

## **Section 41B. Transit District Overlay**

**PURPOSE:** Given the creation of the TEXRail Station within the city, this type of public transportation center can lead to development pressure within close proximity to the station which is often referred to as Transit Oriented Development (TOD). This combination of commuter rail along with the rail station, hotel and parking structure investment and its proximity to Grapevine's Historic Main Street will lead to some of the most unique development and land opportunities within the city. With this in mind, the Transit District Overlay is intended to encourage development within the boundaries of the Transit District which encompasses approximately 175 acres centered at the Grapevine Main Station/Hotel Vin complex at the northeast corner of Dallas Road and Main Street and continuing east to Ball Street and west to Texan Trail and bounded to the north by the TEXRail rail line. The purpose of the overlay is to promote an alternate and progressive means of development within the Transit District keeping in mind the varied existing and potential land uses. This overlay will enable uses that are typically associated with the established principles of Transit Oriented Development and provides the tools and mechanisms necessary to plan, design, and construct such uses. Potential benefits associated with the overlay include increased density and lot coverage, reduced building setbacks, a wider range of potential land uses, and alternative parking strategies. The discretionary oversight granted in this section shall allow the Planning and Zoning Commission and the City Council the ability to establish standards and impose conditions upon such requests to mitigate or eliminate potentially adverse effects upon the community or upon properties within the vicinity of the proposed use. Designation under this section shall not affect the underlying zoning of the property except as provided in the ordinance establishing the overlay.

**GENERAL GUIDELINES:** All development and uses intended within the Transit District utilizing the Transit District Overlay will follow the criteria established within Section 41B. Transit District Overlay, and The City of Grapevine Transit District Overlay, Design and Development Standards, attached hereto as Exhibit "A", and incorporated herein as if contained in its entirety. In situations where a conflict between the overlay and the Zoning Ordinance may occur, the provisions of the Overlay shall prevail.

**APPLICATION FOR UTILIZING THE TRANSIT DISTRICT OVERLAY:** An application for a Transit District Overlay shall be filed with the Director of Development Services, which shall be forwarded to the Planning and Zoning Commission and the City Council. The procedure to follow to establish a Transit District Overlay shall be the same process as that required to establish, amend, or alter a development as specified under Section 48, Conditional Uses. The application shall contain a Site Plan as outlined in Section 47, Site Plan Review, along with appropriate information, drawing and exhibits demonstrating adherence to the Overlay requirements as well as any additional information as may be required by the Planning and Zoning Commission, City Council, or the Director of Development Services. Failure to meet the following submittal requirements will result in the rejection of the application.

**CITY OF GRAPEVINE  
TRANSIT DISTRICT OVERLAY  
DESIGN AND DEVELOPMENT  
STANDARDS**



**EXHIBIT 'A'**

# City of Grapevine Transit District Standards

Approved February 19, 2019

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# 1) Introduction

In 2007, The Fort Worth Transportation Authority (“The T”), now Trinity Metro, initiated a Southwest to Northeast rail corridor project from Downtown Fort Worth, through the Northside of Fort Worth, North Richland Hills, Grapevine, the North entrance to DFW Airport, and ending at Terminal B in DFW Airport. Initial ridership in January 2019 is anticipated to be 8,000 per day, with 13,000 riders per day expected by 2035.

The City of Grapevine has entered into a public/private development agreement with Coury Hospitality to build and operate an iconic, historically themed train station that will also provide public meeting spaces, food service, other public amenities, a 121 room boutique hotel (Hotel Vin), a 532 space parking garage, and a large public plaza at the northeast corner of Dallas Road and Main Street. Public transportation centers often lead to development pressure, often called Transit Oriented Development (TOD). This combination of commuter rail, major station/hotel/parking structure investment, and the proximity to Grapevine’s Historic Main Street will lead to some of the most unique land use and development opportunities anywhere within the city, if not the region.

Public meetings were held in 2008 and 2011 to gather input from citizens and stakeholders regarding their vision for the areas around the station. Numerous workshops and meetings with the Planning and Zoning Commission and City Council have also been held to help plan for the development within the Dallas Road Corridor. Some of the important general concepts arising from these meetings included:

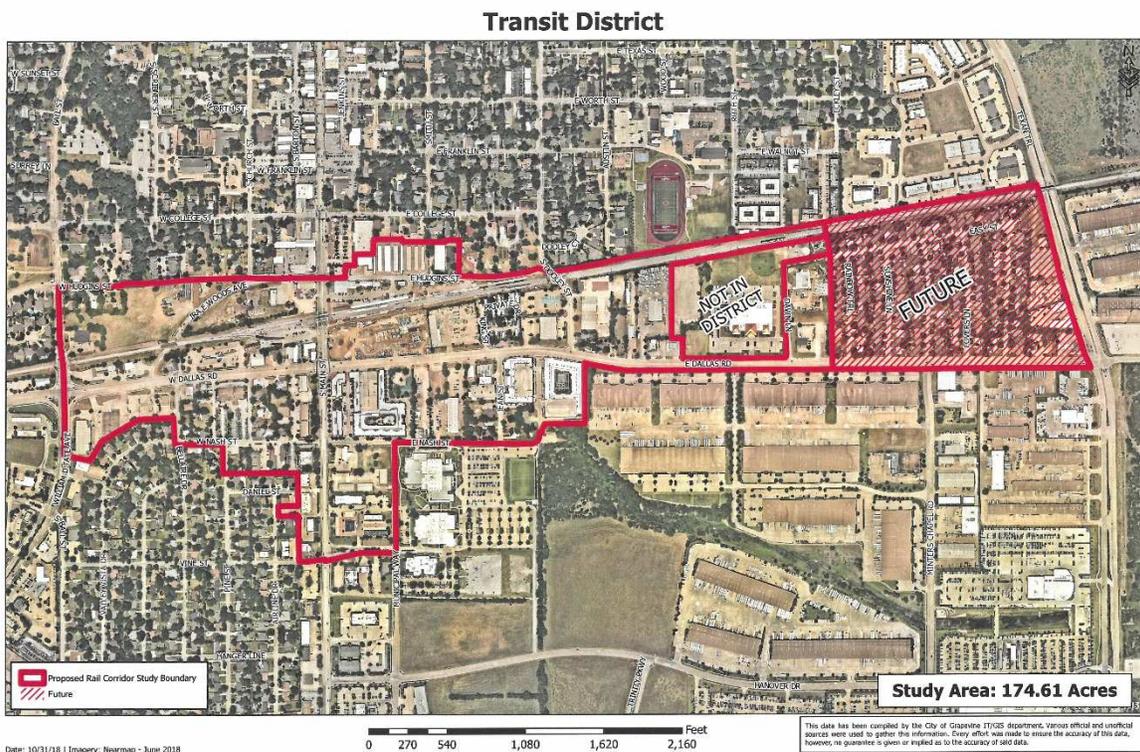
- The master plan should designate areas of varying energy/intensity, with possibly different design standards for each
- There should be a wide range of uses, spread throughout the District
- The architectural style of buildings should be unique, compatible with, but not copy, that of Historic Main Street
- This area should have its own identity, with good marketing/branding and signage
- Integration of architecture with landscape/streetscape is important. Shade, courtyards and greenspace should be provided
- Pedestrian access, connectivity and amenities are critical. There should be connectivity on Main Street from the CBD south of Dallas Road, and east and west on both sides of Dallas Road for the entire length of the District
- Access to multiple modes of transportation is important
- Shared parking and/or structured parking is important. Newly developed parking should be behind buildings

This overlay, combined with the Dallas Road infrastructure improvements (including the hike and bike trail) addresses all of the above features, and does so in a way that ensures all development and redevelopment is unique to Grapevine, as well as appropriate to its specific location within the Transit District. Additionally, standards are provided to ensure that design and construction is attractive and durable.

## 2) Boundaries of District

Transit Oriented Development is typically considered to be within ¼ mile (walking distance) of a transit hub, in this case, the Grapevine Main/Hotel Vin complex at the northeast corner of Dallas Road and Main Street. The City of Grapevine City Council and the Planning and Zoning Commission have designated the boundaries for the district consisting of approximately 175 acres stretching from Ball Street on the west to Texan Trail on the east, roughly bordering the path of the TEXRail tracks through the core of Grapevine (see Figure 1). The Grapevine Transit District Overlay will be optionally applicable to the parcels within these boundaries. Certain parcels such as Faith Christian School and Northfield Distribution Center are excluded from the boundaries of the District. The Sunshine Harbor residential subdivision, and properties to the east of it to Texan Trail will likely be included in future planning.

**Figure 1: Grapevine Transit District (Larger map in Appendix "A")**



### 3) Implementation of the Overlay and Application to Existing Zoning

#### Implementation

The implementation of this overlay for a development is available for any property owner/developer within the boundaries of the Transit District, and is entirely voluntary. If an owner/developer chooses to use the overlay, it would be subject to review by the Planning and Zoning Commission and City Council **through the Conditional Use process** as outlined in Section 48 of the Grapevine Zoning Ordinance. There can be many potential benefits for one to choose to develop using this overlay, including but not limited to: **increased density, increased lot coverage, reduced setbacks, wider range of potential land use, etc.** The benefit to the City of Grapevine would be having property within the boundaries of the Transit District that contribute to the overall vision for the district through optimum land use, improved pedestrian amenities, continuity of architectural theme, etc. Because of the mutual benefits, **all fees associated with the Conditional Use Permit, zoning and platting will be waived for those who elect to develop using this overlay.** Furthermore, developers will be eligible for a building permit fee credit for up to ten hours of architectural consultation with the City of Grapevine's contracted architectural and planning consultant. City Council may authorize more than ten hours of consultation for especially large or complex developments.

Where there are conflicts between this Overlay and the Zoning Ordinance, the provisions of this Overlay shall prevail.

If a property that utilizes this Overlay is also located within a Historic District, or has an individual Historic Overlay, a Certificate of Appropriateness is required in accordance with Appendix G of the Grapevine Code of Ordinances.

Multi-family projects within the boundaries of this overlay shall also be subject to Multi-Family Design Standards in Sec 22, Exhibit "A" of the Grapevine Comprehensive Zoning Ordinance.

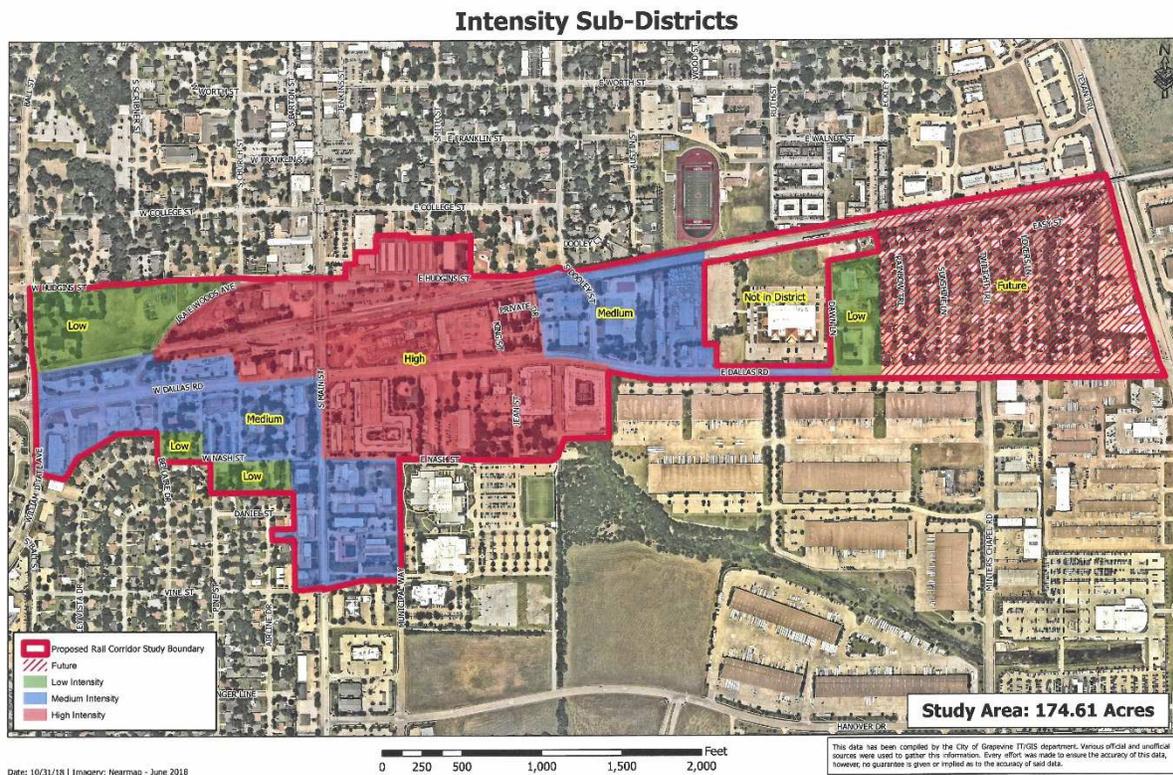
#### Application to Existing Zoning

There are currently many different zoning categories for properties within the boundaries of the Transit District, and this Overlay does not affect the current zoning. A property owner/developer may elect to develop their property as allowed by the current zoning. However, because of the incentives referenced above, this Overlay was written with the anticipation that its many benefits will encourage developers to choose to use it.

## 4) Intensity Sub Districts and Uses

The Grapevine Transit District is divided into three “Intensity Sub-Districts”, consisting of specific groups of parcels to which varying levels of activity are anticipated. While “intensity” is somewhat related to land use and density, it also has a higher meaning related to types of uses, energy, concentration of activity, and excitement. The City Council and Planning and Zoning Commission specifically selected the use of “intensity” as a differentiator for Transit District sub-districts to ensure that the uses within those sub-districts focus on more than just density as development standards are created.

**Figure 2: Intensity Sub-Districts (Larger map in Appendix “B”)**



## ***HIGH-INTENSITY SUB DISTRICT***

The High-Intensity Sub District focuses on the core of the Transit District, the area most closely adjacent to the rail station up to approximately one-quarter mile from the station platform. “High-intensity” refers not only to the desire for moderately high levels of density, but also to high levels of activity focused on public uses. Walkability and pedestrian amenities are very important to this Sub-District, as is landscaping including street trees and other shade elements. The vision of the City of Grapevine for the High Intensity Sub-District is for it to be the most energetic and exciting area within the transit corridor. Uses would include but not be limited to: family oriented attractions and entertainment venues, local and regional retail and restaurants, and higher density mixed use developments. Grouped clusters of uses, along a pedestrian path similar to a European village would be appropriate. Specialty/boutique retail is encouraged, as are artisan and craft studios and shops. Sidewalk vendors and kiosks might be considered in conjunction with appropriate developments. Residential uses should be medium to high density owner-occupied products, such as townhomes or condominiums. See Fig. 3.

All uses in developments within this Overlay will be Conditional Uses. Please refer to the “Preferred Use Matrix” for additional information on potential uses within this district. Uses not listed in this document may be considered, and appropriate unique uses are encouraged.

## ***MEDIUM-INTENSITY SUB-DISTRICT***

The Medium-Intensity Sub-District focuses on areas of development and potential redevelopment that are in most cases adjacent to the High-Intensity Sub-District and generally range from a quarter-mile to a half-mile from the rail station platform. It includes the area immediately east of the High-Intensity Sub-District between Dallas Road and the rail line, the area immediately south of the platform along Main Street stretching to the civic complex, and extending west along Dallas Road to William D. Tate Avenue.

“Medium-intensity” in this case refers not only to moderate density but also to a moderate degree of public-focused activity and development. Pedestrian connectivity is still very important in this Sub-District. The vision of the City of Grapevine for this Intensity Sub-District includes but is not limited to less intensive retail and commercial uses, restaurants, small-scale but high density employers- such as an urban corporate campus, and educational facilities. Again, specialty retail, craft, and artisan shops are encouraged. Moderate density residential (such as townhomes) and small scale neighborhood commercial uses would be appropriate in areas adjacent to the Low Intensity Sub-District and adjacent to minor streets. Lower density mixed-use development would still be appropriate for consideration in the Medium Intensity Sub-District. See Fig. 3.

All uses in developments within this Overlay will be Conditional Uses. Please refer to the “Preferred Use Matrix” for additional information on potential uses within this district. Uses not listed in this document may be considered, and appropriate unique uses are encouraged.

### ***LOW-INTENSITY SUB-DISTRICT***

The Low-Intensity Sub-District includes primarily areas on the east and west peripheries of the Transit District, including the area on the far northwest of the Transit District between the rail line and Hudgins St. on the south and north and between Ira E. Woods Ave. and William D. Tate Avenue on the east and west, and a small number of parcels on the southwest side of the Transit District near W. Nash St. In this case, “low intensity” means that this sub-district has the lowest potential to have significant densities and/or commercial and retail-focused activity. The vision of the City for the Low Intensity Sub-District is that these areas provide important transition zones to surrounding neighborhoods, including established single-family neighborhoods. Most development or redevelopment in the Low Intensity Sub-District would include moderate to low density residential, such as single family or two-family homes. Carefully planned projects of slightly higher density residential such as small townhome developments might be considered, especially adjacent to the Medium Intensity Sub-District. All development or redevelopment should include pedestrian connectivity to the rest of the district. See Fig. 3.

All uses in developments within this Overlay will be Conditional Uses, however, please refer to the “Preferred Use Matrix” for additional information on potential uses within this district. Appropriate uses not listed in this document may be considered.

**Figure 3: Preferred use Matrix**

**PREFERRED USE MATRIX\***

	<b>Intensity Sub-District</b>		
	<b>High</b>	<b>Medium</b>	<b>Low</b>
Entertainment	X		
Attractions	X		
Restaurant	X	X	
Winery	X	X	
Craft Brewery	X	X	
Distillery	X	X	
Retail	X	X	
Artisan/Craft Studios & Shops	X	X	
Temporary Retail (Vendors/Kiosks)	X	X	
Mixed Use	X	X	
Office	X	X	
Personal Service	X	X	
Educational/Vocational Institution		X	
Live/Work Space	X	X	
Condominium / Townhome	X	X	X
Single Family Attached	X	X	X
Two Family			X
Single Family Detached			X

\*This is a summary of some of the more common possible appropriate uses; all uses will be approved through the Conditional Use process in accordance with Section 48 of the Grapevine Zoning Ordinance.

## **5) Development and Design Standards**

### **A. Application of Standards**

The Grapevine Transit District Development and Design Standards includes 3 sets of Standard Types as follows:

1. Those applicable to specific sub-districts/parcels
2. Those generally applicable to all sub-districts/parcels
3. Sign Standards

To comply with these Standards, a development proposal must demonstrate that it satisfies the requirements of those Standards specifically applicable to the Intensity District and Parcel Type within which the proposal is located; as well as, all generally applicable standards.

### **B. Flexible Standards**

While compliance with these standards is important to the integrity of the Transit District, it is understood that their highly prescriptive format and the unique nature of development within a Transit District may mean that certain projects may need to vary from some of the provisions of this document. Alternate methods of compliance may be considered through the Conditional Use process by the Planning and Zoning Commission and City Council in unique or unusual circumstances.

**STANDARDS FOLLOW**

**DEVELOPMENT AND DESIGN STANDARDS**  
**SPECIFIC STANDARDS**  
**GENERAL STANDARDS**  
**SIGN STANDARDS**



# SPECIFIC STANDARDS



**TABLE 1. APPLICATION OF SPECIFIC STANDARDS**

The following Matrix indicates which of the **Specific Standards** applies within a particular Intensity Sub-District of the Grapevine Transit District:

<b>Guideline/Standard</b>	<b>High Intensity</b>	<b>Medium Intensity</b>	<b>Low Intensity</b>
<b>1. Rail/ Street Definition</b>			
a. Addressment of Rail Frontage	X	X	
b. Main Street/Dallas Rd. Frontage	X	X	
c. Other Street Frontage	X	X	
d. Lot Occupancy, Urban Areas	X	X	
e. Lot Occupancy Single Family Detached			X
f. Lot Occupancy Single Family Attached		X	X
g. Extension of Established Streetscape Themes	X	X	
<b>2. Circulation and Connectivity</b>			
a. A General Circulation Plan	X	X	
b. Sidewalks and Walkways	X	X	X
c. Creation of a Semi-Public Domain	X	X	
d. Open Space	X	X	
e. Porches and Stoops	X	X	X
f. Thematic Articulation of Sidewalk Space	X	X	X
g. Street Furniture and Appointments	X	X	
h. Alleyway Connection	X	X	X
i. Vehicular Access	X	X	

## Specific Standards:

### 1. Rail/ Street Definition Standards

#### a. Addressment of Rail frontage

It is the intent of these standards to create an active urban context along the rail frontage east of Main Street to west of Dooley Street, and west of Main Street to the intersection of Ira E. Woods and Dallas Rd . Therefore, all development, in this area having frontage on the Rail Right of Way must anticipate and provide for an extension of the Grapevine Main Transit Plaza at the Station and Hotel (hereinafter called Transit Plaza). This Transit Plaza will in effect continue east and west from Grapevine Main Station along the south side of the Rail ROW, thereby creating an extension of the Transit Plaza in such a way that the Transit Plaza and Station connect directly with the trail. Thereby the Transit Plaza becomes the primary and central public space feature engaging development in the core of the Transit District and along the rail line.

Extension of the Transit Plaza shall be accomplished in the following ways:

- i. **Set back:** All parcels having frontage on the rail line must maintain a minimum 26-foot set back from the rail track right of way as shown on the Urban Design Plan, Appendix "C", Section #4.

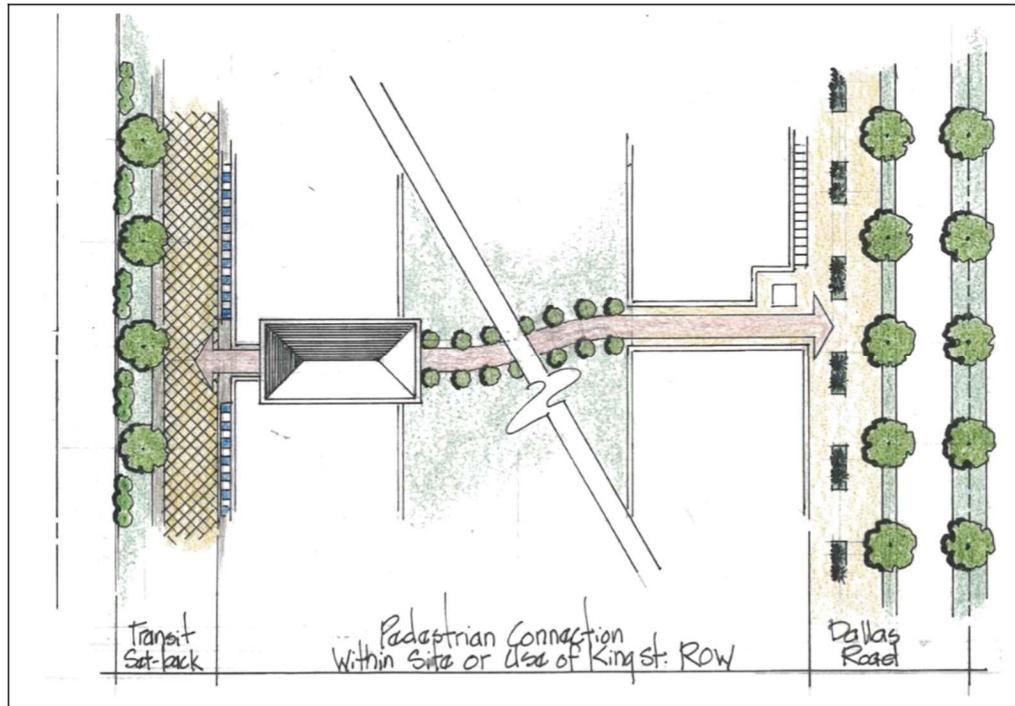


- ii. **Continuity of Ground Plane:** The ground plane within this setback must be at the elevation of the track but a slope grade transition is permitted provided that the following are accomplished in the design thereof:
  - 1. The slope is held to approximately two percent between the rail safety fence or an adjacent setback plaza development and lowest point in the 26 ft. setback on any site when there are no intervening retainage structures.
  - 2. The connection from track or any adjacent setback plaza development to the lowest grade within the required 26 ft. setback on any site complies with all requirements of the American Disabilities Act (ADA).
  - 3. When retaining walls are employed to make decorative grade change, the material of any visible retaining wall must be brick matching the brick employed for plaza improvements at Grapevine Main. No retainage structure shall prevent the creation of a fire lane as shown on the Urban Design Plan, Street Section #4.

In addition, any plaza development of the required 26 ft. setback must be paved in a material that, at a minimum, matches the pattern and design of the materials used at the Transit Plaza and Station and creates a coherent overall plaza identity. Pavement may be partially eliminated for landscaping relief and features.

- iii. **Architectural recognition:** All development of parcels with rail frontage must build to the required rail setback with an architectural building frontage. Addressment of the rail frontage with rear yards, parking lots, storage areas or other utilitarian use of the site is prohibited. If a proposed site plan places landscape or activity amenities at this frontage they may be permitted with City approval and such approval may allow the creation of site amenities to replace the minimum setback.
- iv. **Activity Association:** Development of the rail frontage, in accordance with the above standards, must also locate some portion of the pedestrian active aspects of the proposed overall development at the rail frontage, transit plaza extension. If continuity of the plaza is not such that a connection with the rail station exists at the time of development, then the proposed project must retain the capability to locate such activities at the rail frontage when the needed continuity is achieved.

- v. **Street/ Rail Connections:** Those parcels with dual frontage on both the rail and a parallel or intersecting street must provide a means of pedestrian connection between the rail frontage and street frontage within the project design. Such connection must be legible, public and identified with a portal treatment. This requirement could be accomplished with the private development of King Street by one or more properties, if abandonment of King Street is approved by the City of Grapevine for the purpose of its incorporation into private development as an enhancement pedestrian connectivity.



- b. **Main Street and Dallas Road Frontage:** All development fronting Main Street and/or Dallas Road (as identified in the Urban Design Plan, Street Sections 1 and 2) must provide for an extension of a Thematic Streetscape and accommodation of anticipated pedestrian activity (hereinafter called Thematic Street Space). This Thematic Street Space will continue east and west along the north and south sides of Dallas Road as well as north and south along the east and west sides of Main Street; thereby creating an extension of the Transit Hub in such a way that the Transit Station is the center of a pedestrian space network engaging development along the streets radiating from it.

Thematic Street Space shall be achieved in the following ways:

- i. **Build-to line for frontage along Transit District Streets:** Structures fronting a street within the Grapevine Transit District, must build to a “Build-to” line as specified in table 2 below (also, as

indicated on the Urban Design Plan, Appendix “C” Street Sections #1 through #10). The build-to line sets a distance between the location of a structure and the street (hereinafter the “Street Zone”). The Street Zone is divided into four parts as follows:

1. A Permitted Encroachment Zone: Certain Building Features, namely supported canopies, marquee signs, horizontal mast signs, building arcades (provided that the space within the covered area of the arcade is no less than eight feet wide), marquee signs, building architectural features, sidewalk seating areas, portion of required on-site utility easements, and certain building offsets/ projections required by this ordinance. Such Building Features may encroach into the street zone up to a maximum encroachment of five ft. (hereinafter the “Encroachment Zone”). Other shade producing elements such as arbors, canopies, awnings, etc. may, and are encouraged to encroach beyond all setback lines and may extend all of the way to the front property line. Canopies and awnings may extend into the public right-of-way, provided a minimum 12’-0” clear height is maintained, the structure is at least 5’ from the back of curb, and such structure is approved by the Public Works and Development Services Departments, public utility companies, and the Planning and Zoning Commission/City Council through the issuance of a Conditional Use Permit.
2. An Unobstructed Pathway: A clear walkway, free of any obstruction or encroachment except public signage and public lighting and the hardware associated therewith; must be maintained along the street.
3. Landscape Zone: A portion of the Street-space is reserved for thematic landscaping and other landscape enhancements of the public way.
4. Street Parking: Along certain streets, a portion of the street space may be used to provide head-in or parallel parking (such head-in parking options are indicated on Street Sections #1 through #10 of the Urban Design Plan in Appendix “C”).

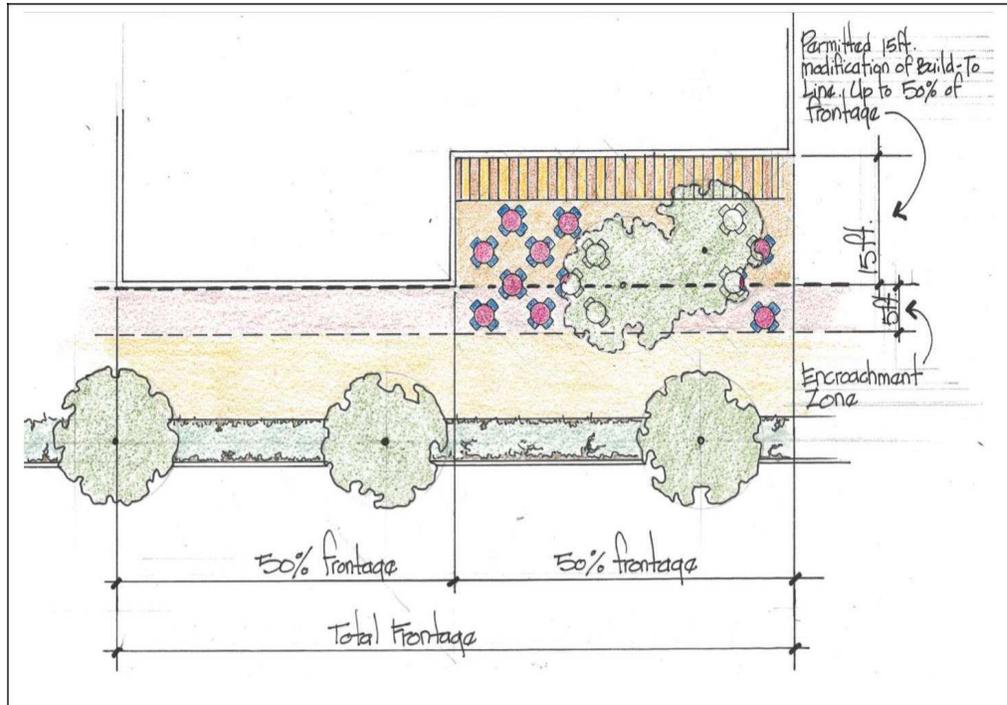
Build-to lines specified herein are subject to compliance with adequate sight distance requirements and adequate utility access (including emergency services), easements, and clearances. Landscape development of the space between the Build-to line and the curb (Landscape Zone) shall conform to Section 4 of the Generally Applicable Guidelines portion of this ordinance.

