



## **CITY COUNCIL COMMUNICATION**

January 22, 2013

**SUBJECT:** Hold Public Hearing for Planned Development Case No. 12-04-PD and Consider First and Final Reading of Ordinance No. 1987

**SUBMITTED BY:** Mike Collins, Director of Planning and Economic Development

**REFERENCE NO:** 12-04-PD

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### **ACTION REQUESTED:**

Receive public input regarding a request for Planned Development to change the zoning of Wilshire Village Shopping Center, Tracts A, B, and C, 1350 W. Euless Boulevard from Texas Highway 10 Multi-Use District (TX-10) into Planned Development (PD), and approve Ordinance No. 1987.

### **ALTERNATIVES:**

- Approve the request with modifications
- Table the request
- Deny the request

### **SUMMARY OF SUBJECT:**

**Applicant:** Hurst Euless Bedford Independent School District

**Location/Zoning:** 17.7 acres located at 1350 W. Euless Blvd. The property is currently zoned Texas Highway 10 Multi-Use District (TX-10).

**Project Description:** The expansion and right-of-way acquisition associated with SH 183 has caused certain portions of the HEB ISD facilities located at the southwest corner of SH 183 and Central Drive in Bedford to be relocated. The ISD has purchased approximately 17.7 acres in order to construct new facilities which service the entire school district.

The site was originally developed as a strip-retail center and in recent years had been occupied by a place of worship. The buildings and parking areas associated with these

previous land uses have been razed and the proposed new facility would be constructed from the ground up.

*Land Uses:* The ISD proposes to construct four buildings and several covered structures on the site. The use of these buildings will include ISD administrative offices and training area, repair and maintenance facilities for fleet vehicles and school buses, dry and refrigerated storage for items used throughout the ISD; and a fuel island to be used by ISD vehicles.

Covered, but not walled structures are intended to be built to cover the bus parking area as well as an area covering heavy construction equipment.

Parking for these facilities has been designed to accommodate buses, fleet vehicles, ISD employee personal vehicles, and guest parking. Each of the parking areas has been designed to provide security for the parked vehicles. The arrangement of the structures and parking areas has been designed to separate the more intense and noise producing aspects of the development (bus parking and repair facility) away from the surrounding single family development on the west side of Wilshire Drive and the multi-family development to the north.

*Design:* All of the buildings will meet City of Euless masonry material standards. The front façade of the primary administration building will feature a metal cladding and canopy structure which accentuates the entryway to the building. The west wall of the warehouse building which serves as a portion of the masonry wall along Wilshire Dr. will have some relief cut outs to break up the monotony of the wall.

Bounding the site will be a masonry wall along Wilshire Dr. north of the parking areas screening the warehouse and maintenance buildings. A masonry wall will also be installed on north border of the site along Sagebrush Trail. The boundary of the site adjacent to an existing mini-storage warehouse facility will remain a chain link fence. Surrounding the parking areas to the south of the facility, the development will introduce wrought-iron style metal fencing with masonry columns. This allows security and visibility of the parking areas.

Landscaping for the facility will focus on two specific areas: The primary approach from W. Euless Blvd including the front façade area of the administrative building; and, along Wilshire Dr. The landscaping will include new trees as well as turf and tall mulhy grasses.

*Traffic Impact Analysis* – A Traffic Impact Analysis was completed by the applicant to address how the development would impact the surrounding street traffic. The analysis concluded that there would be no significant impact on the overall level of service of Wilshire Drive and W. Euless Blvd. Additionally, there may be some impact on northbound traffic from Highland Drive (on the south side of W. Euless Blvd) attempting to turn west bound.

The study estimates that there will be sixty (60) fleet vehicles and sixty (60) buses located at the facility when it first opens, increasing to approximately one hundred (100) fleet vehicles and one hundred thirty (130) buses at final build-out of the site. There will be 200 employees initially at the site, with that number expected to increase to approximately 370. Final build-

out is defined as the ultimate growth of the school district's transportation needs and the capacity the site will be able to accommodate.

The Development Services Group has worked extensively with the ISD, their engineers and architects to provide a facility which meets the spirit and intent of the City of Euless Unified Development Code. Staff recommends approval of the Planned Development Ordinance.

The Planning and Zoning Commission held a public hearing on January 5, 2013 and voted 6-0-0 to recommend approval of the Specific Use Permit.

**SUPPORTING DOCUMENTS:**

- Ordinance No. 1987
- Draft Minutes – P & Z
- Application
- Exhibit(s)
- Map 1, Map 2, and Map 3

**APPROVED BY:**

\_\_\_\_\_ **LG** \_\_\_\_\_

City Manager's Office

\_\_\_\_\_ **HH** \_\_\_\_\_

City Secretary's Office