

MEMORANDUM

TO: Claire Powell, City Manager

FROM: Richard E. Luedke, AICP, Planning Director

DATE: July 21, 2025

SUBJECT: **Public Hearing: Consideration of an Ordinance of the Lewisville City Council, Amending the Zoning Ordinance by Rezoning Approximately 20.11-Acres of Land, Legally Described as Lots 3AR-1 and 3AR-2, Block J, Vista Ridge, Located at 800 State Highway 121 Bypass and 2780 Lake Vista Drive, From Light Industrial (LI) District Zoning to Planned Development Light Industrial (PD-LI) District Zoning; Correcting the Official Zoning Map; Preserving all Other Portions of the Zoning Ordinance; Determining That the Zoning Amendment Herein Made Promotes the Health, Safety, and General Welfare of the City; Providing for a Savings Clause, Repealer, Severability, a Penalty, and an Effective Date; as Requested by Halff Associates, Inc., on Behalf of TCDFW Acquisitions, LLC and Winstead PC, the Applicants, and Bank of American N A, the Property Owner. (25-04-4-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 and facilities, and adjacent and area land uses, and protect and enhance the aesthetic and visual quality of the City.

The developer originally submitted a concept plan to the City on December 9, 2024, the same day that City Council approved the first set of supplemental use standards for warehouse distribution and manufacturing, light intensity uses. The project was then vested to the use, lot dimension, and landscaping standards in place with only some exceptions per state statutes. The developer has worked with staff to produce a proposed planned development for the site to provide greater clarity, to establish design details intended to lessen the impact of the development, to balance the current standards with the standards in place prior to December 9, 2024, and to recognize the unique adjacency of the levee district trail.

The subject property is currently zoned Light Industrial (LI) District and contains two office buildings that have been vacant for over a year. The office market is still weak in the post-covid era, and it is unlikely that an office tenant will be found soon. The developer, Trammell Crow, proposes to demolish the existing structures on the site and construct three large buildings on the site that could accommodate warehouse distribution, manufacturing, office/showroom and similar uses. The Planning and Zoning Commission recommended unanimous approval (7-0) on July 1, 2025.

ANALYSIS:

The analysis has been divided into topic areas below, many of which contain tables with the standards required at the time the initial concept plan was submitted, the current standard, and the proposed PD standard. This information is provided to help provide a clear comparison between the various standards. A summary is provided below some of the tables for clarification purposes.

Uses

The Planned Development will allow for warehouse distribution and manufacturing, light intensity uses by right and without a special use permit. In addition, this PD will also allow for wholesale use with no outside storage by right. Other uses will be limited to a maximum of 10% of lot area for outside storage.

Standard	Standard Time of Concept Plan	Current Standard	Proposed PD Standard
Warehouse Distribution	Allowed	SUP required	Allowed
Manufacturing, Light Intensity	Allowed	SUP required	Allowed
Wholesale Establishment	SUP required	SUP required	Allowed with no outdoor storage

Landscaping

The primary landscape difference is in landscape strip width and the required tree plantings within that width.

Standard	Standard Time of Concept Plan	Current Standard	Proposed PD Standard
Landscape strip width	Minimum 15-foot-wide landscaped strip with two shade or understory trees per 500 square feet of landscaped strip	Minimum 50-foot-wide	Minimum 10.3-foot-wide landscape strip with average width of 23 feet on Sam Rayburn; minimum 13-foot-wide landscape strip with average width of 20 feet on Lake Vista
Tree	Two per 500 SF, canopy or understory	Double row of shade trees spaced 30 feet on center and row of evergreen understory trees spaces 20 feet on center	One shade and one understory tree per 500 square feet of landscaped strip
Berm	None	5 feet tall	None
Parking lot trees	1 per 15 parking lot spaces	Same	Same

Summary – The proposed PD landscaping standard is lesser than the current standard but averages a greater width with more trees than the standard at time of concept plan submission.

Architecture

The primary architectural differences are the minimum percentage masonry, and the types of other articulation provided.

