



**SITE PLAN AMENDMENT
STAFF REPORT**

City Council Meeting Date:
June 16, 2015

Council District 6

Zoning Commission Recommendation:
Denial without Prejudice by a vote of 9-0

Opposition: None submitted
Support: None submitted

Continued Yes ___ No X
Case Manager Stephen Murray
Surplus Yes ___ No X
Council Initiated Yes ___ No X

Owner / Applicant: Summer Sycamore I, LTD

Site Location: 5300 block Sycamore School Road Mapsco: 102M

Proposed Use: Site plan for PD-823 for Starbucks and retail

Companion Cases: ZC-08-122/PD-823/SP-15-001

Mixed Use Design Principles Consistency: Requested Site Plan is **not consistent.**
(Significant Deviation)

Background:

The applicant is providing a site plan as required by PD-823 for the tract zoned "PD/MU-1" Planned Development for "MU-1" Low Intensity Mixed-Use. The site is west of Summer Creek and north of Sycamore School Road, within the Summer Creek Mixed-Use Growth Center.

The applicant is proposing a 1,850 sf. Starbucks and a 7,280 sf single-story retail space. The applicant is requesting several waivers and does not fulfill the basic intent and principles of mixed-use and walkability. The proposed site is adjacent to two other planned mixed-use projects that are currently being reviewed and will be heard by the City Council on June 16, 2015.

As part of the 2009/2010 North Central Texas Council of Governments (NCTCOG) Sustainable Development call for projects, the Summer Creek Transit Oriented Development (TOD) was awarded \$2,566,120.00 in public funding to design and construct a mixed-use development (zoned MU) with wide sidewalks, pedestrian amenities, bike trails, landscaping, a two-lane roadway between Sycamore School Road and the northern boundary of the site, and the widening of Sycamore School Road from two to four lanes west of the Chisholm Trail Parkway right-of-way to The T's station property entrance. The NCTCOG funding was awarded based upon the expectation that a mixed-use development acceptable to the City would be constructed at this location.

The subject property is part of the larger Summer Creek TOD Sustainable Development Project that is programmed to receive the \$2.5 million dollars in public funds to construct wide sidewalks, a bike trail, and pedestrian amenities on the western portion of the project site.

Design Review Findings:

Below are the four General Development Principles of Mixed Use Districts:

1. Promote a pedestrian-oriented urban form.
2. Require excellence in the design of the public realm and of buildings that front public spaces.
3. Encourage creativity, architectural diversity, and exceptional design.
4. Promote sustainable development that minimizes negative impacts on natural resources.

Design Review staff finds that the waivers being sought are **not consistent** with and represent a **significant deviation** from the intent and development principles of the mixed-use ordinance, would not further the significant public investment devoted for walkable infrastructure, and would be detrimental to the success of creating a mixed-use, walkable project for the Summer Creek Transit Oriented Development as a whole. Based on this conclusion, design staff recommends that all waivers for the project be denied. As an alternative, staff recommends continuance of the case in order for the applicant to work with urban design staff to create a site plan that is more in keeping with the MU-1 development principles.

At the hearing, the Zoning Commission extensively discussed the mixed use intent and environment. Questions were provided to the applicant's agent as to the function and walkability of the layout. They also addressed the retail building and that if similar façade treatments were planned for both the north and south sides of the building that, if approved, would need to be documented in the site plan.

Site Information:

Owner: Summer Sycamore I, LTD
5910 N. Central Expressway
Suite 1250
Dallas, TX 75206

Agent: Ted Gupton
Acreage: 1.31 acres
Comprehensive Plan Sector: Wedgwood

Surrounding Zoning and Land Uses:

North "PD-823" Planned Development / vacant, proposed multifamily, townhomes and commercial
East "PD-823" Planned Development / vacant, proposed 7-11
South "PD-471" Planned Development / proposed Wal-Mart
West "PD-823" Planned Development; "C" Medium Density Multifamily / vacant. multifamily

Site Plan Comments:

The site plan as submitted is in general compliance with the Zoning Ordinance regulations, except as provided below for Design Review Standards.

1. Site plan is dark and not legible
2. Parking cannot be counted within sewer easement
3. Provide location of sign if warranted

Requested Waivers to Mixed Use Zoning Standards:

A summary list of the waiver requests is below. **Please see the attached chart for detailed analysis.**

1. At 65 feet in depth, the proposed front yard setback on the primary street significantly exceeds the maximum allowed 20-foot setback. (*waiver requested*)
2. The project proposes no building frontage on the primary street *and* none on the secondary/side street, whereas MU-1 requires 50% building frontage on the primary street and 30% on the side street (*waiver requested*)
3. The proposed vehicular drive-through lane located between the building front and the street is not permitted in MU-1. (*waiver requested*)
4. The proposed vehicular drive-through lane as shown is located along both building facades that face streets to the north and west, which is not permitted in MU-1. The north portion of the drive-through is proposed to be located in the front yard setback between the building front and the street. (*waiver requested*)

5. None of the required building façade variation or scaling elements are proposed for either the Starbucks and the adjacent retail building. *(waiver requested)*
6. The proposed principal entrance for the Starbucks and the adjacent Retail Building are shown as being directly from parking lots, rather than from a public sidewalk or private sidewalk with a public use easement as required in MU-1. *(waiver requested)*
7. The rear service entrances to the Starbucks and adjacent Retail Building is currently proposed to face the primary pedestrian street to the north. To dress up the service entry, the door will be glass with an awning but it will remain locked and inaccessible to the public. MU-1 requires the principal entrances of buildings to be from a public sidewalk or private sidewalk with a public use easement, not from a parking lot. *(waiver requested)*

Items noted above shall be reflected on the site plan or waivers are required.

