

~~08 July 2024~~ 09 July 2024

Mr. Steve Killen
 Director of Development Services
 The City of Stephenville, Texas
 298 West Washington Street
 Stephenville, TX 76401

Re: La Paloma Zoning Amendment Application

Dear Mr. Killen,

Architexas is pleased to submit this Zoning Amendment Application on behalf of Southwestern Pigeon Road, LLC for the proposed development to be known as La Paloma. For clarity, this information is to supersede any information previously submitted. Please reference the attached La Paloma P&Z Exhibits for additional information.

The property is currently vacant and is located at 315 FM 2303 (aka Pigeon Road) at the junction of HWY 108. Annexation of the property was approved by the Stephenville City Council on May 7, 2024. The property will be platted as **one single lot** with private infrastructure and streets meeting the access requirements of Stephenville’s Fire Department. The project requests a Plan Development to establish zoning and development standards for the property. Our request is based on the requirements set by The Zoning Code of the City of Stephenville, Texas, Chapter 154, Article I, Section 154.05.6 **Multiple Family Residential District (R-3)**, and follows the height, area, yard, and lot coverage requirements for Paragraph 5.6.D (D) Multiple family dwellings with minor exceptions illustrated on the Concept Plan and described below:

SITE INFORMATION	
TOTAL SITE AREA	94,893 ACRES (4,133,555 SQUARE FEET)
EXISTING ZONING	N/A
PROPOSED ZONING	PLAN DEVELOPMENT
EXISTING LAND USE	UNDEVELOPED / VACANT
PROPOSED LAND USE	MULTI-FAMILY RESIDENTIAL

DEVELOPMENT STANDARDS		
LOT REQUIREMENTS (PLATTED AS SINGLE LOT)		
	R-3 STANDARD	PROPOSED
DENSITY	24 UNITS / ACRE MAX	5 UNITS / ACRE
FRONT SETBACK (FRONTAGE)	25'	25'
REAR SETBACK	20'	30'
SIDE SETBACK	10'	30'
BUILDING SEPARATION	10'	10'
LANDSCAPE BUFFER	20'	30' (10' @ STORAGE UNITS)

DWELLING UNITS (1, 2, & 3 BEDROOM DETACHED HOMES)		
	R-3 STANDARD	PROPOSED
SQUARE FEET / UNIT	625 SF (MINIMUM)	625 SF (MINIMUM)
HEIGHT	35'	35'
PARKING (1 BEDROOM UNITS)	2 STALLS/UNIT	2 STALLS/UNIT (TANDEM)
PARKING (2 BEDROOM UNITS)	2 STALLS/UNIT	2 STALLS/UNIT (TANDEM)
PARKING (3 BEDROOM UNITS)	2 STALLS/UNIT	2 STALLS/UNIT

DWELLING UNITS (TOWNHOMES)		
	R-3 STANDARD	PROPOSED
SQUARE FEET / UNIT	625 SF (MINIMUM)	625 SF (MINIMUM)
HEIGHT	35'	48'
PARKING	2 STALLS/UNIT	2 STALLS/UNIT

DWELLING UNITS (SHORT-TERM RENTAL)		
	R-3 STANDARD	PROPOSED
SQUARE FEET / UNIT	N/A	500 SF (MINIMUM)
HEIGHT	N/A	35'
PARKING	N/A	1 STALL/UNIT

PUBLIC / SEMI-PUBLIC BUILDINGS (LEASING OFFICE, CLUB HOUSE)		
	R-3 STANDARD	PROPOSED
HEIGHT	60' MAX	48' MAX
PARKING	1 STALL / 200 SF	1 STALL / 400 SF

The requested concessions for the development plan are summarized below:

