

## MEMORANDUM

**TO:** Claire Powell, City Manager

**FROM:** Richard E. Luedke, AICP, Planning Director

**DATE:** September 11, 2023

**SUBJECT:** **Public Hearing: Consideration of an Ordinance Granting a Zone Change From Office (OD) District and Local Commercial (LC) District to Planned Development – Estate Townhouse (ETH) District and Five Associated Alternative Standards Related to Lot Lines, Driveways, Screening Between Different Uses, Screening Along Public Streets, and Left Turn Lane Length on 2.77 Acres of Land, Legally Described as Gary R. Levitz Community Hospital Addition, Block A, Lot 1 and a Portion of Lot 2; Located on the Front Portion of 1720 Edmonds Lane; as Requested by Innova Design Group, the Applicant, on Behalf of BANTAP LLC, the Property Owner (22-08-4-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, public facilities, adjacent land uses, and area land uses in order to protect and enhance the aesthetic and visual quality of the City.

The property located at 7120 Edmonds Lane is currently vacant at the front and has a commercial building at the rear of the property. The applicant is proposing a 16-lot single family residential detached development for the front portion of the property. The Planning and Zoning Commission recommended unanimous approval (7-0) of the zone change and five alternative standards on August 15, 2023.

### **ANALYSIS**

To the south of the proposed development are single family homes that are zoned Townhouse (TH) District, but built on larger than average lots. To the west is an existing office building zoned Office (OD) District. To the north is the Cottages on Edmonds multifamily housing and a church zoned Multi-Family 1 (MF-1) District. To the east, across Edmonds Lane is a single-family detached neighborhood zoned Single-Family Residential (7,500 square foot lots) (R-7.5). The proposed development will provide additional single-family homes on smaller lots, providing a transition from the existing single family to multifamily and non-residential uses.

### Layout

The applicant is proposing 16 single family detached houses on lots with a minimum area of 4,000 square feet. The project will feature a new residential street that terminates in a cul-de-sac. The existing commercial drive is rerouted to the north, connecting to an existing cross-access easement. This layout creates a separate access way for the commercial and residential uses and allows the right-of-way to be extended from the cul-de-sac should the commercial building ever redevelop to a residential use. The Unified Development Code (UDC) requires a pedestrian pass-through at the end of the cul-de-sac connecting to the office use to the west. The applicant is proposing a 33-foot right-of-way, which will allow for tree lined streets. Enhanced entry way features consisting of a monument sign and seasonal landscaping that meets UDC requirements is proposed with this development.

### Traffic

Based on 16 homes being constructed, staff estimates 160 trips per day which can be accommodated on Edmonds Lane and the new cul-de-sac.

### Architecture

Enhanced architectural standards are proposed with the planned development as follows:

- 100% brick façade on all front elevations
- 70% brick façade on the remaining elevations
- Enhanced driveways and garage doors
- Repeating elevations limited to every five lots

### Alternative Standards

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

- a) To allow non-radial lot lines along street curvature.

Subpart 4 of the UDC Section 9.3.2.C requires that the side yard be radial to curved streets. This means that the lot lines along the side of each lot must be perpendicular to the street right-of-way line at the intersection point of these lines, particularly in areas where the street right-of-way line contains a curve. The applicant is requesting that non-radial lot lines be allowed for this development. In other words, the side lot lines would remain parallel to each other for all lots along the street even though the street right-of-way lines contain a series of curves. Staff has no objection to this request due to the constraints of the proposed layout.

- b) To allow a driveway to be more than 45% of the lot width and the required front yard.

Subpart 3 of the UDC Section VIII requires that a parking surface in the required front yard of a single-family detached dwelling or duplex shall be limited to 45 percent of the lot width for lots less than 60 feet wide and shall not cover more than 45 percent of the required front yard. Staff has no objection to this request as there is adequate space to park a car on the street in between driveways as well as enhanced garage doors and driveway pavement to improve aesthetics. Mailbox location will not be a factor since a cluster mailbox that will serve all lots within the development is proposed at a location where the street meets the cul-de-sac.

- c) To waive the requirement for a screening wall between single family residential and commercial along the western portion of the lot.

Subpart 3 of the UDC Section VIII.5.3 requires a six-foot-tall screening wall with a 10-foot landscape strip between office and single-family residential lots. The area directly adjacent to the commercial property is utilized for drainage and placing a screening wall here would create a twelve-foot-wide empty space between a residential privacy fence and a masonry screening wall which often creates maintenance and nuisance issues. The applicant proposes a 10-foot-wide landscape strip on the adjacent commercial property to the west with live screening to provide a more natural buffer between the proposed residential neighborhood and the commercial property. Staff has no objection to this request.

- d) To allow a wood fence in lieu of a masonry fence adjacent to the public right-of-way.

Subpart 3 of the UDC Section VIII.5.5 requires a six-foot-tall screening wall with a 10-foot landscape strip between a residential lot and a throughfare. The applicant is requesting to build a wood fence in lieu of a masonry fence. This project was originally submitted under the Land Development Regulations which did not require a landscape buffer along with the required screening walls adjacent to throughfares. The initial application expired, and a new application was submitted after the UDC was adopted. The applicant proposes a landscape buffer with trees adjacent to a wood screening wall in lieu of the masonry wall, which staff supported at the time of the original project application. Staff has no objection to this request.

- e) To allow a reduced left turn lane at the intersection.

Subpart 4 of the UDC Section IX.4.5.C.3. requires a 210-foot left turn lane. The applicant is proposing a reduced turn lane of approximately 110 feet due to a transmission powerline pole conflict. A 110-foot-long left turn lane will provide adequate stacking since low traffic volumes are expected with only 16 homes on the street. Staff has no objection to this request.

#### Summary

The proposed development is providing additional single-family housing on an undeveloped commercial lot that has been vacant for many years. The Lewisville 2025 vision plan promotes “Diverse and Thriving Neighborhoods” throughout all areas of Lewisville. Rezoning this area to a Planned Development – Estate Townhouse meets the spirit and intent of the plan.

#### **CITY STAFF’S RECOMMENDATION:**

That the City Council approve the ordinance and five associated alternative standards as set forth in the caption above.