUILDING PERMITS.
2. THE HOMEOWNERS ASSOCIATION (HOA) SHALL MAINTAIN ALL HOA LOTS, SCREEN WALLS AND WALL MAINTENANCE EASEMENTS.
3. THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE THE PROPERTY INTO 30 SINGLE RESIDENTIAL LOTS.
4. THE PROPERTY IS IN THE 100-YR FLOOD PLAIN AS ILLUSTRATED ON MAP 48132000E (PANEL 2300E MAP REVISED JULY 7, 2014).

SCALE: 1" = 50'

PRELIMINARY PLAT
Approved for preparation of final plat for the subdivision review on this plat.

APPROVED BY: Planning and Zoning Commission City of Sachse

Chairman, Planning and Zoning Commission: _____ **Date:** _____

ATTEN: _____ **Date:** _____

Signature: _____ **Date:** _____

Name & Title: _____ **Date:** _____

APPROVED BY: City Council City of Sachse

Mayor: _____ **Date:** _____

ATTEN: _____ **Date:** _____

City Secretary: _____ **Date:** _____

SURVEYOR: KAZ SURVEYING, INC
1720 WESTMINSTER ST
DENTON, TX 76209
(940) 382-3446
WWW.KAZSURVEYING.COM
CONTACT: KENNY ZOLLINGER

ENGINEER: BREG EDWARDS ENGINEERS
SERVICES, INC.
1621 AMANDA COURT
PONDER, TX 76259
940-485-9107
FIRM REGISTRATION # F-004550
CONTACT: BREG EDWARDS

OWNER/DEVELOPER: BREG EDWARDS ENGINEERS
SERVICES, INC.
1621 AMANDA COURT
PONDER, TX 76259
940-485-9107
CONTACT: BREG EDWARDS

CURVE TABLE

CURVE	LENGTH	RADIUS	CHORD	CHORD DIRECTION	Bearing
C1	114.51	150.00	111.79	N. 23°21'3" E.	43°44'21"
C2	115.79	150.00	112.83	S. 22°37'4" W.	44°13'35"
C3	69.23	150.00	66.62	S. 72°11'7" E.	26°28'34"

SCALE: 1" = 50'

VISIBILITY, ACCESS & MAINTENANCE EASEMENT DETAIL (TYPICAL)

1557
 Designed: GKE
 Drawn: jac, rib
 Checked: GKE
 01
 OF
 01

STAFF RECOMMENDATION

- Per Staff's technical review, the proposed plat is in compliance with Sachse's subdivision regulations and zoning ordinance.
- Staff recommends approval of the proposed plat, subject to all conditions stipulated by the Building Official & City Engineer.

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Plat approval is not discretionary. If a plat meets all applicable standards and regulations, State law requires the City to approve the plat.



City of Sachse, Texas

Legislation Details (With Text)

File #:	17-4040	Version:	1	Name:	PGBT zoning district - P&Z PH 10-23-17
Type:	Agenda Item	Status:		Status:	Agenda Ready
File created:	10/19/2017	In control:		In control:	City Council
On agenda:	10/23/2017	Final action:		Final action:	
Title:	Conduct a public hearing to consider and make a recommendation on revisions to Chapter 11 (Zoning) of the Code of Ordinances, to repeal the Turnpike Overlay district and adopt the proposed PGBT zoning district.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Proposed PGBT Zoning Regulations Location Map				

Date	Ver.	Action By	Action	Result
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Title

Conduct a public hearing to consider and make recommendation on revisions to Chapter 11 (Zoning) of the Code of Ordinances, to repeal the Turnpike Overlay district and adopt the proposed PGBT zoning district.

Background

Two (2) public hearings are scheduled for tonight. The first is for the adoption of the PGBT zoning district regulations into Chapter 11 (Zoning) of the Code of Ordinances. The second is for the city-initiated rezoning of the land within the PGBT area to the new PGBT zoning district.

On October 9th, Gateway Planning presented to a special joint work session of the City Council and Planning & Zoning Commission, led a discussion, and received feedback on the proposed PGBT zoning.

Tonight, following a presentation by Gateway Planning, the Planning & Zoning Commission will conduct two (2) public hearings for the PGBT zoning project.

Policy Considerations

Do the proposed PGBT zoning district regulations match the vision outlined in the 2017 Comprehensive Plan for a unique, mixed use destination center?

Budgetary Considerations

N/A

Next Steps

- Joint City Council and P&Z work session (10-09-17)
- Public hearings by P&Z (10-23-17)
- Public hearings by City Council (11-06-17)

Recommendation

Staff recommends approval of the proposed PGBT zoning district regulations.

1. Purpose and Intent

- 1.1. The purpose of the PGBT Area Zoning District, hereafter known as the PGBT District, is to facilitate the development of the PGBT Area into a walkable, mixed-use environment with shopping, employment, housing and regional retail services. Development within this District shall implement the vision adopted in the Comprehensive Plan, adopted March 2017. The prescribed Character Areas within the District facilitate a variety of development types to meet the preferences of the market and to be responsive to development innovations. The purpose of the District is to advance development; promote sustainable land use patterns; protect Sachse's long-range tax base; encourage pedestrian activity; and support an attractive community.
- 1.2. *Establish Specific Development Standards.* The PGBT District Regulating Plan (Appendix 1), hereafter known as the Regulating Plan, establishes the Character Areas. The respective Character Areas determine which specific development standards apply. Creation of different Character Areas within the PGBT Area enables specific site and locational standards to be applied. Graphic standards are provided for location, height and building elements.

2. Components of the Code

- 2.1. *Applicability of Other City Ordinances.* This section governs the PGBT Area Zoning District except where others are referenced or where other ordinances of Sachse's Code of Ordinances apply and are not in conflict with the PGBT District.
- 2.2. *PGBT Area Regulating Plan.* The PGBT District Regulating Plan identifies applicable Character Areas within the PGBT Area including:
 - 2.2.1. *Character Areas.* The PGBT Area is divided into three Character Areas. A Character Area creates a distinct urban form, which is different from urban forms in other Character Areas. Each Character Area establishes use and development standards including height, bulk, building and parking location, and functional design. The Regulating Plan classifies all lots within the PGBT Area into one of the Character Areas.
 - 2.2.2. *Street Designations by Street Type.* The Street Designations illustrate the design, configurations and development context for streets within the PGBT Area. The street designation addresses vehicular lane widths, number of lanes, pedestrian accommodation, street tree requirements, on-street parking, and parkway and median standards (streetscape standards). In addition, streets are distinguished by the appropriate development context by denoting them on the Regulating Plan as Type A or Type B streets.
 - 2.2.3. *Street Network.* The Street Network consistent of Mandatory Streets and Local Streets for the future streets needed to implement the Regulating Plan. The Mandatory and illustrative streets shall generally meet the locational and connectivity goals of the PGBT District. Street design shall be guided by the Street Type Specifications.
- 2.3. *Development Standards.* The Code (the text portion of this Code) enumerates the development standards with text and graphics for Character Areas, building form, civic open space, landscape, building design, signage, lighting and all related standards for streets, public and private development.

3. Administration

This section sets forth the provisions for reviewing and approving development applications within the PGBT Area. The intent is to ensure that all development is consistent with the provisions of this Code. All sections of this Code shall be applied during the review process.

- 3.1. *Using this Code.* The following steps should be followed to determine the uses and the development standards applicable on the property within the PGBT Area:

- 3.1.1. Locate the subject property on the PGBT Area Regulating Plan.
- 3.1.2. Identify (1) the Character Area in which the property is located; (2) the network of Mandatory and Local Streets; and (3) the Street Type designations for those streets along all the property's street frontages.
- 3.1.3. Review the Schedule of Uses by Character Area as listed in Table 5.1.
- 3.1.4. Examine the corresponding zone standards in the Development Standards in Section 6 to determine applicable development standards.
- 3.1.5. Refer to Section 7 for Architectural Standards and Design Guidelines.
- 3.1.6. Refer to Section 8 for Streetscape and Street Design Standards.
- 3.2. *Development Process.* Development within the PGBT Area that complies with the provisions of this Code shall follow the City's development process as outlined in the City of Sachse's Code of Ordinances and shall be approved by the City Manager or designee. In addition to complying with applicable City regulations that are not in conflict with this Code, the applicant shall provide the information required to adequately show compliance with this Code.
- 3.3. *Development Plan Approval Standards.* If a development plan conforms to the standards set forth in this Code, Regulating Plan and other applicable City regulations not in conflict with this Code, the development plan shall be approved. Upon request by the Applicant, the authority charged with approving the development plan shall certify the reason(s) for an action taken.
- 3.4. *City Manager or Designee.* The City Manager or designee shall be responsible for the following:
 - 3.4.1. Reviewing development plan applications for compliance and giving approval for applications within the PGBT Area.
 - 3.4.2. Making determinations on the applications and interpretations of standards in this Code.
 - 3.4.3. Approving revisions to previously approved development plans that comply with this Code and all applicable City ordinances.
 - 3.4.4. Reconciling any potential ambiguities or conflicts between other City codes and this Code.
 - 3.4.5. Approving any minor modifications to the approved Regulating Plan per Section 3.5.
 - 3.4.6. Recommendations on Special Development Plan (SDP) applications to Planning Commission and City Council.
 - 3.4.7. Determining if a proposed use is within the intent of permitted uses in the Code so that it may also be deemed permitted.
- 3.5. *Minor Modifications.* The City Manager or designee shall have the authority to approve a request for minor modifications to the Code that:
 - 3.5.1. Does not materially change the circulation on the site;
 - 3.5.2. Does not materially change the walkable relationship between the buildings and the street;
 - 3.5.3. Does not allow a use otherwise authorized in this Code, unless substantially similar to a use already permitted; or
 - 3.5.4. Does not allow greater height of any building except for non-habitable architectural features;

The City Manager or designee shall have the authority to approve minor modifications per Table 3.1. Any appeals to the decisions of the City Manager on minor modifications shall follow the process below:

- (1) *Initiation of an Appeal.* The applicant may appeal a decision of the City Manager or designee. The written request to appeal shall be submitted to the City Manager or designee within fourteen (14) calendar days following the denial decision.
- (2) *Appeal to Planning and Zoning Commission.* The Commission shall consider the appeal at an open meeting no later than 30 calendar days after the date on which the notice of appeal is submitted to the Director of Development Services. At this meeting, new information may be presented and considered, if available, that might alter the previous decision to deny the Minor Modification. The Commission may affirm, modify or reverse the previous decision by simple majority vote.
- (3) *Appeal to City Council.* The applicant or the City Manager may appeal the Commission's decision by submitting a written notice of appeal to the City Manager or designee within fourteen (14) calendar days following the Commission's decision. The City Council shall consider the appeal at an open meeting no later than thirty (30) calendar days after the date on which the notice of appeal is submitted to the Director of Development Services. The City Council may affirm, modify or reverse the Commission's decision by simple majority vote. The decision of the City Council is final.

Any City Council denials of minor modifications or any changes beyond those that meet the criteria in Section 3.5 and the thresholds established in Table 3.1, shall be processed as an amendment to this Code.

Table 3.1 Minor Modifications Allowed

Standard	Minor Modification Allowed	Comments
Area/Boundary of Character Areas	No more than a 15% change (increase or decrease) in any Character Area (aggregate or per block)	▪ Shall not eliminate any Character Area ▪ 15% measurement shall be based on the total area of that Character Area within the entire PGBT Area. ▪ The Turnpike Transition area shall remain contiguous along Hudson and Merritt Road as depicted in the originally adopted Regulating Plan.
Setback Range	No more than 30% change in the maximum or minimum setback	▪ Changes to the Street Setback Lines may only be due to any changes to the street cross sections or change in the width of the sidewalk. ▪ In no case shall be sidewalk be less than six (6) feet in width.
Building Frontage	No more than a 30% reduction in the required building frontage along each block of a Type A Street.	▪ Any reduction in the required building frontage shall be to accommodate porte-cocheres for drop-off and pick-up. ▪ Should also allow for conditions such as utility easements; large, existing trees; or other physical/topographical constraints.
Street Screen	Waiver of Street Screen requirement along a Type B Street	▪ Requirement for a street screen may only be waived along a Type B Street along the frontage of any interim surface parking lot (off-street) that is intended to be filled with a parking structure or future building. ▪ In no case shall any portion of the surface parking have frontage along a Type A Street without a required street screen.