Transportation/Public Works (TPW) site plan comments:

1. Access easements shall comply with the requirements of Section 31-106 (Street Standards) I (Access Easement Design Standards (Public Access Easements, Reciprocal access Easements, Private Drives or Ways) of the Subdivision Ordinance. Access easements are privately maintained but constructed to city street standards that are open to unrestricted and irrevocable public access and serve two or more lots each having a minimum of 100 feet of frontage as their primary means of access. The access driveway to the east of the property is to be a public access easement due to the adjacent lot not having independent access.
2. Sidewalks and street lights are required for all public and private streets and public access easements as per City of Fort Worth Standards. Show the location of street lights and sidewalks on this lot. Label the width of all sidewalks. ADA ramps across the driveways are not required. The sidewalks shall be continuous across the driveways.
3. The proposed driveway queueing does not allow for vehicles to flow from the site without blocking the access from the Starbucks window. It is recommended that the drive thru window be relocated to provide queueing away from the driveway at Street "B" instead of turning the vehicles into it.
4. It is recommended that a throat depth of 100 ft. be provided from the driveway on Street "B" before the parking spaces to keep vehicles from staking onto Street B and ultimately on Sycamore School Road (Principal Arterial) while vehicles are waiting for vehicles to exit the parking spaces. This is also true for the Public Access Easement.
5. The sidewalks shown are located within private property and a public pedestrian access easement will be required for the sidewalks located within the private property of the site.
6. Provide the dimensions of the parking areas and the driving aisles

Platting site plan comments: No comments at this time.

Comments made by Platting, TPW and Water staff cannot be waived through the Zoning Commission. Approval of the site plan does not constitute Platting, Water and TPW acceptance of conditions.

Recent Relevant Zoning and Platting History:

Zoning History: ZC-08-122; Planned Development for "MU-1" Low Intensity Mixed-Uses; site plan required; approved by City Council 09/10/08. SP-14-010 application was pulled prior to the public notification process.

SP-15-001 (north of the subject property) site plan for commercial, multifamily and townhome uses, recommended for approval by the Zoning Commission; action by City Council is expected on June 16, 2015.

SP-15-003 (east of the subject property site plan for commercial, recommended for approval by the Zoning Commission; action taken by City Council is expected on June 16, 2015

Platting History: FP-15-036 Summer Creek Station; PP-12-003 Summer Creek Station approved by City Plan Commission 5/23/12, subject area.

Transportation/Access

| Street/Thoroughfare | Existing | Proposed | In Capital Improvements Plan (CIP) |
|---------------------|----------------|--------------------|------------------------------------|
| Summer Creek Dr | Major Arterial | Major Arterial | No |
| Sycamore School Rd | Major Arterial | Principal Arterial | No |

Public Notification:

The following Neighborhood Associations were notified:

| Organizations Notified | |
|------------------------------|------------------------------|
| District 6 Alliance | Trinity Habitat for Humanity |
| Summer Creek Meadows HA | Streams And Valleys Inc |
| Villages of Sunset Pointe HA | Crowley ISD |

Attachments:

- Location Map
- Area Zoning Map with 300 ft. Notification Area
- Future Land Use Map
- Aerial Photograph
- Site Plan
- Design Review Staff Report
- Minutes from the Zoning Commission meeting

COMPARISON OF MU-1 DEVELOPMENT PRINCIPLES AND PROPOSED PD/MU-1 WAIVERS SP-15-006

| Section | MU-1 Standard | PD/MU-1 Waiver | MU-1 Development Principle | Waiver Analysis | Design Staff Recommendation | Waiver Appropriate |
|---|---|---|--|---|--|--------------------|
| Front Yard 4.1300 C.3 | 20 ft. maximum setback | Proposed 65' setback from primary street (Street A). | MU-1 Development Principle 1 & 2: Promote a pedestrian oriented urban form and require excellence in design of the public realm and of buildings that front public spaces. | When buildings are set back from the street, pedestrians are cut off from the buildings use and activity which provides no incentive to walk. | Significant deviation from mixed use development principles 1 and 2. <u>Design staff recommends denial of waiver.</u> | N |
| Frontage 4.1300 C.2.a & b | 50% primary street frontage required 30% side street frontage required (alternatives are provided in the ordinance) | Proposed 0% primary street frontage Proposed 0% secondary/side street frontage <u>No alternatives are shown or proposed</u> | MU-1 Development Principle 1 & 2: Promote a pedestrian oriented urban form and require excellence in design of the public realm and of buildings that front public spaces. | The most fundamental element of walkable environments is the engagement of the building façade with the public realm. Buildings are brought up to the street in order for uses to engage pedestrians, provide visual interest and create a safer more appealing path that encourages walking and strolling. | Requested waiver presents a significant deviation from mixed use development principles 1 and 2. <u>Design staff recommends denial of waiver.</u> | N |
| Off-Street Parking & Loading 4.1300 D.4.e | Parking is not permitted between a building front and the street, except when it functions as on-street parking. | Proposed to have the vehicular drive-through lane located between the building front and the street. Drive-through lanes solely exist to accommodate vehicles and therefore are seen as serving the same purpose as parking lots. | MU-1 Development Principle 1 & 2: Promote a pedestrian oriented urban form and require excellence in design of the public realm and of buildings that front public spaces. | When buildings are set back behind parking lots pedestrians are isolated from the buildings use and activities, are forced into vehicular conflicts in order to access the building entrance. | Requested waiver presents a significant deviation from mixed use development principles 1 and 2. <u>Design staff recommends denial of waiver.</u> | N |
| Drive-In Business 5.112 | Drive-through windows and stacking lanes are not allowed along facades of buildings that face a street. Driveways are not allowed between the building front and the street. | Proposed to have the vehicular drive-through lane located along both facades that face Street A and Street B. The north portion of the drive-through is proposed to be located in the front yard setback between the building front and the street. | MU-1 Development Principle 1 & 2: Promote a pedestrian oriented urban form and require excellence in design of the public realm and of buildings that front public spaces. | When buildings are set back behind drive-through lanes, pedestrians are isolated from the buildings use and activities, are exposed to vehicular conflicts , and are sent the message that pedestrians are less important than vehicles, thus discouraging walking. | Requested waiver presents a significant deviation from mixed use development principles 1 and 2. <u>Design staff recommends denial of waiver.</u> | N |
| Façade variation, Scaling Elements 4.13000 F.2.a | New building facades shall incorporate at least two architectural elements to provide interest and break up the mass of building facades. Choices include: | Proposed to provide no building façade variation or scaling elements for both the Starbucks and the adjacent retail building. | MU-1 Development Principle 3: Encourage creativity, architectural diversity, and exceptional design and discourage uniformity. | In walkable environments, pedestrians experience the built environment at the human scale. Buildings should be designed to meet and engage people at the human scale. Variation in building façades and the design of ground floor uses help create an environment that is more interesting, attractive, and scaled to the pedestrian, thus encouraging walking rather than driving. | Requested waiver presents a significant deviation from mixed use development principle 3. <u>Design staff recommends denial of waiver.</u> | N |
| Building Entrances 4.1300 G.4 | Buildings must have their principle entrance be from a public sidewalk/plaza or a private sidewalk/plaza that is publicly accessible through a public use easement. Main entrances shall not be from a parking lot. | Proposed to have the Starbucks and Retail principle entrance be from parking lots and not from a public sidewalk or private sidewalk with a public use easement. The back service entries to the Starbucks and Retail building will face the primary street (Street A). To dress up the service entry, the door will be glass with an awning but will remained locked and inaccessible to the public. | MU-1 Development Principle 1 & 2: Promote a pedestrian oriented urban form and require excellence in design of the public realm and of buildings that front public spaces. | In walkable environments, building entries are viewed as another facade treatment that defines the public realm as a welcoming place. Building entries should be visible, clearly defined by architectural features, and be usable/accessible. Providing a locked, inaccessible service door dressed up with glass and awnings does not accomplish the same street interest or encourage walkability along the street front. | Requested waiver presents a significant deviation from mixed use development principles 1 and 2. <u>Design staff recommends denial of waiver.</u> | N |

