

CITY COUNCIL MEMORANDUM

FROM: The Office of the City Manager **DATE:** June 26, 2023

SUBJECT: ZC22-0037, Ordinance No. 3797, Public hearing and consideration of a request from Kimley Horn and Associates for a revised special development plan at 6701-6725 Davis Boulevard and 8005-8029 Main Street, being approximately 11.1 acres described as Lot 1, Block 3; Lots 1R and 3R, Block C; and Lots 1-8, Block D, Smithfield Addition; and a portion of Tract 1Q, John M Crockett Survey, Abstract 273.

PRESENTER: Clayton Comstock, Planning Director

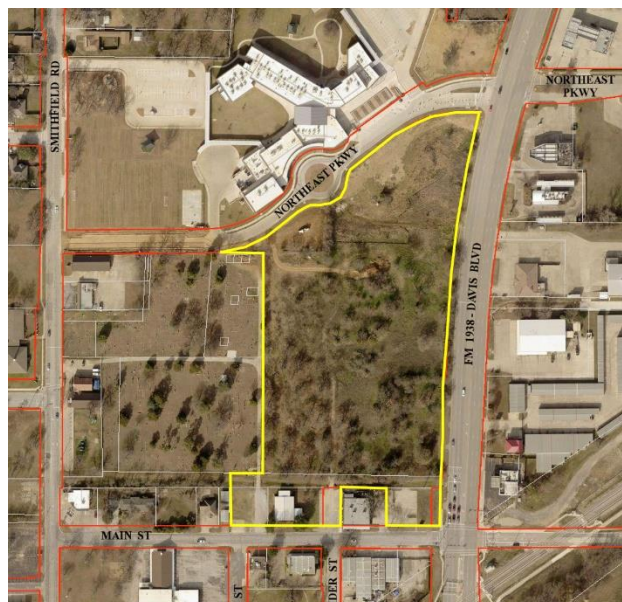
SUMMARY:

On behalf of Presidium Development LLC, Kimley-Horn and Associates is requesting a revised special development plan on an 11.1-acre site generally located on the west side of Davis Boulevard between Main Street and Northeast Parkway


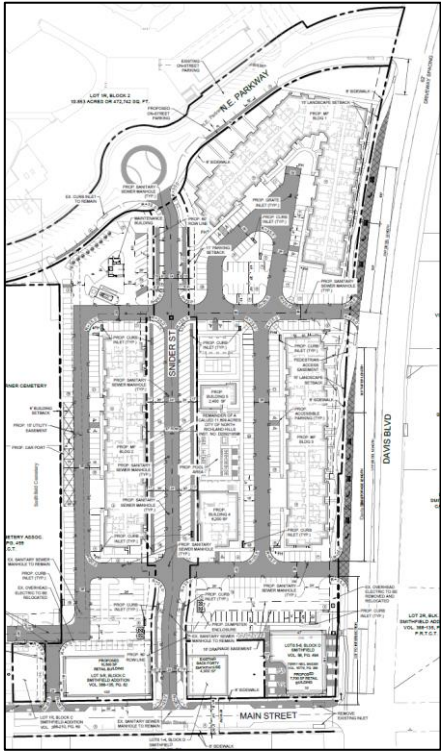
GENERAL DESCRIPTION:

Most of the subject property is owned by the City of North Richland Hills, which acquired property in 2009 as a possible location for a new city hall facility. When the 2012 Municipal Complex Oversight Committee determined that the new city hall should be built as part of a mixed-use development at its current location in City Point on Boulevard 26 (former North Hills Mall site), the City sought proposals from developers that could develop this site in accordance with the Transit Oriented Development zoning district standards.

City Council approved a special development plan for the property on September 12, 2016 (Ordinance 3424). The approved plan encompassed approximately 15.05 acres and included property that extended as far north as Mickey Street. At the time the special development plan was approved, Northeast Parkway and the new Smithfield Elementary School were not planned for construction. Since that time, the road and school have been built, which has resulted in a smaller project area than the original plan.



A comparison of the previous plan and proposed plan is below.

	PREVIOUS PLAN (2016)	PROPOSED PLAN (2023)
		
Project Size	15.05 acres 13 buildings	11.1 acres 7 buildings
Residential Units	450 dwelling units 30 units/acre	296 dwelling units 32 units/acre
Commercial Space	20,800 SF dedicated commercial space 28,800 SF ground floor flex space	20,000 SF dedicated commercial space
Parking	767 spaces	392 spaces (residential) 104 spaces (commercial)
Open Space	0.76 acres (5% of the site)	0.47 acres (5% of the site)
Street access	Davis Boulevard (3 entrances) Snider Street (new road construction) Main Street	Davis Boulevard (2 entrances) Northeast Parkway Snider Street (new road construction) Main Street

Concept plan exhibits for the project are attached, and a layout of the development is shown at right. A public street extension of Snider Street would be constructed between Main Street and Northeast Parkway. The development provides 0.47 acres of open space areas distributed throughout the site.