**TABLE 2. THEMATIC STREET SPACE STANDARDS**

Street	Build-to-Line*	Permitted Encroach	Unobstructed Path	Landscape Zone*	Street Parking	Street Section
Dallas Road North Side	20 ft. **	5 ft.	10 ft.	5 ft.	No	#1
Dallas Road South Side	15 ft. **	5 ft.	10 ft.	5 ft.	No	#1
Dallas Road East End	NA	NA	6 -7 ft. where space permits	5 ft.	No	#6
Main Street	28.5 ft. *	NA	23.5 ***	5 ft.	Parallel	#2
Bellaire Street	25 ft*	5 ft.	15 ft. ***	5 ft.	Head-in	#9
Pine Street	25 ft. *	5 ft.	15 ft. ***	5 ft.	Head-in	#9
Church Street	25 ft. *	5 ft.	15 ft. ***	5 ft.	Head-in	#9
Ira E. Woods Ave *****	15 ft.	5 ft.	6 ft.	5 ft.	No	#10
Jean Street West Side	25 ft. *	5 ft.	15 ft. ***	5 ft.	No	#8
Jean Street East Side	20 ft. *	5 ft.	10 ft.	5 ft.	No	
Nash Street	25 ft. *	5 ft.	15 ft. ***	5 ft.	Head-in	#3
Dooley Street East Side	15 ft. *****	5 ft.	10 ft.	5 ft.	No	#5
Dooley Street West Side	25 ft. *	5 ft.	15 ft. ***			
Rail Plaza	26 ft. **	5 ft.	26 ft.*****	Rail ROW	No	#4

- \* **Measured from the Back of Curb**
- \*\* **Measured from Street ROW or Rail Row where applicable**
- \*\*\* **May be used for street retail activity provided that a minimum ten foot unobstructed path is maintained.**
- \*\*\*\* **Build-to-Line and Encroachment measurements applicable where grade permits.**
- \*\*\*\*\* **Measured from edge of Trail**
- \*\*\*\*\* **Including 5 Ft. from Rail ROW as shown on Section #4**

ii. **Modification of Build-To Line:** Where build-to lines apply, buildings may be set back from the build to line a maximum of 15 feet for up to 50 percent of the building façade to provide pedestrian amenities such as outdoor seating, public plazas, landscaping and public art or art exhibits. Where porches and stoops are built in compliance with Standard 1f, below, such porches may abut the build-to line or extend into the Encroachment Zone (where such encroachment is permitted) and the rest of the structure may set back from the Build-to-Line a distance no greater than six feet. Also, Build-to-Lines may be modified as required to avoid encroachment on an existing utility easement.



- iii. **Street Corners:** Building Facades shall be parallel to the street frontage except street intersections, where a corner façade containing a primary building entrance may be curved or angled toward the intersection
- iv. **Feature Buildings:** Buildings in the High and Medium Intensity Districts located on axis with a terminating street, plaza, or open space; or at any street intersection with Main Street or Dallas Road, are considered “Feature Buildings”. Feature Buildings shall be designed with accentuated/ distinctive entrances and articulation that is offset from the wall planes and extends above the eave or parapet line of the main building, hereinafter called “Feature Articulation”. Feature Articulations may be used to satisfy the requirement for building articulation and massing (Standard 1ai in the Generally Applicable Standards Section of this document).

A Feature Building height may be increased up to 20 percent more than the maximum permitted height (standard 1aiv in the Generally Applicable Standards Section of this document) with the approval of the City, if such increased height is used to create a landmark distinction. Where additional building height is allowed for creating a landmark distinction, the building plane of the distinctive element should be set forward from the plane of the host structure a minimum of three feet and may encroach beyond the build-to line but may not encroach into the unobstructed street zone specified above. If

adjustment to the “Build-To” line is required to accomplish this standard, the applicant may propose such adjustment where necessary, for consideration by the City of Grapevine.



c. **Other Street Frontage:**

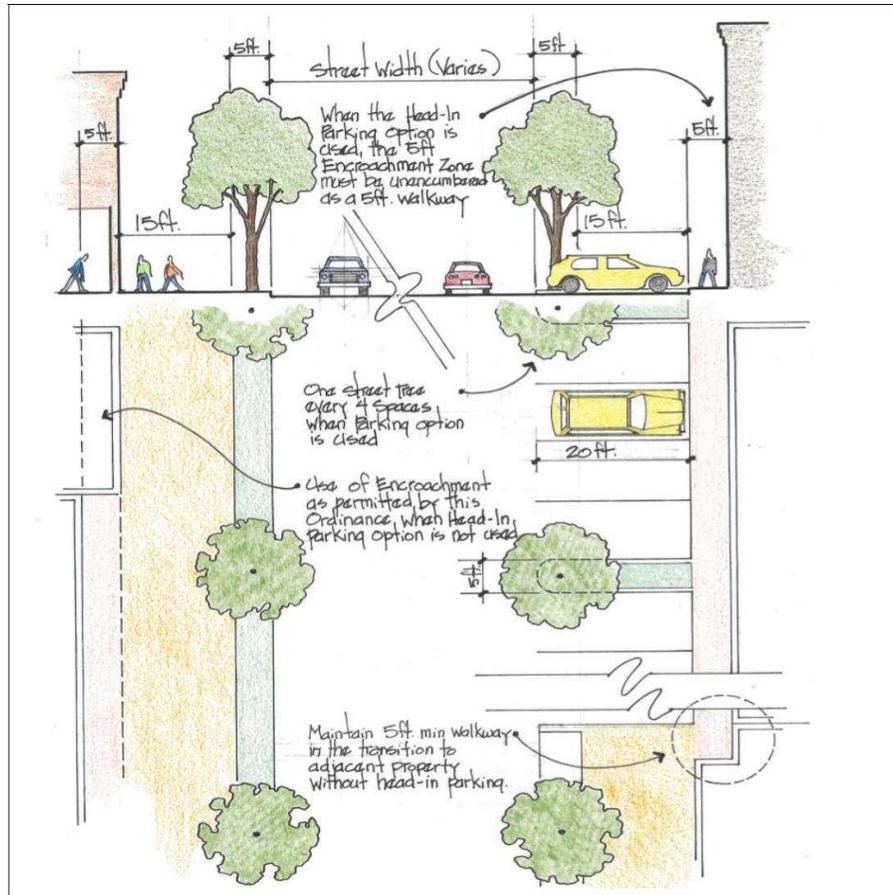
All development fronting streets designated in the urban Design Plan (other than Main Street and Dallas Road) must facilitate transformation of such street into a place more attractive to, and nurturing of, pedestrian activity. These Streets generally connect to Main Street, Dallas Road, and/or the Rail Plaza and thereby offer potential to extend the range of pedestrian activity flowing from Grapevine Main Station, Hotel Vin, Main Street, and Dallas Road. Some of these Streets connect Main Street/ Dallas Road to the Transit Plaza and are of particular importance in supporting pedestrian connectivity and interchange. Secondary Streets identified in the Street Hierarchy Plan shall meet the following:

- i. **Build-to line for Other Designated Streets:** Structures fronting a Designated Street, as indicated on the Urban Design Plan, must build to a “build-to-line (as shown in Table 2 and the Urban Design Plan Street Sections 3,4,5,7,8,9, and 10). The pedestrian space provided is intended to transform these streets into more pedestrian friendly walkways. The additional unobstructed street zone shall provide space for less directed use of the walkway such as outdoor vending.

Building Features, namely supported canopies, marquee signs, horizontal blade signs, building arcades (provided that the space within the covered area of the arcade is no less than eight feet wide), architectural features, sidewalk seating areas, required on-site utility easements, and certain building offsets/ projections required by this ordinance; may encroach into a designated zone up to a maximum encroachment of five feet (hereinafter the “Encroachment Zone”), thereby leaving a space for possible parking (if permitted in the chart above and referenced as an option in the applicable street section), street landscape, and a minimum unobstructed path for pedestrian use . Other shade producing elements such as arbors, canopies, awnings, etc. may, and are encouraged to encroach beyond all setback lines and may extend all of the way to the front property line. Canopies and awnings may extend into the public right-of-way, provided a minimum 12’-0” clear height is maintained, the structure is at least 5’ from the back of curb, and such structure is approved by the Public Works and Development Services Departments, public utility companies, and the Planning and Zoning Commission/City Council through the issuance of a Conditional Use Permit.

When a permitted “Parking Option” encroaches into the pedestrian space, a minimum five ft. “Transition” (indicated in certain street sections) must be created at any common lot line where the parking option is not employed. Therefore, when the parking option is used, the five ft. Encroachment Zone must be preserved for pedestrian walkway and cannot be encroached upon with any building appurtenance (e.g. sign or canopy) lower than 12 ft. above grade or any portion of the building structure.

Build-to lines specified herein are subject to compliance with adequate sight distance requirements and adequate utility access (including emergency services), easements, and clearances. Landscape development of the space between the Build-to line and the curb shall conform to Section 4 of the Generally Applicable Guidelines portion of this ordinance.



ii. **Other Applicable Standards:** The Standards applicable to **Modification of the Building Line (bii)**, and **Street Corners (biii)**, shall also apply to Other Designated Streets.

d. **Lot occupancy in Urban Areas (exclusive of fee simple housing in the Medium and Low Intensity Sub-Districts)**

The present-day physical fabric of Grapevine’s Transit District is a typical “open space dominated” suburban setting. To move toward a more “building dominated”, urban pattern, the following apply (in addition to the standards specified in 1bi, 1bii, and 1biii; above):

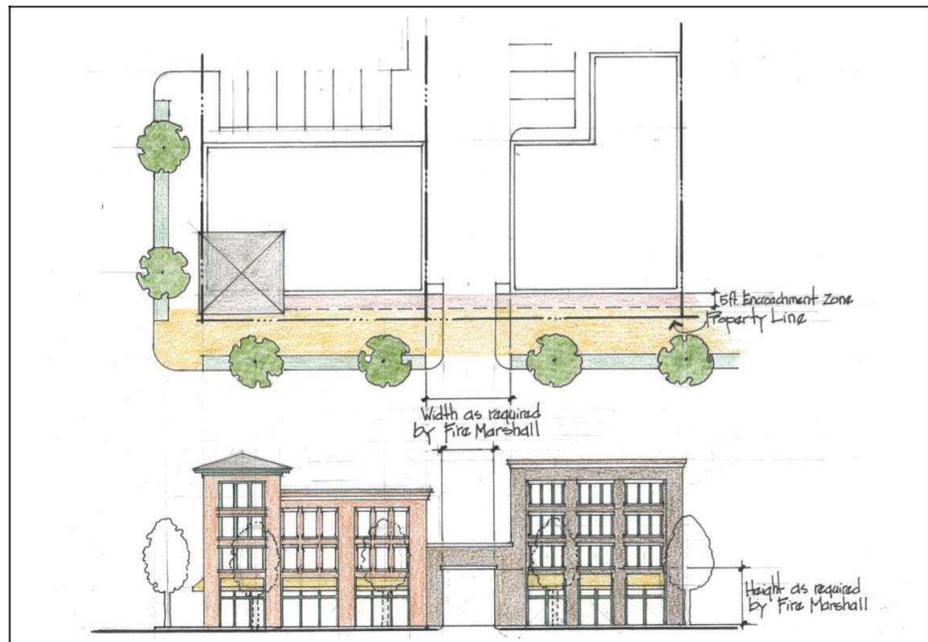
1. **Zero Side Yard:** Development within the High Intensity and Medium Intensity Sub-Districts shall build to both side lot lines whenever access to interior parking and loading can be acquired from a point other than the front property line and when the placement of utilities allows this.

When “side driveways” preclude building to both side lot lines, the structure shall be to one side lot line and the following shall apply to the remaining side yard. Two access drives which separate the

structure from both side lot lines will only be permitted when such is required by the City of Grapevine for Emergency Access purposes

**2. Extension of the building plane to both side lot lines:**

When needed front yard drive access prevents a structure from building to both side lot lines, the span of the resulting side yard shall be screened with a vehicular portal that is a horizontal extension of the primary building *plane and defines a vehicular portal at the "Build-To Line*. Subject to final approval by the City of Grapevine Fire Marshal.



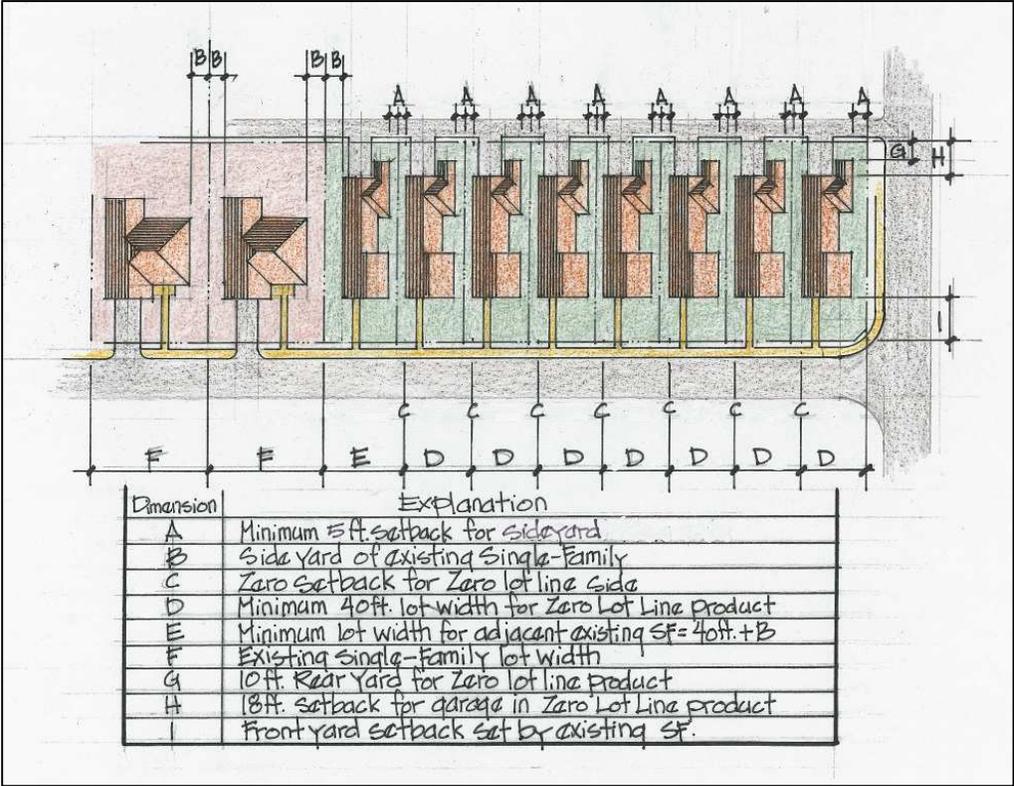
**e. Lot Occupancy for single-family detached development in the Low Intensity Sub-District**

Single Family detached structures in the Low Intensity Sub-District must maintain a front, side, and rear yard setback that is consistent with the established setback for existing single-family structures in and/or adjacent to the Low Intensity Sub-District.

However, a single-family product with a five foot side yard setback along both side lot lines is permitted provided that at least eight contiguous lots are proposed for such development.

A five ft. side setback cannot be established along any lot line that is a shared lot line with a single-family structure which maintains a side-yard setback in excess of five ft., in which case a side yard equivalent to the existing lot must be observed. Also, where at least eight contiguous lots are proposed for redevelopment, the rear yard may be reduced to ten ft.

provided that a drive apron of at least 18 ft. is maintained at the garage. The minimum lot width for any 5 foot lot-line single family product is 40 ft.



**f. Lot occupancy for single family attached structures**

Where attached units are proposed, the encroachment zone provision (identified in applicable street sections) is no longer applicable and a front yard shall be provided which separates the unit from the unobstructed walkway with transition space no greater than eight-feet and no less than five feet. This space may be encroached upon by required porches or stoops. (see standard 2e, below). When at least eight contiguous lots are proposed, units may be attached, provided that any adjacent single-family front yard setback is maintained. Also, where at least eight contiguous lots are proposed for development, the rear yard may be reduced to ten ft. provided that a drive apron of at least 18 ft. is maintained at any rear entry garage. The minimum lot width for an attached single-family product is 30 ft. providing that the lots abutting any single-family detached use with two side yards maintains a side yard setback at the common lot line equal to the side yard of the adjacent single family detached property.

Front entry single-family garages are prohibited on Dallas Road.



- iii. Street connections and driveways for vehicle access and their intersection with pedestrian systems
- iv. On-site parking facilities
- v. Loading facilities and loading areas.
- vi. Relation of land uses to street frontage and street level pedestrian amenities.
- vii. Multiple Pedestrian Connection: Where alternate pedestrian connections (connections other than street or rail frontage) can occur, these shall be indicated on the required Circulation Plan

b. **Sidewalks and walkways:** Sidewalks and walkways shall comply with the following:

- i. All sidewalks along streets designated on the Urban Design Plan shall maintain the unobstructed pathway as indicated in Table 2 (Standard 1bi) and a total paved walkway as specified on the applicable Urban Design Plan Street Section.
- ii. Sidewalks along streets within the Transit District and not designated on the Urban Design shall comply with applicable City of Grapevine Sidewalk Standards.
- iii. All walkways connecting to the street from any interior pedestrian amenity (provided to meet the Pedestrian Amenity Standard 2Ci) shall have a minimum width of eight feet.
- iv. All walkways shall be continued across vehicular access drives by continuation of the sidewalk demarcation and pavement texture/material/pattern across the drive width to link the sidewalk on both sides as if not interrupted.

c. **Creation of a semi-public domain**

The vision of the High Intensity Sub-District is to achieve both intensity in development and intensity in pedestrian activity, focusing on pedestrian use of the street/sidewalk space.

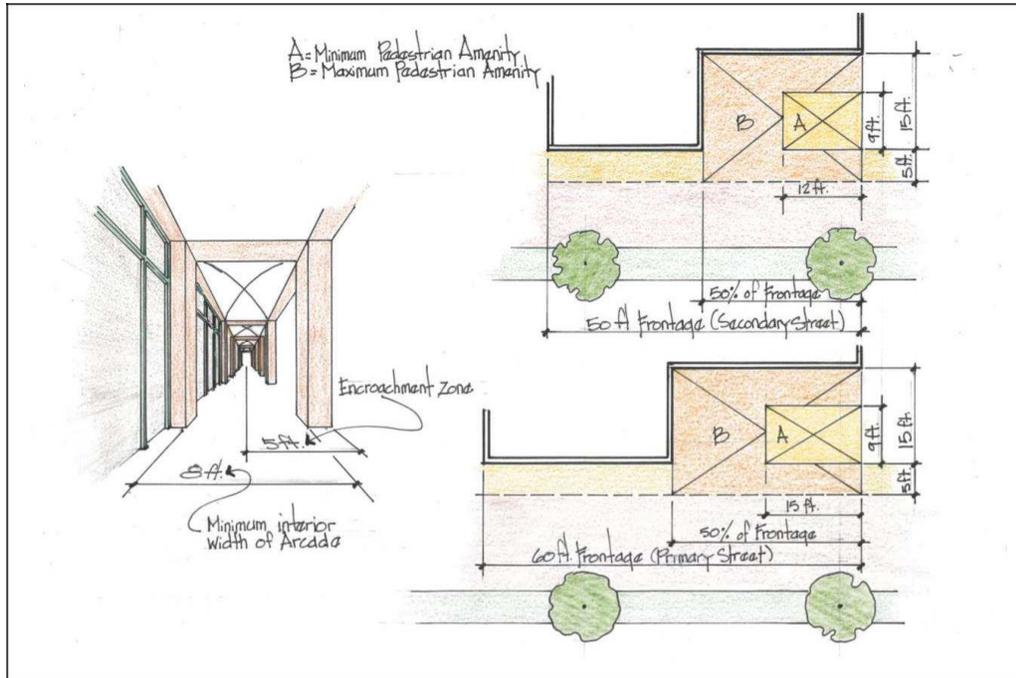
To accomplish this, development must provide at least one of the following:

- i. **Pedestrian Amenity:** Pedestrian amenities, including pedestrian open spaces, and/or plazas, and/or pedestrian landscaping shall be

provided to enhance the pedestrian environment by creating an aesthetic visual experience and providing spatial opportunities for pedestrians to walk and gather. Space provided for public art qualifies as a pedestrian amenity. Pedestrian amenities shall be designed to provide adequate space for pedestrians, pedestrian furniture, and landscaping to enhance the pedestrian experience and maintain the minimum unobstructed walkway as specified in Table 2 (Standard 1bi).

Space provided for at street sales, public art, or dining qualifies as meeting this standard provided that the specified clear path is maintained. A pedestrian amenity shall have a minimum area of 200 sq. ft. and may be located under a canopy or arcade or created within a permitted building offset (as permitted in this ordinance). Pedestrian amenities may be located within the site if they are connected to the street and publicly accessible from the street. Provision of a Pedestrian Amenity must not alter the Build-To Line more than permitted by Standard 1bii, above.

- ii. **Public Arcade:** A semi-public space can be created within the architectural envelope of the structure as an Arcade. Such spaces typically parallel the unobstructed walkway and are a lateral expansion of the walkway into the first - floor plate of the structure. Arcades may occupy the encroachment Zone where permitted by Table 2 (see Standard 1bi1 and 1ci, above). Such spaces are often used for outdoor sales or pedestrian furniture. If an Arcade encroaches into the permitted encroachment zone, it must be eight feet wide within the arcade.
- iii. **Pedestrian Streetscape:** A widened walkway permitting the placement of pedestrian furniture along the unobstructed path that does not encroach on the Unobstructed Path and allows people to break from **Directed** movement patterns and enjoy the presence of urban activity while engaging in alternate activity.



d. **Open Space**

Site Open Space shall be provided for Development. Such open space may include rooftop gardens and upper story terraces created by required upper story setback. Open space may be a landscaped area (which can include landscaped areas intended to enhance or screen parking) or activity area or include any Pedestrian Amenity provided in compliance with the Pedestrian Amenity Standard. Open Space (achieved as a single space or a combination of required spaces and landscaped areas) shall encompass a total square footage equal to a minimum of ten percent of the development site area.

e. **Porches and Stoops**

The street front characteristic of urban settings where attached dwelling units are prevalent is distinguished by the interface between the domestic domain and public domain achieved with the transitional function of porches and stoops. Therefore, where single-family attached housing is provided that complies with standard 1e and 1f, these transitional devices are required as follows:

- i. **Porches:** Porches must be at least five ft. deep and architecturally enclosed.
- ii. **Stoop:** a stoop must be at least six feet deep and covered with a roof extending from the primary structure.

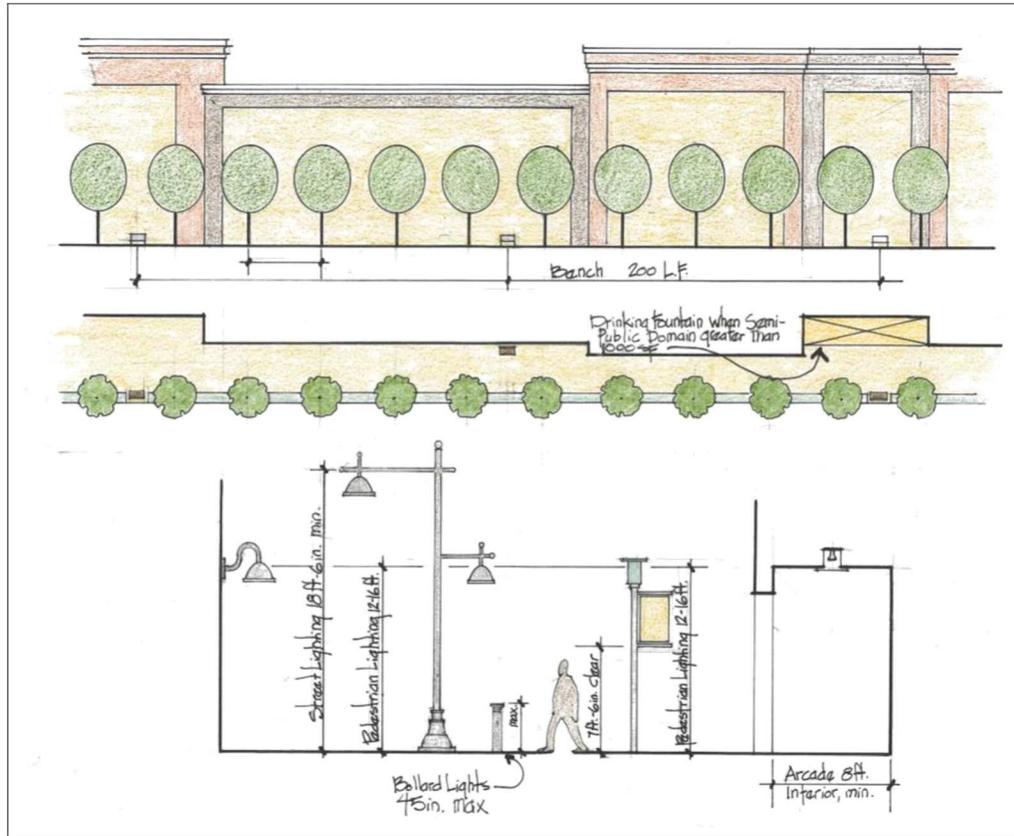
- iii. Necessary modification of applicable Build-to-lines must conform to Standard 1bii, or Ici above (Modification of the Build-to-Line).



f. **Thematic Articulation of the Sidewalk Space**

The sidewalk along any street shall maintain a consistent theme that complies with the Urban Design Plan in the following ways:

- i. Continuity of pavement material
- ii. Continuity of pavement pattern
- iii. Continuity of, and placement of, street furniture
- iv. Continuity of street tree spacing, street tree size, and street tree species.



**g. Street furniture and appointments**

Every building site required to meet standard 2c (above) must serve the pedestrian activity encouraged by the provision of a “**Semi-public Domain**” with appropriate street furniture and fixtures. Where a “**Semi-Public Domain**” is provided, the following pedestrian furniture and fixtures must also be provided:

- i. **Benches:** Any type of Semi-Public Domain space provided must provide at least one bench for every 200 sq. ft. of such space.
- ii. **Trash Receptacles:** Any type of Semi-Public Domain space provided must provide at least one trash receptacle and an additional trash receptacle for every three benches.
- iii. **Drinking Fountain:** Any type of Semi-Public Domain space provided must provide at least one public drinking fountain if that Semi-Public Domain is greater than 1,000 sf. Any drinking fountain provided must include a pet watering feature and meet ADA requirements.
- iv. **Pedestrian lighting:** Any Public Amenity provided to meet the Semi-Public Domain standard must provide pedestrian lighting. Pedestrian lighting does not have to provide a uniform light level across the Pedestrian Amenity but can provide islands of light around pedestrian furniture. Pedestrian lighting may be either:

- Landscape Down Lighting which illuminates the pedestrian seating area, or
- Pedestrian scale light standards and fixtures which compliment the streetscape hardware motif. This does not apply to Semi-Public Domain created within an arcade of lateral expansion of the unobstructed walkway.
- Building sconces or soffit down lights within an arcade. This is typically applicable to arcades and lateral expansions of the unobstructed walkway.

All pedestrian amenities shall be selected from the City of Grapevine approved list of vendors and products.

h. **Alleyway Connection**

Development adjacent to an alley shall be designed to incorporate alley access (thereby relieving the burden on street access).

i. **Vehicular access**

Where vehicular access to a proposed development is acquired from a street, adjacent developments shall use shared drive entrances where ever possible.

# GENERAL STANDARDS



# GENERALLY APPLICABLE STANDARDS

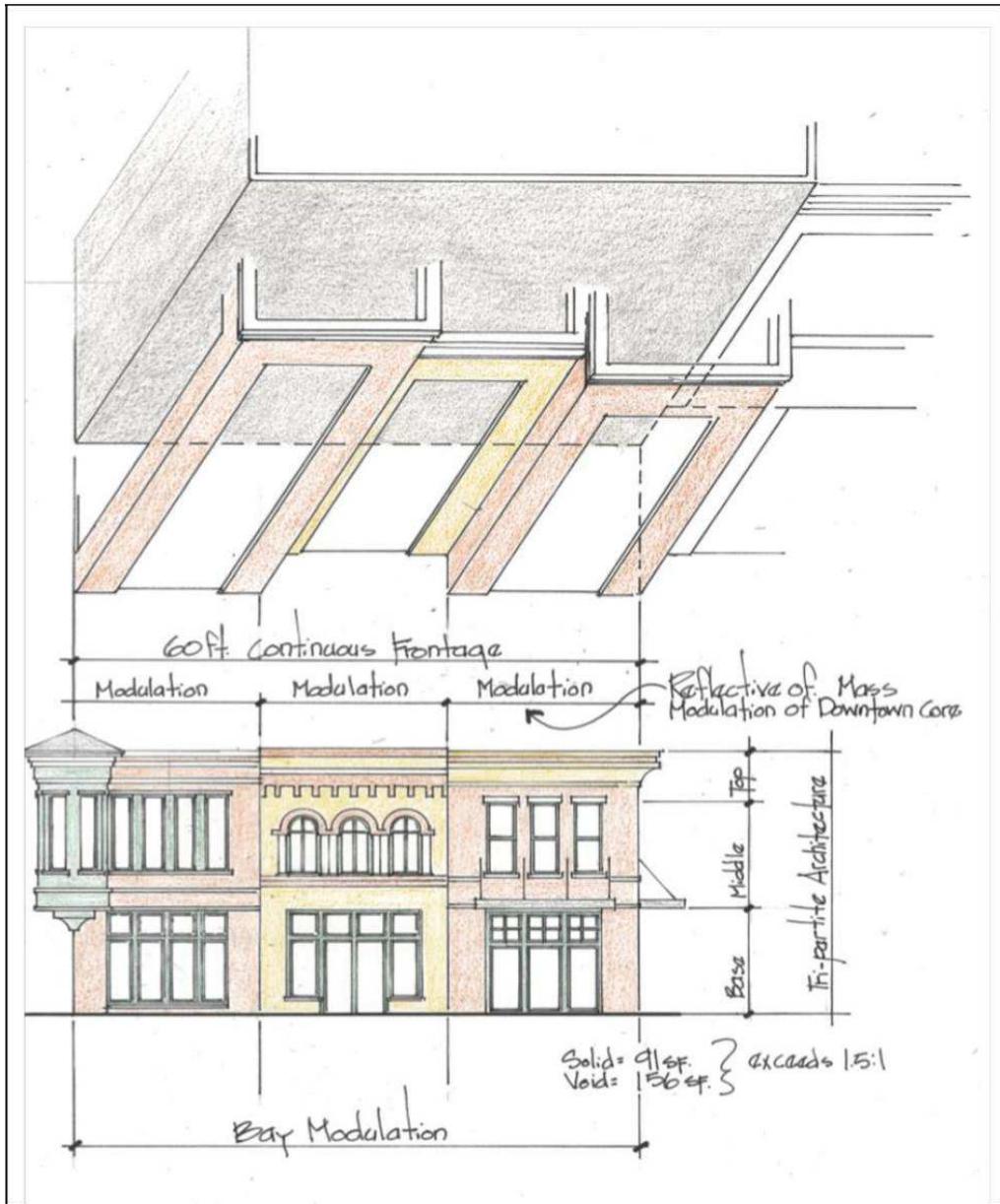
## INTRODUCTION AND APPLICABILITY:

The following Standards are generally applicable to all parcels and within any Intensity Sub-District. However, certain standards may only apply to certain building types within an individual Intensity Sub-District and are so noted within the body of the Standard.