Pertinent Project Information

As part of the 2009/2010 North Central Texas Council of Governments (NCTCOG) Sustainable Development call for projects, the Summer Creek Transit Oriented Development (TOD) was awarded \$2,566,120.00 in public funding to design and construct a mixed-use development (zoned MU) with pedestrian amenities, bike trails, landscaping, a two-lane roadway between Sycamore School Road and the widening of Sycamore School Road from two to four lanes west of the Chisholm's Trail Parkway right-of-way to the T's station property entrance. The case before you is part of the larger Summer Creek TOD and will receive a portion of the \$2.5 million dollars in public funds to construct a bike trail and pedestrian amenities on the western portion of the project site.

Design Staff Findings and Recommendations

Walkability emerges from the mix and density of land uses, the placement and orientation of buildings, the engagement of building uses and pedestrians, the safety and quality of streets and sidewalks, the accessibility to transit, and the designed connections to open space. When a project does not fulfill even the basic intent and principles of walkability, the project is no longer a mixed-use project. **It is design staff's professional opinion that the waivers being sought represent a significant deviation from the intent and development principles of the mixed-use ordinance, would not justify the significant grant funded public investment about to be made in walkable infrastructure, and would be detrimental to the success of creating a mixed-use, walkable project for the Summer Creek Transit Oriented Development as a whole. Based on this conclusion, design staff recommends that all waivers for the project be denied.** As an alternative, staff recommends continuance of the case in order for the applicant to work with urban design staff to create a site plan that is more in keeping with the MU-1 development principles.

URBAN DESIGN REVIEW, SP-15-006

LOW INTENSITY MIXED-USE DISTRICT (MU-1) APPLICABLE STANDARDS AND GUIDELINES

4.1302 A 2 a. GENERAL DEVELOPMENT PRINCIPLES

1. **Promote a pedestrian-oriented urban form.** In contrast to conventional zoning standards that place a primary emphasis on the regulation of land uses, mixed-use development standards and guidelines focus on promoting a walkable, urban form of development, consistent with the surrounding area's historic urban character. The focus on form promotes buildings that conform to tested urban design principles.

2. **Require excellence in the design of the public realm and of buildings that front public spaces.** The most successful and memorable urban environments are those in which walking down the street is appealing. Streets, plazas, parks, and other public spaces should be comfortable and inviting, and buildings fronting those spaces should be active and visually interesting at the pedestrian level.

3. **Encourage creativity, architectural diversity, and exceptional design.** Mixed-use is intended to promote high quality design, and the development review process for mixed-use projects is intended to promote flexibility. Standards and guidelines, as well as the development review process, are intended to support creativity and exceptional design while discouraging uniformity.

4. **Promote sustainable development that minimizes negative impacts on natural resources.** Creating a walkable, higher density residential district surrounding mixed-use districts supports sustainable development by providing an alternative to low density development in peripheral areas. In accordance with sustainable development principles, the mixed-use buildings and public spaces should be designed to minimize negative impacts on air and water quality and promote innovation in environmental design.

PERTINENT PROJECT INFORMATION

As part of the 2009/2010 North Central Texas Council of Governments (NCTCOG) Sustainable Development call for projects, the Summer Creek Transit-Oriented Development (TOD) was awarded \$2,566,120 in public funding to design and construct a mixed-use development (zoned MU) with pedestrian amenities, bike trails, landscaping, a two-lane roadway between Sycamore School Road, the northern boundary of the project, and the widening of Sycamore School Road from two to four lanes west of the Chisholm's Trail Parkway right-of-way to the T's station property entrance. The case before you is part of the larger Summer Creek TOD and will receive a portion of the \$2.5 million dollars in public funds to construct a bike trail and pedestrian amenities on the western portion of the project site.

REQUESTED MU-1 ZONING WAIVERS

- 1) 4.1300 C.2.a. Required Street Frontage, Primary Street
- 2) 4.1300 C.2.b. Required Street Frontage, Side Street
- 3) 4.1300 C.3 Front Yard Setback
- 4) 4.1300 D.4.e. Off-Street Parking and Loading Standards
- 5) 5.112 Drive-In Business
- 6) 4.1300 F2 Façade Variation, Scaling Elements (entire section)
- 7) 4.1300 G.4 Other Development Standards, Entrances

ANALYSIS OF PROPOSED MU-1 WAIVERS

When waivers from the mixed-use zoning ordinance are being sought, design staff looks to the development principles established in the zoning ordinance for guidance when evaluating these waivers. The development principles are based on proven urban design principles and establish the basis of intent on which development project waivers are evaluated. Design staff's evaluations of the waivers being sought for the Summer Creek Starbucks and adjacent retail are as follows:

4.1300 C.2.a. Required Street Frontage, Primary Street

4.1300 C.2.b. Required Street Frontage, Side Street

4.1300 C.3 Front Yard Setback

The entire Starbucks building exceeds the maximum 20 foot setback on both the primary street (north street, proposed setback 65 feet) and side street (west street, proposed setback 30 feet). Where 50% primary street frontage is required, the applicant is proposing 0%. Where 30% side street frontage is required, the applicant is proposing 0%.

