

- a: Minimum stall width for SF and ME accessory parking.
- b: Minimum stall width for parking space provided for other than dwelling units.
- c: Parking lanes do not overlap for parallel or right angle parking.

(2005 Code, sec. 16.1.59)

§ 5-58. Access management. (Ord. No. B-792-10(A0410), § 1, 4-19-2010)

(a) **Joint and cross access.**

Adjacent commercial or office properties and major traffic generators (i.e., shopping plazas, office parks) shall provide a cross access drive and pedestrian access way to allow circulation between sites. This requirement shall also apply to a building site that abuts an existing developed property unless the decision-making body finds that this would be impractical. Property owners shall:

- (1) Record an easement in the public records of Tarrant County or Johnson County that allows cross access to and from the adjacent properties
- (2) Agree that any pre-existing driveways provided for access in the interim shall be closed and eliminated after construction of the joint use driveway and
- (3) Record a joint maintenance agreement in the public records of the City of Burleson defining maintenance responsibilities of property owners that share the joint use driveway and cross access system.

(b) **Requirements for unified access and circulation.**

In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall be considered unified parcels. This shall also apply to phased development plans. Accordingly, the following requirements shall apply:

- (1) The number of connections permitted shall be the minimum number necessary to provide reasonable access to the overall site and not the maximum available for that frontage.
 - (2) All easements and agreements required under the above shall be provided.
 - (3) Access to outparcels shall be internalized using the shared circulation system and designed to avoid excessive movement across parking aisles or queuing across surrounding parking and driving aisles.
- (c) here abutting properties are in different ownership and not part of an overall development plan, cooperation between the various owners in development of a unified access and circulation system is encouraged. Abutting properties shall not be required to provide unified access and circulation until they are developed or are redeveloped.
- (d) hen a residential development is proposed that would abut an arterial or major collector roadway, it shall be designed to provide lots abutting the roadway with access from an interior local road or frontage road. Direct driveway access to individual one- and two-family dwellings from arterial and major collector roadways shall be prohibited. All other reasonable access alternatives shall be investigated and judged unacceptable by the city engineer before direct residential driveway access on an arterial or major collector is permitted.

(e) **Redevelopment requirements.**

Properties with access connections that do not meet the requirements above shall be brought into compliance to the extent possible when modifications to the roadway are made or when a change in use results in one or more of the following conditions:

- (1) When a modification to an existing connection is required.
 - (2) When commercial site plan review and approval is required.
 - (3) When a site generates an increase of 20 percent or greater in peak hour trips or 100 vehicles per hour in the peak hour, whichever is less, as determined by one of the following methods:
 1. An estimation based on the ITE Trip Generation Manual (latest edition) for typical land uses
 2. Traffic counts made at similar traffic generators located in the City of Burleson or
 3. Actual traffic monitoring conducted during the peak hour of the adjacent roadway traffic for the property.
- (f) If the principal activity on a parcel with access connections that do not meet the regulations of the above is discontinued for a period of one year or more, then the parcel must comply with all applicable access requirements of the above to the extent possible.

106.86 - TRANSPORTATION AND CONNECTIVITY

- A. PURPOSE. The purpose of this section is to:
- (1) support the creation of a highly connected transportation system within the city in order to provide choices for drivers, bicyclists, and pedestrians;
 - (2) increase effectiveness of local service delivery;
 - (3) promote walking and bicycling; connect neighborhoods to each other and to local destinations such as employment, schools, parks, and shopping centers;
 - (4) to avoid the creation of large, isolated tracts without routes for pedestrian and bicycle connections and through traffic;
 - (5) reduce vehicle miles of travel and travel times; reduce emergency response times; mitigate the traffic impacts of new development; and
 - (6) free up arterial capacity to better serve regional long-distance travel needs.
- B. TRAFFIC IMPACTS. The Administrator or designee may require a Traffic Impact Analysis (TIA) or other type of engineering study from the developer in accordance with Chapter 98 prior to any approval for plats, zoning change, or site plans pertaining to the potential traffic impact of the proposed development on the city's street system.
- C. DRIVEWAYS, FIRE LANES AND ACCESS EASEMENTS
- (1) Standard Requirements: All driveway approaches, curbs, gutters, pavements and appurtenances necessary to provide access to properties shall be provided by the developer and shall be designed, constructed and maintained in accordance with standards in the city's adopted Design Criteria Manual and development specific ordinances in the Planned Developments (PDs), in Mixed Use (MU) and Downtown (DT) Districts (as applicable to the subject property).
 - (2) Fire Lanes: Fire lanes are to be designed in accordance with the city's adopted Fire Code and Design Criteria Manual. Fire lane easements shall be shown on the Site Plan and shall be maintained to the city's standards by the property owner. For safety and emergency accessibility reasons during construction, developments other than single-family detached or two-family residential subdivisions shall not be allowed to proceed with vertical structural construction above the foundation prior to completion and city inspection of all fire lanes and fire hydrants on the site.
 - (3) Access Easements: All non-residential development along highway frontage and arterial roadways shall provide cross access easements to adjoining properties unless grade issues prevent cross access connectivity.
 - (4)