## Generally Applicable Standards:

### 1. Street Facing Building Standards:

- a. **Building Articulation and Massing:** The Grapevine Transit District is in the process of transitioning from an historically suburban to a more urban/transit oriented fabric. Therefore, each proposed development or redevelopment must contribute to this transformation and movement toward a transit oriented context in the following ways:
  - i. **Relationship to the transit oriented pattern and adjacent contexts:** To help define a development's relationship with the vision of the Transit District, buildings other than a fee simple housing form shall be articulated and subdivided into a massing that is reflective of the mass modulations (hereinafter Bay Modulation) of the Historic Grapevine Downtown Core. Therefore, if a building exceeds 60 feet in width, its façade articulation shall be visually divided to appear as though it is multiple buildings. See standard 2gii for horizontal offset requirements that must be met within this Bay Modulation when applicable.



ii. **Tri-partite architecture:** All buildings other than fee simple housing forms fronting a street shall architecturally differentiate the street level space from second story spaces through the following:

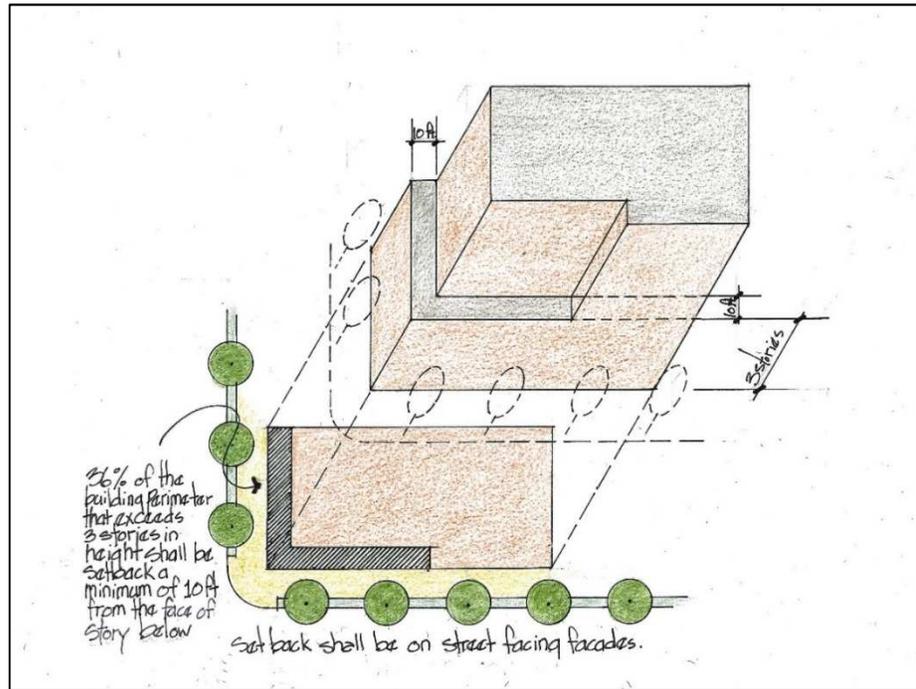
- Void to solid ratio where the percent of void is greater than the percent of solid in the first-floor wall plane. The void to solid ratio shall not be less than 1.5:1, and
- A minimum first floor plate height of 15 feet, and
- Canopies or arcade, or
- Architectural expression of a podium, or

- Material differentiation which complies with the Material change standard of this document.

Buildings that are two stories or greater shall be designed so that the building elevation presents a clear base, middle and top (cap) in a holistic architectural composition. While these attributes are clearly visible in the historic architecture of Grapevine’s downtown core, they may also be interpreted in more contemporary design, subject to the approval of the City.



- iii. **Upper Story Setback:** To create a pedestrian scale, and establish an architectural complexity that is responsive to the design of Grapevine Main Station, at least 50 percent of the street-facing elevation of all upper stories of a building that exceeds three stories in height shall be set back a minimum of ten feet from the street facing lower stories. It is recommended that the terrace space created by this setback be used for patios, rooftop gardens, or other such people spaces.



- iv. **Maximum Building Height:** Much of the expression of intensity that defines the Intensity Sub-Districts (High Intensity, Medium Intensity, and Low Intensity) is determined by the scale of development as expressed in Building Height. Therefore, the following building height maximums are established for the various Intensity Sub-Districts:

MAXIMUM BUILDING HEIGHT TABLE				
	HIGH INTENSITY SUB-DISTRICT	MEDIUM INTENSITY SUB-DISTRICT	LOW INTENSITY SUB-DISTRICT	NOTES
MAXIMUM BUILDING HEIGHT	75	55	40	1,2,3,4
MAXIMUM NUMBER OF STORIES	6	4	3	

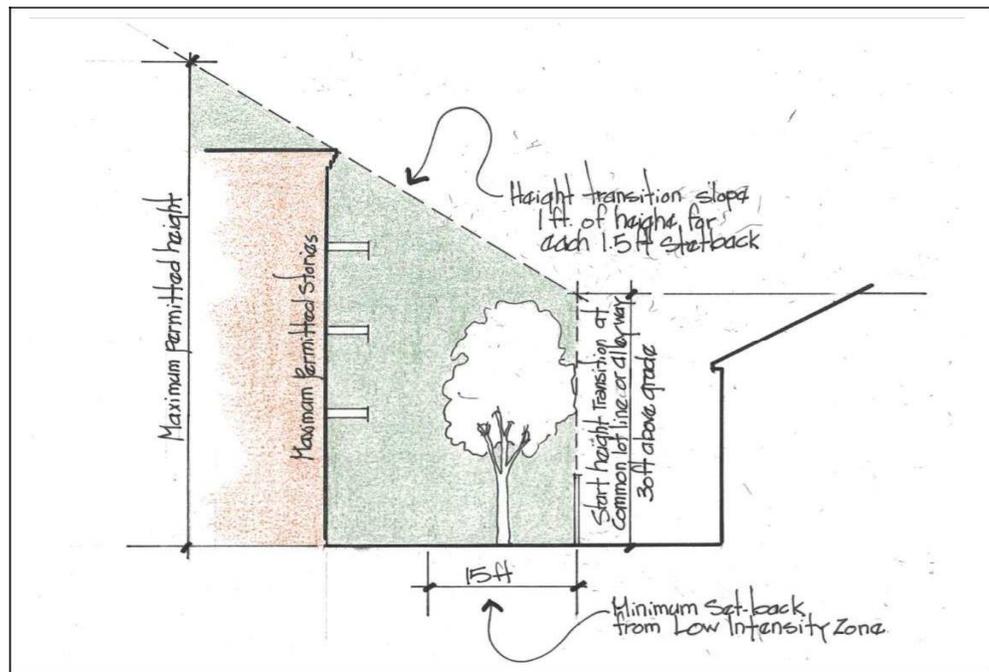
Notes:

1. Feature buildings located within the High Intensity Sub-District may exceed the permitted height specified above in accordance with standard 1biv (Feature Buildings) in District Specific Standards.
2. May be modified by "v" below.
3. Exclusive of roof top mechanical penthouses in the High Intensity and Medium Intensity Sub-District.
4. Building height for buildings with sloped roofs shall be measured to the mid-point of the sloped roof

- v. **Height Transition:** Development of any parcel abutting a Low Intensity Sub-District at a property line or alleyway is required to

comply with the following Height Transition. In cases where Height Transition applies, the permitted height of development must fit with a height-to-setback envelope created by a sloping line extending from the common property line of the Low Intensity Sub-District property or alley way right of way line abutting the Low Intensity Sub-District, and starting at a height of 30 ft above grade. This line shall slope at an angle equal to one ft. of height for every one and one-half ft. of set-back up to the maximum permitted building height in the Medium Intensity Sub-District and shall apply up to a maximum of 55 ft. from the property line affected by this standard, in the High Intensity Sub-District.

Any development required to meet this standard must be set back from the Low Intensity Sub-District property line a distance no less than of 15 ft.



## b. Vehicle and bicycle Parking

- i. **Required Parking:** All parking shall comply with the appropriate Section of the Grapevine Comprehensive Zoning Ordinance. This section may be updated for due cause following a parking study(s) conducted by the City of Grapevine.
- ii. **Parking Study:** City Council and the Planning and Zoning Commission may consider modifications to the parking requirements of the Zoning Ordinance for unusual circumstances when supported

by a parking study. Unless strict compliance with the Parking Standards of the Zoning Ordinance is proposed, such study must substantiate the combination of parking provisions being applied against parking requirements, and shall identify, at a minimum:

- Parking demand
- Off-site Parking
- On-site Parking
- Hours of peak use as compared to hours of peak use within ¼ mile
- Ingress and egress to on-site parking and relationship to adjacent properties.

iii. **On-site Surface Parking:** Surface Parking areas shall be located so that they are not directly fronting the rail frontage (within the High Intensity District) or a street. There shall be an intervening building and/or building in combination with pedestrian activity space between the proposed parking area and any frontage defined above. Any portions of a surface parking facility visible to a street or rail row must be screened with a built six-foot masonry screen extending from a structure so as to appear as part of that structure or a built screen in combination with a landscape screen. Any surface parking area fronting a public pedestrian way must be screened. A landscaped open space screen with 75 percent screening efficiency may be used to satisfy this requirement if meeting other requirements of this ordinance prevent the use of a building and/or pedestrian amenity as described above.

iv. **Bicycle Parking:** Bicycle parking shall be provided equal to ten percent of the vehicular spaces required.

v. **On-site Structured Parking:** Any portion of an on-site parking structure which fronts any street or rail right-of-way must have an architectural elevation which meets all the requirements of these standards and is substantially consistent with the building elevations fronting the same street or rail right-of-way. 50 percent of the ground floor fronting a street or rail right-of-way within the High Intensity Sub-District must contain commercial lease space, or (with the approval of the City of Grapevine) be so constructed that this portion of the ground floor could be converted to commercial use when demand for such space is available to the project. Structured parking (including

podium parking) is required for any residential project with a density greater than 30 units per acre or any development where:

- the on-site accommodation exceeds 30 vehicles.
- the on-site demand cannot be met, through surface parking, in a way that allows compliance with the other conditions of this ordinance.

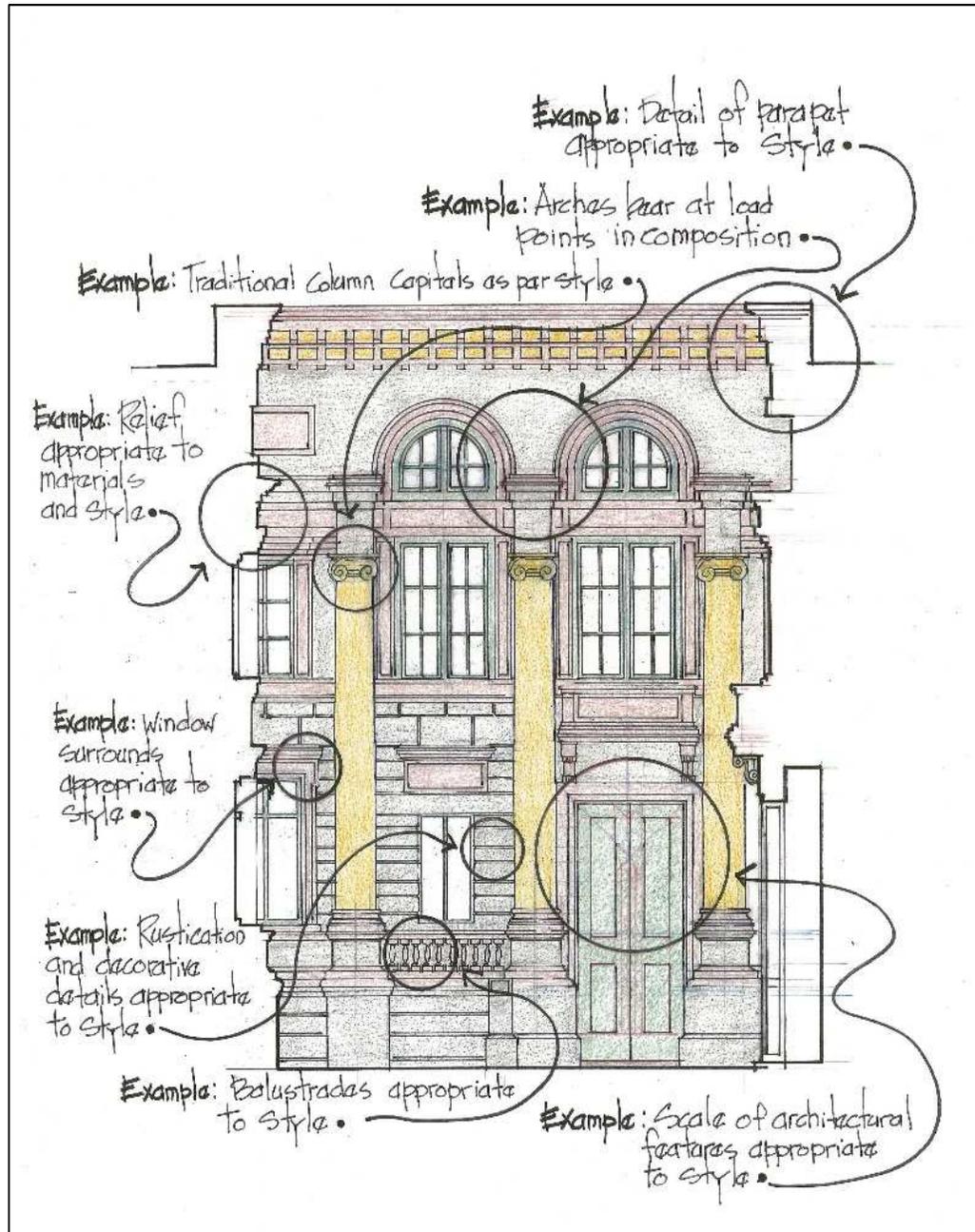
**c. Loading and Drive Through Facilities**

- i. **Loading:** Dedicated on-site loading areas shall not be visible to any street or rail right-of-way frontage. Such facilities shall be incorporated into the vehicle access and parking design. Where alley access is available, all loading facilities shall be accessed from the alleyway. Loading service from the street is permitted for loading vehicles no larger than 26,000 lbs. If facilities for loading by larger vehicles (larger than 26,000 lbs.) or any vehicle requiring a loading dock is proposed, all such loading shall be completely off street and not visible to the street or rail right-of-way.
- ii. **Drive-up and Drive-through Facilities:** Drive-up/Drive-through facilities and windows are only allowed in conjunction with financial uses having an existing drive-through service which is being re-developed, and are subject to the following:
  - The number of drive-through lanes shall not be increased
  - No menu/order boards are allowed unless they comply with the sign standards of this ordinance and do not encroach into the space between the building and the street or the building and the rail line.
  - The drive-up lane shall be adequately screened through the use of materials matching the materials of the primary building. The drive-up aisle shall not be entered or exited to Dallas Road or Main Street.
  - The Drive-up lane shall not conflict with pedestrian or vehicle access or parking.

**2. Building Design**

- a. **Integrity of Architectural Form Articulation:** Most style associated features of a building are associated with the roof, the edges, the openings, and closures to weather (such as the cornice or parapet). Therefore, the employment of architectural detailing associated with a style must use the

characteristic detailing of that style in ways authentic to the style, especially as it relates to cornice, parapet, corner, opening, entry, belt-courses, mid story bands, and first floor expression as applicable.



- b. **Integrity of Material Usage:** Most styles, whether the style is traditional or contemporary, employ materials by which crafted construction (a key aspect of the building quality sought by the City of Grapevine) can be executed. Therefore, construction details which are traditionally derived from the work of the stone mason, the carpenter, the glass artisan, the metal worker, etc. must use a material that the characteristic craftsman can work in. The

employment of systems or materials that replicate the work of a trade or artisan are prohibited.

c. **Storefronts:** The first floor of a street or rail right-of-way frontage of any structure must create a first-floor articulation that visually reads as a “store front”. This standard does not apply to any form of fee simple residential construction. To attain this visual distinction the first floor must architecturally express the following qualities:

- Set within a minimum first floor plate height of 15 feet.
- Have void to solid ratio no less than 1.5:1 in which the unsupported area of glazing is no larger than 28 sf.
- Vertical and horizontal subdivision of storefront glazing shall be at least two inches wide at the frame and one inch wide at the mullion.



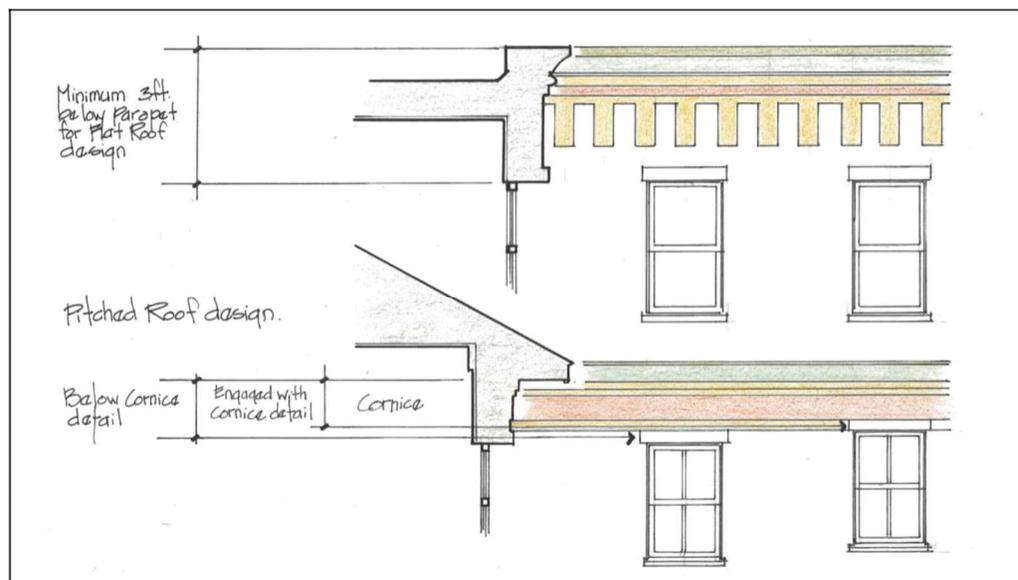
d. **Continuity of openings and features within the building form:** The elements of form that comprise a building elevation must derive from a common justification (e.g. function, proportion, alignment, balance) that visually explains their placement within the façade composition.

Continuity within the building form includes:

i. **Openings:** The articulation of openings is a key aspect of building design. Openings are a primary focus of architectural detail and treatment of openings reveals consideration to detail and investment

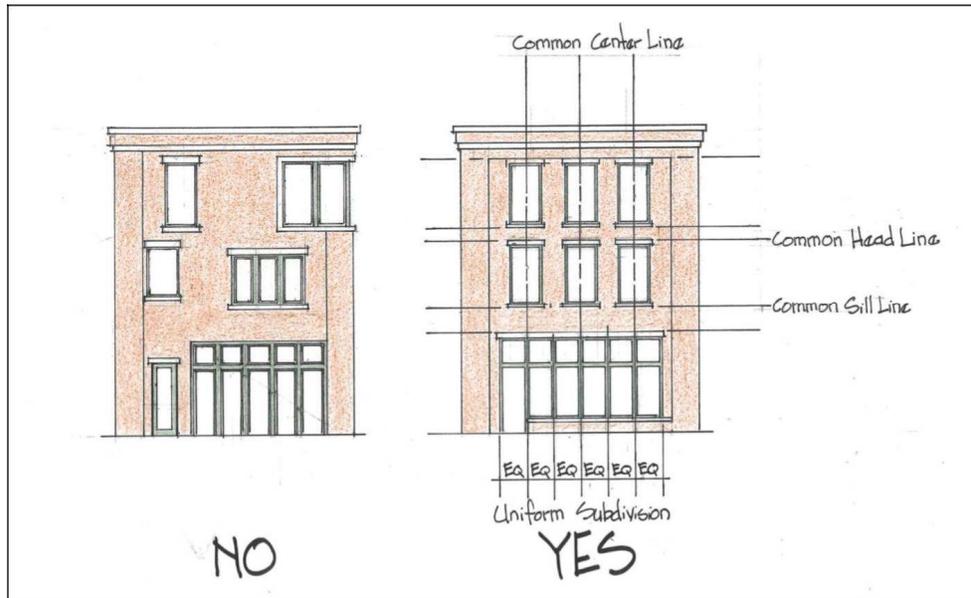
in the craftsmanship of construction. Therefore, the following standards apply to the positioning of, and articulation of, openings in the architectural façade:

- **Relationship to cornice or Parapet:** All windows shall be below the cornice/parapet detail except for dormer windows when a pitched roof design is employed and at least three feet below the parapet when a flat roof design is employed. When the design employs both roof types in the same elevation, the window heads of the windows regulated by this standard must align horizontally. Windows may abut a cornice detail or be engaged with it if the window header modulates with the banding or detailing of the cornice.

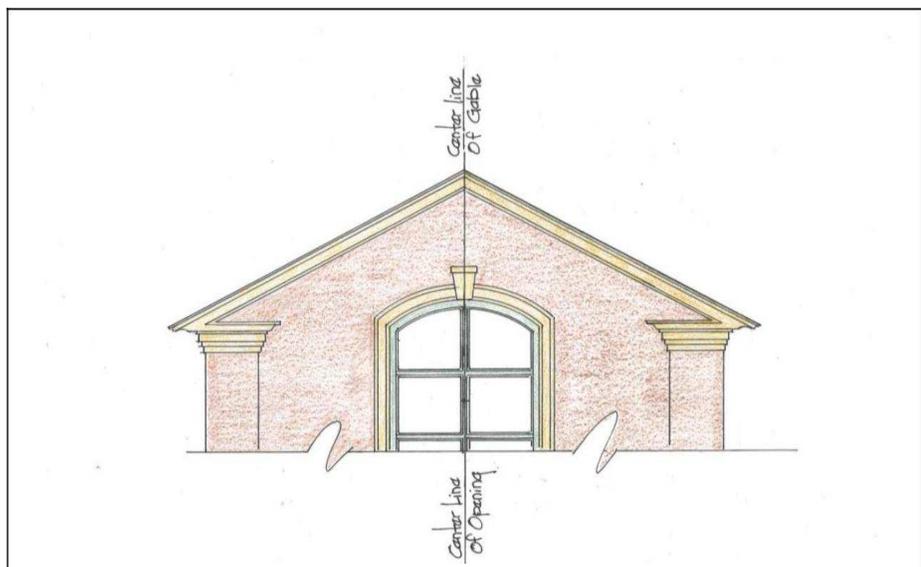


- **Purposeful Design:** To maintain a sense of purposeful design and compositional continuity, it is required that the openings within an elevation have a common reference line that engages the sill or head. In addition, windows within an elevation must have a common vertical reference line from the first to the top floor. Therefore, the random placement of windows is prohibited. However, a difference reference line for first floor storefront and upper story windows is permitted where storefront is employed. Where internal functions require that the positioning of an opening deviates from the regulating lines, described above, those windows must be decorative or otherwise have a shape that does not require a reference line (e.g. round, ocular, or square windows). Alternate window arrangements may be permitted if such arrangement is the

result of purposeful exterior design and is approved by the City of Grapevine.

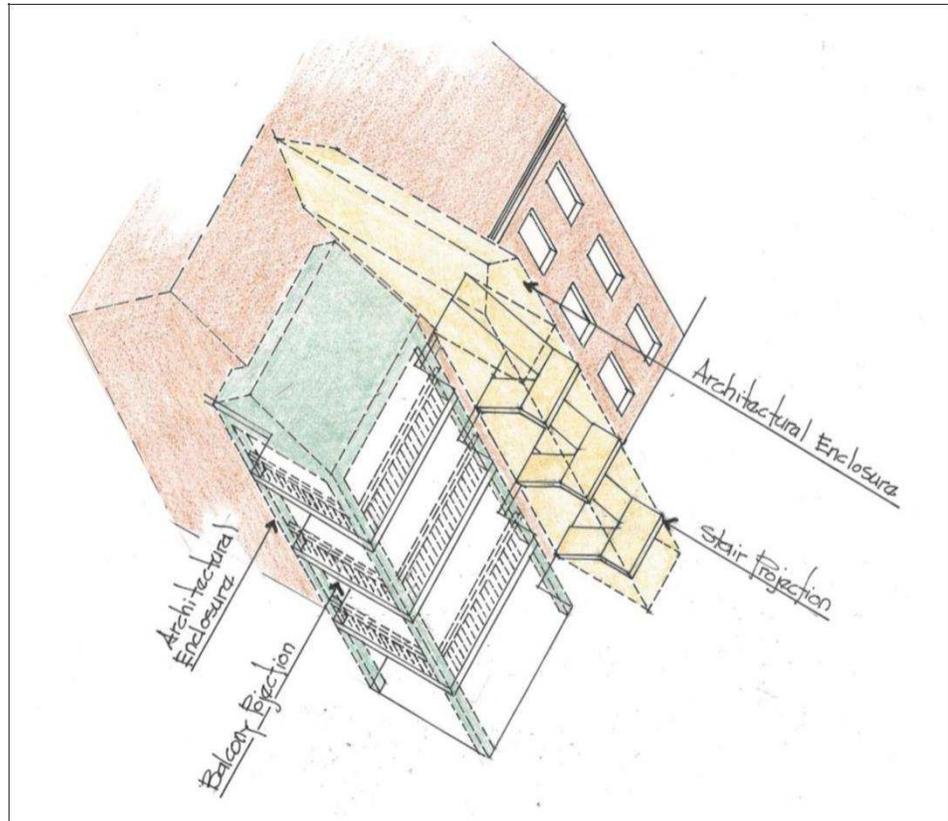


- **Openings in the elevation:** Such openings must be coordinated with the articulations of mass in the architecture. Therefore, windows must align with the features that define the architectural form. For example, windows in a gable shall not be arbitrarily distributed within the face of the gable so that they are not responsive to the symmetry of the gable. However, deviations are permitted when such deviations are a purposeful act of exterior design and approved by the City of Grapevine.



- **Orientation of openings:** All openings shall be square or portrait orientation. This does not limit the joining of portrait units in a single assembly to create an area of glazing or a balcony/patio entrance provided that the structure that joins units is clearly expressed in the elevation. This provision does not include first floor storefronts where such storefronts are required or used.
  - **Articulation of openings:** Windows, doors, and other openings or portals shall be articulated with a projected surround or header unless the absence thereof is deemed by the City of Grapevine to be characteristic of the style being proposed and such style is acceptable in the applicable context.
- e. **Holistic visual treatment of structure:** The City of Grapevine seeks to eliminate the architectural outcome common to most suburban development, wherein the street facing façade is the recipient of full investment in style articulation and other facades are given a lesser treatment. The City of Grapevine prohibits “facadism” and requires consistent treatment of style on all elevations of a structure. Herein called **Four-Sided Architecture**.
- f. **Architectural Enclosure:** All projected stair ways, elevator shafts, cantilevered building projections, and bays must be contained within an architectural enclosure that meets the following conditions:
- i. Enclosed within an architectural skin, and
  - ii. is either expressed within the roof massing or fully contained within a mass defined by a larger form.

Projected stair ways without architectural enclosure are prohibited.

