



KENNEDALE
Planning and Zoning Commission
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KENNEDALE PLANNING & ZONING COMMISSION
AGENDA
COMMISSIONERS - REGULAR MEETING
April 18, 2013
CITY HALL COUNCIL CHAMBERS, 405 MUNICIPAL DRIVE

WORK SESSION - 6:00 PM
REGULAR SESSION - 7:00 PM

I. CALL TO ORDER

II. ROLL CALL

III. WORK SESSION

A. Discuss zoning at Bowman Springs Rd intersection with Kennedale Pkwy

- B. Discuss items for future consideration
1. Old Town zoning district regulations
 2. Green / environmental regulations

IV. REGULAR SESSION

V. CALL TO ORDER

VI. ROLL CALL

VII. MINUTES APPROVAL

A. Review and consider minutes from the March 21, 2013 Planning & Zoning Commission regular meeting

VIII. VISITOR/CITIZENS FORUM

At this time, any person with business before the Planning and Zoning Commission not scheduled on the Agenda may speak to the Commission, provided that an official 'Speaker's Request Form' has been completed and submitted to the Commission Secretary prior to the start of the meeting. All comments must be directed towards the Chair, rather than individual commissioners or staff. All speakers must limit their comments to the subject matter as listed on the 'Speaker's Request Form.' No formal action can be taken on these items.

IX. REGULAR ITEMS

X. REPORTS/ANNOUNCEMENTS

XI. ADJOURNMENT

In compliance with the Americans with Disabilities Act, the City of Kennedale will provide for reasonable accommodations for persons attending City Council meetings. This building is wheelchair accessible, and parking spaces for disabled citizens are available. Requests for sign interpreter services must be made forty-eight (48) hours prior to the meetings. Please contact Amethyst Cirmo, City Secretary, at 817.985.2104 or (TDD) 1.800.735.2989

CERTIFICATION

I certify that a copy of the April 18, 2013, Planning and Zoning Commission agenda was posted on the City Hall bulletin board next to the main entrance of the City Hall building, 405 Municipal Drive, of the City of Kennedale, Texas, in a place convenient and readily accessible to the general public at all times and said agenda was posted at least 72 hours preceding the schedule time of said meeting, in accordance with Chapter 551 of the Texas Government Code.

A handwritten signature in black ink that reads "Amethyst G. Cirmo". The signature is written in a cursive style with a horizontal line underneath the name.

Amethyst G. Cirmo, City Secretary



Date: April 18, 2013

Agenda Item No: WORK SESSION - A.

I. Subject:

Discuss zoning at Bowman Springs Rd intersection with Kennedale Pkwy

II. Originated by:

Rachel Roberts, City Planner

III. Summary:

This item is a continuation of discussions by the Commission about standards for the Urban Village.

If they have time to prepare something before the meeting, Michael Herring and Tom Pirtle will provide illustrations to guide discussions on site design standards.

I have been updating the standards for buildings based on comments from the Commission. The Commission is still working on site design standards, but I wanted to keep working on the other sections in the meantime. While reviewing form-based codes adopted in other cities, I looked through the Midtown Corridors code from Ventura, CA. The code lays out building design standards for each of the private frontage types. I like this approach because each of the frontage types have different design elements that define them. I recommend using a similar approach for the Urban Village; while some standards are applicable to all frontage types, some standards need to be specific to a particular frontage. It may work best to provide an overview of standards for all frontage types, followed by very short sections specific to each type.

During the last meeting, the Commission raised the issue of how to fit the existing, large industrial buildings into the Urban Village. At the meeting, I mentioned that liner buildings may work for some of the properties. I don't believe they would fit along Kennedale Parkway, but they may be feasible along Dick Price Road. Following this report is an information sheet on liner buildings, as well as several excerpts from codes and guidelines in other cities that provide more descriptions of liner buildings. I haven't yet had a chance to discuss liner buildings with James, so please note that after talking with him, I may modify my recommendations on the info sheet.

Also, I've discussed with Bob Hart some of the sections on the form-based code that the Commission has drafted, and I have a few suggestions from him, listed below for your consideration.

Uses: Bob suggested allowing bed & breakfast establishments.

On-street parking: Bob doesn't see how it would be feasible to provide on-street parking along Bowman Springs and Dick Price. However, a bike lane may be feasible.

