



CITY COUNCIL MEMORANDUM

FROM: The Office of the City Manager **DATE:** August 28, 2023

SUBJECT: ZC23-0060, Ordinance No. 3808, Public hearing and consideration of a request from Cover 2 Capital for a special development plan for a mixed-use, multi-family development at 6405-6421 Smithfield Road, 7801 Guy Street, and 7805-7829 Arthur Drive, being 6.04 acres described as Lots 1R and 3-8, Block 2; and Lots 1-5, Block 3, Meacham Addition.

PRESENTER: Clayton Comstock, Planning Director

SUMMARY:

Cover 2 Capital is requesting a special development plan on 6.04 acres located at the northwest corner of Smithfield Road and Arthur Drive for a 3- and 4-story multifamily, townhome, and commercial mixed-use development.

GENERAL DESCRIPTION:

Concept plan exhibits for the project are attached. Unlike past multifamily/mixed-use projects that include multiple buildings served by surface parking lots, this development proposal includes one four-story building of approximately 316,000 square feet in size with 85% of the site’s parking provided by an attached 3.5-story structured parking garage. Over 19,000 square feet of first-floor building space along Smithfield Road would be built to commercial standards, and 10,290 square feet would be dedicated to commercial uses.

The development provides 0.5-acres of open space through one 5,457-square-foot commercial plaza area and one 16,565-square-foot open space located along the Cotton Belt Trail. The applicant is working with Dallas Area Rapid Transit (DART) and Trinity Metro to utilize the 60-foot railroad right-of-way area between the Cotton Belt

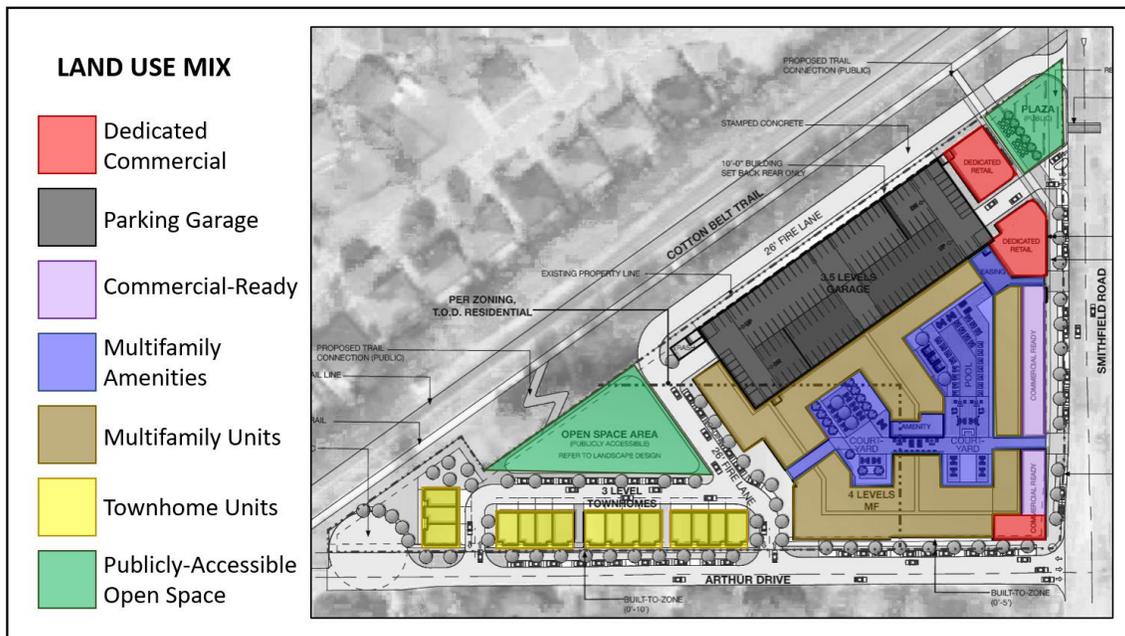
PROJECT SUMMARY	
Project Size	6.04 acres
Residential Units	280 multifamily dwelling units (Max. 300) 15 townhome units
Residential Density	48.8 units/acre
Commercial Space	10,290 SF dedicated commercial space 9,270 SF ground floor flex space
Floor Area Ratio (FAR)	1.33
Parking	430-space parking garage 507 spaces total
Open Space	0.5 acres (8.4% of the site)

Trail and the property line for open space and fire lane improvements.