MU-1 development principles 1 and 2 place a primary emphasis on creating a walkable, pedestrian friendly form of development and requires excellence in design of the public realm. The most fundamental element of walkable environments is the engagement of the building façade with the public realm. Buildings are brought up to the street in order for uses to engage pedestrians, provide visual interest, and create a safer more appealing path that encourages walking and strolling. When buildings are set back from the street, pedestrians are cut off from the buildings' use and activity which provides no incentive to walk. The waivers sought do not meet the mixed-use development principles or standards and do not further the intent of creating a walkable development for the larger Summer Creek Transit-Oriented Development.

Desirable



Undesirable



4.1300 D.4.e. Off-Street Parking and Loading Standards

5.112 Drive-In Business

The mixed-use ordinance does not allow parking between the building front and the street unless it functions as on-street parking. The ordinance also does not allow for drive-through windows and vehicle stacking lanes to be located along facades of buildings that face a street. The Starbucks drive-through window and vehicle stacking lane are proposed to be located in the front yard setback, which creates a physical barrier and increased distance between the building front and pedestrians.

MU-1 development principles 1 and 2 place a primary emphasis on creating a walkable, pedestrian friendly form of development and requires excellence in design of the public realm. The most successful and memorable urban environments are those in which walking down the street is appealing. When buildings are set back behind parking lots and drive-through lanes, pedestrians are isolated from the buildings' use and activities, are exposed to vehicular conflicts, and are sent the message that pedestrians are less important than vehicles, thus discouraging walking. The waivers sought give preference to accommodating vehicular traffic and thus do not meet the mixed-use development principles or standards that are intended to create a pedestrian-oriented urban form.

Desirable



Undesirable



4.1300 F2 Façade Variation, Scaling Elements (entire section)

The ordinance requires that new building facades incorporate at least two architectural elements to provide interest and break up the mass of building facades. This can be accomplished in any of the following ways: Expression of structural elements, variation in wall plane, change in material or material pattern, or noticeable change in color or shade. The developer of the Starbucks and the adjacent retail building propose to provide no building façade variation or scaling elements and are seeking a waiver from this entire section.

MU-1 development principle 3 places a primary emphasis on promoting high quality design, supports architectural creativity, and discourages uniformity. In walkable environments, pedestrians experience the built environment at the human scale. Buildings should be designed to meet and engage people at the human scale. Variation in building façades and the design of ground floor uses help create an environment that is more interesting, attractive, and scaled to the pedestrian, thus encouraging walking rather than driving. Providing no façade variation or other acceptable pedestrian scaled building features fails to meet the intent of development principle 3.

Desirable



Undesirable



4.1300 G.4 Other Development Standards, Entrances

The ordinance requires that all principle buildings have their main entrances be from a public sidewalk/plaza or a private sidewalk/plaza that is publicly accessible through a public use easement. The main entrance shall not be from a parking lot. The principle entrance to the Starbucks and the adjacent retail building are proposed to be from parking lots with the back service entrances facing the primary street frontage. The back service door is proposed to be glass with decorative lighting and an awning above the doorway but will remain locked and inaccessible to people walking down the street.

MU-1 development principles 1 and 2 place a primary emphasis on creating a walkable, pedestrian friendly form of development and requires excellence in design of the public realm. In walkable environments, building entries are viewed as another facade treatment that defines the public realm as a welcoming place for pedestrians. Building entries should be visible, clearly defined by architectural features, and be usable/accessible. Providing a locked, inaccessible service door dressed up with a nice facade does not accomplish the same street interest to encourage walkability along the street front and does not meet the intent of the MU-1 development principles 1 and 2.

Desirable



Undesirable



DESIGN STAFF OVERALL PROJECT ANALYSIS

Mixed-use zoning is intended to provide an environment that accommodates a mix of transportation modes and users (drivers, pedestrians, cyclists, etc.) and should seek to balance the needs of all these users. If a project is designed for people – if it's welcoming, safe and comfortable – they will be more likely to walk. If a place is designed primarily for cars, people will drive. Walkability emerges from the mix and density of land uses, the placement and orientation of buildings, the engagement of building uses and pedestrians, the safety and quality of streets and sidewalks, the accessibility to transit, and the designed connections to open space. It takes all of these elements working together to create successful walkable environments.

Corporate Policies that Relate to MU Projects

It is understood that corporate policy and image sometimes play a role in what can and cannot be altered to comply with the mixed-use ordinance. However, it has been staff's experience in other mixed-use districts that a wider array of project designs is typically available or allowable for use in special mixed-use districts than is initially proposed. Some Fort Worth examples include: the Taco Bell at West Berry and Cleburne, the In-n-Out Burger on W. 7th, the Chic-fil-A located behind Montgomery Plaza on W. 7th Street, and the 7-11 project located on the parcel adjacent to this project, which sought no waivers and will comply fully with the ordinance (photos below). Many franchise chain corporations see the inherent value of a walkable mixed-use location and recognize that the market demand is shifting to this type of development in mixed-use districts.

In an effort to understand corporate design policies, staff reached out to corporate representatives at Starbucks and was told that Starbucks has made a commitment to designing sustainable stores and cited language from their corporate website that states, "Our designs should reflect the character of a store's surrounding neighborhood and help reduce environmental impact."

