

June 13, 2018

PLANNING AND ZONING COMMISSION  
North Richland Hills, Texas

Re: Urban Trails Rezoning Case

Friends:

Our family has owned the 2.2 acres of property adjoining the Long Family on Mid Cities Boulevard for more than forty years. We contributed the right-of-way free of cost, when Watuga Road was changed, and then the new road divided our land in two. It was our intention that the ownership of this property would furnish security in our old age; I am now 83 and my wife is 84. Frankly, the tax has been a burden in more recent years.

None the less, it is very rewarding now, when we anticipate that our investment will provide a very important improvement to the entire North Texas area.

There will be delightful places for families to live, very up to date, prestigious and so convenient to every needed urban establishment. Recreation will be at hand, and the beautiful landscaping will contribute to everyone's calm composure. Only such a setting encourages the ones living there to enjoy their neighbors, and it will be so nice to go out for dinner and entertainment, or just visit at home.

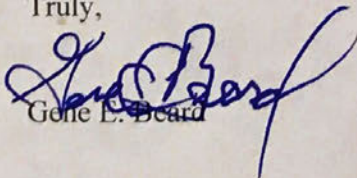
What more could anyone expect in their new home? -Hardly anything! Yet... and yet, there are other advantages that include even those at some distance.

Certainly, being only steps away from public transportation will be great boon! How many folks living there will be employed at D/FW? -Think of it.

A pilot or a Mechanic can whisk to work and not even worry about having to park their car... or the expense. How many automobiles will be off the road and not adding to pollution? A lot! Others will have access to downtown Fort Worth.

Please think about the incredible dollar investment your city has already put up to get the train system working. The new Station a block away wasn't inexpensive. The many, many long years the system will serve are probably going to cost most during the first period, while folks are getting used to using it. Here, we have a goodly number of built-in customers. Asking for an O.K. Vote in my own interest? You Bet! But every business deal has to satisfy all the parties involved and I truly believe this fills the bill!

Truly,

  
Gene E. Beard

John Kent Zacharias  
1004 Almond Drive  
Mansfield, Texas 76063  
682-225-9488  
June 12, 2018

RE: Public Hearing Notice  
Case: SDP 2018-03  
Beaten Path Development  
Mid Cites Blvd and Holiday Lane

North Richland Hills  
Planning and Zoning Commission  
4301 City Point Drive  
North Richland Hills, Texas 76180

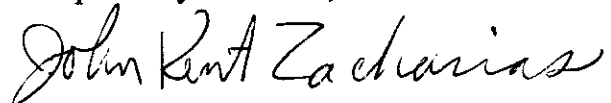
Dear Sirs:

The current plan shows an open area which is very much like a park. Open park areas within a neighborhood provide play space and outdoor activity space for the community. This 2<sup>nd</sup> plan with the park like area is an improvement for urban living.

I support the Beaten Path Development plan at the corner of Mid Cities Blvd and Holiday Lane with the following exceptions:

1. Inadequate street parking. The first plan submitted by Beaten Path Development contained 93 single family townhomes and 2.83 acres of open space. The second plan compresses 100 single family lots with only 1.85 acres of open space. People and cars will be packed in a small area like sardines. The narrow alley shown parallel to Mid Cities Blvd will not support two way traffic for the fire trucks!
2. Where are the side walks within the community? Many people will be walking to and from the new train station.
3. Because of the high density, the question remains: Will street parking be allowed upon one or both sides of Mid Cities Blvd? If not, where will people park their 2<sup>nd</sup> and 3<sup>rd</sup> cars? (or will people be forced to park outside the community? And perhaps park in the commercial areas, or in other neighborhoods, or across Mid Cities Blvd in the church parking lot?)