The proposed development includes both commercial and multifamily uses. On Main Street, two new commercial buildings are proposed totaling just over 17,000 square feet. One commercial building is planned on the northwest corner of Main Street and Davis Boulevard, and the other on the northwest corner of Main Street and Snider Street.

The remainder of the property would comprise 296 multifamily dwelling units in three buildings. Two four-story buildings fronting Snider Street and Davis Blvd would be constructed within the site. The third building, located at the southwest corner of Davis Boulevard and Northeast Parkway would have both three- and four-story portions. The project also includes one clubhouse building and one fitness center building, with a swimming pool in between the buildings. The multifamily portion has an overall density of 32 dwelling units per acre.



The proposed Special Development Plan includes 3 multifamily buildings (brown), two commercial main street buildings (red), and residential amenity buildings (purple).

The concept plan submitted for City Council review meets the submittal requirements for a concept plan in the TOD code. Approval of a formal site plan package by the Development Review Committee would still be required prior to the issuance of a building permit. Additional approval by the Planning and Zoning Commission is also required for the commercial building architecture on Main Street.

PLANNING AND ZONING HISTORY OF THE AREA: The site was originally part of the Smithfield community prior to being incorporated into North Richland Hills. The subject property has been zoned for commercial uses since 1984, according to historical zoning maps and records. While planned for retail uses at that time, the property was never developed. Smithfield Cemetery and the former Smithfield Elementary School are west and north of the site.

In 2009, the City worked cooperatively with numerous property owners in the Smithfield area to rezone over 100 acres to TOD (Transit Oriented Development). This included the properties in all four quadrants of the Davis Boulevard and Main Street intersection and extending south to properties on Mid-Cities Boulevard. The zoning change to the TOD district was approved by City Council in August 2009 (Ordinance 3064).

COMPREHENSIVE PLAN: This area is designated on the Vision2030 Land Use Plan as *Urban Village*. This designation promotes sustainable, pedestrian-oriented, mixed-use development that provides the opportunity for many uses to coexist within a compact area. Urban villages encourage an efficient compact land use pattern; support vibrant public spaces; reduce the reliance on private automobiles; promote a functional and attractive community through the use of urban design principles; allow flexibility in land use; and prescribe a high level of detail in building design and form. Urban villages can come in the form of vertical mixed use, where multiple uses share a single multistory building, or horizontal mixed use, where a diverse set of uses are placed within close walkable proximity.

The 1992 Land Use Plan recommended this area for *Medium Density Residential*. That recommendation changed with the 2001 Land Use Plan to *Retail*. The *Retail* recommendation was revised by the 2007 Land Use Plan to a *Mixed Use* designation.

TRANSPORTATION PLAN & TRAFFIC ANALYSIS: The development has frontage on the following streets. Right-of-way dedication requirements, if any, will be determined at the time of platting.

STREET	FUNCTIONAL CLASSIFICATION	LAND USE CONTEXT	DESIGN ELEMENTS
Davis Boulevard	P6D Major Arterial	Suburban Commercial	<ul style="list-style-type: none"> • 6-lane divided roadway • variable right-of-way width
Northeast Parkway	TOD general street	Transit Oriented Development	<ul style="list-style-type: none"> • 2-lane undivided roadway • Min. 60-foot right-of-way width
Main Street	C2U Minor Collector	Transit Oriented Development	<ul style="list-style-type: none"> • 2-lane undivided roadway • On-street parking • 60 foot right-of-way width • 11-foot sidewalks w/ tree wells
Snider Street (future)	TOD general street	Transit Oriented Development	<ul style="list-style-type: none"> • 2-lane undivided roadway • On-street parking • Min. 60-foot right-of-way width



Primary street access to the development is from Davis Boulevard, with two proposed driveway connections. Secondary access to the site is from Main Street on the south and Northeast Parkway on the north.

The street layout also provides for the construction of Snider Street between Main Street and Northeast Parkway. Snider Street is a planned street on the Smithfield TOD regulating plan and is key to providing traffic circulation and pedestrian access in the Smithfield District. Snider Street, along with the two driveways connecting to Davis Boulevard, provide enhanced circulation that will ultimately improve peak school traffic flow.

TxDOT currently has plans to construct medians on Davis Boulevard. Upon median installation, it is unlikely that smaller intersecting streets and driveways will be provided median openings. Median openings are likely at Northeast Parkway and Main Street, which are both signalized intersections.

CURRENT ZONING: The property is currently zoned TOD (Transit Oriented Development). The TOD district is intended 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 using 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.

