

**ARTICLE XX.
TRANSIT CENTER DISTRICT REGULATIONS**

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**ARTICLE XX.
TRANSIT CENTER DISTRICT REGULATIONS**

PART 1 - (DTC) DOWNTOWN TRANSIT CENTER DISTRICT REGULATIONS

(Article established by Ord. No. 2965, 04/19/05; replaced the (ODC) Old Downtown Commercial District); (Ord. No. 3808, 05/02/17; Ord. No. 4148, 06/06/23)

SECTION A. PURPOSE, GOALS AND INTENT.

1. The purpose of the Transit Center District is to implement the adopted recommendations of the Comprehensive Plan by encouraging new development and redevelopment near the DART Light Rail Stations.
2. The goals of this code are:
 - a. To capitalize on the convergence of regional transit, freeways and arterial roadways to create major urban and village centers in the Dallas / Fort Worth region that offer a variety of housing, retail and office uses not commonly present in other areas of the Metroplex.
 - b. To provide development and land use flexibility within the framework of a form-based development code.
 - c. To provide a mix of residential, retail and office uses in a pedestrian-friendly district.
3. The intent of this Code is:
 - a. To provide a safe, comfortable and attractive environment for pedestrians which include such things as buildings framing public space, street trees, lighting and awnings that will attract pedestrians.
 - b. To construct buildings close to the sidewalk and street.
 - c. To construct continuous building frontage along block faces except where it is desirable to provide for pedestrian and auto pass-throughs to parking at mid-block.
 - d. To provide shared parking both on-street and in the center of blocks that will benefit the entire district.
 - e. To contribute to the definition and use of public parks and plazas.
 - f. To design streets and buildings which will contribute to creating a safe environment.
 - g. To maintain or build on the character reflected in Downtown Carrollton.
 - h. To design standards promote economic development, sustainability and preservation of historic properties.
 - i. To provide an opportunity for infill development.

SECTION B. DEFINITIONS.

For the purpose of this Article the definitions for the Transit Center Zoning District are as follows:

1. **BUILDING FAÇADE, PRIMARY.** Any façade that faces a public street or open space.
2. **BUILD-TO LINE.** A line parallel to and offset from the property line abutting a street or alley right- of-way, upon which the preponderance of the façade of a building shall be placed. *(Ord. 3321, 09/01/09)*
3. **CITY GENERAL DESIGN STANDARDS.** The approved City standards which govern such items as street, streetscape, drainage, and other public improvements.
4. **ENTRY, PRIMARY.** The main entry to a building on a block face. There must be at least one main building entry for each ground floor use, tenant or lobby on each block face which contains the use or tenant. Any additional building entries may be considered a Secondary Entry.
5. **FLEX/COMMERCIAL READY.** Ground Floor residential uses that may be utilized as future non-residential uses, as regulated in Article V. Use of Land and Structures. On street parking spaces will be utilized to meet this parking requirement. These units are typically located at street level and are subject to the development standards for ground-floor retail or commercial establishments. *(Ord. No. 3943, 01/14/20)*
6. **HISTORIC SQUARE.** A Sub-District which addresses Carrollton’s historic Downtown center.
7. **LANDMARK BUILDINGS.** Buildings which are located on axis with a terminating street or at the intersection of streets. Such buildings shall incorporate architectural features which address height and articulation that emphasize the importance of such a location.
8. **PARKING, Long Term.** Customer or tenant parking which is intended for the primary use of vehicles parked for duration of four hours or more and neither priced nor managed to encourage turnover.
9. **PARKING, RESERVED.** Parking which is assigned or reserved for tenants or visitors of a building or business.
10. **PARKING, SHARED.** Parking which is shared by tenants, visitors and the general public. Fees and hours of availability may be further defined in cooperation with parking management district policies.
11. **PARKING, SHORT TERM.** Customer or tenant parking which is intended to serve commercial businesses or residential uses that has a regular turnover.



**LANDMARK BUILDING
EXAMPLE AT HIGHLAND
PARK VILLAGE**

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12. **STORY.** That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it,
13. **STREETSCAPE.** The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, street lighting, trees and open spaces, etc., that combine to form the street's character.
14. **URBAN CORE.** The most intense mixed-use sub-district established by this Code.
15. **URBAN GENERAL.** The second most intense mixed-use sub-district established by this Code.
16. **URBAN FRINGE.** A moderately intense primarily residential sub-district which provides a transition between the more intense mixed use sub-districts and adjacent low density neighborhoods.
17. **ZONING AND REGULATING MAP.** The graphic plan established in an ordinance which applies the Transit Center District to a particular area around a transit station, and which governs the assignment of districts, as defined herein, and the street-type which shall be used, among other items.

SECTION C. GENERAL DISTRICT STANDARDS.

1. **ZONING & REGULATING MAP:**

Zoning & Regulating Maps Section J provide development standards applicable to the Downtown Carrollton Transit Center Districts. The transit center district regulations will establish:

- a. Major street types within the district
- b. Sub-district areas
- c. Form-based and development standards
- d. Required at-grade retail construction
- e. Public open space and plazas and
- f. Regional hike and bike corridors.

2. **SUB-DISTRICTS CREATED:**

Four sub-districts are hereby created and available for use within the Transit Center District:

- a. **Urban Core.** This is the most intense district, and includes a mix of residential, retail, office and entertainment uses. It is intended for use where there is a very high degree of accessibility and availability of infrastructure. It is intended to be separated from low density suburban residential districts by the Urban General and Urban Fringe sub-districts or other more traditionally transitional zoning districts.
- b. **Urban General.** This is a high intensity mixed use district. It is intended for use where there is a high level of access and infrastructure. It is not intended to be located adjacent to low density residential districts.
- c. **Urban Fringe.** This is an urban transition district which is residential in character, with townhouse-style front door entries to all at-grade units which face a public street or open space.

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- d. Historic Square. This mixed use district is intended to be utilized where there is an historic character which is to be preserved or enhanced.

3. FUNCTION, LAND USE AND BUILDING TYPE:

Retail, personal service, residential and office uses shall be allowed throughout the District, except that where “Required Retail Construction” is designated on the Zoning and Regulating Map. The ground floor adjacent to the street shall be constructed to retail building standards for a depth of at least 30 feet.

For a specific list of permitted uses, see Article V Use of Land and Structures.

The following uses shall be specifically prohibited in any (TC) Transit Center District:
(Ord. No. 3891, 12/11/18)

- a. Any use of property that does not meet the required minimum lot size; front, side or rear yard dimensions; lot depth or width; or which exceeds the maximum height, building coverage or any other standard as herein required, except as provided by Article XXVIII of this ordinance;
- b. Storage of equipment, material or vehicles, including abandoned vehicles, which are not necessary to the uses permitted in this district. *(Ord. No. 3891, 12/11/18)*

4. STREETSCAPE AND LANDSCAPE:

- a. Streetscape standards are established in the City’s *General Design Standards* for both residential and non-residential ground-level frontages.
- b. Non-Residential ground floor frontages shall not be required to provide additional landscaping beyond that required in the *City General Design Standards*.
- c. Additionally, residential ground floor frontages shall be required to landscape a minimum of six feet between the edge of sidewalk and the primary building façade, excluding access sidewalks, stairs, stoops, porches and patios. This area may be landscaped with ground cover, low shrubs, ornamental trees and street trees. In addition, street tree wells may also be landscaped. Landscaping for this area is limited to ground cover and low shrubs.

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5. SUB-DISTRICT STANDARDS:

SUB-DISTRICT STANDARDS (<i>Ord. 3321, 09/01/09</i>); (<i>Ord. No. 3891, 12/11/18</i>)				
STANDARD	URBAN CORE	URBAN GENERAL ^{1, 2}	URBAN FRINGE ^{1, 2}	HISTORIC SQUARE ²
Building Height	Min: 4 stories Max: Unlimited	Min: 2 stories Max: 6 stories	Min: 2 stories Max: 4 stories	Min: 1 story Max: 3 stories
Build-to Lines	3 feet from the ROW (6 feet from the ROW if abutting IH-35E north of Belt Line Road and/or Trinity Mills Road)	6 feet from the ROW (12 feet from the ROW if abutting IH-35E north of Belt Line Road and/or Trinity Mills Road)	6 feet from the ROW (12 feet from the ROW if abutting IH-35E north of Belt Line Road and/or Trinity Mills Road)	0 feet from the ROW
Side and Rear Setback Lines (not abutting any ROW)	In accordance with the applicable requirements of the building codes of the City of Carrollton	In accordance with the applicable requirements of the building codes of the City of Carrollton	In accordance with the applicable requirements of the building codes of the City of Carrollton	In accordance with the applicable requirements of the building codes of the City of Carrollton
Notes 1:	Maximum height of 2 stories when the building is within 100 feet of single-family zoned property.			
Notes 2:	1 story is greater than or equal to 16 feet; 2 stories is greater than or equal to 28 feet; 3 stories is greater than or equal to 40 feet; 4 stories is greater than or equal to 52 feet; and 6 stories is greater than or equal to 76 feet.			

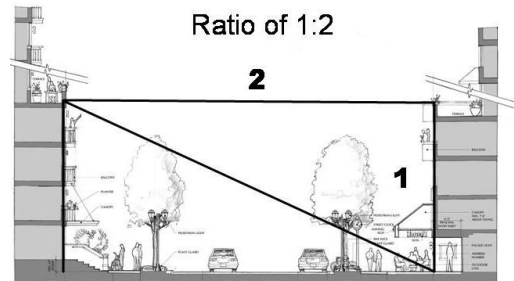
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SECTION D. BUILDINGS.

1. INTENT:

It is the intent of this code to create an attractive and active urban style district and the size, disposition, function and design of buildings play an important role in achieving that goal.

a. Buildings should form a strong continuous “street wall” to define the public street “room” by creating a ratio of between 1:2.0 and 1:3.0 between the building height and the distance between buildings in the Urban Core and Urban General.



b. Buildings should reflect the history of the City and region in their style and materials.

c. Buildings should directly contribute to the attractiveness, safety and function of the street and public areas.

d. Buildings should be designed to accommodate a range of uses over time without the need to be destroyed and rebuilt.

e. Buildings that accommodate retail at grade should emphasize the retail over the building’s architecture.

f. Buildings should be constructed in a manner and with materials that are highly durable, especially adjacent to public and pedestrian areas and streets.

g. It is intended by this code to encourage a variety of building and design solutions in response to the standards and regulations outlined herein.