Street Location and Cross Sections	Street location within the connected network and implementing cross sections of new streets may be adjusted with respect to number of lanes, lane widths, on-street parking configuration pedestrian accommodation and street tree planting.	- Any changes to the street locations within the network and implementing street cross section design shall be based on specific development context such as opportunities to increase connectivity within the multimodal network, advance complete street functionality, preserve natural features, advance low impact drainage to improve fire access; and to advance similar outcomes. - Can amend ROW width and/or components up to 15%.
Landscaping	Alternative landscaping in terms of quantity, species type, and/or location may be submitted for consideration by the City Manager or designee.	A detailed landscape concept plan shall be submitted for review in order to be accepted as an alternative.
Street Type Classifications	A Type B Street may be designated as a Type A Street with review and approval of design details by City Manager or Designee	Detailed plan and cross section required for approval of street type change.
Architecture	Alternative architectural concepts that meet the spirit and intent of the code may be considered by the City Manager or Designee.	A detailed architectural plan and/or elevations shall be submitted for review in order to be accepted as an alternative.

3.6. *Major Modifications.* A request for a modification of any of the standards of this Code other than minor modifications permitted under Section 3.6, such as a change in use or major spatial modification, shall be reviewed and processed as a Major Modification.

3.6.1. Major Modifications are intended to allow applicants development flexibility to address specific market opportunities. An application for a Major Modification shall be in the same manner as a Minor Modification and shall be considered by the City Council after the Planning Commission has made a recommendation. The City Manager or designee reviews, makes recommendations on any major modifications and shall forward all applications to the Planning Commission for recommendations to City Council. In evaluating a major modification, City Council shall consider the extent to which the application meets any of the following:

- i. Provides an alternative Master Plan approach by consolidating multiple properties to create a predictable, market responsive development for the area; or
- ii. Fits the adjoining context by providing appropriate transitions.
- iii. Maintains the overall intent of the Comprehensive Plan and the PGBT Zoning District.

3.7. *Parking.* All off-street parking requirements may be modified through alternative parking plans, shared parking agreements or other similar mechanisms to advance the goals of walkability and connectivity if approved by the City Manager or his or her designee.

4. The Regulating Plan

4.1. The Regulating Plan is hereby adopted as the official zoning map for the PGBT Zoning District.

4.2. *Character Areas Established.* The following Character Areas are established. The boundaries of specific Character Areas shall be established in the Regulating Plan.

- 4.2.1. *Turnpike Commercial (TC)*. Turnpike Commercial creates an area where uses contribute to a concentration of regionally-scaled, commercial that provide employment opportunities in a more dense, walkable and urban context.
- 4.2.2. *Turnpike Mixed-Use (TMU)*. Turnpike Mixed-Use creates an area that transitions the activity of the commercial and residential mixed-use to the neighborhoods in a walkable, urban fabric.
- 4.2.3. *Turnpike Transition (TT)*. Turnpike Transition creates an area that transitions development to the adjacent residential context in a walkable, neighborhood fabric.
- 4.3. *Street Designations by Street Type Established*. The Regulating Plan shall establish the following Street Designations.
 - 4.3.1. *Type A Streets Established*. Type A Streets are intended to be the primary pedestrian streets and provide walkable relationships to the buildings and public spaces along Type A Streets with a pedestrian-oriented design.



- 4.3.2. *Type B Streets Established*. Type B Streets are intended to balance pedestrian orientation with automobile orientation. Buildings along Type B Streets may be permitted to accommodate service and auto-related functions.



5. Schedule of Uses

- 5.1. *Schedule of Uses*. Due to the emphasis on urban form over land uses, general use categories have been identified by Character Area. Uses not listed on the following schedule, but are substantially similar, may be permitted upon approval by the City Manager or designee.

Table 5.1 Schedule of Uses

	Character Area	Turnpike Commercial (TC)	Turnpike Mixed-Use (TMU)	Turnpike Transition (TT)
Land Use				

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Commercial Uses (Office, Retail, Sales and Service Uses)			
Retail Sales or Service	P	P	NP
Professional Office	P	P	NP
Light industrial, including manufacturing, data centers, research laboratory headquarters, laboratories and associated facilities	P	P	NP
Heavy Industrial	NP	NP	NP
Food Service Uses (full-service restaurants, cafeterias, bakeries, snack bars, QSRs, café seating within a public or private sidewalk area with no obstruction of the pedestrian realm)	P	P	NP
Brewery	P	P	NP
Any use with a drive through	P/C	P/C	NP
Auto-Related Uses	P/C	P/C	NP
Storage Facilities	P/C	P/C	NP
Arts, Entertainment and Recreation Uses			
Art galleries, antique, furniture or electronics studio (retail, repair or fabrication; excludes auto electronics sales or service)	P	P	NP
Theater, cinema, dance, music or other entertainment establishment	P	P	NP
Museums and other special purpose recreational institutions	P	P	NP
Fitness, recreational sports, gym or athletic club	P	P	NP
Outdoor Entertainment Venue	P	P	NP
Parks, greens, plazas, squares and playgrounds	P	P	P
Educational, Public Administration, Health Care and Other Institutional Uses			
Child Daycare and Preschools	P	P	NP
Schools, Libraries and Community Halls	P	P	NP
Universities and Colleges	P/C	P/C	NP
Hospital/Medical Office Buildings	P	P	NP
Civic Uses	P	P	NP
Religious Institutions	P	P	NP
Residential Uses			
Single Family Detached – Low Density	NP	NP	NP
Single Family Detached – Medium Density	NP	P/C	P
Garden Style Multifamily Residential	NP	NP	NP
Urban Living Residential	P/C	P/C	NP
Single Family Residential Attached Dwelling Unit (Townhome)	NP	P/C	P/C
Live/Work Unit	P	P	P
Multi-Unit (up to 12 units per structure)	NP	P	NP
Assisted Living Facilities	NP	NP	NP
Other Uses			
Municipal Facilities	P	P	P
Hotels	P	P	NP
Parking, Surface (Primary Use of Property)	P/C	P/C	NP
Parking, Surface (Accessory Use of Property)	P	P	NP
Parking, Structured	P	P	NP
Private Attached Garage	NP	P	P
Private Detached Garage	NP	NP	P
Sales from Kiosks	P	P	NP

Veterinary Clinic	P	P	NP
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P = Permitted by Right

NP = Not Permitted

P/C = Permitted with Design Criteria per Table 5.2

5.2. *Use Criteria.* All uses listed as P/C in Table 5.1 shall also meet the following standards.

Table 5.2 Use Criteria

Use	Zone	Location and Design Criteria
Non-Residential Uses		
Any Permitted with a Drive Through Facility	Turnpike Mixed-Use	- All drive through access (driveways) shall be from Type B Streets unless screened from any Type A Street. - Drive through lanes and/or canopies shall not have frontage along or be located along any Type A Streets. - Drive through areas shall be screened by a four (4) foot high Street Screen.
Storage Facilities	Turnpike Commercial Turnpike Mixed-Use	- Storage uses shall be a minimum of three (3) stories. - Shall be 100% indoor access and climate controlled.
Auto-Related Uses	Turnpike Commercial Turnpike Mixed-Use	- Gas pumps and canopies shall not be located at the corners of the facility's lot. - Car lots are not permitted. - Any buildings associated with the use shall also have a pedestrian entrance at a Type A Street. - Must be setback at least 50 feet with a landscape buffer. - Auto sales, repairs and storage uses shall be fully contained inside of a building.
Universities and Colleges	Turnpike Commercial Turnpike Mixed-Use	Shall be required to provide structured parking as part of the build-out for the university/college campus.
Urban Living Residential (Upper and Lower Floors)	Turnpike Commercial Turnpike Mixed-Use	- Urban Living Residential shall be either 100% studio/convertible, one (1) and two (2) bedroom units, residential lofts or flats, or condos. - Site development permits for the Urban Living Residential shall be preceded by or issued at the same time of the issuance of a site development permit for at least the following: 1 to 300 Units = 15,000 SF Commercial 301 to 600 Units = 15,000 SF Additional Commercial - No more than 600 units allowed per Urban Living Residential project. - Any unit not fronting a street shall be accessed from a climate-controlled hallway. - Any shared wall, floor or ceiling shall be insulated. - Ground floor units may be retail. - Surface parking shall be designed to facilitate a pedestrian-oriented site. - Urban Living Residential and the required commercial component shall have one (1) Type A Street component with both Urban Living Residential and commercial uses constructed as horizontal or vertical mixed-use with pedestrian public spaces totaling at least one-half acre.

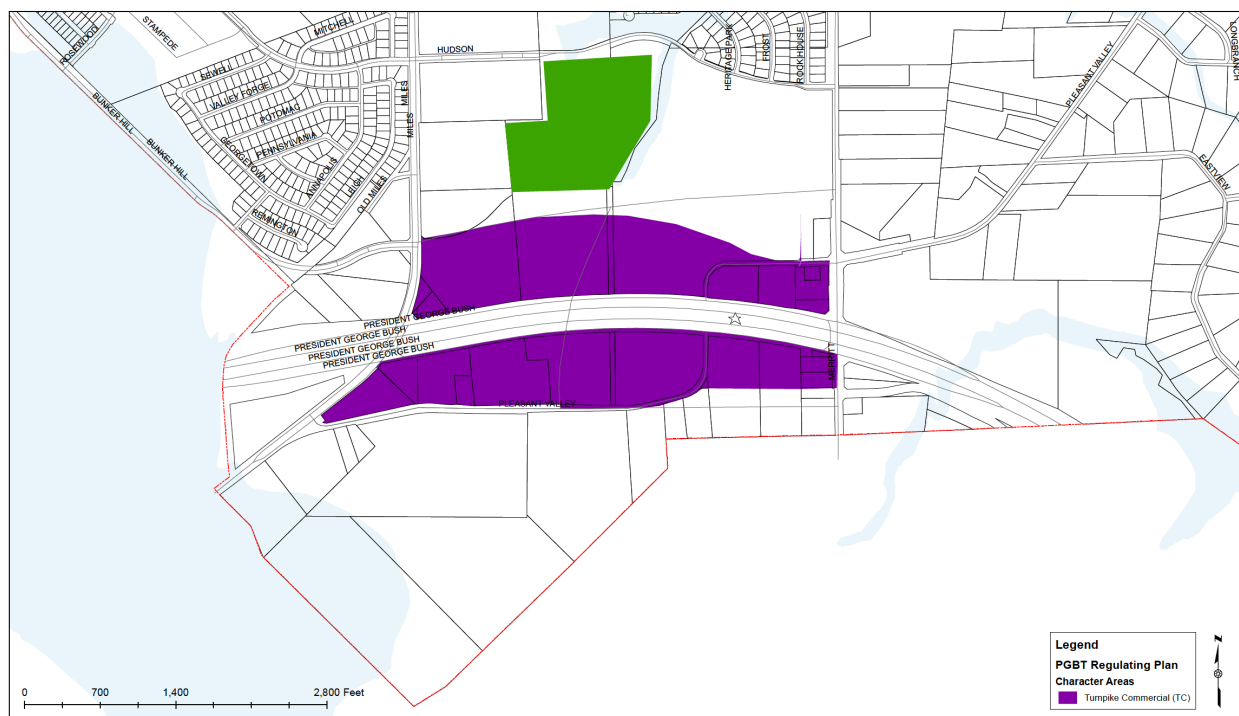
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		For horizontal mixed-use, the public spaces shall connect the two (2) uses in a pedestrian-oriented, walkable context. Urban Living Residential shall be at least four (4) stories
	Turnpike Commercial	Each Urban Living Residential project shall be 70% structured parking.
	Turnpike Mixed-Use	Interior surface parking allowed with three (3) story products or higher. Otherwise structured is required.
Single Family Detached – Medium Density	Turnpike Mixed-Use	- More than 10 and up to 100 contiguous units shall not be built without the initiation of construction of a commercial component of at least 2,500 square feet, or alternatively at least three (3) pocket parks, greens and/or plazas designed and dispersed within the residential neighborhood totaling no less than 1.5 acres. For every additional 100 units the development shall have an additional 2,500 square feet of retail or integrated public green or space. - Lots shall be a minimum of 30 feet wide and alley-loaded if 50 feet wide or less.
Single Family Residential Attached Dwelling Unit	Turnpike Mixed-Use Turnpike Transition	- Units shall be at least twelve (12) units an acre. - Lots shall be a minimum of 22 feet wide and alley-loaded.
Parking, Surface (Primary Use of Property)	Turnpike Commercial Turnpike Mixed-Use	- Required to be temporary use of property as part of a phasing strategy or appropriately screened and landscaped by incorporating one (1) tree per every 12 spaces planted within parking islands. - To be reviewed by City Manager or designee.

