



PLANNING AND ZONING COMMISSION MEMORANDUM

FROM: The Office of the City Manager **DATE:** June 21, 2018

SUBJECT: SDP 2018-03 Public hearing and consideration of a request from Beaten Path Development for a Special Development Plan at the northwest and northeast corners of Mid Cities Boulevard and Holiday Lane, being 11.89 acres described as Lot 2, Block 1, Carrington Center; Lots 2R1, 3R, 4, and portion of 1R, Block 34, Fox Hollow Addition; and Tracts 11 and 11D, John H. Barlough Survey, Abstract 130.

PRESENTER: Clayton Comstock, Planning Manager

SUMMARY:

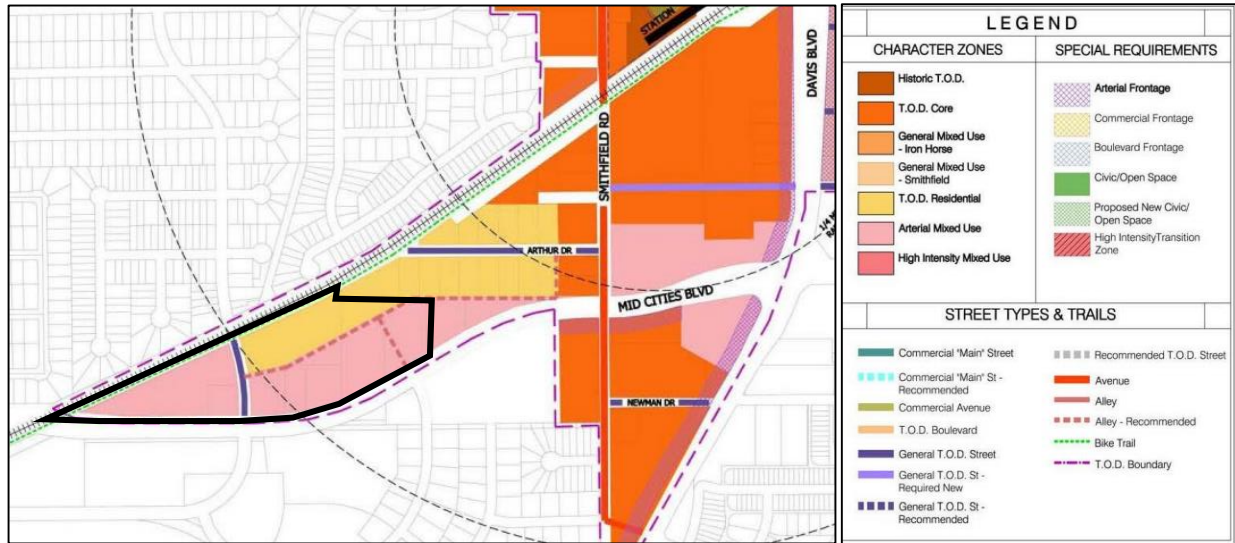
On behalf of Long Real Estate Investments, RCC/CT LLC, and DFW Oil, Beaten Path Development is requesting approval of a Special Development Plan (SDP) in the Smithfield Transit Oriented Development (TOD) District. The applicant proposes to develop a project that includes 100 single-family residential units comprised of 76 townhome and 24 duplexes. The property is located on the north side of Mid-Cities Boulevard on the east and west sides of Holiday Lane.

GENERAL DESCRIPTION:

The project is located within the "Arterial Mixed Use" and "TOD Residential" subzones of the Smithfield TOD district.

- The "Arterial Mixed Use" subzone is intended to provide appropriate transitions to major regional roadways while taking advantage of the frontage for limited auto-oriented uses and sites. The subzone does not permit townhomes by right. Any residential proposed within the "Arterial Mixed Use" subzone is limited to second floors above non-residential uses.
- The "TOD Residential" subzone provides the transitions from higher intensity development of the TOD Core and existing residential neighborhoods and allows townhomes by right. The map excerpt below, taken from the Smithfield TOD Regulating Plan, shows the subject property (thick black outline), the subzone districts, and recommended thoroughfares.

Figure 1: Smithfield TOD Regulating Plan



The subject property is governed by the TOD Residential and Arterial Mixed Use subzones.

Below is a summary of the proposed development, which is planned for construction in two sections on the east and west sides of Holiday Lane. A complete concept plan of the project is attached.

DEVELOPMENT SUMMARY	
Project Area	10.92 acres
Attached SF units	100 units
Residential density	9.16 units/acre
Open space	0.79 acres (7.23%)
Programmable open space	2.40 acres (21.98%)
Common areas	17 lots
Parking spaces/residential unit	4.26 spaces

TOD WAIVERS REQUESTED: The following waivers to the TOD Code are being requested by this Special Development Plan proposal:

1. **TOD Subzone Deviation.** The "Arterial Mixed Use" subzone of the TOD code is a subzone found only in the Smithfield TOD and only along Mid-Cities Boulevard. The subzone does not permit single family or first-floor residential. It is intended to encourage continued commercial development along Mid-Cities Boulevard to support the increasing residential densities in other subzones of the district. Because of its proximity along Mid-Cities and at the edge of the TOD district, elements of Conventional Suburban Design (CSD) are permitted by the code. This includes deeper building setbacks from the street, 100% commercial uses, and standard site landscaping. As an example, the shopping center at the northeast corner of Smithfield Road and Mid-Cities Boulevard (Fitness 2000, Subway, The

Corner Café, etc.) was designed to meet the TOD code's Arterial Mixed Use subzone.

