

CITY COUNCIL MEMORANDUM

FROM: The Office of the City Manager **DATE:** May 8, 2023
SUBJECT: ZC23-0048, Ordinance No. 3788, Public hearing and consideration of a request from MJ Thomas Engineering for a special development plan for a quick service restaurant at 6205 Davis Boulevard, being 1.08 acres described as a portion of Tract 6D, John H Barlough Survey, Abstract 130.
PRESENTER: Clayton Comstock, Planning Director

SUMMARY:

On behalf of CJ Real Estate LLC, MJ Thomas Engineering is requesting a special development plan for a quick service restaurant on 1.08 acres located at 6205 Davis Boulevard.

GENERAL DESCRIPTION:

The property is located at the northwest corner of Davis Boulevard and Smithfield Road. The property is currently vacant. The applicant proposes to develop a site for a new Starbucks quick service restaurant.

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 across Davis Boulevard from the traditional neighborhood development of HomeTown.

A site plan package for the property is attached. Planned improvements to the site include construction of a new 2,200-square-foot building with drive-through service. The TOD district expressly prohibits drive-through facilities; therefore, City Council approval of a Special Development Plan is required.

Landscaped areas cover 39% of the lot. These areas include 15-foot-wide landscape setbacks adjacent to Davis Boulevard and Smithfield Road, parking lot islands, and landscaped areas adjacent to the drive-through lane. Street trees are provided adjacent to both streets, and a hedgerow is added adjacent to the drive-through lane to provide screening of vehicles from the streets.

The parking lot contains 30 parking spaces and vehicle stacking for approximately 10 cars in the drive-through lane. The site has access to Davis Boulevard and Smithfield Road through a common access easement shared with the adjacent lot. These

easements connect to proposed driveways on both roads. The driveway on Davis Boulevard is subject to TXDOT approval.

The proposed conditions of approval for this special use permit are attached. Applications for special use permits provide an opportunity to address modifications to specific site development and building design standards for the site. These conditions are based on the applicant's proposed development of the property. These conditions may be modified throughout the public hearing process, but they are subject to final approval by City Council.

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
<i>Permitted Use.</i> Food Service Uses such as full-service restaurants, cafeterias, and snack bars <u>with no drive through facilities</u> are permitted in the TOD Core Character Zone.	Quick-service restaurant with drive-through facility
<i>Build-to-Zone (BTZ) and Building Frontage.</i> 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.	Building setback from Smithfield Road beyond BTZ, with drive-through lane separating the public sidewalk from the building.
Corner building street facades must be built to the BTZ for a minimum of 30 feet from the corner along both streets.	Building setback beyond BTZ at corner of Smithfield Road and Davis Boulevard with drive-through lane located between building and intersection.
<i>Landscape Standards.</i> All surface parking lots that accommodate more than 10 cars shall be required to plant one canopy tree and three shrubs per every 1,000 square feet of paved area.	Required: 41 total canopy trees and 123 shrubs Provided: 22 canopy trees and 152 shrubs
<i>Signage.</i> <ul style="list-style-type: none"> • <i>Wall (Building) Signs.</i> One sign per tenant space; calculated at 1 square foot per linear foot of public street frontage with a maximum of 50 square feet. • <i>Monument Signs.</i> One monument sign per lot per street frontage (no more than 2 per lot separated by at least 100 feet) limited to a maximum of 50 square feet per sign face and 6 feet in height. TOD Core only allowed in Arterial frontage (Davis Blvd) landscape buffer. 	<ul style="list-style-type: none"> • Wall (Building) Signs to meet standards of Chapter 106 (Sign Ordinance) with four (4) facades approved as shown on applicant's exhibits • Monument sign along Davis Boulevard to meet Chapter 106 (Sign Ordinance): <ul style="list-style-type: none"> ○ Max. 7-foot height ○ Max. 50 square foot sign message ○ Max. 75 square foot structure size ○ Min. 8-inch masonry surround

SMITHFIELD TOD CORE STANDARD	PROPOSAL
<p>Building Design.</p> <ul style="list-style-type: none"> • <i>Location on the Street.</i> Buildings shall be oriented toward the major street with the primary entrance located on that street. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. • <i>Pedestrian-Friendly Building Massing and Scale.</i> <ul style="list-style-type: none"> ○ A building's massing shall serve to define entry points and help orient pedestrians. ○ Buildings and/or facades shall emphasize and frame or terminate important vistas. 	<p>Building placement on the lot proposed as shown, with drive-through lane separating the building from the street.</p>
<p>Feature Buildings.</p> <p>Buildings which are located at the intersection of streets shall be considered Feature Buildings. Such buildings shall be designed with features which take advantage of that location, such as accentuated entry and a unique building articulation which is off set from the front wall planes and goes above the main building eave or parapet line.</p>	<p>Industry-standard quick-service restaurant building dimensions.</p>
<p>Transparency Required.</p> <p>In the TOD Core, transparent storefront windows covering no less than 65% of the façade area required.</p>	<p>Building frontage along Smithfield Road has no transparency (window).</p>

Development Review Committee (DRC) Review

The Transit Oriented Development (TOD) district is intended to be a pedestrian-oriented, mixed-use urban village environment. The stated goals of the TOD are “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.”

The requested suburban-style drive-through quick service restaurant does not fully align with these stated goals of the TOD zoning district, however this particular property is located at the southernmost periphery of the TOD district. Properties immediately south of this site are zoned to allow conventional suburban site design and zoning. While other areas of North Richland Hills are well served by coffee shop uses, the stretch of Davis Boulevard between North Tarrant Parkway and Loop 820 has far fewer dedicated coffee shop businesses at this time.

The applicant has also worked with the Development Review Committee to create a building style that aligns more with the historic architecture theming of the Smithfield TOD district, with use of full brick and stone, recessed storefront windows, masonry detailing in the roofline cornice, and historically themed building lighting.



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
WEST	R-4-D (Duplex Residential)	Medium Density Residential	Duplex residences
	R-2 (Single-Family Residential)	Low Density Residential	Single-family residences
SOUTH	TOD (Transit Oriented Development)	Urban Village	Vacant
EAST	TC (Town Center)	Urban Village	Single-family residences (HomeTown)

PLAT STATUS: The property is unplatted. A preliminary plat was approved by City Council on February 13, 2023. A final plat is a related item on the May 8, 2023, City Council agenda (see PLAT23-0036).

PLANNING AND ZONING COMMISSION: The Planning and Zoning Commission conducted a public hearing and considered this item at the April 20, 2023, meeting and voted 5-0 to recommend approval.

RECOMMENDATION:

Approve Ordinance No. 3788.