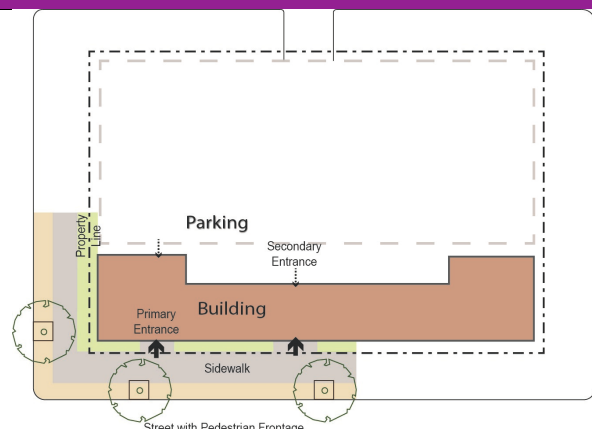
6. Development Standards

The following section establishes the Development Standards for all Character Areas within the PG&T Zoning District. Diagrams and reference letters are used for illustrative purposes only. Reference letters may not be in continuous sequence.

6.1. Turnpike Commercial (TC)



6.1.1 Building Orientation



Setback Range

Front (Type A Street and Civic Space)	5 – 20 Feet
Front (Type B Street)	20 - 250 Feet
Side (from Property Line)	0 Feet
Rear (from Property Line)	5 Feet

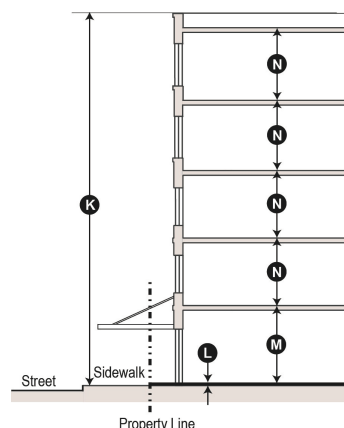
Building Frontage

Building Frontage Required Along Type A Street/Civic Space	70% (Min.)
Building Frontage Required Along Type B Street	0% (Min.)

6.1.2 Block Standards

Block Face Dimensions	Maximum 400 Feet
Block Perimeter	1600 Feet (Maximum)

6.1.3 Building Height



Principal Building Standards

First Floor to Floor Height	12 Feet (Min.)
Ground Floor Finish Level	12 inches max. above sidewalk (for ground floor retail ready buildings)
Upper Floor(s) Height (Floor to Ceiling)	10 Feet Min.
Height	No Maximum; Stepback required after five (5) stories; Maximum five (5) stories within 100 feet of another Character Area or the perimeter of the District
Stepback Distance	10 Feet Min.

6.1.4 Commercial Frontage Requirements

Ground floors of all buildings fronting Type A Streets shall be built to Retail Ready standards, including first floor-to-floor height, ingress and egress, handicap access, and first floor elevation flush with the sidewalk.

Notes

#1 – On Type A Streets, the area between the building and the edge of the street at the public sidewalk shall be paved flush with the sidewalk unless a contained private forecourt.

#2 – Side and rear setbacks shall be based on minimum fire separation required between buildings, if applicable.

#3 – Corner building street facades shall be built to the setback for a minimum of 15 feet from the corner along both streets or the width of the corner lot, whichever is less. Recessed entrances are permitted as long as the upper floors meet the build-to-zone standards.

#2 – Side and rear setbacks shall be based on minimum fire separation required between buildings, if applicable.

#4 – Blocks exceeding the maximum block face and perimeter dimensions may be permitted as follows:

- Combined blocks shall be adjacent to one another based on the Regulating Plan and provide pedestrian paseos
- An increase in block dimensions shall not eliminate or significantly move a required street or required civic/open space. Required streets and required civic/open spaces may move a maximum of 100 feet to accommodate a larger block.
- The block shall maintain a continuous Type A Street frontage with adjoining blocks

Ground floor internal pedestrian connectivity shall be provided through the block. Connectivity may be provided inside the building, through a parking garage, or outside by way of pedestrian passage.

6.1.5 Parking and Service Access

6.1.6 Encroachments

Canopies, signs, awnings and balconies may encroach over the sidewalk as long as the vertical clearance is a minimum of eight (8) feet. In no case shall an encroachment be located over an on-street parking or travel lane.

6.1.7 Applicability

Development Standards in this Section shall apply to all development within this Character Area.

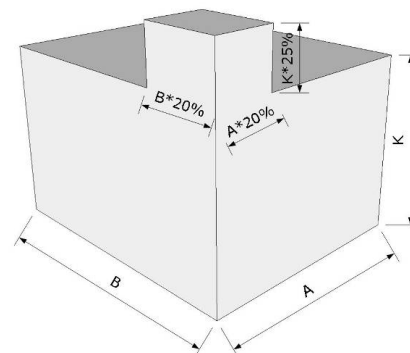
Notes

#5 – First floor heights shall not apply to parking structures

#6 – All buildings in the Turnpike Commercial Area shall meet the Architectural and Design Standards in Section 7.

#7 – Any frontage along all streets (except alleys) not defined by a building within the setback range shall be defined by a four (4) foot high street screen, furthermore service areas shall be defined by a street screen that is at least as high as the service equipment being screened. The street screen shall be of either the same building material as the principal structure on the lot or masonry, or a living screen composed of shrubs planted to be opaque at maturity. The required street screen shall be located within the setback range along the corresponding frontage.

#8 – Corner buildings may exceed the maximum building height by 25% for 20% of the building's frontage along each corresponding street façade.



Parking Location

Surface/At Grade Parking

Type A Street and Civic Space Setback

Shall be located behind principal building; or on the side if no more than one (1) double-loaded bay and screened at the street with masonry or fence no taller than four (4) feet

Type B Street Setback

3 Feet (Min.)

Side Setback (Distance from Property Line)

0 Feet (Min.)

Above Grade Parking

Type A Street, Type B Street and Civic Space Setback

0 Feet (Min.)

Side and Rear Setbacks (Distance from Property Line)

0 Feet (Min.)

Upper Floors	May be built up to building line
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Required Off-Street Parking Spaces

Non-Residential Uses	1 Space/300 SF (Gross)
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Residential Uses	1.5 Spaces/Unit
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Driveways and Service Access

Parking Driveway Width	20 Feet Max. (Except when drives need to be wider to address service access or fire lane standards)
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Driveways and off-street loading/unloading shall not be located on Type A Streets. Port cocheres may be permitted on Type A Streets to provide drop-off and valet service. Shared driveways and cross access easements are encouraged between lots to minimize curb cuts. If driveway and/or off-street service loading/unloading access is provided from Type A Street, access shall be temporary and cross access along the rear of property shall be required when adjoining properties are undeveloped.

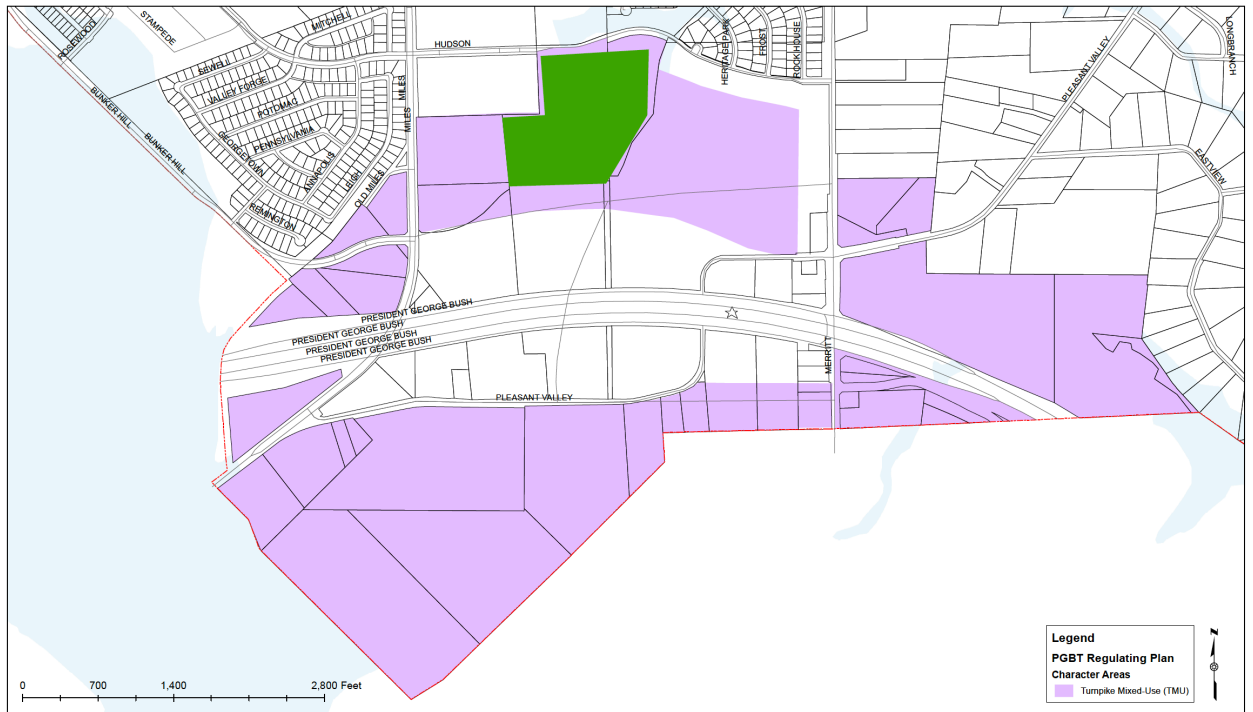
#9 – Ground and roof mounted mechanical equipment shall be screened from direct ground level view from adjoining public rights-of-way. In addition to a parapet wall no lower than three (3) feet, the perimeter of any visible roof mounted mechanical equipment shall be circumscribed by a wall or permanent screen that is at least as tall as the equipment itself.

#10 – Setback ranges on recessed entries and arcade buildings shall be measured from the building façade line.

#11 – Required parking may be provided anywhere within the PGBT Area.

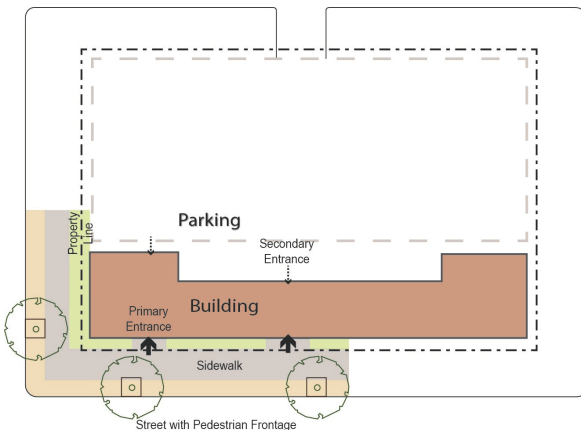
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6.2. Turnpike Mixed-Use (TMU)



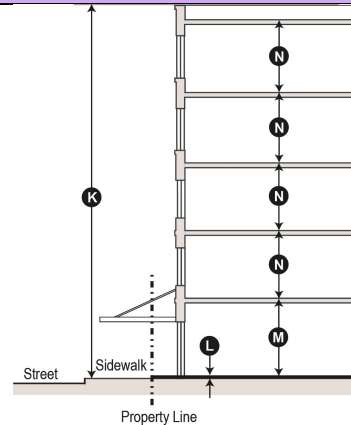
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6.2.1 Building Orientation



Setback Range	
Front (Type A Street and Civic Space)	5 – 15 Feet
Front (Type B Street)	0 – 50 Feet
Side (from Property Line)	0 Feet
Rear (from Property Line)	0 Feet
Building Frontage	
Building Frontage required along Type A Street/Civic Space	50% (Min.)
Building Frontage required along Type B Street	0% (Min.)
6.2.2 Block Standards	
Block Face Dimensions	Maximum 400 Feet
Block Perimeter	1200 Feet (Max.)

6.2.3 Building Height



Principal Building Standards

First Floor-to-Floor Height 12 Feet (Min.)

Ground Floor Finish Level 12 inches max. above sidewalk (for ground floor retail ready buildings)

Upper Floor(s) Height (Floor to Ceiling) 10 Feet (Min.)

Maximum of 10 stories when adjacent to Turnpike Commercial area; Maximum five (5) stories; and maximum three (3) stories within 50 feet of the Transition Area or the perimeter of the District

6.2.4 Commercial Frontage Requirements

Ground floors of all buildings fronting Type A Streets shall be built to retail ready standards, including first floor-to-floor height, ingress/egress, handicap access, and first floor elevation flush with the sidewalk.

Notes

#1 – On Type A Streets, The area between the building and the edge of the property line at the public sidewalk shall be paved flush with the sidewalk unless a contained private forecourt.

#2 – Side and rear setbacks shall be based on minimum fire separation required between buildings, if applicable.

#3 – On Type A Streets, corner building street facades shall be built to the setback range for a minimum of 15 feet from the corner along both streets or the width of the corner lot, whichever is less. Recessed entrances are permitted as long as the upper floors meet the development standards.

#4 – Blocks exceeding the maximum block face and perimeter dimensions may be permitted as follows:

- Combined blocks shall be adjacent to one another based on the Regulating Plan
- An increase in block dimensions shall not eliminate or significantly move a required street or required civic/open space. Required streets and required civic/open spaces may move a maximum of 100 feet.

