



Legislation Details (With Text)

File #:	23-5419	Version:	7	Name:	Public Hearing to Consider Amending Chapter 155 of the Code of Ordinances of the City of Mansfield, "Zoning" by Amending Special Purpose District Regulations and Creating a New Section 155.074 "T, Toll Road 360 Form-based Development District" (OA#23-002)
Type:	Ordinance Amendment	Status:			Passed
File created:	6/29/2023	In control:			Planning and Zoning Commission
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Title:	Public Hearing to Consider Amending Chapter 155 of the Code of Ordinances of the City of Mansfield, "Zoning" by Amending Special Purpose District Regulations and Creating a New Section 155.074 "T, Toll Road 360 Form-based Development District" (OA#23-002)				

Sponsors:

Indexes:

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Attachments: 1. Final Draft - OA#23-002

Date	Ver.	Action By	Action	Result
9/5/2023	7	Planning and Zoning Commission	Approved	Pass
8/21/2023	6	Planning and Zoning Commission	Tabled	Pass
8/7/2023	5	Planning and Zoning Commission	Tabled	Pass
7/25/2023	4	Planning and Zoning Commission	Denied	Pass
7/12/2023	2	Planning and Zoning Commission	Denied	Pass
6/29/2023	2	Planning and Zoning Commission	Denied	Pass
6/13/2023	1	Planning and Zoning Commission	Approved	Pass

Public Hearing to Consider Amending Chapter 155 of the Code of Ordinances of the City of Mansfield, "Zoning" by Amending Special Purpose District Regulations and Creating a New Section 155.074 "T, Toll Road 360 Form-based Development District" (OA#23-002)

To consider the subject ordinance text amendments.

As proposed, the T, Toll Road 360 Form-based Development District is intended to guide development along property fronting Toll Road 360 generally to the east of the toll road and the south of Lone Star Road. A form-based development district, the emphasis of the T, Toll Road 360 Form-based Development District is on building form, building frontage, and building design. Similar to other form-based development districts adopted by the City, including the D, Downtown District, and the S, South Mansfield Form-based Development District, the T, Toll Road 360 Form-based Development District is structured using the rural-to-urban transect to achieve specific development patterns along a gradient that increases in intensity as the built environment becomes more urban in character and intense in land use. As directed by the Planning and Zoning Commission, the latest version of the T, Toll Road 360 Form-based Development District addresses the location of ground floor commercial uses with strategic intention and a purposeful understanding of existing and future

market conditions; ensures that connectivity between properties that would potentially be guided by its provisions and those in adjacency; continues the community's trajectory for elevated placemaking standards; and provides flexibility needed to ensure that highly visible properties along Toll Road 360 are designed and developed in a manner that is both consistent with the forthcoming Future Land Use Plan and that leverages distinct opportunities for regionally-oriented mixed-use development. The Department of Planning and Development Services recommends that the text amendment (including any revisions from the Planning and Zoning Commission) be approved with the consideration that the Development Process Chart in Section 2.1 be amended to reflect the text provisions found in the same section.

This is a request to amend the provisions of Chapter 155, entitled "Zoning" of the City of Mansfield Code of Ordinances and to introduce a new proposed form-based development district --- the T, Toll Road 360 Form-based Development District.

The impetus for creating the T, Toll Road 360 Form-based Development District emerged from a vision to create a mixed-use community with development standards that could easily transcend municipal boundaries while delivering economic, physical, and social outcomes along Toll Road 360 that are worthy of emulation. Also, consistent with the discussions focused on the forthcoming Future Land Use Plan (i.e., Mansfield 2040 Plan), the development intended by the provisions of this form-based development district would expand tax base, increase residential options spanning generational and other socio-economic needs, and, most importantly, provide the rooftops necessary for family-centered entertainment, meaningful employment opportunities, and destination restaurants and retail.

Accordingly, the general purpose and intent of the T, Toll Road 360 Form-based Development District is to encourage and enable:

- [H]armonious and coordinated development;
- [D]evelopment that considers natural features, community facilities, pedestrian / vehicular circulation in conformance with the Thoroughfare plan, and land use relationship with surrounding properties; AND
- [W]alkable pedestrian environments that complement the existing housing stock by offering a variety of building types to serve mixed generations.

Using the rural-to-urban transect as a tool for structure and organization, the T, Toll Road 360 Form-based Development District introduces three (3) transect zones:

- T-4, Traditional Neighborhood Transect Zone (mostly residential);
- T-5, Urban Neighborhood Transect Zone (locally focused mixed-use); AND
- T-6, Urban Core Transect Zone (regionally focused mixed-use).

