



MEMORANDUM

To: Mayor and City Council

From: Mindi Hurley, Director of Community Development

Date: April 9, 2024

Reference: PUBLIC HEARING: Consider approval of a zoning change request from HC (Highway Commercial) to PD-316-MF-2 (Planned Development 316-Multi-Family-2) and land use map amendment from Freeway Special District to Residential Urban Neighborhood to allow a 217-unit, four (4) story, age restricted 55+ senior living facility on approximately 9.9 acres located on the west side of North Coppell Road and north of Canyon Drive.

2040: Future Oriented Approach to Residential Development

Introduction:

This agenda item for Council consideration of a zoning change for a 217-unit, four (4) story, age restricted 55+ senior living facility contains a two-part request. Part one is a Detail Planned Development for a four story, 217-unit, age restricted (55 years of age or greater), multi-family product on approximately 9.9 acres. Part two is a change to the future land use map from Freeway Special District to Urban Residential Neighborhood, to allow the multi-family request.

On March 21, 2024, this zoning request was not approved by a 3-3 vote of the Coppell Planning & Zoning Commission. Therefore, a $\frac{3}{4}$ vote of Council (6 out of 7) is required to approve the request.

Background:

Living Units:

This proposed four story, apartment complex (50' in height) is to be age restricted to persons aged 55 and over. The unit count has decreased from 232 units presented at Planning and Zoning Commission to 217 units, bringing the proposed density down from 23.4 to 21.9 units/acre. The most recent unit breakdown is as follows:

- 4 studio units, 616 square feet in size,
- 75 one-bedroom, average size of 809 square feet (82 units previously proposed at P&Z), and
- 138 two-bedroom units, average size of 1,078 square feet (146 previously proposed at P&Z).

Site Configuration and Conditions:

The property is 9.9 acres and triangular in shape. The proposed building has a long corridor running northeast/southwest with two additional segments extending from that corridor to the southeast. It is setback approximately 223-feet from N. Coppell Road on the east; 102-feet from Canyon Drive on the south and 67-feet from the midrise office lot on the northwest. The eastern portion of the property has a drainage channel and 100-foot Brazos Electric Transmission Line Easement that runs north/south, parallel to N. Coppell Road. The entrance will be from Canyon Drive with two driveways. A memo from Kimley-Horn was submitted, demonstrating that a Traffic Impact Analysis was not needed. The memo took into consideration 248 dwelling units, which is higher than the 232 units proposed at the Planning and Zoning Commission and higher than the 217 units currently proposed.

Parking:

There are several PD conditions being requested, one of which is the amount of parking to be provided on-site. The typical MF-2 apartment is required to provide two parking spaces per unit plus ½ space for guest parking per unit. They are proposing to provide 348 parking spaces, which amounts to 1.6 spaces per unit. This has increased from 1.5 presented at the Planning and Zoning Commission due to the decrease in the number of units proposed. According to the applicant, this is higher than Roers previously approved project in Wylie, Texas currently under construction which has a 1.26 parking ratio and a project in Maple Grove, Minnesota that has a 1.43 parking ratio.

Landscaping:

The Landscape Plans provided shows that the site meets the minimum area requirements of 23%. Approximately 39% of the site is proposed to be landscaped. The drainage channel was not included in the landscape area calculations. The remaining area of the Brazos Electrical Easement, not including the drainage channel, accounts for 13% of the 39%, leaving 26% outside of the easement. All and all, the plan meets the landscape area requirements, even without including the easement area. Permission from the easement holder has been granted to allow the construction of a curvilinear sidewalk and fenced-in area for a private dog park.

Living Unit Amenities:

Each unit will be accessed from air-conditioned interior corridors. There are two elevators proposed with a backup generator. According to Roers Companies, all the units will have solid surface counter tops, stainless-steel appliances, resilient flooring and carpet, in-unit washer and dryer, patios/balconies, energy efficient lighting and energy efficient appliances. The project is 100% affordable housing. Those that are age 55 and over qualify if their income level is 60% of the area median income as defined by the Department of Housing and Urban Development (HUD).

Shared/Common Space Amenities:

In terms of amenities, Roers is proposing to have the following interior amenities: a theater (840 sq. ft.), a fitness center (1,000 sq. ft.), a community room (1,030 sq. ft.), a business center (1,030 sq. ft.), an activity room & library (850 sq. ft.), a multi-function learning center (1,040 sq. ft.), as well as on-site management and supportive services. Subsequent to the Planning and Zoning Commission Meeting, Roers has added a 784 sq. ft. community room (labeled Commons) on each upper floor satisfying an early request from staff for a community room on each floor. Exterior amenities are proposed to include a dog park, a putting green, a pool and grilling area.

Land Use Amendment

The 2030 Master Plan currently calls for this area to be Freeway Special District. The purpose of this designation was “to provide areas within the community for conventional high intensity regional commercial uses and office development dependent upon good transportation access to highway interchanges and frontage roads. These areas are primarily intended for medium to large scale developments serving travelers and clientele from the region and typically high volumes of ingress and egress by vehicular traffic.” Uses appropriate for Freeway Special District include “hotels, multi-story office buildings, medium-to-large scale regional commercial uses, restaurants, and other uses dependent upon high volumes of vehicular traffic.” Roers’ request is to amend the Future Land Use Plan for this site to Urban Residential Neighborhood, which allows for higher density residential uses that serve the needs of residents seeking alternatives to low and medium density single-family detached housing. Although, the Urban Residential Neighborhood land use in the Master Plan calls for a mix of housing with the majority being owner-occupied and not all rentals, this was the best match for the proposed use.

Benefit to the Community:

Offers a housing variety.

Legal Review:

The City Attorney was present at the March 21, 2024, Planning and Zoning Commission Meeting.

Fiscal Impact:

According to the applicant, Roers plans to partner with a nonprofit that will qualify for a local property tax exemption.

Recommendation:

On March 21, 2024, this zoning case was not approved by a 3-3 vote of the Coppell Planning & Zoning Commission. A $\frac{3}{4}$ vote of Council (6 out of 7) is required to approve the request. The following conditions are recommended if Council decides to approve the request:

1. There may be additional comments during the building permit and detailed engineering review.
2. A replat is required to be approved prior to engineering review and recorded prior to building permit.
3. Park fees of \$1,285 per unit shall be collected prior to plat recordation.
4. Site lighting shall meet City of Coppell requirements.
5. To restrict the residents within the development to persons aged 55 and older in accordance with the Fair Housing Act.
6. To allow for 1.6 parking spaces per unit.
7. To allow for four stories (50’ maximum height).
8. To allow for the balconies to have decorative metal railings and not be completely screened from view.
9. Amend the Future Land Use Plan from Freeway Special District to Urban Residential Neighborhood.