- The block shall maintain a continuous Type A Street frontage with adjoining blocks
- Ground floor internal pedestrian connectivity shall be provided through the block. Connectivity may be provided inside the building, through a parking garage, or outside by way of pedestrian passage.

6.2.5 Parking and Service Access

Parking Location

Surface/At Grade Parking

Type A Street and Civic Space Setback	Shall be located behind the principal building; or on the side if no more than one (1) double-loaded bay and screened at the street with masonry or fence no taller than four (4) feet
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Type B Street Setback	Minimum of three (3) feet behind the building façade line along that street
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Side Setback (from Property Line)	0 Feet (Min.)
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Rear Setback (from Property Line)	0 Feet (Min.)
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Above and Below Grade Parking

Setback along Type A Street, Type B Street, and Civic Space	0 Feet (Min.)
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Side and Rear Setbacks	0 Feet (Min.)
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Upper Floors	May be built up to the building line
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Required Off-Street Parking Spaces

Non-Residential Uses	1 Space/300 SF (Gross)
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Residential Uses	1.5 Space/Unit
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Driveways and Service Access

Parking Driveway Width	24 Feet Max. (Except when drives need to be wider to address service access or fire lane standards)
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Driveways and off-street loading and unloading shall not be located on Type A Streets. Porte cochers may be permitted on Type A Streets to provide drop-off and valet service. Shared driveways and cross access easements are encouraged between lots to minimize curb cuts. If driveways and/or off-street service loading/unloading access is provided from Type A Streets, such access shall be deemed temporary and cross access easements along the rear of the property shall be required when adjoining properties are undeveloped.

6.2.6 Encroachments

Canopies, signs, awning and balconies may encroach over the sidewalk as long as the vertical clearance is a minimum of eight (8) feet. In no case shall an encroachment be located over an on-street parking or travel lane.

6.2.7 Applicability

Development Standards in this Section shall apply to all development in this Character Area.

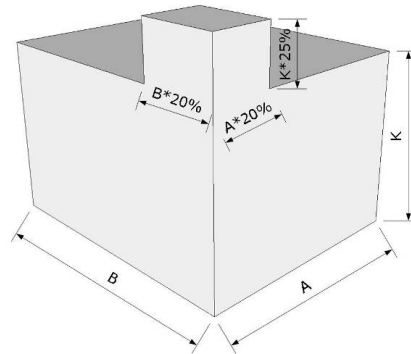
Notes

#5 – First floor heights shall not apply to parking structures

#6 – All buildings in the Turnpike Mixed-Use Area shall meet the Architectural and Design Standards in Section 7.

#7 – Any frontage along all streets (except alleys) not defined by a building shall be defined by a four (4) foot high street screen, furthermore service areas shall be defined by a street screen that is at least as high as the service equipment being screened. The street screen shall be of either the same building material as the principal structure on the lot or masonry, or a living screen composed of shrubs planted to be opaque at maturity. The required street screen shall be located within the setback range along the corresponding frontage.

#8 – Corner buildings may exceed the maximum building height by 25% for 20% of the building's frontage along each corresponding street façade.

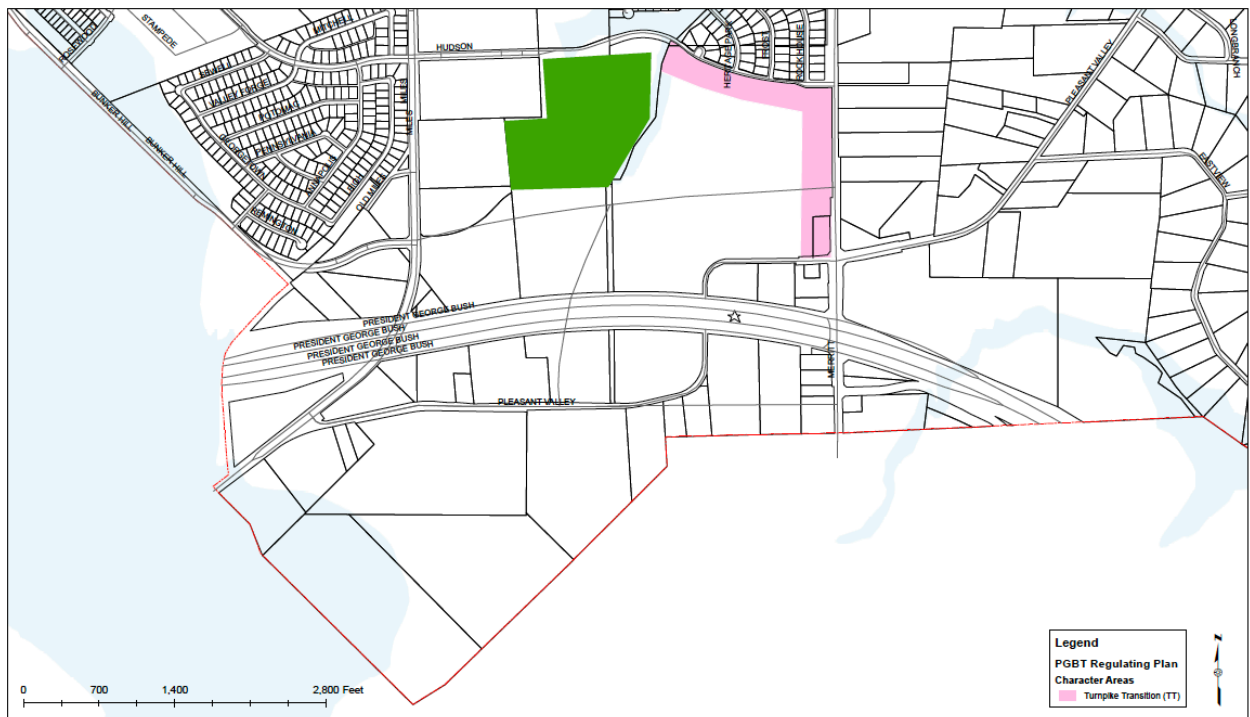


#9 – Ground and roof mounted mechanical equipment shall be screened from direct ground level view from adjoining public rights-of-way. In addition to a parapet wall no lower than three (3) feet, the perimeter of any visible roof mounted mechanical equipment shall be circumscribed by a wall or permanent screen that is at least as tall as the equipment itself.

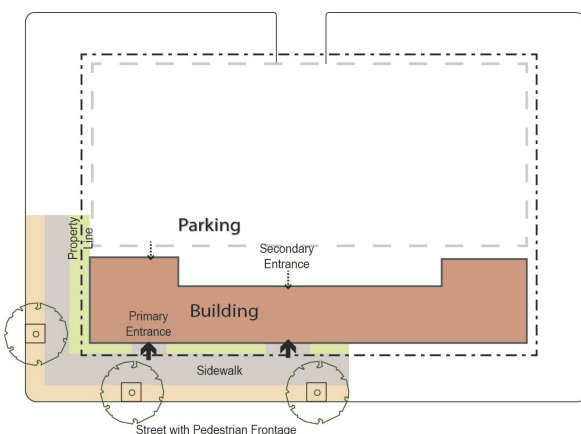
#10 – Setback ranges on recessed entries and arcade buildings shall be measured from the building façade line.

#11 – Required parking may be provided anywhere within the PGBT Area or through shared parking agreements.

6.3. Turnpike Transition (TT)



6.3.1 Building Placement



Setback Range

Front (Type A Street and Civic Space)	5 – 15 Feet
Front (Type B Street)	0 – 50 Feet
Side (from Property Line)	5 Feet
Rear (from Property Line)	0 Feet

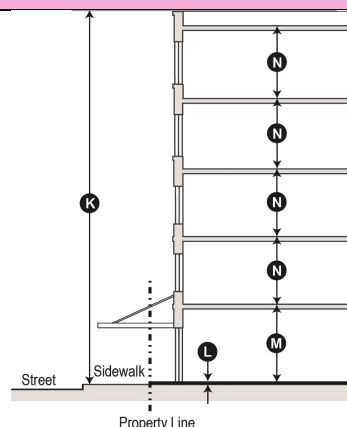
Building Frontage

Building Frontage required along Type A Street/Civic Space	50% (Min.)
Building Frontage required along Type B Street	0% (Min.)

6.3.2 Block Standards

Block Face Dimensions	Maximum 400 Feet
Block Perimeter	1200 Feet (Max.)

6.3.3 Building Height



Principal Building Standards

Building Maximum	40 Feet except non-habitable architectural features
First Floor-to-Floor Height	12 Feet (Min.)
Ground Floor Finish Level	12 inches above sidewalk
Upper Floor(s) Height (Floor to Ceiling)	10 Feet (Min.)

Notes

#1 – On Type A Streets, The area between the building and the edge of the BTZ at the public sidewalk shall be paved flush with the sidewalk unless a contained private forecourt.

#2 – Side and rear setbacks shall be based on minimum fire separation required between buildings, if applicable.

#3 – Corner building street facades shall be built to the setback range for a minimum of 15 feet from the corner along both streets or the width of the corner lot, whichever is less. Recessed entrances are permitted as long as the upper floors meet the development standards.

#4 – Blocks exceeding the maximum block face and perimeter dimensions may be permitted as follows:

- Combined blocks shall be adjacent to one another based on the Regulating Plan and incorporate a pedestrian paseo
- An increase in block dimensions shall not eliminate or significantly move a required street or required civic/open space. Required streets and required civic/open spaces may move a maximum of 100 feet.
- The block shall maintain a continuous Type A Street frontage with adjoining blocks
- Ground floor internal pedestrian connectivity shall be provided through the block. Connectivity may be provided inside the building, through a parking garage, or outside by way of pedestrian passage.

6.3.4 Parking and Service Access

[GRAPHIC]

Parking Location

Surface/At Grade Parking

Type A Street and Civic Space Setback	Shall be located behind the principal building; or on the side if no more than one (1) double-loaded bay and screened at the street with masonry or fence no taller than four (4) feet
Type B Street Setback	Minimum of three (3) feet behind the setback
Side Setback (from Property Line)	0 Feet (Min.)
Rear Setback (from Property Line)	0 Feet (Min.)

Above and Below Grade Parking

Setback along Type A Street, Type B Street, and Civic Space	0 Feet (Min.)
Side and Rear Setbacks	0 Feet (Min.)
Upper Floors	May be built up to the building line

Required Off-Street Parking Spaces

Non-Residential Uses	1 Space/300 SF (Gross)
Residential Uses	1.5 Space/Unit

Driveways and Service Access

Parking Driveway Width	24 Feet Max. (Except when drives need to be wider to address service access or fire lane standards)
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Driveways and off-street loading and unloading shall not be located on Type A Streets. Porte cocheres may be permitted on Type A Streets to provide drop-off and valet service. Shared driveways and cross access easements are encouraged between lots to minimize curb cuts. If driveways and/or off-street service loading/unloading access is provided from Type A Streets, such access shall be deemed temporary and cross access easements along the rear of the property shall be required when adjoining properties are undeveloped.

6.3.5 Encroachments

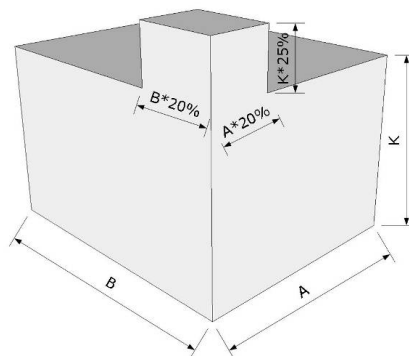
Canopies, signs, awning and balconies may encroach over the sidewalk as long as the vertical clearance is a minimum of eight (8) feet. In no case shall an encroachment be located over an on-street parking or travel lane.

6.3.6 Applicability

Development Standards in this Section shall apply to all development in this Character Area.

Notes

- #5 – First floor heights shall not apply to parking structures
- #6 – All buildings in the Turnpike Transition Area shall meet the Architectural and Design Standards in Section 7.
- #7 – Any frontage along all streets (except alleys) not defined by a building shall be defined by a four (4) foot high street screen, furthermore service areas shall be defined by a street screen that is at least as high as the service equipment being screened. The street screen shall be of either the same building material as the principal structure on the lot or masonry, or a living screen composed of shrubs planted to be opaque at maturity. The required street screen shall be located within the setback range along the corresponding frontage.
- #8 – Corner buildings may exceed the maximum building height by 25% for 20% of the building's frontage along each corresponding street façade.



