



Burleson Development Updates

NOVEMBER 5, 2025: I&D COMMITTEE

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PRINCIPAL PLANNER

Background

On August 20th Planning Staff provided a brief to the I&D Committee on several topics related to development patterns, sustainable development, and legislative updates.

This presentation is to further discuss and consider next steps and direction for staff related to detailed proposals related to parking regulations, stacking requirements, and ADUs.

Staff is still working on details related to Comprehensive Plan updates and multi-family density along the IH-35 and Chisolm Trail Corridor for a future I&D brief.

Additionally, staff is working with TOASE for text amendments related to Subdivision Platting and legislative updates to bring forward at a future meeting.

Accessory Dwelling Unit (ADU) regulations

Proposed Definition:

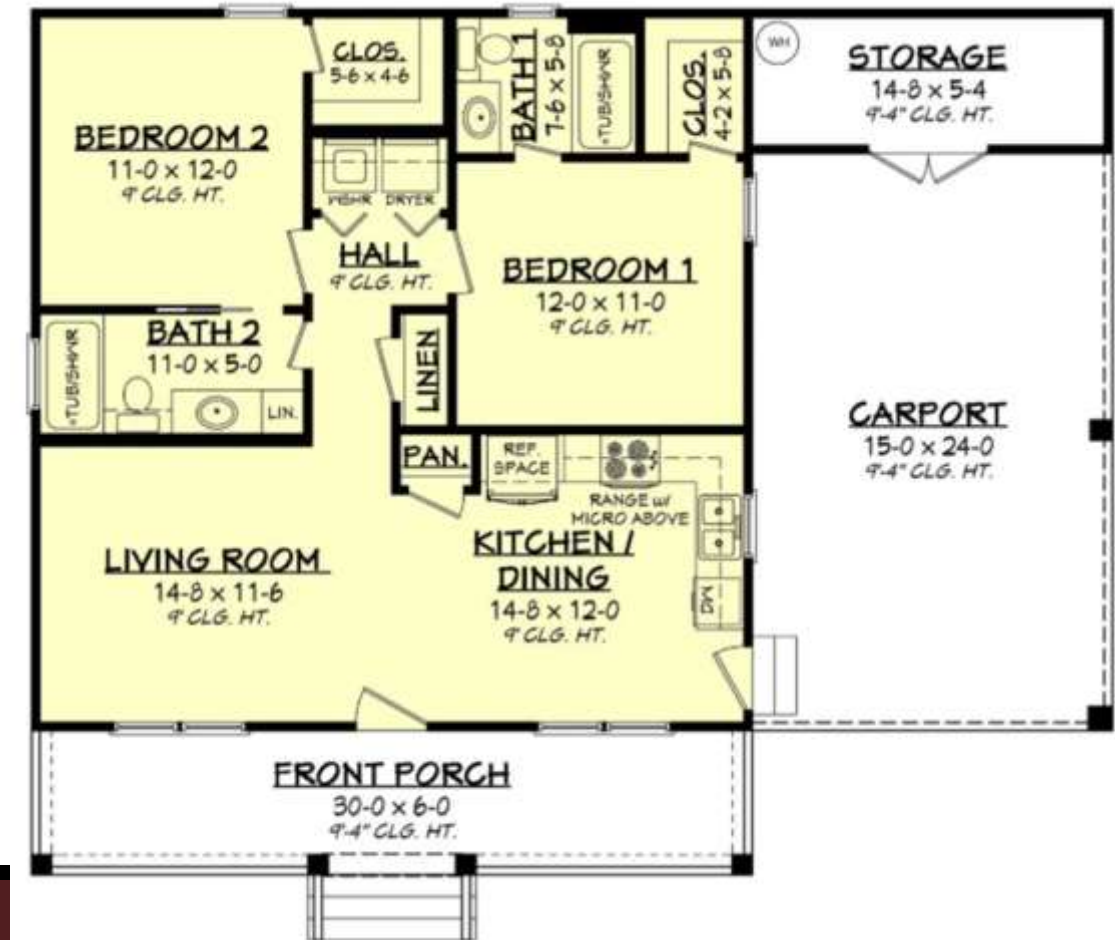
Accessory Dwelling Unit (ADU). A self contained housing unit, inclusive of sleeping, cooking, and sanitary facilities on the same Lot as a Principal Dwelling, subject to otherwise applicable dimensional and parking requirements, that maintains a separate entrance, either directly from the outside or through an entry hall or corridor shared with the Principal Dwelling sufficient to meet the requirements of the Building and Fire Code for safe egress. ADUs shall not be larger than a GFA (Gross-Floor-Area) of 900 square feet or one-half the GFA of the Principal Dwelling, whichever is smaller.