The concept plan submitted for Planning and Zoning Commission and City Council review meets the submittal requirements for a concept plan in the TOD code. Approval of a formal site plan package by the Development Review Committee would still be required prior to the issuance of a building permit.



Location Map (above). The 6.04-acre triangular site is located at the northwest corner of Arthur Drive and Smithfield Road and is bound by the railroad right-of-way to the northwest.



PLANNING AND ZONING HISTORY OF THE AREA: The site is part of the original Smithfield community prior to being incorporated into North Richland Hills. Most of the subject properties had been zoned for single family residential uses since at least 1967. Two acres had been rezoned I-2 (Industrial) and C-2 (Commercial), according to historical zoning maps and records. There are four residences across the six acres, built in 1948, 1950, and two in 1960.

In 2009, the City worked cooperatively with numerous property owners in the Smithfield area to rezone over 100 acres to TOD (Transit Oriented Development). The zoning change to the TOD district was approved by City Council on August 24, 2009 (Ordinance 3064). More information about the TOD district is provided in the below sections.

COMPREHENSIVE PLAN: This area is designated on the Vision2030 Land Use Plan as *Urban Village*. This designation promotes sustainable, pedestrian-oriented, mixed-use development that provides the opportunity for many uses to coexist within a compact area. Urban villages encourage an efficient compact land use pattern; support vibrant public spaces; reduce the reliance on private automobiles; promote a functional and attractive community using urban design principles; allow flexibility in land use; and prescribe a high level of detail in building design and form. Urban villages can come in the form of vertical mixed use, where multiple uses share a single multistory building, or horizontal mixed use, where a diverse set of uses are placed within close walkable proximity.

TRANSPORTATION PLAN & TRAFFIC ANALYSIS: The development has frontage on the following streets. Right-of-way dedication requirements, if any, will be determined at the time of platting.

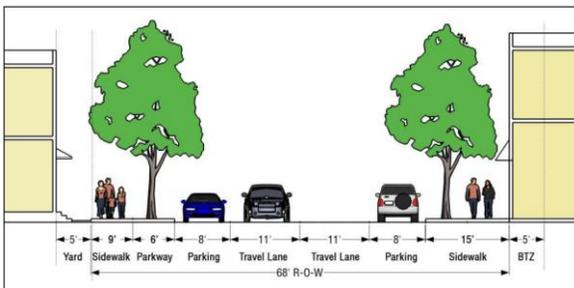
STREET	FUNCTIONAL CLASSIFICATION	LAND USE CONTEXT	DESIGN ELEMENTS
Smithfield Road	TOD Avenue C2D Major Collector	Transit Oriented Development	<ul style="list-style-type: none"> • 2- or 3-lane undivided roadway • variable right-of-way width • Street trees, limited on-street parking, 9-foot sidewalks, decorative streetlights
Arthur Drive	TOD General Street	Transit Oriented Development	<ul style="list-style-type: none"> • 2-lane undivided roadway • 60-foot right-of-way width • Street trees, on-street parking, min. 6-foot sidewalk, decorative streetlights

Access to the development is from Smithfield Road through a driveway for the parking garage at the northeast corner of the site and from two alley/driveway connections along Arthur Drive, a dead-end street that intersects Smithfield Road. The Arthur and Smithfield points of access into the site lie within a segment of Smithfield Road that can be subject to vehicular queuing for southbound traffic during peak periods due to the nearby Mid-Cities signal. In addition, northbound queuing periodically occurs on Smithfield because of the railroad preemption, and even Smithfield Elementary School peak afternoon traffic.