Respectively submitted,



John Kent Zacharias  
Owner 7704 7706 Sable Lane.  
(within 200 feet of Development)

Long Real Estate Investments  
9115 Rumfield Road,  
North Richland Hills, TX 76182  
817-319-3184

June 18, 2018

North Richland Hills City Council  
4301 City Point Drive  
North Richland Hills, TX 76180

Re: Beaten Path Development  
Special Development Plan for 100 single-family (townhomes and duplexes)  
Residential lots and 1.85 acres of open space located at  
Northwest and Northeast Corners of Mid Cities Blvd and Holiday Lane

Dear Council Members

This letter is to express my support for the proposed development including 100 single-family (townhomes and duplexes) residential lots and 1.85 acres of open space located at Northwest and Northeast Corners of Mid Cities Blvd and Holiday Lane. This project will bring economic development by not only bringing new residents and businesses to the area but those residents and works will also bring increased patronage to surrounding businesses and increase the tax base for the City.

My apologies for not being able to support this development in person. I have an out of state commitment that could not be rescheduled.

Thank you for your consideration and support of this project.

Sincerely

A handwritten signature in black ink that reads "Mark D. Long". The signature is written in a cursive style with a large, stylized "M" and "L".

Mark D. Long  
President, Long Real Estate

## Letter of Opposition


to Beaten Path Development – SDP 2018-03

To Whom it May Concern:

I am Mary Durkin, a North Richland Hills resident living at 7905 Woodland Drive. I also work in North Richland Hills at the corner of Brandi Lane and Smithfield Road which is right across from the new commuter rail station currently under construction.

My opposition is based on the increased traffic congestion on Mid Cities Blvd. The Mid Cities Blvd/Smithfield Rd intersection is already very busy every morning and afternoon with school traffic and this will increase dramatically when the commuter rail station opens. Adding an additional 100 homes will only increase the traffic congestion.

Respectfully,

A handwritten signature in cursive script that reads "Mary Durkin".

Mary Durkin

Dear City Council Members,

My name is Jessica Rossi and I live at 7804 Arthur Dr. in North Richland Hills. My husband and I moved here with our two little boys because we believe North Richland hills is a charming and beautiful community with great schools, plenty of preserved green space, and we think that it is 'up and coming' like neighboring cities, Colleyville and Keller. We built our home on Arthur a year ago and followed all of the rules and codes of the TOD. At the time, some of these regulations felt quite challenging and ended up costing us a lot of extra time and money. Although it was not easy making our house meet every stipulation of the TOD, when it was all said and done and our house was built to regulation, we then understood that these rules are made for a reason. These rules help preserve the charm and integrity of the city.

You can only imagine how frustrated my family and I (along with our neighbors and friends in the community) are now, hearing that a company wants to change the TOD standards to their convenience, so they can build massive townhomes on a commercial/ residential mixed lot. This has already been proposed twice now, each time with a unanimous vote that the TOD standards were made for a reason and the city of North Richland Hills does not wish to trade integrity for a quick buck. There was an agreement that the proposed plan would not only congest an already congested area creating many traffic issues, but also would take away from the neighborhood charm. It is my job as a citizen to voice my concerns for the community that I live in. It is your job, as city council leaders, to hear the concerns of the people and protect the integrity of the city. I am hopeful and optimistic that you will do your job.

Sincerely,

A handwritten signature in cursive script that reads "Jessica Rossi".

Jessica Rossi

**Subject: SDP218-03**

To the City Council members of North Richland Hills

Regarding the Beaten Path proposed development, please trust the Planning and Zoning committee's recommendation to deny this development. During the March 15<sup>th</sup> meeting a unanimous 6 to 0 vote against proposed development and the June 21<sup>st</sup> planning and zoning meeting where the vote was also a overwhelming majority 4 to 1 vote against. In addition please consider the Design Review committees recommendation to deny on the March 15<sup>th</sup> meeting and a non comment on the June 21<sup>st</sup> meeting.

The following comments only show comments I personally made during the meetings which only represents a small portion of additional comments made by the public during the meeting detailing several negative aspects regarding the plan that has been submitted. It should be noted that the planning and zoning committee brought up most of the public's same concerns as well as several negative comments of their own.

