

**ZC#17-009**

**Exhibit B:**

**Trike Investors PD Conditions**

**Mansfield, Texas**

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## 1. Development Narrative

The property owners of the +/- 46.08 Trike Investors property at the intersections of Main Street, Lone Star Drive and US 287 request a change of zoning from C-2 Community Business District and PR - Pre-Development District, to PD – Planned Development. The PD zoning will be a more appropriate fit for this property to serve as a node of activity for the existing and emerging surrounding neighborhoods, provide a mix of uses on site, and serve as an attractive gateway into Mansfield.

The development will serve to implement the vision given in the 2012 Mansfield Land Use Plan by providing “attractive, inviting, imaginative, high quality and functional neighborhoods” (Goal 1). Throughout the country vibrant neighborhoods have a range of uses and housing types. This is reinforced in the City’s Land Use Plan when it states in the strategy section to “Provide a variety of housing to meet the needs of all residents, including seniors, empty nesters, young professionals and families” (Strategy 1.6). Furthermore, in certain areas Mansfield, as stated in Strategy 1.7, the Land Use Plan allows for “higher-density, single and multi-family housing along major arterials and near commercial activity centers.”

Applicant understands the balance between the context of existing development, what is emerging and what the long term vision for Mansfield. An attempt to balance the mixed use nature of the site that anticipates the need for a transition between anticipated single family residential with what the Land Use Plan calls for in Strategy 6.2 “buffer zoning such as medium density (5 units per acre and greater)”

The property is planned to have a mixture of residential housing types as well as a range of retail types. The PD consists of three Character Zones in four distinct areas- shown on Exhibit C.2 – Regulating Concept Plan. Area A consists of +/- 60 small lot single family lots. Area B is approximately 275 multi-family units with any unused portion consisting of single family transition and/or commercial. Area C is walkable format retail centered on a shared open space and larger format retail facing Main Street. Area D is a hybrid of storefront walkable retail and a more conventional retail format with highway and arterial frontage.

Despite frontage on three major roadways the site has significant access challenges and is at a transition point for land uses. The US 287 frontage road is not built yet, without a certain timeline for construction, which necessitates primary access from Main Street. Eventually Main Street will be a slower speed entrance into Downtown however at the moment it remains a higher speed arterial and this proposed PD anticipates both the existing and anticipated context. Applicant recognizes the importance of the site to provide a visual entrance and sense of arrival for the City of Mansfield in general and serve as a gateway from the south towards Downtown.

The vision for the site is to serve as a transition between conventional size single family to the north through small lot single family and medium density multi-family. The residential on site and in surrounding neighborhoods will benefit from the walkable, neighborhood scale retail centered on a common open space and the neighborhood scale streets with on-street parking and street trees. The portion of the site with the most highway visibility will serve the larger area for more conventional retail and commercial services.

The PD seeks to ensure special attention of building design. The PD anticipates general compliance with the Community Design standards for the commercial and multi-family areas. Additionally, the

multi-family buildings with ground floor street frontage will be encouraged to have front doors, stoops or patios facing towards the street to provide a sense of liveliness consistent with walkable streets. Furthermore urban design details such as sidewalks required on all internal walkable streets and a trail connection will be made in the direction of Downtown along Main Street. Small pocket parks that in some cases accommodate periodic storm water detention are distributed throughout the site. Some detention areas also double as landscape buffers, and in some areas the detention areas may be active wet ponds to serve not only a utilitarian purpose but also serves as an amenity.

The proposed PD zoning will achieve a mix of uses that are market driven, will ensure quality development and will have a positive impact on the city's property and sales tax base.

## **2. Administration**

### **A. Applicability**

The requirements of these Standards are mandatory and all development on land located within the boundaries of this Planned Development District must adhere to the rules and regulations set forth herein. The proposed development will be in complete accordance with the provisions of the approved Planned Development District and that all Development Plans recorded hereunder shall be binding upon the applicant thereof, his successors and assigns, and shall limit and control all building permits.

