

**Exhibit B – Land Use and Development Regulations – Ordinance No. 3797 – Page 1 of 3**

Zoning Case ZC22-0037

Presidium (Special Development Plan)

Lot 1, Block 3; Lots 1R and 3R, Block C; and Lots 1-8, Block D, Smithfield Addition

Portion of Tract 1Q, John M Crockett Survey, Abstract 273

6701-6725 Davis Boulevard and 8001, 8005, and 8029 Main Street, North Richland Hills, Texas

This Special Development Plan (SDP) shall adhere to all the conditions of the North Richland Hills Code of Ordinances, as amended, and the base zoning district of TOD Transit Oriented Development. The following regulations are specific to this Special Development Plan. Where these regulations conflict with or overlap another ordinance, easement, covenant or deed restriction, the more stringent restriction shall prevail.

**A. PERMITTED LAND USES**

Uses in this SDP are limited to those permitted in the General Mixed Use - Smithfield character zone of the TOD Transit Oriented Development district, and subject to the following.

1. The maximum number of multifamily units allowed is three hundred (300) dwelling units.
2. A minimum of 17,000 square feet of dedicated commercial space is required on Main Street. Dedicated commercial space must be located within an enclosed building.

**B. BUILDING FORM AND DEVELOPMENT STANDARDS**

Development of the property must comply with the development standards of the TOD Transit Oriented Development district and the standards described below.

1. Building placement. Building and site improvement must be constructed as shown on the concept plan attached as Exhibit "C," whereby approving certain nonconformities to TOD building frontage and build-to-zone requirements specific to this property.
2. Mixed-use criteria.
  - a. Buildings 1, 2, and 3, as shown on the concept plan, are exempt from mixed-use criteria, including minimum first floor height requirements.
  - b. Buildings 4 through 7 must provide at least sixty percent (60%) of ground floor building space as non-residential use.
3. Parking.
  - a. A reduction to the minimum parking requirements is permitted and may be as shown on the attached Exhibit "C." The Development Review Committee shall have authority to approve up to 5 percent additional reduction for the purpose of tree preservation/planting or pedestrian or motorist safety.
  - b. The area shown on the commercial parking exhibit, attached as Exhibit "C," is restricted to commercial and nonresidential parking only. Residential parking is prohibited in this area.

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- c. Carports may be constructed in areas as shown on the concept plan attached as Exhibit “C.” Carport construction is subject to design standards as described in subsection C (Architectural Standards).
- 4. Screening and fencing.
  - a. A six-foot tall ornamental metal fence must be constructed on the west property line adjacent to Smithfield Cemetery. The fence must include masonry columns constructed at fifty-foot spacing and finials matching or complementary to the existing cemetery fence.
  - b. A minimum 5-foot landscape setback must be provided adjacent to Smithfield Cemetery. The setback must be planted with one or more evergreen holly shrubs as approved by the Development Review Committee as part of the development’s Landscape Plan.
  - c. All fencing four feet in height or taller must include masonry columns constructed at fifty-foot spacing.

**C. STREET AND STREETScape STANDARDS**

Development of the property must comply with the development standards of the TOD Transit Oriented Development district and the standards described below.

- 1. Landscape standards.
  - a. Landscape improvements must be provided as generally shown on the concept plan attached as Exhibit “C.”
  - b. On-site internal parking lot landscaping may follow the general standards of Chapter 114 of the City Code.
- 2. Streetscape standards.
  - a. Snider Street must be designed with pedestrian-scale street lighting meeting TOD street light spacing standards, enhanced decorative crosswalks at all driveway and street intersections as well as one (1) mid-block pedestrian crossing.

**D. ARCHITECTURAL STANDARDS**

Development of the property must comply with the development standards of the TOD Transit Oriented Development district and the standards described below.

- 1. General requirements.
  - a. The conceptual building elevations attached as Exhibit “C” are intended to be a reference for architectural elements and design techniques. The purpose of the

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elevation is not to dictate how residences are designed, but to provide flexibility for variety and ensure that the community possesses a distinct character.

- b. The exterior design and appearance of all commercial buildings constructed on Main Street are subject to approval of a compliance permit by the Planning and Zoning Commission as required by Section 118-568 (Architectural standards and guidelines) of the zoning ordinance.
2. Architectural standards and guidelines.
    - a. Carports and any other roofed accessory structure must be constructed with masonry columns. The structures must include a hip or gable roof of composite shingles or standing seam metal. Any carport lighting must be concealed within the roof structure and not visible from any public right-of-way or publicly accessible open space.

**E. CIVIC AND OPEN SPACE STANDARDS**

Development of the property must comply with the development standards of the TOD Transit Oriented Development district and the standards described below.

1. Required public open space.
  - a. The development must set aside at least five percent (5%) of the land area as open space. The open space areas must be designed as shown on the concept plan attached as Exhibit "C."
  - b. A landscape plan for all public and publicly accessible open space areas must be prepared by a Registered Landscape Architect. The plan must be submitted with the site plan application for the development.
  - c. The roundabout on Northeast Parkway is considered public open space for the purposes of this development. The landscape design of the roundabout must accommodate a location for public art installation and is subject to approval by the Development Review Committee.

**F. ADMINISTRATIVE APPROVAL OF SITE PLANS**

Site plans that comply with all development-related ordinances and this Ordinance shall be administratively approved by the Development Review Committee.

Substantial deviations or amendments from the development standards or site plan must be processed in the same manner as the original approval. The application for an amendment or revision must include all land described in the original ordinance that approved the Special Development Plan.

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The city manager or designee may approve minor amendments or revisions to these special development plan regulations provided the amendment or revisions does not significantly:

1. Alter the basic relationship of the proposed uses to adjacent uses;
2. Change the uses approved;
3. Increase approved densities, height, site coverage, or floor areas;
4. Decrease on-site parking requirements;
5. Reduce minimum yards or setbacks; or
6. Change traffic patterns.