**Traffic:**

This was brought up during both planning and zoning meetings regarding the purposed Beaten Path Development as one of the big issues. In both meeting Planning and Zoning members agree and commented that the impact of over one hundred households with parking for over 400 vehicles exiting on to 2 already busy streets being Mid Cities and Holliday Lane would be an issue that would need to be studied. In addition to the potential for 400 plus vehicles impacting the roads there are other major traffic concerns to consider. The new commuter light rail having trains going in both directions on one track every 20 minute (2 trains every 20 minutes) plus a busy pedestrian cotton belt trail crossing between the rail and Mid Cities (only to get busier with the addition of the train station) and a busy gas station convenience store and restaurant emptying on to the same proposed street that exits on to Holliday. To exaggerate the bad situation 3 of the purposed streets line up across from each other making traffic management all that more troublesome. Add into the equation schools that feed off both Midcities and Holliday Lane directly across the street adding to an already busy intersection (not to mention new drivers) The Holliday Lane traffic issue would be minor compared to the cross over at MidCities which has also been discussed during the two planning and zoning meetings. By adding a street directly across from Abbott Ave and another upcoming development as well as a very busy church the probability for a very dangerous intersection would be created.

**Elevations:**

The building heights are going to dwarf the existing homes directly behind the proposed development.

The existing grade of the proposed development is more than 10' higher than the land directly to the North. We understand that there would be an engineered plan stepping the contour down toward the back but with building ordnances requiring a buildings finish floor being 18" higher than the street it would be safe to say that there would be possibly a 3' elevation drop from the building to the back property line.

**Trees:**

With the proposed back alley being placed very close to the back property line that would be responsible for trees along the whole fence line on both sides but more so on the other property owners land. Typically no construction grade cuts or hard surfaces should be done with-in the drip line of an existing tree, in this case negatively impacting up to 50 trees shared on the property line.

**Development design:**

In both planning and zoning review meetings, the comment was made that they were certain that a viability study has been done showing that this would be a successful product here in North Richland Hills, but the comparisons that were brought up were in large inner city projects which are vastly different. The other mentioned target was for older people looking to down size or for small family housing which in both cases really does not work well. Being that in 80% of the unit's kitchens, living areas, and master bedrooms would need to be on second floor, with steps having to be used in every case. With unit width of 19' and 22' your first floor would consist of a garage, a stair case and some room for halls and closet, leaving very little living space on the first floor. From the back alley the plan is to have additional parking a place for garbage and recycling and I would think an area for many HVAC units. It appeared as though the entire alley and garage entrance area is 100% concrete. (This was only one of 6 or 7 variances requested for this plan)

The developers have boasted about all this beautiful green space but not one of the homes has any personal outdoor space. A national average is that 75% of all homes designed have outdoor living and many architects incorporate outdoor living in 100% of their designs. Regarding pets, 68% of all households in the USA have a pet; the pets in these homes would have to be 100% indoor pets except for walks to the public green space. (Not so great for the 32% without a pet) There is virtually not a decent place to even have a grill with the exception of outside your garage door which as mentioned is designed for additional parking, garbage cans and in many cases HVAC units.

Because the development has the look and feel of an apartment complex, what would prevent an investor from buying a whole building and leasing each unit out exactly like an apartment? Not that apartments would be better but at least many apartments do typically have pools, gyms and club houses with the exception being low end apartments.

Is this what residents want for some of the most visible property in North Richland Hills?

Thank you for considering these negative aspects in making your decision to deny this zoning change request, multiple special development adjustments and waivers.

Respectfully,

Jim O'Connor

A handwritten signature in black ink, appearing to read "Jim O'Connor", with a stylized, cursive flourish at the end.

My name is Pake Rossi, I recently bought and built my home on Arthur Dr. north of the proposed special development. I am opposed to this development for the following reasons.

#### Traffic-

There has not been a traffic study done by the developer. Based on city rules I was told that if there is an estimated 100 cars added to peak hour traffic there is a traffic study required. This plan proposes 100 single family town home units (with potential of over 430 parking based on current plans) to be at mid cities and holiday lane. Both are very busy peak hour roads with there being 3 high schools and many more middle and elementary schools within 3 miles. In my experience most households have a minimum of 2 cars and for the most part are being driven to and from work and other responsibilities such and bringing children to and from school at peak hours. This would be up to 400 cars estimated to impact the streets during peak hour. And I don't think anything should be allowed to move forward without extensive traffic and impact studies on this property.