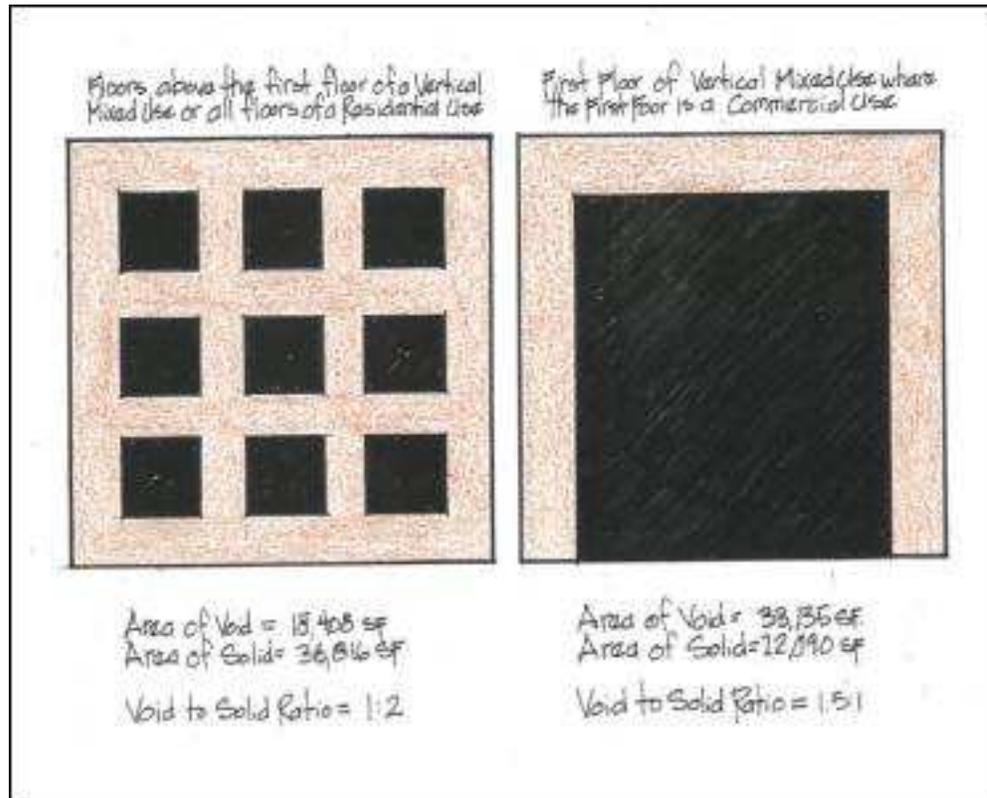


g. **Motif and Context Continuity:** Continuity within the Block-face shall be maintained as follows:

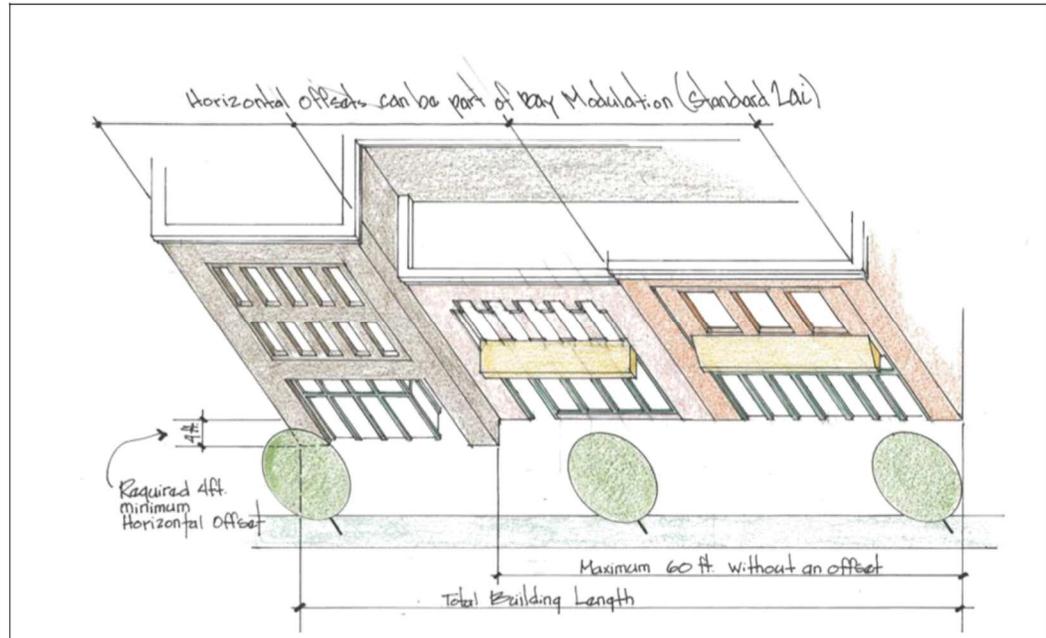
i. **Void-to-solid Ratio:** The relationship of the area of void (openings) to the area of solid (wall) is a key manifestation of the influence of historic styles in Grapevine's present day urban streetscape. Therefore, a void to solid ration is established to maintain continuity with the existing fabric of the City and the following void to solid ratios shall apply to all construction other than fee simple housing in the low intensity sub-district:

- **First floor of any structure designed to accommodate a commercial use as required by these standards:** The amount of void shall be greater than the amount of solid. The general void to solid ratio shall not be less than 1.5:1, meaning that there shall should be at least 1.5 times more void than solid unless another void-to-solid ratio is approved by the City to maintain consistency with other buildings in the block-face context. The solid portions of the first-floor façade must extend vertically to the floors above and to the parapet detail.
- **Upper Floors:** Floors above the first floor of any structure except fee simple residential structures in the Low Intensity

Sub-District; shall have a solid to void ratio wherein the amount of solid shall be greater than the amount of void and not exceed 1:2, meaning that there should be at least two times more solid than void unless another void-to-solid ratio is permitted by the City for design expression.



- ii. **Building Wall Complexity:** Except as specified above in Standard 1ai (Relationship to Transit Oriented Pattern and adjacent contexts), a façade complexity is required to mitigate the potential massiveness of larger building blocks. Mitigation of massiveness is achieved by a complexity of plan that reduces the presentation of mass to the pedestrian. Therefore, a minimum four foot, horizontal offset must be provided on any building wall exceeding 60 feet. These offsets can include architectural treatments/ enclosure of balconies. However, projected balconies which are not enclosed in an architectural form do not qualify to meet this standard. The Encroachment Zone can be used to comply with this standard.



- h. Building Entrances:** Building entrances of structures other than fee simple housing structures are considered a primary place of architectural articulation. Therefore, building entrances shall be clearly defined within the street fronting or rail fronting elevation.
- i. Relief-In-Articulation:** Relief in Articulation means the dimensional aspects of exterior materials assembly. Therefore, the minimum projection of any element in a built-up profile or decorative assembly shall be  $\frac{3}{4}$  inch per element of the assembly. Therefore, a parapet cap comprised of corbeled brick and containing a series of six projected rows of brick will have an overall projection of  $6 \times \frac{3}{4} = 4.5$  -inches. Variations of this which include double/ pared rows are permitted upon approval of the City of Grapevine. The minimum Relief in Articulation requirements are:
- i. Cornice Detail In any pitched roof design:** A wall termination at the roof shall have a cornice detail comprised of at least three projected elements. Single Family structures in the Low Intensity Sub-District are required to only have two elements.
  - ii. Parapet Caps:** Parapet caps must be comprised of four projected elements. This may be reduced to three projected elements when the parapet is used to conceal a flat roof of a secondary component of a larger pitched roof structure.
- j. Window Surrounds and belt courses:** All openings in the exterior skin shall have an architecturally appropriate header and sill with an optional jamb except where the style of the architecture is associated with the absence of such detailing (such as contemporary industrial styles). The

required header and sill shall project at least  $\frac{3}{4}$  inch beyond the wall veneer (full surrounds are encouraged). Window headers/ sills/ surrounds may be either of the following:

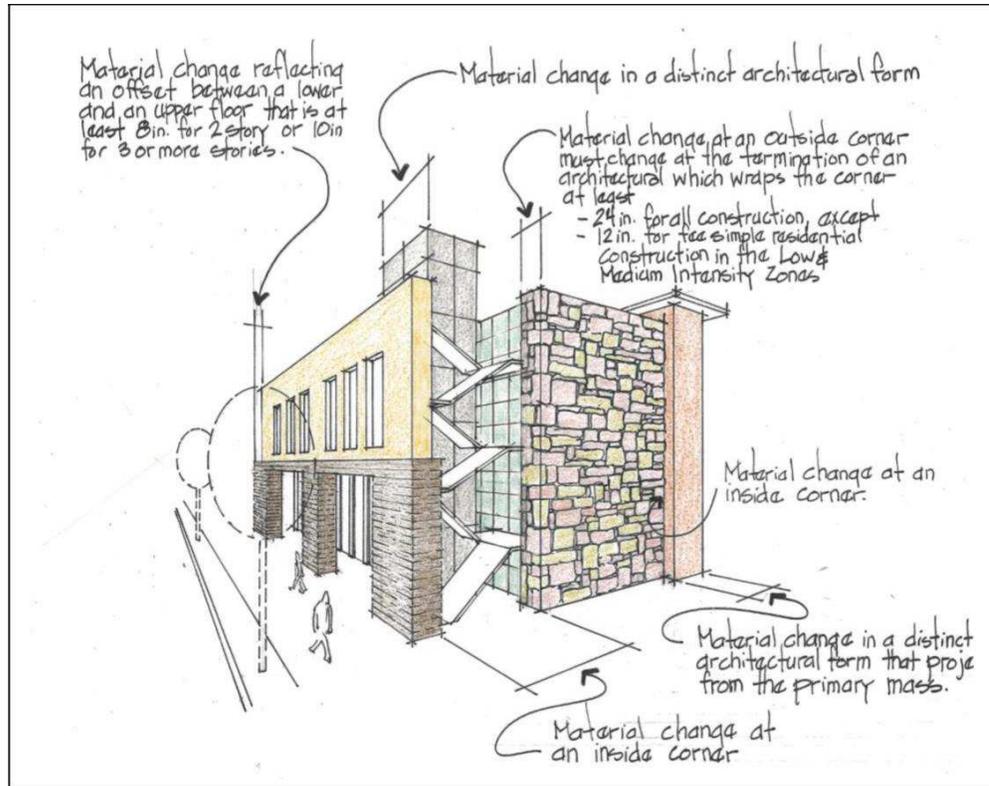
- i. Stone, Cast Stone, Terra cotta in all structures
- ii. Heavy Timber or carpentered wood for fee simple residential buildings located in the Medium Intensity or Low Intensity Sub-Districts.

Other architectural details such as belt courses and base courses shall also be executed in the above listed materials (as applicable) when such details are employed and have a minimum projection of  $\frac{3}{4}$  inch for each element of the detail as stated in standard "i" above.

When an opening header/ sill/ surround is not used because such detail is not typical of the style, and approved by the City, standards related to the required offset between the plane of the exterior wall and face of the door or window still apply.

- k. **Material Change:** Material Change: Material changes in any elevation may only occur under the following conditions:

- i. Material change at an inside corner
- ii. Material change that addresses an outside corner must wrap the corner and change at a location as specified below and is designed as the termination of an architectural detail/element (such as a pilaster corner):
  - 24 inches from the outside corner for all construction except the construction identified below,
  - 12 inches from the outside corner for all fee simple residential construction in the Medium and Low Intensity Sub-Districts.
- iii. Material change wherein the different material is contained within a distinct architectural form that projects from the primary architectural mass.
- iv. Material change reflecting an offset between a lower floor and an upper floor that is at least eight inches for structures two floors or less and ten inches for structures three floors or more.



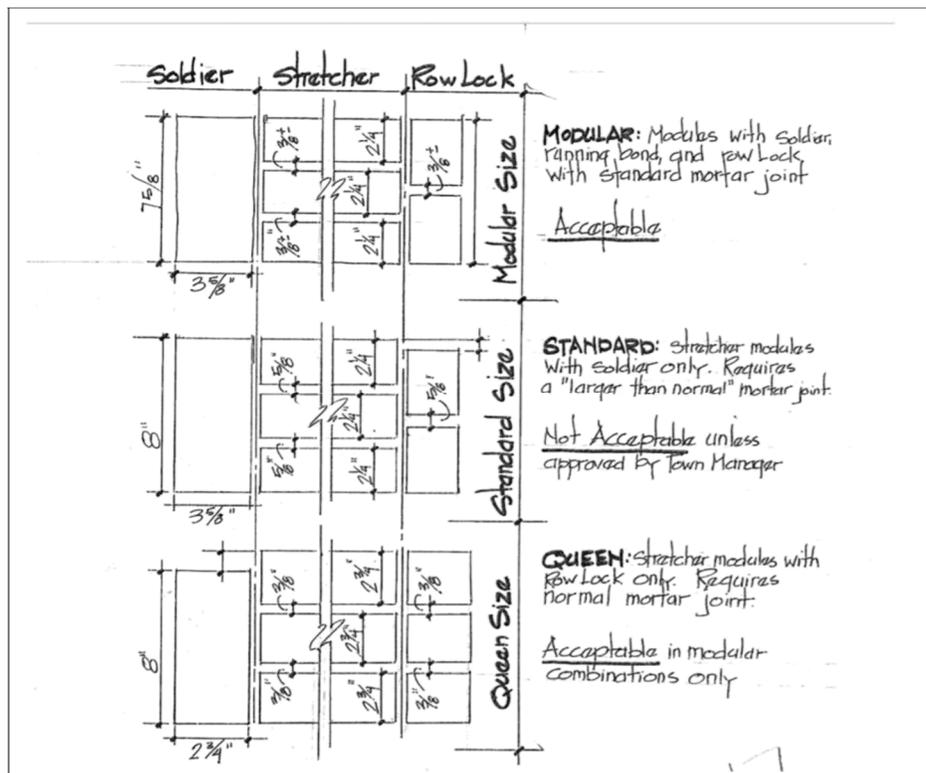
I. **Roof Screening and Appurtenances:** Roof elements (projections and appurtenances) shall be screened from street level view as follows:

- **Roof Projections:** No plumbing stacks, venting stacks, skylights, cell phone equipment, dishes, or ventilators shall penetrate the roof surfaces of pitched roofs which face the street unless multiple street exposures make compliance impossible and an alternative addressment of the projections is approved by the City of Grapevine. All such devices shall be mounted straight and perpendicular to the ground (except for skylights and ventilators) and be painted to blend with the roof color. Turbine vents are prohibited except when used on buildings with an industrial theme. When Roof projections occur on flat roof structures, they must be hidden from street view by being set back from the building a distance which makes public view impossible.
- **Roof Mechanical:** Roof top mechanical must be screened behind a parapet wall, set back from the building edge so that street view is impossible, screened by a City approved/ architecturally appropriate screen structure (mechanical penthouse) or recessed into a pitched roof so that the incline of the roof created a screen. Mechanical penthouses must be designed to appear as integral to the architecture design, utilitarian screen structures added to the roof of a building,

which do not appear to be an extension of/ element of the architectural design/style, are prohibited.

### 3. Building Construction

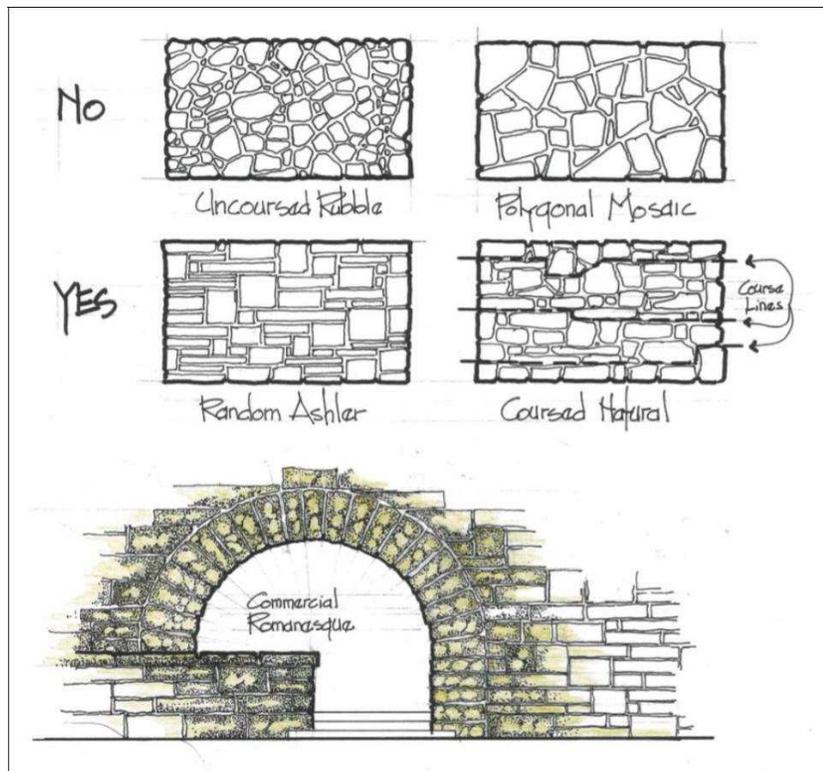
- a. **Primary Veneer Material:** All buildings shall comply with the following permitted use of veneer material as the dominant material of the proposed structure. At least 80 percent (exclusive of openings) of a structure over three stories in the Medium Intensity Sub-District or 100 percent (exclusive of openings) of any structure in the High Intensity Sub-District, any structure less than three stories, or any structure (regardless of height) fronting a street or the rail right-of-way; shall be one of the following primary materials. This primary material requirement does not include secondary architectural features (defined as cantilevered bays, rooftop structures, upper story exterior walls fully located within an architectural enclosure, and/or other feature approved by the City and consistent with this example) where a secondary material is permitted. The permitted Primary Materials are:
- i. **Brick:** Clay brick, modular size or other sizes that can modulate with the brick detailing/articulation of openings, cornice, and/or parapet, and/or other decorative brick details. All brick shall be hard-fired brick, meeting severe weather standards. Embossed or molded brick which seeks to create a sense of aged/ distressed brick material is generally prohibited unless approved by the City. All brick shall be laid in a manner as to avoid stacked joints. All building corners (inside and outside corners) shall be executed in a "toothed" masonry fashion. Mortar joints shall not generally exceed what is specified in the diagram below. Weeping or slumped joints are prohibited.



ii. **Stone:** Stone laid in a Pattern appropriate to the Commercial Romanesque styles that dominate the urban fabric of Grapevine. The general characteristics of this stylistic use include:

- a. Tightly coursed pattern such as an ashlar or other coursed pattern that employs a cut stone, with
- b. Worked surface treatments which includes Chisel drafting, surface tooling (such as struggle face, Broached face, Drove face, Sparrow pecked, etc.) or smooth face, or
- c. Artificial rustication, as well as
- d. Carved stone to create a decorative motif or elements of a classical order
- e. All stone-work shall be laid in a manner as to avoid stacked joints. All building corners (inside and outside corners) shall be executed in a “toothed” masonry fashion.

Such stones are typically used in combination with brick to articulate architectural features or secondary forms or specialty components of the design. Where stone is used as the dominant material the architectural style generally leans toward classicism or Richardsonian Romanesque. Where stone is used as a veneer material, the City of Grapevine may approve the use of a stone system that is mechanically attached, provided that the system uses a true stone.



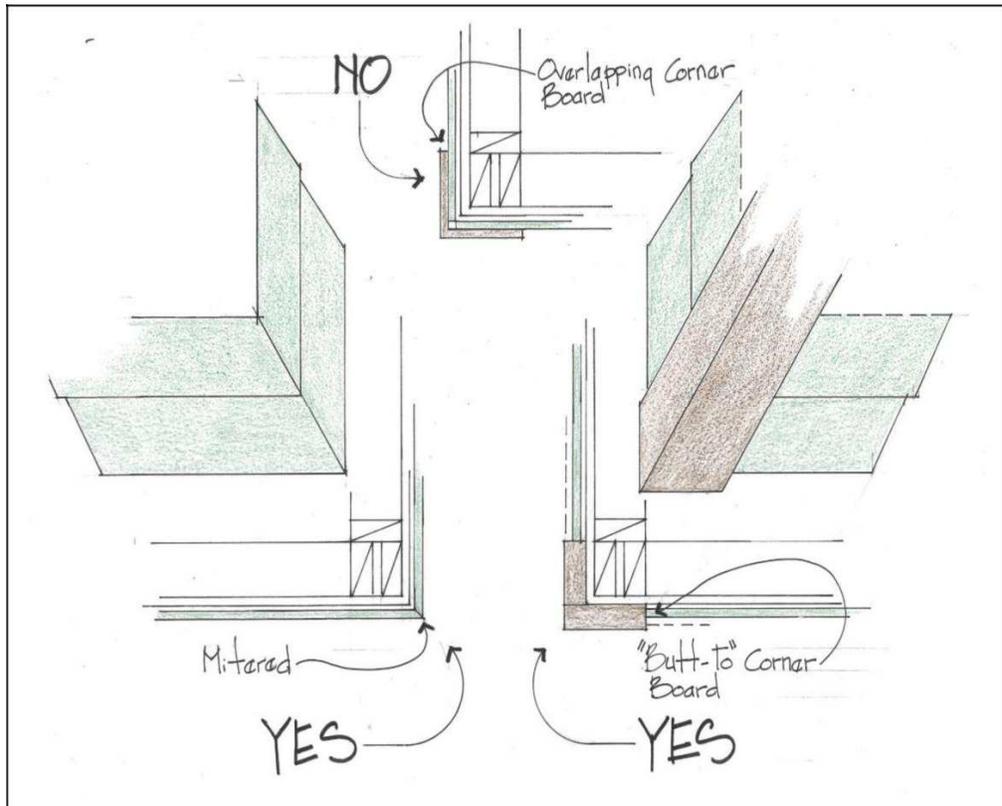
iii. **Metal:** Metal panels may be used as a primary exterior material where the industrial nature of the design justifies such use, provided that:

- The metal panel is part of a wall system where joints between panels are well crafted (e.g. framed by structural elements, “butt joint” or join at an architectural reveal). The overlapping of metal panels, as is typical with agricultural structures and metal utility buildings is prohibited unless such use of metal is approved by the City of Grapevine because it represents an historic restoration or reconstruction.
- The metal has a thickness equal to or greater than 18 gauge

iv. **Siding:** Wood siding and/or a cementitious siding may be used as a material for fee simple housing forms in the Low Intensity Sub-Districts only. When siding is used, the corners may be either:

- **Mitered:** When a wood siding material is being used, corners may be mitered or the mitered corner is fully blocked and properly nailed. The detail for closure must be approved by the City of Grapevine.
- **Addressed with a corner board:** When a corner board is used to make corners or terminate siding against openings, the siding must abut the corner board. In no case shall a corner board that overlaps the siding be permitted. In all cases, the corner board material must have sufficient thickness to fully cover the edge of lapped siding with a ¼ in. projection beyond that siding but may not be less than 1.5 inches thick. Corner boards joined to complete a tall corner must be connected with a “spline” joint.

Mechanical attachment clips or prefabricated corner strips for siding are not permitted.



v. **Stucco:** Three coat stucco on metal lath over a structural frame with expansion joints concealed by filling the joint with an expandable filler that is troweled flat with the stucco, is the same color as the stucco, and matches the surface of the stucco texture may be used as a primary material for fee simple housing forms in the Low Intensity Sub-Districts only. Driovit/ EFS type systems are prohibited.

b. **Secondary Veneer Material:** Any portion of a structure not required to be veneered with a primary material, may be veneered in a secondary material. Secondary Materials include the following:

i. **Stucco:** Three coat stucco on metal lath over a structural frame with expansion joints concealed by filling the joint with an expandable filler that is troweled flat with the stucco, is the same color as the stucco, and matches the surface of the stucco texture. Dryvit/ EFS type systems are prohibited.

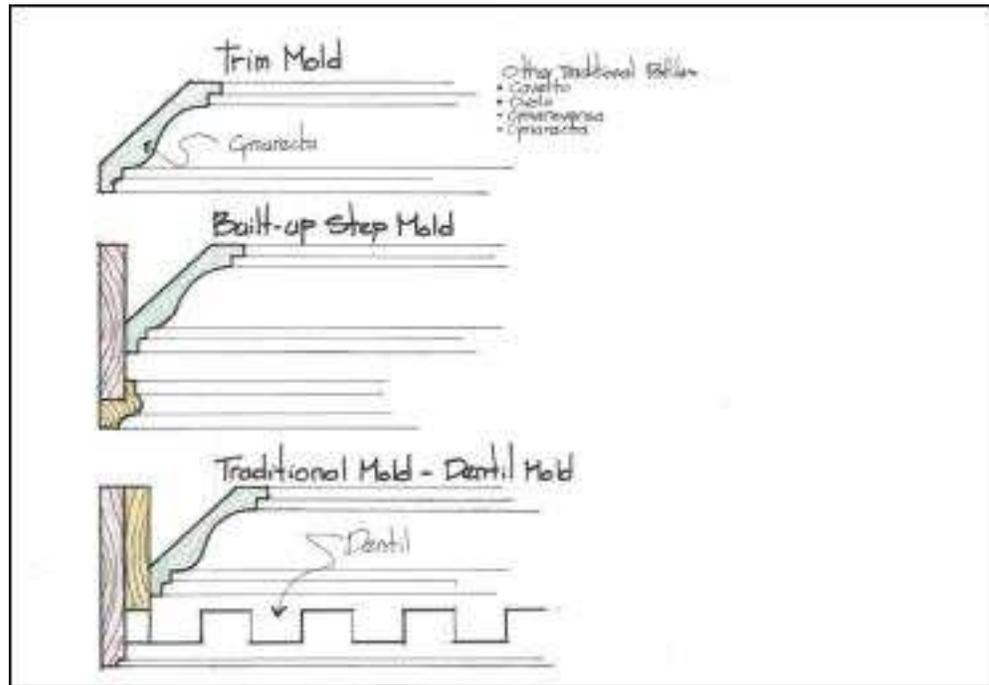
ii. **Metal:** Architectural metal wall systems. Also, fabricated decorative metal panels, opening frames, pediments, edging, columns, bases, and entablatures are permitted.

iii. **Siding:** Wood or cementitious siding complying with the restrictions on its use specified above in Standard 3a.iii.

- c. **Prohibited Materials:** For the purpose of establishing an enduring building stock that is reflective of the civic commitment to this Transit District as well as promoting excellence in construction, the following materials are prohibited for any application visible on the exterior of a building:
- i. Fiber Glass
  - ii. Styrofoam or stucco over Styrofoam
  - iii. Plastic
  - iv. Aluminum
  - v. Stucco applied to look like a projected stone, cast stone, or terra cotta
  - vi. Cementitious material used in any application which makes a spline, corner, miter, or decorative shape.
  - vii. Stucco board or cementitious panels other than siding used as specified above.
  - viii. Masonite and Masonite products
  - ix. Composition wood products used as an exterior material with the exception of exterior grade finished veneer plywood, trim craft used as a soffit board, or other smooth finish soffit board that is not Masonite like product.
  - x. Dryvit/ EFS type systems.
  - xi. Cast in place concrete
  - xii. Precast concrete (other than cast stone)
  - xiii. Concrete masonry units, except when used as part of an industrial themed design upon approval by the Planning and Zoning Commission and City Council.
- d. **Roof Material:** Acceptable Roof materials include:
- i. **Flat roof:** Flat roofs may be either a built-up bituminous roof or a membrane roof provided it is installed in accordance with manufacturer's specifications and issued a 30 yr. warranty. All flat roofs shall be hidden from view, behind a minimum 12-inch parapet.

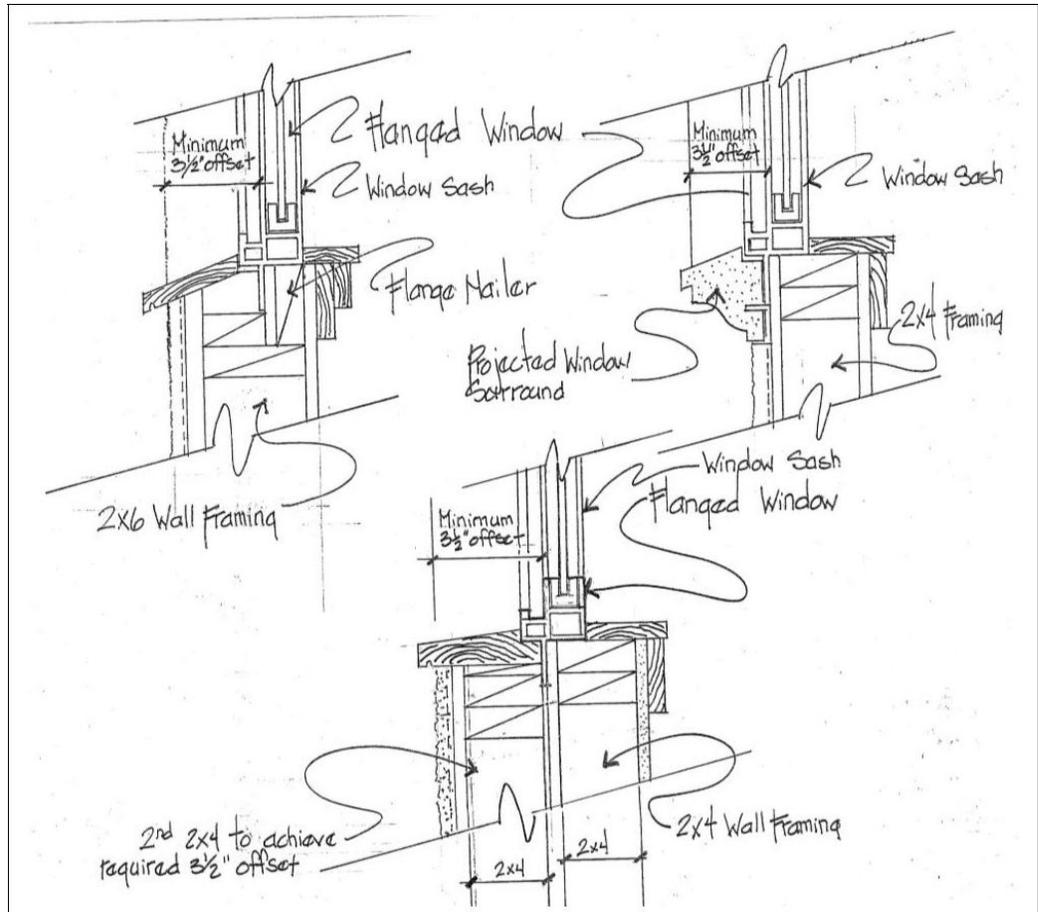
- ii. **Pitched Roof:** Pitched roofs may be either a true standing seam (standing, folded and soldered seams), a commercial metal roof system that looks like a traditional hand-crafted metal roof and is approved by the City of Grapevine, slate, simulated slate, clay tile for any pitched roof. A 40-year warranty, high profile Composition Shingle may be used for pitched roofs on fee simple housing in both the Medium Intensity and all housing in the Low Intensity Sub-Districts.
  - iii. **Parapet cap:** Parapet caps shall be either clay brick, cut stone, cast stone, tile, or terra cotta. In addition, Pressed Metal (specifically created to decoratively cap a parapet) may be used when approved by the City
- e. **Window Glazing:** All Glazing and Glazing systems shall comply with the following:
- i. **Glass:** Reflective Glass is prohibited. Tinted glass and dark adhesive films where the transmission coefficient exceeds 27 percent is prohibited.
  - ii. **Stained Glass:** Stained Glass is permitted if the glass unit is crafted in accordance with one of the following techniques:
    - Soldered camming
    - “H” camming
  - iii. **Prohibited Glazing Materials:** No acrylic or pourable decorative glass is allowed. Glazing systems (such as a Pilkington System) may be used in certain accent areas of a more contemporary design if approved by the City.
- f. **Carpentered Exterior Trim:** All carpentered exterior trim shall be a high quality finished grade wood stock. Composition wood products are prohibited with the exception that exterior grade finished veneer plywood, smooth finished soffit board, or trim craft soffit board may be used for soffits. Masonite type products are prohibited for exterior use. If a trim installation is to be joined along any continuous run of material, the necessary joint must be a “spline” joint. All outside corners must be mitered and blocked, having sufficient closure that the joint is not visible from the street. Corners may not be closed by any other means than a carpentered joint or decorative detail. Trim clips and prefabricated corner devices are prohibited. Fascia and gable molds must be stepped at the drip mold unless hidden by a gutter. Carpentered trim that forms a masonry/veneer pocket must have a complexity achieved in one of the following ways:

- i. Trim Mold
- ii. Built-up step molding
- iii. Other traditional detail such as dentil mold



- g. **Wall Construction:** For the purpose of higher energy ratings, depth of offset at facade openings, and more enduring construction; all wood framed exterior walls must be constructed as follows:
  - i. When Shim mounted or Flange mounted windows are used in brick or stone veneered walls, framing may be conventional 2 x 4 framing provided that a minimum offset between the surface of the opening and the surface of the exterior wall is 3.5 inches.
  - ii. When shim mounted windows are used in walls veneered with any permitted material other than brick or stone, the required 3.5-inch offset from the face of the window or door unit from the exterior face of the veneer, exterior walls must be framed with 2 x 6 members in order to achieve a 3.5-half -inch minimum off set within the opening.
  - iii. When flange mounted windows are used in walls veneered with any permitted material other than brick or stone, the required 3.5-inch offset from the face of the window or door unit, exterior walls must be framed with:

- 2 x 6 members and the flange mounted window attached to a nailing frame that flushes with the interior face of the 2 x 6 framing member, in order to achieve a 3.5-inch minimum offset within the opening.
- Double 2 x 4 members and the flange mounted window attached to inner 2 x 4 section and the second 2 x 4 section providing the required 3.5-inch minimum offset from the window sash or door opening.