<http://www.starbucks.com/responsibility/environment/leed-certified-stores>

Taco Bell at Berry St. And Cleburne

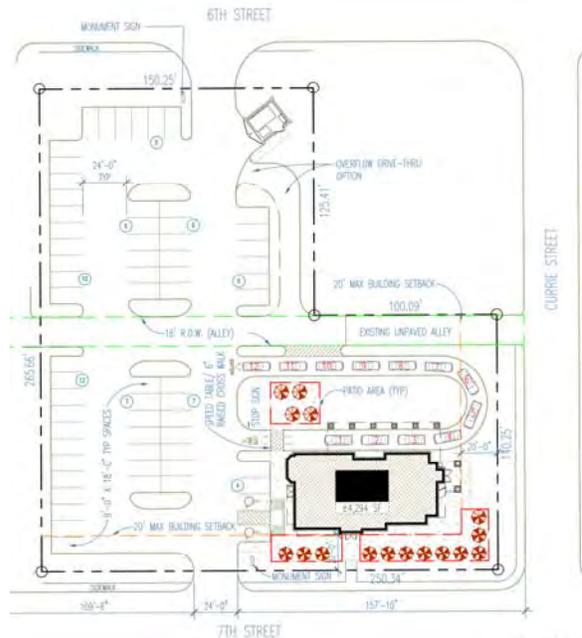
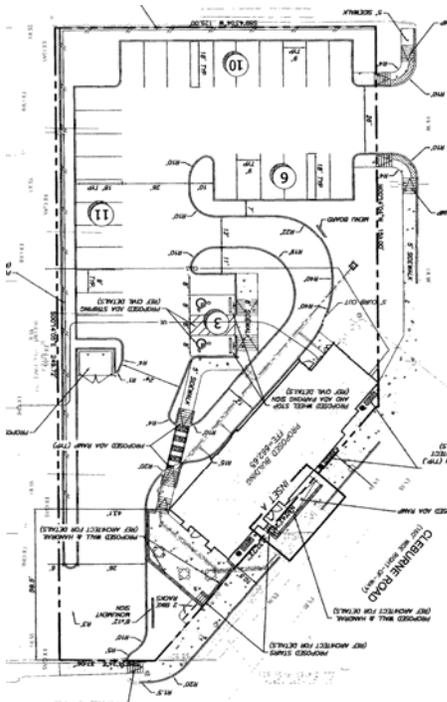


In-n-Out Burger on W. 7th Street



Site Plan with Drive-through in the Back

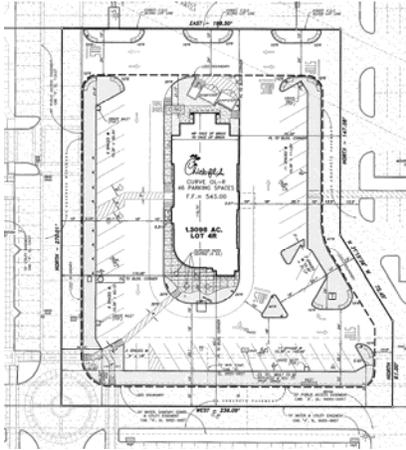
Site Plan with Drive-through in the Back



Chick-fil-A located in W. 7th. Development



Site Plan before Meeting MU Standards



Site Plan after Meeting MU Standards



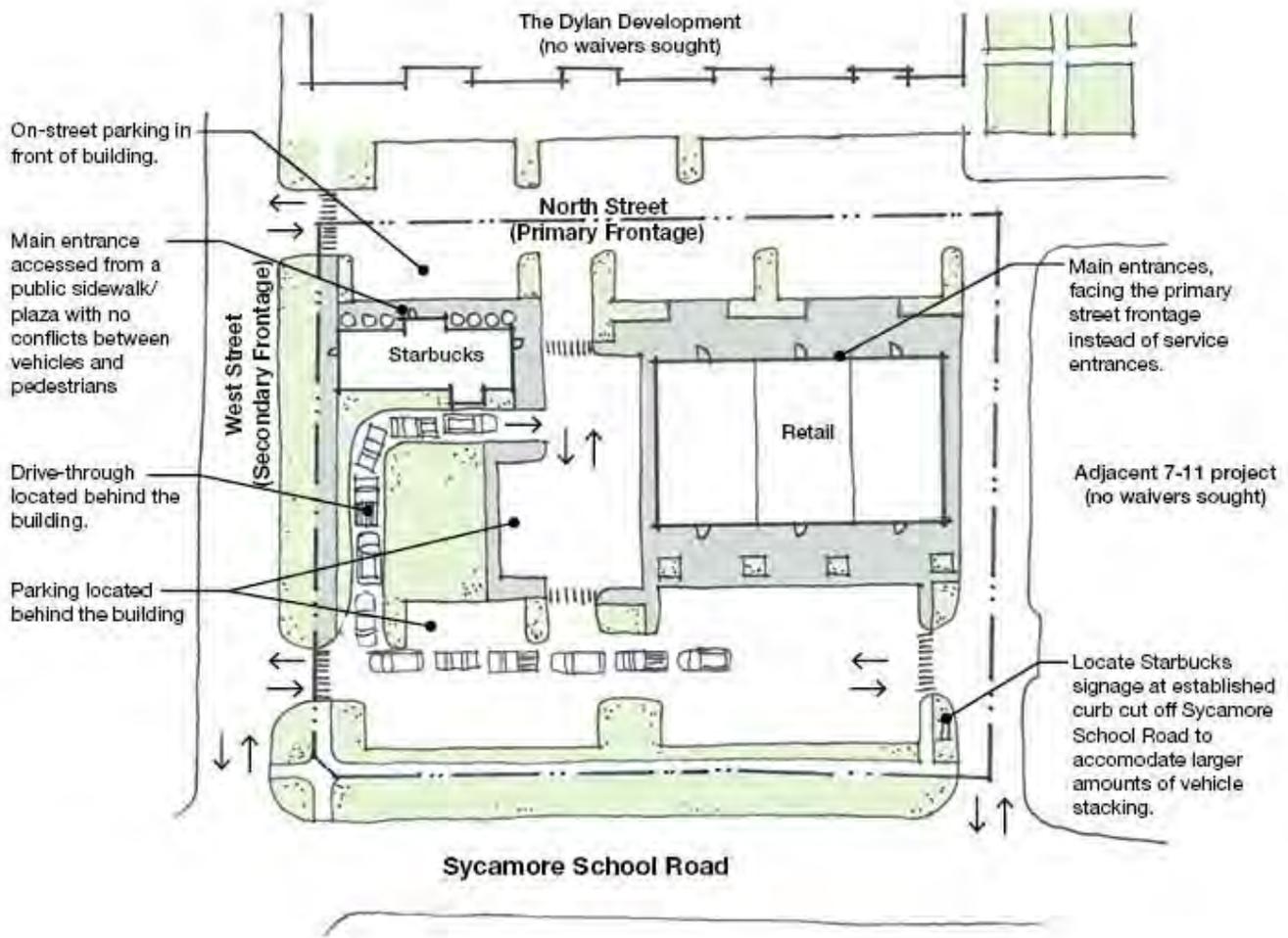
Staff Actions

On two occasions staff provided the applicant with example site plans depicting easy changes that could be made that would require no/minimal waivers. The most recent sketch provided to the applicant is included here your reference. The example site layout would allow Starbucks to keep the original store's interior layout, accommodate Starbucks drive-through stacking requirements, and provide a pedestrian-oriented building front on the north façade. TPW staff has recommended that the drive-through window be relocated to provide queuing away from the driveway at Street "B" instead of turning the vehicles into it. The example site plan addresses this comment by relocating the drive through queuing away from Street B, thereby creating a more efficient traffic flow and accommodating a greater number of vehicular staking spaces in a safer, more efficient manner. The provided sketch is just one example that would require no waivers but still meet all the stated needs of the applicant's project. Instead, the case before you has a list of several waivers seeking to decline established standards of the City's mixed-use zoning ordinance.