Visibility at Intersections: On all lots or parcels of land on which a front setback is required, no obstruction that will obscure the view of motor vehicle drivers shall be placed within the triangular area formed by the adjoining driveway or street property lines between two and one-half (2½) and eight feet above grade as specified in this section, except that trees may be permitted within said triangular area provided that those trees are placed in the street planter strip and the limbs are pruned to at least six feet above the grade level of the adjacent street.

- a. TxDOT street and driveway intersections shall meet TxDOT sight visibility standards.
- b. All other streets and driveway intersections shall meet the standards in Figure 106.86-1



Figure 106.86-1 Visibility Triangles at Driveways and Intersections

D. PEDESTRIAN AND BICYCLE ACCESS

- (1) Purpose: The purpose of this section is to reduce the number and length of automobile trips and related air pollution by encouraging walking and bicycling by integrating sidewalks and bicycle routes in new development and redevelopment, and by providing for shorter and more direct routes between many destinations.
- (2) Parking and Circulation Plan Required:
 - a. In conjunction with a site plan, all development, except for single-family, duplex, and townhouse residential uses within previously platted subdivisions, shall prepare a parking and circulation plan. The plan shall meet the requirements of the Chapter 98: Subdivision Regulations, and contain the following information:
 1. Internal circulation and connectivity to existing street network;
 2. Emergency and service vehicle access;
 3. Parking layout;
 4. Loading operations;
 5. Turning radii based on uses;
 6. Traffic calming measures where future "cut-through" traffic is likely;
 7. Pedestrian, bicycle, and transit facilities; and
 8. Other similar issues identified by the Director.
 - b.

The type and size of the crosswalk shall be determined based on federal and state guidelines described in the Manual on Uniform Traffic Control Devices (MUTCD).

5. Use Restrictions and Maintenance of Pedestrian Connections

- i. Restrictions on Use: Sidewalks, walkways, and trails are intended to provide pedestrian access. Vehicle parking, garbage containers, merchandise storage or display, utility boxes and poles, signs, trees, and other obstructions shall not encroach into the required minimum clear width of any required sidewalk, trail, walkway, or other pedestrian way. Pedestrian amenities including bollards and trash receptacles for pedestrians are exempt from this requirement.
- ii. Maintenance: Sidewalks, trails, and walkways required by this title shall be maintained in usable condition throughout the year.

Section 12.6 Access Management

- A. Purpose. Poor design and placement of parking lots and driveways can impede traffic flow and can also inhibit connectivity among sites and may reduce pedestrian safety. To enhance connectivity and increase safety, therefore, parking lots and driveways shall be planned to reduce the number of curb cuts and shall be designed to support pedestrian safety, connections, and comfort.
- B. General Requirements.
 - 1. Design. Primary driveways should be designed as streets. This includes designing pedestrian sidewalks and appropriate traffic control measures, as well as providing streetscape improvements and lighting to improve way-finding.
 - 2. Connections. Parking lots and driveways shall provide pedestrian connections to storefronts. Dedicated walkways through parking lots and sidewalks shall be included in the design of access roadways.
 - 3. Traffic Calming. Traffic calming techniques shall be employed in parking and driveway areas to support pedestrian circulation concepts.
 - 4. Sizing and Construction Standards. Drive approach size and construction standards shall be governed by the City of Kennedale Public Works Design Manual.
- C. Driveways.
 - 1. Location. Access drives shall be located to interfere as little as possible with the use of adjacent properties and the flow of traffic on adjacent streets, to avoid undue interference with pedestrian access, and to provide the required site distance and the most favorable driveway grade.
 - 2. Separation. Access drives on corner lots shall be located as far from the street intersection as practicable.
 - 3. Shared Driveways. When it is determined that reducing the number of access points may have a beneficial impact on traffic operations and safety while preserving the property owner's right to reasonable access, a shared commercial driveway, frontage road, or rear service drive connecting two (2) or more properties or uses may be required. In particular, near existing traffic signals or near locations having potential for future signalization, parkways and boulevards or other streets with high traffic volumes, and along segments with a relatively high number of accidents or limited sight distance.
 - 4. Easements. Shared commercial driveways and service roads shall be within an access easement recorded with Tarrant County. A draft of the access easement shall be provided to the city for review prior to filing.
 - 5. Kennedale Parkway and I-20 Frontage Road. Placement and dimensions of curb cuts along Kennedale Pkwy and I-20 Frontage Roads shall be determined by the Texas Department of Transportation (TxDOT). To the extent authorized by TxDOT, cross access or shared access easement shall be required. No new certificate of occupancy or building permit will be issued until cross or shared access is in place.

