

MEMORANDUM

TO: Planning & Zoning Commission

FROM: Jon Beckham, AICP, Senior Planner

DATE: June 23, 2026

SUBJECT: **Public Hearing: Consideration of an Ordinance Granting a Zone Change From Light Industrial (LI) District to Planned Development - Multi-Family Three (PD-MF-3) District, on 7.082 Acres out of the S.M. Hayden Survey, Abstract No. 537A and Hurst Industrial Park Addition Block A, Lot 1; Located at 1918 and 1926-1954 East State Highway 121 Business; as Requested by ZoneDev, the Applicant, on Behalf of Hairadin Investment Group Inc. and Joey & Daphne D Hurst, the Property Owners (26-04-3-PZ).**

BACKGROUND

The Planned Development (PD) district is intended to accommodate innovative forms of development by tailoring regulations to better accomplish the City's adopted plans for development, redevelopment and revitalization. A planned development district should mitigate the impacts of development upon the environment, traffic, public services and facilities, and adjacent and area land uses, and protect and enhance the aesthetic and visual quality of the City.

In 2023, Chaparral Partners acquired two automotive salvage yards located west of the subject site at 1910 and 1914 East State Highway 121 Business, successfully redeveloping the properties into a multifamily community.

Building on the success of that project, the applicant is now seeking a similar redevelopment for the properties located at 1918 and 1926–1954 East State Highway 121 Business. This subject site sits directly east of their previous multifamily development and currently operates under similar industrial/salvage/automotive uses.

ANALYSIS

The Lewisville 2025 Vision Plan designates this area as “Diverse and Thriving Neighborhoods.” Rezoning this area to a Planned Development – Multi-Family 3 meets the intent of the plan. A high density residential project is the most appropriate form of a diverse and thriving neighborhood due to its proximity to State Highway 121 Business and other multi-family developments.

Layout

The layout includes the following elements:

- Three four-story buildings built in one phase
- 265 residential units
- Live/Work units on the ground floor of the building facing Business SH121

- Surface parking with tuck under garages
- Gated access off State Highway 121 Business and Midway Road, with an ungated parking lot located off State Highway 121 Business

Architecture

The applicant is providing a balcony architecture style multifamily building. The architecture standards proposed with the planned development are as follows:

- 50% brick façade on all front elevations
- 20% brick façade on the remaining elevations

Amenities

The following amenities are provided in this development:

- Interior clubhouse
- Dog Run and wash station
- Swimming pool
- Grills

Deviations

The applicant is requesting a list of deviations from the base zoning district and alternative standards to the Unified Development Code. These deviations match what was approved with the first phase of CP Midway.

The proposed planned development deviates from the base zoning district as follows:

Standard	MF-3 Standards	Proposed Standards
Density	24 u/ac maximum	38 u/ac maximum
Building Height	45 feet/3 stories	65 feet/4 stories
Building Setbacks	Front, 25 feet Sides 25 feet	25 feet on SH 121/ 15 feet on Midway Road Sides 10 feet

The following alternative standards are requested in conjunction with the planned development:

1. To reduce the landscape strip along State Highway 121 Business from 30-feet to 20-feet

Article VIII.3.4. – Landscaping Standards for Non-Residential and Multi-Family Dwelling Uses

Article VIII.3.4.A. requires a minimum 30-foot-wide landscape strip adjacent to all public streets. This landscape strip must contain a shade tree every 30 feet, an understory tree every 30 feet and a continuous row of shrubs. The applicant is requesting a 20-foot landscape strip along State Highway 121 Business including 47 ornamental trees and a row of screening shrubs. Ornamental trees are proposed due to an overhead electrical line. Staff has no objection with this request as the applicant is providing enhanced elevations along this road while still providing all of the required plantings.

2. To reduce the landscape strip along Midway Road from 30 feet to 15 feet

Article VIII.3.4. – Landscaping Standards for Non-Residential and Multi-Family Dwelling Uses

Article VIII.3.4.A. requires a minimum 30-foot-wide landscape strip adjacent to all public streets. This landscape strip must contain a shade tree every 30 feet, an understory tree every 30 feet and a continuous row of shrubs. The applicant is requesting a 15-foot landscape strip along Midway Road including 10 canopy trees and 11 ornamental trees. Staff has no objection with this request as the applicant is providing enhanced elevations along this road while still providing all the required plantings except the shrub row.

3. To allow a 1.6 per unit parking rate in lieu of the required 2 per unit parking rate.

Article VIII.1.4. - Parking Requirements by Use

Article VIII.1.4-1 requires two parking spaces for every dwelling unit. The applicant is requesting a parking ratio of 1.6 for every dwelling unit in lieu of the requirement. Staff has no objection to this request as the parking ratio of 1.6 is used in many recent multi-family developments including the first CP Midway Project.

In conclusion, the proposed development is replacing two salvage yards with a multi-family development, greatly improving the aesthetics and character of the general area.

RECOMMENDATION

That the Planning and Zoning Commission recommend approval of the zone change as set forth in the caption above.