RETAIL SHOULD BE EMPHASIZED WHERE IT IS PRESENT

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2. BLOCK FACE:

It is intended that building walls should be continuous along block faces to create a strong edge to the street and contribute to creating an attractive and active pedestrian environment. Contributing to that goal however, is to allow some limited variation and opportunities for such things as outside dining, pocket parks and special building entry features.

- a. Block faces shall contain continuous building frontage with the exception of a mid-block access to parking which is no greater than 24 feet in width for vehicular access (additional width dedicated to pedestrian access is permitted) and 16 feet in height. *(Ord. 3321, 09/01/09)*

“Continuous building frontage” will be considered to be met if 80 percent or more of the building façade is located at the build-to line. *(Ord. 3321, 09/01/09)*

- b. Facades shall be built parallel to the street frontage, except at street intersections, where a façade containing a primary building entrance may be curved or angled toward the intersection.

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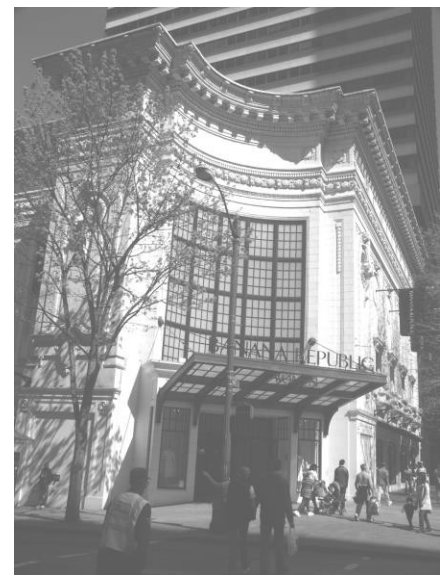
3. BUILDING FORM:

- a. The maximum leasable retail area allowed shall be 30,000 square feet. Buildings which exceed these standards shall require approval of a Special Use Permit. (Ord. No. 3943, 01/14/20)
- b. All buildings shall be designed and constructed in tri-partite architecture so that they have a distinct base, middle and top; and all windows shall have a vertical proportion.



TRI-PARTITE ARCHITECTURE: BUILDINGS WITH A “BASE”, “MIDDLE” AND “TOP”

- c. A building which is located on axis with a terminating street or at the intersection of streets shall be considered a *Landmark Building*. The building shall be designed with landmark features which take advantage of that location, such as an accentuated entry and a unique building articulation which is off-set from the front wall planes and goes above the main building eave or parapet line.
- d. Drive-through windows are prohibited. (Ord. 3321, 09/01/09)
- e. Buildings fronting Commercial Character Streets as shown in Section I of this Article shall have their first floor designed to accommodate retail uses. Said design shall include placing entry doors at grade (with no elevated stoop), having clear glass windows comprising no less than 60 percent of the ground floor façade and having interior ceiling “clear” heights no less than 14 feet. (Ord. 3321, 09/01/09)



LANDMARK FEATURE ON THIS BUILDING CORNER. SEATTLE

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4. ARCHITECTURAL FEATURES:

- a. Buildings which are greater than four stories in height must be set back at the 5th floor and above at least 12 feet behind the building face of the first four floors along street frontages.
- b. Windows, except for retail at grade, shall be vertical in proportion and have at least a four inch reveal.
- c. No glass curtain wall shall be permitted except by approval of a minor modification.
- d. Each building and separate lease space at grade along the street edge shall have a functioning *Primary Entry* from the sidewalk. Entries must be inset from the front building plane by at least five feet. Secondary Entries may be set back as little as three feet. All inset entries, not including utility doors, must flare out between 45 and 60 degrees from perpendicular to the door plane. Functioning entries must be located no greater than 70 feet apart.
 - i. In the Historic Square, a three foot inset for Primary Entries and zero feet for Secondary Entries shall permitted.
 - ii. On small sites, the recess for a Primary Entry may be reduced to zero feet if allowed by minor modification approval.
 - iii. Corner entries may count as a Primary Entry for both intersecting street frontages.
 - iv. Architectural elements to the primary building façade may encroach into the area between the right-of-way line and the build-to line. These elements may include stoops, porches, bay windows, eaves, awnings (provided they are a minimum of 7.5 feet above grade), planters and light wells for a below-grade floor. Balconies, canopies and awnings are not limited in their encroachment, provided that they do not substantially interfere with pedestrian movement and street tree growth. (*Ord. 3321, 09/01/09*)
- e. Reference Article XXVII Performance Standards, for roof-mounted equipment screening. (*Ord. No. 3891, 12/11/18*)

5. EXTERNAL FAÇADE MATERIALS:

The following shall apply to all exterior walls of buildings and parking structures which are clearly visible from a public street, walkway or open space:

- a. The ground floor exterior walls, excluding windows, doors, and other openings, shall be constructed of 100 percent masonry including but not limited to brick, stone or cultured stone, burnished block on the exterior facade.
- b. Overall, a minimum of 75 percent of said exterior walls, excluding windows, doors, and other openings, shall be constructed of brick, stone or cultured stone, or burnished block.
- c. The remainder may be constructed of noncombustible materials including exterior stucco and Class PB Exterior Insulating and Finishing Systems (EIFS). Stucco and EIFS shall be used only for walls, architectural features, and embellishments not subject to pedestrian contact. In the Urban Fringe Sub-District, cementitious fiberboard may be used for up to 10 percent of the façade provided it is above the ground floor. (*Ord. 3321, 09/01/09*)

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- d. Windows and glazing shall be limited to a minimum of 30 percent and maximum of (70 percent) of each building elevation. (See subsection 9.b below for special requirements for retail at grade.)
- e. A variation of up to 15 percent of the minimum and maximum percentages and a variation of the material type may be approved with a Minor Modification, provided that the change will result in an improved architectural design without degrading the quality of public areas or increase the level of maintenance.
- f. Unpainted metal, galvanized metal, or metal subject to ordinary rusting shall not be used as a building material. Factory finished metal elements as well as metals that develop an attractive oxidized finish, such as copper or weathering steel, may be used as architectural accents upon approval of a Minor Modification.

6. COLOR:

- a. The dominant color of all buildings (including above grade parking structures) shall be colors which coordinate with and complement existing commercial architecture in the immediate area, such as shades of warm gray, red, beige and/or brown, or as otherwise approved by the City Manager or designee. *(Ord. 3321, 09/01/09)*

There are no restrictions on accent colors which comprise less than 0.5 percent of the building face, except that fluorescent colors are prohibited.

- b. Roof colors shall be a shade of cool gray, warm gray, brown or red.

7. RESIDENTIAL AT GRADE:

- a. All buildings which are constructed for residential units at grade shall include a primary front door entrance into the unit which may be accessed from the sidewalk.
- b. The entry shall be located a minimum of two feet above the sidewalk elevation.
- c. Units must also include windows which provide residents a view of the street and sidewalk area.

8. NON-RESIDENTIAL AT GRADE:

- a. The ground floor entry must be located at the approximate elevation of the adjacent sidewalk.
- b. Retail uses adjacent to the sidewalk at grade shall:
(Ord. No. 3891, 12/11/18)
 - i. Be constructed to meet fire code separation from any other uses constructed above, and shall have a minimum clear height of fourteen (14) feet between finished floor and the bottom of the structure above. Mezzanines within the retail space shall be allowed per building code;
 - ii. Have a canopy which extends at least 6 feet over the sidewalk for at least 75 percent of the frontage;
 - iii. Have clear glass windows for at least 60 percent, but no greater than 80 percent, of the

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ground floor façade; and

- iv. These standards shall not apply to the IH-35E frontage road between Roberts Street and Hutton Branch.

9. REMODEL OR REUSE OF EXISTING BUILDINGS:

- a. All rehabilitations of existing buildings and structures shall be reviewed by the City Manager or designee and by the Transit Oriented Development (TOD) Subcommittee.
- b. Building exteriors shall be consistent with the character of downtown utilizing traditional downtown architectural elements.
- c. Rehabilitation or remodel of exterior facades shall preserve the original design, except in instances where the building is not designated historical and as determined by the City Manager or designee. Historical photographs, plans, and designs related to the structure shall be utilized to ensure preservation of the edifice or provide historical character to the remodel.

SECTION E. PARKING.

1. AUTOMOBILE PARKING:

a. Goals

The following are goals of the City’s parking policies and this Code:

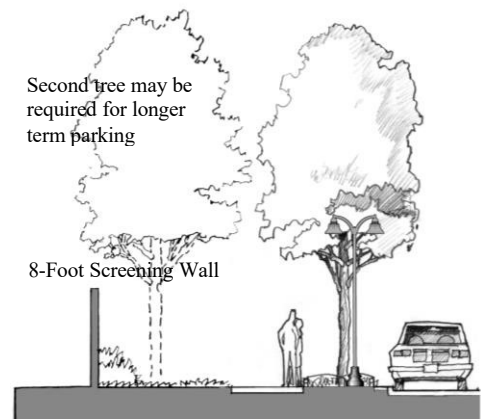
- i. Support the creation of Shared Parking in order to enable visitors to park once at a convenient location and to access a variety of commercial enterprises in a pedestrian-friendly environment.
- ii. Manage parking so that it is convenient and efficient, and supports an active and vibrant retail environment, including the use of parking meters.
- iii. Ensure visibility and ease of accessibility of parking.
- iv. Maximize on-street parking.
- v. Provide flexibility for changes in land uses which have different parking requirements within the District.
- vi. Provide flexibility for the redevelopment of small sites and preservation of historic buildings.
- vii. Avoid diffused, inefficient single-purpose reserved parking.
- viii. Avoid adverse parking impacts on residential neighborhoods.
- ix. Design parking structures so that they do not dominate the public environment by providing for conversion of the ground floor to commercial use and for lining the edge of structures with residential or commercial uses.

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b. Parking Provisions and Requirements

i. General Provisions

- a) All off-street parking shall be located behind buildings which face on a street or public open space, and be accessed by alley or short driveway between buildings.
- b) Pedestrian access shall be provided between structured parking and the public street.