D. Employment Center District. The following requirements apply to Type A and B frontage streets as established in the Employment Center District.

1. Type A Frontage Streets.

- a. Curb cuts on Type A streets shall be not be allowed if the property has access to a Type B street. If permitted, curb cuts shall be limited to one (1) per 400 feet (as measured between curb cuts).
- b. Cross access or shared access easements shall be required. No new certificate of occupancy or building permit will be issued until cross or shared access is in place.

2. Type B Frontage Streets.

- a. Curb cuts on Type B streets shall be limited to one (1) per 250 feet (as measured between curb cuts).
- b. Cross access or shared access easements shall be required. No new certificate of occupancy or building permit will be issued until cross or shared access is in place.

DIVISION 3
Park Row Corridor District (PRC)

§ 14.08.205. Purpose.

The park row corridor district is established to provide guidelines and regulations to ensure that the site design, physical function and appearance of the properties in this district reinforce the vision, goals and objectives of the town's comprehensive plan and redevelopment strategies as they relate to redevelopment village 1, the Park Row Drive corridor. It is the intent of the town, in partnership with corridor property owners, to promote and require these designs as much as practical and in proportion with the amount of redevelopment being requested.

(Ordinance 17-804 adopted 5/8/17)

§ 14.08.210. Application of standards.

These guidelines and regulations shall apply to all properties located within the park row corridor district as identified on the official zoning map of the town. The guidelines and regulations shall be applied as follows:

- (1) Any new development or redevelopment of property which occurs within the PRC district that is not part of a planned development district (PD) (section 14.08.005) shall conform to all of the standards in section 14.08.225, design standards, as requirements, as applicable. Some or all of these standards may be determined by the approving body to be technically infeasible.
- (2) Any new development or redevelopment which occurs within this district that is part of a planned development district (PD) (section 14.08.005) shall follow all of the standards in section 14.08.225, design guidelines, as guidelines, as applicable.
- (3) In instances of conflict between the regulations in this section and another section in this zoning code, the regulations and standards of this section shall prevail.

(Ordinance 17-804 adopted 5/8/17)

§ 14.08.215. Development review.

- (a) The review of any development or substantial redevelopment project within the PRC district shall occur as outlined below. For the purposes of this section, "substantial redevelopment" shall mean a 25% or greater enlargement or decrease in the gross floor area or building size for the subject parcel(s).

- (1) Any new development or substantial redevelopment which occurs within this district that is not part of a planned development district (section 14.08.005) shall be reviewed and approved by the zoning administrator to assure that the design standards of section 14.08.225, design guidelines, are met.
- (2) Any new development or substantial redevelopment which occurs within this district that is part of a planned development district shall be reviewed for general compliance of all design standards of section 14.08.225, design guidelines, during the approval process specified by section 14.08.005, planned development district. As part of a

planned development district, the regulations and standards in this section, with the exception of permitted uses, shall serve as guidelines and not requirements.

- (b) The zoning administrator may request the assistance of the planning and zoning commission, if necessary, for additional review and input.

(Ordinance 17-804 adopted 5/8/17)

§ 14.08.220. Permitted and conditional uses.

Permitted, specific and conditional uses are as established in table 14.06.010, residential district uses and table 14.07.010, nonresidential district uses.

(Ordinance 17-804 adopted 5/8/17)

§ 14.08.225. Design standards.

The following design standards shall be clearly identified on drawings, renderings, or a combination of both, submitted to the zoning administrator for review and approval as per the requirements of sections 14.08.210–14.08.215. Plans and elevations shall be drawn at a scale, and noted as necessary, to adequately depict the proposed development or redevelopment project.

- (1) Building development standards. The design guideline standards of section 14.10.020 will be utilized in the review and approval of new and redeveloped buildings and structures in the PRC district. The following standards shall also be considered:

(A) Facades.

- (i) No blank, uninterrupted facades shall be permitted where visible from a public right-of-way. The use of windows, doors and/or other architectural features shall be required at regular intervals to break up a blank wall. The use of false windows as an architectural feature may be permitted upon review by the zoning administrator.
- (ii) Planting areas and landscaped beds may be permitted in place of architectural features (e.g. 20 lineal feet of landscaping for every 100 feet of building length) if the height of the landscape material is at least half the height of the building or structure upon review and approval of the zoning administrator.
- (iii) Building facades shall include a repeating pattern including no less than three of the following elements: color change, texture change, material change or the inclusion of architectural features no less than 36 inches in width such as offsets, bays, marquees, etc. At least one of these elements shall repeat horizontally.
- (iv) All sides of a building or structure that are visible from any public right-of-way or residentially zoned property shall be finished with the same materials utilized on the front facade to provide a finished faced towards all locations visible to the public.

