

**CITY OF COPPELL  
PLANNING DEPARTMENT**

**STAFF REPORT**

**Case No.: PD-237R6-RBN, Trinsic-Aura (REVISED)**

**P&Z HEARING DATE:** March 20, 2014

**C.C. HEARING DATE:** April 8, 2014

**STAFF REP.:** Marcie Diamond, Assistant Director of Planning

**LOCATION:** East side of S. Belt Line Road between E. Dividend Drive and Chartwell Drive

**SIZE OF AREA:** 11.18 acres of property

**CURRENT ZONING:** PD-237R5-HC/RBN (Planned Development-237 Revision 5-Highway Commercial/Residential Urban Neighborhood)

**REQUEST:** A zoning change to PD-237R6-RBN (Planned Development-237 Revision 6-Residential Urban Neighborhood), to attach a **Detail Site Plan** for 311 multifamily units, 11,000 square feet of retail/residential/office use and accessory uses.

**APPLICANT:** **Owner**  
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**Applicant**  
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**HISTORY:** There have been a number of proposals for development of this property, some conceptual, some resulting in Commission and Council action. In January of 2011, Council denied a Conceptual PD request for hotel, office, and retail development, which included the proposed QT gas station. A Detail Plan for the QT gas station was subsequently approved as a stand-alone lot on the north side of Dividend Drive. In July of the same year a revised Detail Plan for the QT was approved, including revised building elevations.

On December 10, 2013, after a unanimous recommendation for denial by the Planning and Zoning Commission, the City Council remanded this request for a Conceptual Planned Development District for Hotel, Retail and High Density Housing back to the Planning and Zoning Commission, with all fees being waived. Key elements were the inclusion of 1st floor retail and provision of a

vehicle to assure that the hotel would be under construction prior to the high density housing requested on Tract 2. Planning and Zoning Commission's recommendation for denial on the previous request for 331 high density units was not appealed to City Council.

**HISTORIC COMMENT:** We have found nothing of historic significance attached to this property

**TRANSPORTATION:** Beltline Road is a six-lane, divided, concrete roadway constructed to standard within a 110-foot right-of-way. Dividend Drive is a two-lane concrete road contained within a 65-foot right-of-way. Chartwell currently under construction to be a two-lane concrete street within 80 R.O.W. A right turn (north bound) being constructed with this road improvement project.

**SURROUNDING LAND USE & ZONING:**

**North:** Existing gas station; Planned Dev. 237-R4-HC and "A", Agriculture

**South:** vacant land and bank building: "A", Agriculture and City of Irving

**East:** vacant: City of Dallas and Cypress Waters

**West:** three-story office building and vacant: PD-221, HC

**COMPREHENSIVE PLAN:**

*Coppell 2030, A Comprehensive Master Plan*, shows this land as appropriate for Mixed Use Community Center.

**DISCUSSION:**

As discussed in the history section of this report, a request for 331 multifamily units was recommended for denial by the Planning and Zoning Commission in October of last year, and that request was not appealed to City Council. Since that time the applicant has revised this request to reduce the number of units, include retail uses on the 1<sup>st</sup> floor, increased the parking ratio, increased the number of covered parking spaces, and specifically defined the open spaces and other elements as currently being considered in the draft of the Mixed Use Districts. Given the location and abutting land uses, this proposal is being analyzed relation to the Draft of the MX-2 district regulations. As discussed in the two companion requests, the Conceptual Planned Development for this 20 acre tract and the Detail Plan for the Hotel on Tract 1, no Building Permits for this proposed residential development will be issued until such time that the hotel is under construction.

**Site Plan**

This request is for 311 residential units, at a density of 28 dwelling units per acre. The Draft MXD-2 suggests densities greater than 22 dwelling units per acre within this district. Given that there is no residential adjacencies and this property fronts on a major thoroughfare (Boulevard) this density meets the Draft MXD-2 density parameters. Also included is 3,221 square feet of retail/restaurant uses abutting the proposed plaza and accessory uses along the frontage of Belt Line Road. As envisioned in the Draft MXD-2 District 40% of the building frontage on Belt Line Road is devoted to these non-residential uses. Also as included in the Draft MXD ordinance, the first floor non-residential uses have a minimum depth of 30 feet; clear glass windows comprises no less than 60% of the ground

floor façade and interior ceiling “clear” heights being no less than 12 feet. The clear height on this project is a minimum of 16 feet.

At the March 10<sup>th</sup> Council meeting, in a presentation regarding proper allocation of non-residential to residential mixed use ratios, the Planning Director noted that the *2030 Comprehensive Master Plan* states that 1,000 new households can stimulate the need for approximately 160,000 square feet of retail uses (which includes local and non-local patrons) and that guideline would suggest that this project could potentially support in excess of 40,000 square feet of non-residential uses. However, this is a significant amount of non-residential to be fully accommodated within this 11.8 acre lot. Additional retail/restaurant/office along the frontage of Belt Line Road should be considered.

#### Open Spaces/Landscaping:

The Draft MXD district proposes that open/civic/gathering areas be a minimum of 15 percent of the gross area of the entire site. Further it states that the type, scale, location, and design of this component shall depend on the context and location of the other components of the Mixed Use Development.

Based on that ratio, this 11.8 acre development would require 73,050 square feet of open/civic/gathering areas. This development is compliant with that regulation whereas 1.6 acres (70,229 square feet) is devoted to *outdoor* village greens, plazas and pool areas. These open areas are addition to the required landscaped areas provided within the parking lots and along the perimeters of this development. In addition, included within ‘Building 1’ is a 2,369 square foot fitness center and a 1,836 square foot club area for the use of the residents, bringing the total to 74,434 square feet of open/civic/gathering areas.