### **B. Conflicting Regulations**

Except as provided by these Standards, development within the Planned Development District is governed by City regulations. In the event of any conflict or inconsistency between these Standards and the applicable City regulations, the terms and provisions of these Standards shall control. In the event of a conflict between the text and the graphic images, the text shall control. Building codes, life safety codes, and Federal and State regulations take precedence where a standard requires or recommends actions that are in conflict with such codes and regulations.

### **C. Regulating Concept Plan**

The Regulating Plan defines the areas and locations of the Zones for regulatory purposes. The Regulating Plan and Zone Standards are included as a part of this Planned Development in Section 3, and identify the rules for development.

### **D. Development Procedure**

To develop a portion of the Planned Development District, or the entire District, the Applicant shall meet with the Plan Review Committee (PRC) for preliminary review and comment. Any portion of the District may be developed, and may be developed in any order. The PRC shall indicate if any of the following procedures may be modified or omitted. A Preliminary Plat, Site Plan, and Final Plat must be submitted and approved prior to obtaining a building permit.

### **E. Simultaneous Submittal**

A Preliminary Plat and Site Plan Submittal may be submitted for simultaneous review and approval.

### **F. Development Site Plan**

Approval of the zoning for the Trike Investors PD shall not require simultaneous approval of the Development Plan for the Trike Investors PD; provided, however, no plat shall be approved or building permit issued for development in the Trike Investors PD until the Development Plan has been submitted for review and recommendation from the Planning and Zoning Commission and approval by the City Council. The purpose of the Development Plan review for the Trike Investors PD is to achieve the individualized site development review that would normally be accomplished under planned development district zoning at the time the initial zoning decision was made. In reviewing the Development Plan submitted pursuant to this provision the Planning and Zoning Commission and City council will be reviewing the site development proposal for the following issues:

- Internal traffic circulation
- impact on external traffic circulation;
- site signage;
- building facades and articulation;
- compatibility of the site design with adjacent properties;
- internal landscaping;
- internal and external lighting impacts;
- adequacy of off street parking, loading and delivery design;
- storm water impacts and management; and
- such other design factors as the Planning and Zoning Commission and City council may determine to be appropriate based upon the location and character of the site

Recommendation of the Planning and Zoning Commission and approval of the Development Plan by the city council shall be by simple majority vote at a meeting without a public hearing. The development Plan application shall comply with the requirements of Article 5. Section 5100 F. of the City of Mansfield Zoning Ordinance. The Planning and zoning commission may recommend and the city council may approve the development plan, approve with modifications and development conditions deemed appropriate, or deny the plan for any issue that is unresolved by the site development proposal as determined by the Planning and zoning commission and City Council. A denial of Development Plan shall not be considered as a denial of the use of the property.

**G. Minor Variations**

Minor Variations may be granted per requirements in Zoning Ordinance Section 5100.

**H. Private Deed Restrictions**

Concurrent with a Site Plan Application that includes Single Family and/or Townhome/Brownstone lots, the Applicant will submit to the City Planning Department a copy of proposed Deed Restrictions applicable to the single family or townhome portion of the Planned Development District. The City's review of the Deed Restrictions is strictly limited to assurance that they conform to the performance standards specifically established herein, and not to impose additional design requirements.

### 3. Character Zone Standards

#### A. General

The following tables and illustrations identify general regulations for all zones within the Planned Development.

#### B. Regulating Concept Plan (Exhibit C.2)

The Regulating Plan shows the Character Zones within the Planned Development. The Character Zones are subject to the regulations in Section 3. E. Any portion of Area B not used for Urban Residential use may consist of Residential Transition and/or Hybrid Commercial uses and standards. At least 12 units of Townhome/Brownstones shall be constructed as a transition between Residential Transition and Urban Residential.

#### C. Illustrative Concept Plan (Exhibit D)

The Illustrative Concept Plan depicts a possible development scenario under these PD conditions. The Illustrative concept is meant to be illustrative only and is not regulatory. Thus, access, pedestrian connections, and parking locations may be located in different configurations as long as consistent with the Regulating Plan. Lots may be modified within the master block pattern of the Regulating Plan when the modification of the lotting pattern remains consistent with the block pattern and the PD Conditions herein.