#### North Richland Hills atmosphere-

I moved here last year and built my home in North Richland Hills because I saw the city as being an up and coming pleasant neighborhood where I can grow and raise my young family. The train I see as a great improvement and an exciting prospect for community members to go to and from DFW airport, down town Grapevine, and down town Fort Worth, and to bring visitors to NRH for both business and pleasure . By allowing this developer to build these large highly compacted buildings that look as though they are apartments, in one of the most highly traveled areas of NRH at mid cities and Davis Blvd. the city is redefining what I liked so much in the first place. A family friendly, growing young community.



## T.O.D. planning and zoning-

I bought property in TOD residential, knowing that I would have some different and difficult requirements to the house than others would. I bought into the TOD on purpose as the area is growing and I also knew there is T.O.D arterial mixed use zone behind me. This requires height restrictions, larger setbacks, more green and landscape requirements, masonry walls between zones, all in all it was planned to be a commercial site for the betterment of North Richland Hills and Mid Cities Blvd. By allowing this special zone change request to go through the city is removing virtually all of the arterial mixed use areas in the Smithfield station area. My question is why did the city through all of the work and planning of these zones if they are to be changed as soon as a developer thinks he can make a dollar. Further than just the zone change requested there are more than 5 other changes requested to the zone they are requested to be in "T.O.D Residential". So not only are they asking to change the originally designed zone but are also asking to change many components of the T.O.D zone that I bought into in the first place. As Steven Cooper of the Planning and Zoning Committee stated it was the most by far change requests they had seen on any special request in their time on the board.

## Spot Zoning-

The definition of spot zoning is "Spot zoning is the application of zoning to a specific parcel or parcels of land within a larger zoned area when the rezoning is usually at odds with a city's master plan and current zoning restrictions." By definition this looks exactly like spot zoning to me. This is currently zoned as arterial mixed use which is basically commercial use with standard commercial aspects such as landscape requirements, parking requirements, siding and construction requirements, all to enhance the look and feel of the town and project. It is also how most of mid cities is developed and what looks and works best for the citizens and the community. Where changing the zone to residential is only to the direct benefit of those involved with the property being sold and the

developers who are building and selling these as quickly and for the most profit possible.

#### Planning and Zoning committee-

The planning and zoning committee has a very important role in the city's development, they decide what is best fit and what is not, and work hard to keep the cities master plan intact. In this case the beaten path development has come to planning and zoning twice with very limited changes, some to actually go against issues brought up in the first meeting, such as the 22' and 19' wide lots. The first time the DRC moved to deny, and the second time they surprisingly decided to neither deny nor approve the proposed plan even though only one insignificant change to centralize green space was made. Both times the beaten path development has been denied by the planning and zoning commission with a count of 6-0 and 4-1. The 9-1 vote over two meetings should be all that the city council has to look at. As the planning and zoning committee is put in place as experts in their field to make the best guidance for the council to make the best decision for the community. In this case they have made their view very clear that this project is not the correct use of this limited available commercial land close to the train station in Smithfield area. And I hope that you use the resources given to you, the planning and zoning committees opinion, correctly.

#### Sense of neighborhood and trust-

It was brought up in the first meeting by beaten path that they had worked very hard with their potential future neighbors to make everyone happy with the plan. This statement was made knowing that they reached out to an adjoining commercial property owner to the east only 3 hours before the meeting and had not reached out to myself or any of my neighbors as they claimed to do. But even in talking to the current commercial property owner, they offered a deal that he was agreed upon, however is not as good of a deal as was promised to him in the past, when he agreed on certain drainage and screening requirements when he

built his first office. When a representative for Beaten path finally did come to talk to us it was 1 or 2 pm on a Tuesday when most households are at work. We did get his card and when talking to him there was not any offering or even spit balling of anything that could make this plan work out good for their direct property line neighbors. I trust that you the city council are in the best interest of the community and citizens, if this large company is allowed to come in, break all the rules, and build whatever they want for a quick buck, then my trust will be forever turned from city council as being a voice for the community.

In conclusion, I am against this development for the many reasons I have written and for many others. I do trust that this council will vote the correct way and maintain the city plan as designed for the betterment of the city and the citizens. Keeping NRH a great place to work, live, play, and raise a family.