- #9 – Ground and roof mounted mechanical equipment shall be screened from direct ground level view from adjoining public rights-of-way. In addition to a parapet wall no lower than three (3) feet, the perimeter of any visible roof mounted mechanical equipment shall be circumscribed by a wall or permanent screen that is at least as tall as the equipment itself.
- #10 – Setback ranges on recessed entries and arcade buildings shall be measured from the building façade line.
- #11 – Required parking may be provided anywhere within the PGBT Area or through shared parking agreements.
- #12 – Minimum floor-to-ceiling height (to the first obstruction at the ceiling level) for upper floors shall apply only to a majority of upper floors (over 50%)

7. Architectural Standards and Design Guidelines

The Architectural Standards and Design Guidelines for the PGBT Area shall establish a coherent urban character and encourage enduring, attractive and sustainable development. Development plans shall be reviewed by the City Manager or designee for compliance with the standards below.

The key design principles establish essential goals for development in the PGBT Area to ensure the preservation, sustainability and visual quality of this unique environment. Buildings shall be located and designed so that they provide visual interest and create enjoyable, human-scaled spaces. The key design principles are:

- New buildings shall utilize building elements and details to achieve a pedestrian-oriented public realm with transitions into human-scale private places, with connectivity to adjacent neighborhoods;
- Compatibility is not meant to be achieved through uniformity, but through the use of variations in building elements to achieve individual building identity;
- Building facades shall include appropriate architectural details and ornament to create variety and interest; and
- Open space(s) shall be incorporated to provide public areas integral to the urban environment.

7.1. General to All Character Areas.

7.1.1. Building Orientation

- i. Buildings shall be oriented towards Type A Streets where the lot has frontage along Type A Streets. When no other Type A Street frontage is available, all other buildings shall be oriented towards Type B Streets or Civic/Open Spaces.
- ii. The primary entrance to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection.
- iii. All primary entrances shall be oriented to the public sidewalk or within a forecourt adjacent to a public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or alleys.

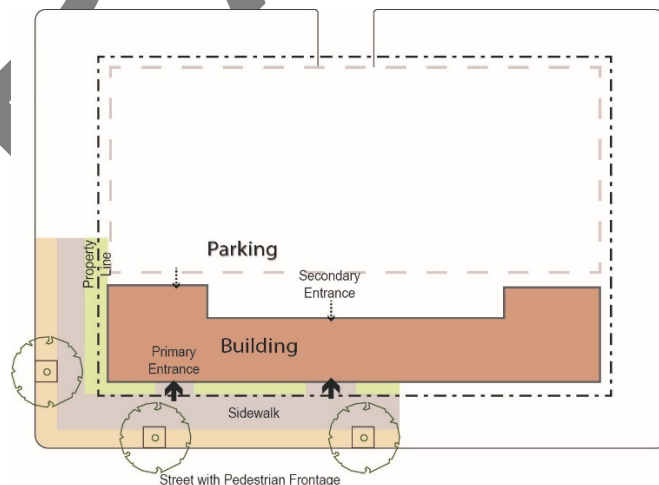


Figure 1: Building Orientation and Primary Entrance Example

7.1.2. Design of Parking Structures

- i. All frontages of parking structures located on Type A Streets shall not have parking uses on the ground floor to a minimum depth of 30 feet along the Type A Street

unless screened with a similar architectural façade that matches the primary façade design and materials of the building.

- ii. The amount of Type A Street frontage devoted to a parking structure shall be minimized by placing the shortest dimension(s) along the Type A Street edge(s) if feasible.
- iii. Parking structure facades on all Type A Streets shall be designed with both vertical and horizontal articulation.
- iv. Where above ground structured parking is located at the perimeter of a building with frontage along a Type A Street, it shall be screened in such a way that cars on all parking levels are screened from view of the Type A Streets. Architectural screens shall be used to articulate the façade, hide vehicles and shield lighting.
- v. Parking structures and adjacent sidewalks shall be designed so pedestrians are clearly visible to entering and exiting automobiles.



Figure 2: Parking Garage Design Examples

7.1.3. Driveways, Alleys and Service Access

- i. Unless otherwise specified in the Character Area standards, driveways and off-street loading and unloading may be located with access along Type A streets only if the property has no access to either an alley, Type B Street or joint use easement to an adjoining property with direct driveway access to any other street; except porte cocheres entrances shall be allowed for hospitality and entertainment uses with design along the frontage to ensure pedestrian safety and walkability.
- ii. Along Type A Streets, driveway spacing shall be limited to two (2) driveways per each block face or per 200 feet of block face for blocks greater than 400 feet in length, unless approved by the City Manager or his or her designee when pedestrian design is used to mitigate the additional driveway crossings.
- iii. Shared driveways, joint use easements or joint access easements shall be required for adjoining properties when driveway and service access is off a Type A Street.
- iv. Service and loading/unloading areas shall be screened per standards in Section 7.1.6.
- v. Unless required to meet minimum fire access or service access standards all commercial and mixed-use driveways/alleys shall be a minimum of 20 feet in width. Service driveways/alleys shall be a maximum of 32 feet in width garage to garage. Driveways wider than 24 feet in width shall only be located off Type B streets. Driveways/alleys along TxDOT roadways shall meet state standards or the City's adopted ordinances.

7.1.4. Design of Automobile-Related Building Site Elements

- i. Drive-through lanes for commercial uses shall not be located on any Type A Street. Drive-through lanes shall be hidden behind a street screen along any Type B Street frontage.
- ii. All off-street loading, unloading and trash pick-up areas shall be located along alleys or Type B Streets only unless permitted in the specific building form and development standards in Section 6. Any off-street loading, unloading or trash pick-up areas shall be screened using a street screen that is at least as tall as the trash containers and/or service equipment it is screening. The street screen shall be made up of (i) the same material as the principal building or (ii) a living screen or (iii) a combination of the two.

7.1.5. Mechanical and Service Screening

- i. All buildings shall be designed such that no mechanical equipment (HVAC, etc.) except vents or stacks is visible from the public right-of-way or open space, whether the equipment is located on the ground, exterior walls or roof.
- ii. The screening material uses shall be the same as the primary exterior building material used and raised at least one (1) foot above the top of the mechanical equipment per City standards.

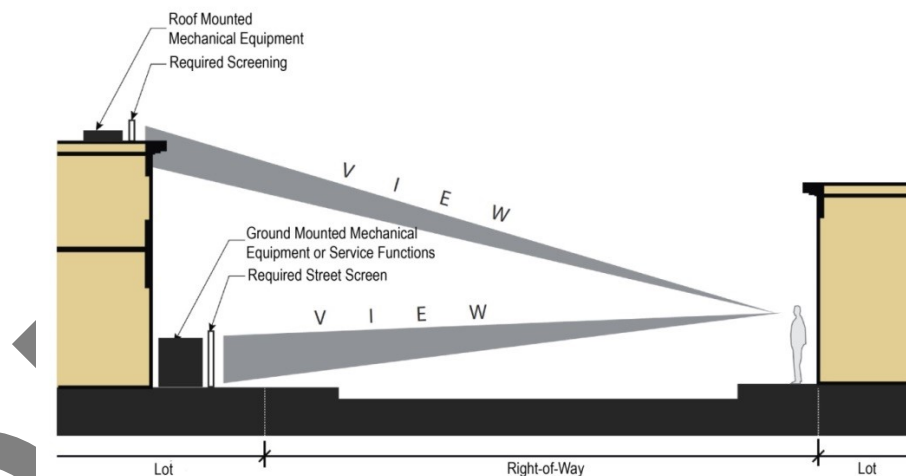


Figure 3: Mechanical Equipment Screening

7.1.6. Façade Composition

- i. Buildings shall maintain a façade rhythm of 20 feet to 30 feet along all Type A Streets.
- ii. This rhythm may be expressed by changing materials, or color, or by using design elements such as fenestration, columns and pilasters, integrated colors, or by varying the setback of portions of the façade.
- iii. Storefronts on facades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage and lighting fixtures.
- iv. Building entrances may be defined and articulated by architectural elements such as lintels, pediments pilasters, columns, porticos, overhangs, railings, balustrades and others, as appropriate. All building elements shall be compatible with the architectural style, materials, colors and details of the building as a whole. Entrances to upper level uses may be defined and integrated into the design.

- v. Corner emphasizing architectural features, pigmented gabled parapets, cornices, awnings, blade signs, arcades, colonnades and balconies may be used along commercial storefronts to add pedestrian interest.

7.1.7. Windows and Doors

- i. Windows and doors on street (except alleys) fronting facades shall be designed to be proportional and appropriate to the specific architectural style of the building. First floor windows shall not be opaque, tinted or mirrored glass.
- ii. All ground floor front facades along Type A Streets or Civic/Open Spaces shall have transparent storefront windows covering no less than 50% of the façade area on the first two (2) floors. Each upper floor above the second floor of the same building facades facing a Type A Street or Civic/Open Space shall contain windows covering at least 25% of the façade area. All other street facing facades (except alleys) shall have windows covering at least 15% of the façade area for all floors.



Figure 4: Storefront Window Transparency

7.1.8. Commercial and Mixed-Use Building Materials

- i. At least 80% of each building's façade (excluding doors and windows) along all Type A Streets shall be finished in one of the following materials:
 - Masonry (brick, stone, stucco utilizing a three-step process, cast stone, rock, marble, granite, or curtain glass).
- ii. No more than 20% of each façade along all Type A Streets shall use accent materials such as wood, architect metal panel, split-face concrete block tile or pre-cast concrete panels.
- iii. A minimum of 80% of all other building facades with the exception of Type A Street facades shall use accent materials such as wood, architect metal panel, split face concrete block, tile or pre-cast concrete panels.

- 7.1.9. Building Orientation.** Buildings located along Merritt Road and Hudson Road must face the street edge; a transition between the residential in the SE Quadrant and the uses in the Turnpike Commercial and Turnpike Mixed-Use.

8. Street and Streetscape Design Standards

- 8.1. Generally.** Streets in the PGBT Area shall support the overall goal of a mixed-use, compact, pedestrian-oriented district. Streets should balance all forms of mobility while maximizing convenience for residents and visitors.

The Regulating Plan designates Mandatory Streets and the street network to be made up of additional Local Streets to be proposed by the applicant(s) within the PGBT Area. This section specifies the typical configuration of streets. The specifications address vehicular lane width, ROW

widths, number of travel lanes, on-street parking and pedestrian accommodation. The character of streets within the PGBT Area will vary based on the location.

8.2. *New Streets.* New streets shall be based on the Type A or Type B Street Type designation on the Regulating Plan. Development Plans shall propose a complete street network to achieve connectivity as envisioned in the Comprehensive Plan.

8.2.1. New streets must terminate at other streets or pedestrian-ways/trails; and connectivity of Type A streets shall extend for at least two (2) blocks down a street or turning a corner

8.2.2. Each phase of development of at least 20 acres or more shall have at least two (2) blocks of Type A frontage. Type A frontages shall be connected to other Type A frontages where feasible.

8.2.3. Cul de sacs shall be utilized only for unique environmental conditions.

8.2.4. The street network shall complement the trail network and vice versa.

8.2.5. Street types shall be utilized to create a hierarchy of multimodal travel patterns within the PGBT Area.

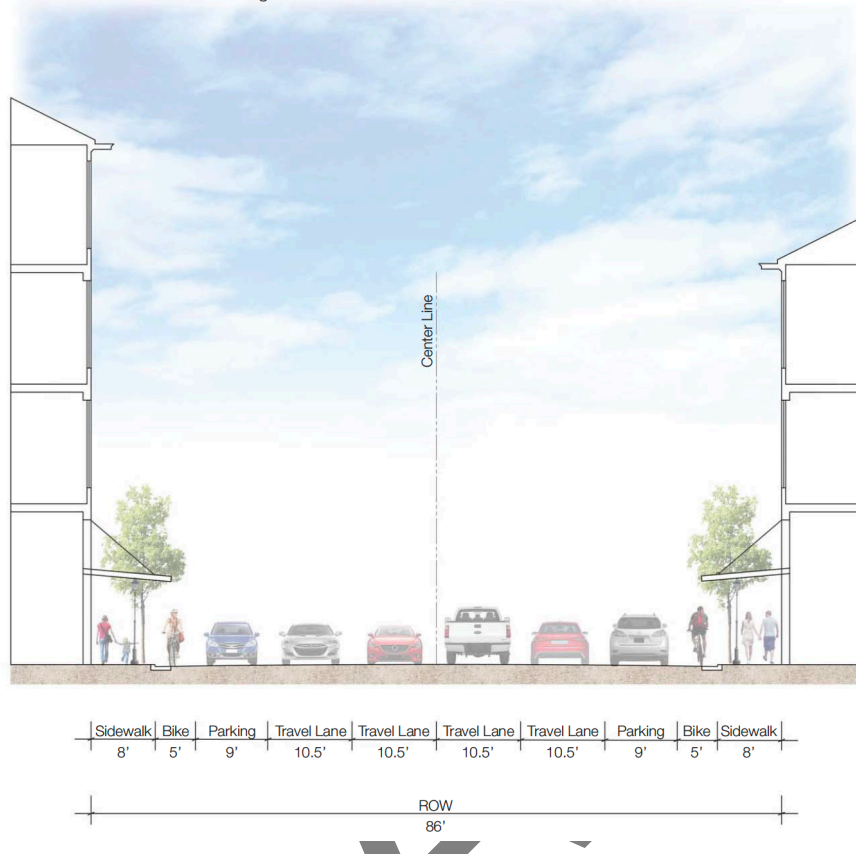
8.3. *Street Classification Established.* Table 8.1 and associated cross sections shall establish the cross sections for each street type. The cross sections may be adjusted to fit existing contexts with the approval of the City Manager or designee. In addition, the proposed cross sections may be adjusted to meet the needs of the Uniform Fire Code as adopted by the City.

