



CITY COUNCIL MEMORANDUM

FROM: The Office of the City Manager **DATE:** January 27, 2020

SUBJECT: SDP 2019-03, Ordinance No. 3637, Public hearing and consideration of a request from HKS, Inc., for a special development plan for an elementary school in the 6700-6800 blocks of Davis Boulevard, being 10.94 acres described as portions of Lot 1, Block 2, Smithfield Addition; and Tracts 1B, 1B5, 1B6, and 3B1, Crockett Survey, Abstract 273.

PRESENTER: Clayton Comstock, Planning Director

SUMMARY:

On behalf of Birdville ISD, HKS, Inc., is requesting approval of a special development plan (SDP) in the Smithfield Transit Oriented Development (TOD) district. The owner proposes to construct a new Smithfield Elementary School campus to replace the existing school building. The new development requires approval of waivers to the TOD development standards through approval of this special development plan. The property is located on the east side of Smithfield Road and north of Chapman Drive.

GENERAL DESCRIPTION:

The project is located within the "TOD Core" character zone of the Smithfield TOD district. Since the site is presently used as an elementary school, a portion of the site is also designated as "Civic/Open Space." The "TOD Core" subzone provides the most opportunities for redevelopment and new development in both the station areas. It is the area that has the most development impact due to the location of the transit station.

A site plan for the proposed development is attached. Planned improvements to the site include the construction of a replacement school for Smithfield Elementary, parking areas, and playground areas. Primary access to the school campus would be from an extension of Northeast Parkway between Smithfield Road and Davis Boulevard. Construction of the school is expected to be completed in time for a fall 2021 school opening. The existing Smithfield Elementary School will remain open while the new school is under construction and will be demolished after May 2021 to create space for new outdoor play areas. This is similar to the construction process Birdville ISD employed with North Richland Middle School.

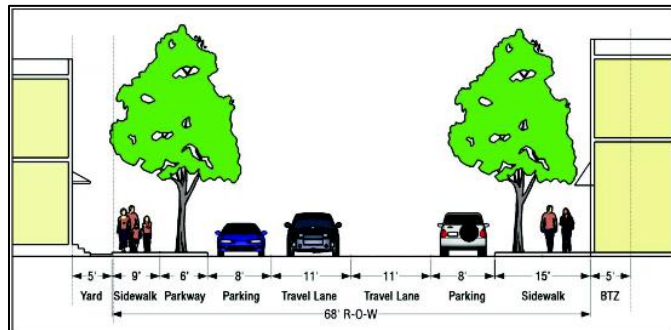
TOD WAIVERS REQUESTED: The Development Review Committee (DRC) evaluated the proposal based on the design intent and standards for the Smithfield TOD area. In addition, the DRC met with the applicant to discuss the project. The applicant is requesting the following waivers to the TOD code standards through this special development plan application.

1. **Screening wall.** The residential transition standards in the TOD Core subzone apply to all buildings located adjacent to existing single-family residential development. Since the properties to north and west of this site are developed with single-family dwellings, the standards require that a six-foot tall masonry screening wall be constructed on the common property line. This standard would apply to approximately 840 feet of property. The applicant is proposing to install a wood fence, which would generally be consistent with BISD's other campuses in North Richland Hills. [Reference Sec. 118-566\(b\).](#)

2. **TOD Streetscaping**

Smithfield Road Streetscape.

Smithfield Road is classified as an "avenue" by the Smithfield TOD regulating plan. This type of roadway requires on-street parking, an eight-foot wide sidewalk, and a six-foot wide parkway with tree wells.

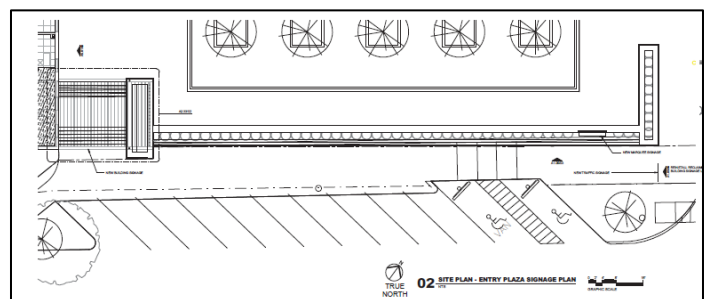


Street trees are required adjacent to Smithfield Road. The trees must be spaced an average of 30 feet on center and located about three feet behind the curb. The trees would be located between the street and the sidewalk. In addition, street lights are required along Smithfield Road at a spacing of one light per 120 linear feet. Trash receptacles and bike racks are also required as streetscaping elements along Smithfield Road. [Reference Sec. 118-567\(c-e\).](#)

HKS is requesting a waiver to all Smithfield Road streetscaping requirements, including a wider sidewalk, street lights, street trees, trash receptacles, and bike racks. They propose the existing sidewalk remain and the six-foot chain link fence for the play yard area be located at the edge of the existing sidewalk. The Development Review Committee recommends placing the play yard fence 14 feet back from the street curb for the possibility of future streetscape improvements and to provide a safer sidewalk for pedestrians.

Northeast Parkway Streetscape.

Twelve on-street angle-in parking spaces are located on Northeast Parkway in front of the school. In this area, the applicant is requesting a waiver of the requirement for street trees, of which three would be required. Instead, additional landscaping and trees would be installed in the proposed plaza entry to the school.



NORTHEAST PARKWAY PARKING / STREETScape PROPOSAL

3. ***Parking lot landscaping.*** Similar to previous special development plan applications, a reduction to the required parking lot landscaping is being requested as part of this application. As written, the TOD Code would require a considerable amount of parking lot landscape islands and trees. The applicant is requesting to meet the parking lot landscaping requirements that are applied to all other zoning districts in North Richland Hills as defined in [Section 114-71\(i\)](#) of the City Code (parking lot landscaping standards) rather than the TOD parking lot landscaping standards.

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 January 16, 2020, meeting and voted 3-1-1 to recommend approval (Commissioner Werner voting against and Commissioner Luppy abstaining).

RECOMMENDATION:

Approve Ordinance No. 3637.