Building materials: Bob suggested permitting Hardie-Plank or equivalent siding. Hardie-Plank (and equivalent) siding and wood lap siding are listed as materials that may be used in the 20% of a facade not required to be masonry, but Bob's suggestion made me realize that there may be a need for more discussion on this topic. Would the Commission consider allowing greater use of these materials? Would it consider allowing greater

use based on the frontage type (townhome or single family home, rather than shopfront, for example)? Also, the requirement drafted so far says that non-masonry materials (from an approved list) may be used for up to 20% of the structure and may not be used on the ground floor, but there may be some instances where non-masonry materials can provide an attractive design element. For example, I've seen beautiful metal awnings in downtown buildings in other cities, but metal is not permitted for ground-floor awnings under the current draft of building standards. Would the Commission consider allowing non-masonry materials on the ground floor of structures, perhaps with a minor waiver from the development director?

IV. Notification:

V. Fiscal Impact Summary:

VI. Legal Impact:

VII. Recommendation:

VIII. Alternative Actions:

IX. Attachments:

1.	Lot & block standards (draft)	Elements of site design standards rev 2-14-13.docx
2.	Section 8 -- Building Standards (revised)	Section 8 Building Standards (DRAFT).pub
3.	Liner Building info sheet	Liner building info sheet.docx
4.	example, Liner Bldgs, Burlington, VT	Illus showing liner buildings, Burlington, VT.pdf
5.	Example, Liner Buildings, Cranberry Twnshp	Liner Bldg illustration, Cranberry_TND (p. 57 of 106).pdf
6.	Example, Liner Building, Sarasota	Liner Bldg illus, descrip, Sarasota.pdf

Site Design Standards

Elements included in this document.

- Build-to lines
- Lot width
- Block width
- Drive way widths
- Location of parking
- Location and width of sidewalks
- Building disposition types

Definitions.

Build-to line: a line parallel to the property line where the façade of the building is required to be located

Setback: the distance by which a building must be separated from the property line or right-of-way

Maximum lot width: the largest allowed distance between lot corners along the front right-of-way

Minimum lot width: the smallest allowed distance between lot corners along the front right-of-way

Suggested Regulations

The Commission had been discussing using the concept of a build-to line, rather than a front setback. I had seen this concept used in other cities and liked what it could do for the streetscape. I've been reconsidering my position on the build-to line, however, after running some of the ideas below past a few experts in form-based codes. They suggested that we not use the build-to line unless an unbroken façade is an important feature of the streetscape. Providing a narrow range for the front setback should otherwise accomplish the vision for the Urban village. For example, a front setback of 3' to 10' should work for our purposes. This range would allow some variation in the streetscape while still presenting a fairly uniform presence. It would also allow flexibility in the uses. For example, a restaurant wanting outdoor seating could build at the 10' setback line and have a small eating area in front of the building.

Recommendation if using a build-to line:

Build-to line: 0' from the right-of-way (edge of frontage zone)

If the city decides not to require a frontage zone, then the build-to line should be at a depth of 3' from the property line (edge of sidewalk) to allow a pedestrian clear zone.

Front setback (setback from the build-to line): 0' minimum, 10' maximum

Primary structure may be built a maximum of 10' from the build-to line, located at the property line/edge of the right-of-way. If the city decides not to require a frontage zone, then the build-to line should be 2' from the property line/edge of right-of-way, and the primary structure may be built a maximum of 12' from the property line.

Recommendation if using front setbacks instead of a build-to line:

Minimum front setback, if city requires a frontage zone: 0'

Minimum front setback, if city does not require frontage zone: 3'

Maximum front setback, if city requires a frontage zone: 10'

Maximum front setback, if city does not require frontage zone: 13'

Frontage build-out: 70% of the primary façade of the primary structure must be built no farther back from the right-of-way than the maximum setback line. Façade may vary up to 12" behind the primary setback and count toward this requirement.

Lot size:

Single family residential (attached or detached): 20' minimum width, 60' maximum

All other uses: 20' minimum width, 120' maximum

If this is not feasible for development because developers would prefer to build multiple structures on a single lot, each with frontage on the main road, then this standard may be changed. But in that case, the city should adopt a maximum width and depth for structures in the Urban Village.

Block size: maximum perimeter 1,440'

Maximum block width: 480'

Maximum block depth: 240'

Single block faces longer than 360' must include a publicly-dedicated sidewalk or passage at least 8 feet in width that connects to another street, sidewalk or off-street parking. The passage must be designed to provide a comfortable pedestrian experience **[explain/illustrate]**.

