

**CITY OF COPPELL
PLANNING DEPARTMENT**

STAFF REPORT

CASE NO.: PD-108R12-H, Coppell Life Safety Park

P&Z HEARING DATE: February 19, 2015

C.C. HEARING DATE: March 24, 2015

STAFF REP.: Matt Steer, Senior Planner

LOCATION: 820 S. Coppell Road

SIZE OF AREA: 2.03 acres of property

CURRENT ZONING: PD-108R8-H (Planned Development-108 Revision 8-Historic)

REQUEST: A zoning change request to PD-108R12-H (Planned Development-108 Revision 12- Historic), to allow the development of educational buildings and a Life Safety Park.

APPLICANT:

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HISTORY: In August 2007, Council approved an 11-acre development along Coppell Road, including a conference center, retail/office/boutique hotel use and a pet care facility. As a result of this development plan, the Service Center drive was proposed to be relocated to the south. The 11-acre development was never constructed and the entire tract reacquired by the City of Coppell. In June 2013, Council approved a request to replat Lots 1-5, Block A, Villages of Old Coppell (five of the seven lots) into 64 residential lots and five common area lots. A condition of approval was to replat the Grapevine Springs Community Center and the Coppell Service Center properties affected by this change. In December 2013, the subject property was replatted and designated as Lot 2, Block 1, Coppell Service Center.

HISTORIC COMMENT: In the early 1930's, a western entry (dirt path) to Grapevine Springs Park (WPA Project) crossed the Coppell Service Center property and is believed to have extended east/west just north of the Service Center drive.

TRANSPORTATION: South Coppel Road is a two-lane, improved, 36-foot wide concrete street within a 75-foot right-of-way. North of Burns is contained within a 90-foot right-of-way with angled parking.

SURROUNDING LAND USE & ZONING:

North: residential; PD-108R11-H (Planned Development-108 Revision 11-Historic)
South: Future Drive to Service Center & DART railroad right-of-way; PD-108R8-H (Planned Development-108 Revision 8-Historic) & LI (Light Industrial)
East: Coppel Service Center; PD-108R5-H (Planned Development-108 Revision 5-Historic)
West: Office/Warehouse; LI (Light Industrial)

COMPREHENSIVE PLAN:

Coppel 2030, A Comprehensive Master Plan shows the property as suitable for development in accordance with the Old Coppel Historic Special Area Plan.

DISCUSSION:

The Coppel Life Safety Park is proposed to provide education to school children, families, and the general public regarding overall life safety programs such as fire procedures, severe weather response, and pedestrian caution. The facility will support not only a broad spectrum of public educational needs, but also provide community features including a park, museum, party room, and public classrooms that will enhance Old Town Coppel. Safety Town's proximity to the Farmer's Market and Main Street development required a design that is attentive to the scale and aesthetic of historical Texas architecture.

The Coppel Life Safety Park is proposed to support all five strategies listed within the Coppel 2030 Vision Plan (Sense of Community, Special Place to Live, Community Wellness and Enrichment, Business Prosperity, and Sustainable City Government). In addition, the Safety facility will protect and serve the community by incorporating an Emergency Operations Center (EOC). The EOC will have a fortified construction and generator power to ensure operations are maintained throughout unforeseen events such as severe weather, power outages, or natural disasters, etc. The program requirements were determined through citizen meetings, discussions, site analysis, and a tour of a comparable facility in Frisco.

Site Plan:

The overall site is 2.03 acres. The layout of the site is well thought out and ties in with the "traditional feel" generated in Old Town. The buildings are close to Coppel Road, the parking lot is located behind the building (out of sight) and an entry plaza provides a link to the north and west. Two driveways to the Service Center (one existing to the north and one proposed to the south) are shown to be shared with this site. The parking necessary (29 spaces) to support the site is proposed on the east side off the northern existing drive, behind the education building away from Coppel Road. There are six on-street angled parking spaces and a bus staging area depicted on Coppel Road. Another bus staging area is shown on the south end of the site, off the proposed Service Center drive.

The education building is setback approximately 35 feet from the Coppel Road right-of-way and contains the entry plaza which is detailed with several forms of decorative paving, three-foot high stone seating walls, and an 8' x 8' area for a fire

fighter monument surrounded with flags located south of the plaza. There is a seven foot sidewalk proposed to extend from the northern drive to the southern drive. Street lights will be provided and will be traditional poles, acorn lights with clam shell bases matching those found along Coppell Road and throughout Old Town.