#### D. Permitted Uses

**Table 1 – Permitted Uses**

<b>Zone</b>	<b><i>Residential Transition</i></b>	<b><i>Urban Residential</i></b>	<b><i>Hybrid Commercial</i></b>
<b>Permitted Uses</b>	Permitted uses allowed in Single Family Dwelling category and Zero-lot-line Dwelling and Townhome/Brownstone.	Permitted uses for MF-2. Office and live/work uses on the ground floor of multifamily on perimeter streets or direct access to sidewalks are permitted.	Permitted uses for C-2 Commercial. Eating Places with Drive Thru uses are prohibited. .

#### E. Character Zone Development Standards

**Table 2 – Development Standards**

<b>Zone</b>	<b><i>Residential Transition</i></b>	<b><i>Urban Residential</i></b>	<b><i>Hybrid Commercial</i></b>
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<b>Zone</b>	<b><i>Residential Transition</i></b>	<b><i>Urban Residential</i></b>	<b><i>Hybrid Commercial</i></b>
1. Front Setbacks	<ul style="list-style-type: none"> <li>• 5' minimum</li> <li>• 20' maximum</li> </ul>	<ul style="list-style-type: none"> <li>• 0' minimum</li> <li>• 20' maximum</li> </ul>	<ul style="list-style-type: none"> <li>• 10' minimum</li> <li>• No maximum</li> </ul>
2. Rear Setbacks	<ul style="list-style-type: none"> <li>• Either 5' minimum or 20' minimum</li> <li>• No maximum</li> </ul>	<ul style="list-style-type: none"> <li>• 10' minimum</li> <li>• No maximum</li> </ul>	<ul style="list-style-type: none"> <li>• 10' minimum</li> <li>• No maximum</li> </ul>
3. Side Setbacks	<ul style="list-style-type: none"> <li>• 0' minimum for attached, 3' minimum for detached</li> <li>• No maximum</li> </ul>	<ul style="list-style-type: none"> <li>• 10' minimum</li> <li>• No maximum</li> </ul>	<ul style="list-style-type: none"> <li>• 10' minimum</li> <li>• No maximum</li> </ul>
4. Building Height	3 Stories maximum	4 Stories or 55' maximum	50' maximum
5. Buildable Area	A maximum of 80% of the lot area may be covered by building footprint.	A maximum of 80% of the lot area may be covered by building footprint.	A maximum of 90% of the lot area may be covered by building footprint.
6. Building Frontage required	A building façade, or open space shall be built within the setback zone (area between minimum and maximum setbacks) for a minimum of 65% of the Mixed- Use Neighborhood Street frontage as shown on Exhibit C.2.	A building façade, or open space shall be built within the setback zone (area between minimum and maximum setbacks) for a minimum of 50% of the Mixed- Use Neighborhood Street frontage as shown on Exhibit C.2.	A building façade, or open space shall be built within 20' for a minimum of 30% of the Mixed-Use Neighborhood Street frontage as shown on Exhibit C.2.
7. Lot Standards	<ul style="list-style-type: none"> <li>• Attached: 22' wide x 50' deep minimum</li> <li>• Detached: 30' wide x 70' deep minimum</li> </ul>	20' wide x 60' deep minimum	None
8. Unit Size Minimum	<ul style="list-style-type: none"> <li>• 1,000 SQFT</li> </ul>	<ul style="list-style-type: none"> <li>• 600 SQFT Eff</li> <li>• 750 SQFT 1-Bdrm</li> <li>• 900 SQFT 2-Bdrm</li> <li>• 1,000 3-Bdrm</li> </ul>	No minimum
9. Unit Type Maximum	N/A	<ul style="list-style-type: none"> <li>• Maximum 15% 3-Bdrm Units</li> </ul>	N/A
10. Garage Access	Rear/Alley	Rear/Alley	N/A

#### 4. Vehicular and Pedestrian Thoroughfare Standards

##### A. Street Cross Sections

All streets internal to the PD are to be Private Streets. Due to flexible project phasing and fluid timing of transportation improvements - access points shall be determined at Site Plan approval.