SCREENING FOR SURFACE PARKING

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- c) With the exception of the Urban Fringe sub-district, surface parking lots shall be considered a temporary use and allowed only upon approval of a Special Use Permit with a maximum five year initial term, with periodic reviews as established by the Special Use Permit for continued appropriateness thereafter. Appropriate screening from public areas, which may include a screening wall and additional landscaping, may be required. *(Ord. 3321, 09/01/09)*
- d) Any limits on the use of shared parking, such as time limits or hours of use, shall be approved by the City Manager or designee upon a finding that
 - i. At least 12 hours of public parking are provided in any 24-hour period, and
 - ii. At least eight of those hours are provided during either business or nighttime hours depending on the City Manager or designee’s determination that the primary public or visitor use will be for office, retail or residential.
- e) Any other parking standards shall be in conformance with Article XXIV, Off Street & Loading, of the Comprehensive Zoning Ordinance.

2. AUTOMOBILE PARKING REQUIREMENTS:

- a. Base Parking Requirements *(Ord. 3321, 09/01/09)*

<u>Land Use</u>	<u>Minimum Spaces Required</u>
Residential	1.25 spaces per dwelling unit
Restaurants	1 space per 250 sq. ft. of floor area
Outdoor Dining Areas <i>(Ord. No. 3943, 01/14/20)</i>	1 space per 400 sq. ft. of outdoor dining area greater than 250 square feet
Retail	1 space per 350 sq. ft. of floor area
Live Work Space	1 space per 1,000 sq. ft. of floor area
Office	1 space per 500 sq. ft. of floor area

- b. Further Parking Reductions
 - i. Properties in the Historic Square shall receive an additional credit for the number of parking spaces which would normally be required for retail use on the ground floor of any existing or new structure. To achieve this credit however, retail or restaurant use must be located on the ground floor.
 - ii. In all other Districts, on-street parking which is available along the frontage lines of a development site may be counted toward the parking requirement for the development.
- c. A maximum of one space for each 1,000 s.f. of non-residential and 1 space for each residential unit may be made available for Reserved Parking.

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- d. Notwithstanding any other requirement of the Comprehensive Zoning Ordinance, on-site visitor parking shall not be required for residential uses in the Urban Fringe sub-district. (*Ord. 3321, 09/01/09*)

3. ACHIEVING AUTOMOBILE PARKING:

- a. The final parking requirement is a product of using the Base Requirement in the above subsection 2.a. and utilizing the applicable reductions available in the above subsections 2.b. through 2.d.
- b. Parking requirements may be met on-site, curbside, by lease from the City or its designated authority or by payment of cash-in-lieu of parking to the City or its designated authority.
- c. Due to the limited land area within the Historic Square sub-district and the need to provide off-site parking, development shall be eligible to receive a reduction in the cost for the payment to the city for the required cash fee or the lease payments. The amount and the terms of the reduction shall be determined by the City Manager or designee by individual agreements.
- d. The City Manager or designee shall annually establish the following:
 - i. The leasing rates for city-provided parking spaces as a result of the need to provide such spaces for new development; and
 - ii. The cost of construction of a parking space in a parking structure for the purposes of establishing cash-in-lieu payments.
- e. Shared parking shall be clearly designated with signs and markings.
- f. Parking garages which are immediately adjacent to IH-35E and there is no intervening building, shall be treated in an architectural manner which reflects the District and shall be approved by the City Manager or designee.

4. BICYCLE PARKING:

- a. Goals
 - i. Bicycle parking is required in some use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. The required number of spaces is lower for uses that do not tend to attract bicycle riders and higher for those uses that do.
- b. Required Bicycle Parking
 - i. Bicycle parking shall be provided based on at least one space for each 10 automobile parking spaces required as part of the Base Parking requirement in *B.2.a.* above.
- c. Bicycle Parking Standards
 - i. Location
 - a) Required bicycle parking must be located within 50 feet of an entrance to the building. With permission of the City Manager or designee, bicycle parking may be located in the public right-of-way.
 - b) Bicycle parking may be provided within a building, but the location must be easily accessible to bicycles.

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ii. Covered Spaces

- a) If covered spaces for motor vehicles are provided on-site, then 50 percent of the bicycle parking shall also be covered, unless otherwise approved by the City Manager or designee.

iii. Signs

- a) If the bicycle parking is not visible from the street, then a sign must be posted indicating the location of the bicycle parking facilities.

iv. Rack types and required areas

- a) Bicycle racks and the area required for parking and maneuvering must meet the *City General Design Standards* or be approved by the City Manager or designee (see below). Bicycle lockers may also be allowed as part of meeting the Bicycle parking requirement, but must be approved as to type and location.

d. Standards for Bicycle Rack Types and Dimensions

i. Rack Type

- a) Bicycle racks types and standards are established by the City Manager or designee.
- b) Bicycle racks must hold bicycles securely, and support the frame so that so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels or components.
- c) Bicycle racks must accommodate locking the frame and the front wheel to the rack with a standard high-security U-shaped shackle lock, if the bicyclist does not remove either wheel from the bicycle.
- d) Bicycle racks must be securely anchored.

ii. Parking Space Dimensions

- a) Bicycle parking spaces must be at least six feet long and two feet wide, and in covered situations, the overhead clearance must be at least seven feet.
- b) An aisle for bicycle maneuvering must be provided and maintained beside or between each row of bicycle parking. This aisle must be at least five feet wide.
- c) Each required bicycle parking space must be accessible without moving another bicycle.
- d) Areas set aside for bicycle parking must be clearly marked and reserved for bicycle parking only.

SECTION F. STREETScape, LIGHTING, MECHANICAL AND FENCES.

1. INTENT:

- a. It is the intent of this Code and the approved City's *General Design Standards* to provide minimum standards and consistency for improvements located in public areas and within the city's rights-of-way.
- b. Lighting shall support pedestrian activity and promote safety.

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- c. The entire District shall utilize the basic fixtures and furnishings in the public areas as approved in the City's *General Design Standards*.
- d. Mechanical and utility-related equipment and fixtures shall be located and screened to lessen the negative impact on the streetscape and public areas.

2. STANDARDS:

- a. For Streetscape and Lighting specifications, see the City-approved *City General Design Standards* for the appropriate Transit Center Sub-District.
- b. Lighting elements shall be incandescent, metal Halide, halogen, or LED only. No HID or fluorescent lights (except fluorescent bulbs that screw into standard socket fixtures) may be used on the exterior of buildings.
- c. All lighting shall be focused downward or narrowly focused on its intended target such as signing. No lighting source from a commercial activity shall be visible by a residential unit.
- d. Mechanical and electrical equipment, transformers, meters, and garbage containers shall be located and screened so that they are not visible from the street or other public area.
- e. On-street bicycle parking shall be located within the band created by street trees and pedestrian street lights, however, they must be placed in a manner that avoids conflicts with pedestrian and vehicular paths.

3. FENCES: (*Ord. No. 3132, 04/03/07*)

a. Design Standards

Fences shall be decorative in appearance, and shall be of design and materials complementing the appearance of the building. "Chain link" or "hurricane" fences shall not be permitted for commercial uses (either new or existing) or for new residential uses, except as approved by the City Manager or designee.

SECTION G. SIGNS.

1. INTENT:

Signage is intended to respond to slow moving traffic and pedestrians. It is therefore, generally smaller in size than other areas of the City and located in prescribed locations on a building so that it is easily found and interpreted.

2. STANDARDS:

Signs located within this district shall be in conformance with the applicable provisions of the Sign Ordinance. (*Ord. No. 3891, 12/11/18*)

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SECTION H. ADMINISTRATION.

1. INTENT:

The intent of this article is to process land development in the (DTC) Downtown Transit Center District in an expedited manner. However, if there are modifications requested, additional approvals shall be required.

2. DEVELOPMENT PLAN APPROVAL:

(Ord. No. 3943, 01/14/20)

- a. Prior to obtaining a building permit, a development plan must be approved by the City Manager or designee, to certify that it meets the purpose, intent and standards contained in this Code.
- b. A development plan shall be approved by City Council if a plan is not consistent with an approved Master Development Agreement.
- c. Development Plans must include the following information:
 - i. Site plan
 - ii. Parking plan
 - iii. Grading plan
 - iv. Landscape Plan Streetscape and Street Lighting Plan *(Ord. No.3943, 01/14/20)*
 - v. Color building elevations and sections
 - vi. Building function/proposed use
 - vii. Specific development standards or other agreements *(Ord. No.3943, 01/14/20)*
 - viii. Any minor or major alternate modifications to standards being requested
 - ix. Related parking or traffic study, when required by the City Manager or designee

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3. MODIFICATIONS TO STANDARDS:

(Ord. No. 3943, 01/14/20)

- a. The City Manager or Designee, shall have the authority to approve minor modifications to the requirements of this article. However, all minor modifications must meet the full intent of this code, as stated herein. The City Manager or Designee may determine that such modifications require action by the TOD Subcommittee.
- b. As defined, a minor modification does not:
 - i. Change the circulation and building location;
 - ii. Change the spatial relationship between the building and any street or driveway;
 - iii. Allow a use not otherwise authorized;
 - iv. Allow differing height or setbacks of any building;
 - v. Alter any parking requirement established in this Code or with an acceptable alternative parking study; or
 - vi. Vary the required building façade material content by more than 15 percent.
- c. Minor modifications may be allowed due to existing conditions caused by topography or floodplain if setbacks requirements do not vary by more than 50 percent.
- d. Any other proposed development plan providing major modifications differing from regulations will require action by the Transit Oriented Development (TOD) Subcommittee. Major modifications shall be approved by the Planning and Zoning Commission and City Council.
- e. Sign modifications shall be in accordance with the Sign Ordinance. *(Ord. No. 3891, 12/11/18)*
- f. The City may impose conditions on granting any modifications to standards in order to minimize any potential negative impact on the district, neighboring properties or public streets or open space. This may include screening, a time limit or other requirement.

4. RECONSTRUCTION:

If repair of a nonconforming structure is authorized by the Board of Adjustment pursuant to Article XXXII of the CZO, the repair shall substantially conform with the block face, scale, height, character and other features consistent with the building as it existed prior to the damage.