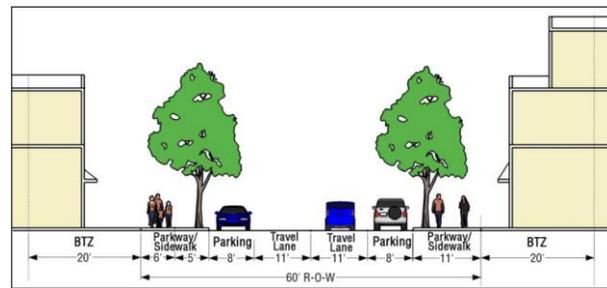
The applicant has hired a traffic engineering consultant to evaluate methods of traffic mitigation to and from the site. A traffic impact analysis (TIA) has been completed, but staff has requested updated traffic counts on Smithfield Road to reflect the Smithfield Elementary school year traffic more accurately. One conclusion of the TIA would be a likely signal timing adjustment at the Mid-Cities/Smithfield traffic signal to allow greater flow north/south.

A fire lane is proposed adjacent north of the site within the railroad right-of-way, but it would be restricted for emergency services only. Because of the increased use of Arthur Drive, the applicant is also proposing a formal cul-de-sac turnaround at the terminus of Arthur Drive. The street currently dead ends without any turnaround.

The TOD Code requires streetscape improvements to Smithfield Road and Arthur Drive frontages as part of this project. Street trees spaced 30-feet on center, decorative street light fixtures, wide sidewalks, street furniture (bike racks, benches, and trash receptacles), and on-street parking are all required streetscape elements. The graphics below show the required improvements for a TOD General Street (Arthur Drive) and a TOD Avenue (Smithfield Road). All improvements within the public right-of-way are reviewed thoroughly for sight visibility, pedestrian safety, motorist safety, and overall traffic flow.



TOD Avenue (Smithfield Road)



TOD General Street (Arthur Drive)

CURRENT ZONING: The property is currently zoned TOD (Transit Oriented Development). The TOD district is intended to support the development of the community's station areas into pedestrian-oriented, mixed-use urban neighborhoods, with convenient access to rail transit, shopping, employment, housing, and neighborhood retail services. The goal of each station area is to encourage an efficient, compact land use pattern; encourage pedestrian activity; reduce the reliance on private automobiles; promote a more functional and attractive community using recognized principles of urban design; and allow property owners flexibility in land use, while prescribing a high level of detail in building design and form.

The TOD district is divided further into Character Zones, or subzones. This property is in both the *TOD Core Character Zone* and the *TOD Residential Character Zone* of the Smithfield TOD.

The *TOD Core* provides the most opportunities for redevelopment and new development in both the Station Areas. It is the area that has the most development impact due to the location of the transit station.

The *TOD Residential* zone provides the transitions from the higher intensity development of the TOD Core and existing residential neighborhoods.

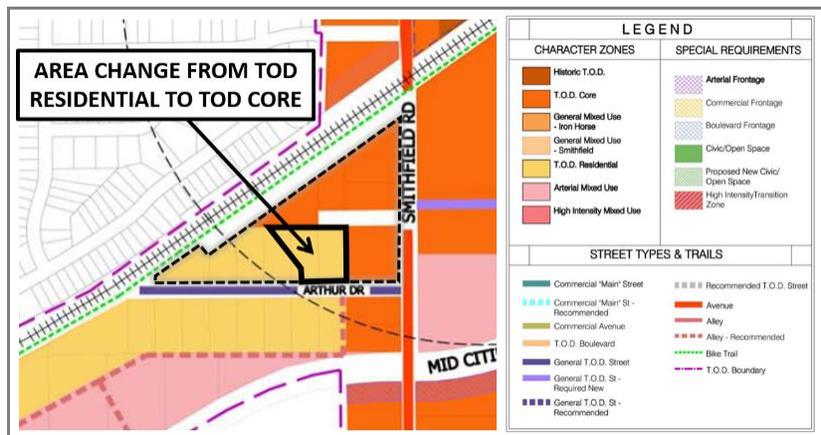
PLAT STATUS: The property is platted as Lots 1R and 3-8, Block 2; and Lots 1-5, Block 3, Meacham Addition. The property would need to be replatted in order to facilitate the proposed development.

