

**CITY OF COPPELL
PLANNING DEPARTMENT**

STAFF REPORT

CASE NO.: PD-250R20-H, Old Town Addition (Main Street), PH III

P&Z HEARING DATE: March 19, 2015 (Continued to April 16, 2015)
C.C. HEARING DATE: April 14, 2015 (now scheduled for the May 12, 2015 Council meeting)

STAFF REP.: Matthew Steer, Senior Planner

LOCATION: NEC of Hammond Street & Travis Street

SIZE OF AREA: 2.1 acres of property

CURRENT ZONING: PD-250R8-H (Planned Development-250 Revision 8-Historic)

REQUEST: A zoning change request to PD-250R20-H (Planned Development-250 Revision 20-Historic), to amend the Concept Plan and attach a Detail Site Plan to allow the development of 11 single-family lots fronting Hammond Street, one common area lot (access and utility easement) and to revise the development conditions on three retail lots fronting West Main Street.

APPLICANT:	Applicant: Greg Yancey Main Street Coppell LTD P.O. Box 1790 Coppell, Texas 75019 Phone: (972) 215-9400 Email: gregyancey@verizon.net	Engineer: Mike Glenn Glenn Engineering Corp. 105 Decker Court, Suite 910 Irving, Texas 75062 Phone: (972) 717-5151 Email: cmglenn@glennengineering.com
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HISTORY: In January 2007, approximately 17 acres of what was known as the “Carter Crowley” tract were rezoned to Historic and the future land use plan was amended to allow for a continuation of the targeted uses outlined in the Old Coppell Master Plan - retail, offices, restaurants and similar uses. In August 2010, a final plat of the entire property was approved. This subdivided the larger tract of property for the purpose of establishing street rights-of-way and easements for necessary infrastructure to support development. This resulted in a total of seven blocks containing nine lots and seven different street segments. In April 2011, the zoning for the conceptual planned development was approved. This depicted the overall plan and presented the general regulations each detailed planned development should follow. In April 2012, the first of the detail plans was approved for 44 patio-home lots. In May 2012, the Old Town Square was approved as was the entry feature of the subject property and an 80-space parking lot. In August 2012, three retail/office cottages, a replica service station for a retail/restaurant site (Simmer)

and a neon “Main Street Coppell” sign were approved. In October 2012, the Local Diner site was approved at the southeast corner of Bethel Road and recently constructed Main Street, east of the entry tower. In February 2013, a planned development amendment was approved which allowed for administrative review and approval of detail plans when in general conformance with the Concept Plan and conditions. Subsequently, ten additional sites have been administratively approved and one has been amended to allow for the freestanding “Frost Cupcakery” sign.

HISTORIC COMMENT: There is no historic significance related to the subject property.

TRANSPORTATION: Both Travis and Houston Streets connect South Coppell Road with Hammond Street and provide east/west connections between East & West Main Streets. They are each 24 feet wide two-way streets within 81-foot rights-of-way with intermittent on-street angled parking on both sides. Hammond Street ends in a cul-de-sac north of this property. It is an asphalt street with 60 feet of right of way and is 33 feet wide adjacent to this tract.

SURROUNDING LAND USE & ZONING:

- North** – office under construction, vacant retail; PD-250R15-H (Planned Development-250 Revision 15-Historic) and PD-250R12-H (Planned Development-250 Revision 12-Historic)
- South** – vacant City owned land; PD-250R8-H (Planned Development-250 Revision 8-Historic)
- East** – restaurant, retail, & park; PD-250R11-H (Planned Development-250 Revision 11-Historic) and PD-250R8-H (Planned Development-250 Revision 8-Historic)
- West** – office/warehouse and vacant; LI (Light Industrial) and PD-274-H (Planned Development-274 Historic)

COMPREHENSIVE PLAN: *Coppell 2030, A Comprehensive Master Plan*, shows the property as suitable for development in accordance with the Old Coppell Historic District Special Area Plan.

DISCUSSION: **PLEASE REFER TO THE PLANNING AND ZONING COMMISSION MEMO FOR UPDATES SINCE LAST SUBMITTAL.**

This request is to rezone this property to reflect a residential land use in place of previously approved retail/service uses. Staff cannot support this request. If it were to be approved, the residences would be adjacent to an active warehouse district on the west side of the property – one of the most undesirable and dangerous mixes of uses possible. Truck traffic and high density zero lot line patio homes are not compatible. Typical of any urban patio home development, these lots have very little sideyards and no backyards except driveways, making the only area for children to play, the front yard. In this particular case, playing in the front yard is not advisable. On the five southern lots, safety is a major concern.

The rear of the homes would be adjacent to the service area of restaurant (one constructed and two anticipated) and retail uses on the east side. In other parts of

Coppell, dumpsters would be located away from the main building and as far from any residential as possible, as these have a foul odor and attract rodents and insects. The proposed homes would be approximately 80 feet to the current dumpster at Simmer and even closer to anticipated future restaurant dumpsters.

These proposed residences would share the distinction of being be the closest residential structures in the city to D/FW Airport take-off and landing patterns resulting in potential for noise complaints in excess of those we currently receive from residences to the east of this proposal as well as far north of this site (where the planes are much higher in the air).