- **BUILDING HEIGHTS** – The only building height increase over the R-3 standards is for the Townhomes. We request a height increase from 35' to 48' for the townhomes to allow for taller ceiling heights. The townhomes will be three stories with roof-top terraces. Following R-3 standards, Single-Family units will be single story, limited to 35'. Short-Term Rental uses will be two stories and limited to 35'. We propose to reduce the allowable height for Public / Semi-Public Buildings, including the Leasing Center, Town Center / Club House, Storage Buildings and Pavilion, which will be limited to 48' (less than the R-3 required 60').
- **PARKING (RESIDENTIAL)** - Parking for single family residential units will be two spaces, in a tandem configuration for one-bedroom and two-bedroom units. Three-bedroom units, both single family and townhomes, will have two-car garages. In addition to the dedicated parking for each unit, off-street guest parking will be provided throughout the development totaling 128 spaces. No on-street parking will be allowed.
- **PARKING (NON-RESIDENTIAL)** - Parking for public / semi-public buildings will be 1:400 (vs the R-3 standard of 1:200). The parking reduction at the public / semi-public buildings is supported by the fact that the development will have an extensive hike-and-bike trail and bicycle parking at the public buildings. The property will also operate a private shuttle service to and from the public buildings.
- **FRONT YARD SETBACKS** - Clarification that the 25' front-yard setback is for the ROW frontage on HW 108 and FM 2302. Front yard setbacks for the single-family residences interior to the site will be 10'.
- **SIDE / REAR-YARD SETBACKS** – We have amended the plan which previously proposed a 5' setback at the Storage Buildings. We are proposing a 30' side-yard / rear-yard setback for the perimeter of the site. (R-3 standards require a 10' side-yard and 20' rear-yard setback.) Set-backs interior to the development will be minimum 10' building separations per UDC. Side yard setbacks at interior corner lots will be 15'.
- **LANDSCAPE BUFFER** – A landscape buffer will be provided between the multi-family development and adjacent residential uses. The landscape buffer will be 30' except at the Storage Buildings where it will be 10'.
- Additionally, as a point of clarification, the project assumes the City's parkland fees will be assigned at the rate of \$400/dwelling unit, to be paid at the completion of each phase of development completion.

ADDITIONAL CLARIFICATIONS

Fire Department Access

Due to the constraints of the TxDOT roadway frontage on FM 2303 and HWY 108, as well as the limitations working within the FEMA 100-yr floodplain, the site will only allow for one access point on FM 2303. In lieu of a secondary point of access, we are providing a primary “Boulevard” paving section with a full fire lane width on both sides of the roadway. This design will allow for access redundancy in the event one side of the roadway is blocked to traffic and/or fire department access. Additionally, all buildings will be equipped with a fire sprinkler system. This design has been coordinated and approved by the city fire department.

Traffic Impact Analysis

A Traffic Impact Analysis has been conducted by Kimley-Horn which analyzed both the proposed driveway connection to FM 2303, and the existing intersection of SH 108 & FM 2303. The intersections were analyzed through full build out, and beyond, to a 2031 Horizon Year. Both intersections were determined to operate at an acceptable level of service through all analyzed scenarios, per the T.R.B. Highway Capacity Manual.

Additionally, the entrance drive to the main access gate will be two lanes, allowing residents to drive around any visitors waiting at the Gate House. This will prevent cars queuing at the gate and will help avoid cars backing up onto the road.

TxDOT Application

The TxDOT application is in progress. The design team held an in-person meeting with TxDOT on 2/28/2024 to discuss the development and TxDOT improvements that would be required. A concept plan was submitted in April 2024, comments were received, and the plan was modified to meet TxDOT requirements. The design team received confirmation from TxDOT accepted the concept plan, but will require permit submittal and full review. The permit submittal will be delivered no later than 7/11/2024.

Flood Way Impact / Water Quality

All development will be outside of the FEMA Flood Way. One of the main objectives of the site design is to mitigate any negative impact of increase impervious cover on the watershed of the South Fork of the North Bosque River. Interior streets will be constructed with a bio-swale / rain garden as part of the stormwater management system. These rain gardens will allow for rain to permeate back into the soil and will help absorb pollutants from any run-off before it enters the watershed.

Domestic Water and Sanitary Sewer Improvements

Pending final approval of the Water and Sewer Studies (which are currently under review with the City) and in conformance with the City's Master Plan, the proposed development will include the following public improvements:

- A 12" water main from the N Belknap St & W Lingleville Road (highway 8) intersection, along Highway 108 and FM-2303, to the site's northern boundary along FM-2303.
- A sanitary sewer force main and 8" gravity sewer line from the southwest corner of the proposed development to the existing sanitary sewer line that runs east-west within the Stephenville Soccer Association's property. The development will include an on-site sanitary lift station.

Street Names

Because all streets will be private, the project team has been in contact with Stephenville Fire Department to discuss their preference for addressing. This information will be provided under separate attachment.