DESIGN STAFF FINDINGS AND RECOMMENDATIONS

Walkability is an excellent way to describe good urban design in a mixed-use zoning district. When a project does not fulfill even the basic intent and principles of walkability, the project is no longer a mixed-use project. It is design staff's professional opinion that the waivers being sought represent a significant deviation from the intent and development principles of the mixed-use ordinance, would not justify the significant grant funded public investment about to be made in walkable infrastructure, and would be detrimental to the success of creating a mixed-use, walkable project for the Summer Creek Transit Oriented Development as a whole. Based on this conclusion, design staff recommends that all waivers for the project be denied. As an alternative, staff recommends continuance of the case in order for the applicant to work with urban design staff to create a site plan that is more in keeping with the MU-1 development principles.

Design Staff's Sketch of a Modified Starbucks Project in Compliance with the MU-1 Ordinance.



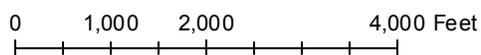
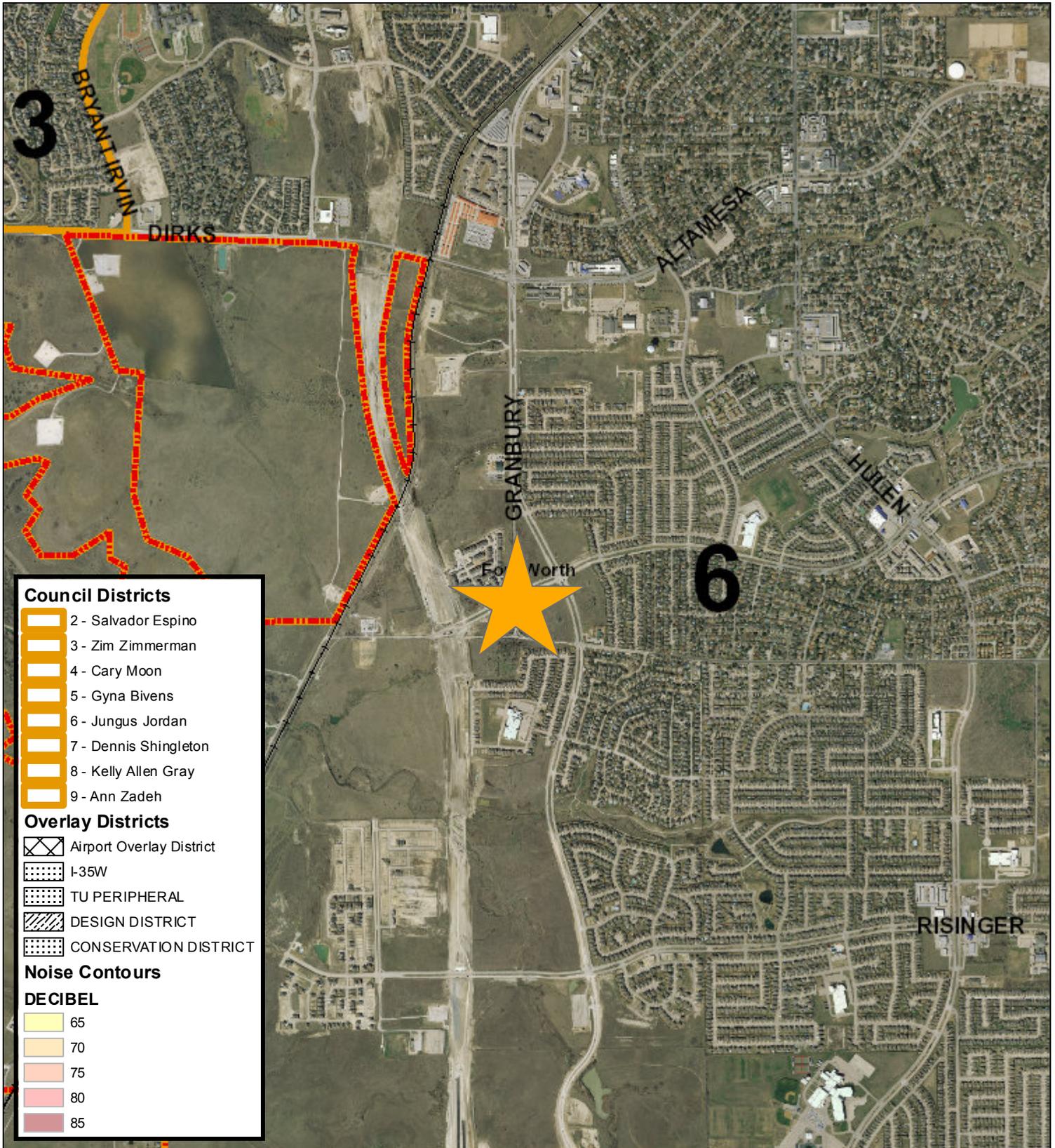
Example Starbucks Projects with Drive-through Located at the Back of the Building