For blocks with residential only use or with off-site parking, alleys must be provided to allow access to the back of structures.

Lot coverage: maximum lot coverage 80%

“Lot coverage” is the portion of a lot occupied by buildings (primary and accessory), enclosures, decks, patios, parking areas, driveways, pavements, walkways, or other similar surfaces.

Sidewalks: 6' width minimum

Planting strip minimum width 5' (located between the street curb and the sidewalk).

The planting strip zone should be the location of landscaping (continuous or tree wells), utility poles (if utilities are above-ground), mail boxes, fire hydrants, and other necessary or required improvements that would otherwise obstruct the sidewalk. The planting strip zone is also where trash receptacles, bicycle parking, and benches may be provided.

Frontage zone minimum width 3'.

The frontage zone is located in the public right-of-way, but it may be used by building tenants to provide pedestrian amenities, such as benches, and other material that improve the pedestrian experience, such as planters/potted plants. Such amenities may not impair or impede the pedestrian walkway, however.

The frontage zone may be paved or planted. If paved, the frontage zone must be constructed of materials identical to the sidewalk.

Driveway Access: driveway access among the lots in the Urban Village must be coordinated; driveway access to each lot will not be permitted for lots less than 100' wide.

Maximum driveway width: 12-15' at apron (first 2-3 feet of depth); 10-12' wide in first layer.

Parking Locations: Off-street parking areas must be located behind the primary structure on each lot.

On-street parking is permitted but is prohibited within **x'** of the intersection of Bowman Springs/Dick Price and Kennedale Parkway. **[Verify TXDOT requirement]** On-street parking facilities must be provided by the developer/builder; on-street parking in the travel lanes is not permitted.

Building Disposition:

The following are permitted:

- Sideyard
- Rearyard
- Courtyard

Edgeyard is permitted by special exception for single family detached residential uses only.

WHAT IS A LINER BUILDING?

A liner building is used to line an existing structure or use (for example, a parking garage or large parking lot) in order to screen the structure/use, improve the appearance and function of existing uses, or provide a more desirable pedestrian experience. Liner buildings can also be used to provide infill development on sites that have already been developed and have a large front setback that is no longer needed or required.



Figure 1. Illustration from Cranberry Township, PA traditional neighborhood overlay district *Guiding Principles*

Based on research of liner building regulations in other cities, I recommend that liner buildings be permitted for bringing existing developments in the Urban Village area into closer compliance with the intent and standards of the Urban Village, provided the following requirements are met:

1. Minimum building depth of 20'
2. Maximum building depth of 50'
3. Maximum height of 45'
4. Maximum length of x (TBD, based on lot length maximum, once finally established by the Commission)
5. Must meet sidewalk, planting zone, and frontage zone requirements of the Urban Village
6. Must meet building appearance/massing, etc. requirements of the Urban Village

Examples from Other Cities

(More examples available upon request)

Albuquerque

Liner Building Description: A building specifically designed to mask and enliven the edge of a parking lot, parking garage, public assembly or large retail facility (big box) along a public frontage.