Thank you,

*W. Pake Rossi*  
Pake Rossi

7/17/2018

North Richland Hills City Council

4301 City Point Dr.

North Richland Hills TX, 76182

Council Members:

It is with great frustration that I am writing this note, pertaining to Beaten Path's proposed SDP-2018-03. I have carved time out of my busy schedule to prepare and attend two planning and zoning meetings regarding this development. The first meeting the SDP was brought in front of the Planning and Zoning Commission with a recommendation NOT to approve from the DRC. It was voted down by a count of 6-0. About a month later Beaten Path's made very few changes. The revised plan was brought again in front of the Planning and Zoning Committee where it was overturned by a count of 5-1. In between the two meetings a representative from Beaten Paths knocked on my door to inform me that they were moving forward to another planning and zoning meeting and that they wanted to be good neighbors. None of my concerns have been addressed by Beaten Path's and I'm left feeling that they want to be good neighbors on their terms only. If Beaten Path's truly wanted to be good neighbors they would propose a plan that increases the value of the city, is not an eye sore for the city, takes into account the neighbors opinions, and is also profitable to build. The proposed plan from Beaten Path's only takes into account the profitability of the project by squeezing in as much profitable square footage and only providing open space in an area that is cotton belt trail right of way, and 2 other miniscule spaces that help to get the requirements needed. All of this negatively impacting the city by causing severe traffic issues, eye sores along Mid Cities Blvd., eye sores along existing residential neighborhoods, eliminating the zoning district that was intended for this location, and leaving the possibility of a failed development with no one to maintain. The only people who have been supportive of this development are the ones who have something to gain by it, whether that be the sale of the existing property, the sale of 100 units in probably the most densely populated non-apartment subdivision in the city, or having a relationship to someone who can profit from it. On the other side of the Aisle are the tax paying citizens whose interests are supposed to be supported by the people they vote in.

According to the Planning and Zoning Department Special Development Plans should be reviewed for approval by the following criteria:

- **The goals and intent of transit oriented development in the city are met**

This plan clearly does not meet the goals of the TOD as it removes over 90% of the developable "arterial mixed use" zone in the Smithfield regulating plan from the date it was adopted. This is an extremely important zone of the TOD as it allows for pedestrian access to amenities in the area, reducing the need to drive to everything that is needed. While I will most likely always have to drive to work due to the nature of my job, I have found that the ability to walk to commercial spaces is a great luxury in the city. I walk to Fitness 2000 every time I work up the motivation to go to the gym, I walk to the gas station for a RedBull before doing yard

work every weekend. I regularly eat at Golden Chick, Subway, and the Corner Café. This year we did our taxes at Scott Kunkle's. While the existing commercial uses are nice, they are far short of what they could be and what would truly meet the goals and intent of the TOD.

- **Provide an alternative "master plan" approach by consolidating multiple properties to create a predictable, market responsive development for the area**

The proposed development has a very uncertain market response, while Beaten Path's will like to point out that these units have been built very successfully in Houston, Austin, and are beginning to be built in Dallas. They fail to mention that the style units being referenced are only proven successful in much more densely populated areas. Small vertical living is successful where the land size does not allow for outward growth. I am certain that North Richland Hills will never be a Dallas, and not even a Fort Worth, and that is good because it is the suburbs. But I do think that with strategic planning and patience it could live up to the likes of Grapevine, Keller, Coppell, and Colleyville.

- **Fits the adjoining context by providing appropriate transitions**

The adjoining context of this development are commercial office building (existing and proposed), a single family neighborhood, a gas station/fast food restaurant, and Mid Cities Blvd. the transitions are not appropriate in almost all respects. The proposed office building will have 100% access from a residential street (an unsafe scenario I have never seen in any city) the existing office buildings' only means of going east onto Mid Cities Blvd. is by going from the commercial parking lot through a residential street. The Golden Chick/Gas Station will now have one entrance from mid cities and one from a residential street. Single family homes will have trash cans feet from their back yard and 2 story town homes looking down into the back yard with no more than a 6' wooden fence (which we all know have a life of expectancy of , 10 years) separating them. Finally, Mid Cities will be greeted with 19' wide 2 story tall duplexes fronting it as opposed to the commercial landscaping that it is currently zoned. I'm sure every citizen in NRH can agree they prefer the look of the Fitness 2000 development far more than the apartments that front Mid Cities a few miles west of this location.