Table 8.1 Street Classifications

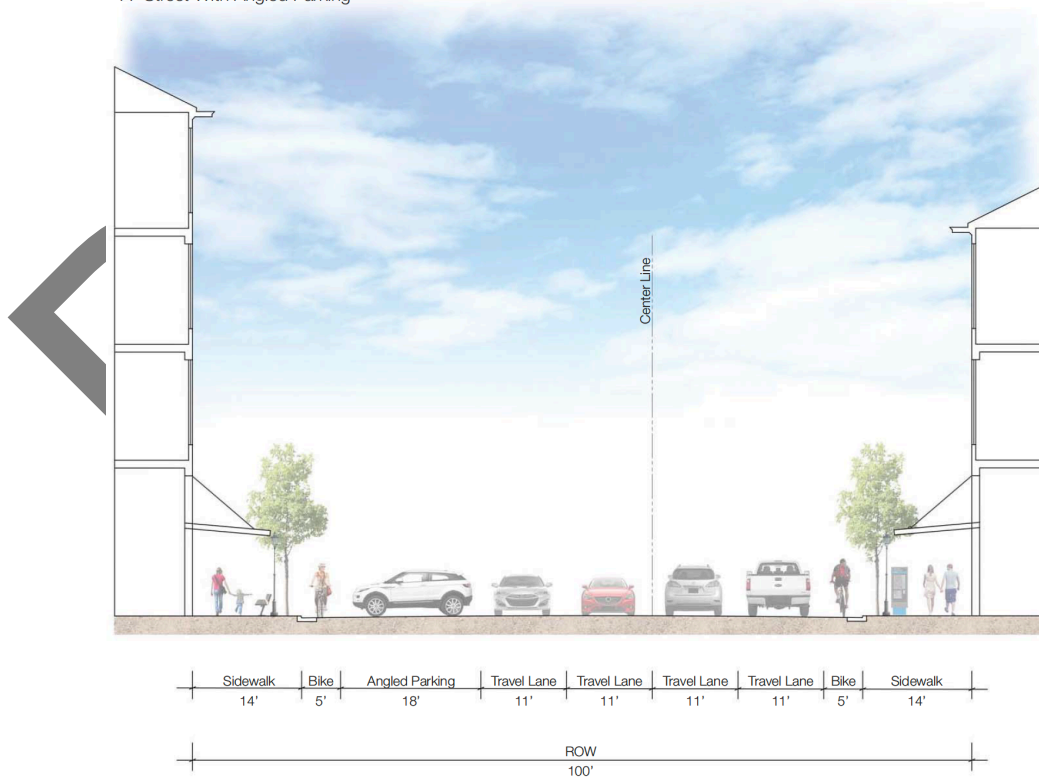
Street Type	ROW (Recommended Min.)		Number of Lanes	Number of Bike Lanes	Vehicle Lane Widths	Bike Lane Width	On-Street Parking	Parkway/ Tree Well
	Street Width	Ped. Realm						
A	84 FT (Angled) 70 FT (Parallel)	16 FT	4	2	11 FT	5 FT	Yes, Angled or Parallel	5 x 5 FT Min.
B	64 FT	12 FT	2	N/A	12 FT	N/A	Yes, Parallel	5 X 5 FT Min.
General	40 FT	12 FT	2	N/A	11 FT	N/A	Yes, Parallel	5 x 5 FT Min.
Alley	32 FT (Garage to Garage)	None	N/A	None	N/A	N/A	None	None

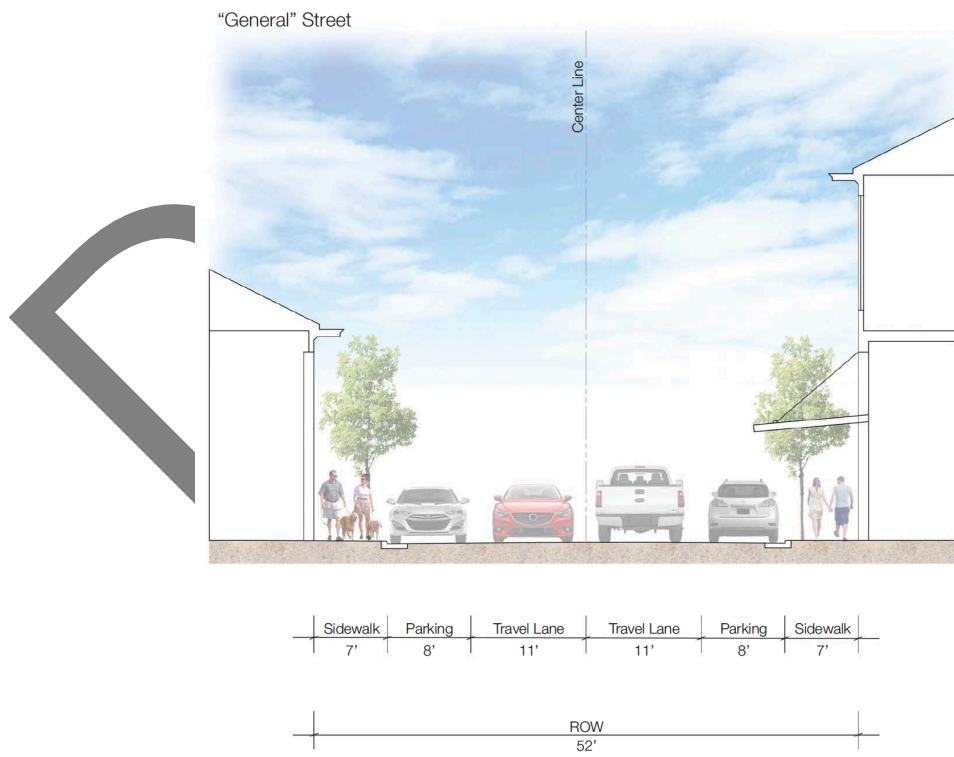
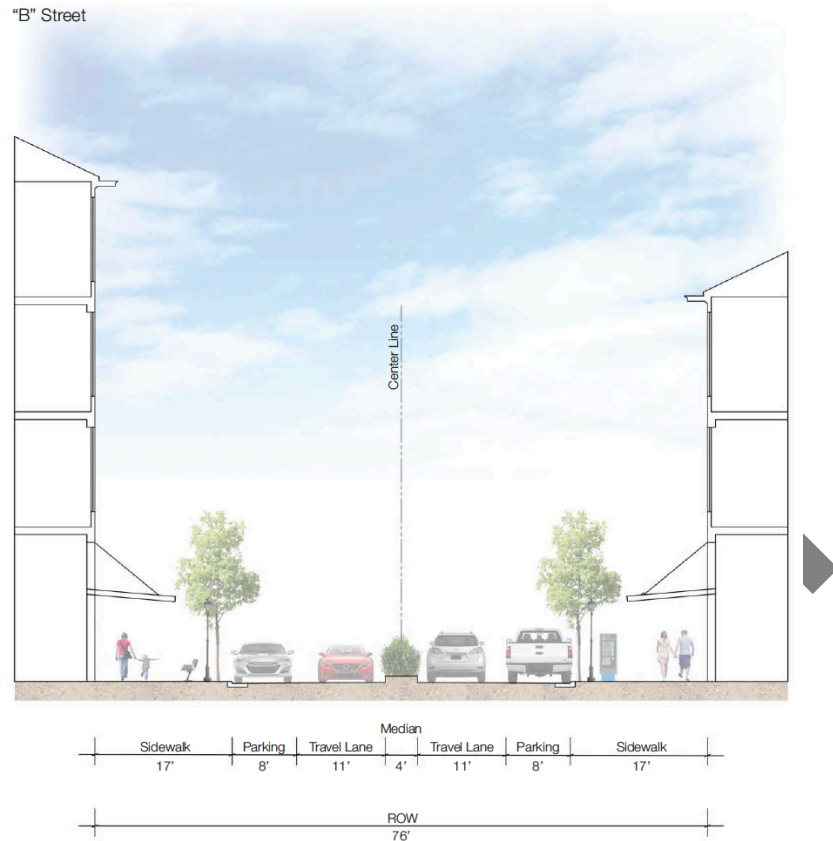
8.4. *Street Cross Sections*

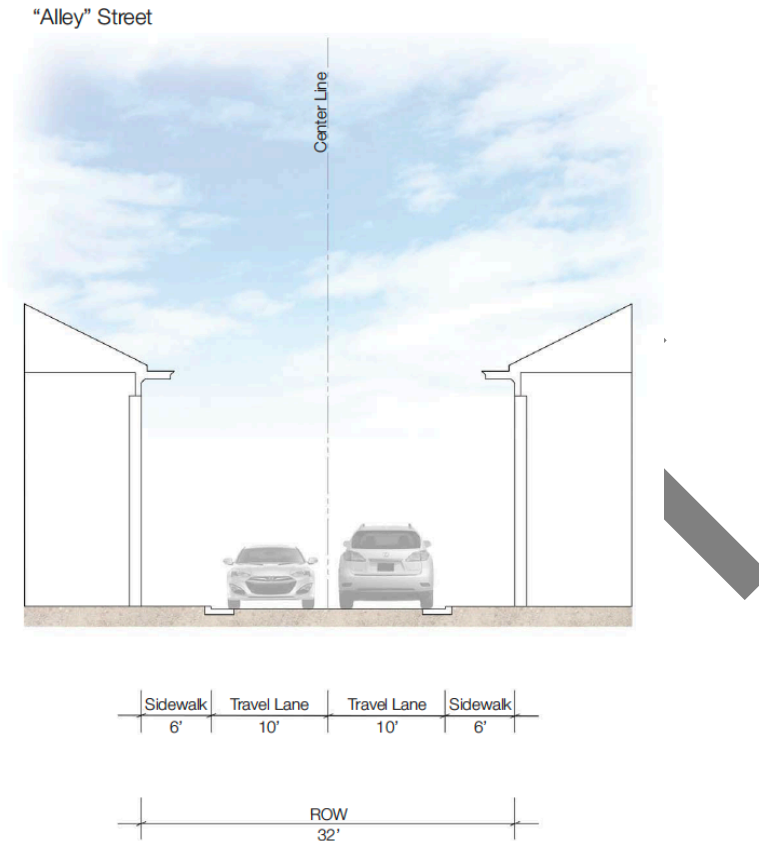
"A" Street With Parallel Parking



"A" Street With Angled Parking







8.5. *Streetscape and Landscape Standards.* Streetscape standards shall apply to all streets within the PGBT Area. Streetscape standards shall address all elements between the building face and the edge of the curb. Typical streetscape elements addressed are street trees, lighting, street furniture and pedestrian amenities and materials. All dedicated public ROW and landscaping within the ROW shall be maintained by the City of Sachse.

8.5.1. All streetscape elements and site amenities, such as bike racks, trash receptacles, lamp posts, benches, bollards, patio furniture, and tree grates, shall be decorative metal, rust and flake/chip resistant, and generally be black ("storm cloud") in color. Bollards can be concrete or cast metal and shall be decorative design with no bold colors or sleeves.

8.6. *Street Trees and Landscaping (within the Pedestrian Easement)*

8.6.1. Street trees shall be required on all PGBT Area streets (except on alleys and the PGBT access/frontage road).

8.6.2. Street trees shall be planted per best practices and based on urban tree species (see Table 8.2), and consistent with a pedestrian zone along the street.

8.6.3. Spacing shall be an average of 30 feet on center (measured per block face) along all streets except alleys.

8.6.4. The minimum caliper size for each tree shall be three (3) inches and shall be a minimum of 12 feet in height at planting. Each tree shall be planted in a planting area no less than 36 square feet. However, the tree well area may be no smaller than 25 feet.

8.6.5. All living landscape shall be maintained in a healthy and growing manner, replaced when diseased or dead, and receive irrigation.