#### Streetscape

The Draft MXD districts include regulations on streetscape design. Those regulations require that street trees on private property along all street frontages, be located at a minimum of 40-feet on center. The Landscape Plan for this project shows only one tree per 50 linear feet. Therefore, four (4) additional over story trees are required along Belt Line Road. In addition to street trees, the Draft MXD regulations require that along residential ground floor frontages, a minimum of six (6) feet of landscaping (ground cover, low shrubs, ornamental trees) be provided between the edge of sidewalk and the primary building façade. A revised Landscape Plan including additional detail of this area needs to be submitted to reflect this condition as illustrated as being met on the colored renderings. Finally, the Draft MXD suggests that sidewalks generally be located five (5) feet from back of curb to provide a buffer between vehicular and pedestrian movements and shall be a minimum of 6 feet in width. The sidewalks within this development, parallel to Belt Line Road need to be increased to 6’ wide.

#### Building Elevations

As discussed in the Conceptual Plan and the Detail Plan for the Hotel, all building materials are architecturally compatible utilizing the same tones of brown, beige and cream. The Draft MXD district requires that

“All buildings shall incorporate design features such as offsets, balconies, projections, windows, reveals, or similar elements to preclude large expanses of uninterrupted building surfaces. Along the vertical face of a structure, such features shall occur every twenty (20) to thirty (30) feet or as good design dictates.”

These buildings are designed with undulating front facades, balconies and porches which meet these design criteria. The free standing parking garages will be 100% masonry with the same brick and roof materials as the main structure. Even the carports which will not be visible from any public right-of-way or abutting properties will also use the same roof materials as the main structure and the support columns will be clad with brick.

Finally, the height of these buildings will not exceed 45 feet. The Draft MXD-2 states that the maximum height shall generally be 55 feet.

#### Parking

The last issue is parking. Under the City’s existing parking regulations, the residential portion of this development (311 units) would require 780 parking spaces<sup>1</sup> In the Draft MX District, parking for this type of development would be 2 parking spaces per unit, requiring 622 spaces. Under either regulation an additional 29 parking spaces for the retail and office uses would also be required.

The applicant is proposing 537 parking spaces<sup>2</sup> (1.75 per unit) for the residential. Attached to this staff report is the applicant’s Parking Ratio Analysis submitted to justify this reduction. These 537 parking spaces includes 83 (15%) of the parking to be tandem spaces to be located on the driveway behind the parking garages. Including the tandem spaces, this represents an 85 parking space deficient (based on MXD - 2 parking spaces per unit) for the residential uses. Staff also has concern with functionality of the four parking spaces parallel to the east property line, especially if the tandem spaces are proposed in this area.

While the applicant has supplied information on other high density residential complexes which provide less parking than provided here, staff’s research of other city’s ordinances, coupled with experience within the City of Coppel with under-parked developments, staff cannot support this parking ratio of 1.73 per unit. To address this issue, staff suggests a reduction of the number of units to provide the minimum of two parking spaces per unit. Based on 537 parking spaces, 269 units would be permitted.

Finally, in the Draft MXD-2 district, 80% of the required parking is recommended to be covered. This proposal calls for 111 spaces within parking garages and 154 spaces under carports, accounting for approximately 50 percent of the parking spaces provided. In addition to the residential parking 29 spaces are provided for the non-residential uses proposed along the “slip street” parallel to Belt Line Road.

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<sup>1</sup> Based on: 2 parking spaces per 1 & 2 bedroom units , 2.5 parking spaces per 3 bedroom units, plus 0.5 per unit

<sup>2</sup> Based on: 1 parking per bedroom, plus 0.5 per unit.

**RECOMMENDATION TO THE PLANNING AND ZONING COMMISSION:**

Staff is recommending APPROVAL of PD-237R6-RBN, Trinsic-Aura subject to the following conditions:

1. The addition of the following PD Conditions -
  - a. No building permit shall be issued for any residential development on this lot until such time that the Hotel on Lot 1 is under construction, including at a minimum, all underground utilities are installed and the slab has been poured.
  - b. The mutual access drive (48 foot wide pavement plus 10 foot wide landscaped median) between Lots 2 and 3 be shall be built with the development on Lot 2.
  - c. Prior to any development on this property, this property shall be platted. The northern half of this driveway shall be established as a mutual access and fire lane easement as part of Lot 3.
  - d. Payment of park development fees in the amount of \$1,285 per unit.
2. Revise the Site Plan to address the parking deficit by reducing the number of units.
3. Consider additional retail/office restaurant uses to take advantage of the Belt Line Road frontage and further support the mixed use aspect of this project.
4. The following drafting/technical corrections being made -
  - a. Revise the Landscape Plan to include 4 additional overstory trees along Belt Line Road and one additional overstory tree on the east side of the driveway by the entry plaza.
  - b. Revise the Landscape Plan to provide additional details on the street scape design along Belt Line Road to specify of shrubs, ornamental flowers and decorative light fixtures as included in the draft MXD regulations and illustrated on the color rendering submitted by the applicant.
  - c. The sidewalk adjacent to Belt Line Road being increased to be a minimum of 6 feet in width.
  - d. Reanalyze the functionality of the four parallel parking spaces along the southern property line
5. There may be additional comments at the time of engineering review, including but not limited to, the location of the driveway on Chartwell Drive.

**ALTERNATIVES:**

1. Recommend approval of the request
2. Recommend disapproval of the request
3. Recommend modification of the request
4. Take under advisement for reconsideration at a later date

**ATTACHMENTS:**

1. Applicant Parking Ratio Analysis
2. Site Plan
3. Landscape Plan (2 pages)
4. Rendering
5. Building Elevations (6 pages)