5. APPEALS:

Denial of a Development Plan by the City Manager or designee may be appealed to the Planning and Zoning Commission if the appeal is filed with the Development Services Department within 10 days of the denial. Denial of a Development Plan by the Planning & Zoning Commission may be appealed to the City Council if the appeal is filed with the Development Services within 10 days of the action of the Planning & Zoning Commission.

SECTION I. MISCELLANEOUS REQUIREMENTS.

1. ACTIVITIES WITHIN AN ENCLOSED BUILDING:

All business operations and activities within the (DTC) Downtown Transit Center District shall be conducted completely within an enclosed building, and in no instance shall any outside activity or storage be permitted in these districts, except for off-street parking and loading in the (DTC) Downtown Transit Center District, TOD benches or seating, TOD trash cans, TOD bike racks, public outdoor dining in conjunction with a restaurant; or the temporary outside display and sales of Christmas trees.

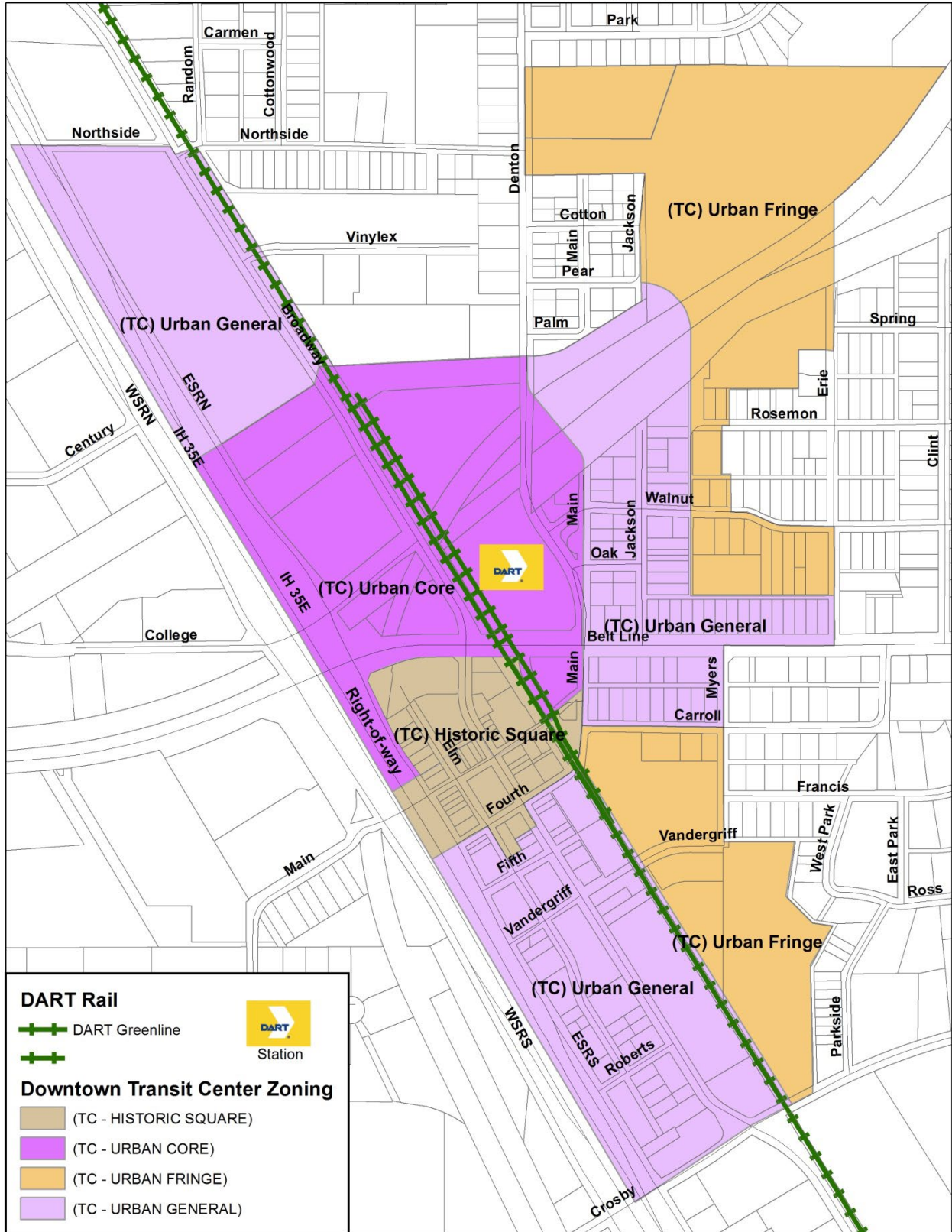
2. UTILITIES:
(Ord. No. 3943, 01/14/20)

All utilities located within 200 feet of the front property line which will serve any lot or parcel within the (DTC) Downtown Transit Center District shall be installed underground, except for any transmission or feeder lines, either existing or proposed, located within the (DTC) Downtown Transit Center District, provided that such transmission or feeder lines shall be located within a designated paved easement or alley way provided by the property owner.

Any above ground cabinets, pedestals or above ground transmission lines visible from streets shall be screened by landscaping, decorative walls, or with an art theme in character with the Downtown Carrollton Station. Nothing set forth herein shall prohibit or restrict any utility company from recovering the difference between the cost of overhead facilities and underground facilities. Each utility whose facilities are subject to the provisions of this Article shall develop policies and cost reimbursement procedures with respect to the installation and extension of underground service.

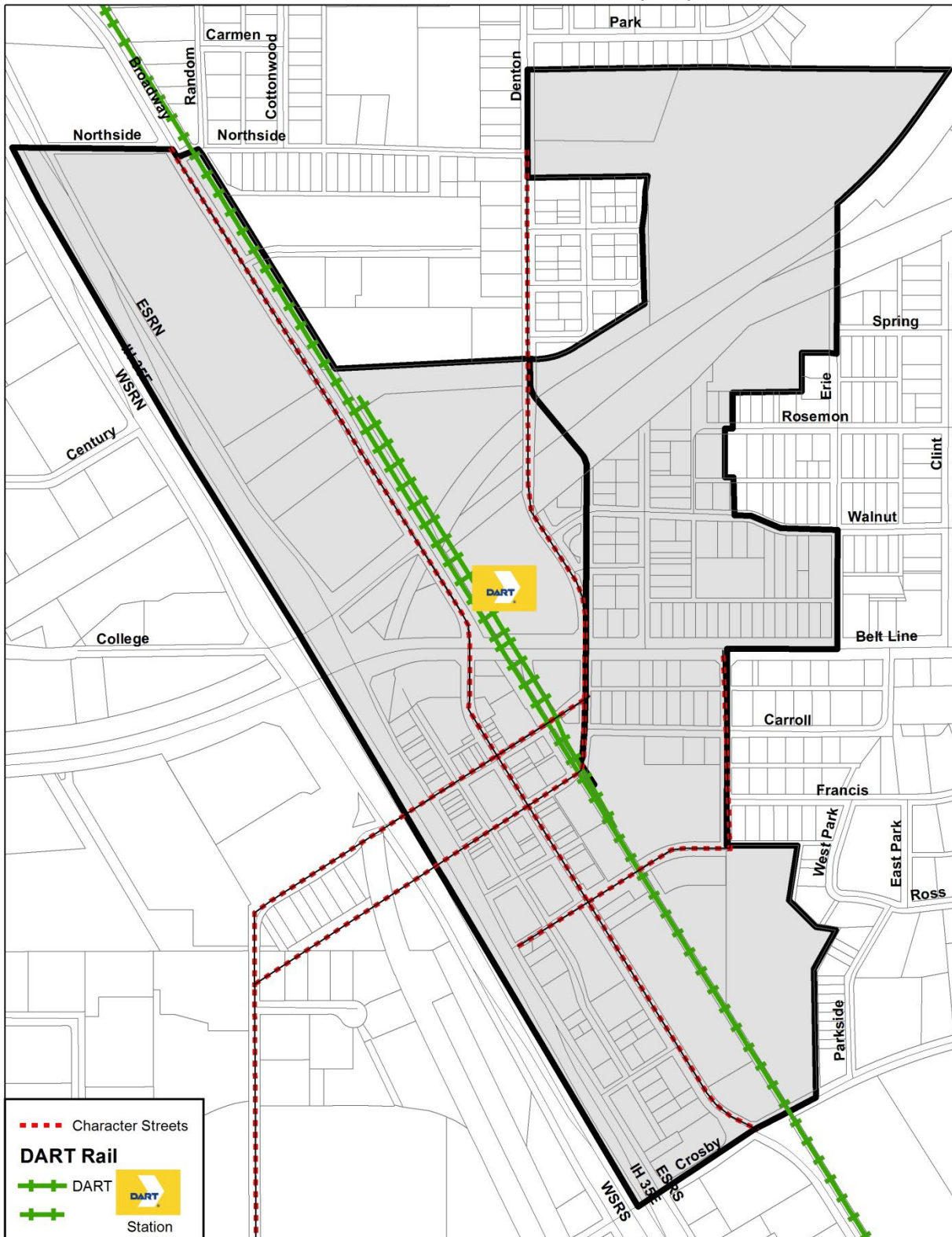
ART. XX. (TC) TRANSIT CENTER
 SECTION J. ZONING AND REGULATING MAPS

DOWNTOWN TRANSIT CENTER (DTC)



ART. XX. (TC) TRANSIT CENTER
SECTION J. ZONING AND REGULATING MAPS

Downtown Carrollton Transit Center (DTC)



**ARTICLE XX.
TRANSIT CENTER DISTRICT REGULATIONS**

**PART 2 - (TMTC) TRINITY MILLS TRANSIT CENTER DISTRICT
REGULATIONS**

SECTION A. PURPOSE, GOALS AND INTENT.

1. The purpose of the Transit Center District is to implement the adopted recommendations of the Comprehensive Plan by encouraging new development and redevelopment near the DART Light Rail Stations.
2. The goals of this code are:
 - a. To capitalize on the convergence of regional transit, freeways and arterial roadways to create major urban and village centers in the Dallas / Fort Worth region.
 - b. To provide development and land use flexibility within the framework of a form-based development code.
 - c. Establish a major regional employment center in close-proximity to the Trinity Mills DART Station.
3. The intent of this Code is:
 - a. Create an urban village with primarily high-rise office buildings/regional employment facilities, large full-service hotels, restaurants, entertainment, retail, and multi-family housing.
 - b. To provide a comfortable and attractive environment for pedestrians which include such things as buildings framing public space, street trees, lighting and awnings that will attract pedestrians connecting employment centers, commercial, and residential with the Trinity Mills DART Station.
 - c. To construct buildings close to the sidewalk and street or driving aisles.
 - d. To construct continuous building frontage along block faces except where it is desirable to provide for pedestrian and auto pass-throughs to parking at mid-block.
 - e. To provide shared parking both on-street and in the center of blocks that will benefit the entire district.
 - f. To contribute to the definition and use of public parks and plazas.
 - g. To design streets, driving aisles, streetscapes, and buildings which will contribute to creating a safe environment.