- **Provide public benefits such as usable civic and open spaces, livable streets, structured and shared parking, and linkages to transit**

This development plan provides the minimum benefits for even its own residents, about ½ of the open space provided in the plan is the green space on either side of Cotton Belt Trail an area that can't be built on anyway. The streets are a pass through from commercial spaces which would make them dangerous for kids to ride bikes and play on, over 1/3<sup>rd</sup> of the calculated parking spaces are driveway spaces rendering the car in the garage blocked in. There are walkable linkages to transit for the residents but the traffic caused by residents entering and exiting the development will cause issues for pedestrians coming from the west portion of Mid Cities sidewalk and Cotton Belt Trail.

- **Does not hinder future opportunities for higher intensity transit oriented development.**

The SDP proposed eliminates virtually all of the Arterial Mixed use zone in the Smithfield Station area. This not only eliminates the possibility of a development of mixed use building with commercial space on bottom and residential use above but it also develops TOD residential townhomes before any TOD townhomes have even been built in the proper zone to prove their market viability.

As has been agreed upon twice now by the Planning and Zoning Committee, there are too many zoning changes (90% of TOD Arterial mixed use turns to TOD Residential), too many waivers from the TOD Residential code, and too much market uncertainty in this development plan to approve this before the train has even begun to operate with passengers.

When I decided to invest my life savings into an approximately 2 acre lot in North Richland Hills, the property behind me was marketed as a commercial property that had a code that would make it similar to the Fitness 2000 building. It was to have a masonry wall between my property and the commercial space behind me. I was an early investor in an older neighborhood that had great potential and better neighbors. I built a home according to a strict code, which was a pain but worth it knowing that the code is what gave the area such great potential. I am excited for the future of NRH Development. I am especially excited for development in the Smithfield station area. The TOD code and regulating plan must have taken a great deal of effort to put together. It is a good plan and provides for a thriving district. I urge you to be patient and do what is best for the city and it's citizens, not what is best for the few people who stand to profit from the development.

Sincerely,



Pat O'Connor

Dear councilmen,

My name is Vincent O'Connor I moved to North Richland Hills last year. I know North Richland hills pretty well as I went to St. John The Apostle Catholic school from kindergarten through 8<sup>th</sup> grade. I knew North Richland Hills would be a great place to start my adult life as well and decided to buy property on Arthur Dr. This is a section of TOD residential. We worked very hard to build my house to fit the TOD code. I also knew that the property behind me was to be arterial mixed use which means basically commercially zoned. This designation meant a great deal in my decision to buy the property as it meant there would be strict regulations on setbacks, building requirements, landscaping requirements and screening requirements, as well as a nice look along mid cities for myself and guests to see when visiting.

After opposing this development twice and the planning and zoning committee overwhelmingly agreeing that this property is not correct for this area I did not expect to have to put public input or make time to go to a city council meeting for this same exact proposal. This time I am trying to be a little more prepared and submitting a public input letter for you to read and hope that this will show that it is not only myself but many members of the community that do not agree with this special use permit. Attached below is a quick petition that my neighbor and I walked a few blocks in only one and a half hours to get signatures that show that citizens of North Richland Hills do not want this development and believe that the current zoning, arterial mixed use, is a better use of the land. Again, this was only an hour and a half and only several blocks of walking door to door. Given more time I know we would have a significantly larger number of signatures on this opposition petition.

To whom it may concern:

As a citizen of the City of North Richland Hills, I would like to express my disagreement with SDP-2018-03 for the following reasons:

I am concerned with the traffic issues that will be created at Mid Cities Blvd. and ~~Highway Dr.~~ <sup>HOLIDAY LN.</sup> by the addition of 100 families leaving for work and school each morning with the drives so close to the intersection.

I enjoy the Cotton Belt Trail and am concerned that the added vehicular traffic will add an additional high traffic intersection that is difficult/hard to navigate.

I am concerned with the density of the proposed development. The lack of open space, reasonable floor plan space, and intermixed commercial traffic does not support family life.