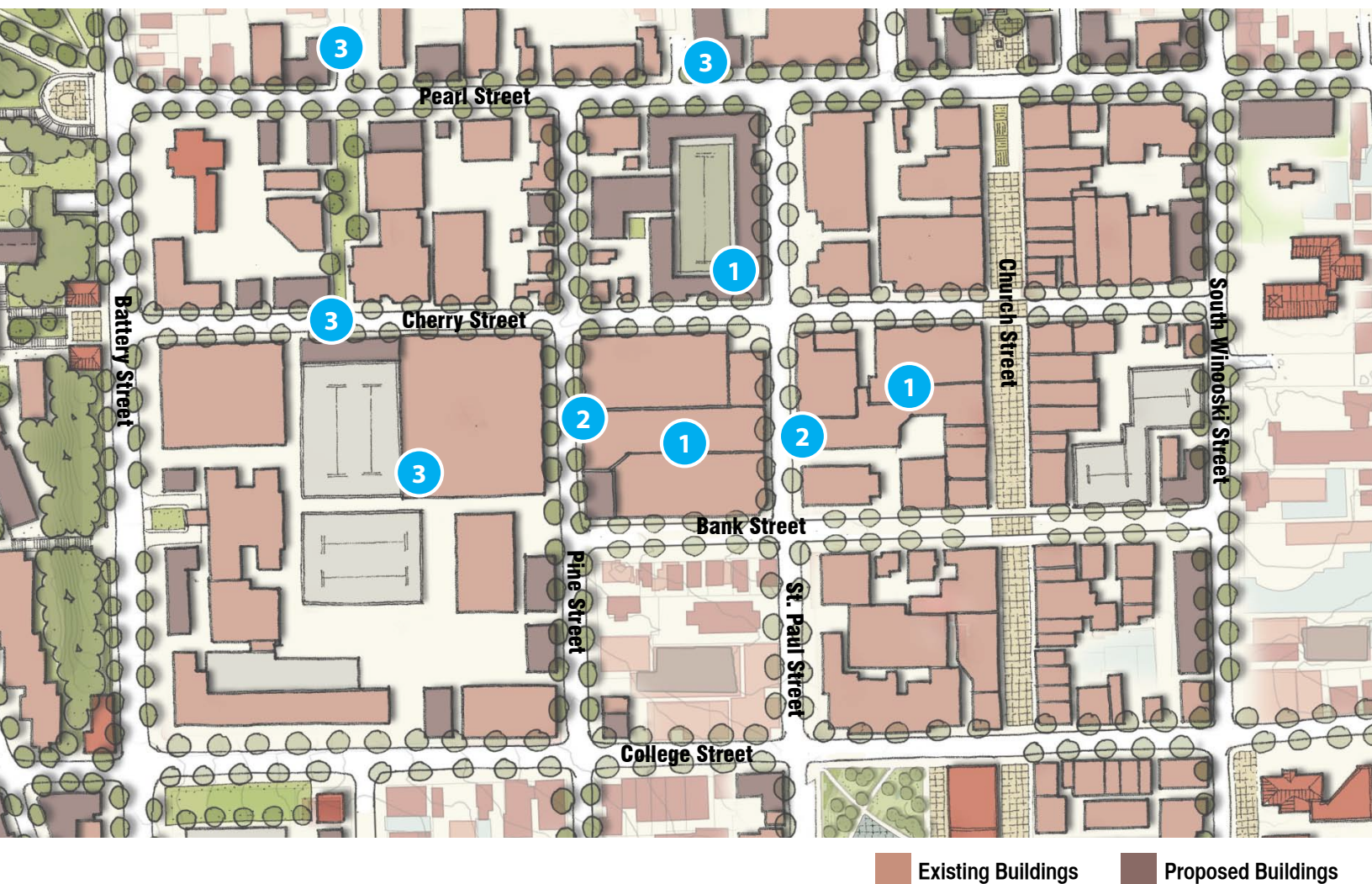
Placement and Massing: Minimum frontage build-out is 60%. Minimum liner building depth is 16 feet. The façade along the ground floor on a Public Frontage must change visibly at an average of at least forty feet (40') in height, setback, materials, or colors along the street frontage and with no module exceeding 75 feet in length. An entryway must be provided on the ground floor every 40 feet at a minimum. Courtyards or forecourts shall not exceed 10% of the street frontage. (City of Albuquerque North Fourth Street Rank III Corridor Plan)

Nashville

Section 17.12.070

F. Parking Garage Liner Buildings. Within the CC, CF, ORI, and all mixed-use districts, parking garages fronting a public street or public space may be masked by a liner building that is a minimum of 20 feet deep. The floor area of any liner building shall be excluded from the calculation of the floor area ratio, provided the following requirements are satisfied:

1. The first 20 feet of depth of the liner building shall be occupied by office, residential, or other non-parking commercial uses.
2. For non-residential uses on the first floor, a minimum of 40 percent of the front façade of the first floor shall be clear or lightly tinted windows and doors. The first floor transparent glazing area calculation shall be measured from the finished grade at the setback to the finished floor elevation of the second floor, or to a height of 16 feet, whichever is less. Upper floors, regardless of use, shall have a minimum of 25 percent of glazing to be eligible for square footage calculation exemption.
3. For residential uses on the first floor, a minimum of 20 percent of the front facade of the first floor shall be openings. Openings shall be clear or lightly tinted windows or main entrance doors. The first floor opening area calculation shall be measured from the finished floor elevation of the first floor to the finished floor elevation of the second floor, or to a height of 12 feet, whichever is less. Upper residential floors shall have a minimum of 25 percent glazing to be eligible for square footage calculation exemption. Residential uses on the first floor shall have a minimum finished floor elevation one and one half feet above the finished grade at the setback.