Accessory Dwelling Unit (ADU) regulations

Accessory Dwelling Unit Standards:

1. Either the primary residence or ADU shall be occupied by the property owner.
2. The accessory dwelling unit shall be subordinate to the primary structure in height, and size and in accordance with applicable zoning district setbacks.
3. ADUs shall not be larger than a GFA (Gross-Floor-Area) of 900 square feet or one-half the GFA of the Principal Dwelling, whichever is smaller.
4. There is a limit of one (1) accessory dwelling unit per lot.
5. Occupancy is limited to regulations as per the adopted Building Code, ADUs shall not be subleased or rented.
6. One additional off-street parking space shall be required to be installed prior to issuance of a Certificate of Occupancy for the ADU.
7. Separate utility meters are prohibited.

Examples of a 900 sq. ft home



Accessory Dwelling Unit (ADU) regulations

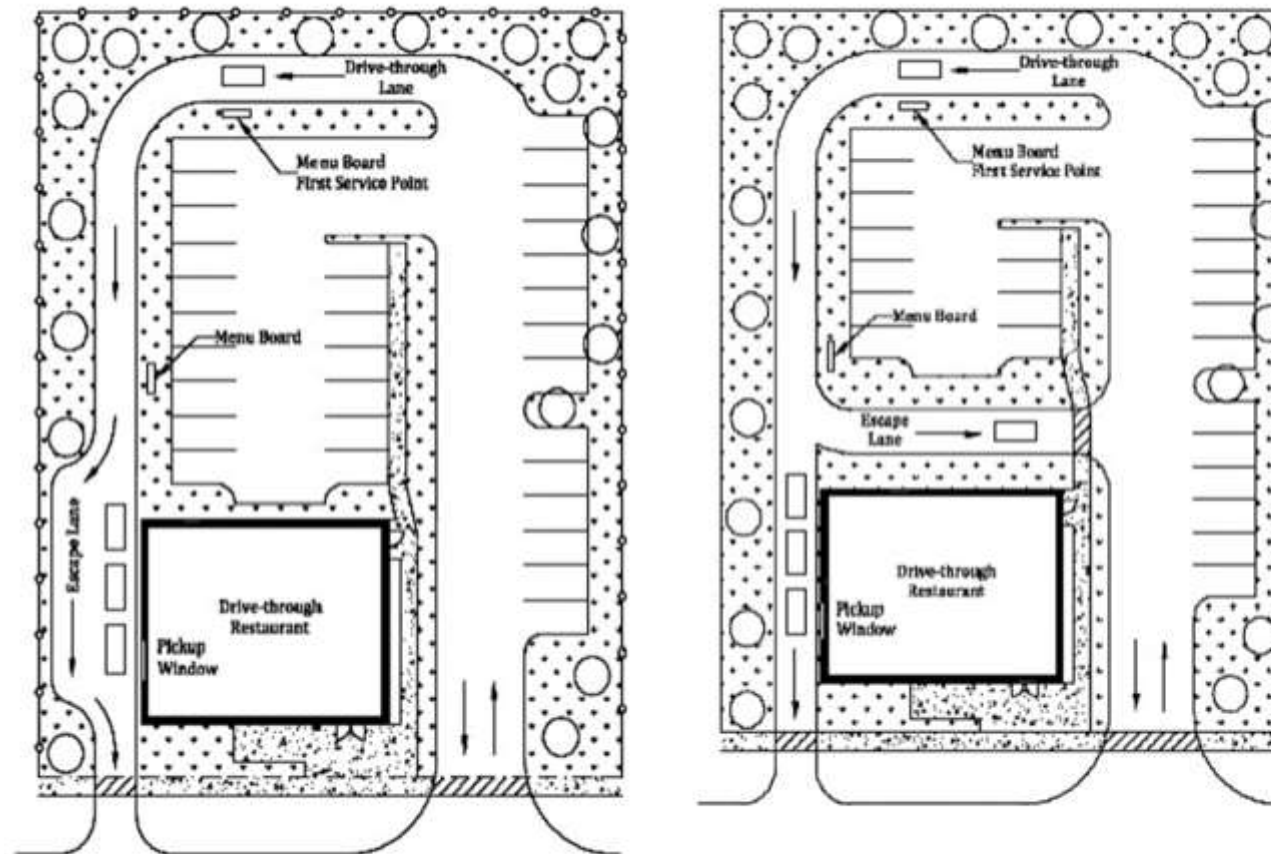
ADUs in Commercial (approval by SUP or as part of a PD zoning)