2. **Townhome lot width.** The minimum width of a townhome lot or other attached single-family lot permitted by the TOD code is 25 feet. The applicant proposes 83 attached single-family lots with a lot width of 22 feet dispersed throughout the development. These lots support a 22-foot wide townhome product (59 lots) and a 19-foot wide duplex unit product (24 lots). Seventeen (17) of the 100 lots would meet the minimum 25-foot width requirement.
3. **Customized street designs.** The design of the streets proposed within the development are customized to fit the context and function of the neighborhood while still using the TOD street design criteria as a guide. The dimensions of travel lanes, landscape strips, and parking spaces are all consistent with the TOD design criteria, however on-street parking is limited to one side of the street in the case of Street "A" and Street "C." Street "D" is also designed with the east side sidewalk constructed at the back of the street curb where there would usually be a landscape strip for street trees. Street "B" is also proposed as a one-way street around the central open space. Five-foot sidewalks are also proposed in some areas rather than the minimum six-foot sidewalks required by the TOD Code. See Page 4 of the attached "Design Guidelines" for additional information on the street designs.
4. **Parking driveway width.** Because of the narrower width of the lots and need for parallel parking off the rear alleys, the maximum permitted residential driveway width of 20 feet may not be achievable. Instead, a continuous concrete parking lane along the alleys will likely be necessary.
5. **Build-to-Zone.** Both the TOD Residential and Arterial Mixed Use subzones require front build-to-zones with a minimum setback of 10 feet. The applicant is proposing to adopt a front setback of seven (7) feet.

STAFF DRC REVIEW: The Development Review Committee (DRC) evaluated the proposal based on the design intent and standards for the Smithfield TOD. The DRC believes that this plan is an improvement over the previous plan proposed by this applicant for this property, which was recommended for denial by the Planning and Zoning Commission on March 15, 2018, under case SDP 2017-06, and was subsequently withdrawn by the applicant. The DRC believes this most recent plan to be an improvement for the following reasons:

Larger centralized open space. Open spaces provided on the 2017 plan were small and dispersed areas leftover from where streets and home sites would not fit. The new plan has an open space that is intentionally designed to serve as a centralized park for the neighborhood and can be programmed with neighborhood events and other larger gatherings.

Improved pedestrian connections. A mid-block sidewalk is provided that connects Mid-Cities to the centralized open space and further on to the Cotton Belt

Trail through a series of open space paseos. This provides convenient access to the park and trail for all units within the neighborhood.

Street connection to east. The 2017 plan did not propose a fully integrated street network that allowed for a mix of uses to develop to the east of the subject property. The new plan provides a street connection to the undeveloped property to the east, which allows that property vehicular access to the median opening in Mid-Cities Boulevard and the signalized intersection at Holiday Lane.

Product diversity. The previous plan had two types of product: a 22-foot wide townhome (74 lots) and a 25-foot wide townhome (19 lots). While smaller, the new plan does include a new product type of a 19-foot wide duplex unit (24 lots) that all face out toward Mid-Cities Boulevard. See Page 3 of the attached "Design Guidelines" for additional information.

While the above points demonstrate the improvements to the previous plan, the DRC continues to be interested in the Planning and Zoning Commission and City Council discussions regarding the two remaining topics of concern:

Local market uncertainty of 22-foot townhome and 19-foot duplex product. The DRC recognizes that over 90 units of 22-foot wide townhomes were approved in the Iron Horse TOD; however, those townhomes have not yet hit the sales market. The DRC is concerned about additional deviations to the 25-foot minimum lot requirement for townhome lots until the community has a better understanding of the local market for 22-foot townhomes or direction is provided by City Council that this is a favorable and targeted product for North Richland Hills.

Units facing Mid-Cities Boulevard. Twenty-four (24) units are proposed to face out toward Mid-Cities Boulevard, a 6-lane major arterial roadway. While a TOD project in Iron Horse TOD does have townhome units facing Iron Horse Boulevard, that roadway is a four-lane street and on-street parking is being provided with that new development. The closest comparison to this situation is The Enclave, which has first-floor multi-family units that face and have access to Mid-Cities Boulevard without on-street parking.

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.

CITY COUNCIL: The City Council will consider this request at the July 23, 2018, meeting following a recommendation by the Planning and Zoning Commission.

RECOMMENDATION:

Conduct a public hearing and consider SDP 2018-03.