- iv. The required offset may be achieved by the projection of a brick, stone, cast stone, or terracotta window surround for fee simple residential structures in the Medium Intensity and Low Intensity Sub-Districts. Carpentered Wood may be used as a window surround to achieve the required 3.5-inch offset for single family detached structures in the Low Intensity Sub-Districts only.

**4. Landscaping:** The purpose of Landscape Standards is to establish continuity in the streetscape, a consistently high level of pedestrian amenity, and preservation of the value created by public investment in the Grapevine Transit District.

Therefore, the following Standards are applicable to all Development within the High Intensity and Medium Intensity Sub-Districts:

- a. **Street and rail frontage landscaping:** Each property fronting a street or rail line must plant trees that extend and contribute to the public streetscape/ rail scape. The specie of tree (hereinafter “Thematic ROW Tree”) to be planted and placement of such trees shall conform to the Urban Design Plan attached to this ordinance. Thematic ROW Trees are required along all street and rail frontage. Thematic ROW Trees s shall be spaced no further than 30 feet on center and shall be located in either:
  - i. A five-foot wide planter strip (hereinafter streetscape planting zone) between the back of curb and the unobstructed walkway, as shown of Urban Design Plan Sections #1,#2,#3,#5,#6,#8,#9,#10; or a wider landscape stop along the rail ROW as shown on the Urban Design Plan Section #4.
  - ii. Within tree-wells, the center of which is located no more than three ft. from the street curb or in tree wells along the rail ROW as shown on the Urban Design plan.
  - iii. Within four feet of public connections/walkways on private parcels.

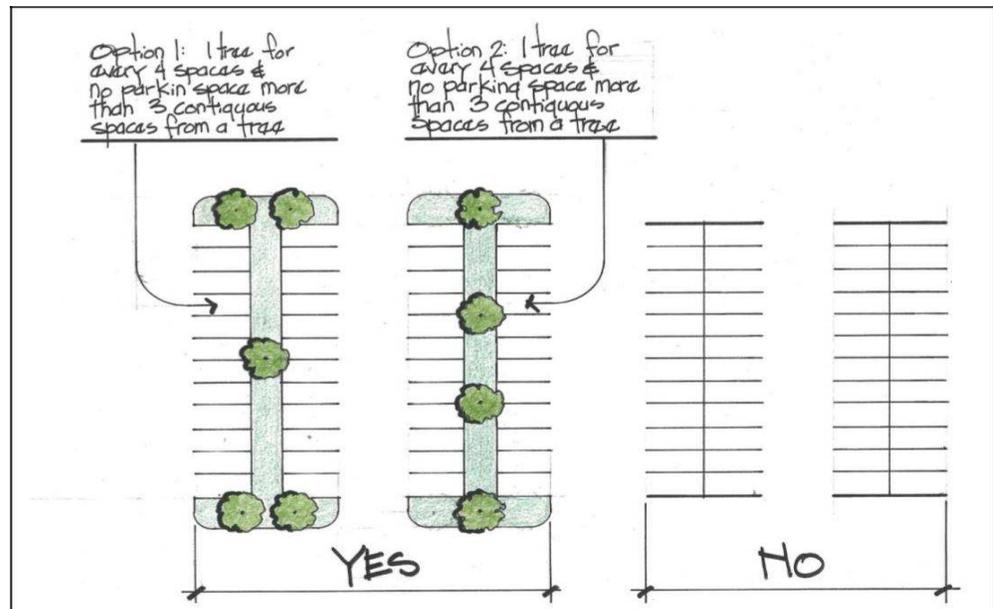
Thematic ROW planting shall be provided by the property owner as part of the development of any parcel unless such landscape is part of a Public Improvement Project approved by the City of Grapevine.

- b. **Other planting in the Streetscape Planting Zone:** Where Thematic ROW Trees are located in Streetscape Planting Zones rather than tree grates, programs of ornamental flowers are permitted provided that they are properly irrigated and maintained by the fronting property owner and approved by the City of Grapevine. Otherwise, the infill planting shall be the Thematic ground cover and understory plants specified in the Urban Design plan.

Infill planting shall be provided by the property owner as part of the development of any parcel unless such landscape is part of a Public Improvement Project approved by the City of Grapevine.

- c. **Installation and Maintenance of Thematic ROW Trees and the Streetscape Planting Zone:** All planting shall conform to the installation standards indicated in the typical planting section illustrated below. All installation and maintenance of Thematic ROW Trees and Streetscape Planting Zone shall be the responsibility of the fronting property owner as part of the development of any parcel unless such landscape is part of a Public Improvement Project approved by the City of Grapevine.

- d. **Park and Plaza Landscaping:** Parks and plazas should provide adequate landscape enhancement for pedestrians. Therefore, all plazas, open spaces, and/or Pedestrian Amenities provided in accordance with this ordinance shall provide one of or a combination of the following:
- i. One canopy tree for every 350 sf. This standard does not apply to Arcades or Pedestrian Streetscapes as described in standard 2ci and 2cii under District Specific Guidelines. Approved canopy trees are specified on the Plant list attached to this ordinance.
  - ii. Ornamental landscape containing ornamental trees (as specified in the attached plant list) and other decorative planting.
- e. **Parking lot landscaping:** All parking lots must have trees planted such that no parking space is more than four contiguous parking spaces away from a tree. Additionally, all parking lots should be screened from streets as specified in standard 1biii (above).



- f. **Maintenance:** All landscaping installed in accordance with this ordinance shall be maintained by the property owner as provided in Sec 53, Landscaping Regulations of the Grapevine Comprehensive Zoning Ordinance. An automatic in-ground irrigation system with rain and freeze sensory capability shall be provided for all landscaping.
- g. **Submission of a Site Landscape Plan:** All properties seeking approval under this ordinance must submit a complete site landscape plan for City approval, showing:

- i. Plants and Plant List
- ii. All landscape features that comply with this ordinance
- iii. All other proposed landscaping

5. **Lighting:** The purpose of lighting in the Grapevine Transit District is to enhance its night-time form by creating: A. a lower ambient light level at the ground, in street and rail frontage settings, that allows the internal lighting of retail and entertainment activity to be highly visible to the street and B. provide security in those areas that do not have rail or street frontage. In the street and rail setting, lighting is also meant to accentuate signage as a key visual expression of activity and use...as well as highlight distinctive architecture.

a. The following types of lighting are prohibited:

- i. Sodium Vapor Light Source
- ii. Flood lights on building facades with street or rail frontage
- iii. Internally lit signage
- iv. Building down lights and utility lights (exclusive of building sconces and other decorative fixtures specified below) on any street or rail fronting façade.

b. **The following types of lighting are permitted:**

- i. Building down lighting achieved through decorative light fixtures projected from the building façade by ornamental light arms. Parapet or Building mounted security lighting meant to light the ground plane or the street/ rail fronting façade that is not a decorative fixture is prohibited.
- ii. Soffit lighting in canopies, arcades, entryways, or other permitted cover of an activity area.
- iii. Front lighting for building mounted signs and horizontal mast signs
- iv. Halo light for building mounted signs
- v. Temporary, portable area lighting meant for special purpose activity
- vi. Marquee lighting

- vii. Neon signage
  - viii. Patio String Lights
  - ix. Landscape lighting
  - x. Pedestrian lighting standards and fixtures that are compatible with the thematic street lighting selected by the City of Grapevine for the Transit District.
  - xi. Parking lot lighting necessary to create the ambient light level required by code.
- c. **Visibility of Light Source:** All projected lighting or front lighting shall be hooded by an ornamental fixture that prevents visibility of the light source from neighboring properties.
- d. **Excluded from this regulation:**
- i. Emergency lighting required by any code
  - ii. Other lighting required by any code
  - iii. Special lighting required for safety, such as step lights.
6. **Outdoor Furnishings.** Benches and other public seating, bollards, freestanding light fixtures, water fountains, pet watering stations, directional/wayfinding signs, trash/recycling receptacles, and other outdoor elements provided for the public or semi-public domain shall be utilized from the City of Grapevine's list of approved public elements.

# SIGN STANDARDS



## SIGN STANDARDS APPLICABLE TO ALL DISTRICTS (DRAFT)

### a. Permitted Signs

The Permitted Attached/Building Mounted Sign Types in the High Intensity and Medium Intensity Development Districts include:

Awning Signs:.....



Corner Building Signs: .....



Header Signs: .....



Horizontal Blade Signs:.....



Mid Story Building Signs: .....



Parapet Building Signs.....



Window Signs: .....



Marquee Signs:.....



Parapet Cap Signs: .....



Flags and Banners: .....



Sandwich Board Signs: .....



**b. Sign Regulations for Sign Types and creating a Sign Space Envelope**

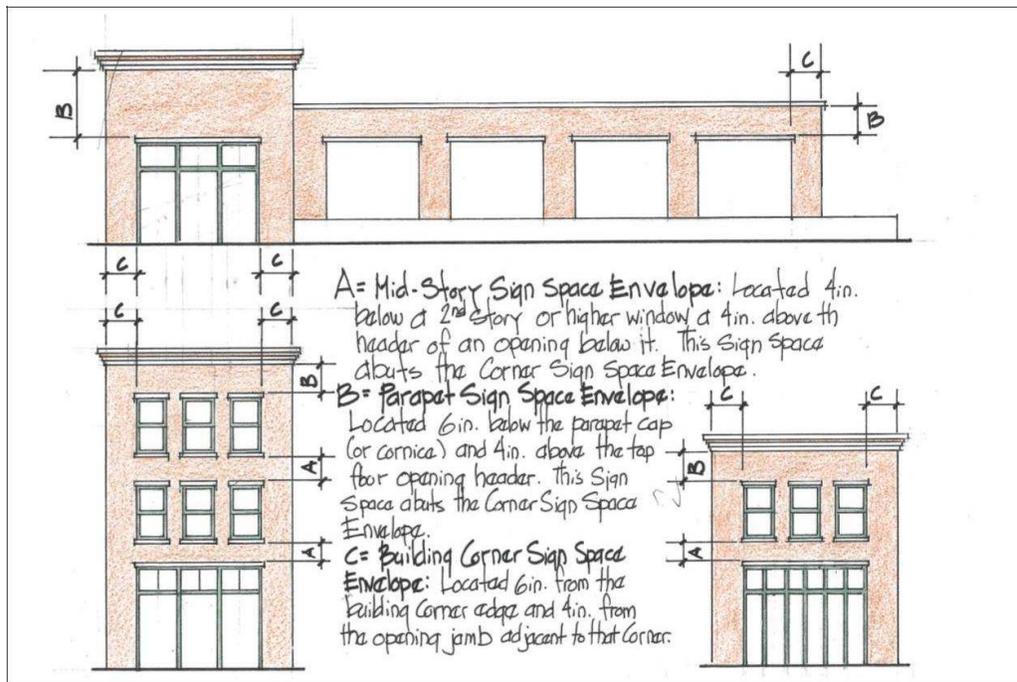
**i. Building Signs (exclusive of Marquee Signs and Parapet Cap Signs)**

A sign placed on a building must be located in architecturally meaningful location on the building façade, hereinafter referred to as a **“Sign Space Envelope”**. Therefore, all permitted building signs must be located within a **“Sign Space Envelope”** as illustrated

below. Any Building Sign located within a Sign Space Envelope must maintain a minimum edge distance as specified in the diagram below. Permitted Building signs are:

- Painted Sign
- Pin mounted pierced metal
- Framed panel mounted on brackets or pins
- Individual pin mounted letters

All building signs may be front lit, or halo lit. Internal illumination is prohibited for building mounted signs except for Marquee Signs. Building signs may have more than one tenant in the same sign provided there is only one Building Sign per building, or individual Building Signs for each tenant may be permitted below the second floor, provided they are all placed within the Sign Space Envelope.

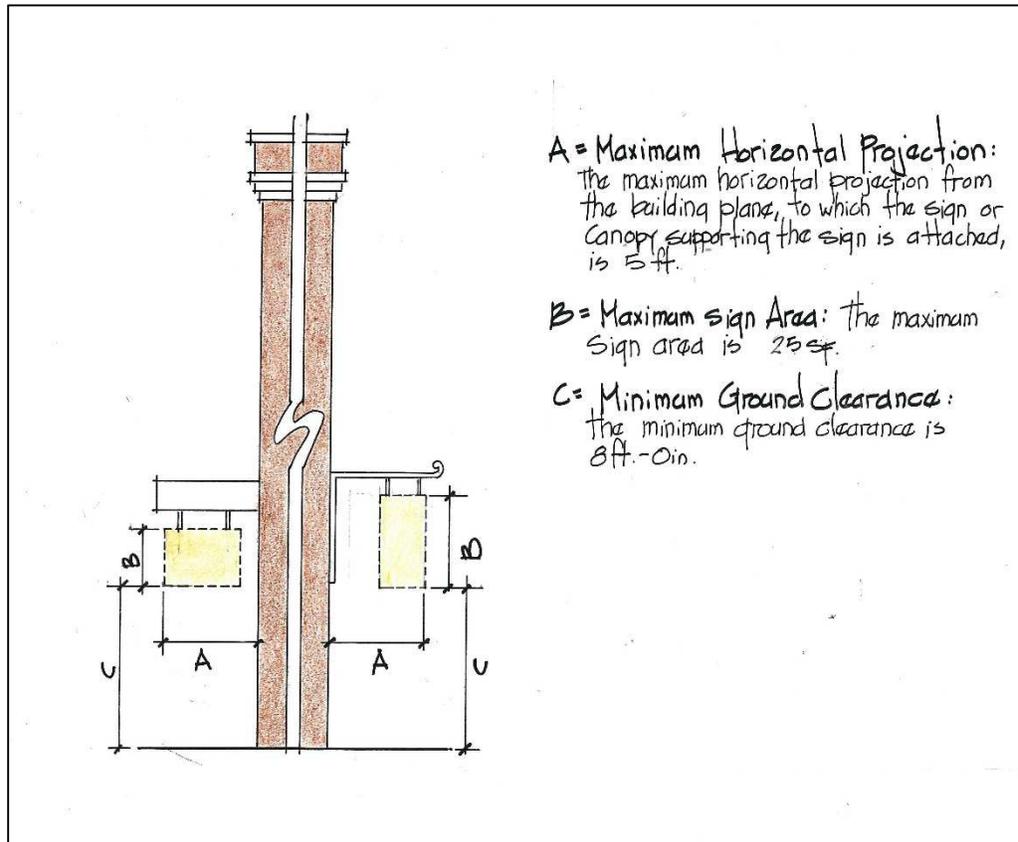


## ii. Horizontal Blade Signs

Horizontal Blade signs are signs boards and shapes hung from a sign arm mounted to a building arcade, or canopy. Post mounted blade signs are prohibited. All Horizontal Blade Signs shall meet the specifications laid out in the following diagram. These specifications

address size, ground clearance and maximum projection. In no case shall a blade sign:

- Project over a vehicular way (including private drives)
- Project over a fire lane or utility easement
- Project over a street right of way or the minimum unobstructed pathway

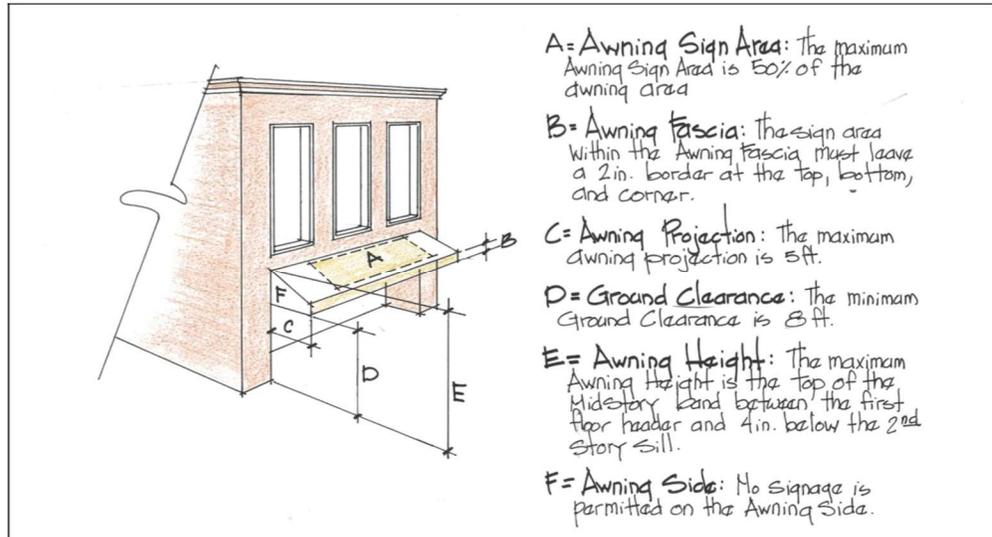


### iii. Awning Signs

Awning Signs shall comply with the specifications laid out in the following diagram. These specifications address:

- Awning Sign Area
- Awning Fascia
- Awning projection
- Ground Clearance

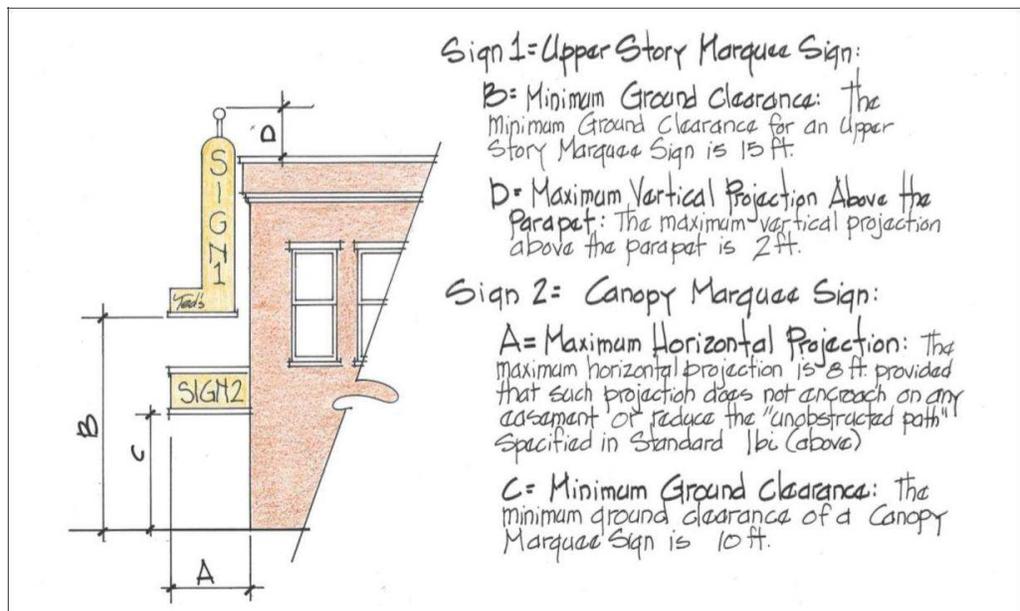
- Awning side



#### iv. Marquee Signs

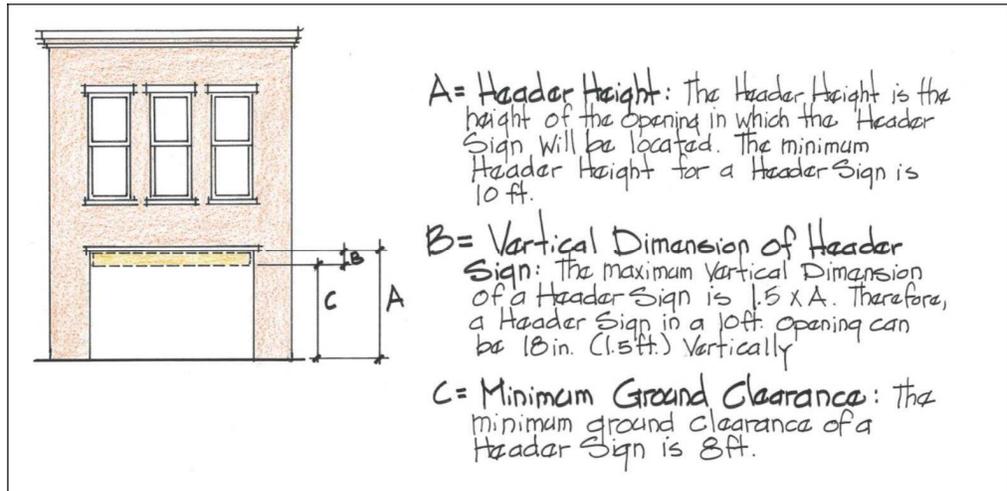
Marquee Signs shall comply with the specifications laid out in the following diagram. These specifications address:

- Minimum Ground Clearance
- Maximum Vertical Projection above the parapet
- Maximum Horizontal Projection



**v. Header Signs**

Header Signs shall comply with the specifications laid out in the following diagram:



**v. Parapet Cap Signs**

Parapet Cap Signs are permitted and may extend above the parapet line a maximum distance of four feet provided the location of the sign reinforces a significant architectural element of the building it serves (such as located over the main entry, or on a landmark feature). Internal illumination of letters is prohibited in a Parapet Cap Signs (except for neon letters permitted below). The following types of illumination are permitted:

- External up or down lighting
- Neon letters and decorative elements
- Individual light bulbs infilling a frame
- Halo lighting



Neon light



Individual light bulbs  
in a Frame



Halo light



External Down Light

**vi. Portable Sandwich Board Sign**

A portable sign, consisting of two panels of equal size, made of painted, decay resistant wood, which are hinged at the top and placed on the ground or pavement so as to be self-supporting.

Portable Sandwich Boards must conform to the following regulations:

- Maximum sign height shall be three feet.
- Maximum sign width shall be two feet.
- Signs shall not be placed in front of adjoining property.
- A minimum clear sidewalk width of 48 inches shall be maintained.
- Chalkboards may be used for daily changing messages. No changeable letters on tracks may be used.
- Sign must be removed after business hours.

**vii. Flags and Banners**

Flags and Banners are allowed provided that:

- A Temporary Sign permit is obtained accordance with the City of Grapevine Sign Ordinance
- That the installation of Flags and Banners complies with standards for Flags and Banners established in the City of Grapevine Sign Ordinance

### **viii. Applicability**

The number of permitted signs per building are as follows:

- Corner, Parapet, Mid-story signs: one per building (where there are multiple tenants to be represented in a Building Corner, Parapet, or Mid-Story Sign' such tenants must be identified in a single sign). Mid-Story signs between the first and second floor, and header and parapet signs on one-story buildings are not limited when advertising multiple tenants, but must remain within the sign space as identified in bi above.
- Marquee signs: one per building
- Awning signs: one per awning in each permitted location
- Horizontal Blade Signs: one per premise, or one per tenant when there are more than one tenant per building
- Window Signs: Located on the storefront only and no sign, or combination of signs, may cover more than 50 percent of the glazed area in which the sign is located.

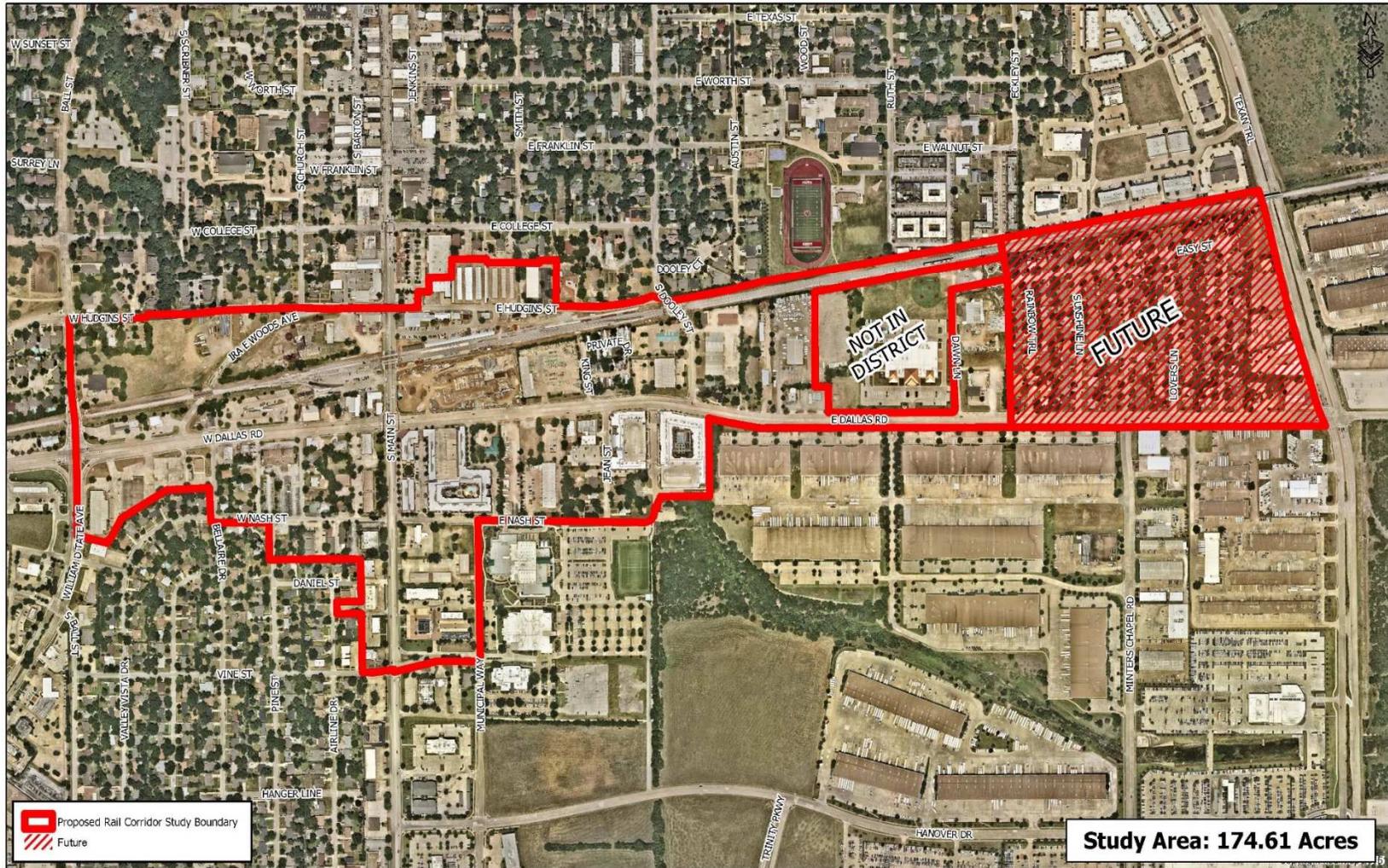
### **ix. Excluded from this regulation**

- Any signage required by any code
- Directional signage as needed for circulation management
- Any cautionary or warning sign
- Signs indicating "open" or "closed"
- City owned and sponsored signs
- Any sign that replicates a historic sign, or any sign with historic significance when approved by the Historic Preservation Officer and the Building Official
- Any sign approved by the Planning and Zoning Commission and City Council through the Conditional Use Permit process

# APPENDIX A

## Transit District Boundaries

# Transit District



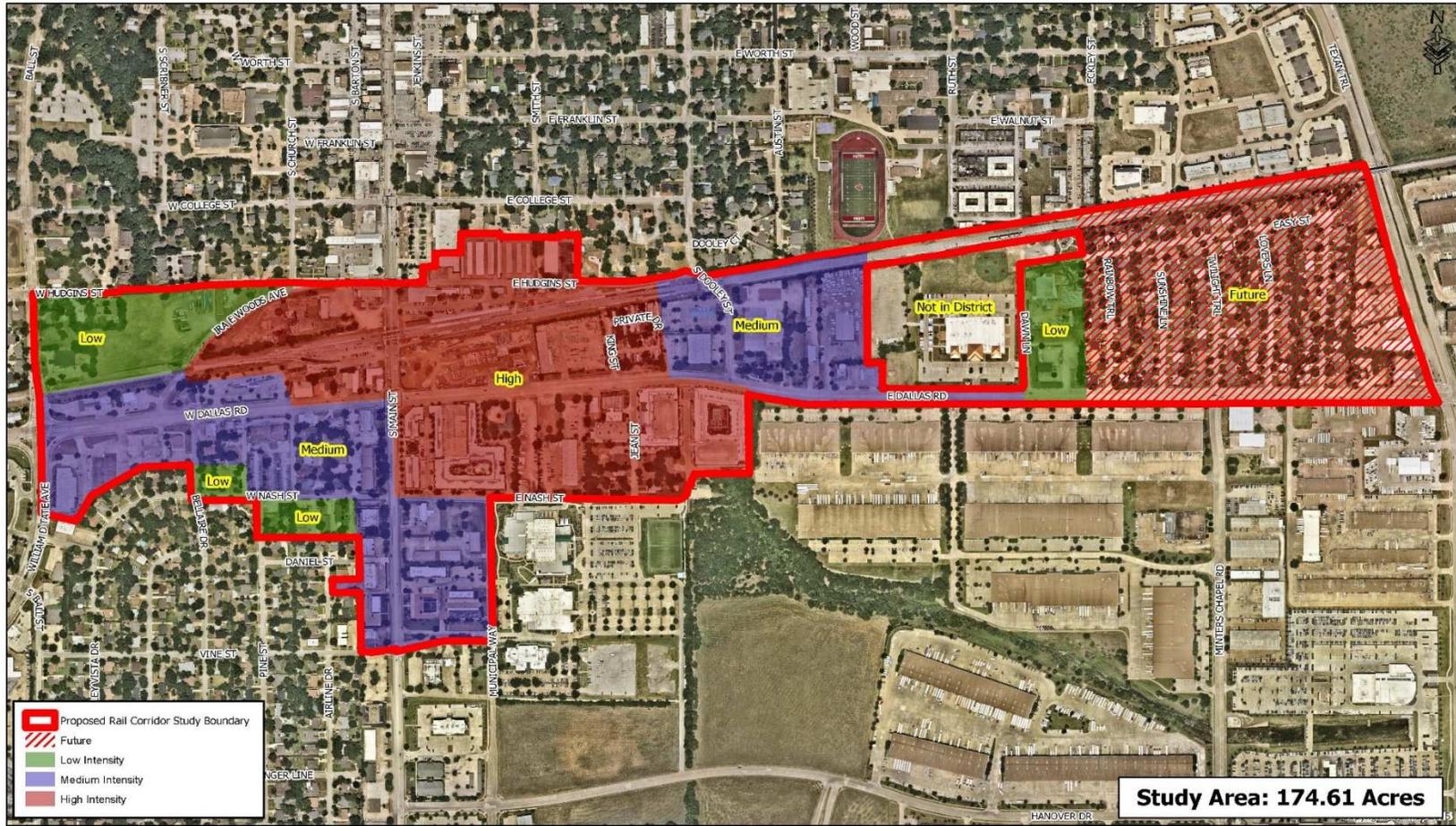
Date: 10/31/18 | Imagery: Nearmap - June 2018

This data has been compiled by the City of Grapevine IT/GIS department. Various official and unofficial sources were used to gather this information. Every effort was made to ensure the accuracy of this data, however, no guarantee is given or implied as to the accuracy of said data.