Lighting Plans

Street lighting will be provided by an 18'-0" pole mounted lantern. Additional interior path lighting will also be provided for pedestrian safety. All lighting will meet DarkSky standards. No light will spill to adjacent properties. Refer Lighting Diagram.

Right-of-Way Landscaping

Approximately 11,300 sf of formal landscaping will be installed at the development's Entry Gate and adjacent to the Leasing Office. An additional 53,400 sf of prairie style grasses and wildflowers will be maintained along the Frontage Fence as indicated on the Fencing Diagram.

Entry Signage

The development will be marked by a discreet entry sign consisting of a 4'-0" tall stone wall with water-jet cut steel signage band. The signage band will be back-lit at night. Reference Monument Sign illustration.

Perimeter Fencing

The property will have a combination of fencing types around the perimeter. The entry will be a stone wall with decorative iron vehicular gates and man-doors. The frontage fencing on FM2303 and HWY 108 will be a wood rail supported by stone or columns. The fencing around the perimeter property lines will be a 6'-0" wooden privacy fence with stucco columns.

Residential Unit Mix

The development will provide two types of permanent for-lease residential products: single-family

detached units and townhomes. In addition, short-term rental units will be provided for tenant use only when needing to accommodate over-night guests. Locations, floor plans and renderings of the residential units are illustrated in the attached EXHIBIT YY. The unit mix is as follows:

- 1-bedroom detached units: 83
- 2-bedroom detached units: 133
- 3-bedroom detached units: 77
- 2-bedroom townhomes: 28
- 3-bedroom townhomes: 29
- Short-term rental units: 23

Storage Units

Sixty eight storage units will be provided for tenant use only. These storage building will follow the design language of the development with Spanish-revival architecture consisting of white stucco walls, clay tile roofs, carriage house -style doors and decorative lighting. The storage building will be 16'-0" and screened with a 6'-0" privacy fence and 10'-0" landscape buffer along the property line.

Town Center - Clubhouse / Bodega / Community Room / Fitness Center / Pool

The development's amenities will include a centrally located clubhouse known as the Town Center. This amenity area will include a living room-style lounge for tenants to gather and socialize. A bodega-style grocery will complement the clubhouse providing essential groceries as well as meals-ready-to-eat prepared for tenants to either purchase in store or have delivered. The bodega kitchen will also serve a concessions counter where tenants can order food to be enjoyed in the living room lounge or on the pool deck. In addition to the living room, the clubhouse will have a community room where tenants can host gatherings of up to 100 people. The clubhouse will also include a modern spa-like fitness center with exercise equipment and group-fitness studio, along with fully appointed locker rooms. All of these elements will surround a resort-style pool with native landscaping.

The Town Center will be approximately 10,000 sf and will match the Spanish Revival architectural style of the Leasing Center. Regional stone exterior walls, clay-tile roofs, deep porches with heavy timber columns and shaped roof rafters, and architectural windows will create an elevated experience for tenants and guests.

Preliminary Project Schedule

- April 12, 2024 - Petition for Annexation Submittal - COMPLETE
- April 17, 2024 - Concept Plan for Plan Development Application Submittal - COMPLETE
- May 7, 2024 - City Council Meeting on Annexation Petition - COMPLETE

- May 15, 2024 - Planning & Zoning Commission Meeting on Concept Plan - COMPLETE
- July 8, 2024 - Plan Development Submittal
- July 17, 2024 - Planning & Zoning Commission Meeting on Plan Development Submittal
- August 6, 2024 - City Council Meeting on Plan Development
- August 19, 2024 - Preliminary Plat & Civil Engineering Submittal
- September 18, 2024 - P&Z Commission Meeting for Preliminary Plat Approval
- October 14, 2024 - Civil Engineering Approval & Start of Construction
- Spring 2025 - Completed Construction of Public Improvements
- August 2025 – Phase 1 Construction Commencement
- August 2027 – Phase 2 Construction Commencement

We appreciate the assistance your team has provided. Please do not hesitate to contact me if you require more information or have any questions regarding this application.

Respectfully,



John P. Allender, AIA
Principal - Architexas

allender@architexas.com
tel 210.998.2422

Attached under this cover:
2313 La Paloma – Concept Plan
2313 La Paloma – EXHIBIT AA – Turn Lane Exhibit
2313 La Paloma – EXHIBIT BB – Entry By-Pass Lane

Cc: Southwestern Pigeon Road, LLC