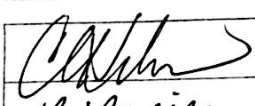
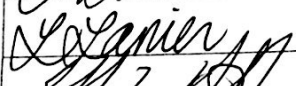
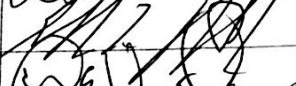

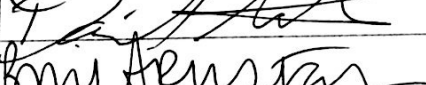
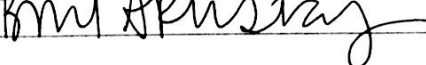
I am concerned that the proposed development will be an eye sore that is not consistent with the surrounding zoning.

It is important to me that lower density commercial/retail/restaurant lines Mid Cities Blvd. to maintain a good quality of life for us current citizens.

For one or more of the above reasons I ask that SDP-2018-03 be rejected.

Name:

Address:

	6200 ABBOTT AVE
	6205 Abbott Ave.
	6412 Abbott Ave
	6213 Abbott Ave
	6220 Abbott Ave
	6220 ABBOTT AVE.



Ashtley Beaudre	7607 Connie Ct 76182
<del>Darlene Jackson</del>	<del>7607 Connie Ct 76182</del>
<del>Wally Baker</del>	<del>7606 April 76182</del>
<del>Wally Baker</del>	<del>7606 April 76182</del>
<del>Wally Baker</del>	<del>7617 April &amp; 7617</del>
<del>Wally Baker</del>	<del>7609 April Ct NRH 76182</del>
Wally Baker	7609 April Ct NRH 76182
Selena Caro	7605 April Ct NM 76182
Shana Caro	7605 April Ct NRH 76182
Davion Barry	7605 APRIL NRH 76182
HAYLIE COLLINS WORTH	7028 Herman Lane NRH TX
Pierjea Lyan	7607 April Ct 76182
Shirca Merchaca	7607 April Ct 76182
<del>Shirca Merchaca</del>	<del>7527 Connie Ln NRH 76182</del>
<del>Shirca Merchaca</del>	<del>7525 Connie Ln NRH, TX 76182</del>
<del>Shirca Merchaca</del>	<del>7517 Carrie Ln NRH 76182</del>
Ornana Davis	755 Connie Ln NRH 76182
Heather Prosser Randle	7513 Connie Ln NRH 76182
Jason Gott	6322 Christy Ct NRH 76182
Philip Mcmillian	7520 Connie Ln
Kyon Hacker	6323 Holiday Ln
<del>Kyon Hacker</del>	<del>6327 Holiday Ln</del>

Name:

Address:

Cileen O'Connor	7800 Arthur Dr. NRH
Mitrice Jarmon	6322 Holiday Lane
Samuel Eguizar Al	7605 Connie Ct.
Rudy/Rachel Rupert	7610 Connie Ct.
Jennifer Duvon	7609 Connie Ct
<del>Donna [unclear]</del>	↑
CB	7607 Connie Ct. ↑

CAROLINE Miller	7451 N. College Cir NRH 76180
<del>SEWARD</del>	612 PRICE DR. 76180
Jack Simmons	7808 Johnson Ct. 76180
Jim [unclear]	7802 Arthur Dr. NRH 76182
[unclear]	7802 ARTHUR DR NRH

To whom it may concern:

As a citizen of the City of North Richland Hills, I would like to express my disagreement with SDP-2018-03 for the following reasons:

I am concerned with the traffic issues that will be created at Mid Cities Blvd. and ~~Hightower Dr.~~ <sup>HOLIDAY LN.</sup> by the addition of 100 families leaving for work and school each morning with the drives so close to the intersection.

I enjoy the Cotton Belt Trail and am concerned that the added vehicular traffic will add an additional high traffic intersection that is difficult/hard to navigate.

I am concerned with the density of the proposed development. The lack of open space, reasonable floor plan space, and intermixed commercial traffic does not support family life.

I am concerned that the proposed development will be an eye sore that is not consistent with the surrounding zoning.

It is important to me that lower density commercial/retail/restaurant lines Mid Cities Blvd. to maintain a good quality of life for us current citizens.