**Table 3 – Private Street Cross Section Requirements**

Street Type	Primary Mixed Use Street
Minimum ROW	67'
Median	Only at widened intersections with Major Arterial
Traffic Circle	Encouraged at internal intersections
Minimum Curb to Curb (B-B)	29' at intersection bulb-outs
Number of Travel Lanes	2
Minimum Travel Lane Width	14.5'
Number of Parking Lanes	2
Parking Lane Width	9' Parallel 18' Angled
Minimum Intersection Radius	28'
Enhanced Pedestrian Design at Intersections	Required Enhanced Pedestrian Design
Crosswalk Width	6' Minimum
Sidewalk	5' Minimum
Landscape Strip	5' Minimum
Street Trees	40' on-center average

Street Type	Internal Neighborhood Street
Minimum ROW	62'
Median	Only at widened intersections with Major Arterial
Traffic Circle	Encouraged at internal intersections
Minimum Curb to Curb (B-B)	24' at intersection bulb-outs
Number of Travel Lanes	2
Minimum Travel Lane Width	12'
Number of Parking Lanes	2
Parking Lane Width	9' Parallel 18' Angled
Minimum Intersection Radius	28'
Enhanced Pedestrian Design at Intersections	Required Enhanced Pedestrian Design
Crosswalk Width	6' Minimum
Sidewalk	5' Minimum
Landscape Strip	5' Minimum
Street Trees	40' on-center average

Street Type	Alley
Minimum ROW	24'
Median	No
Traffic Circle	No
Minimum Curb to Curb (B-B)	24' paved width*
Minimum Intersection Radius	28'
Enhanced Pedestrian Design at Intersections	No
Crosswalk Width	6' Minimum
Sidewalk	N/A
Landscape Strip	N/A
Street Trees	N/A

\*NOTE: The minimum Fire Lane width may be reduced to 20' if approved by the Plan Review Committee and the Fire Marshall.

#### **B. Street Tree Specifications**

Acceptable trees species shall include the species indicated in Section 7300, Paragraph EE of the Mansfield Zoning Ordinance. The minimum size trunk diameter of a newly planted required street tree shall be 4". The minimum tree well size shall be 5' by 5'.

### **5. Open Space and Landscape Standards**

#### **A. Landscape Plan**

A Landscape Plan shall be approved prior to or concurrent with a Detailed Site Plan approval. Landscape Standards shall conform to Section 7300 standards except for Section O. Buffer Yards and Screening and Section P. Street Landscape setbacks shall not apply to this PD. Section O. Buffer Yard and Screening requirements shall be adhered to between neighboring Industrial Zoned properties and this PD area. The landscape and streetscape standards in these PD conditions shall prevail to encourage more pedestrian friendly streets, compatibility and integration of uses for a mixed use environment.

#### **B. Open Space Types**

Publically accessible Open Space shall be built to the following guidelines:

- *Square* means a civic/open space available for unstructured recreation and civic purposes. A square is spatially defined by buildings. Its landscape shall consist of landscaping, hardscaping, water features, pathways, and pedestrian amenities arranged in formal and informal patterns. Squares shall be located at the intersection of important streets.
- *Green* means an open space available for unstructured recreation, and utility purposes. A green is spatially defined by buildings and streets. Its landscape shall consist of landscaping, retention/detention facilities, water features, pathways, and pedestrian amenities arranged in formal and informal patterns. Greens shall be located with public and semi-public access used for aesthetic and functional purposes.



- *Plaza* means a primarily hardscaped open space with formal landscaping, available for civic purposes and commercial activities. A plaza shall be spatially defined by buildings.
- *Playground* means an open space designed and equipped for children's recreation. A playground shall be fenced and may include an open shelter. Playgrounds shall be located within residential areas and may be placed within a block as illustrated. They may be included in other open spaces.

