

ITEM 3 HOLD PUBLIC HEARING FOR PLANNED DEVELOPMENT CASE NO. 12-04-PD, AND CONSIDER RECOMMENDATION FOR AN ORDINANCE.

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 consider recommendation for an Ordinance.

Commissioner McNeese opened the public hearing.

Stephen Cook, Senior Planner, gave a brief description of the case. 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, that will be operating on a daily basis, 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.

Matt Donnell, 4521 South Hulen, Fort Worth, Texas 76109, the Architectural Consultant, from Huckabee thanked the City Staff for their assistance and direction through this process.

Commissioner Brown requested information on how the district will manage the bus routes to make certain that the drivers stay on Highway 10 when exiting and entering the facility. He also inquired about what early morning and late night traffic might be entering the facility; band trips, out of town field trips, football games, etc. Commissioner Brown also requested clarification on when the fuel tanks would be refueled at the facility.

Sharon DeArmond, 3125 Hurstview Drive, Hurst, TX, is the Director of Transportation for HEB ISD. Mrs. DeArmond stated that the district utilizes a routing system that

directs the drivers of how to proceed on their routes. She also stated that they will visually monitor the buses as they depart and enter the facility.

Mrs. DeArmond stated that most long distance trips or large groups use a charter company so there are not large buses leaving for that purpose early or late at night from the facility. She did mention that on Friday nights during sporting events there are typically 22-28 buses leaving and entering the facility. They typically return to the facility between 9:00p and 11:00p. She also stated that Highway 10 will be their prominent entrance and exit from the facility at all times.

Mrs. DeArmond informed the Commission that the refueling of the tanks can be anytime from 6:00a until 4:00p on fueling days. They have some flexibility to request specific hours and will do so if the time becomes an issue.

Vice Chairman Mennis stated that he was supportive and glad to see the facility moving forward due to the economic impact it will provide the City of Euless.

Chairman McNeese asked for any proponents/opponents to come forward for any comments. Seeing none, the public hearing was closed.

Commissioner Tompkins wanted to know if the new facility was larger than Pennington Field and if there were any plans to build a secondary location to the north to accommodate that portion of HEB ISD.

Mrs. DeArmond stated that the new facility is larger than the Pennington Field location and at this time there are no plans for a secondary site. They currently have a bus inventory of 105 buses and the new facility holds 128 buses.

Commissioner Tompkins requested clarification on the type of material the metal covering for the awnings over the buses were made from. Commissioner Tompkins is concerned about possible glare from the awnings and the noise that might be caused during times of inclement weather and how this might affect the residences surrounding the facility.

Josh Brown, 4521 South Hulen, Fort Worth, Texas 76109, is the Project Manager from Huckabee. Mr. Brown stated that the awnings were made of a non-reflective material so there will not be a glare issue and the noise will not be any louder than a residence with a metal roof. There will be some noise at impact in the case of hail and heavy rain but it will not be a loud hollow noise since the roof is constructed as a solid structure.

Commissioner Portugal requested information on if there would be other vehicles in and out of the facility on nights and weekends.

Mrs. DeArmond stated that it will be open nights and weekends. They have mechanics working until 11:30p during the week to maintain the fleet. The location and facing of the on-site shop was selected in order to prevent noise and disruption to the residences.

Commissioner Huffman requested that staff clarify the proximity of the bus barn to the residences across the street. Stephen Cook and Mike Collins, reviewed the facility map to show the distances, building orientation and highway access to ensure there will be minimal disruption to the residential area.

Commissioner Huffman also wanted to find out how HEB ISD handles the idling of the buses and air quality.

Mrs. DeArmond stated that HEB ISD has an idling policy. A driver may not idle longer than 5 minutes since it wastes gas and resources. She also stated that HEB ISD has received a grant for special filters to cut the emissions to help with air quality.

Chairman McNeese requested information as to concerns about buses merging into Highway 10 traffic.

Mrs. DeArmond stated that merging is part of their primary function and they hire and train drivers to watch their timing, surroundings and the overall flow of traffic. Currently they must merge onto the access service road of Highway 183 from Pennington Field and it has not been an issue. The fleet leaves at staggered intervals so timing is controlled and merging will not overwhelm Highway 10 traffic.

There were no further comments or questions presented by the Commission.

Commissioner Tompkins made a motion to recommend approval of Case #12-04-PD. Commissioner Portugal seconded the motion. The vote was as follows:

Ayes: Chairman McNeese, Vice Chairman Mennis, Commissioners Brown, Huffman, Portugal, and Tompkins.

Nays: None

Abstention: None

The motion carried (6-0-0)