- (B) Rooflines. Rooflines visible from the public right-of-way shall have a change in height for at least every 50 lineal feet in building length unless it is a building that exceeds a length of 200 lineal feet in which the roofline shall change in height for at least every

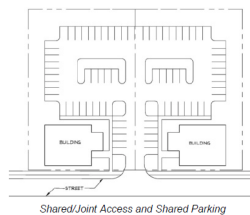
75 feet for facades. Modifications in the roofline do not need to be uniformly spaced but shall be proportional to the massing of the building.

- (C) Building orientation.The primary building facade shall be oriented towards Park Row Drive.
 - (D) Accessory structures.Accessory structures shall be constructed of the same materials and colors as the principal building.
- (2) Site development standards.
- (A) Site development standards.

Minimum Lot Size (in ft.)	Minimum Yard Depth (in feet)			Maximum Height (in feet)	Maximum Impervious Lot Coverage
	Front	Side	Rear		
None	10	0 ⁵	10	45	90%

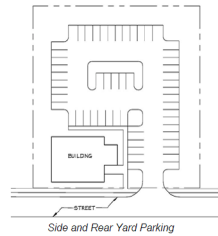
⁵Minimum side yard shall be zero feet unless abutting a residential district, then the minimum side yard depth shall be 20 feet with a screening wall of 8 feet in height.

- (B) Utilities.All on site utilities shall be located underground.
- (C) Driveways.
 - (i) A maximum of one driveway opening shall be permitted for each property on each abutting street for every 250 linear feet of frontage.
 - (ii) For corner lots, the locations of the driveways shall be setback a minimum of 50 feet from the face of curb of the intersecting street or as otherwise approved by the zoning administrator.
 - (iii) Shared or joint access driveway openings are recommended. If the driveway opening is not shared between parcels, the minimum setback from a property line shall be 20 feet.

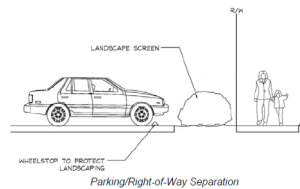


- (D) Cross easements.As properties develop or redevelop, efforts shall be made to provide for cross easement access to adjoining properties and the consolidation of curb cuts upon development or redevelopment to the fullest extent possible.
- (E) Off-street parking.Off-street parking shall comply with article 14.10, division 4, off-street parking and loading requirements and the following regulations:

- (i) Off-street parking shall be located to the rear or side of the property to the fullest extent possible.



- (ii) As properties develop or redevelop, efforts shall be made to provide for the sharing of off-street parking between parcels to the fullest extent possible.
- (iii) Any parking located between the building facade and the right-of-way shall be separated from the sidewalk by a landscaped buffer strip or screen (e.g. row of hedges, knee wall, grass strip with plantings, etc.) as much as practical providing adequate space for parking and overhanging areas of vehicles and taking into account the type of hedges or plantings so as to not overhang the sidewalk.



- (F) Pedestrian access. Developed and redeveloped parcels shall provide for safe and convenient pedestrian access to the building from the public sidewalk.
- (G) Outdoor storage. Outdoor storage and service structures (dumpsters, mechanical equipment, etc.) shall be regulated as established in article 14.10, division 7, supplemental regulations.
- (H) Signage. Commercial signage shall be limited to advertising on-premises businesses and shall comply with article 14.10, division 8, sign regulations.
- (I) Landscaping and screening. Landscaping and screening shall comply with article 14.10, division 2, landscape requirements and article 14.10, division 3, fence and screening Standards and with the following requirements:
 - (i) New and redeveloped buildings should include landscaping in the form of street trees, shrubbery along the public rights-of-way and at the front facade of the building. All street trees should be at least 3-1/2 inch caliper and should be spaced a minimum of 25–30 feet apart.
 - (ii) Tree species should be hardy city types and be approved by the zoning

administrator.

- (J) Sidewalks and street lighting. Properties fronting directly on Park Row Drive should include a ten foot width sidewalk with lighting standards that match the established park row project style and spacing requirements. Side streets frontages should include minimum five foot width sidewalks with pedestrian lighting at an appropriate scale to light area (matching the Park Row Drive style as closely as possible). Pedestrian scale lighting should be included in the landscape easement/setback areas to provide for a safe transition from the public sidewalk to the building or parking lot.

(Ordinance 17-804 adopted 5/8/17)

§ 14.08.230. Modifications to design standards.

Modifications to the design standards of this article shall be requested by the applicant, in writing, to the planning and zoning commission for review and approval. No modification to the design guideline(s) as they relate to the subject property for which the modification(s) were requested shall be construed to apply to this zoning code as a whole nor shall they be construed to apply to other properties.

(Ordinance 17-804 adopted 5/8/17)