### C. Detention Pond Standards

1. Detention areas should emphasize their aesthetic and amenity value by incorporating a variety of plant materials intended to soften their visual impact, and improve their stormwater management functions.
2. Naturalistic, grove planting of shade trees in the bottom of the detention features is encouraged, as they aid in both stormwater percolation and water uptake, as well as bringing a shade and color amenity to the development.
3. Edges and side slopes of detention features may be planted with ornamental grasses, flowering trees and/or shrubs. Shade trees shall not be planted on side slopes to prevent erosional issues.

## 6. Parking Standards

### A. Parking Requirements

Except as noted below, parking shall be provided per Section 7200.

**Table 4 – Parking Requirements**

Use Type	Parking Requirement Minimums	
Commercial, Retail and Restaurant	1 space per 300 sq. ft. of building area	
Hotel	.5 Space per Hotel Room	
Multifamily	1 bedroom/efficiency	1 space per unit
	2 bedrooms	1.5 spaces per unit
	3 bedrooms or more	2 spaces per unit
Single Family	2 spaces off-street plus 0.5 spaces on-street	

### B. Parking Standards

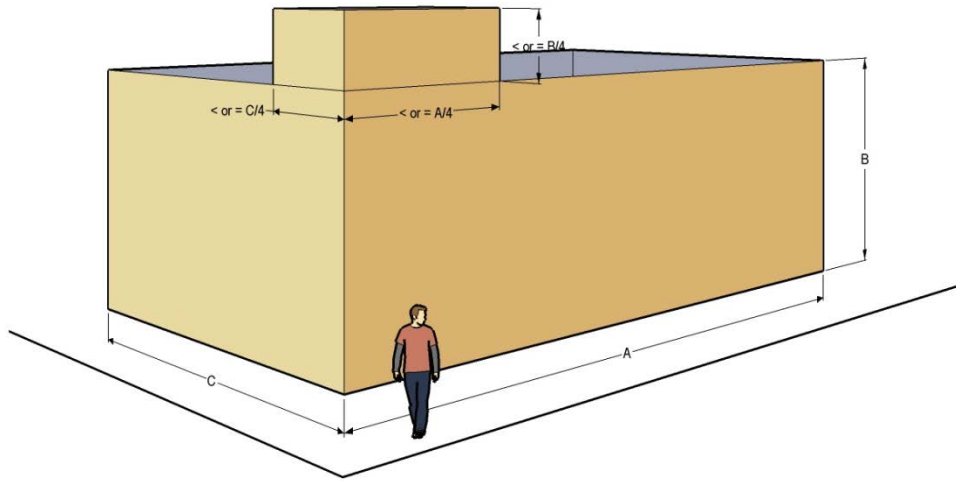
1. Off-street parking requirements may be waived or reduced subject to a shared parking agreement or a coordinated parking plan approved by the Planning Director or designee, subject to appeal to the City Council.
2. On-Street Parking adjacent to a parcel may be counted towards the required parking for that site.
3. For any parking lot along a Mixed Use Neighborhood Street a street-screen shall be provided along the edge of the parking lot consisting of a masonry wall or landscaped wrought iron fence at least three feet and no more than five feet in height.

## 7. Architecture and Building Standards

Section 4600 Community Design Standards shall apply to Commercial and Multifamily areas but shall not apply to the Single family area to allow for a more urban design and layout of attached or detached single family. Section 7800 B. 2. Special Conditions shall apply to Multifamily areas except for item “g” which would impede the integrated mixed-use nature of the site. Section 7800 item “f” shall be apply with the addition that “all paving and subgrade design will be based on recommendations from a licensed Geotechnical Engineer as a result of the analysis of field borings”.

**A. Pedestrian-Friendly Design - Commercial and Multifamily**

1. Buildings shall be oriented toward the major street front with the primary entrance located on that street. All primary entrances shall be oriented to the public sidewalk, open space or a building forecourt for ease of pedestrian access with the exception that buildings in the Hybrid Commercial Zone may be served with entrances on major parking areas.
2. At key intersections buildings located on corner lots shall utilize variations in building massing to emphasize street intersections as points of interest in the district. Maximum building heights shall be permitted to exceed by twenty-five percent (25%) for approximately twenty-five percent (25%) of the building frontage along each street façade.



