



WRITTEN STATEMENT OF CONDITIONS

The City of North Richland Hills received this plat on November 20, 2019. The Development Review Committee reviewed this plat on December 3, 2019. The following represents the written statement of the conditions for conditional approval of the plat, as described above. The applicant may submit a written response and revised plat that adequately addresses each condition. See the **RESUBMITTAL REQUIREMENTS** section below for further information.

1. Revise the ownership of the property to MM City Point 53 LLC. The plat lists La Verne Butterfield as the owner. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – ownership information)*
2. Change the base name of the subdivision to City Point Addition. Update this reference on the drawing, title block, dedication statement, and other relevant instances. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – subdivision name)*
3. Change the legal description of the property to begin block numbering at Block 11. This provides continuity with proposed phase one of the project. *NRH Subdivision Regulations §110-330 (Requirements for all plat drawings – lot and block numbering)*
4. Label the point of beginning of the metes and bounds description on the drawing. *NRH Subdivision Regulations §110-333 (Requirements for all plat drawings – metes and bounds description)*
5. A block shares the same alley network and is only defined by the separation of street rights-of-way. Revise the following block numbering as shown below and renumber all lots accordingly. This provides continuity with proposed phase one of the project. *NRH Subdivision Regulations §110-330 (Requirements for all plat drawings – lot and block numbering)*

SHOWN BLOCK NUMBER	NEW BLOCK NUMBER
Block 14	Block 11
Block 15	Block 12
Block 16	Block 13
Blocks 17 and 20	Block 14
Blocks 18 and 19	Block 15
Block 21	Block 16
Blocks 22 and 23	Block 17
Blocks 24 and 25	Block 18
Blocks 26 and 27	Block 19
Block 28	Block 20

6. Label the street names as Street A, Street B, etc. The official street names will be determined at the time of final plat. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – street names)*
7. Revise the label for shown Lot 1 Block 21 to Lot 1X. *NRH Subdivision Regulations §110-330 (Requirements for all plat drawings – lot and block numbering)*
8. Shown Lot 1X Block 24 appears to be a continuous lot adjacent to the Oncor right-of-way. There are areas where the lot width is not labeled or defined due to the narrowness of the lot. Add a detail or inset to the drawing showing the width of the lot in these areas. In addition, label the

width of the lot where it is adjacent to Boulevard 26. *NRH Subdivision Regulations §110-333 (Additional requirements for plat drawings – lot areas)*

9. Add a five-foot building line adjacent to City Point Drive on shown Lot 1 Block 14. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – building setback lines)*
10. Add a five-foot building line adjacent to all rights-of-way on shown Lot 1 Block 15. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – building setback lines)*
11. Label the building lines on shown Blocks 17 and 20. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – building setback lines)*
12. Label the right-of-way width of all alleys. The label is missing in some locations. *NRH Subdivision Regulations §110-412 (Generally – rights-of-way)*
13. Is the right-of-way along Boulevard 26 proposed to be dedicated now by plat, or will this area be reserved for future right-of-way acquisition? It can be used for landscaping until such time as TxDOT moves forward with expansion in the future. *NRH Subdivision Regulations §110-412 (Generally – rights-of-way)*
14. Add a 2.5-foot wide screening wall easement adjacent to the south property line of the Richland Hills Methodist Church property. The zoning of the property requires a masonry screening wall to be constructed at this location. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – easements)*
15. There is an extraneous label for the ring road easement next to the location map. This label may be deleted. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – easements)*
16. Open space lots that serve as “Proposed Trail Connectors” as defined by the approved PD zoning must also be identified as pedestrian access easements. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – easements)*
17. Add the Planning and Zoning Commission and City Council approval blocks to the plat. *NRH Subdivision Regulations §110-333 (Additional requirements for plat drawings – planning division approval certification)*

WHEREAS the Planning and Zoning Commission of the City of North Richland Hills, Texas, voted affirmatively on this ____ day of _____, 20__, to recommend approval of this plat by the City Council.

Chairman, Planning and Zoning Commission

Attest: Secretary, Planning and Zoning Commission

WHEREAS the City Council of the City of North Richland Hills, Texas, voted affirmatively on this ____ day of _____, 20__, to approve this plat for filing of record.