SECTION B. DEFINITIONS.

For the purpose of this Article the definitions for the Transit Center Zoning District are as follows:

1. BUILDING FAÇADE, PRIMARY. Any façade that faces a public street or open space.
2. BUILD-TO LINE. A line parallel to and offset from the property line abutting a street or alley right- of-way, upon which the preponderance of the façade of a building shall be placed. (Ord. 3321, 09/01/09)
3. CITY GENERAL DESIGN STANDARDS. The approved City standards which govern such items as street, streetscape, drainage, signage and other public improvements.
4. ENTRY, PRIMARY. The main entry to a building on a block face. There must be at least one main building entry for each ground floor use, tenant or lobby on each block face which contains the use or tenant. Any additional building entries may be considered a Secondary Entry.
5. FLEX/COMMERCIAL READY. Ground Floor residential uses that may be utilized as future non-residential uses, as regulated in Article V. Use of Land and Structures. On street parking spaces will be utilized to meet this parking requirement. These units are typically located at street level and are subject to the development standards for ground-floor retail or commercial establishments. (Ord. No. 3939, 12/13/19)
6. LANDMARK BUILDINGS. Buildings which are located on axis with a terminating street or at the intersection of streets. Such buildings shall incorporate architectural features which address height and articulation that emphasize the importance of such a location.
7. PARKING, LONG TERM. Customer or tenant parking which is intended for the primary use of vehicles parked for duration of four hours or more and neither priced nor managed to encourage turnover.
8. PARKING, RESERVED. Parking which is assigned or reserved for tenants or visitors of a building or business.
9. PARKING, SHARED. Parking which is shared by tenants, visitors and the general public. Fees and hours of availability may be further defined in cooperation with parking management district policies.
10. PARKING, SHORT TERM. Customer or tenant parking which is intended to serve commercial businesses or residential uses that has a regular turnover.
11. SPECIAL DEVELOPMENT PLANS (SDP). Are intended to allow applicants development flexibility to address specific market opportunities and/or contexts. An application for a Special Development Plan shall be considered by the City Council after the Planning and Zoning Commission has made a recommendation.
12. STORY. That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between the floor and the ceiling above the floor of such Story. This includes any



Landmark building example at Highland Park Village

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mezzanine or loft which may comprise only a portion of a full floor plate.

13. **STREETSCAPE.** The visual elements of a street, including the road, adjoining buildings, sidewalks, street furniture, street lighting, trees and open spaces, etc., that combine to form the street's character.
14. **ZONING AND REGULATING MAP.** The graphic plan established in an ordinance which applies the Transit Center District to particular areas around a transit station, and which governs the assignment of districts, as defined herein, and the street-type which shall be used, among other items.

SECTION C. GENERAL DISTRICT STANDARDS.

1. **ZONING & REGULATING MAP:**

Zoning & Regulating Maps, The transit center regulations will establish:

- a. Major street types within the district
- b. Character Streets (*Ord. No. 3939, 12/13/19*)
- c. Form-based and development standards
- d. Required at-grade construction
- e. Public open space and plazas; and
- f. Regional hike and bike corridors

2. **FUNCTION, LAND USE AND BUILDING TYPE:**

Primarily major employment facilities such as high-density office buildings, shall be allowed throughout the district. Multifamily residential, shopping, dining, personal and business services, and entertainment shall be allowed, in support of the employment centers and public transit to encourage a live, work, and entertainment environment. (*Ord. No. 3939, 12/13/19*)

- a. A specific list of permitted uses, see Article V Use of Land and Structures.
- b. The Use Matrix, in Article V. Use of Land and Structures, allows select uses by right in the Trinity Mills Transit Center (TMTTC) District with an approved Special Development Plan (SDP).
- c. A Special Development Plan (SDP) shall be required for newly constructed buildings or for proposed exterior remodeling.
- d. A Special Development Plan (SDP) shall not be required for a use allowed by right in the TMTTC District under the following conditions:
 - i. An allowed use proposed to occupy space in an existing building with an approved Special Development Plan (SDP), without additional exterior remodeling.
 - ii. An allowed use proposed to occupy space in a building existing prior to January 1, 2020 if there is no additional exterior remodeling.
- e. The following shall be specifically prohibited in any (TC) Transit Center District:
 - i. Any use of property that does not meet the required minimum lot size; front, side or

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rear yard dimensions; lot depth or width;

- ii. Any building or use of the property which exceeds the maximum height, building coverage or any other standard as herein required; *(Ord. No. 3891, 12/11/18); (Ord. No. 3939, 12/13/19)*
- iii. Storage of equipment, material or vehicles, including abandoned vehicles, which are not necessary to the uses permitted in this district. *(Ord. No. 3891, 12/11/18); (Ord. No. 3939, 12/13/19)*

3. STREETScape AND LANDSCAPE:
(Ord. No. 3939, 12/13/19)

- a. Streetscape standards are established in the City's *General Design Standards* for both residential and non-residential ground-level frontages.
- b. Non-Residential ground floor frontages shall not be required to provide additional landscaping beyond that required in the *City General Design Standards*.
- c. Additionally, residential ground floor frontages shall be required to landscape a minimum of six feet between the edge of sidewalk and the primary building façade, excluding access sidewalks, stairs, stoops, porches and patios. This area may be landscaped with ground cover, low shrubs, ornamental trees and street trees. In addition, street tree wells may also be landscaped. Landscaping for this area is limited to ground cover and low shrubs.
- d. Streetscape and landscape standards may be established with an approved Special Development Plan (SDP) or incentive agreement between the city and developer. Streetscape and landscaping shall be compatible with adjacent properties providing consistency, character, and identity in the Trinity Mills District. *(Ord. No. 3939, 12/13/19)*

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4. SUB-DISTRICT STANDARDS:

SUB-DISTRICT STANDARDS (Ord. 3321, 09/01/09; Ord. 4148 06/06/23)

STANDARD	Trinity Mills
Building Height (Ord. No. 3891, 12/11/18; Ord. 4148 06/06/23)	Min: 5 stories Max: Unlimited
Build-to Lines (Ord. No. 3939, 12/13/19)	Zero feet from the ROW (6 feet from the ROW if abutting IH- 35E and/or Trinity Mills Road)
Side and Rear Setback Lines (not abutting any ROW)	In accordance with the applicable requirements of the building codes of the City of Carrollton

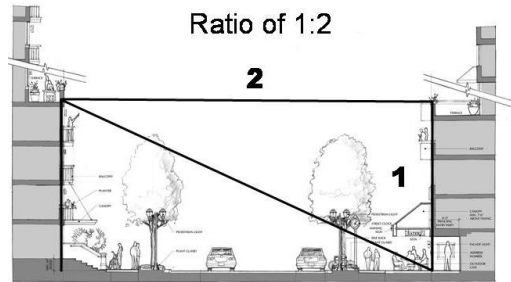
- a. A license agreement is required for any encroachment into the right-of-way, unless specified in an incentive agreement between the City and developer. (Ord. No. 3939, 12/13/19)

SECTION D. BUILDINGS.

1. INTENT:

It is the intent of this code to create an attractive and active urban style district and the size, disposition, function and design of buildings play an important role in achieving that goal.

- a. Buildings should form a strong continuous “street wall” to define the public street “room” by creating a ratio of between 1:2.0 and 1:3.0 between the building height and the distance between buildings.
- b. Buildings should directly contribute to the attractiveness, safety and function of the street and public areas.
- c. Buildings should be designed to accommodate a range of uses over time without the need to be destroyed and rebuilt.
- d. Buildings that accommodate retail at grade should emphasize the retail over the building’s architecture.
- e. Buildings should be constructed in a manner and with materials that are highly durable and will continue to look good over time, especially adjacent to public and pedestrian areas.
- f. It is intended by this code to encourage a variety of building and design solutions in response to the standards and regulations outlined herein.



2. BLOCK FACE:

It is intended that building walls should be continuous along block faces to create a strong edge to the street and contribute to creating an attractive and active pedestrian environment. Contributing to that goal however, is to allow some limited variation and opportunities for such things as outside dining, pocket parks and special building entry features.

- a. Block faces shall contain continuous building frontage with the exception of a mid- block access to parking which is no greater than 30 feet in width for vehicular access with additional width dedicated to pedestrian access. A minimum 15 feet in height shall be provided for garages requiring emergency vehicle access. *(Ord. No. 3939, 12/13/19)*
- b. Facades shall be built parallel to the street frontage, except at street intersections, where a façade containing a primary building entrance may be curved or angled toward the intersection. *(Ord. No. 3939, 12/13/19)*

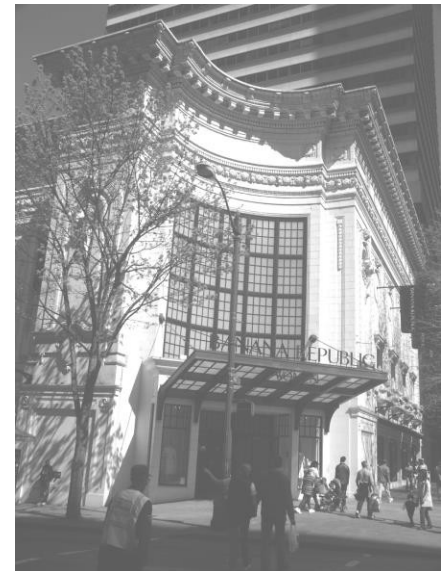
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3. BUILDING FORM:
(Ord. No. 3939, 12/13/19)