Street Facing Façade

Back façade with drive-through lane



Area Map

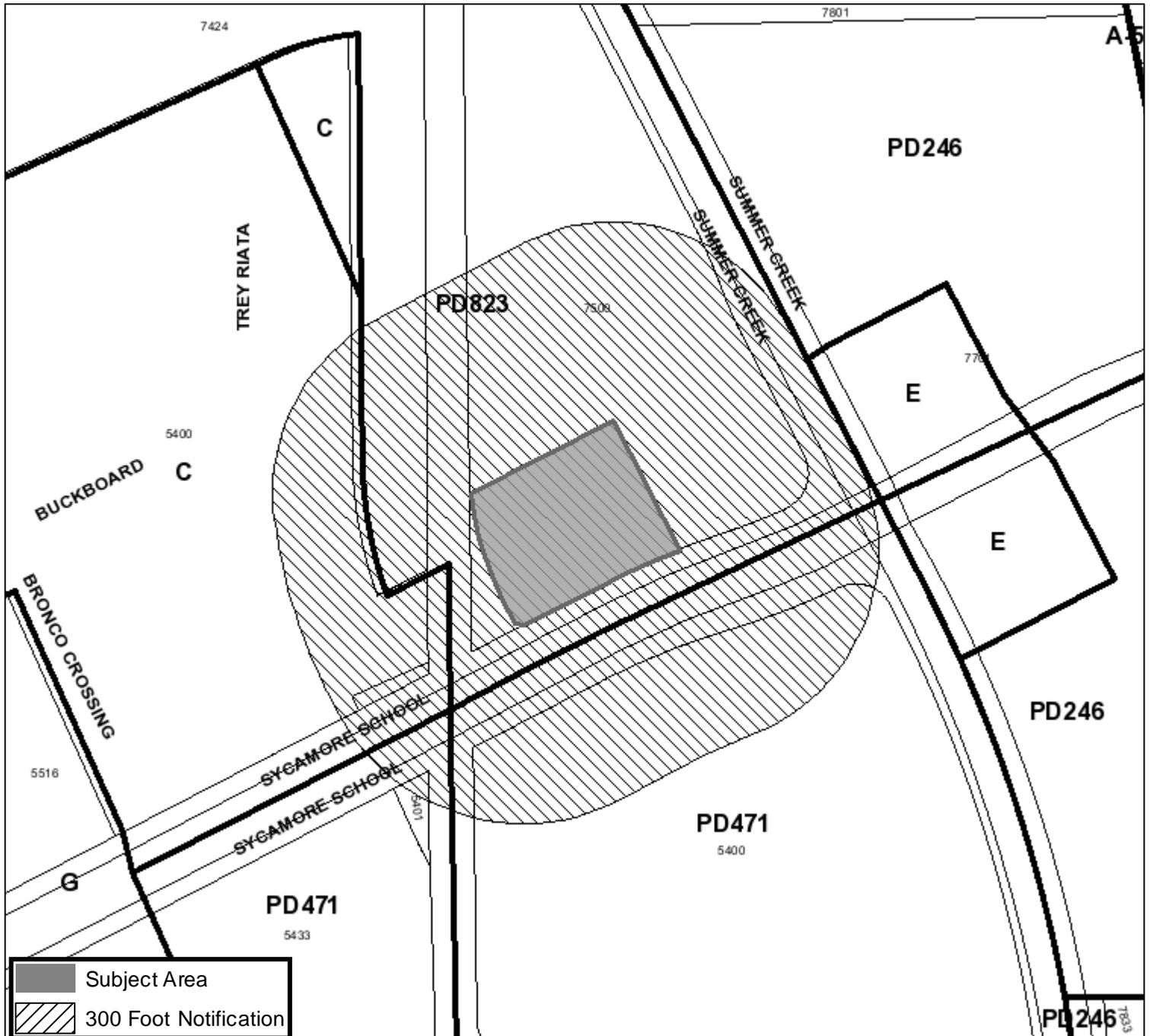




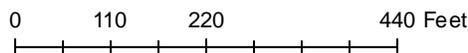
SP-15-006

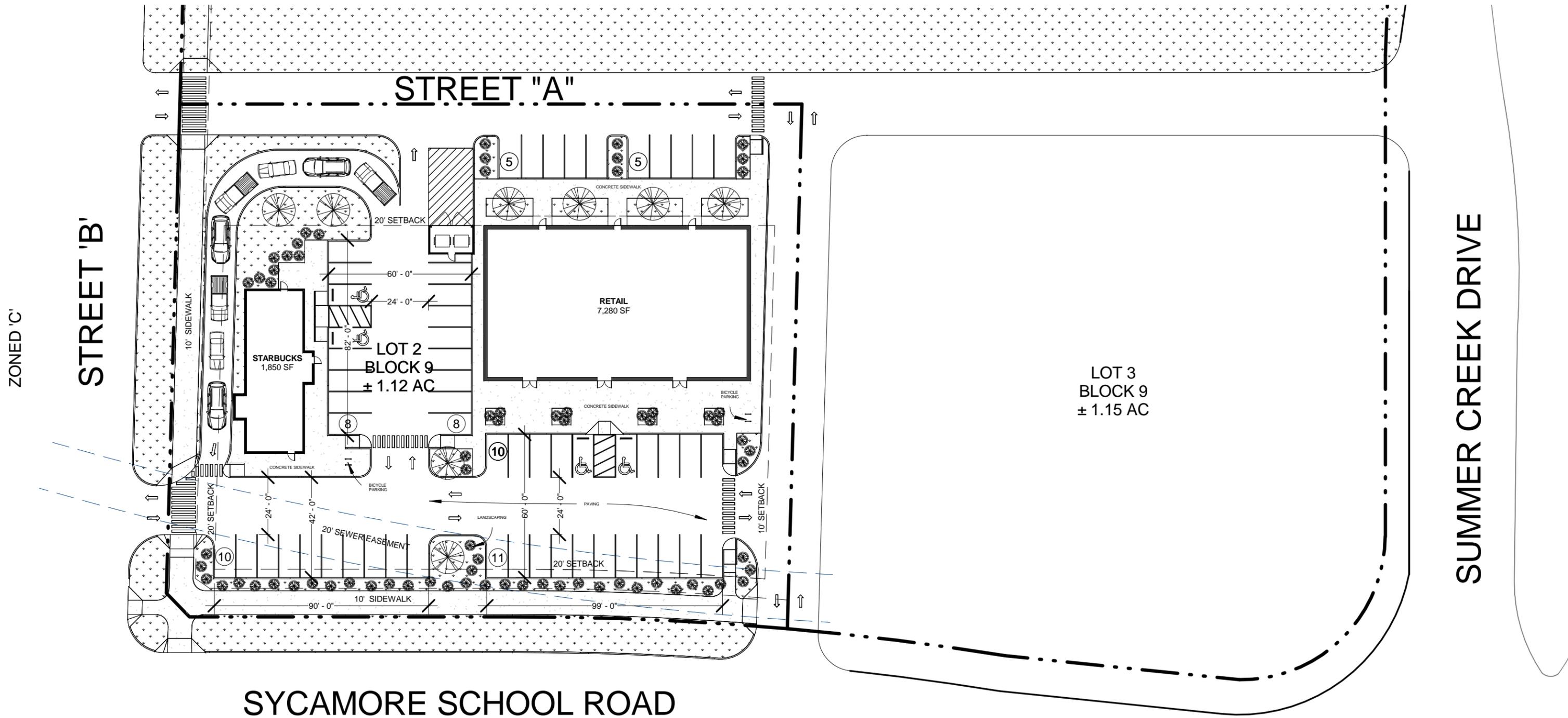
Area Zoning Map

Applicant: Summer Sycamore I, LTD
Address: 5300 block Sycamore School Road
Zoning From: PD 823 PD/MU-1
Zoning To: Site plan for PD 823 for commercial
Acres: 1.31359855
Mapsc0: 102M
Sector/District: Wedgwood
Commission Date: 6/10/2015
Contact: 817-392-8043



| | |
|--|-----------------------|
| | Subject Area |
| | 300 Foot Notification |





ZONED 'C'

STREET 'B'

STREET "A"

SUMMER CREEK DRIVE

SYCAMORE SCHOOL ROAD

LOT 3
BLOCK 9
± 1.15 AC

NOTES: STREET LIGHT PLACEMENT WILL CONFORM TO ZONING AND TPW REQUIREMENTS