Table 8.2 Urban Tree Species List

Allee (Lacebark) Elm	
Chinese Pistache	
Ginkgo	
Lacey Oak	

Pond Cypress	
Shantung Maple	
Teddy Bear Magnolia	

Urbanite Ash	
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8.7. Street Furniture, Lighting and Materials

- 8.7.1. Pedestrian-scale lighting shall be required along all PGBT Area streets (except on alleys and PGBT/SH 190 access roads. They shall be no taller than 20 feet.
- 8.7.2. Street lights shall be placed on average 40 feet on center, approximately three (3) feet behind the curb line unless another placement facilitates a pedestrian zone along the street.
- 8.7.3. The light standard selected shall be compatible with the design of the street and the design of the buildings.
- 8.7.4. Trash receptacles and bike racks shall be required along all Type A Streets. A minimum of one (1) per each block face shall be required.
- 8.7.5. Street furniture and pedestrian amenities such as benches are recommended along all Type A Streets.
- 8.7.6. All street furniture shall be located in such a manner as to allow a clear sidewalk passageway of a minimum of six (6) feet.
- 8.7.7. Materials selected for paving and street furniture shall be of durable quality and require minimal maintenance; pavers are discouraged in neighborhood retail/entertainment centers as a primary surface in order to facilitate walkability.

8.8. Commercial Frontages

- 8.8.1. Where a commercial frontage is at the ground level adjacent to a street, paved hardscape within the setback range shall be flush with the sidewalk up to the front door at a minimum and match the material of the sidewalk adjacent.
- 8.8.2. Where there is residential frontage, landscaping is permitted within the setback.



9. Signage

Except as specifically listed below, all other signage and sign standards must comply with the City of Sachse's Code of Ordinances.

- 9.1. Signage in the PGBT Area shall generally be limited to monument signs, multi-tenant monument signs, wall signs, and other incidental signage.
- 9.2. One (1) monument sign per lot may be installed with a maximum area of 60 square feet, a maximum height of eight (8) feet, with a one (1) foot masonry (brick/stone) border around all sides of the sign that matches the primary building, and shall also provide the street address with a minimum six (6) inches in height that is decorative metal and of contrasting color with the monument. Corner lots with double frontage may install a second monument sign along the additional ROW.
- 9.3. A multi-tenant monument sign per street frontage may be located within a unified development consisting of multiple businesses on the same lot. Signs shall incorporate a one (1) foot masonry (brick/stone) border that matches the primary building, provide business identification signs on panels, and shall have a maximum area based upon the size of the development (80 square feet for buildings with three (3) or fewer tenant lease spaces; 100 square feet for projects with more than three (3) businesses and on less than five (5) acres; an 10 additional square feet for every acre over five (5) acres with a maximum allowed area of 200 square feet; and a height that does not exceed 10% of the sign's maximum allowed area).
- 9.4. Pylon signs, pole signs, billboards, off-site signage, bandit stake signs, and other signs are prohibited in the PGBT Area.

10. Civic/Open Space Palette

- 10.1. *Generally.* The design of Civic/Open Space shall be regulated by the Civic/Open Space palette herein, which shall create a network of open spaces that recognizes the natural qualities of the area while providing a range of both passive and active recreational opportunities. These opportunities may be accommodated in a variety of spaces ranging from large regional parks to neighborhood-scaled greens to urban squares and plazas. The open space network will be serviced by an interconnected network of trails and paths for pedestrians and bicyclists alike.

10.2. Detention Pond Standards

- 10.2.1. Stormwater detention for the Turnpike District shall be designed and constructed in order to accomplish the following:
 - i. Stormwater facilities shall be designed and constructed to function as an amenity for the district.
 - ii. Stormwater facilities shall be designed and constructed as regional improvements for the district. Individual small dry detention ponds for each phase of development are discouraged.
 - iii. When possible, it is encouraged for adjacent properties to work together to create community stormwater improvements.
- 10.2.2. The City Engineer may modify this requirement in part, or in whole, as necessary to facilitate quality development within the district.
- 10.2.3. Detention areas should emphasize their aesthetic and amenity value by incorporating a variety of plant materials intended to soften their visual impact, and improve their stormwater management functions.

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10.3. Park Standards



The park will create an important public space that connects the community within the PGBT Area and allows for passive recreation. Parks shall primarily be naturally landscaped with many places to sit on benches or low walls. Passive recreation activities in parks may include grassy lawns for unstructured and informal active recreational activities. Appropriate civic elements, fountains or open shelters may be included.

Typical Characteristics

General Character

Large, open space

Spatially defined by landscaping and building frontages

Paths, trails, open shelters, lawns, trees and shrubs

May be lineal, following the trajectories of natural corridors

Typical Uses

Unstructured and Passive Recreation

Casual Seating/Picnicking

10.4. Green Standards



The green will serve as an important public space for the PGBT Area. The green will be available for civic purposes, commercial activity, unstructured recreation and other passive uses. Greens shall primarily be naturally landscaped with many shaded places to sit. Appropriate paths, civic elements, fountains, or open shelters may be included and shall be formally placed within the green.

Typical Characteristics

General Character

Open Space

Spatially defined by landscaping and building frontages

Lawns, trees and shrubs naturally disposed

Open shelters and paths formally disposed

Size

Shall have a range of sizes

Typical Uses

Unstructured and Passive Recreation

Casual Seating

Commercial and Civic Uses

Residential Address

10.5. Plaza Standards



Plazas add to the vibrancy of streets within the more urban areas and create formal open spaces available for civic purposes and commercial activity. Building frontages shall define these spaces. The landscape should consist of primarily hardscape. If trees are included, they should be formally arranged and of appropriate scale. Casual seating, along with tables and chairs, should be provided. Plazas typically should be located at the intersection of important streets.

Typical Characteristics

General Character

Formal Open Space

Primarily Hardscape Surfaces

Trees and Shrubs Optional

Spatially Defined by Building Frontages

Location and Size

Range of sizes

Shall front at least one (1) street

Typical Uses

Commercial and Civic Uses

Casual Seating

Tables and Chairs for Outdoor Dining

Retail and Food Kiosks

10.6. Pedestrian Passage Standards



Pedestrian passages create intimate passageways through buildings at designated locations. These paths provide direct pedestrian access to residential addresses and create unique spaces for frontages to engage and enter off of. Pedestrian passages allow for social and commercial activity to spill into the public realm. Pedestrian passages should consist of a hardscape pathway activated by frequent entries and exterior stairways. The edges may simply be landscaped with minimal plantings and potted plants.

Typical Characteristics

General Character

Hardscape Pathway
Frequent Entries and Frontages
Exterior Stairways
Defined by Building Frontages
Minimal Planting and Potted Plants
Maintain Character of Surrounding Buildings

Location and Size

Min. Width 12 Feet

Typical Uses

Pedestrian Connection and Access
Casual Seating

10.7. Multi-Use Trail Standards



The multi-use trail provides an important place for active recreation and creates a connection to regional paths and biking trails. The multi-use trail will help activate connections between the open spaces and the uses throughout the PGBT Area. The multi-use trail may have a different character as it passes through the park. Within the required park, the trail shall be naturally disposed with low impact paving materials so there is minimal impact to the existing flood plain and landscape.

Typical Characteristics

General Character

Park Multi-Use Trail

Naturally Disposed Landscape

Low Impact Paving

Trees Lining Trail

Appropriately Lit for Safety

Size

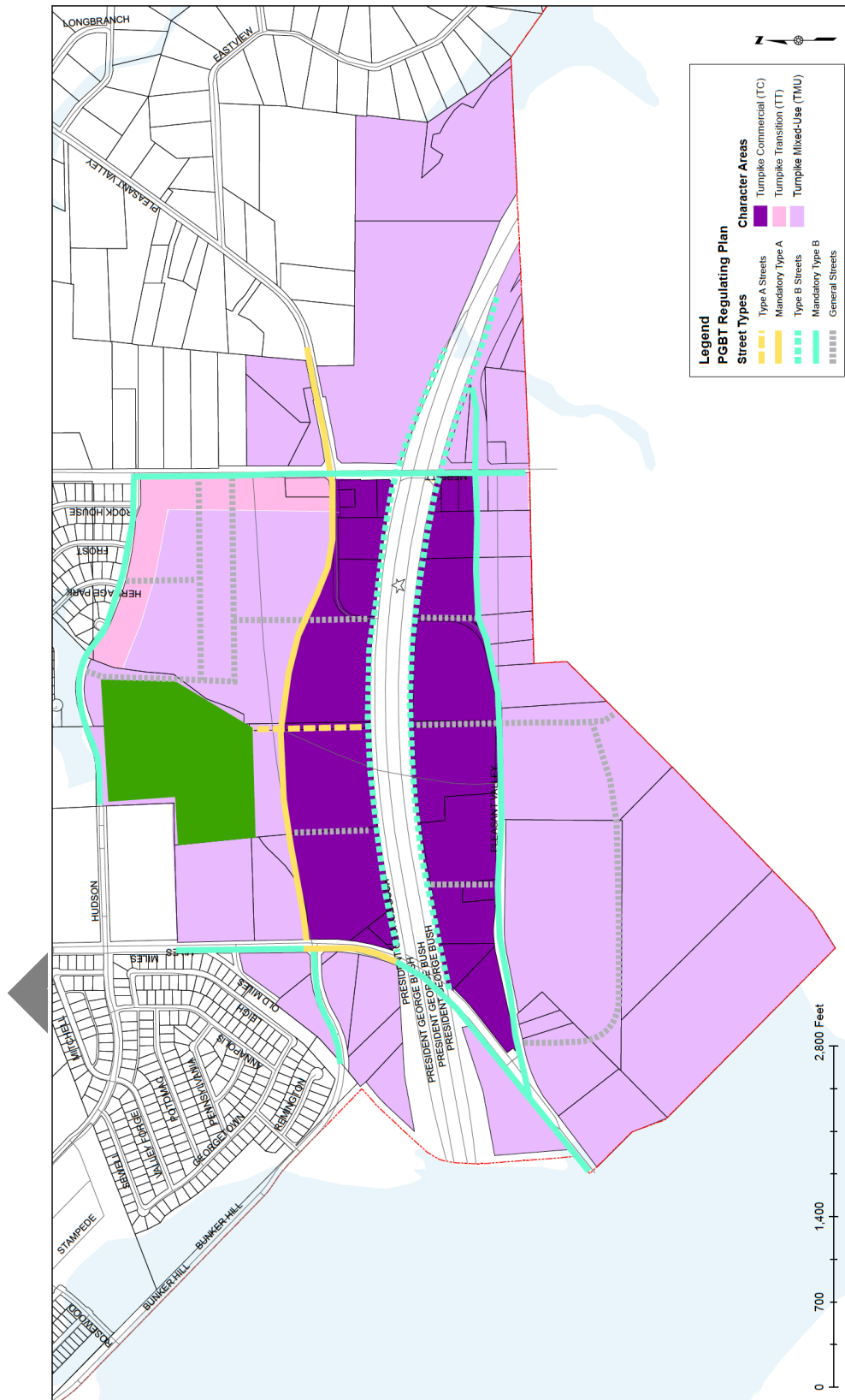
Min. Width 12 Feet

Typical Uses

Active and Passive Recreation

Casual Seating

Appendix 1: Regulating Plan



Appendix 2: Definitions

In addition to Definitions in Chapter 11, Article 3, Section 14 of Sachse City Code of Ordinances, the following terms shall have the corresponding interpretations:

Arcade means a portion of the main façade of a building that is at or near the setback range and a colonnade supports the upper floors of the building. Arcades are intended for buildings with ground floor commercial or retail uses and the arcade may be one (1) or two (2) stories.

Auto-Related Uses means establishments that provide retail sales and services related to automobiles, including, but not limited to tires, batteries, gasoline, etc. Includes car wash, auto repair, gas stations and passenger vehicle leasing, but excludes vehicle sales unless located within the interior of a building, truck and trailer leasing.

Block Face Dimensions means the linear dimension of a block along one (1) of its street frontages.

Block Perimeter means the aggregate dimension of a block along all of its street frontages.

Block means the aggregate of lots, pedestrian passages and rear alleys, circumscribed on all sides by streets.

Block Face means the linear dimension of a block along one of its street frontages.

Building Façade Line means the vertical plane along a lot where the building's front façade is actually located.

Building Frontage means the percentage of a building's front façade that is required to be located at the front setback range as a proportion of that lot's frontage along the public street. Parks, plazas, squares and pedestrian passages shall be considered as buildings for the calculation of building frontage.