# APPENDIX B

## Intensity Sub-Districts

# Intensity Sub-Districts

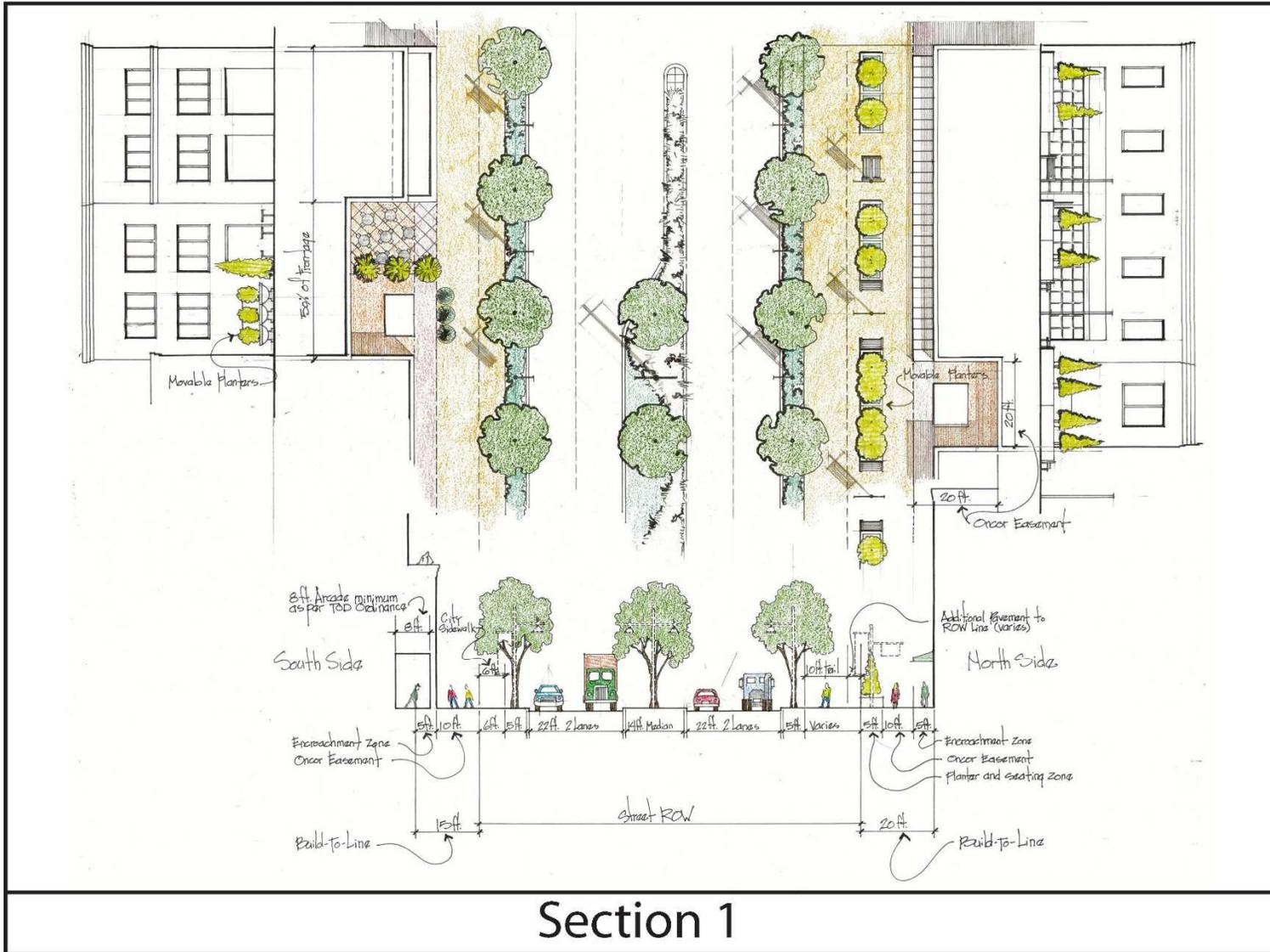


Date: 10/31/18 | Imagery: Nearmap - June 2018

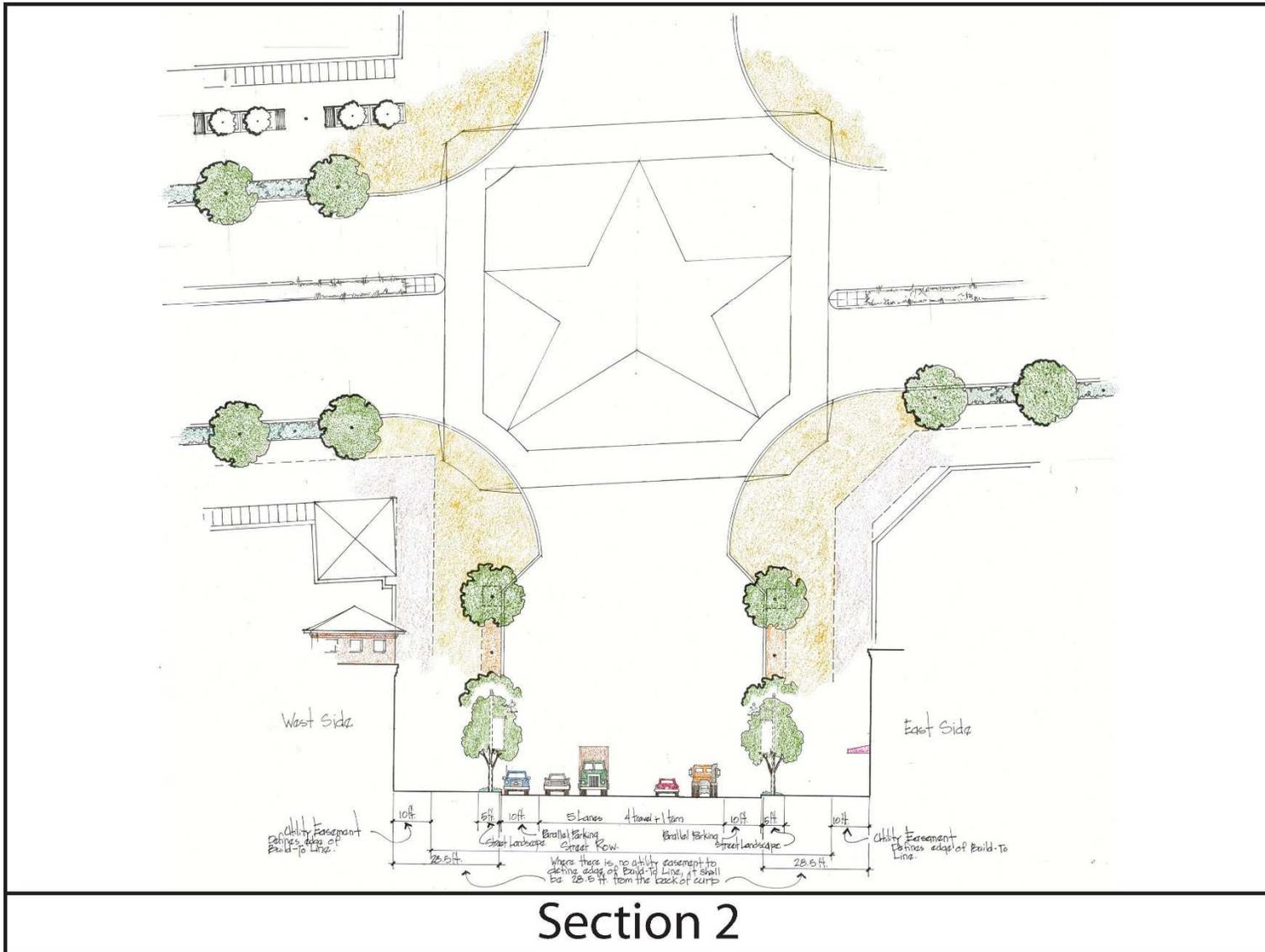
This data has been compiled by the City of Grapevine IT/GIS department. Various official and unofficial sources were used to gather this information. Every effort was made to ensure the accuracy of this data, however, no guarantee is given or implied as to the accuracy of said data.

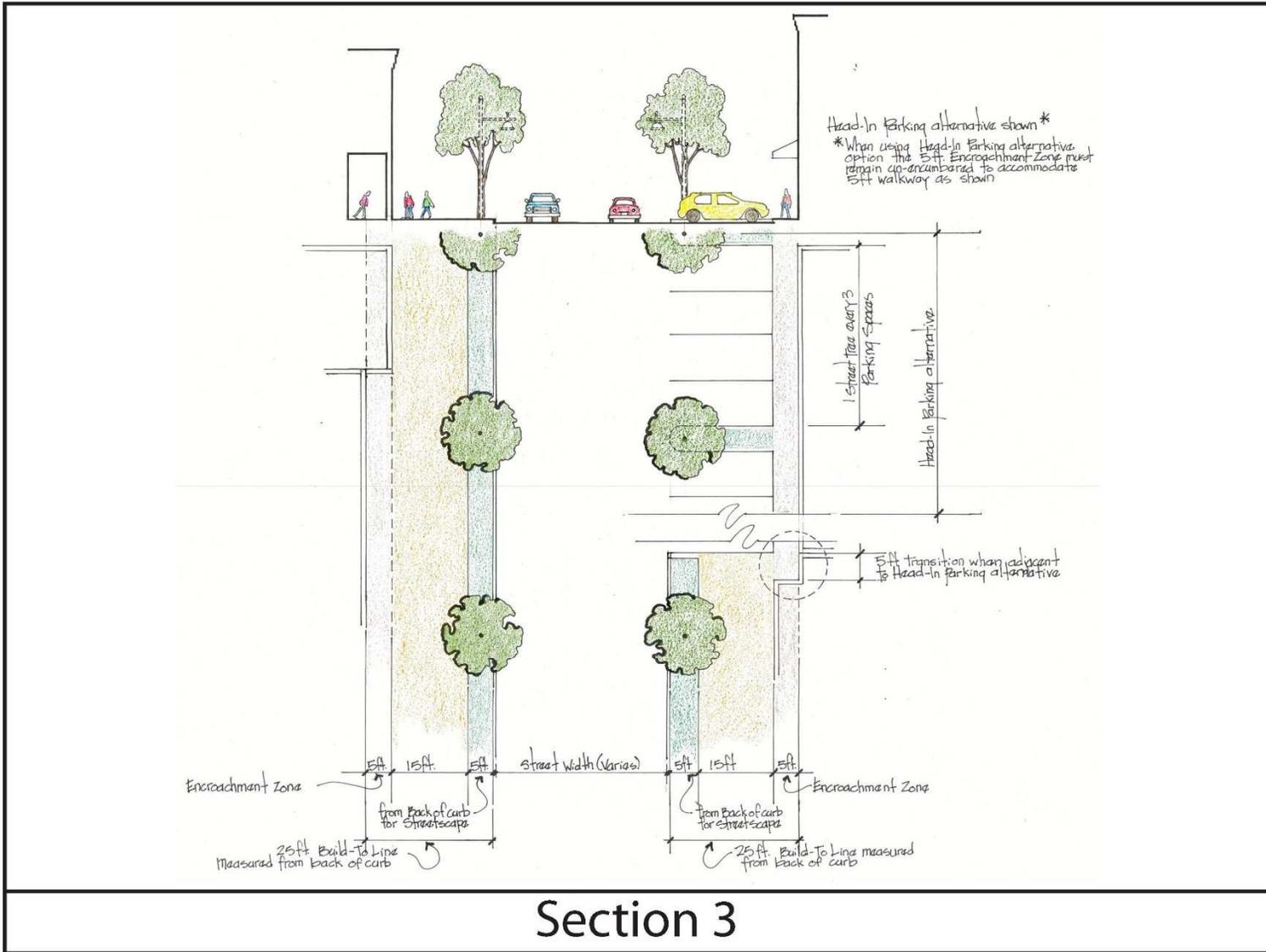
APPENDIX C  
Urban Design Plan  
With Street Sections

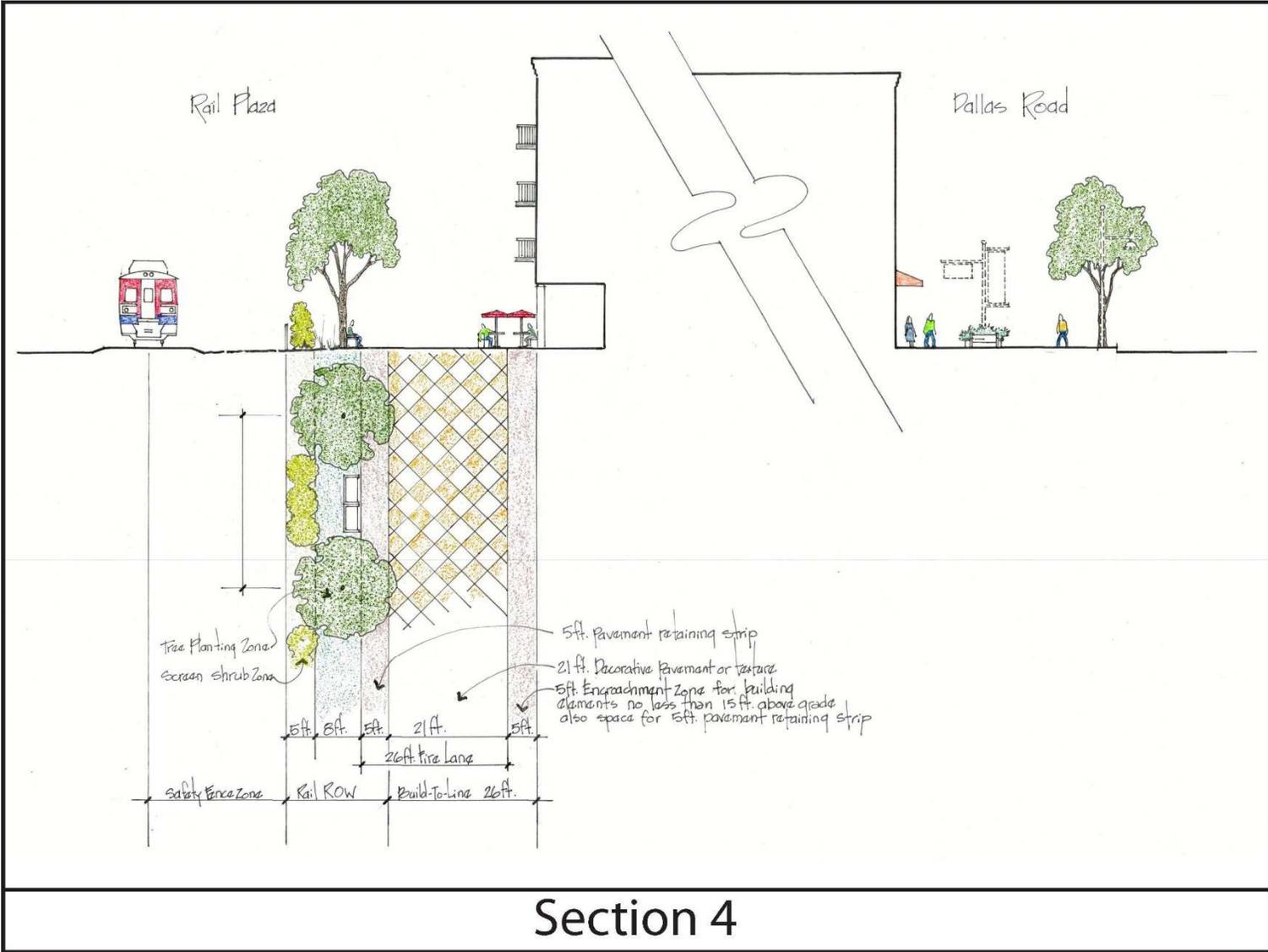


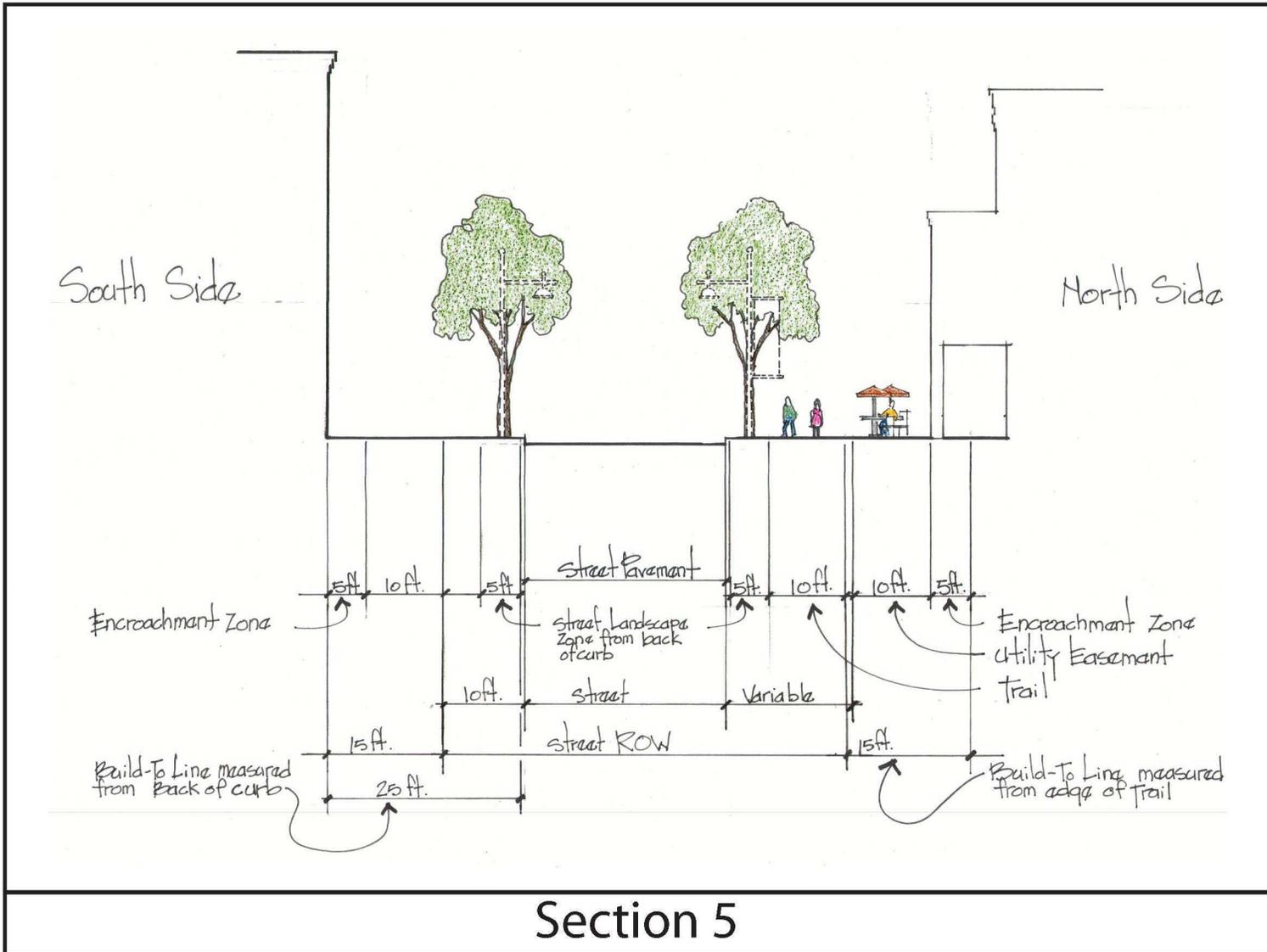


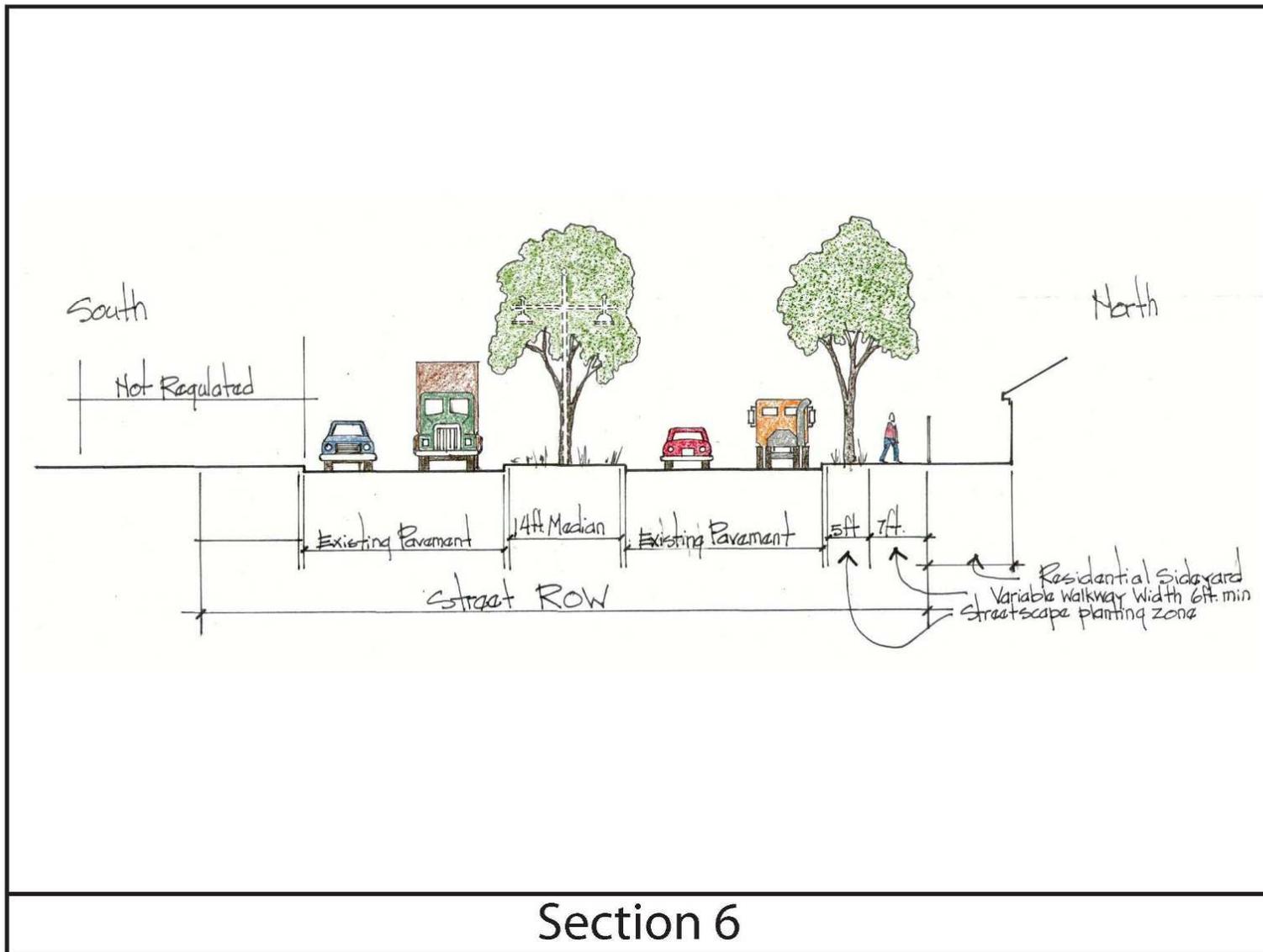
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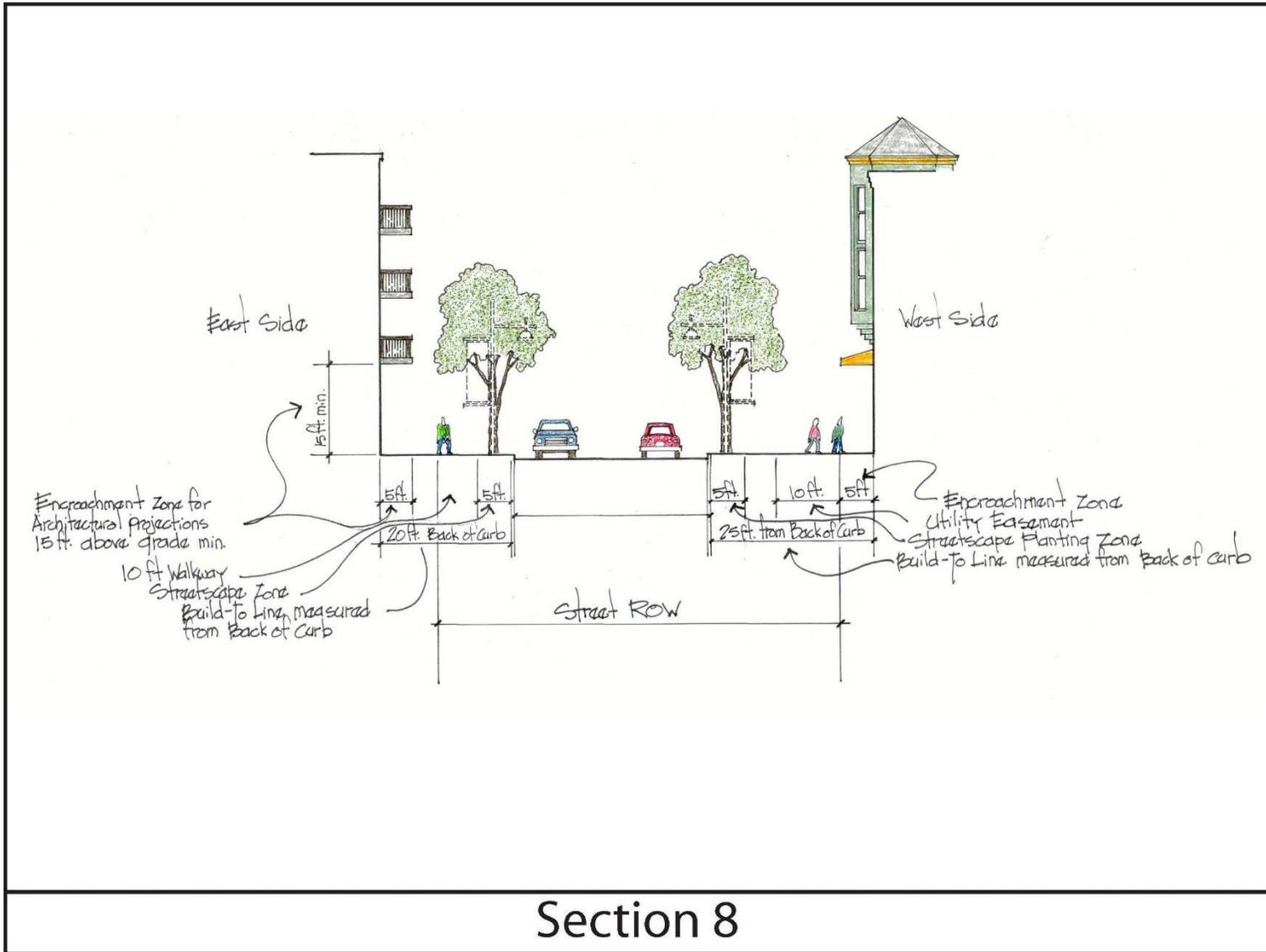