This property is located in both the TOD Core Character Zone (i.e. subzone) and the Historic TOD Character Zone (Main Street frontage) of the Smithfield TOD.

PLAT STATUS: Most of the property is platted as Lot 1, Block 3; Lots 1R and 3R, Block C; and Lots 1-8, Block D, Smithfield Addition. A portion of the area is an unplatted drainage right-of-way located behind the properties fronting Main Street.

SURROUNDING ZONING | LAND USE:

DIRECTION	ZONING	LAND USE PLAN	EXISTING LAND USE
NORTH	TOD (Transit Oriented Development)	Urban Village	Smithfield Elementary School Vacant
WEST	TOD (Transit Oriented Development)	Urban Village	Smithfield Cemetery
SOUTH	TOD (Transit Oriented Development)	Urban Village	Office and commercial uses
EAST	TOD (Transit Oriented Development)	Urban Village	Retail and commercial uses

TOD WAIVERS: The applicant is aware of all TOD Code development criteria and has indicated that they will develop to such specifications unless otherwise specified within the attached Special Development Plan Standards. There are four areas that they are requesting waivers to the TOD Code:

1. ***Mixed Use Criteria for Ground Floor.*** The TOD Core Character Zone requires a minimum of 35% of the ground floor area to be commercial uses and a maximum of 40% of the ground floor area to be residential uses. The applicant is requesting 100% of the ground floor area within the TOD Core Character Zone to be permitted for residential use and uses accessory to a multifamily residential community, including pool, sports court, fitness center, coworking space, community leasing offices, mailroom, etc.
2. ***First Floor Height.*** Because of the above-mentioned waiver to the mixed-use criteria, the application also seeks a waiver of the minimum first floor height requirement of 15 feet, as measured from floor-to-floor, within the TOD Core Character Zone.
3. ***Parking.*** Including the existing Back Forty Smokehouse restaurant, the application includes approximately 23,100 square feet of commercial floor area that requires one parking space per 250 square feet, or 93 parking spaces. A multifamily development requires 1.5 parking spaces per dwelling unit. For 296 units, this equates to 444 parking spaces. A total of 537 parking spaces are therefore required for the floor area and units proposed. The applicant is providing 496 parking spaces, or 516 spaces when tandem spaces are included. Tandem spaces are those behind a tuck-under parking garage. As a result, the application is deficient on the minimum required amount of parking for the project. The applicant has provided a shared parking analysis that demonstrates peak parking demand hours for commercial and multifamily uses that will be reviewed as part of the public hearing presentation.
4. ***Northeast Parkway Build-to-Zone.*** Due to the curved alignment of Northeast Parkway between the traffic circle and Davis Boulevard and the acute angle of the roadway intersection at Davis Boulevard, building placement within the zero-to-five foot (0 ft. – 5 ft.) build-to-zone is a challenge.
5. ***Landscape Standards on Private Property.*** The applicant is requesting relief in the TOD Code's requirements for private property landscaping and instead to follow Chapter 114 of the City Code for all internal site landscaping and the general conceptual landscape plans included as Exhibit C.

SPECIAL DEVELOPMENT PLAN: The applicant is requesting a Special Development Plan for consideration of waivers to the Transit Oriented Development code. The Special Development Plan process is intended to provide applicants with flexibility in development standards 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.

NEIGHBORHOOD MEETINGS: In preparation for the public meetings and to acquire input from adjacent owners, the applicant has met with representatives of the Smithfield Masonic Lodge, Birdville ISD, Back Forty Smokehouse, and the Smithfield Cemetery.

PLANNING AND ZONING COMMISSION: The Planning and Zoning Commission conducted a public hearing and considered this item at the June 15, 2023, meeting and voted 5-0 to recommend approval. In their approval, the Commission recommended three (3) areas of the plan be addressed more:

1. Enhance the walkability and overall pedestrian experience along Snider Street. Concern was expressed by the Commission that Snider Street would feel like a private parking lot as currently designed.
2. Provide additional information regarding the treatment of the Smithfield Cemetery property line, including landscaping, setbacks, tree preservation, fencing styles, and driveway connections.
3. Acknowledging that the southwest corner of Northeast Parkway and Snider Street is a very visible and prominent corner, include improvements that provide streetscape frontage to soften and screen the parking area. This can be through building frontage, hardscaping, landscaping or other means.

Staff met with the applicant and their design team following the Planning & Zoning Commission meeting to address these three areas. The applicant indicated intent to make revisions to the plans and/or include conditions in the special development plan standards. Due to the limited time between public meetings, special development plan exhibits have not been updated or revised but may be distributed at the City Council meeting and made part of the presentation.

RECOMMENDATION:

Approve Ordinance No. 3797.