Standard	Standard Time of Concept Plan	Current Standard	Proposed PD Standard
Brick	Buildings less than 100,000 SF with tilt wall or pre-cast construction require a minimum 50% brick veneer on the front elevation Buildings 100,000+ SF with tilt wall or pre-cast construction require a minimum ten percent (10%) brick veneer based on the street-facing elevation but applied anywhere on the building or structure	Same	Building 1 – Minimum 5,800 SF brick (~29% of front facade, building is over 100,000 SF) Building 2 – Minimum 5,200 SF brick (~33% of front facade, building is over 100,000 SF) Building 3 – Minimum 4,300 SF brick (~38% of front facade, building is less than 100,000SF)
Architectural Features	Each elevation provides architectural features including reveals, articulations, chamfered edges, etc., so that areas bordered by said features do not exceed 100 square feet in size	Same	Areas bordered by reveals and chamfered edges are up to 505 square feet, concept elevations show 20% glass on front facades and 35 individual awnings
Colors	A minimum of two (2) colors are used on each elevation, and 80 percent of each elevation must utilize natural and/or earth tone colors	Same	Two colors proposed, white and grey

Summary - Buildings 1 and 2 have a significantly higher percentage of brick veneer than required; however, the brick veneer percentage for building 3 is lower than required. All buildings combined, the brick percentage is higher overall than required. Fewer chamfered edges are required but there is an addition of windows and awnings that are otherwise not required.

Screening

No changes are proposed for equipment screening, whether ground mounted or rooftop.

Standard	Standard Time of Concept Plan	Current Standard	Proposed PD Standard
Truck court screening	None	12-foot-tall masonry or tilt-wall	12-foot tilt wall on only external sides; 15-foot-wide landscape strip with one canopy tree per 20 feet, one ornamental tree per 30 feet, and continuous evergreen shrub row

Summary – The applicant has provided a rendering of the proposed landscape screen and how it may grow in over time. The landscape screen was preferred as a softer option to a fence along the open space and trail.

Parking, Loading and Truck Bays

The main difference in standards was the adoption of regulations related to dock bays and truck court orientation. City staff have supported reducing parking for larger warehouse spaces in the past and those facilities have not encountered parking issues.

Standard	Standard Time of Concept Plan	Current Standard	Proposed PD Standard
Minimum parking	1/1,000 SF warehouse	1/1,000 SF warehouse	1/2,000 SF warehouse Optional expansion parking areas identified
Maximum number of truck bays/dock doors	None	None	Building 1 maximum 19 Building 2 maximum 18 Building 3 maximum 16
Truck dock/bay orientation	None	Cannot face a public street or open space	Can face an open space with screening provided

Summary – The truck court and dock door/bay orientation will face a public open space. The applicant is proposing landscaping screening standards to offset the visual impact and limit on bays or docks/doors to accommodate more office/showroom tenants as opposed to pure distribution tenants.

Tree Preservation

Tree preservation standards have not recently changed. The applicant proposes two special requirements for this Planned Development: (1) to allow ornamental trees planted onsite to count toward mitigation requirements, and (2) to mitigate for trees in the potential future parking areas with the engineering site plan even if those trees are not removed immediately or ever.

Fencing

The applicant proposes higher standards for fencing than in the UDC. While no fencing is currently proposed, future fencing would need to meet the PD standards.

Standard	Current Standard	Proposed PD Standard
Material	Wood, metal tubing, wrought iron, masonry, chain link, and vinyl or fiberglass composite materials if said material are designed fencing materials Fences six (6) feet or greater may have angle arms at the top with barbed wire	Black tubular steel or decorative metal No chain link, wood, plastic, or other synthetic fence material Razor wire and barbed wire are prohibited
Height	Maximum 8-feet-tall	Minimum 6-feet-tall
Location	Fences shall be placed behind the required landscape strip or at least ten (10) feet back from the street line, whichever places the fence further from the street line Two feet from trail or pavement, not within site visibility areas	On the western or south side of the property installed on the interior boundary of the 15-foot-wide buffer

Summary – the higher material standards and specific location standards for the rear ensure quality fencing. The open style fencing with landscaping should substantially screen the truck court from casual view.

Lighting – No changes to UDC lighting standards are proposed and the project will need to meet those standards.

Outside storage – The applicant has specified that wholesale uses may not have outside storage. All other uses would be limited to 10% of the lot area for outside storage. The applicant has clarified that trailers adjacent to truck dock doors will not be considered storage but those not adjacent to truck dock doors would be considered outside storage. This is in alignment with Lewisville practice. All outside storage areas will still be required to be screened.

Traffic Impact Analysis – Halff conducted a traffic impact analysis (TIA) on behalf of the developer for the proposed project. The TIA found that the existing office development, when fully occupied, generated significantly more peak hour and daily trips than the proposed development. The TIA also pointed out that the proposed location of all site driveways exceeds the City’s minimum access spacing requirements.

Staff find this planned development consistent with the Lewisville 2025 Vision Plan Big Move of Economic Vitality.

CITY STAFF’S RECOMMENDATION:

That the City Council approve the ordinance as set forth in the caption above.