



CITY COUNCIL MEMORANDUM

FROM: The Office of the City Manager **DATE:** May 13, 2019
SUBJECT: SDP 2019-01, Ordinance No. 3580, Public hearing and consideration of a request from Rick Figueroa for a Special Development Plan for a brewpub at 6428 Davis Blvd, being 2.4542 acres described as Lot 7A, John's Addition.
PRESENTER: Clayton Comstock, Planning Director

SUMMARY:

Revest, LLC, is requesting approval of a special development plan (SDP) in the Smithfield Transit Oriented Development (TOD) District. The applicant proposes to construct a retail building on the west side of the property adjacent to Davis Boulevard. The property is located on the east side of Davis Boulevard and south of Main Street.

GENERAL DESCRIPTION:

The project is located within the "General Mixed Use" Character Zone of the Smithfield TOD District. This subzone is generally outside the immediate influence of the transit station, and is intended to permit a wide range of uses that includes retail, office, residential, and industrial activities.

In 2014, a special development plan (SDP) was approved for the site to allow for the renovation of an existing building for a custom metal fabrication business with screened outside storage. The SDP was approved by City Council on August 11, 2014 (Ordinance No. 3324).

In 2018, a revised SDP was approved, which allowed for the construction of a warehouse building at the rear of the property. The SDP was approved by City Council on March 26, 2018 (Ordinance No. 3500).

The SDP revision now proposed would allow for the construction of a two-story, 10,618 square foot office/commercial building on the west side of the property adjacent to Davis Boulevard. The building itself meets all the standards of the TOD Code. The SDP addresses two other items: (1) approval of a brewpub use; and (2) reduced minimum parking ratios.

The attached Ordinance 3580 is a consolidation of all three SDPs approved and requested to date.

Brewpub

A lease space of about 5,000 square feet would be used for a brewpub business. A brewpub is a facility that (1) manufactures, brews, bottles, cans, packages, and labels



malt liquor, ale, and beer; (2) sells or offers without charge malt liquor, ale or beer produced by the brewpub to ultimate consumers for consumption on or off the premises; and/or (3) performs any other activity authorized by Chapter 74, Brewpub License, of the Texas Alcoholic Beverage Code, as amended. The General Mixed Use Character Zone allows the brewpub use with approval of a Special Use Permit or TOD Special Development Plan. Keyworth Brewing is identified as the initial lease that would fall under the brewpub allowance.

Minimum Parking Ratios

Because the uses provided on the property to date have been more office- and industrial-related, the 2014 and 2018 Special Development Plan approvals for the site allowed a reduction to the TOD parking requirement of 1 parking space for every 250 square feet of commercial floor area. The 2014 approval allowed 1 space per 360 square feet. The 2018 approval allowed 1 space per 447 square feet.

With addition of a new 10,618 square foot building, the applicant is providing an additional 30 parking spaces (1 space per 354 square feet on the new building alone); however, the “restaurant” use of a brewpub is anticipated to demand a higher parking ratio. As such, the applicant is requesting the application of the Town Center Zoning District’s “shared parking” criteria found in [Section 118-470 of the Town Center zoning district](#) standards to the entire property. This approach allows the applicant to calculate the hourly accumulation of parked vehicles by percentage of peak hour usage on both the weekday and weekend. The most commonly referred to example is office and restaurants. The peak hour of parking demand for office uses is during the typical work day, while the peak hour of parking demand for restaurants is in the evening between 5:00 p.m. and 8:00 p.m. The below table summarizes the differences between the parking that would be required if conventional zoning were used, if TOD zoning were used, and if the shared parking approach was used.

PARKING CALCULATION METHOD	TOTAL PARKING SPACES REQUIRED
Conventional Parking Ratios	119 parking spaces
TOD Parking	137 parking spaces
Town Center Shared Parking	90 parking spaces

The attached site plan also shows the shared parking tables. It demonstrates that the peak parking use is in the 1:00 p.m. hour on weekdays with 90 parking spaces. The applicant is providing total 92 parking spaces on the entire property.

DRC REVIEW: The Development Review Committee (DRC) evaluated the proposal based on the design intent and standards for the Smithfield TOD area. In addition, the DRC met with the applicant to discuss the project. The applicant is requesting several waivers to the TOD code standards, and a summary of those standards is detailed below.



COMPREHENSIVE PLAN & CURRENT ZONING: This area is designated on the Comprehensive Land Use Plan and is currently zoned Transit Oriented Development. The purpose of the transit oriented development code is 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 through the use of 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.

SPECIAL DEVELOPMENT PLAN: The applicant is requesting a special development plan for consideration of modifications to the standards of the transit oriented development district. The special development plan process is intended to allow applicants development flexibility 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 April 18, 2019, meeting and voted 6-0 to recommend approval.

RECOMMENDATION:

Approve Ordinance No. 3580.