SURROUNDING ZONING | LAND USE:

DIRECTION	ZONING	LAND USE PLAN	EXISTING LAND USE
NORTH	TOD (Transit Oriented Development)	Urban Village	Office / Commercial
WEST	R-4-D (Duplex)	Low Density Residential	TEXRail railroad right-of-way Single Family Duplexes
SOUTH	TOD (Transit Oriented Development) TOD Core & TOD Residential	Urban Village	Single family residential uses (Arthur Drive)
EAST	TOD (Transit Oriented Development) TOD Core Character Zone	Urban Village	Smithfield TEXRail Station

TOD WAIVERS: The applicant is aware of all TOD Code development criteria and has indicated that they will develop to these specifications unless otherwise specified within the attached Special Development Plan standards. There are five areas where waivers are requested to the TOD code: (1) Smithfield TOD Regulating Plan boundaries, (2) landscape standards on private property, (3) mixed-use criteria, (4) townhome lot standards, and (5) parking. Each waiver is reviewed in detail below.

1. **Revision to Smithfield TOD Character Zones.** The Smithfield TOD Regulating Plan delineates the boundaries of the various Character Zones. The Character Zones established in 2009 were based on parcel and ownership boundaries at the time, but they were also intended to reflect areas of appropriate transition. This application is proposing to change a portion of the “TOD Residential” Character Zone to “TOD Core.” The TOD Residential Character Zone permits single-family detached homes, townhomes, live-work units, and multi-unit houses and has a three-story height limit for all building types. The TOD Core Character Zone allows apartment and mixed-use building types of up to four stories in height. A similar revision to the Regulating Plan was approved with the



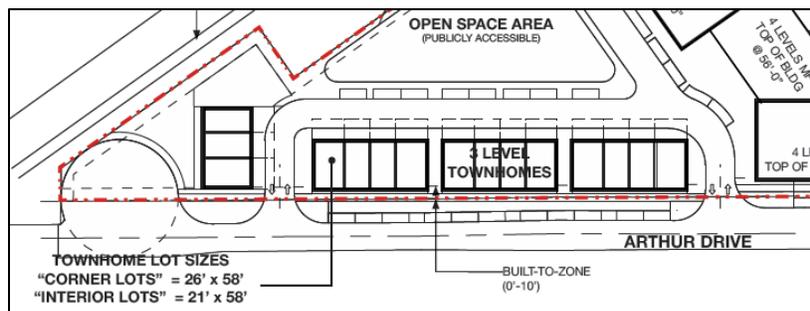
Urban Trails neighborhood, where much of the the Arterial Mixed Use Character Zone at Holiday Lane and Mid-Cities Boulevard was revised to the TOD Residential Character Zone.

2. **Landscape Standards on Private Property.** The applicant is requesting relief in the TOD Code’s requirements for private property landscaping. The applicant proposes to follow Chapter 114 of the City Code for all internal site landscaping and the general conceptual landscape plans included as Exhibit C.
3. **Mixed Use Criteria for Ground Floor.** The TOD Core Character Zone requires a minimum of 35% of the ground floor area to be commercial uses and a maximum of 40% of the ground floor area to be residential uses. The applicant is requesting the following:

TOD STANDARD	SDP PROPOSAL
Minimum 35% Commercial	20% Dedicated Commercial and <u>18% Commercial-Ready / Flex</u> 38% Total Commercial + Commercial Flex
Maximum 40% Residential	55% Dedicated Residential <u>18% Commercial-Ready / Flex</u> <u>7% Leasing & Amenities</u> 80% Total Residential

4. **Townhome Lot Standards.** Fifteen (15) townhome lots are proposed along Arthur Drive as part of this development. The lots are proposed to be individually platted and constructed under all single-family townhome standards, including separate utility meters. However, the lots do not meet the minimum dimensional standards of the TOD. The table below shows the TOD standards and the requested waivers.