1. Shall require one dedicated parking spot for the tenant.
2. Shall be occupied by the building owner or business tenant.

Drive-thru Design and Stacking Requirements.

1. Stacking lanes. All uses with drive-thru facilities shall provide stacking lanes for inbound vehicles designed so that vehicles queued within the stacking lanes do not interfere with vehicle and pedestrian circulation onsite, on adjacent properties, or within public rights-of-way.
2. Stacking lanes shall have a minimum width of nine (9) feet.
3. Each stacking space shall have a minimum depth of twenty (20) feet.
4. Stacking lane minimum length shall be measured along the centerline beginning at the center of the service window, kiosk, bay, etc., to the entry point of the drive-up lane. The length of the lane shall be determined according to the use as follows:
 - a. All uses not listed below: 60 feet for each lane.
 - b. Auto Repair, Quick Lube/Oil Change, and State Inspections: 80 feet for each lane.
 - c. Attendant Car Wash: 100 feet for each lane
 - c. Restaurant: 160 feet for each lane with a minimum of 100 feet behind the order board.
5. Restaurants providing drive-thru service shall indicate a minimum of one parking spot per lane for customers waiting for an order to be completed. This is in addition to the minimum required parking for the restaurant.
6. Directional signage and pavement markings shall be provided to indicate the flow of vehicles to and through the drive-thru facility, subject to applicable sign regulations.
7. Each drive-thru entrance/exit shall be a minimum of fifty (50) from an intersection of a public right-of-way.
8. Drive-thru design shall provide a nine (9) foot wide escape lane for emergency egress from the stacking queue before reaching the drive thru window.

Example of Drive thru with Escape Lanes



Example Layouts

Vehicle Parking Regulations, Section 134

Residential

Currently - 2 spaces for each dwelling unit – not defined if garage space or driveway spaces

Recommend – Garage and driveway pad criteria (effectively increase to 4 spaces) for all SF dwelling districts

Garage Criteria. A two (2) car garage is required for all front entry garages.