3 STRATEGIC URBAN INFILL AND LINER BUILDINGS

The BTC occupies a significant footprint in this quadrant of the City. Yet numerous opportunities exist for strategic infill and liner buildings along Cherry, Pine and Pearl Streets. Such structures should be designed to reinforce the urban street wall and provide active ground floor uses to promote a vibrant streetscape. Even the BTC can open itself to the outside streets and create a much stronger street presence. Activating these east-west streets for pedestrians through imaginative urban design and active street-level uses is essential to building connections between Church Street and the waterfront.



Develop zoning regulations that emphasize building form, facilitate infill and activate the streetscape for pedestrians.



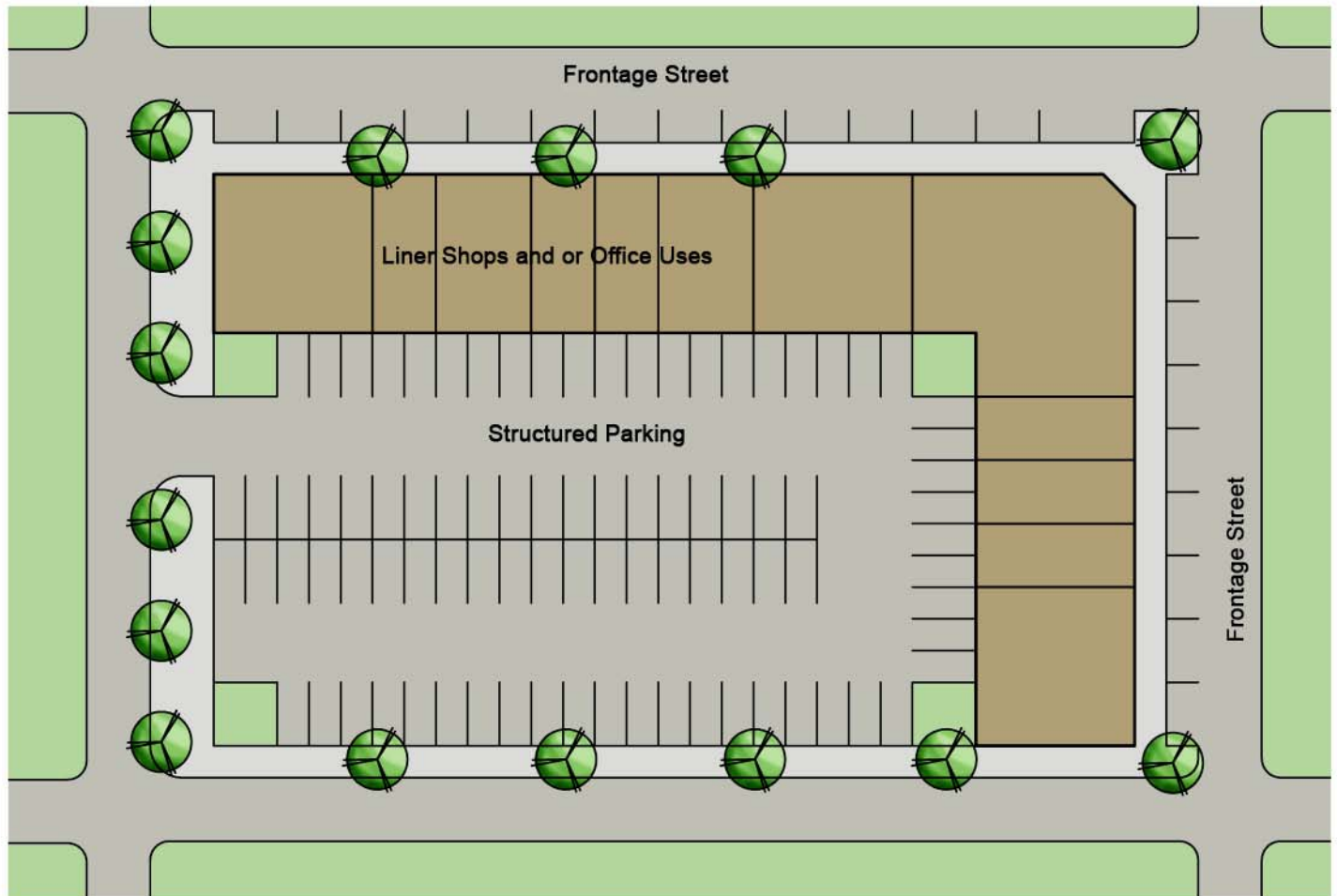
Planning & Zoning Department



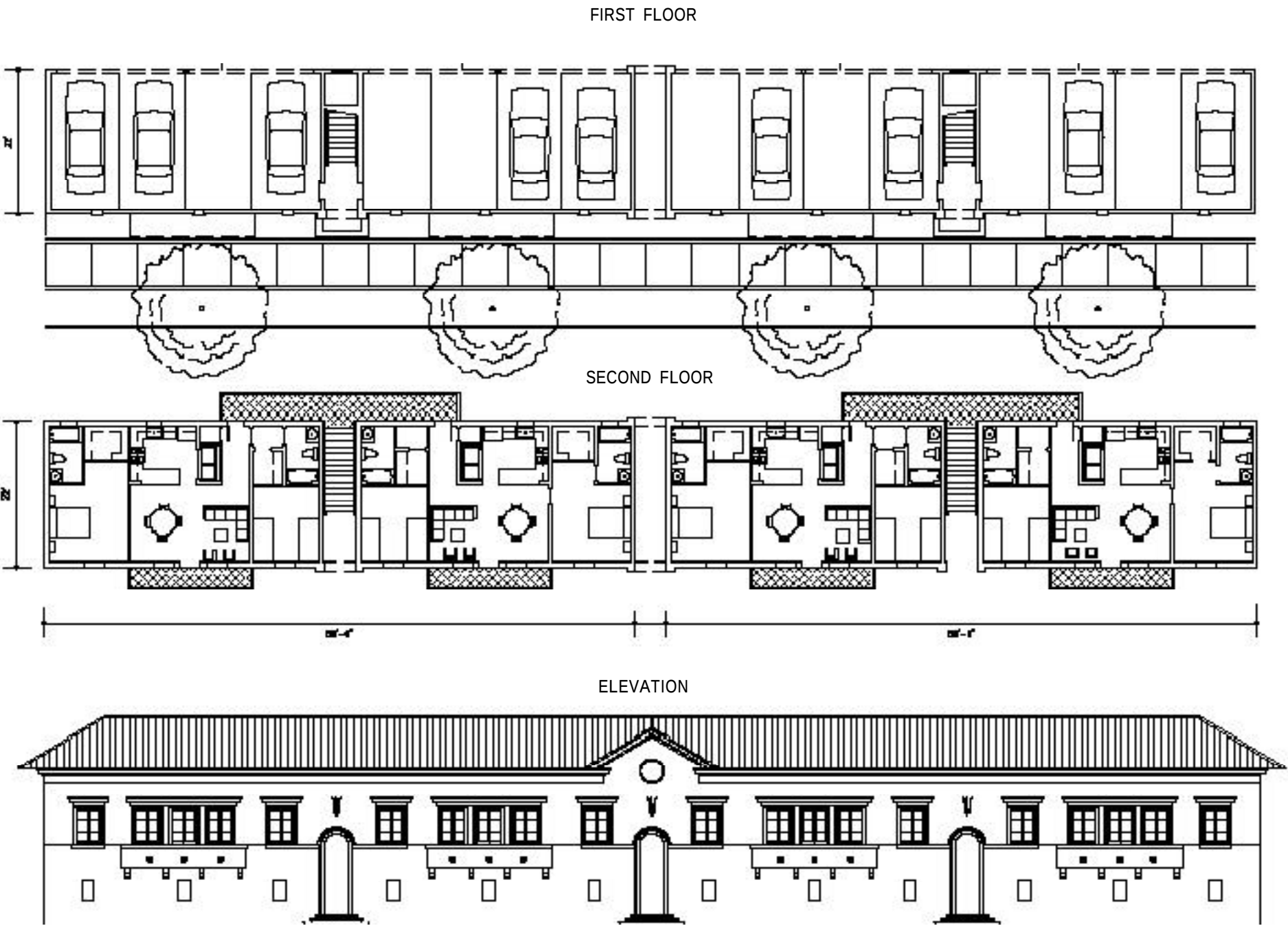
Aerial photograph of Town Center Mall looking southeast, with City Hall Park in the background.

Other Building Types

Traditional Neighborhood Development (TND) Overlay Districts
Cranberry Township - Butler County, PA



Parking Structure, Wrapped With Liner Retail
Shops and/or Office Uses Along Street



INTERIOR: 2,395 SF PER FLOOR
COVERED: 608 SF PER FLOOR
GARAGE: 0 SF

2 STORY - 4 UNIT BUILDING

2- 2 Bedrooms / 2 Baths

PARKING - 16 Spaces

The residential or commercial liner building is an important building type for both new construction, but particularly for infill and redevelopment situations. Liners are thin structures that mask parking lots, parking garages, or blank walls from the fronting streets. These types come in many sizes ranging from commercial office and retail to single-family dwellings, duplexes, triplexes, townhouses, and apartments.