STANDARD	REQUIRED	REQUESTED
Minimum Lot Width	25 feet	21 feet (interior lots)
Minimum Lot Depth	80 feet	58 feet
Minimum Unit Size	1,200 square feet	1,900 square feet



Location of townhome lots along Arthur Drive

5. **Parking.** The below table outlines the required and requested parking for the project. In summary, the project’s uses and unit counts would require 545 parking spaces. The applicant proposes a total of 507 parking spaces. This equates to a 9.3% parking reduction, or 38 spaces.

REQUIRED PARKING			
USE	UNIT	TOD PARKING RATIO	PARKING SPACES REQUIRED
Dedicated Commercial	10,290 s.f.	1 space per 250 s.f.	42
Commercial-Ready	9,270 s.f.	1 space per 250 s.f.	38
Leasing/Amenities	3,730 s.f.	1 space per 250 s.f.	15
Multifamily	280 dwelling units	1.5 spaces per unit	420
Townhomes	15 dwelling units	2 spaces per unit	30
Total Parking Required			545

PROVIDED PARKING	
FORMAT	PARKING SPACES PROVIDED
3.5-story Structured Parking Garage	430
Off-Street Surface Parking	14
On-Street Parking (Smithfield & Arthur)	33
Townhomes (2-car garages)	30
Total Parking Provided	507

Another way to consider the requested parking reduction is that the minimum parking requirements are being met for the commercial and townhome uses, but there is an effective reduction in the multifamily parking ratio from the minimum requirement of 1.5 spaces per unit to 1.3 spaces per unit.

As a condition of Special Development Plan approval, the Development Review Committee recommends that the proposed 3.5-story parking garage be required. This would require any reduction or removal of the structured parking garage from the plan to be considered by City Council through a revised Special Development Plan or for the property to meet the TOD code without any waivers.

SPECIAL DEVELOPMENT PLAN: The applicant is requesting a Special Development Plan for consideration of waivers to the Transit Oriented Development code. The Special Development Plan process is intended to provide applicants with flexibility in development

standards to address specific market opportunities and/or contexts within the Transit Oriented Development District. In evaluating a Special Development Plan, the Planning and Zoning Commission and City Council must consider the extent to which the application meets the following:

- the goals and intent of transit oriented development in the city;
- provides an alternative "master plan" approach by consolidating multiple properties to create a predictable, market responsive development for the area;
- fits the adjoining context by providing appropriate transitions;
- provides public benefits such as usable civic and open spaces, livable streets, structured and shared parking, and linkages to transit; and,
- does not hinder future opportunities for higher intensity transit oriented development.

PLANNING AND ZONING COMMISSION: The Planning and Zoning Commission conducted a public hearing and considered this item at the August 17, 2023, meeting and voted 3-2 to recommend approval with the exception of the TOD Character Zone change. Chair Welborn and Commissioner Risky voted against the motion.

Following input from the public hearing and the Planning & Zoning Commission, the applicant has provided a revised plan showing a step down to three stories on the Arthur Drive frontage located within the existing TOD Residential Character Zone. This revision will be presented in more detail to the City Council at the meeting, but staff's recommendation is to incorporate these changes into any approved ordinance.



Above: A revised Concept Plan building massing exhibit demonstrating a step down from four stories to three stories along the Arthur Drive frontage within the TOD Residential Character Zone.

RECOMMENDATION:

Approve Ordinance No. 3808, subject to the incorporation of updated renderings into Exhibit C demonstrating a 3-story building section along Arthur Drive.