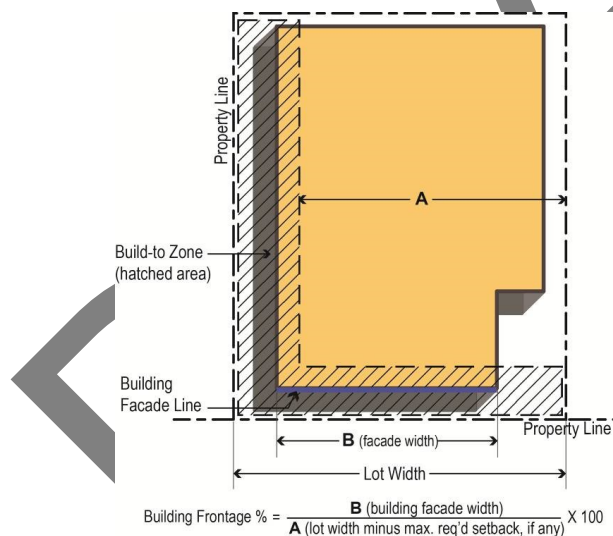


Figure 5: Building Frontage Diagram

Character Area means an area within the PGBT Area that creates a distinct urban form different from other areas within the PGBT Area. Character Areas are identified in the Regulating Plan.

Civic/Open Space means the publicly accessible open space in the form of parks, courtyards, forecourts, plazas, greens, pocket parks, playgrounds, etc. They may be privately or publicly owned. For all residential uses, privately accessible open spaces, such as courtyards, porches and balconies may also be considered as Civic/Open Space for the purposes of this Code. Building facades facing a Civic/Open Space shall be treated as a Type A Street frontage.

Complete Street means a street that not only accommodates various modes of transportation such as automobiles, transit, bikes and pedestrians, but also establishes a design context that is conducive for redevelopment along the street.

Encroachment means any structural or non-structural element such as a sign, awning, canopy, terrace, or balcony that breaks the plane of a vertical or horizontal regulatory limit, extending into a setback or public ROW, or above a height limit.

Garden Style Multifamily Residential means multifamily structures that have fewer units in two or more stories. Often called suburban-style apartments or residential units.

Heavy Industrial means uses and buildings that are intended to provide for the development and operation of distribution and manufacturing uses.

Home Occupation means a non-residential use conducted within a residential dwelling or permitted accessory building by a permanent resident of the building.

Kiosk means a small, temporary or permanent structure often open on one or more sides used for sales in civic/open spaces.

Light Industrial means uses that conduct manufacturing, assembling and fabrication and do not depend primarily on frequent visits of customers or clients, but usually require accessibility to major rail or street transportation facilities. Also referred to as Flex Industrial.

Living Screen means a street screen composed of landscaping in the form of vegetation.



Figure 6: Living Street Screen Examples

Live/Work Unit means a dwelling unit that is also used for work purposes, provided that the work component is restricted to the uses of professional office, artist's workshop, studio or other similar uses and is located on the street level and constructed as separate units under a condominium regime or as a single unit. The "live" component may be located on the street level (behind the work component) or any other level of the building. Live/Work Unit is distinguished from a home occupation otherwise defined by this Code in that the work use is not required to be incidental to the dwelling unit, non-resident employees may be present on the premises and customers may be served on site.

Minor Modification means any changes to the PGBT Area Code that meet the threshold criteria established in Section 3 and Table 3.1.

Multi-Unit Residential means a residential building that has 12 residential units or less, including duplexes, triplexes, quadplexes, etc. Multi-unit residential buildings can appear as a large home from the exterior, but function as a multi-unit building on the interior. Buildings typically have one main front door, but may also have side and rear entries. Parking is accessed from an alley or a driveway to the rear of the lot. Parking does not face a public right of way.

Duplex is a small- to medium-sized structure that consists of two (2) side-by-side or stacked dwelling units, both facing the street, and within a single building massing. This type has

the appearance of a medium to large single family home and is appropriately scaled to fit within primarily single family neighborhoods or medium-density neighborhoods. It enables appropriately-scaled, well-designed residential infill and is important for providing a broad choice of housing types and promoting walkability,



Figure 7: Multi-Unit Residential Homes

Regulating Plan means the Zoning Map attached herein that shows the Character Areas, Civic/Open Spaces, Streets and other requirements applicable to the PGBT Area subject to the standards in this Code.

Residential Loft means a residential unit that is built to retail ready standards and adapted for residential uses.

Retail Ready means space constructed at a minimum ground floor height as established in each character area, which may be used for noncommercial uses and can be converted into retail/commercial use. Prior to the issuance of a certificate of occupancy for a retail/commercial use in a Retail Ready space, the space must comply with all building and construction codes for that use. The intent of the Retail Ready space is to provide the flexibility of occupying a space in accordance with market demand and allowing the use in such space to change to retail/commercial uses accordingly.

Setback Range means the distance in which a building must be constructed from the street or property line along a Type A or Type B Street. Publicly accessible and activated people spaces, such as outdoor cafes, patios and plazas differentiated from the sidewalk shall be allowed to be included in the building façade delineation for purposes of meeting a build-to or setback range requirement.



Single Family Detached – Low Density means conventional single family homes.

Single Family Detached – Medium Density means single family homes located on smaller lots in traditional or mixed-use neighborhoods. Types can include patio homes, cottage courts, etc.

Patio Homes means single family detached homes located on a small lot that has at least some private yard space, generally in the back and/or side yards, but also possibly a small front yard. These types of homes may also be called “villa” or “zero lot line” homes if the homes are located on one of the side property lines.



Figure 8: Single Family Detached Medium Density Homes

Street Screen means a freestanding wall or living screen built along the BTZ or in line with the building façade line along the street. It may mask a parking lot or a loading/service area from view or provide privacy to a side yard and/or strengthen the spatial definition of the public realm.

Street Type means a specific designation for streets in the PGBT Area that establishes certain character and cross sections to improve walkability within the PGBT Area.

Townhouse means a small- to medium-sized attached structure that consists of two (2) to eight (8) houses placed side-by-side. This type of residential building is typically located in a location that transitions from a primarily single family neighborhood into a commercial corridor. This building type enables appropriately-scaled, well-designed residential infill and is important for providing a broad choice of housing types and walkability.



Figure 9: Townhouses or Townhomes

Transition Zones mean the areas with specific adjacencies within which certain limitations on building heights apply as established for each Character Area.

Tree Well means an unpaved area around the trunk of a tree within the sidewalk area that is either landscaped with ground cover or covered with a tree grate.

Type A Street means the streets identified as such on the Regulating Plan. Type A Streets are the primary pedestrian streets and building along Type A Streets shall be held to the highest standard of pedestrian-oriented design.

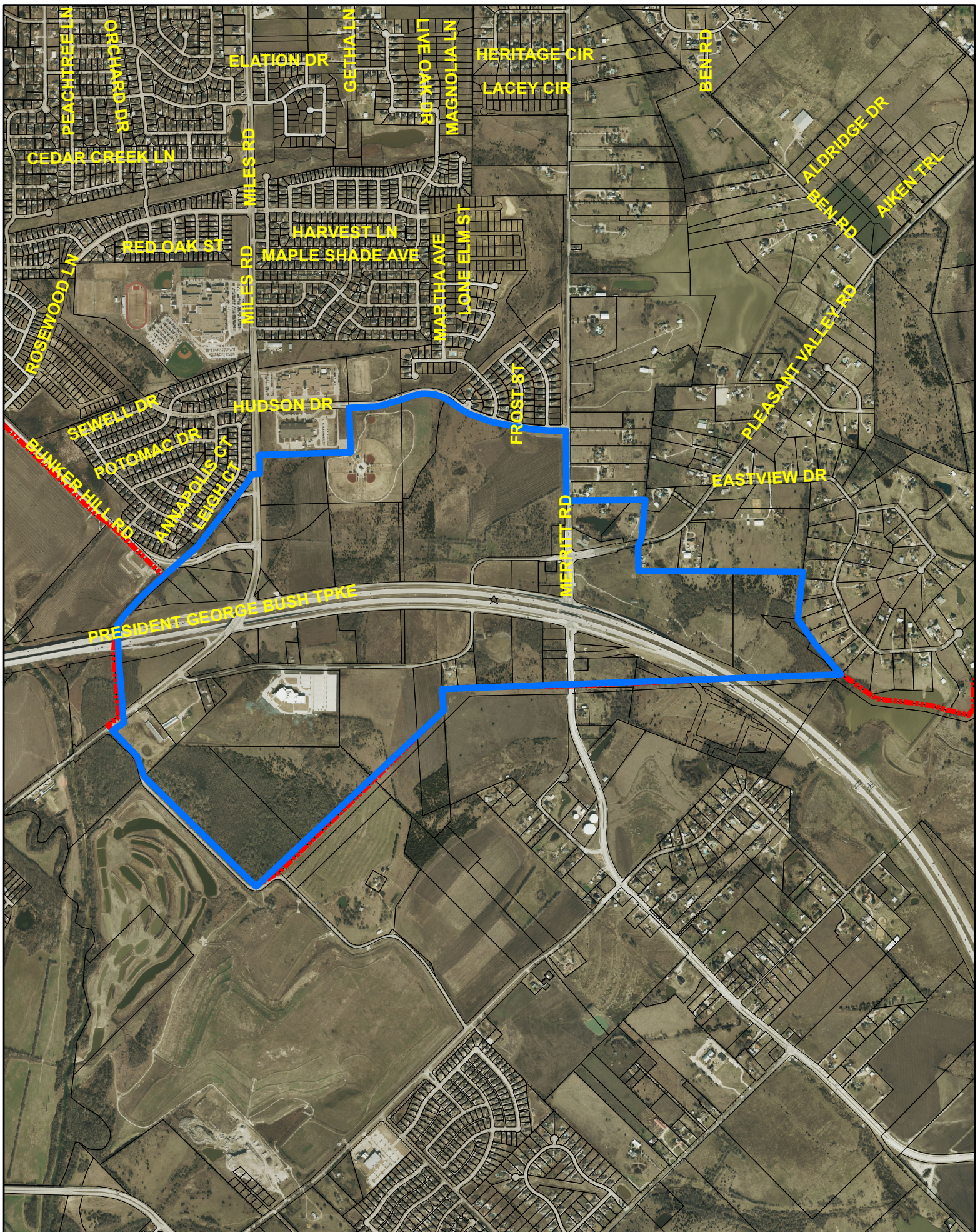
Type B Street means the streets identified as such on the Regulating Plan. Type B Streets are intended to primarily accommodate access to parking, service and other auto-related functions.

Urban Living Residential means multiple separate housing units for residential inhabitants are contained within one building or several buildings within one complex. Can include studio, one (1) and two (2) bedroom units, residential lofts and condos.



Figure 10: Multifamily Residential Units in Mixed-Use Environments

Urban Tree means a tree specifically selected for its ability to withstand harsh urban conditions, its upright branching habit and its non-invasive root system.



Rezone area is approximately around 611 acres



City of Sachse, Texas

Legislation Details (With Text)

File #:	17-4044	Version:	1	Name:	PGBT rezoning - P&Z PH 10-23-17
Type:	Agenda Item	Status:		Status:	Agenda Ready
File created:	10/19/2017	In control:		In control:	City Council
On agenda:	10/23/2017	Final action:		Final action:	
Title:	Conduct a public hearing to consider and make a recommendation on the city-initiated rezoning of approximately 611 acres of land, generally located where Miles Road, Merritt Road, Pleasant Valley Road, and Bunker Hill Road intersect near and along the PGBT Turnpike, from Agriculture (AG), Commercial 2 (C-2), Plan Development - 22 (PD 22), Plan Development - 25 (PD-25), Plan Development - 28 (PD-28), and Plan Development 34 (PD-34) Districts, with Turnpike Overlay District, to PGBT zoning district.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	Proposed PGBT Zoning regulations Location Map				

Date	Ver.	Action By	Action	Result
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Title

Conduct a public hearing to consider and make recommendation on the city-initiated rezoning of approximately 611 acres of land, generally located where Miles Road, Merritt Road, Pleasant Valley Road, and Bunker Hill Road intersect near and along the PGBT Turnpike, from Agriculture (AG), Commercial 2 (C-2), Plan Development - 22 (PD 22), Plan Development - 25 (PD-25), Plan Development - 28 (PD-28), and Plan Development 34 (PD-34) Districts, with Turnpike Overlay District, to PGBT zoning district.

Background

Two (2) public hearings are scheduled for tonight. The first is for the adoption of the PGBT zoning district regulations into Chapter 11 (Zoning) of the Code of Ordinances. The second is for the city-initiated rezoning of the land within the PGBT area to the new PGBT zoning district.

On October 9th, Gateway Planning presented to a special joint work session of the City Council and Planning & Zoning Commission, led a discussion, and received feedback on the proposed PGBT zoning.

Tonight, following a presentation by Gateway Planning, the Planning & Zoning Commission will conduct two (2) public hearings for the PGBT zoning project.

Policy Considerations

Should the new PGBT zoning district be applied to the land in the PGBT area?

Budgetary Considerations

N/A

Next Steps

- Joint City Council and P&Z work session (10-09-17)
- Public hearings by P&Z (10-23-17)
- Public hearings by City Council (11-06-17)

Recommendation

Staff recommends approval of the city-initiated rezoning of the PGBT area to the new PGBT zoning district.