SIGNAGE SIZE, HEIGHT, AND LOCATION WILL CONFORM TO ZONING AND TPW REQUIREMENTS

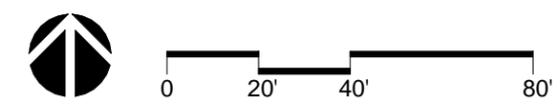
| PARKING TABULATIONS... | |
|------------------------|-----------|
| ACCESSIBLE | 4 Spaces |
| STANDARD | 53 Spaces |
| Grand total: | 57 |

PRELIMINARY SITE PLAN

Owner: Summer Sycamore I, LTD
The Westover Group

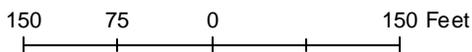
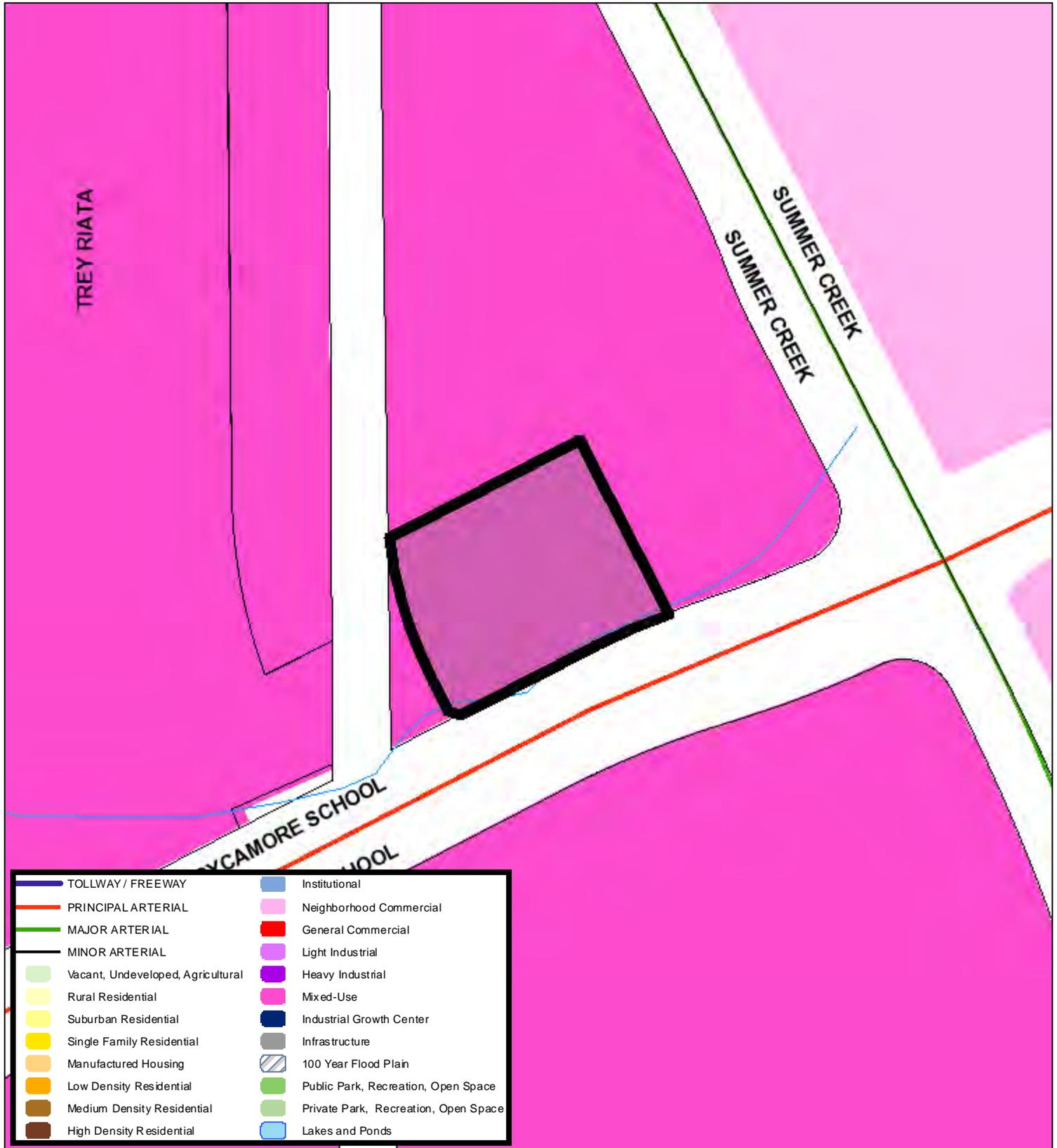
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Date: 05-28-2015
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Future Land Use



A Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries. (Texas Local Government Code, Section 213.005.) Land use designations were approved by City Council on March 17, 2015.



Aerial Photo Map



0 95 190 380 Feet