For one or more of the above reasons I ask that SDP-2018-03 be rejected.

Name:

Address:

Tairae Grimes	7812 Arthur Dr. NRH 76182
Jessica Rossi	7804 Arthur Dr NRH 76182
Ram P. Murphy	7813 Arthur Dr. NRH TX 76182
Keenan Murphy	7813 Arthur Dr. NRH TX 76182
Linda Willis	7820 Arthur Dr. NRH 76182
C. Don Willis	7820 Arthur Dr. NRH 76182



Thank you,

Vincent O'Connor

**SCOTT A. KUNKEL, CPA, PC**  
*Certified Public Accountant*  
7801 Mid Cities Blvd, #400  
North Richland Hills, TX 76182  
(817)498-1040

July 19, 2018

To North Richland Hills City Council,

I, Scott Kunkel, was a long- time resident of North Richland Hills (over 20 years) and have operated my CPA practice in North Richland Hills for almost 25 years. I hope to continue practicing for another 10 years, Lord willing, so as you see I have a vested interest in the city and the area under question.

I am the property owner at 7801 Mid Cities and 7795 Mid Cities. The 4,192 square foot building at 7801 was built in 2000 and is occupied by 4 businesses. The empty lot at 7795 Mid Cities borders to the east of the Beaten Path Development plan which is applying for special consideration.

I hope to speak at the council but wanted to write down the following for your consideration prior to that meeting.

Although, I had not intended to attend the meeting, John Pitstick asked me to. So that you know that I am not on one side or the other, my history is that when I built the building at 7801 Mid Cities and went for a landscape variance, John Pitstick was employed by the city and stood up and recommended that the variance not be approved. I also had the residents of the neighborhood stand up from the start to finish of my project and objected all the way through against my developing the property. So again, I state that I do not intend to take sides one way or the other on this.

I look for good neighbors and feel like I have been one for the past 20 years to which the residents of the neighborhood confirmed in their testimony at the 1<sup>st</sup> P&Z meeting on this project back in March. With respect to the Beaten Path development, they indicate they will provide me access to the median cut at Abbott Ave through their development. Even though this is in accordance with the city of NRH comments to me in 2000 when I was looking to construct a median cut in front of my entrance, I appreciate it.

In addition, Beaten Path says they will construct a wrought iron green wall between me and their property which sounds like a great idea as long as there are requirements that they "keep it green." I think it will be an attractive screen between my commercial property and their residential property.

Besides being a good neighbor to me, I feel Beaten Path should be a good neighbor to the residential neighborhood behind them. The 1<sup>st</sup> of 2 problems voiced at the P&Z meeting is that originally Beaten Path wanted to put the green fence and then changed to the cedar fence. After talking with John Pitstick, he indicated a brick wall is to be built which I think should satisfy the residents concern of the fencing. I even made the commitment that if they will continue the same look of the fence that is on my property at 7801 Mid Cities that I would install the fence on the back of 7795 at this time.

The 2<sup>nd</sup> of 2 problems as I see from the residents' point of view is their concern of a two story structure looming over their fences. And since this development will be a sea of concrete (i.e. buildings and

roads), I suggested to John Pitstick that maybe they could take the 5 – 6 properties bordering the property line with the residents and make them single story garden homes. He seemed to balk at this. However, if I was a homeowner in the neighborhood, I would have a big problem with 2 story buildings looming over my home.

My opinion is I respect the rights of all property owners and one way or another would like to see this property developed. I do hate that Beaten Path's current proposal has more town home units than they had with their 1<sup>st</sup> proposal. Consequently, I expect many of these units to be carried as rentals which means more cars parked on the street which will be unsightly. I will make sure there are a multitude of "no parking" signs and "towing zone" signs when their overflow extends to my property.

I believe 20 years ago Mid Cities was initially planned to be an attractive thoroughfare of North Richland Hills. I don't know how this project fits into that vision or if there is a better use for the land as the majority of the P&Z folks believed when they turned it down. So in the end, this is where it is your unenviable job to bring people together while keeping the city's best interests in mind. I wish you the best and know that God is in control.

Thanks for hearing me out on this.

Sincerely,

Scott Kunkel