

MEMORANDUM

TO: Donna Barron, City Manager

FROM: Richard E. Luedke, Planning Director

DATE: April 1, 2019

SUBJECT: **Consideration of Four Variances to Planned Development Ordinance No 4225-11-2015 Regarding Building Layout, Parking Location, Architecture, and Sidewalks and One Variance to the Lewisville City Code Regarding Turn Lanes, for The Village at Lewisville, a Proposed Multifamily Development Located at the Northeast corner of Summit Avenue and Grandys Lane; Further Identified as a Portion of Lewisville Corporate Center, Lot 1 Block A; as Requested by Cross Engineering Consultants on Behalf of The NRP Group, the Developer, and FLSC LTD & FLCT LTD & NSHE Alpha Accommodation LLC, the Property Owner.**

BACKGROUND:

The Planned Development (PD) for The Village at Lewisville was approved by Council Ordinance No. 4225-11-2015 on November 16, 2015. The proposed planned development set standards for the development of approximately 90 acres of land and permits multifamily uses. The planned development allows for variances paralleling the City's regular variance process.

The NRP Group, a multifamily developer, will be the first project subject to The Village at Lewisville PD ordinance. A total of 347 multi-family units are proposed, well below the 850 multifamily units permitted in this area by the existing planned development. The following four variances to The Village at Lewisville PD are requested: a) to exceed the maximum gap for a parking lot between buildings of 70 feet; b) to allow parking within 60 feet of an intersection but maintain the City standard of no parking within 20 feet of a cross walk; c) to provide less than 80% masonry by demonstrating an alternative method of achieving the standard of quality with the proposed allocation of masonry materials; and d) to provide a six-foot sidewalk with strategic sidewalk connections to the parallel parking in lieu of providing an eight-foot sidewalk along the two east/west shared access drives. One variance to the Lewisville City Code is requested as follows: e) to allow an oversized approach apron in lieu of a right turn lane for the northern ancillary entry off the IH-35E frontage. The first four of the overall five requested variances are specific to standards set in the planned development. The remaining variance to the Lewisville City Code is based on the requirement for a deceleration lane that would have to be provided by the adjacent property owner.

ANALYSIS:

The four variances to The Village at Lewisville PD (a-d) are outlined below:

- a) to exceed the maximum gap for a parking lot between buildings of 70 feet per The Village at Lewisville PD

The Village at Lewisville planned development prohibits parking within sixty feet of an intersection. This requirement is unique to the planned development district and not required by the City of Lewisville's regular ordinances. It was intended to reduce the impact of drive aisles and building breaks for pedestrians and create consistent building edges along the blocks. NRP is proposing an increase to 90 feet. This separation allows a single drive aisle with parking on either side, sidewalks, and a landscape area. NRP has designed their building to line the perimeter of the block and enclose the majority of the parking on the block interior meeting the intent of the code. Staff has no objection to this request.

- b) to allow parking within 60 feet of an intersection per The Village at Lewisville PD but maintain the City standard of no parking within 20 feet of a cross walk

The requirement is unique to The Villages at Lewisville planned development and not required by the City of Lewisville's regular ordinances. Engineering staff has reviewed this request and it does not pose a safety concern. The developer will comply with the City of Lewisville standard to not have parking within 20 feet of a cross walk to allow for safe sight lines for pedestrians. This will allow some additional parking that could be used either by the multifamily residents or future commercial development customers. Staff has no objection to this request.

- c) to provide less than the required 80% masonry under Section J (P-2) of The Village at Lewisville PD by demonstrating an alternative method of achieving the standard of quality with the proposed allocation of masonry materials

NRP's proposed elevations provide a mix of brick, cementitious siding and cementitious panels to create an urban feel that is not overly heavy. Brick ranges from 42% to 56% of the outward facing elevations and is placed strategically at building corners, outward articulations and on the first floor to give the brick more prominence. The remainder of the exterior is cementitious siding or panels which are also a durable and low-maintenance material. In addition, they are proposing regular façade rhythms, vertical and horizontal articulation, balconies, and stoops for ground-level units to enhance the architectural appearance. The planned development specifically lists that the masonry requirement may be reduced provided similar levels of architectural quality are achieved. Staff has no objection to this request.

- d) to provide a six-foot sidewalk with strategic sidewalk connections to the parallel parking in lieu of providing an eight-foot sidewalk along the two east/west shared access drives

The standard sidewalk with in Lewisville is four feet. The applicant is proposing six feet. This will be appropriate based on the reduced number of units provided from the entitlements within the planned development. In addition, the applicant has created a walkable environment by providing stoops on first floor units that connect to the sidewalk and strategic connections from the on-street parking to the sidewalk. Trees will be planted in the landscaped areas between the street and sidewalk. Staff has no objection to this request.

The variance to the Lewisville City Code (e) is outlined below:

- e) to allow an oversized approach apron in lieu of a right turn lane for the northern ancillary entry off of Interstate I-35E frontage

Based on the northern driveway location per the approved planned development, a right-turn deceleration lane would require right-of-way dedication from the adjacent property owner to the north. NRP is providing right-of-way dedication in the event that becomes feasible in the future along with a right-turn deceleration lane at their second driveway, which will serve as the main entry to the site. In lieu of the right-turn deceleration lane at the northern portion of the site, they are proposing an oversize approach apron with larger turning radii to allow traffic additional maneuvering room as they turn into the site.

RECOMMENDATION:

It is City staff's recommendation that the City Council approve the four requested variances to The Villages at Lewisville PD and the one requested variance to the Lewisville City Code as set forth in the caption above.