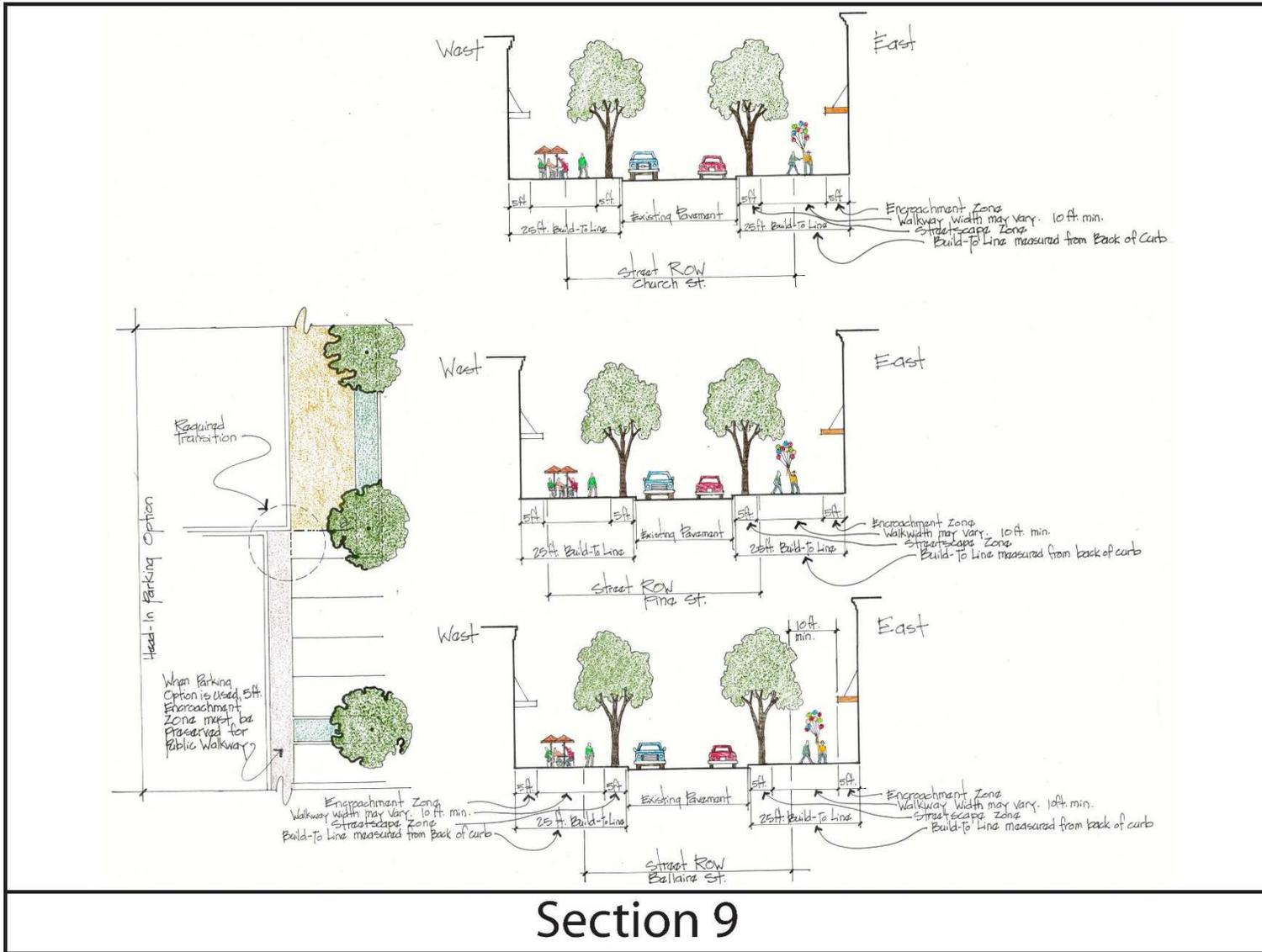




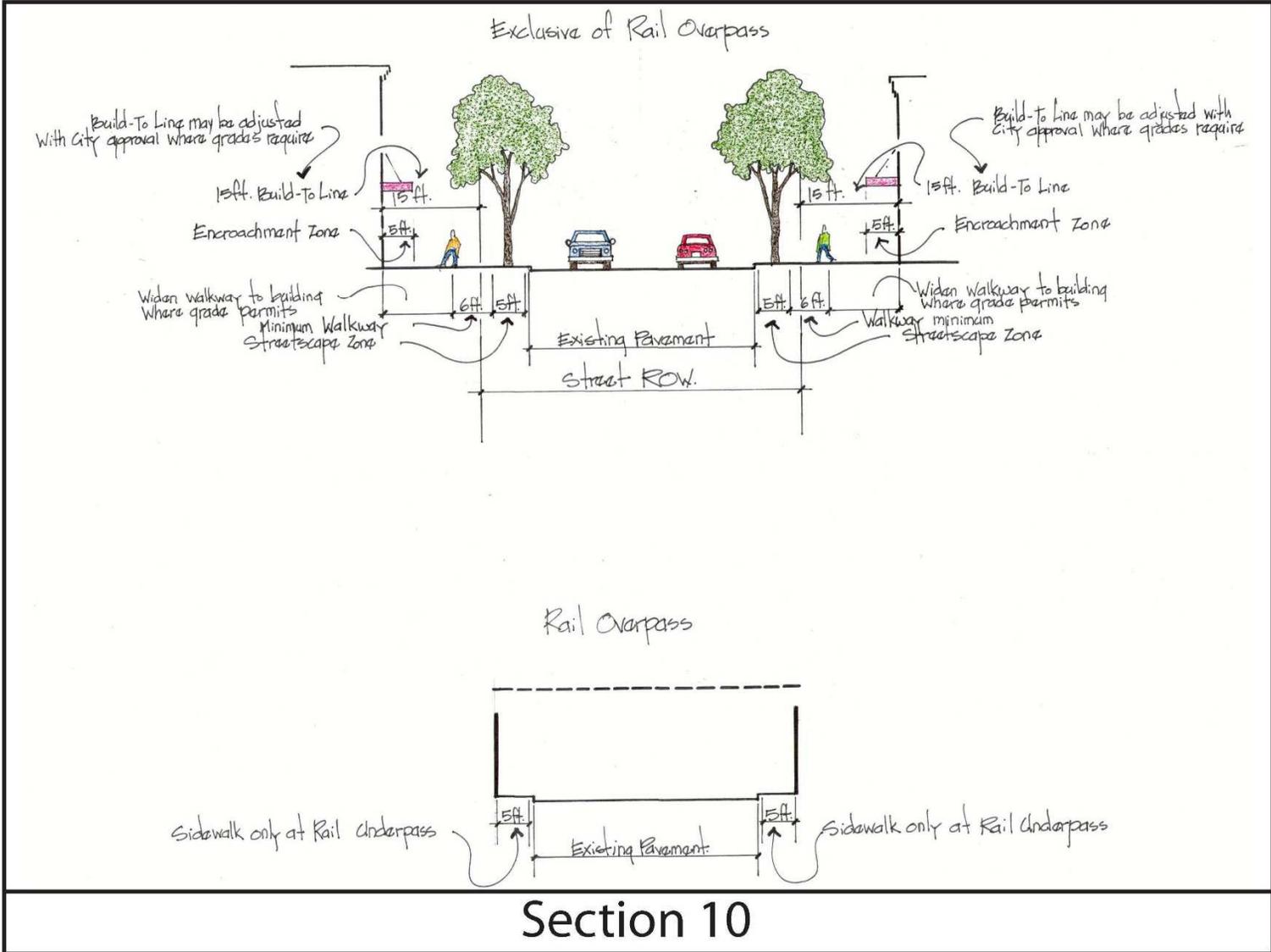


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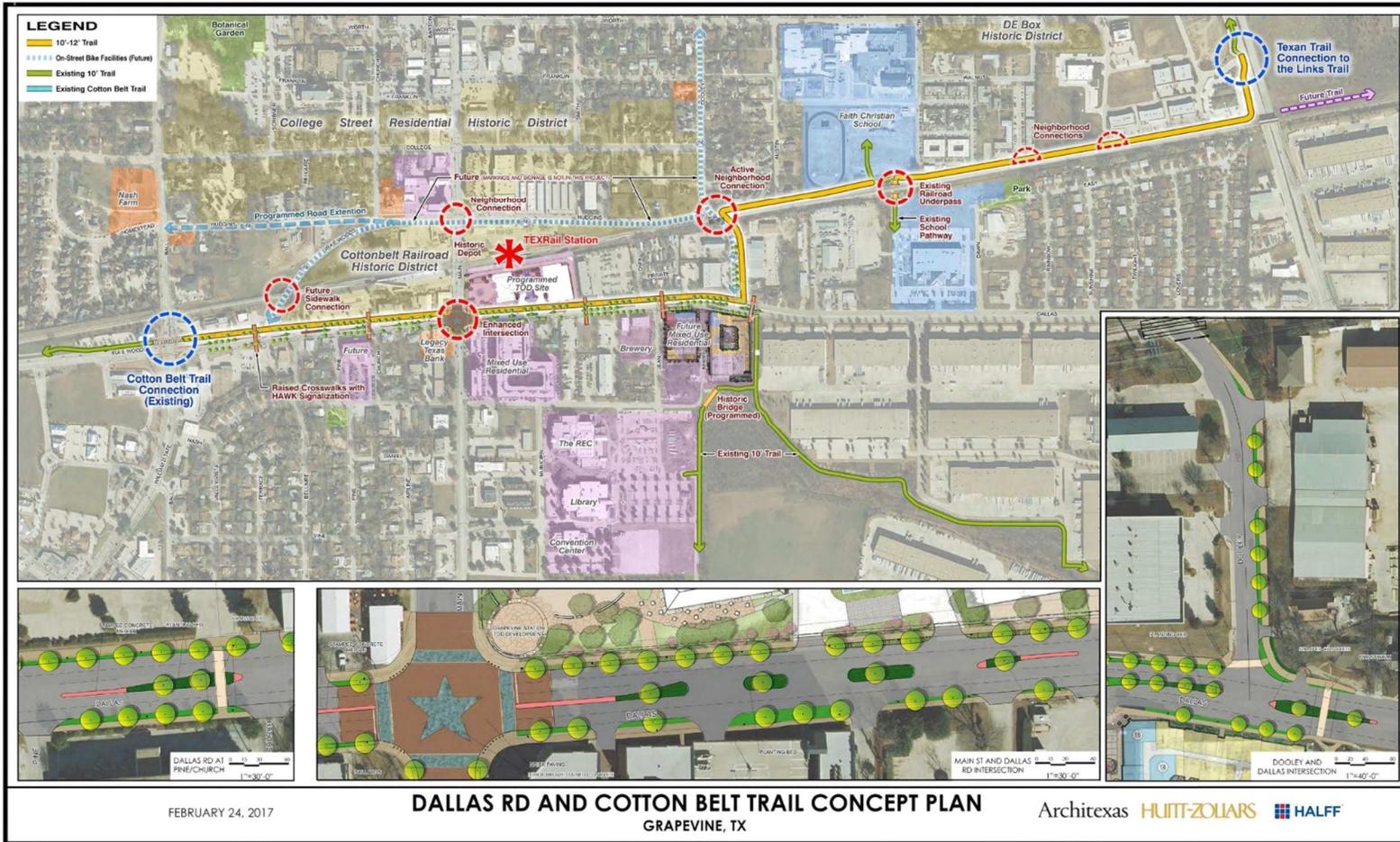


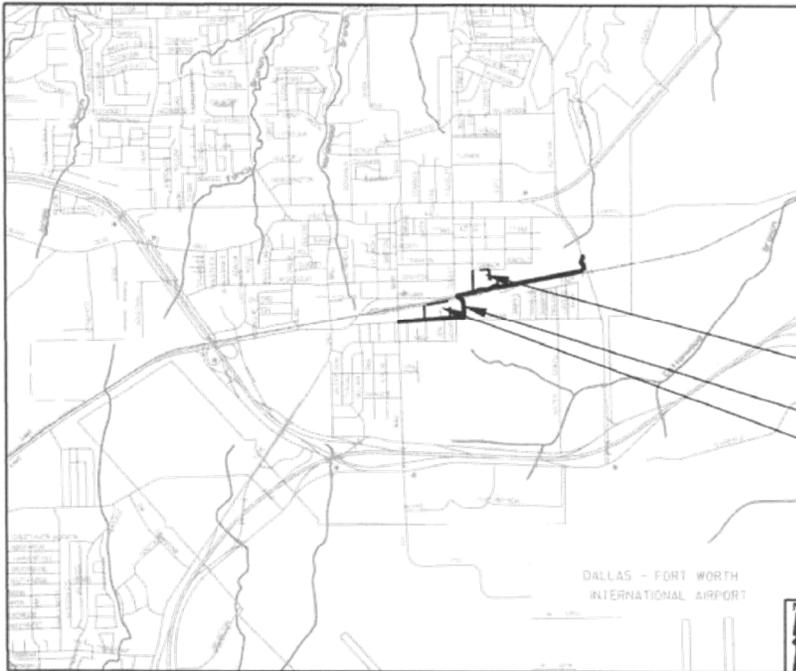


## Section 9



APPENDIX D  
Dallas Road Hike and Bike Trail Plans  
Dallas Road Improvement Plans





LOCATION MAP - N.T.S.

QUANTITY SUMMARY:

- 12' WIDE CONCRETE TRAIL - 3,709 LF
- 10' WIDE CONCRETE TRAIL - 3,172 LF
- 6' WIDE CONCRETE WALK - 2,341 LF
- BARRIER-FREE RAMPS - 21 EA
- REGULATORY SIGNAGE - 32 EA
- HAWK SIGNALS - 05 EA
- WAYFINDING KIOSKS - 14 EA
- 6' SECURITY FENCE - 738 LF
- 4' SECURITY FENCE - 3,308 LF
- TRAFFIC SIGNALS - 04 EA
- BENCHES - 04 EA
- BIKE RACKS - 02 EA
- BOLLARDS - 36 EA
- TRASH CANS - 02 EA

FAITH CHRISTIAN  
FOOTBALL FIELD  
PROJECT LOCATION  
FUTURE TOD/  
TEXRAIL STATION

Attachment A - 4: Schematic Design

GENERAL NOTES:

- |  |  |
|--|--|
| <p>1. TOPOGRAPHIC MAPPING, AERIAL, AND PROPERTY INFORMATION SHOWN PROVIDED BY NCTCOG AND CITY OF GRAPEVINE.</p> <p>2. ALL DISTURBED AREAS TO RECEIVE BERMUDA HYDROMULCH.</p> <p>3. ALL PROPOSED WALKS, TRAILS AND BIKE FACILITIES SHALL MEET CURRENT AASHTO, ADA, AND TMUCTD DESIGN STANDARDS.</p> | <p>4. MILE MARKERS SHALL BE LOCATED EVERY 1/2 MILE ALONG TRAIL SPINE.</p> <p>5. THE DRAWINGS INCLUDED IN THE PACKAGE ARE SCHEMATIC PLANS AND ARE NOT INTENDED FOR CONSTRUCTION PURPOSES.</p> |
|--|--|

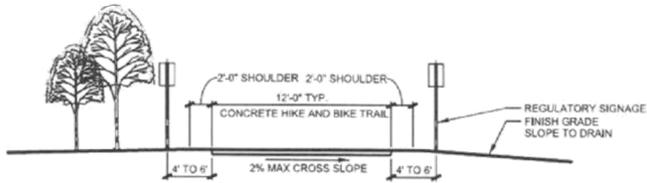


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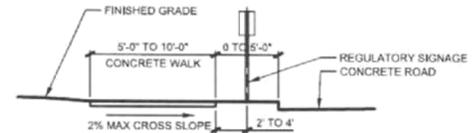


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(ACTIVE TRANSPORTATION FACILITIES)  
DALLAS ROAD TOD CORRIDOR/  
COTTON BELT TRAIL EXTENSION  
GRAPEVINE, TEXAS

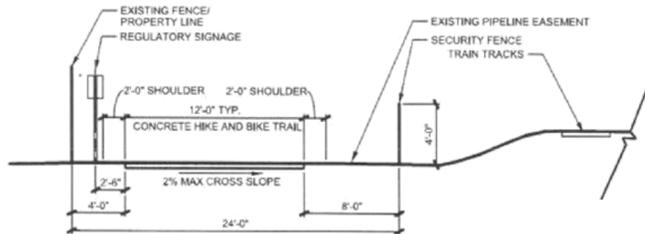
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Issued:	02/24/2017
Drawn By:	JBM
Checked By:	JHW
Scale:	AS NOTED
Sheet Title	GENERAL NOTES
L0.01	
Sheet Number	87



**01** STANDARD HIKE AND BIKE TRAIL SECTION  
NOT TO SCALE SECTION



**02** STANDARD SIDEPATH SECTION  
NOT TO SCALE SECTION



**03** RR ROW EASEMENT HIKE AND BIKE TRAIL SECTION  
NOT TO SCALE SECTION

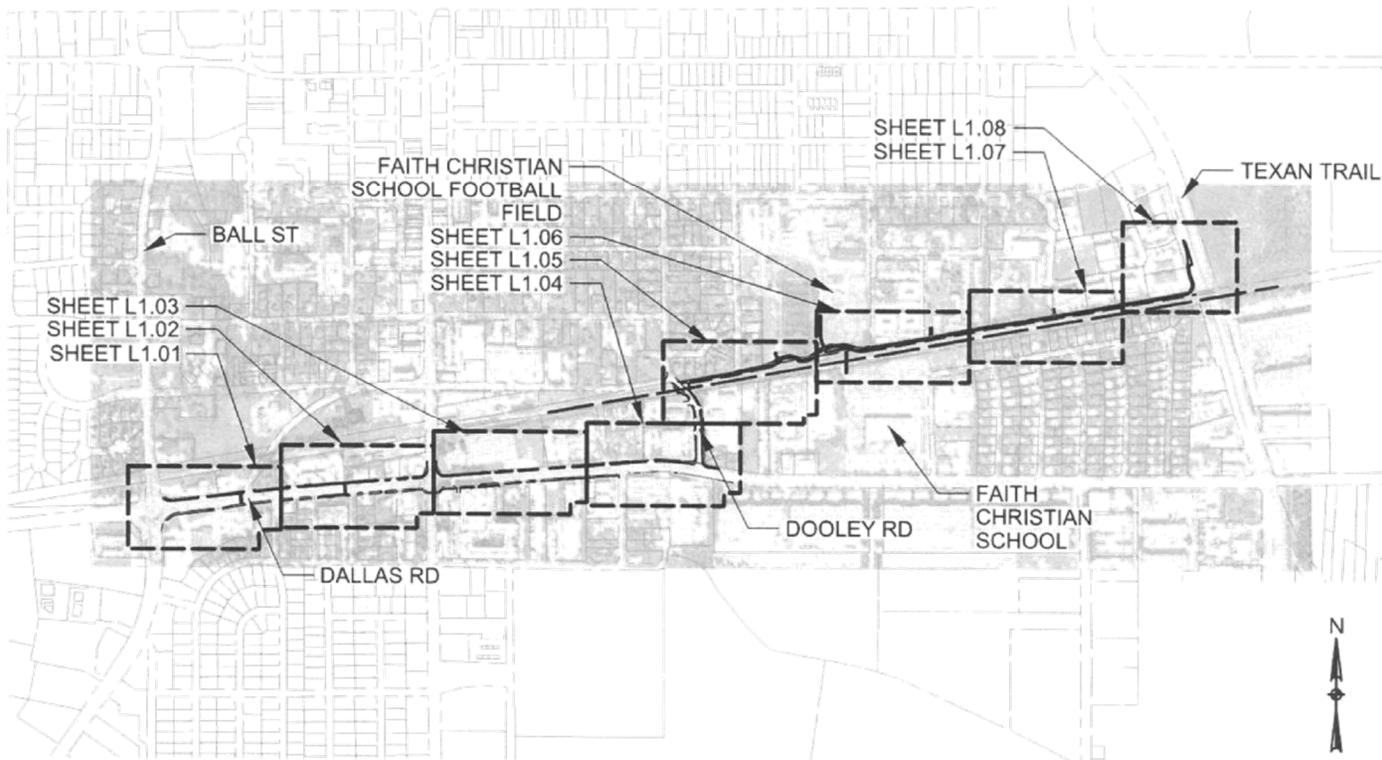


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Sheet Number	

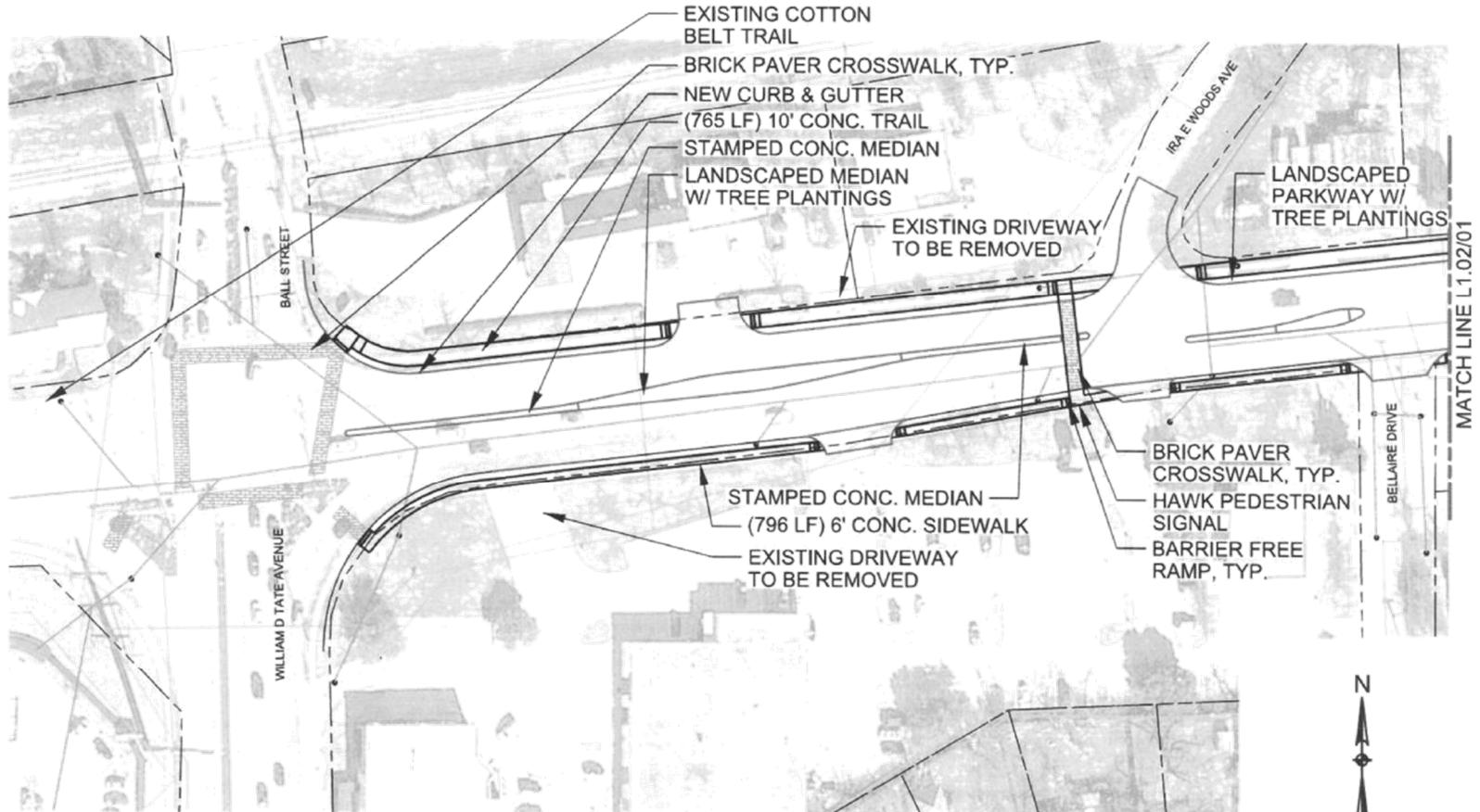


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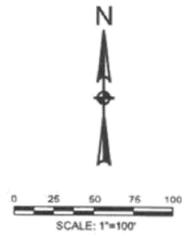
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 (ACTIVE TRANSPORTATION FACILITIES)  
 DALLAS ROAD TOD CORRIDOR/  
 COTTON BELT TRAIL EXTENSION  
 GRAPEVINE, TEXAS

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Checked By:	JHW
Scale:	AS NOTED
Sheet Title:	SCHEMATIC SHEET LAYOUT
Sheet Number:	L1.00 89



**01 SITE PLAN**  
SCALE: 1" = 100'-0"

**NOTES:**  
 01) NEW STREET LIGHTS, CONDUITS, AND WIRING SHALL BE INSTALLED ALONG DALLAS RD. OVER LIMITS OF TRAIL/SIDEWALK IMPROVEMENTS.  
 02) NEW LANE STRIPING TO BE PROVIDED ALONG DALLAS ROAD.  
 03) A TOTAL OF TEN (10) INFORMATIONAL SIGNS SHALL BE INSTALLED ALONG DALLAS ROAD.

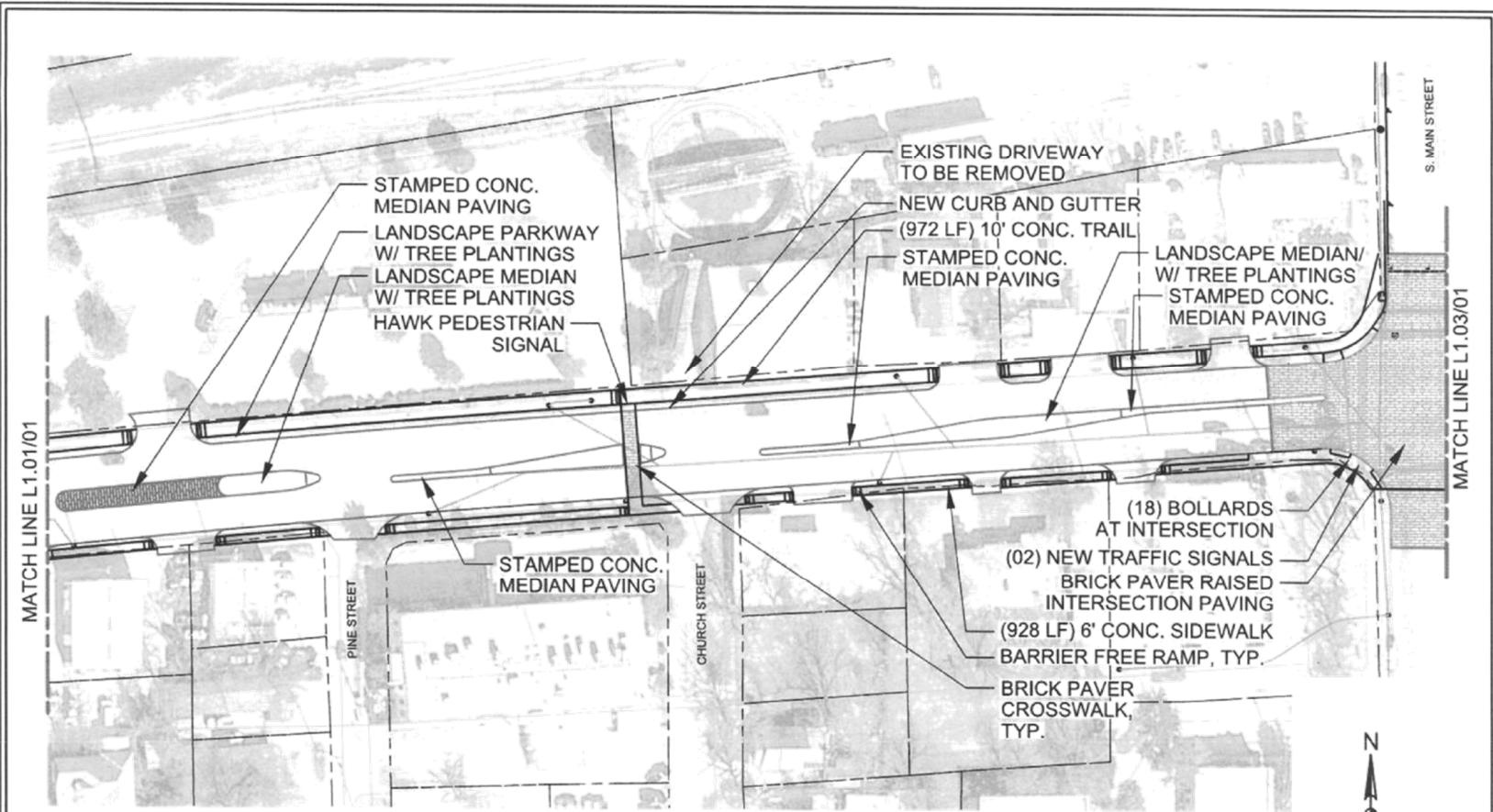


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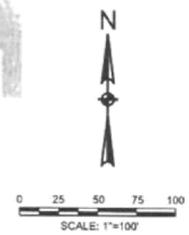
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**(ACTIVE TRANSPORTATION FACILITIES)**  
**DALLAS ROAD TOD CORRIDOR/**  
**COTTON BELT TRAIL EXTENSION**  
**GRAPEVINE, TEXAS**

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<b>L1.01</b>	
Sheet Number	



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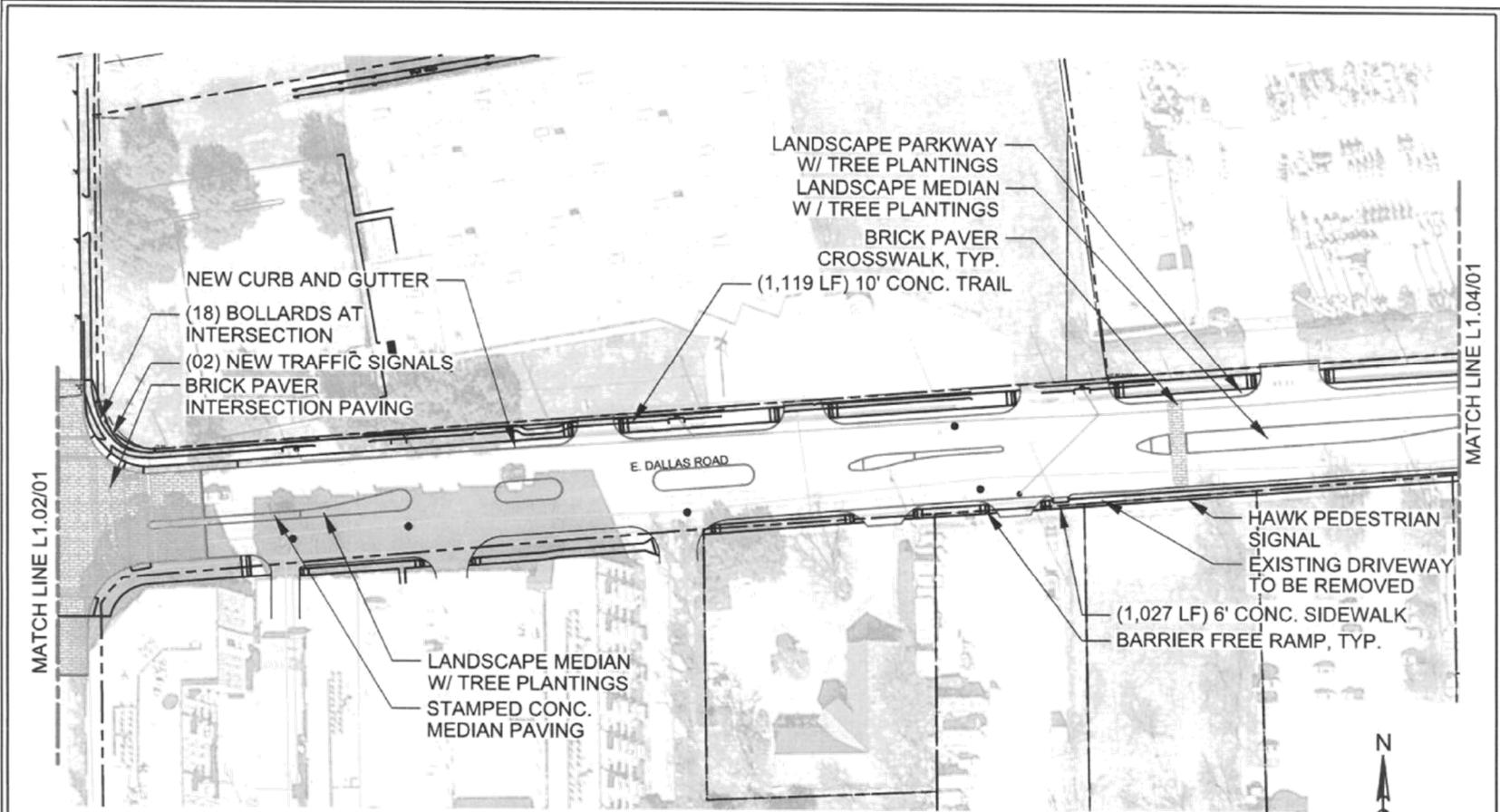