This type has many applications within the Study Area. Liner buildings are particularly suitable for the transition along Fourth Street in all three neighborhoods. Liners will shield the residential uses along the northern side of Fourth Street from the commercial uses facing Fruitville Road. In the case of Gillespie Park Neighborhood single family liner buildings are proposed. Liner buildings are also available for masking surface parking lots Downtown wherever they are deemed to be pertinent.

As with the general recommendations earlier in this section, all proposed liner buildings, either for new development or redevelopment, must comply with all relevant codes pertaining to health, safety and welfare.

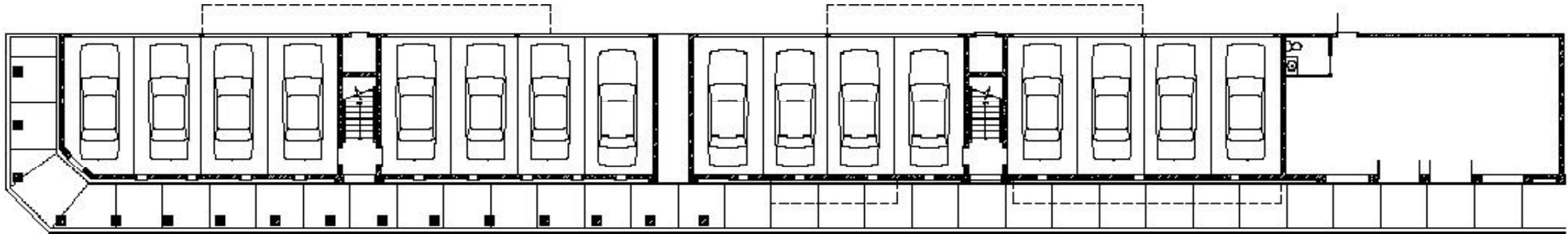
2 STORY - 3 UNIT BUILDING

3- 2 Bedrooms / 2 Baths

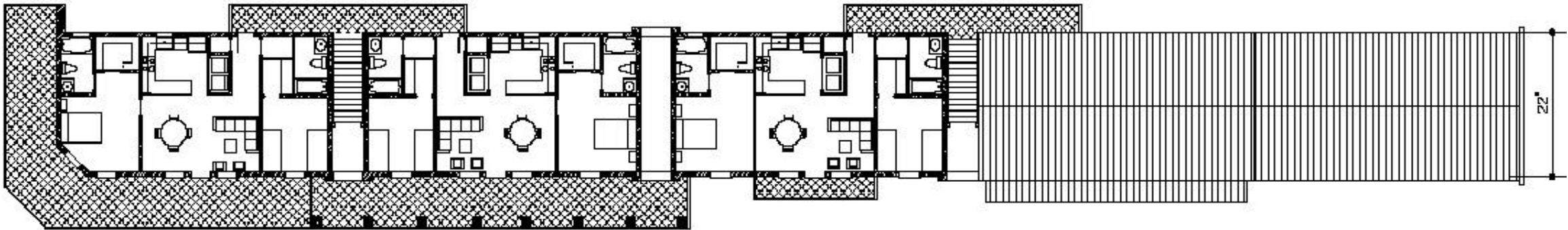
1- Shopfront

PARKING - 16 Spaces

FIRST PARKING STORY



UPPER RESIDENTIAL LEVEL



CORNER CONDITION WITH A
SINGLE GALLERY

MORE EXPENSIVE WITH A
DOUBLE GALLERY

LESS EXPENSIVE VERSION
WITHOUT A GALLERY

INEXPENSIVE VERSION MASKING
A PARKING LOT

INEXPENSIVE SHOPFRONT





Date: April 18, 2013

Agenda Item No: MINUTES APPROVAL - A.

I. Subject:

Review and consider minutes from the March 21, 2013 Planning & Zoning Commission regular meeting

II. Originated by:

III. Summary:

The minutes from the March 21st meeting are attached to this message for your review and consideration for approval.

