



CITY COUNCIL MEMORANDUM

FROM: The Office of the City Manager **DATE:** February 24, 2025
SUBJECT: ZC25-0126, Ordinance No. 3892, Public hearing and consideration of a request from Ragle Inc for a special development plan for an office building at 6320 Smithfield Road, being 3.698 acres described as Tracts 5A and 5B, John Barlough Survey, Abstract 130.
PRESENTER: Clayton Husband, Principal Planner

SUMMARY:

Ragle Inc. is requesting a special development plan for an office building on 3.698 acres located at 6320 Smithfield Road.

GENERAL DESCRIPTION:

The property is located at the northeast corner of Smithfield Road and Newman Drive, immediately south of Mid-Cities Boulevard. The property is currently vacant and is situated adjacent to the Quik Trip convenience store on Davis Boulevard. The applicant proposes to develop a site for a new building for [Ragle Inc.](#), a highway and bridge construction company.

The property is located within the TOD Core Character Zone of the Smithfield Transit Oriented Development (TOD) District. This subzone provides the most opportunities for redevelopment and new development in the station area, with a mix of residential and non-residential uses permitted in a building scale of up to four stories in height. The site is located less than one-half mile south of the TEXRail Smithfield Station and northwest of HomeTown.

A site plan package for the property is attached. Planned improvements to the site include construction of a new 23,000-square-foot office building and associated site improvements. On-street parking would be constructed on Newman Drive, and street trees, landscaping, and sidewalks installed on both streets.

The building is situated at the corner of Smithfield Road and Newman Drive. Within the TOD Core character zone, the required build-to-zones are zero to five feet from both primary and secondary streets. Additionally, 80% of the lot's primary street frontage (Smithfield Road) and 40% of the lot's secondary street frontage (Newman Drive) must have a building within the build-to-zone.

The special development plan for the property is proposed to address the building location in relation to the build-to-zones. The property is encumbered by a 25-foot wide gas pipeline easement adjacent to Smithfield Road, which results in the front of the building being outside of the build-to-zone.



Landscaped areas cover 10% of the lot. These areas include landscape setbacks adjacent to Smithfield Road and Newman Drive, parking lot islands, and landscaped areas adjacent to the building. Street trees are provided adjacent to both streets. The parking lot has 98 parking spaces. The site has driveway access to Smithfield Road and Newman Drive, which also intersects Davis Boulevard.

TOD Waivers Requested

Below is an analysis and comparison of the Transit Oriented Development standards that require waivers or deviations as part of this Special Development Plan request.

SMITHFIELD TOD CORE STANDARD	PROPOSAL
<p>Build-to-Zone (BTZ) and Building Frontage. At least 80 percent of the building must be built within the 0-5 foot Build-to-Zone (setback) of the primary street and at least 40 percent of the building within the secondary street setback.</p>	<p>Building setback from Smithfield Road beyond BTZ.</p>

Special Development Plans

Special Development Plans are intended to allow applicants development flexibility to address specific market opportunities and/or contexts. An application for a Special Development Plan may only be approved by the City Council after a recommendation has been made by Planning and Zoning Commission. In evaluating a Special Development Plan, the Planning and Zoning Commission and City Council shall 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

LAND USE PLAN & CURRENT ZONING: This area is designated on the Land Use Plan and is 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.

SURROUNDING ZONING | LAND USE:

DIRECTION	ZONING	LAND USE PLAN	EXISTING LAND USE
NORTH	TOD (Transit Oriented Development)	Urban Village	Vacant



DIRECTION	ZONING	LAND USE PLAN	EXISTING LAND USE
WEST	C-1 (Commercial)	Community Services	House of worship (Center point Church)
SOUTH	TOD (Transit Oriented Development)	Urban Village	Vacant
EAST	TOD (Transit Oriented Development)	Urban Village	Retail use (Quik Trip)

PLAT STATUS: The property is unplatted. Approval of a minor plat of the property is required prior to the issuance of building permits.

PLANNING AND ZONING COMMISSION: The Planning and Zoning Commission conducted a public hearing and considered this item at the February 6, 2025, meeting and voted 5-0 to recommend approval.

RECOMMENDATION:

Approve Ordinance No. 3892.