Employment Center Building and development Examples

- a. A building which is located on axis with a terminating street or at the intersection of streets shall be considered a *Landmark Building*. The building shall be designed with landmark features which take advantage of that location, such as an accentuated entry and a unique building articulation which is off-set from the front wall planes and goes above the main building eave or parapet line.
- b. Drive-through windows are prohibited. (Ord. 3321, 09/01/09)
- c. Buildings fronting Commercial Character Streets as shown in Section J of this Article shall have their first floor designed to accommodate retail uses. Said design shall include placing entry doors at grade (with no elevated stoop), having clear glass windows comprising no less than 60 percent of the ground floor façade and having a “clear” floor to floor heights no less than 12 feet for residential and live/work uses and 14 feet for non-residential uses. (Ord. No. 3939, 12/13/19)



LANDMARK FEATURE ON THIS BUILDING CORNER. SEATTLE

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4. ARCHITECTURAL FEATURES:

- a. Glass curtain walls shall be permitted.
- b. Each building and separate lease space at grade along the street edge shall have a functioning *Primary Entry* from the sidewalk. Entries must be inset from the front building plane by at least five feet. Secondary Entries may be set back as little as three feet. All inset entries, not including utility doors, must flare out between 45 and 60 degrees from perpendicular to the door plane. Functioning entries must be located no greater than 70 feet apart.
 - i. Corner entries may count as a Primary Entry for both intersecting street frontages.
 - ii. Architectural elements to the primary building façade may encroach into the area between the right-of-way line and the build-to line. These elements may include stoops, porches, bay windows, eaves, awnings (provided they are a minimum of 7.5 feet above grade), planters and light wells for a below-grade floor. Balconies, canopies and awnings are not limited in their encroachment, provided that they do not substantially interfere with pedestrian movement and street tree growth. *(Ord. 3321, 09/01/09)*
- c. Reference Article XXVII Performance Standards, for roof-mounted equipment screening. *(Ord. No. 3891, 12/11/18)*

5. EXTERNAL FAÇADE MATERIALS:

The following shall apply to all exterior walls of buildings and parking structures which are clearly visible from a public street, walkway or open space:

- a. Exterior building walls may be glass curtain walls, brick, stone, cultured stone, burnished block.
- b. Unpainted metal, galvanized metal, or metal subject to ordinary rusting shall not be used as a building material. Factory finished metal elements as well as metals that develop an attractive oxidized finish, such as copper or weathering steel, may be used as architectural accents.

6. RESIDENTIAL AT GRADE:

(Ord. No. 3939, 12/13/19)

- a. All buildings which are constructed for residential units at grade shall include a primary front door entrance into the building or unit which may be accessed from the sidewalk.
- b. Units must also include windows which provide residents a view of the street and sidewalk area.

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7. NON-RESIDENTIAL AT GRADE:

(Ord. No. 3939, 12/13/19)

- a. The ground floor entry must be located at the approximate elevation of the adjacent sidewalk.
- b. Retail uses adjacent to the sidewalk at grade shall:
(Ord. No. 3891, 12/11/18)
 - i. Have a minimum clear floor to floor height of 14 feet between finished floor and the bottom of the structure above. Mezzanines within the retail space shall be allowed per building code. Residential or live/work uses shall have a minimum 12 feet height clearance.
 - ii. Have a canopy which extends at least six feet over the sidewalk for at least 75 percent of the frontage.

SECTION E. PARKING.

1. AUTOMOBILE PARKING:

a. Goals

The following are goals of the City's parking policies and this Code:

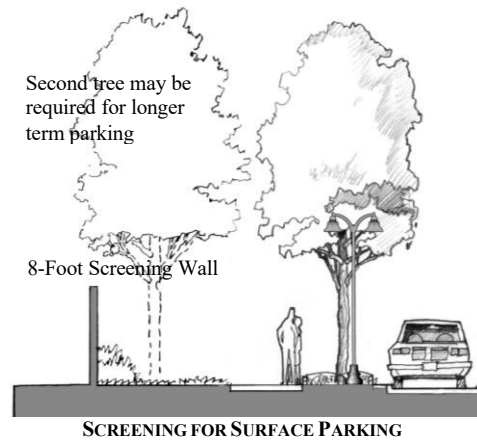
- i. Support the creation of Shared Parking in order to enable visitors to park once at a convenient location and to access a variety of commercial enterprises in a pedestrian-friendly environment.
- ii. Manage parking so that it is convenient and efficient, and supports an active and vibrant retail environment, including the use of parking meters.
- iii. Ensure visibility and ease of accessibility of parking.
- iv. Maximize on-street parking.
- v. Provide flexibility for changes in land uses which have different parking requirements within the District.
- vi. Provide flexibility for the redevelopment of small sites and preservation of historic buildings.
- vii. Avoid diffused, inefficient single-purpose reserved parking.
- viii. Avoid adverse parking impacts on residential neighborhoods.
- ix. Design parking structures so that they do not dominate the public environment by providing for conversion of the ground floor to commercial use and for lining the edge of structures with residential or commercial uses.

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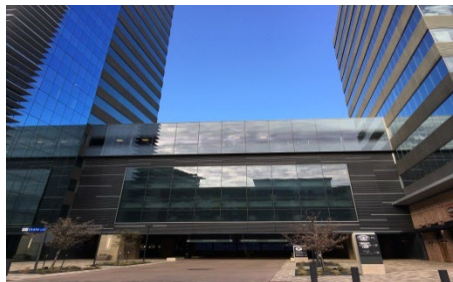
b. Parking Provisions and Requirements

i. General Provisions

- a) All off-street parking shall be located behind buildings which face on a street, drive aisle, or public open space, and be accessed by alley or short driveway between buildings.
- b) Pedestrian access shall be provided between structured parking and the public street.



- c) Surface parking lots shall be considered a temporary use and allowed only upon approval of a Special Use Permit, with periodic reviews as established by the Special Use Permit for continued appropriateness thereafter. *(Ord. No. 3939, 12/13/19)*
 - 1. An approved Special Development Plan (SDP) is required demonstrating surface parking is temporary and will be replaced with a permanent parking structure.
 - 2. Appropriate screening from public areas, which may include a screening wall and additional landscaping, may be required. *(Ord. 3321, 09/01/09)*
 - 3. Surface parking underneath elevated right-of-way shall require a Special Use Permit. A license agreement shall be required from the agency owning and maintaining the right-of-way. *(Ord. No. 3939, 12/13/19)*
- d) Any limits on the use of shared parking, such as time limits or hours of use, shall be approved by the City Manager or his designee upon a finding that:
 - 1. At least 12 hours of public parking are provided in any 24-hour period, and
 - 2. At least eight of those hours are provided during either business or nighttime hours depending on the City Manager or his designee's determination that the primary public or visitor use will be for office, retail or residential.
- e) Any other parking standards shall be in conformance with Article XXIV, Off Street & Loading, of the Comprehensive Zoning Ordinance.



Parking garages should be behind buildings which face a street, drive aisle and accessed by alleys or short driveways between buildings.

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2. AUTOMOBILE PARKING REQUIREMENTS:

- a. Base Parking Requirements (*Ord. 3321, 09/01/09*) (*Ord. No. 3939, 12/13/19*)

<u>Land Use</u>	<u>Minimum Spaces Required</u>
Residential	1 space per dwelling unit
Restaurants	1 space per 250 sq. ft. of floor area
Outdoor Dining Areas	1 space per 400 sq. ft. of outdoor dining area greater than 250 square feet
Retail	1 space per 350 sq. ft. of floor area
Live Work Space	1 space per 1,000 sq. ft. of floor area
Office	1 space per 500 sq. ft. of floor area

- b. Further Parking Reductions

On-street parking which is available along the frontage lines of a development site may be counted toward the parking requirement for the development.

- c. A maximum of one space for each 1,000 s.f. of non-residential and one space for each residential unit may be made available for Reserved Parking.
- d. A parking study may be submitted to demonstrate further parking reductions or alternatives with a Special Development Plan (SDP) application.

3. ACHIEVING AUTOMOBILE PARKING:

- a. The final parking requirement is a product of using the Base Requirement in the above sub-section 2.a. and utilizing the applicable reductions available in the above sub-sections 2.b.
- a. Parking requirements may be met on-site, curb-side, by lease from the City or its designated authority or by payment of cash-in-lieu of parking to the City or its designated authority.
- c. Shared parking shall be clearly designated with signs and markings.
- d. Parking garages which are immediately adjacent to IH-35E and there is no intervening building, shall be treated in an architectural manner which reflects the District.

4. BICYCLE PARKING:

- a. Goals

Bicycle parking is required in some use categories to encourage the use of bicycles by providing safe and convenient places to park bicycles. The required number of spaces is lower for uses that do not tend to attract bicycle riders and higher for those uses that do.

- b. Required Bicycle Parking
(*Ord. No. 3939, 12/13/19*)

Bicycle parking shall be provided based on at least one space for each 10 automobile parking spaces required as part of the Base Parking requirement in *B.2.b.i* above.

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c. Bicycle Parking Standards

i. Location

- a) Required bicycle parking must be located within 75 feet of an entrance to the building. With permission of the City Manager or designee, bicycle parking may be located in the public right-of-way. Excludes bike storage indoors or garages. (*Ord. No. 3939, 12/13/19*)
- b) Bicycle parking may be provided within a building, but the location must be easily accessible to bicycles.

ii. Covered Spaces

If covered spaces for motor vehicles are provided on-site, then 25 percent of the bicycle parking shall also be covered, unless otherwise approved by the City Manager or designee. (*Ord. No. 3939, 12/13/19*)

iii. Signs

If the bicycle parking is not visible from the street, then a sign must be posted indicating the location of the bicycle parking facilities.

iv. Rack Type

- a) Bicycle racks types and standards shall meet the *City General Design Standards* or be approved by the City Manager or designee. Bicycle lockers may also be allowed as part of meeting the Bicycle parking requirement, but must be approved as to type and location.
- b) Bicycle racks must hold bicycles securely, and support the frame so that so that the bicycle cannot be pushed or fall to one side in a manner that will damage the wheels or components.
- c) Bicycle racks must accommodate locking the frame and the front wheel to the rack with a standard high-security U-shaped shackle lock, if the bicyclist does not remove either wheel from the bicycle.
- d) Bicycle racks must be securely anchored.

v. Parking Space Dimensions

- a) An aisle for bicycle maneuvering must be provided and maintained beside or between each row of bicycle parking. This aisle must be at least five feet wide.
- b) Each required bicycle parking space must be accessible without moving another bicycle.
- c) Areas set aside for bicycle parking must be clearly marked and reserved for bicycle parking only.

