

Exhibit B – Land Use and Development Regulations – Ordinance No. xxxx – Page 1 of 4

Zoning Case ZC23-0060

Special Development Plan

Lots 1R and 3-8, Block 2; and Lots 1-5, Block 3, Meacham Addition

6405-6421 Smithfield Road, 7801 Guy Street, and 7805-7829 Arthur Drive, 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 TOD Core and TOD Residential - Smithfield character zones 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. The maximum number of townhouse units allowed is fifteen (15) dwelling units.
3. A minimum of 10,000 square feet of dedicated commercial space and a minimum of 9,000 square feet of commercial-ready space is required. 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. Townhome lots. Townhome lots must be individually platted and designed and constructed under all single-family townhome standards, including separate utility meters. The minimum lot and area dimensions for townhome lots are as follows:
 - a. Lot Width, Interior: 21 feet
 - b. Lot Width, Corner: 26 feet
 - c. Lot Depth: 58 feet
 - d. Minimum Dwelling Unit Size: 1,800 square feet
 - e. Parking Required: 2 per dwelling unit
3. Mixed-use criteria. Buildings located in the TOD Core character zone must provide at least thirty-five percent (35%) of ground floor building space along Smithfield Road as dedicated non-residential uses or commercial-ready space.

Exhibit B – Land Use and Development Regulations – Ordinance No. xxxx – Page 2 of 4

Zoning Case ZC23-0060

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4. 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. A structured parking garage of at least 3 levels and 300 parking spaces must be provided on the property and must include a finished façade facing the TEXRail right-of-way and Cotton Belt Trail.

5. Commercial-Ready / Flex Commercial Space Standards. For any area designated as “commercial-ready,” the following standards apply:

- a. All interior and exterior doors must meet the non-residential accessibility and construction standards adopted by City of NRH.
 - i. Door-specific standards:
 - 1. All doors must provide 32 clear inches in width (typical 36 in. door).
 - 2. Doors that pull-to-open must have 18 inches between the latch edge of the door and the adjacent wall when the door is in the closed position.
 - 3. Exterior entrance doors must be provided with commercial/accessible thresholds.
 - 4. All entrance doors must be installed at grade level or provided with accessible ramps, landings, and walkways.
- b. All walls and ceilings that separate units must be constructed as a fire separation as required by the NRH building code (1-hr minimum rating).
- c. Bathroom/restrooms must be adequately sized, and plumbing fixtures arranged to accommodate transition to federal (ADAAG) and state (TAS) accessibility requirements when the unit is converted to commercial uses or used as a live/work unit.
- d. At least one of the following must be provided:
 - i. First floor podiums must be constructed using load-bearing columns, whereby the entire first floor space may be demolished and remodeled.
 - ii. All first-floor space must utilize headers to connect two or more adjacent units to create a minimum of 1,400 square feet of connected flex space.
- e. Leave-outs in the slab must be provided to accommodate future commercial finish out requirements and easy access to utility connections under the slab.
- f. Dumpster enclosure area(s) must be provided on site to accommodate commercial occupancy

Exhibit B – Land Use and Development Regulations – Ordinance No. xxxx – Page 3 of 4

Zoning Case ZC23-0060

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- g. Adequate space must be designed above first floor windows for commercial signage bands, including direct and easy access to an electrical source.
- h. Locations of future commercial restaurant vent chases must be planned and identified on building permit documents or be installed.

6. Utilities.

- a. Grease trap(s) must be provided for all dedicated commercial space.
- b. All aerial utilities on or adjacent to the site must be removed or placed underground.
- c. All transformers, switchgears, control boxes, and other utility terminals must be placed in underground vaults or enclosed within a structure. The Development Review Committee may approve screened above-ground cabinets where undergrounding is impractical.
- d. Any above-ground utility meters or utility meter banks must be placed on the side or rear facades of buildings and screened from view of all street and railroad rights-of-way.

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. Arthur Drive must be designed as a TOD General Street and include enhanced decorative crosswalks at all driveway and street intersections.
- b. The internal private drive aisle connecting Arthur Drive to the structured parking garage must generally follow the design standards of the TOD General Street.
- c. On Smithfield Road, trash receptacles and bicycle racks are required within the public space. At least two (2) trash receptacles are required.
- d. All street furniture and amenities must comply with the Smithfield TOD palette.

Exhibit B – Land Use and Development Regulations – Ordinance No. xxxx – Page 4 of 4

Zoning Case ZC23-0060

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D. ARCHITECTURAL STANDARDS

Design and development of the buildings on the property must comply with the development standards of the TOD Transit Oriented Development district and the standards described below. The conceptual building elevations attached as Exhibit “C” are intended to be a reference for architectural elements and design techniques. The purpose of the elevation is not to dictate how buildings are designed, but to provide flexibility for variety and ensure that the community possesses a distinct character.

E. CIVIC AND OPEN SPACE STANDARDS

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

1. Required open space.

- a. The development must set aside at least six percent (6%) 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.

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.

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.