Mayor, City of North Richland Hills

Attest: City Secretary

18. Shade or crosshatch all easements that are proposed for abandonment. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – easements)*
19. Written acknowledgement from all franchise utility companies is required for all proposed general utility easement abandonments. A letter from each company or the attached form may be used to satisfy this requirement. A list of utility company contacts is also attached. *NRH Subdivision Regulations §110-10 (Conflicts with public and private provisions) and §110-361 (General infrastructure policy)*

20. Ensure that open space easements that are supposed to house drainage or water/sanitary sewer lines are also dedicated as utility-specific easements. *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – easements)*
21. Regarding franchise utilities in the alleys, will utility easements be required here? What is the status of franchise coordination? *NRH Subdivision Regulations §110-331 (Requirements for all plat drawings – easements)*

DESIGN PRINCIPLES

The following comments represent suggested modifications to the plat drawing based on general NRH design principles and standard practices in city planning. While conformance to these principles is not required by the subdivision regulations, the applicant is encouraged to include these modifications as part of the revised plat.

1. Add the City case number near the bottom right corner of the drawings (Case PP 2019-07).
2. Following approval of the preliminary plat, final engineering plans must be submitted for review and approval. The final plat cannot be submitted until the final engineering plans have been reviewed and approved by the city engineer. Preliminary plat approval does not guarantee that the final plat would be approved in the same lot and street configuration, as significant details such as street turning radii have not been provided.

As part of the final engineering plan submittal, provide an exhibit showing turning radii to support the alley/alley roadway connection as shown where Blocks 17 and 20 meet the new road to Boulevard 26. This alignment could prove problematic if cars cannot maneuver effectively. *NRH Subdivision Regulations §110-412 (Design criteria – intersection angles)*

3. Add the following notes to the plat.
 - a. Open space lots must be maintained by HOA.
 - b. No above-ground franchise utility appurtenances allowed in front yards (must be in rear).
4. A new street entrance from Boulevard 26 is proposed south of the Japanese restaurant at the corner of City Point Drive. This new street is approximately 300 feet long and provides a connection from Boulevard 26 to the ring road around the development. At about the midpoint on this street, two alleys merge and intersect the new street. The configuration of this intersection poses several challenges related to traffic safety, engineering design, and emergency services. During final engineering design, show and address how this confluence of multiple streets and alleys within such close proximity to Boulevard 26 can allow for safe and efficient maneuvers through the acute angles of this intersection.
5. The design of the street connection also results in 11 lots fronting an open space lot. Since these lots do not have frontage on public street, the delivery of emergency services to the lots becomes complicated. Utilities such as water and sewer would be located in the small area of the acute angled open space, whereby significantly limiting any tree planting opportunities within the open space and making it difficult for public works access to this infrastructure. Provide an exhibit that demonstrates the sharing of landscape space with water and sewer services.
6. The acute angle in the proposed street at the north end of the open space may be too tight for emergency service vehicles and may be require revision as the project is further engineered.
7. While the proposed preliminary plat is reflective of the concept plan approved as part of planned development zoning, it was clear that the concept plan was also illustrative and not binding. All exhibits approved by the PD state, “the alignments, park/open spaces and trails are illustrative in nature and may change due to final surveys, field conditions, and environmental findings, utilities,

final site plans, and City of North Richland Hills and other governmental agency reviews and approvals.”

The City Point PD has two development objectives that the Development Review Committee believe are not supported by the proposed preliminary plat. These two objectives are expressly stated in the PD zoning:

- a. Siting land uses, streets, and pedestrian circulation in a cohesive and complementary layout supportive of the mix of uses and oriented towards the pedestrian realm to enhance and activate streetscapes;*
- b. Ensuring creation of high quality street and sidewalk environments that are supportive of pedestrian mobility and appropriate roadway context.*

The concern is that the proposed block alignment along Ruth Road does not support the creation of high-quality street and sidewalk environments that are supportive of pedestrian mobility and is not oriented towards the pedestrian realm to enhance and activate streetscapes. Specifically, six alley and street intersections break up Ruth Road in a matter of 600 feet. This creates multiple street and alley crossings for pedestrians and limits the amount of on-street parking and street trees. By siding the homes to Ruth Road, there are also no front doors to “activate” the street and balance the streetscaping already established on the east side of the street with the multi-family project currently under construction. Furthermore, the southernmost two streets of the proposed preliminary plat separate this area from the open space further to the north. Residents would be required to walk along this pedestrian unfriendly Ruth Road to come back into the site to access the open space. Open spaces should be easy to access within an Urban Village style of development.

The Development Review Committee recommends the applicant reevaluate the alignment of streets and blocks on the southern portion of this plat to orient homes toward Ruth Road for street activation, pedestrian orientation, and better internal access to open space.