*Image showing desired massing of corner buildings.*

3. A building's massing shall serve to define entry points and help orient pedestrians.
4. Variations in the rhythms within individual building facades shall be achieved within any block of building facades with architectural elements such as bays, columns, doors, windows, etc.
5. At least one or more of the following elements shall be incorporated in commercial storefront frontages: eaves, awnings, overhang or other shade elements, blade signs, arcades, colonnades, forecourts, café seating areas and transparent glass. These

elements may protrude beyond the setback line provided that they do not inhibit pedestrian movement within the public right-of-way.

6. At least one or more of the following elements shall be incorporated in the ground floor of multifamily buildings with frontage on mixed-use neighborhood streets: porches, stoops, balconies and differentiated first floor architecture.

#### **B. Architectural Elements and Storefronts - Commercial and Multifamily**

1. Architectural elements shall be designed to the appropriate scale and proportions of the selected architectural style.
2. In addition to Section 4600 of the Zoning Ordinance, Buildings shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticos, porches, overhangs, railings, balustrades, and others as appropriate. All building elements shall be compatible with the architectural style, materials, colors, and details of the building as a whole. Entrances to upper level uses may be defined and integrated into the design of the overall building facade.
3. *Roofs*. Flat roofs enclosed by parapets or sloped roofs shall be used to screen rooftop mechanical equipment. Mansard roofs and flat membrane-type roofs that are visible are prohibited.
4. *Storefronts*. Retailers located at the street level shall primarily use storefronts to orient and advertise merchandise to customers. Retail buildings shall provide street-level pedestrian-oriented uses at the ground floor level. Storefronts on facade treatments that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.

#### **C. Building Materials - Commercial and Multifamily**

The materials requirement for Commercial and Multifamily buildings in the PD shall conform to Section 4600 Community Design Standards.

#### **D. Pedestrian-Friendly Design - Single Family**

1. All primary entrances shall address the primary street unless configured as a courtyard building or along a mews or other similar common open space.
2. Garages generally shall be located on alleys at the rear of residential buildings unless in a corner condition or other similar context.
3. On residential buildings, at least one of the following shall be utilized: porches, stoops, bay windows, balconies, masonry clad chimneys, attached pergolas or colonnades. Those architectural elements may encroach into the setback line.

#### **E. Building Materials- Single Family**

1. Minimum 60% Masonry consisting of:
  - i. Cementitious-fiber clapboard (not sheet) with at least a twenty-five (25) year warranty or;

- ii. Masonry (brick; stone; man-made stone and stucco utilizing a three-step process).
2. An enclosed garage or carport shall be designed and constructed of the same material as the primary building

**F. Live-Work Unit Defined**

1. A live-work unit is a dwelling unit that is also used for work purposes, provided that the 'work' component is located on the street level and has pedestrian access from a sidewalk. The 'live' component may be located on the street level (behind or beside the work component) or on the floor above or below the business component of the unit.
2. *Live-work Occupancy:* The work or business uses that may be located in a live work unit may include all the residents of the residential unit, plus one additional employee. Business may not include commercial cooking equipment; may not qualify as places of assembly as defined by the applicable building code; may not alter building construction type per the applicable Mansfield Building Code; may not produce excessive noise audible by neighboring units; may not produce odors perceptible to neighboring units.

**8. Sign Standards**

A Master Sign Plan shall be submitted for approval no later than concurrent with Site Plan submittal.

**9. Lighting Standards**

Lighting shall conform with standards in the Zoning Ordinance.

**10. Management Entities**

One or more of the following may be approved prior to approval of the Final Plat: A Business Improvement District, Management or Owners Association. The Management Entity would be responsible for the maintenance of the screening fences, common areas, parks, amenity centers, and common landscaping.