SECTION F. STREETScape, LIGHTING, MECHANICAL AND FENCES.

1. INTENT:

- a. It is the intent of this Code and the approved City's *General Design Standards* to provide minimum standards and consistency for improvements located in public areas and within the city's rights-of-way.
- b. Lighting shall support pedestrian activity and promote safety.
- c. The entire District shall utilize the basic fixtures and furnishings in the public areas as approved in the City's *General Design Standards*.
- d. Mechanical and utility-related equipment and fixtures shall be located and screened to lessen the negative impact on the streetscape and public areas.

2. STANDARDS:

(Ord. No. 3939, 12/13/19)

- a. For Streetscape and Lighting specifications, see the City-approved *City General Design Standards* for the appropriate Transit Center District.
- b. Lighting standards may be established with an approved Special Development Plan (SDP) or via an incentive agreement between the city and developer. Lighting shall be compatible with adjacent properties providing consistency, character, and identity in the Trinity Mills District.
- c. Lighting elements shall be incandescent, metal Halide, halogen, or LED only. No HID or fluorescent lights (except fluorescent bulbs that screw into standard socket fixtures) may be used on the exterior of buildings.
- d. All lighting shall be focused downward or narrowly focused on its intended target such as signing. No lighting source from a commercial activity shall be visible by a residential unit.
- e. Mechanical and electrical equipment, transformers, meters, and garbage containers shall be located and screened so that they are not visible from the street or other public area.
- f. On-street bicycle parking shall be located within the band created by street trees and pedestrian street lights, however, they must be placed in a manner that avoids conflicts with pedestrian and vehicular paths.

3. FENCES: *(Ord. No. 3132, 04/03/07)*

a. Design Standards

Fences shall be decorative in appearance, and shall be of design and materials complementing the appearance of the building. "Chain link" or "hurricane" fences shall not be permitted for commercial uses (either new or existing) or for new residential uses, except as approved by the City Manager or designee.

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SECTION G. SIGNS.

1. INTENT:

Signage is intended to respond to slow moving traffic and pedestrians. It is therefore, generally smaller in size than other areas of the City and located in prescribed locations on a building so that it is easily found and interpreted.

2. STANDARDS:

Signs located within this district shall be in conformance with the applicable provisions of the Sign Ordinance. *(Ord. No. 3891, 12/11/18)*

SECTION H. ADMINISTRATION.

1. INTENT:

The intent of this article is to process land development in the (TMTC) Trinity Mills Transit Center District in an expedited manner. However, if there are modifications requested, additional approvals shall be required.

2. SPECIAL DEVELOPMENT PLAN APPROVAL:
(Ord. No. 3939, 12/13/19)

- a. All development requested in the (TMTC) Trinity Mills Transit Center District Center requires Special Development Plans (SDP).
- b. Special Development Plans (SDP) are intended to allow applicants development flexibility to address specific market opportunities and/or contexts. An application for a Special Development Plan shall be considered by the City Council after the Planning and Zoning Commission has made a recommendation, except for properties with an approved master development agreement. City Council shall review and approve Special Development Plans (SPDs) for each phase or portion of phase as development occurs.
- c. City Council shall be the only entity required to approve Special Development Plans (SDPs) for projects with master plans and a Master Development Agreement. City Council shall review and approve Special Development Plans (SDPs) for each phase or portion of phase as development occurs. Said Special Development Plans (SDPs) shall follow the Master Site Plan associated with the Master Development Agreement or other agreements.
- d. City Council may grant modifications to the Trinity Mills Transit Center District standards for proposals created to support economic development, sustainable tax base, job creation, and/or a destination by establishing adjacency predictability of private development that supports and leverages investment in and around the Greenline DART Station.
- e. The City Manager or designee shall review, make recommendations on any SDPs, and shall forward all SDP applications to the Planning and Zoning Commission or City Council, as

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applicable and required under this section. In evaluating an SDP, City Council shall consider the extent to which the application meets any of the following:

- i. Provides a “Master Plan” approach by consolidating multiple properties to create a predictable, market responsive development for the area; or
 - ii. Fits the vision of the Trinity Mills Transit Center District .
- f. Special Development Plans must include the following information:
- i. Site plan
 - ii. Parking plan
 - iii. Grading plan
 - iv. Landscape, Streetscape, and Street Lighting Plan
 - v. Color building elevations and sections
 - vi. Building function/proposed use
 - vii. Specific development standards or other agreements
 - viii. Related parking or traffic study, when required by the City Manager or designee
- g. Sign modifications shall be in accordance with the Sign Ordinance. (*Ord. No. 3891, 12/11/18*)
- h. The City may impose conditions on granting any modifications to Standards in order to minimize any potential negative impact on the district, neighboring properties or public streets or open space. This may include screening, a time limit or other requirement.

SECTION I. MISCELLANEOUS REQUIREMENTS.

1. ACTIVITIES WITHIN AN ENCLOSED BUILDING:

All business operations and activities within the (TMTTC) Trinity Mills Transit Center District shall be conducted completely within an enclosed building, and in no instance shall any outside activity or storage be permitted in these districts, except for off-street parking and loading in the (TMTTC) Trinity Mills Transit Center District, TOD benches or seating, TOD trash cans, TOD bike racks, public outdoor dining in conjunction with a restaurant; or the temporary outside display and sales of Christmas trees.

2. UTILITIES:
(*Ord. No. 3939, 12/13/19*)

All utilities located within 200 feet of the front property line which will serve any lot or parcel within the (TMTTC) Trinity Mills Transit Center District shall be installed underground, except for any transmission or feeder lines, either existing or proposed, located within the (TMTTC) Trinity Mills Transit Center District, provided that such transmission or feeder lines shall be located within a designated paved easement or alley way provided by the property owner.

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Any above ground cabinets, pedestals or above ground transmission lines visible from streets shall be screened by landscaping, decorative walls, or with an art theme in character with the Trinity Mills Transit Center.

Nothing set forth herein shall prohibit or restrict any utility company from recovering the difference between the cost of overhead facilities and underground facilities. Each utility whose facilities are subject to the provisions of this Article shall develop policies and cost reimbursement procedures with respect to the installation and extension of underground service. (*Ord. No.3943, 01/14/20*)

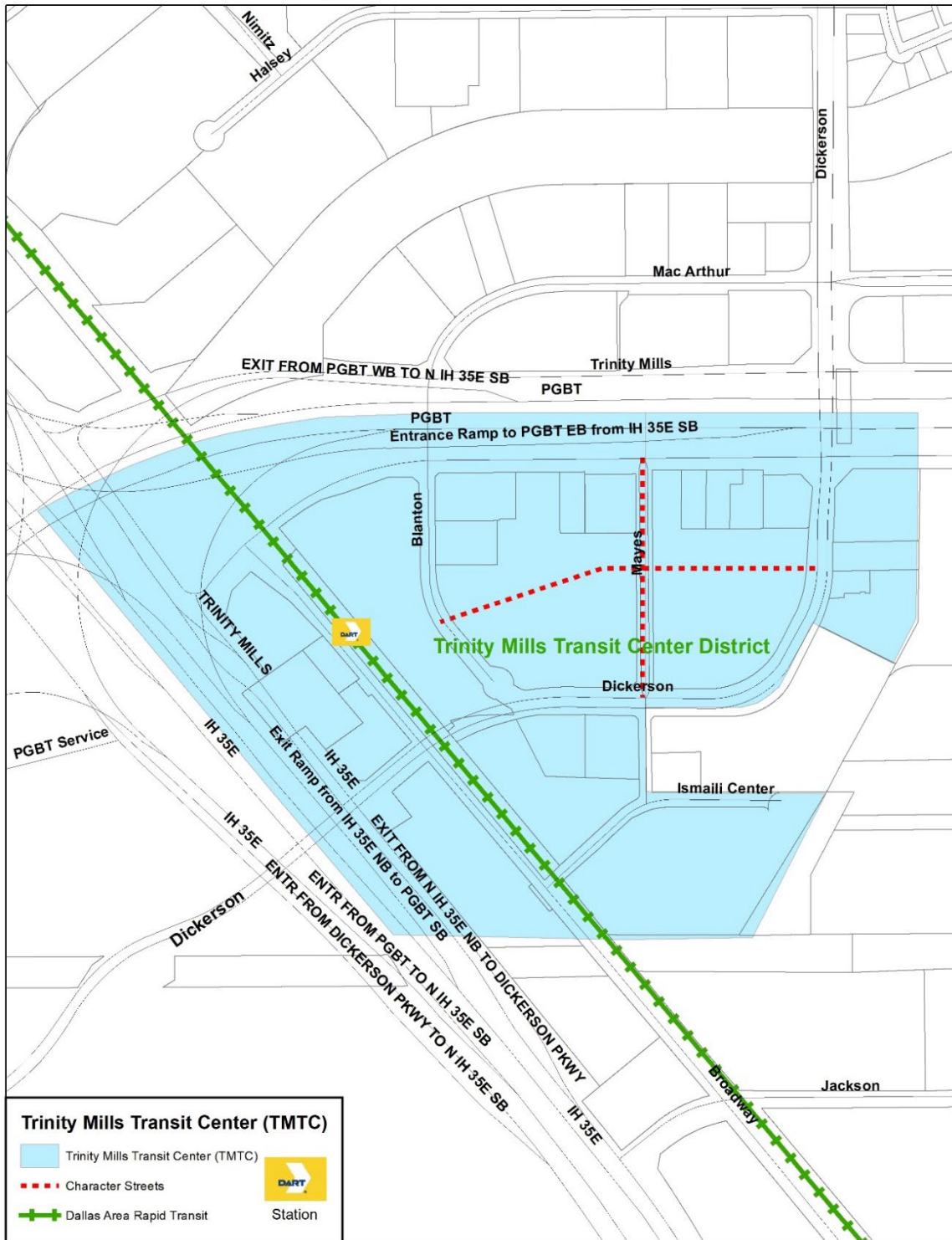
SECTION J. ZONING AND REGULATING MAPS

Trinity Mills Transit Center (TMTC)



SECTION J. ZONING AND REGULATING MAPS

Trinity Mills Transit Center District (TMTCC)



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**ARTICLE XX.
TRANSIT CENTER DISTRICT REGULATIONS**

PART 3 – (FTC) FRANKFORD TRANSIT CENTER DISTRICT

SECTION A. PURPOSE, GOALS AND INTENT.