1. Front Entry Garages.

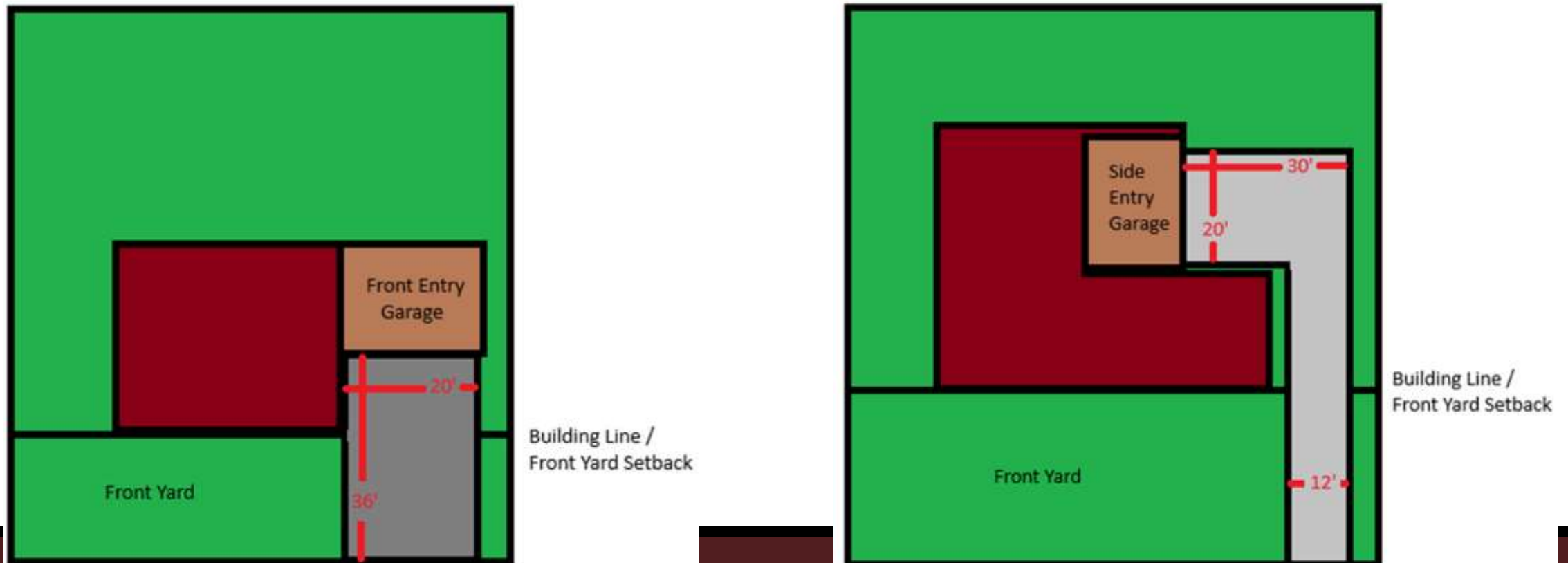
1. Front loading garages shall have a minimum driveway depth of 36 feet.
2. Front loading garages shall have a minimum driveway width of 20 feet.

Side Entry Garages.

1. Side entry garages shall have a minimum driveway pad at the entrance of the garage of 20 feet by 30 feet and the connecting drive to the pad shall be at least 12 feet wide.
2. There shall a side yard between the outside edge of the driveway and the property line of no less than 5 feet in width.
3. Side entry garages may be single car garages.

Example of a front entry garage and side entry garage with proposed standards

- Driveway depth pushes garages further from roadway
- Eliminates protrusion of vehicles onto sidewalks and reduces off-street parking in neighborhoods



Vehicle Parking Regulations, Section 134

Commercial

Currently based off of land use, unless property is zoned CC, Central Commercial within the OT, Old Town Overlay (CC in OT has no parking requirements)

Recommend removing non residential parking requirements for properties along the following corridors/areas (direct frontage on; or access by the following roadways):

- Wilshire
- John Jones
- Alsbury
- Hidden Creek
- IH-35
- Old Town

Still required to comply with ADA parking based off amount of spaces provided by applicant at commercial site plan

Still required to provide off street loading for merchandise receiving and shipping

A shared parking agreement or parking agreement understanding will be required for all multi-tenant developments

Next Steps

Staff will incorporate committee feedback and inputs into red-line text amendments.

Notice and present ordinance changes to the Planning and Zoning Commission for consideration and recommendation.

Notice and present an ordinance amendment to City Council for potential action at a Public Hearing.

Return to I&D at a future meeting with:

- Subdivision Platting updates when received from TOASE
- Comp Plan updates to clarify suitability of apartments along IH-35 and Chisholm Trail PKWY, as well as proposed change to the TOD area

Questions / Comments

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