IV. Notification:

V. Fiscal Impact Summary:

VI. Legal Impact:

VII. Recommendation:

VIII. Alternative Actions:

IX. Attachments:

1.	03.21.2013 PZ Minutes	03.21.2013 PZ minutes.doc
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**KENNEDALE PLANNING & ZONING COMMISSION
MINUTES
COMMISSIONERS - REGULAR MEETING
March 21, 2013
CITY HALL COUNCIL CHAMBERS, 405 MUNICIPAL DRIVE**

I. CALL TO ORDER

Chairman Harvey called the meeting to order at 6:07 P.M.

II. ROLL CALL

Commissioners present: Ernest Harvey (chair); Ray Cowan, Michael Herring, Adrienne Kay, Thomas Pirtle, Carolyn Williamson, Donald Rawe (alternate), Martin Young (alternate)

Staff present: Rachel Roberts (planner)

Ms. Roberts called roll, and a quorum was present.

III. WORK SESSION

A. Discuss zoning at Bowman Springs Rd intersection with Kennedale Pkwy

The Commission discussed ideas for the Urban Village at this intersection.

B. Discuss any item on the regular agenda, if needed

The Commission did not discuss any item on the regular agenda.

C. Discuss items for future consideration

1. Old Town zoning district regulations
2. Green / environmental regulations

The Commission did not have time to discuss this item.

The work session closed at 7:02 PM.

IV. REGULAR SESSION

V. CALL TO ORDER

Chairman Harvey called the regular session to order at 7:02 PM

VI. ROLL CALL

Commissioners present: Ernest Harvey (chair); Ray Cowan, Michael Herring, Adrienne Kay, Thomas Pirtle, Carolyn Williamson, Donald Rawe (alternate), Martin Young (alternate)

Staff present: Rachel Roberts (planner)

Ms. Roberts called roll, and a quorum was present.

VII. MINUTES APPROVAL

A. Review and consider minutes from the February 21, 2013 meeting of the Planning & Zoning Commission

Mr. Pirtle made a motion to approve the minutes as written, seconded by Ms. Williamson. The motion passed with all in favor.

VIII. VISITOR/CITIZENS FORUM

James Whitt, 126 W Mansfield Ave addressed the Commission. He said he had been coming to the Planning & Zoning Commission meetings for about a year, and we was concerned about the Commission's earlier discussion about making lot sizes smaller [referring to the possible 20' lot width discussed during Work Session Agenda Item A]. He also said that when he moved to Kennedale, he was told that zoning stays with the lot forever. He said the Commission, City Council, and staff had told him that, and he knew it wasn't true, and he didn't appreciate being treated in a way just to get him to go away.

Mr. Harvey thanked him for coming out to speak.

IX. REGULAR ITEMS

A. Review and consider recommending policy papers to city council on the following issues: (1) zoning and subdivision regulations; (2) zoning in the New Hope / TIRZ area; and (3) zoning/rezoning in the Oak Crest area

Ms. Roberts recommended the Commission consider only the paper on zoning and subdivision regulation in general and the paper on Oak Crest.

Mr. Harvey briefly described the two papers to be considered.

Ms. Kay made a motion to submit to Council for consideration the paper on zoning and subdivision regulations and the paper on zoning/rezoning in the Oak Crest area. Mr. Pirtle seconded the motion, and the Commission agreed (without an official vote) to forward the papers to City Council.

B. Recommendation to City Council on appointment of vice-chair of the Planning & Zoning Commission

Ms. Kay recommended looking at attendance and work experience, as well as passion for the work of the Commission, in determining who to choose for vice-chair.

Mr. Cowan recommended Mr. Pirtle. Ms. Kay said she would like to do it, but she doesn't have the experience that Mr. Pirtle has and her attendance hasn't been as strong, so she is comfortable with Mr. Pirtle being recommended.

Ms. Williamson made a motion to forward a recommendation to Council that Mr. Pirtle be appointed as vice-chair. The motion was seconded by Mr. Cowan, and the Commission agreed (without an official vote) to forward the recommendation to City Council.

X. REPORTS/ANNOUNCEMENTS

Ms. Roberts mentioned upcoming events: Art in the Park, the recycling event, the citywide cleanup, the citywide garage sale, and the spring planting day for the demonstration garden. She also reminded the Commission to fill out the governance survey they should have received that day. Mr. Harvey asked about the plant voucher program.

XI. ADJOURNMENT

Mr. Pirtle made a motion to adjourn, seconded by Mr. Cowan. The motion passed unanimously, and the meeting adjourned at 7:30 P.M.