1. The purpose of the Frankford Transit Center District is to implement the adopted recommendations of the Comprehensive Plan by encouraging new development and redevelopment near the DART (North Carrollton) Light Rail Station.
2. The goals of this code are:
 - a. To capitalize on the convergence of regional transit, freeways and arterial roadways to create major urban and village centers in the Dallas / Fort Worth region that offer a variety of housing, retail and office uses not commonly present in other areas of the Metroplex.
 - b. To provide development and land use flexibility within the framework of zoning design regulations.
 - c. To provide a mix of multi-family residential, retail and office uses.
3. The intent of this Code is:
 - a. To provide a comfortable and attractive environment for pedestrians which include such things as buildings framing public space, street trees and lighting that will attract pedestrians.

SECTION B. DEFINITIONS.

For the purpose of this Article the definitions for the Frankford Transit Center District are as follows:

1. **ENTRY, PRIMARY.** The main entry to a building on a block face. There must be at least one main building entry for each ground floor use, tenant or lobby on each block face which contains the use or tenant. Any additional building entries may be considered a Secondary Entry.
2. **ZONING AND REGULATING MAP.** The graphic plan established in an ordinance which applies the Transit Center District to a particular area around a transit station, and which governs the assignment of districts, as defined herein, and the street-type which shall be used, among other items.

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SECTION C. GENERAL DISTRICT STANDARDS.

1. ZONING & REGULATING MAP:

Zoning & Regulating Maps, Section J, is the coding key for application of this district's provisions to properties, and shall be considered part of this Code.

For a specific list of permitted uses, see Article V Use of Land and Structures.

- a. The following uses shall be specifically prohibited in any (TC) Transit Center District: Any use of property that does not meet the required minimum lot size; front, side or rear yard dimensions; lot depth or width; or which exceeds the maximum height, building coverage or any other standard as herein required, except as provided by Article XXVIII of this ordinance;
- b. Storage of equipment, material or vehicles, including abandoned vehicles, which are not necessary to the uses permitted in this district.

2. DISTRICT STANDARDS:

- a. A minimum front building setback of 24 feet from the right-of way shall be required.
- b. A maximum building height of six stories.
- c. Side and rear setback lines shall be in accordance with the applicable requirements of the building codes of the City of Carrollton.
- d. Mutual access to adjacent lots abutting Frankford Road shall be required for new development, and shared driveways shall be encouraged.

SECTION D. BUILDINGS.

1. INTENT:

It is the intent of this article to create an attractive and active urban style district and the size, disposition, function and design of buildings play an important role in achieving that goal.

- a. Buildings that accommodate retail at grade should emphasize the retail over the building's architecture.
- b. It is intended by this code to encourage a variety of building and design solutions in response to the standards and regulations outlined herein.
- c. Each building shall have at least one "Primary Entry" which is clearly delineated and visible from the street.
- d. Buildings that accommodate retail at grade should emphasize the retail over the building's architecture.
- e. It is intended by this code to encourage a variety of building and design solutions in response to the standards and regulations outlined herein.
- f. Each building shall have at least one "Primary Entry" which is clearly delineated and visible from the street.

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2. ARCHITECTURAL FEATURES:

- a. Windows, except for retail at grade, shall be vertical in proportion and have at least a four inch reveal.
- b. Each building and separate lease space at grade along the street edge shall have a functioning *Primary Entry* from the sidewalk. Entries must be inset from the front building plane by at least five feet. Secondary Entries may be set back as little as three feet. All inset entries, not including utility doors, must flare out between 45 and 60 degrees from perpendicular to the door plane. Functioning entries must be located no greater than 70 feet apart.
- c. Reference Article XXVII Performance Standards, for roof-mounted equipment screening. (*Ord. No. 3891, 12/11/18*)

3. EXTERNAL FAÇADE MATERIALS:

The following shall apply to all exterior walls of buildings and parking structures which are clearly visible from a public street, walkway or open space:

- a. Overall a minimum of 85 percent of said exterior walls, excluding windows, doors and other openings shall be constructed of brick, stone, cultured stone, or stucco. Additionally, the architectural design of the building shall be consistent with and complementary to the Frankford Trade Center.

4. NON-RESIDENTIAL AT GRADE:

- a. The ground floor entry must be located at the approximate elevation of the adjacent sidewalk.
- b. Retail uses adjacent to the sidewalk at grade shall:
 - i. Be constructed to meet fire code separation from any other uses constructed above, and shall have a minimum clear height of 14 feet between finished floor and the bottom of the structure above. Mezzanines within the retail space shall be allowed per building code;
 - ii. Have a canopy which extends at least six feet over the sidewalk for at least 75 percent of the frontage;
 - iii. Have clear glass windows for at least 60 percent, but no greater than 80 percent, of the ground floor façade; and

SECTION E. PARKING.

1. PARKING:

Parking standards shall be in conformance with Article XXIV, Off Street & Loading, of the Comprehensive Zoning Ordinance.

SECTION F. STREETScape, LIGHTING, MECHANICAL AND FENCES.

1. INTENT:

- a. It is the intent of this Code and the approved City's *General Design Standards* to provide minimum standards and consistency for improvements located in public areas and within the city's rights-of-way.
- b. Lighting shall support pedestrian activity and promote safety.
- c. The entire District shall utilize the basic fixtures and furnishings in the public areas as approved in the City's *General Design Standards*.
- d. Mechanical and utility-related equipment and fixtures shall be located and screened to lessen the negative impact on the streetscape and public areas.

2. STANDARDS:

- a. Lighting elements shall be incandescent, metal Halide, halogen, or LED only. No HID or fluorescent lights (except fluorescent bulbs that screw into standard socket fixtures) may be used on the exterior of buildings.
- b. All lighting shall be focused downward or narrowly focused on its intended target such as signing. No lighting source from a commercial activity shall be visible by a residential unit.
- c. Mechanical and electrical equipment, transformers, meters, and garbage containers shall be located and screened so that they are not visible from the street or other public area.

3. FENCES (*Ord. No. 3132, 04/03/07*)

a. Design Standards

Fences shall be decorative in appearance, and shall be of design and materials complementing the appearance of the building. "Chain link" or "hurricane" fences shall not be permitted for commercial uses (either new or existing) or for new residential uses, except as approved by the City Manager or his designee.

4. STREETScape AND LIGHTING:

- a. Along Frankford Road, a landscape & sidewalk strip a minimum of 18 feet in width shall be provided "back of curb." Within this landscape strip the following elements shall be placed:
 - i. One shade tree, a minimum of three inches in caliper at the time of planting, every 30 feet in a formal row parallel with and no less than six feet from the curb.
 - ii. A group of three single-stem white Crepe Myrtles for each 60 feet of frontage. Said Crepe Myrtles shall be at least six feet high at the time of planting and planted 18 feet apart.
 - iii. One decorative, pedestrian-oriented light (e.g. illuminated bollard) for every 30 feet placed in a formal row. Lighting of the shade trees is encouraged and may count towards one-half this requirement, provided that said tree lighting can be demonstrated to also illuminate the sidewalk.
 - iv. A sidewalk a minimum of five feet in width parallel to and no less than six feet from the back of curb.

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SECTION G. ADMINISTRATION.

1. INTENT:

The intent of this Article is to process land development in the (FTC) Frankford Transit Center District in an expedited manner. However, if there are modifications requested, additional approvals shall be required.

2. DEVELOPMENT PLAN APPROVAL:

- a. Prior to obtaining a building permit, a development plan must be approved by the City Manager or designee, to certify that it meets the purpose, intent and standards contained in this Code.
- b. A development plan shall be approved by City Council if a plan is not consistent with an approved Master Development Agreement. **(Ord. No.3943, 01/14/20)**
- c. Development Plans must include the following information:
 - i. Site plan
 - ii. Parking plan
 - iii. Grading plan
 - iv. Landscape plan Streetscape and Street Lighting Plan **(Ord. No.3943, 01/14/20)**
 - v. Color building elevations and sections
 - vi. Building function/proposed use
 - vii. Specific development standards or other agreements **(Ord. No.3943, 01/14/20)**
 - viii. Any modifications to standards being requested
 - ix. Related parking or traffic study, when required by the City Manager or designee

3. APPEALS:

Denial of a Development Plan by the City Manager or designee may be appealed to the Planning and Zoning Commission if the appeal is filed with the Development Services Department within 10 days of the denial. Denial of a Development Plan by the Planning & Zoning Commission may be appealed to the City Council if the appeal is filed with the Development Services within 10 days of the action of the Planning & Zoning Commission.

SECTION H. MISCELLANEOUS REQUIREMENTS.

1. ACTIVITIES WITHIN AN ENCLOSED BUILDING:

All business operations and activities within the (FTC) Frankford Transit Center District shall be conducted completely within an enclosed building, and in no instance shall any outside activity be permitted in these districts, except for off-street parking or loading; drive-in window or drive-through window at a financial institution, restaurant, prescription pharmacy or dry cleaning establishment; outdoor dining in conjunction with a restaurant; material recycling collection bin; mobile collection center for secondhand goods; or the temporary outside display and sales of Christmas trees.

2. UTILITIES:

All utilities located within 200 feet of the front property line which will serve any lot or parcel within the (FTC) Frankford Transit Center District shall be installed underground, except for any transmission or feeder lines, either existing or proposed, located within the (FTC) Frankford Transit Center District, provided that such transmission or feeder lines shall be located within a designated paved easement or alley way provided by the property owner. *(Ord. No.3943, 01/14/20)*

Any above ground cabinets, pedestals or above ground transmission lines visible from streets shall be screened by landscaping, decorative walls, or with an art theme in character with the Frankford Transit Center District. Nothing set forth herein shall prohibit or restrict any utility company from recovering the difference between the cost of overhead facilities and underground facilities. Each utility whose facilities are subject to the provisions of this Article shall develop policies and cost reimbursement procedures with respect to the installation and extension of underground service.

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SECTION I. RESERVED FOR FUTURE USE.

SECTION J. ZONING AND REGULATING MAP