Those transect zones lend themselves to the creation of coordinated and coherent pattern for development that are regulated by a regulating plan; a wide palette of thoroughfare types; a range of building functions (i.e., land uses); and other placemaking considerations including architectural standards that address building walls, roofs, openings, attachments, and other elements and features that contribute to human-scaled environments that are walkable, mixed-use, and energetic.

Similar, to the D, Downtown District and the S, South Mansfield Form-based Development District, the T, Toll Road 360 Form-based Development District also provides a warrant system. A warrant may be requested and considered for deviations from specific standards from the code, but are consistent with the intent and purpose of the code and advance the community's distinct vision for growth and development. A warrant, however, may not be considered for the following:

- The required provision of alleys;
- The minimum building height for multi-family residential buildings;
- The minimum amount of required Open Space;
- Unscreened garages or parking lots;
- The allowable building uses and the specific uses by transect zone; OR
- The requirement for Commercial Ready Frontages as set forth in Section 4.4.3.1.
- The modification or alteration of any of the terms and conditions set forth in an approved Development Agreement.

Also, very much like the S, South Mansfield Form-based Development District, a development agreement is required; and the purpose of the development agreement is to provide the City Council with a concept plan and phasing plan that depicts the general layout of streets, the locations of open space, the locations of buildings, among other elements for their review, consideration, and approval. A development agreement is required to be presented to the City Council within 90 days of approval of a change in zoning request to the T, Toll Road 360 Form-based Development District.

Building frontages and building uses are similar to those found in the D, Downtown District, and the S, South Mansfield Form-based Development District --- and are allocated throughout the form-based development district by transect zone.

It should be noted however, that the T, Toll Road 360 Form-based Development District introduces the first opportunities for the construction of bungalow courts (i.e., cottage courts). Bungalow courts may consist of 6 to 12 dwellings that may be attached or detached, platted or not, and facing a common green or other similar gathering space. It should be noted, too, the T, Toll Road 360 Form-based Development District is the first form-based development district to introduce parking requirements that are determined by the market (e.g., the property owner or a developer).

Among other considerations, as discussed by the Planning and Zoning Commission:

- Ground floor commercial space is required along certain thoroughfare types having a minimum right-of-way of 43 feet; and the total amount of ground floor commercial space required may be modified by the City Council vis-à-vis a development agreement.
- Thoroughfares may not be aligned without review and approval by warrant.
- Open space is required to be programmed and provide shade trees.

The evolution of the T, Toll Road 360 Form-based Development District may be summed as follows:

- The T, Toll Road 360 Form-based Development District was first brought to the Planning and Zoning Commission on May 1, 2023 for review, consideration, and possible action. At that meeting, the Planning and Zoning Commission tabled the item indefinitely with a vote of 7-0 to allow for further review and discussion on the proposed code.
- On May 15, 2023, the Planning and Zoning Commission held a Work Session on proposed code. After the Work Session was held, the case was brought back to the Planning and Zoning Commission on June 13, 2023, and tabled again until June 29, 2023, a Special Called Meeting, with a vote of 5-0-2 (with two absences). At the Special Called Meeting there was a Work Session held on the proposed T, Toll Road 360 Form-based Development District. Following the Work Session, the Planning and Zoning Commission held a public hearing and, directed the Department of Planning and Development Services to review and redline the draft form-based development code based on the conversation and discussion from the Work Session. The case was voted on by the Planning and Zoning Commission, and tabled until July 12, 2023 with a vote of 6-0-1 (with one absence).
- On July 12, 2023, the case was publicly heard and the Department of Planning and Development Services provided feedback on suggested revisions to the code as requested by the Planning and Zoning Commission. The Planning and Zoning Commission voted 6-0-1 (with one absence) to table the case until the July 25, 2023 Planning and Zoning Commission Meeting.
- On July 25, 2023, the Planning and Zoning Commission voted 6-0-1 (with one absence) to table the item until their August 7, 2023 Meeting.
- On August 7, 2023, the Planning and Zoning Commission voted 6-1 (with one nay vote) to table the item until their August 21, 2023 Meeting.
- On August 21, 2023, the Planning and Zoning Commission voted 7-0 to table the item until their September 5, 2023 Meeting.

Attachments

Final Draft - OA#23-002