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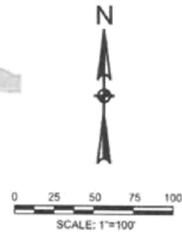
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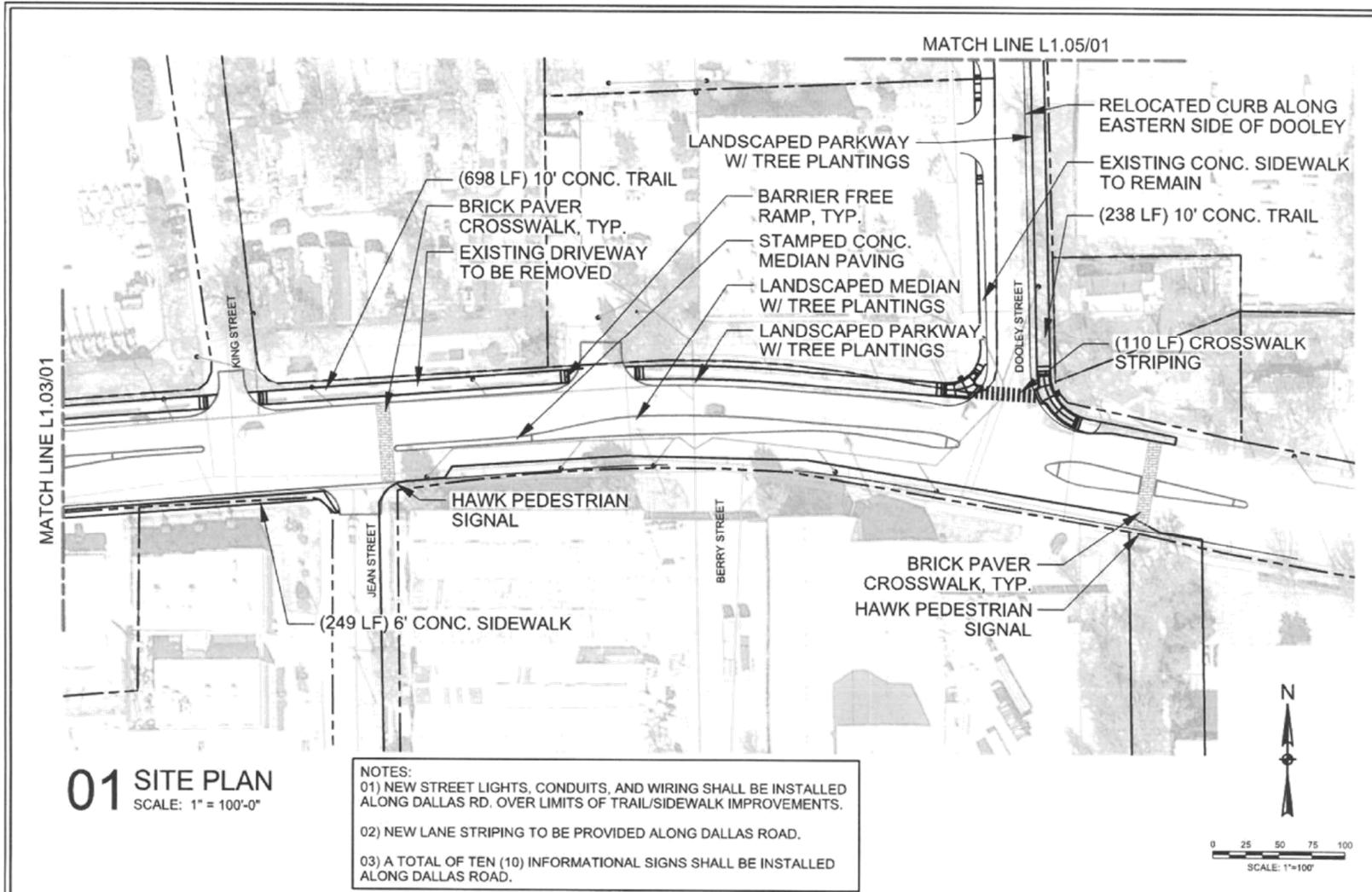


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SCALE: 1" = 100'-0"

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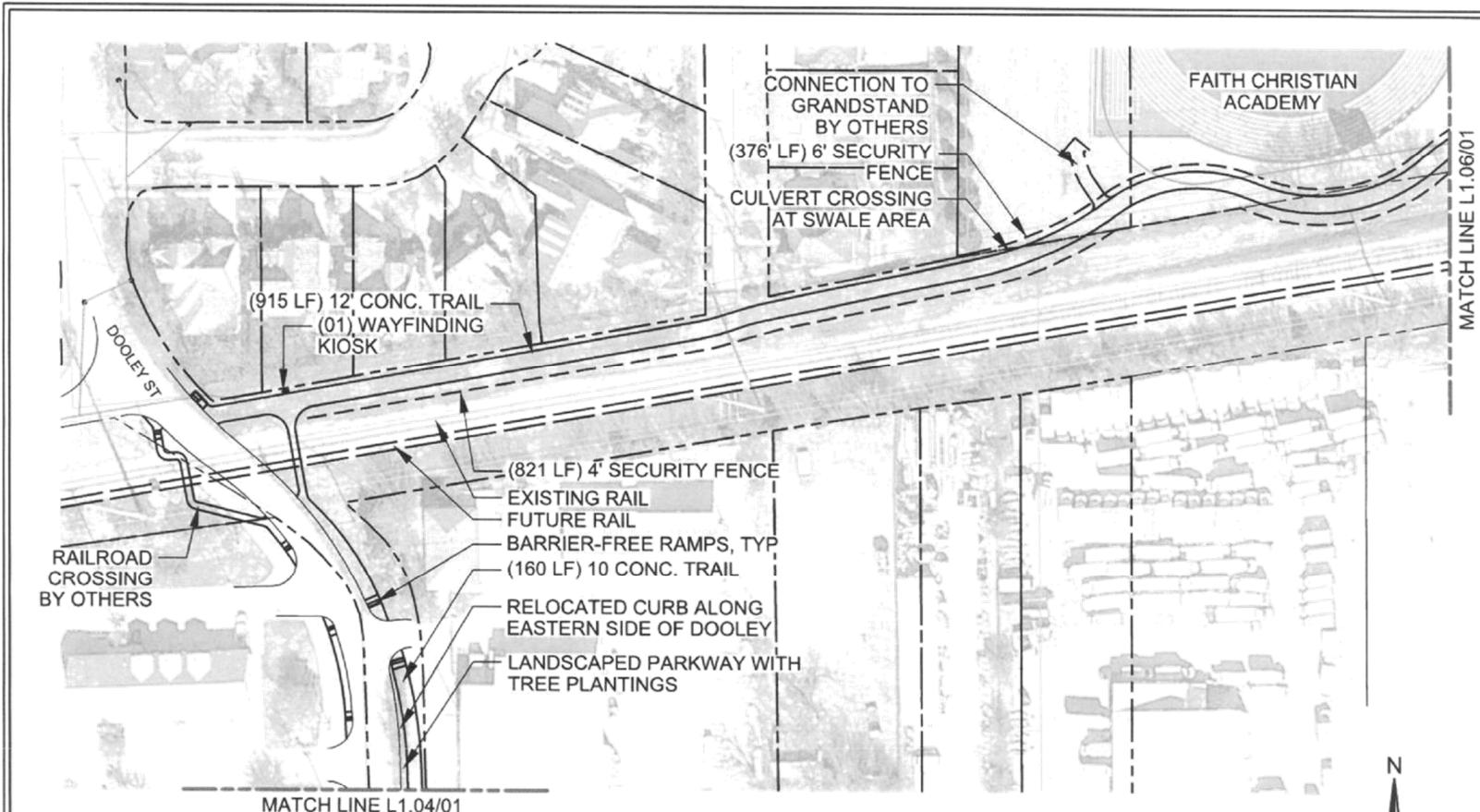


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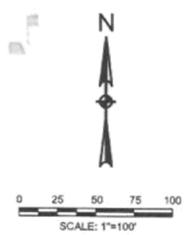


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 GRAPEVINE, TEXAS

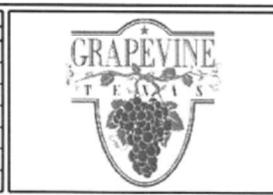
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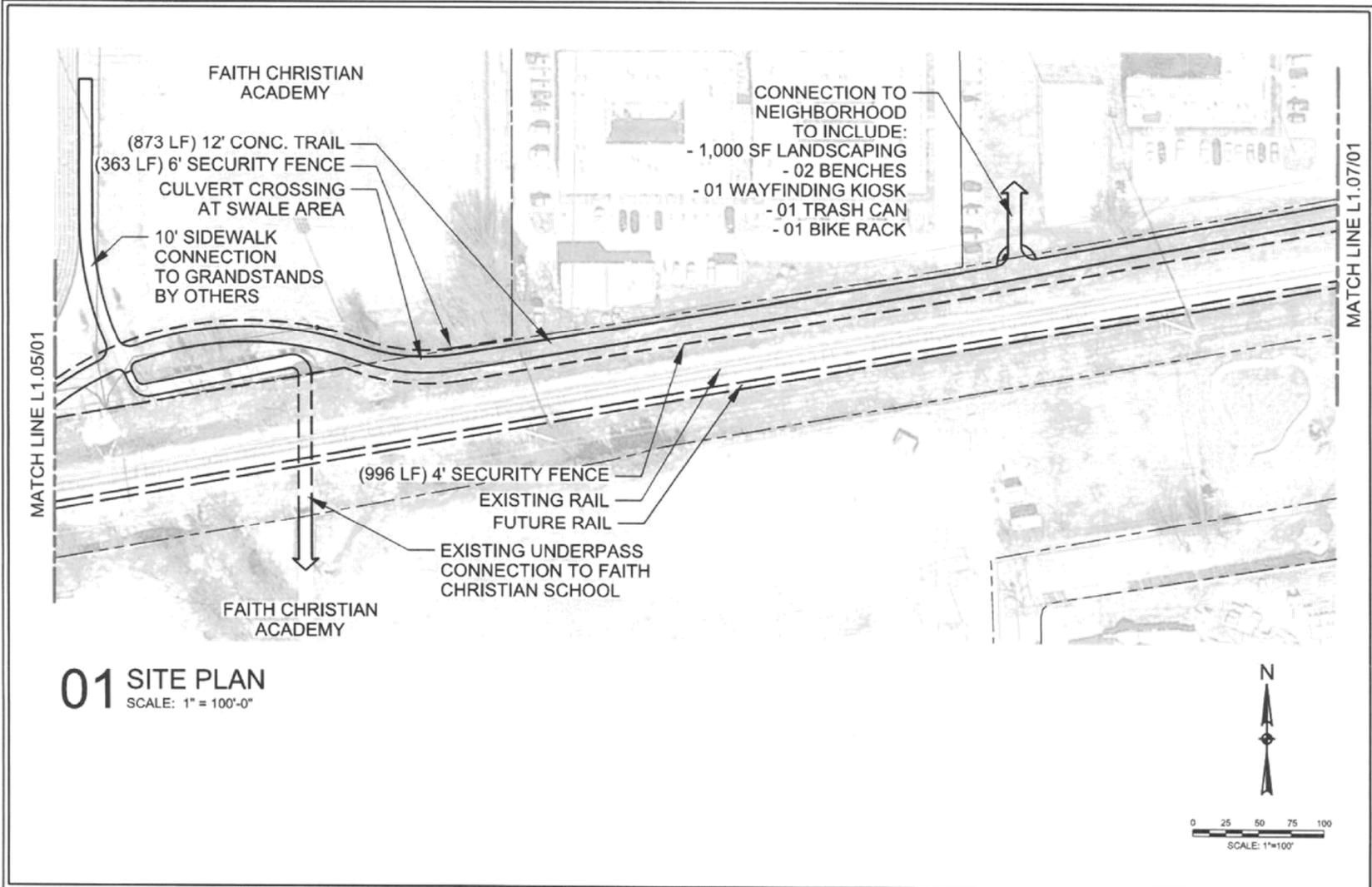


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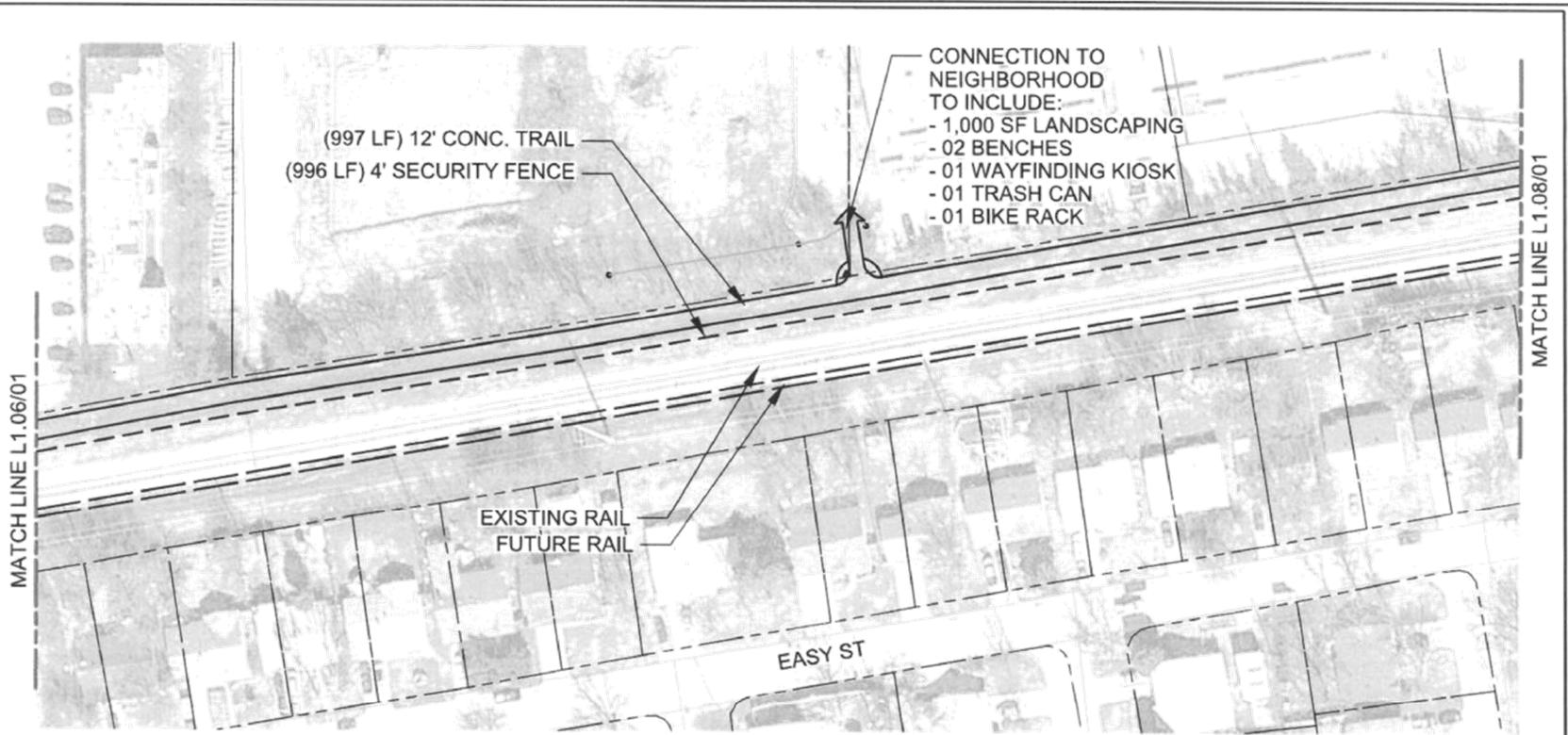


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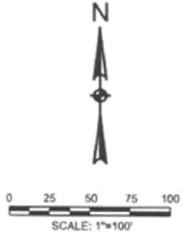


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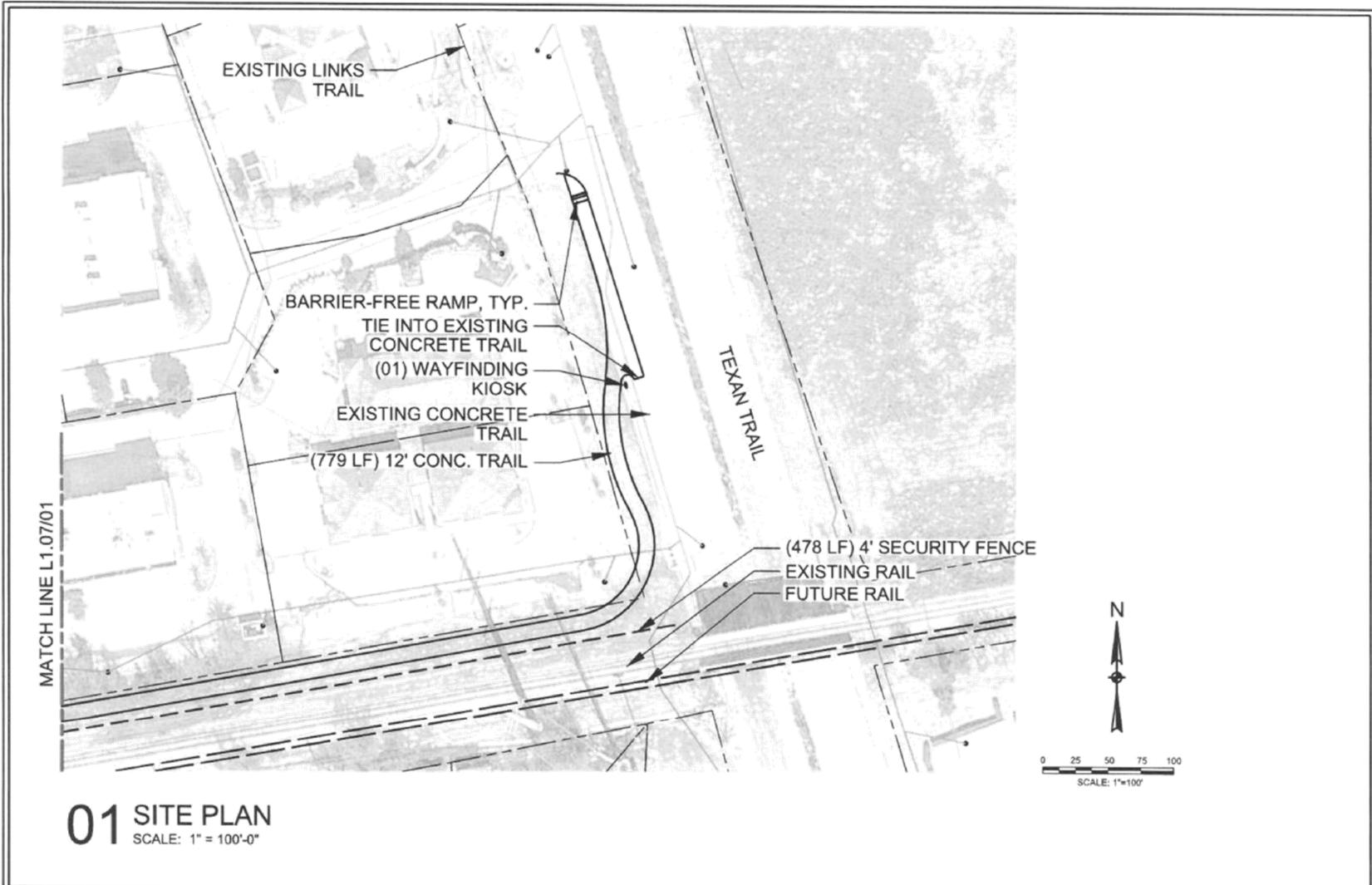


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MATCH LINE L1.07/01

**01 SITE PLAN**  
SCALE: 1" = 100'-0"



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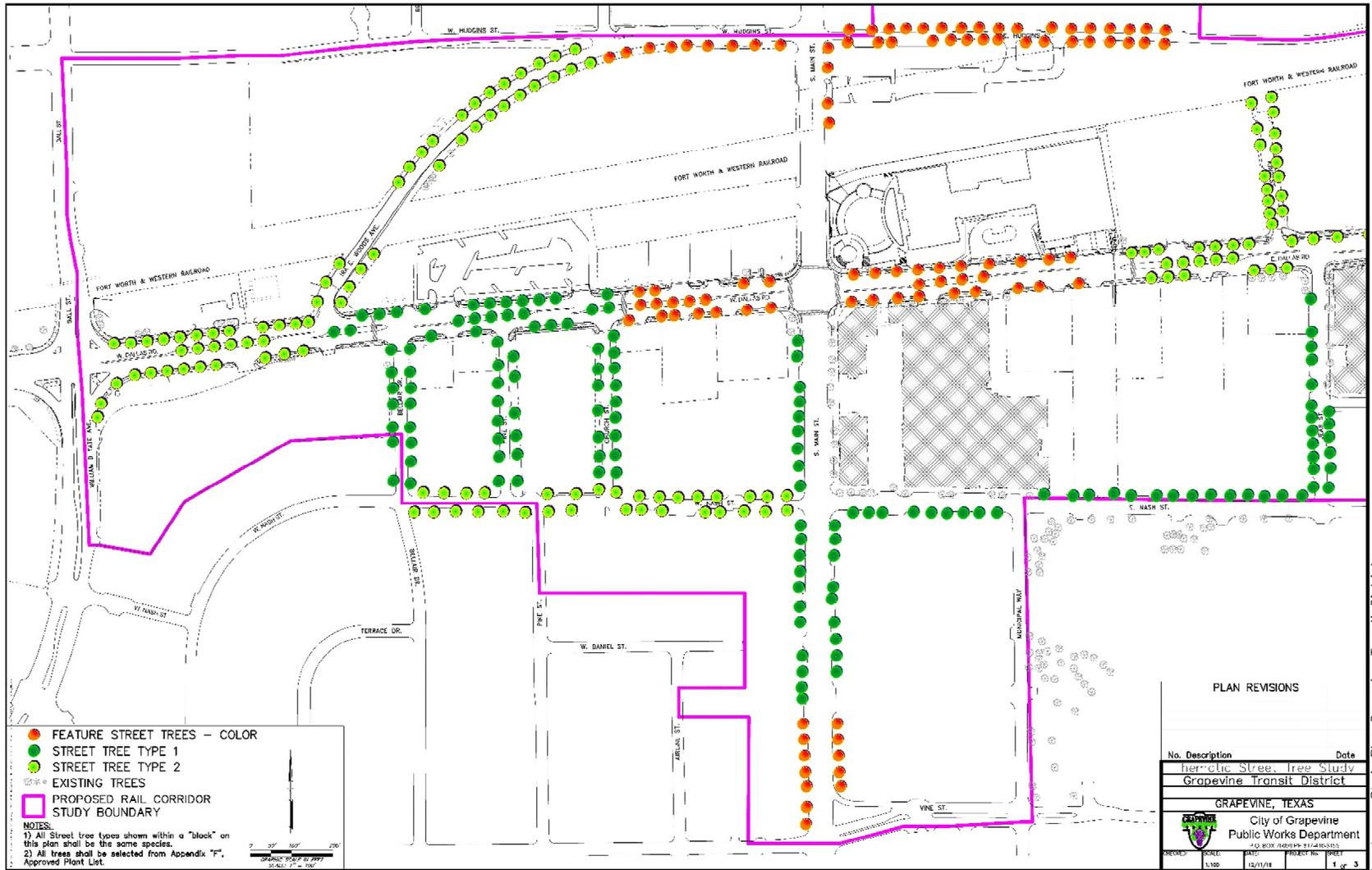


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Checked By:	uHW
Scale:	AS NOTED
Sheet Title	SCHEMATIC SITE PLAN
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Sheet Number	

# APPENDIX E

## Thematic Street Tree Plan



Landscape Study Plan Grapevine Transit District



Landscape Study Plan Grapevine Transit District



Landscape Study Plan Grapevine Transit District

# APPENDIX F

## Approved Plant Lists

NO.	COMMON NAME	BOTANICAL NAME	PREFERRED LOCATIONS
<b>TREE LIST</b>			
1	Autumn Blaze Maple	<i>Acer freemanii</i>	Extended rail plaza
2	Shantug Maple	<i>Acer truncatum</i>	Extended rail plaza
3	Dura Heat River Birch	<i>Betula nigra</i> "BNMTF"	Site landscape & private pedestrian
4	Ginkgo	<i>Ginkgo biloba</i>	Main Street
5	Skyline Honeylocust	<i>Gledistia triacanthos</i> var <i>inermis</i> "Skycole" Skyline	Main Street
6	Golden Rain Tree	<i>Koeireuteria paniculata</i>	Site landscape & private pedestrian
7	Tulip Tree	<i>Liriodendron</i>	Site landscape & private pedestrian
8	Texas Pistache	<i>Pistacia texana</i>	Dallas Road
9	Chinkapin Oak	<i>Quercus muehlenbergii</i>	Site landscape & private pedestrian
10	Southern Live Oak	<i>Quercus virginiana</i> "Heritage" "Cathedral"	Dallas Road (median)
11	Princeton American Elm	<i>Ulmus Americana</i> "Princeton"	Dallas Road
12	Allee Elm	<i>Ulmus Chinensis</i> Allee	Site landscape & private pedestrian
13	Cedar Elm	<i>Ulmus crassifolia</i>	Extended rail plaza
14	Bosque Elm	<i>Ulmus parvifolia</i> "Bosque"	Site landscape & private pedestrian
15	Athena Classic Elm	<i>Ulmus Parvifolia</i> "Emer I"	Site landscape & private pedestrian
<b>ORNAMENTAL TREE LIST</b>			
1	Japanese Maple	<i>Acer Palmatum</i>	Planters along Dallas Road
2	Desert Willow	<i>Chilopsis linearis</i>	Planters along Dallas Road
3	Chinese Fringetree	<i>Chionanthus retusus</i>	Planters along Dallas Road
4	Possumhaw	<i>Ilex decidua</i>	Planters along Dallas Road
5	Yaupon Holly	<i>Ilex vomitoria</i>	Planters along Dallas Road
6	Mexican Plum	<i>Prunus Mexicana</i>	Planters along Dallas Road
7	Eve's Necklace	<i>Styphnolobium affine</i>	Planters along Dallas Road
8	Viburnum	<i>Viburnum opulus</i>	Planters along Dallas Road
9	Chaste Tree	<i>Vitex agnus-castus</i>	Planters along Dallas Road

10	Crepe Myrtle	Lagerstroemia	Planters along Dallas Road
11	Redbud	Cercis Canadensis	Planters along Dallas Road
<b>EVERGREEN LIST</b>			
1	East Palatka Holly	Ilex x attenuate "East Palatka"	Extended rail plaza
2	Foster's Holly	Ilex x attenuate "Fosteri"	Screening along rail plaza
3	Savannah Holly	Ilex x attenuate "Savannah"	Screening along rail plaza
4	Nellie R Stevens Holly	Ilex "Nellie R Stevens"	Screening along rail plaza
<b>SHRUB LIST</b>			
1	Glossy Abelia	Abelia x grandiflora "kaleidoscope"	General site landscape
2	Ornamental Onion	Allium x "gladiator"	General site landscape
3	Artemisia "Powis Castle"	Artemisia "Powis Castle"	General site landscape
4	Hardy Plumbago	Ceratosigma plumbaginoides	General site landscape
5	Coreopsis "Early Sunrise"	Coreopsis grandiflora "Early Sunrise"	General site landscape
6	Grey Leaf Cotoneaster	Cotoneaster glaucophyllus	General site landscape
7	Beautiful Chinese Wood Fern	Dryopteris pulcherrima	General site landscape
8	Blue Wildrye	Elymus glaucus "Buckley"	Rail Plaza/General site landscape
9	Greyser White Gaura	Gaura lindheimen "greyser white"	General site landscape
10	Gaura "Whirling Butterflies"	Gaura lindheimen "Whirling Butterflies"	General site landscape
11	German Iris	Iris germanica	General site landscape
12	Juncus "Blue Arrows Rush"	Juncus inflexus	General site landscape
13	Juncus Blue Arrow	Juncus inflexus "blue arrow"	General site landscape
14	Gayfeather	Liatrix pycnostachya	General site landscape
15	Texas Sage "Thunder Cloud"	Leucophyllum candidum "Thunder Cloud"	General site landscape
16	Giant Lilyturf	Liriope gigantea	General site landscape
17	Lantana "New Gold"	Lantana x hybrid "New Gold"	General site landscape
18	Texas Lantana	Lantana urticoides	General site landscape
19	Black Foot Daisy	Melampodium Leucanthum	General site landscape

20	Little Kitten Maiden Grass	Miscanthus sinensis "Little Kitten"	General site landscape
21	Gulf Muhly	Muhlenbergia capillaris "gulf coast"	Rail Plaza/General site landscape
22	Pine Muhly	Muhlenbergia dubia	Rail Plaza/General site landscape
23	Walkers Low Catmint	Nepeta x faassenii "walkers low"	General site landscape
24	Russian Sage	Perovskia atriplicifolia	General site landscape
25	Rosemary	Rosmarinus officinalis	General site landscape
26	Black-eyed Susan	Redbeekia fuldida "Goldstrum"	General site landscape
27	Autumn Sage	Salvia greggii	General site landscape
28	Indigo Spires	Salvia x "indigo spires"	General site landscape
29	Lavender Cotton	Santolina chamaecyparissus	General site landscape
30	Little Bluestem	Schyzacharium scoparium	Rail Plaza/General site landscape
31	Texas Betony	Stachys coccinea "texas betony"	General site landscape
32	Skelton Leaf Goldeneye	Viguiera senoloba	General site landscape
33	Common Periwinkle	Vinca minor	General site landscape
34	Orange Zexmenia	Wedelia acapulcensis var hispida	General site landscape
<b>TURF/GROUNDCOVER LIST</b>			
1	Horseherb	Calyptocarpus vialis	General site landscape
2	Blue Sedge	Carex flacca	General site landscape
3	Texas Sedge	Carex retroflexa var "texensis"	General site landscape
4	Bermuda Grass	Cynodon dactylon	General site landscape
5	Liriope	Liriope muscari	General site landscape
6	Large Yellow Daffodill	Narcissus x "dutch master"	General site landscape
7	Mondo Grass/Dwarf Mondo Grass	Ophiopogon japonicas	General site landscape
8	Aztec Grass	Ophiopogon intermedius	General site landscape
9	Creeping Phlox	Phlox subulata	General site landscape
10	Dwarf Katie Ruellia	Ruellia brittoniana "Katie"	General site landscape
11	Lambs Ear	Satchys byzantine	General site landscape
12	Woolly Stemodia	Stemodia lanata	General site landscape
13	Woolly Thyme	Thymus pseudolanuginosus	General site landscape

VINE LIST			
1	Crossvine	Bignonia capreolata	General site landscape
2	Trumpet Vine	Campsis radicans	General site landscape
3	Sweet Autumn Clematis	Clematis paniculata	General site landscape
4	Sweet Summer Clematis	Clematis "Sweet Summer Love"	General site landscape
5	Carolina Jasmin	Gelsemium sempervirens	General site landscape
6	Evergreen Wisteria	Millettia reticulata	General site landscape
7	Virginia Creeper	Parthenocissus quinquefolia	General site landscape
8	Boston Ivy	Parthenocissus tricuspidata	General site landscape
9	Confederate Jasmine	Trachelospermum jasminoides	General site landscape

*Note: All plant materials listed are preferred. However, alternate plant materials can be considered on a case by case basis.*