



## CITY OF GRAND PRAIRIE COMMUNICATION

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**MEETING DATE:** 01/11/2021

**REQUESTER:** Monica Espinoza, Executive Assistant

**PRESENTER:** Savannah Ware, AICP, Chief City Planner

**TITLE:** Z201202/CP201201 - Zoning Change/Concept Plan - The Lofts at Grand Prairie (City Council District 4). Zoning Change and Concept Plan to rezone 26.3 acres from A to a Planned Development District for Multi-Family Use. Tract 6A A 43 TRS 6A & 6A01 & 6B, James C. Armstrong Survey, Abstract No. 43, City of Grand Prairie, Tarrant County, Texas, zoned A, and addressed as 931 N Day Miar Rd.

**RECOMMENDED ACTION:** Staff is unable to recommend approval of this request.

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### SUMMARY:

Zoning Change and Concept Plan to rezone 26.3 acres from A to a Planned Development District for Multi-Family Use. Tract 6A A 43 TRS 6A & 6A01 & 6B, James C. Armstrong Survey, Abstract No. 43, City of Grand Prairie, Tarrant County, Texas, zoned A, and addressed as 931 N Day Miar Rd.

### PURPOSE OF REQUEST:

The purpose of the request is to rezone the property from Agriculture to a Planned Development District for Multi-Family Use.

### ADJACENT LAND USES:

The following table summarizes the zoning designation and existing use for the surrounding properties.

**Table 1. Adjacent Zoning and Land Uses**

Direction	Zoning	Existing Use
North	Agriculture, PD-352	Single Family Residential, Undeveloped, Multi-Family Residential, Park
South	Agriculture	Park
West	Agriculture	Single Family Residential, Undeveloped
East	Agriculture	Park

## **PROPOSED USE CHARACTERISTICS AND FUNCTION:**

The applicant is proposing multi-family use. The Concept Plan depicts 676 units in two buildings. The site is accessible from two points on Day Miar Rd. An active gas well is located at the center of the 26.3-acre property and will remain in production. The access point and drive for the gas well will be separate from the multi-family development so that traffic generated by the two uses will not mix.

Day Miar Rd is an unimproved, one-lane road and is classified as a local street. Day Miar Rd dead-ends southeast of the subject property and is the only roadway connection to the property. The applicant will be required to improve and widen the segment of the street along the subject property.

As part of this request, the applicant conducted a Traffic Impact Analysis (TIA) to identify traffic generation characteristics and potential impacts on the local street system. The TIA states that the proposed development can be successfully incorporated into the surrounding roadway network without substantial negative impacts to any adjacent intersection or roadway.

The Concept Plan includes a clubhouse, landscaped courtyard, and pool for each building. Other amenities include a dog park, pickle ball courts, a gazebo, and basketball court.

## **CONFORMANCE WITH THE COMPREHENSIVE PLAN:**

### *Future Land Use Map*

The Future Land Use Map (FLUM) is designed to facilitate the efficient, sustainable, and fiscally sound development and redevelopment of Grand Prairie. The purpose of the FLUM is to serve as an outlook for the future use of land and the character of development in the community. The FLUM, along with other community objectives, is used to guide land use decisions.

The 2018 Comprehensive Plan's Future Land Use Map (FLUM) designates this location as Mixed Use. Mixed Use areas are intended for an appropriately planned mixture of non-residential and residential uses. They are referred to as mixed-use because it is envisioned that these areas would be integrated developments of retail, public, office, and entertainment, with a residential component appropriately blended into larger scale buildings that would otherwise be used to support those uses independently.

Mixed-use areas are intended to provide flexibility for the City and the development community in order to encourage innovative, unique, and sustainable developments. A well thought-out, master planned approach is needed to make certain these development types are coordinated with surrounding developments.

The proposal is inconsistent with the FLUM's designation of Mixed Use. Approval of this request will require an amendment to the FLUM.

### *City Council Development Policy*

City Council's adopted a policy states that multi-family projects should be built on properties already zoned for multi-family development. The subject property is not currently zoned for multi-family development. The proposal is not consistent with City Council's adopted policy.

## **ZONING REQUIREMENTS:**

The applicant is proposing a base zoning district of Multi-Family Three (MF-3) with a number of variances. The table below compares MF-3 standards in Appendix W with what is being proposed.

**Table 2. Zoning Comparison**

Standard	Appendix W	Proposed	Meets
Designation	MF-3	PD for MF-3	-
Maximum Density	26 DUA	26 DUA	Yes
Minimum Living Area (sq. ft.)	600	600	Yes
Maximum One-Bed Units (%)	60	68	No
Front Setback (ft.)	30	30	Yes
Rear Setback (ft.)	70	45	No
Interior Side Setback (ft.)	70	30	No
Setback for Garages/Carports	3	0	No
Garage Parking Spaces (%)	30	15	No
Carport Parking Spaces (%)	20	10	No
Carport Supports	Encased in Masonry	No Masonry	No

## VARIANCES:

The applicant is requesting the following variances:

1. Maximum Percentage of One-Bedroom Units – Appendix W allows one-bedroom units to account for up to 60% of the total units. The applicant is proposing that one-bedroom units account for 68% of the total units.
2. Rear Setback – Appendix W requires that the rear setback be at least 45 ft. plus 1 ft. for every ft. of building height over 35 ft. For a building that is 60 ft. in height, the UDC requires a rear setback of 70 ft. The applicant is proposing a rear setback of 45 ft.
3. Side Setbacks – Appendix W requires that interior side setbacks be at least 45 ft. plus 1 ft. for every ft. of building height over 35 ft. For a building that is 60 ft. in height, the UDC requires a side setback of 70 ft. The applicant is proposing side setbacks of 30 ft.
4. Setback for Garages/Carports – The UDC requires a 3 ft. setback for accessory structures. The applicant is proposing a setback of zero ft. for the garages and carports.
5. Garage Parking Spaces – Appendix W requires that garage parking spaces account for 30% of the total required parking spaces. The applicant is proposing that garages account for 15% of the total required parking spaces.
6. Carport Parking Spaces – Appendix W requires that carport parking spaces account for 20% of the total required parking spaces. The applicant is proposing that garages account for 10% of the total required parking spaces.
7. Carport Supports – Appendix W requires that carport supports be encased in masonry. The applicant is proposing carport supports without the masonry encasement.

## RECOMMENDATION:

Staff is unable to recommend approval of the request because it conflicts with the FLUM and includes a significant number of variances.