

Exhibit B – Land Use and Development Regulations – Ordinance No. xxxx - Page 1 of 2

Special Development Plan Case SDP 2020-03
Telitha Akers Survey, Abstract 19, Tract 2; and
Edmund King Survey, Abstract 29, Tract 1B3J
6300-6400 blocks Iron Horse Boulevard, 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 shall be 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.* Except as otherwise indicated in this section, uses in this SDP shall be limited to those permitted in the General Mixed Use character zone of the TOD Transit Oriented Development district and the uses described below.

B. *Building form and development standards.* Development of the property shall comply with the development standards of the TOD Transit Oriented Development district and the standards described below.

1. First floor mixed-use.

- a. At least 13,000 square feet of floor area shall be dedicated for commercial uses. This space must be located on the first floor of the building(s).
- b. A maximum of 16,600 square feet of floor area may be used as flex- commercial space, i.e., space that is built to commercial standards but allowed for residential use.

2. Building height. The height of each building must not exceed four (4) stories.

C. *Street and streetscape design standards.* Development of the property shall comply with the development standards of the TOD Transit Oriented Development district and the standards described below.

1. Landscape standards on private property.

- a. At least five percent (5%) of parking lot area must be landscaped.
- b. One (1) large tree must be provided per twenty (20) parking spaces.
- c. All surface parking spaces must be located within 100 feet of a parking lot tree.
- d. All parking rows must terminate with a landscape island planted with one (1) large tree.
- e. The southern private access drive shall be designed as a public street, with the street tree, street light, sidewalk, and on-street parking standards typical of a TOD General Street applied.

D. *Civic / Open Space design standards.* Development of the areas claimed for the minimum five percent (5%) civic/open space must comply with the development standards of the TOD (Transit Oriented Development) district and the standards described below.

1. Approval of the design for the mid-block public plaza is delegated to the Development Review Committee, but must include pedestrian-scale outdoor

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lighting, landscape planters, landscaping, benches/seating/furniture, trash receptacles, enhanced decorative paving, and other similar amenities.

2. The sixteen (16)-foot Cotton Belt Trail easement must be graded and installed to meet AASHTO standards for pedestrian trails. The western corner of the property must be graded to accommodate a trail connection to the TEXRail station property.
3. One (1) large tree or two (2) upright ornamental trees must be installed per fifty (50) linear feet adjacent to the west property line.

E. *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 shall be processed in the same manner as the original approval. The application for an amendment or revision shall include all land described in the original ordinance that approved the Special Development Plan.

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.