Education Building:

The education building is proposed to be 11,700 square feet with three classrooms, a museum and an EOC. It is proposed to be 40 feet in height and will be constructed of a fiber cement “cedar” board, dark bronze structural steel, red/brown brick and ebony ironspot brick. A wood trellis extending from the main structure is proposed on the northwest and southeast sides. A tower element with the “cedar” horizontal siding gives height at the main entry. The mechanical yard sits on the northeast corner of this facility and will be screened with a ten-foot high ebony colored brick screening wall. The south side of the building is proposed to have a similar feel to a train platform and will tie in with the “Train Depot” building of the Safety Town.

Safety Town:

Located south of the education building, the Life Safety Park is proposed to be surrounded with a five-foot wrought iron fence where visible from Coppell Road and a five-foot black vinyl coated chain link fence along the south and the southeast property lines where not visible from the right-of-way. Four buildings and a small urban park are proposed to be constructed. Each of the buildings have multi-themed facades representing a small town center. The buildings range in height from 20 to 24 feet and are located in such a way as to provide a road network with medians, crosswalks, traffic signs and signals. At the end of the drive leading to the south, three side-by-side false façades (constructed of red brick and horizontal siding) emulating a residence, theater and bakery are proposed to face north to enclose the space.

The train depot (multipurpose building) is the northwest building in Safety Town. It is proposed to accommodate classes and provide meeting space. The west, north and south facades all resemble a historic train depot and will be constructed with white board and batten siding with brown trim. The east façade is proposed to appear as the former Cozby Drug Store and will be constructed of white horizontal siding.

The building labeled vehicle storage will store/charge the small electric vehicles to be driven by the children and will have restroom facilities. The west elevation will have an industrial storefront (brownish-gold horizontal siding with white trim) with the south and north sides (blue/grey horizontal siding with white trim) having garage service doors and the east side providing the access to the restroom facilities.

The public safety building located on the southwest corner will house an interactive police and fire truck and will have police and fire tools on display. The south elevation will appear as though it is the public library and post office and will be constructed of red brick and brown horizontal siding, the east and north will appear as the front and side of Town Center (red brick with cast stone quoins and brown horizontal siding) and the west will appear as a fire station with red brick.

The home safety building is located on the southeast corner of the site and is proposed to be constructed of green horizontal siding with white trim and brown with white trim on the eastern portion of the structure. It is proposed to have a large kitchen, a living room, dining room and bathroom. This will be the facility where weather safety and home fire safety will be taught.

A small 2,500-square-foot urban park is proposed between the south side of the multipurpose building (train depot) and the public safety building. This will have various forms of decorative paving and plantings. All and all, the idea is to create a scaled down interactive community (5/8 of the normal size) to teach children about safety.

Playground/Picnic Pavilion:

On the eastern side of the site is a playground with a pavilion providing a space for children to play, have lunch or just relax. The play structure will have a fire engine theme and will be installed on a rubberized safety surface. The play area will be enclosed with a three-foot decorative metal fence on the interior and a five-foot fence on the exterior (decorative metal on the north and black vinyl on the east). Details of the picnic pavilion are not represented within the submittal and are listed as a condition within staff recommendation.

Landscape Plan:

The Landscape Plan is in conformance with City requirements in terms of landscape area and trees to be planted. A tree survey has been done for the site and the trees identified are six and seven caliper-inch Eastern Red Cedars and a six caliper-inch Hackberry. All of the existing trees are proposed to be removed and replaced with species better suited for the area. There are a total of 29 overstory trees required (four interior/parking lot trees, 22 perimeter trees and three non-vehicular trees). There are 25 overstory (ten Cedar Elms, seven Live Oaks, eight Shumard Red Oaks) and 19 accent trees (five Cherry Laurels, seven Texas Redbuds, and seven Crape Myrtles) proposed. Three accent trees can count toward one overstory; therefore, 19 accent trees equate to roughly six overstory trees, exceeding the onsite tree requirements. A few minor revisions are needed to the landscape requirements table and have been listed as a condition of approval.

Signage:

The "Service Center" monument sign located at the northeast corner of the site is proposed to be removed and reconstructed closer to Coppell Road. All of the attached building signage depicted throughout are suitable for the Historic District, each "fit-in" with the façade on which they are proposed and staff is recommending approval.

RECOMMENDATION TO THE PLANNING AND ZONING COMMISSION:

Staff is recommending APPROVAL of this request subject to the following conditions being addressed:

1. Submit details of the picnic pavilion.
2. Revise the landscape calculations to show 1,085 linear feet for the perimeter measurement, 22 trees required and 22 provided; one tree per 3,000 square feet of non-vehicular open space, 9,163 sq. ft. as the area/measurement with three trees required and five provided.

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. Renderings
2. Site Plan
3. Landscape Plan
4. Tree Survey
5. Elevations (3 Pages)