In addition, the City is a joint partner in this overall Planned Development. We have invested significant expenditures in building the infrastructure to support the service oriented uses that were envisioned to add a much needed land use to the area. Within the original development agreement for the overall Planned Development, the “project” was defined as 44 townhome lots, approximately 13 retail office cottages built with craftsman architectural style, eleven retail/service buildings and two restaurants, all of which is to be anchored by a publicly owned town square (the additional 64 patio homes on east side of S. Coppell Road were not included in the “project” boundaries). If any change in zoning is approved, the development agreement would in turn need to be modified.

The following is a technical review of the plans submitted and will only be relevant if the land use change to residential is approved. This detailed development plan envisions a single family, detached housing type and requests a series of 11 patio homes similar to the ones found on the west side of S. Coppell Road in the first phase of the originally planned project. As depicted on the Site Plan, the homes are proposed to be setback approximately 16 to 24 feet from the right-of-way (28-35 feet from Hammond Street pavement). The lot sizes are basically 32 feet in width by 118 feet in depth with the two end lots four to five feet wider. All structures are proposed to be two-story units with two-car rear-entry garages from a private alley, and have approximately 41% to 51% lot coverage. Darling Homes has contracted to build these residences, and exhibits submitted with the application show the same variety of front elevations, as were included in Phase I.

The proposed private alley (Common Area X Lot) in the rear is proposed to extend from Travis Street into the existing alleyway through a portion of Lot 5R, Block D (causing it's boundaries to be reconfigured). A 15-foot wide drive is proposed to extend to the west, then north connecting in with the existing alley running east/west to Hammond Street. The driveways leading to the garage for each residence are 20 feet minimum depth allowing two cars to park (in addition to the two garage parking spaces). A 12-foot landscaped screening strip separating the residential alley from the 24-foot commercial alley is proposed. Six Live Oak trees are shown to be used in conjunction with the 29 Nellie R Stevens as the evergreen screening to offer some relief to the anticipated retail/restaurant uses abutting to the east. In addition, rows of Nellie R. Stevens are shown screening this development proposal on the north and south sides.

A PD condition to install fire sprinklers in each of the three southernmost retail buildings fronting West Main Street has been included in this request; hence these

lots are part of the zoning request. Fire Sprinklers were agreed upon between the applicant and Fire Department instead of providing the initially requested fire lane easement over the 24-foot commercial alleyway (the existing and proposed northern retail buildings already have or will have fire sprinklers and did not need to be included).

Again, staff is not recommending the use be changed, but if it is, there are necessary changes that should be made to the plans. First, as shown in the Old Town (Main Street) aerial attached, the existing alley extending east/west from Hammond to the retail north/south alley should be retained. Second, the existing plan showing retail/service use fronting Travis should be retained. This will eventually have streetscaping (sidewalks/tree wells & storefront) and will face another vacant City of Coppell property that could potentially develop as a civic use in the short term or in long term, another retail use. It is not appropriate to limit the uses for the large tract based on what is done across the street. Third, the existing east/west alley should be retained with a new 10-foot common area lot with Nellie R Stevens, to the north, serving as a buffer. In short, by leaving this previously approved lot fronting Travis Street as retail/service, retaining the existing alley and adding a 10-foot buffer area as was proposed abutting Travis, some, but not all, of the direct residential frontage unto the warehouse to the west side of Hammond will be eliminated. The drive leading into the warehouse development to the west is approximately 80 feet north (measured from centerline of the existing alley to centerline of the drive), so this will not alleviate all of the residential to warehouse frontage. If all lots fronting the warehouse development were to be removed to the north edge of the drive, five of the proposed 32-foot wide lots would need to be eliminated from the proposal. A second aerial with the proposal overlaid is attached for reference.

A Landscape Plan has been submitted. As mentioned, this shows the Nellie R. Stevens on the north, south and east side of the property to screen this project from the surrounding uses. One of the intents of the creation of the Historic District was to encourage a mix of uses and promote pedestrian activity, not to isolate residences from incompatible land uses. This is unfortunately what needs to be done in this unique situation.

An overall Concept Plan has been provided showing this proposal in relation to the overall Planned Development District. This includes a parking table that shows that the overall parking required decreases with the proposed uses 2.5 parking spaces per lot as opposed to 1 parking space per 200 square feet or in some instances 300 square feet for service uses.

All and all, staff recommends denial of the application based on the inappropriateness of residential land use at this particular location.

RECOMMENDATION TO THE PLANNING AND ZONING COMMISSION:

Staff is recommending DENIAL of the rezoning request due to the following reasons.

1. The current zoning calls for retail/service uses in this location as this is the most appropriate transition from the retail/restaurant uses to the east to the warehouse uses to the west.
2. Airplane noise is very prevalent in the area.

3. Close proximity to restaurant dumpsters and high intensity restaurant/retail uses.

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. Two Aerials
2. Three Lot Layouts (legal size)
3. Site Plan
4. Amended Conceptual Plan
5. Landscape Plan (2 sheets)
6. Elevations from Phase I