
DEPARTMENT MEMO

DEPARTMENT: Development Services

FROM: Mandy Clark

MEETING: July 6, 2020

SUBJECT:

Reed Parke Multi-Family Development Site Plan located southeast of the intersection SW Wilshire Boulevard and John Jones Drive (Case 20-010): Consider approval of a minute order for a site plan for a multi-family development for a property located southeast of the intersection of SW Wilshire Boulevard and SE John Jones Drive.

SUMMARY:

An application for a site plan was submitted by Ryan Lang with Sovereign Properties (applicant) on behalf of Justin Bond and Rocky Bransom with RA Development, LLC (owner). The proposed site plan is for a multi-family development within the Reed Parke Planned Development. Reed Parke Planned Development District is located along the south side of Wilshire Boulevard between Elk Drive and Southeast John Jones Drive. This site plan approval is proposed concurrently with a zoning change request for Reed Parke Planned Development (Case 20-038). The analysis below with respect to site layout and landscaping is based on the modified language in the associated PD amendment.

Site Plan

This proposed multi-family development is part of a larger mixed-use development on approximately 55 acres. The multi-family development will include six individual buildings consisting of a total of 217 dwelling units. The current zoning allows for a 20 dwelling unit per acre (DUA) maximum, the density of this proposal is 16.8 DUA. The applicant is proposing a 5,100 square foot clubhouse with a pool located near the entrance of the multi-family community. The development will provide pedestrian access from this housing development to the greenbelt area, walking trail and open space to the north of the property.

Building Elevations

The planned development ordinance requires that a minimum of ninety percent of the total exterior wall surfaces (with the exclusion of portals and fenestrations) of all multi-family structures shall have an exterior finish of glass, stone, man-made stone, brick, stucco utilizing a three-step process or similar materials or any combination thereof. Any use of wood, cementitious fiberboard, tile, or EIFS on the exterior of the building must be limited to ten percent, excluding door and window openings of the total wall surfacing. The proposed elevations are made up of 90 percent masonry material (brick and stucco), which meets the requirements within the PD ordinance.

Landscaping

The multi-family design standards require that at least 10 percent of the net site area be landscaped. The applicant has provided 49 percent of landscaping that include shrubs and trees throughout the development. In addition, there is a landscape buffer adjacent to existing single-family residential development and landscape strips along John Jones Drive. The multi-family design standards also require that two or more of five objectives that are required to improve the aesthetic of the community. The applicant proposes buffering pedestrian walkways with trees and shrubs along sidewalks along with placing shade trees in public spaces and parking lots within parking islands and open spaces.

Parking

The PD ordinance requires that one parking space be provided for all one-bedroom dwelling units, two parking spaces be provided for all two and three-bedroom dwelling units. The applicant is required to provide 325 spaces and the applicant has proposed 399 parking spaces along with 40 bicycle spaces. The proposed layout meets all requirements included in the PD as it relates to parking for the proposed multi-family site.

Fencing and Screening

The development has no requirement for screening or fencing. Transitional screening is incumbent upon the more intensive use. The property uses adjacent to the development are general retail and commercial, which does not require transitional screening.

The development is also adjacent to property zoned SF-7 but a drainage easement provides a buffer between the properties. The drainage easement may serve as transitional screening per Section 6-14(b) which states, "Transitional screening shall be required for separating these districts or uses along the entire property line of the higher intensity district or use except where visibility triangles or easements are required."

The applicant is proposing a three and a half foot screening fence along the front of the development for aesthetic purposes.

Utilities and Drainage

The site will be served by City of Burleson Water and Sanitary Sewer services. In regards to drainage, the area was included in the Letter of Map Revision (LOMR) 19-06-0971P, which was approved by FEMA and effective on 2/24/2020. This LOMR is the result of the Floodplain reclamation study, which was reviewed by the City's third party reviewer, Freese and Nichols. A detention analysis by Kimley Horn is in progress for the site and will be reviewed by Freese and Nichols and completed with the Civil Plan Review process. Detention is not anticipated for this site; however, the completion of this analysis will confirm this assumption.

Traffic

There is an existing left turn lane from FM 731 to the private drive to serve the proposed multi-family tract as well as the existing commercial properties. Kimley-Horn performed a traffic study to analyze the

need for a right turn lane. The traffic was analyzed based on four scenarios including the horizon 2026 (buildout) scenario. TxDOT's Access Management Manual contains criteria that a right-turn deceleration lane should be considered on roads with a posted speed less than or equal to 45 mph if the right-turn lane movements are projected to be greater than 60 vehicles per hour (vph). The speed limit within this area is 40 mph and the right-turn lane movements are projected to be less than 15 vph in both AM and PM peak hour traffic volumes; therefore, no right-turn deceleration lane is required. The traffic study also indicated that the intersection of FM 731 and SH 174 currently functions at failing operating conditions and is anticipated to continue to operate at these failing conditions through the Horizon 2026 year. TxDOT has plans to widen SH 174 from Arnold Ave to Hulen St., which should increase the level of service at this intersection. The project is currently in the feasibility and environmental investigation stage and design is expected to begin sometime later this year.

CONFORMANCE TABLE

Item (PD, Planned Development Zoning Ordinance)	Required	Provided	Conformance
Masonry	90% each side	100%	In Conformance
Rooftop Mechanical Equipment Screening	Shielded from view for a distances of 200 feet at a point 6 feet above grade.	Shielded from view for distances of 200 feet at a point 6 feet above grade.	In Conformance
Dumpster Screening	Screened from view with wall, plantings, fencing or other compatible to the site.	100% masonry screening	In Conformance
Transitional Screening	Not required	3 and a half foot decorative fence along front	In Conformance
Landscaping - General	10% total	49% total	In Conformance
Parking	1 space per 1- bedroom unit 2 spaces per 2- bedroom unit 2 spaces per 3 – bedroom unit At least 8 handicapped spaces Totaling to 325 spaces	399 spaces 14 accessible spaces	In Conformance

OPTIONS:

1. Approve the site plan; or

2. Deny the site plan.

RECOMMENDATION:

Staff recommends approving a site plan for a multi-family development for a property located southeast of the intersection of SW Wilshire Boulevard and SE John Jones Drive (Case 20-010)

PRIOR ACTION/INPUT (Council, Boards, Citizens):

September 27, 2007 – PD, Planned Development approved by City Council.

June 1, 2015 – PD, Planned Development amended to modify tracts 2 and 3 to allow for the Burleson Skilled Nursing.

August 17, 2015 – Section 6.03 updated to add provisions for council to approve waivers to certain items and to also to modify uses.

December 10, 2018 – Section 2 updated in its entirety to allow for Trailside at Reed Parke new exhibits and concept plan

The Planning and Zoning Commission recommended approval by a vote of 5 to 1 on June 9, 2020.

FISCAL IMPACT:

None.

STAFF CONTACT:

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