



GARLAND

NOTICE OF MEETING

CITY OF GARLAND, TEXAS

PLAN COMMISSION

**City Hall, Council Chambers
William E. Dollar Municipal Building
200 N. Fifth Street
Garland, Texas**

The February 16, 2022 Meeting has been CANCELLED

All below agenda items will be placed on the February 21, 2022 Plan Commission meeting agenda.

1. MINUTES

- a. Consider approval of the Plan Commission Minutes for the January 24, 2022 meeting.

2. PLATS

- a. P 22-01 Q.T. 909 Addition Replat
- b. P 22-03 NBT Addition Final Plat

ITEMS FOR INDIVIDUAL CONSIDERATION

Speaker Regulations:

Anyone wishing to speak for, against, or on agenda items must fill out a speaker card and give it to the Plan Commission Secretary before speaking (cards are located at the entrance to the Council Chambers). The Chairman will recognize speakers; he may impose a time limit and may provide for rebuttal. All comments and testimony are to be presented from the podium.

3. ZONING

- a. Consideration of the application of **Alan Hameed**, requesting approval of 1) an amendment to Planned Development (PD) District 03-47 to allow Automobile Sales, New or Used by Specific Use Provision, and 2) a Specific Use Provision to allow Automobile Sales, New or Used. This property is located at 3218 Forest Lane. (District 6) (File Z 21-39 - Zoning)
- b. Consideration of the application of **Alan Hameed**, requesting approval of Detail Plan for Automobile Sales, New or Used. This property is located at 3218 Forest Lane. (District 6) (File Z 21-39 – Detail Plan)
- c. Consideration of the application of **DEC**, requesting approval of an amendment Planned Development (PD) District 19-18 for Community Retail Uses to allow the construction of a Restaurant. This property is located at 3900 Lavon Drive. (District 1) (File Z 21-56 - Zoning)
- d. Consideration of the application of **DEC**, requesting approval of a Detail Plan to allow the construction of a Restaurant. This property is located at 3900 Lavon Drive. (District 1) (File Z 21-56 – Detail Plan)
- e. Consideration of the application of **Kimley-Horn**, requesting approval of an amendment to Planned Development (PD) 15-40 for Multi-Family Use. This property is located at 4401 Bunker Hill Road. (District 1) (File Z 21-57 - Zoning)
- f. Consideration of the application of **Kimley-Horn**, requesting approval of a Detail Plan for a Multi-Family development. This property is located at 4401 Bunker Hill Road. (District 1) (File Z 21-57 – Detail Plan)

4. **MISCELLANEOUS**

- a. Consideration and possible recommendation on I-30/Greenbelt Parkway Area Plan

5. **ADJOURN**

NOTICE: The Plan Commission may recess from the open session and convene in a closed session if the discussion of any of the listed agenda items concerns matters regarding privileged and unprivileged client information deemed confidential by Rule 1.05 of the Texas Disciplinary Rules of Professional Conduct. Sec. 551.071, Tex. Gov't Code.

NOTE: A quorum of the City Council may be in attendance and may or may not participate in the discussions of the Committee or board.



GARLAND

Plan Commission

1. a.

Meeting Date: 02/16/2022

Item Title: Plan Commission Minutes for January 24, 2022

Summary:

Consider approval of the Plan Commission Minutes for the January 24, 2022 meeting.

Attachments

Plan Commission Minutes for January 24, 2022

Minutes of the Garland Plan Commission Meeting

The Plan Commission of the City of Garland met in regular session on Monday, January 24, 2022, at 7:00 p.m., in the Council Chambers at the William E. Dollar Municipal Building (City Hall), with the following members present:

COMMISSION PRESENT

Chair	Scott Roberts
1 st Vice-Chair	Christopher Ott
2 nd Vice-Chair	Douglas Williams
Commissioner	Julius Jenkins
Commissioner	Stephanie Paris
Commissioner	Christi Baughman
Commissioner	Mike Rose

STAFF PRESENT

City Attorney	Brian England
Recording Secretary	Tracy Allmendinger
Assistant Recording Secretary	Christian Montgomery
Planning Director	Will Guerin
Lead Development Planner	Nabiha Ahmed
Development Planner	Kimberly Hopkins

CONSENT AGENDA

All items marked with asterisks (**) on the Consent Agenda were voted on at the beginning of the meeting. Chair Roberts read those items into the record. **Motion** was made by Commissioner Williams to **approve** the Consent Agenda as presented, seconded by Commissioner Paris. **Motion carried: 7 Ayes, 0 Nays.**

MINUTES

1a. APPROVED** Consider approval of the Plan Commission Minutes for the January 10, 2022 meeting.

PLATS

2a. APPROVED** P 22-02 Riverset Phase 2 Final Plat

ZONING

3a. APPROVED Consideration of the application of **7LC, LLC**, requesting approval of a Specific Use Provision for a Restaurant, Drive-Through on a property zoned Planned Development (PD) 89-30 District. This property is located at 519 North Jupiter Road. (District 6) (File Z 21-25 – Specific Use Provision)

The applicant Danny Bui, 4663 Driftwood Drive, Frisco, Texas, was available for questions.

There was a brief discussion between Commissioner Williams and the applicant. Mr. Bui explained there would be indoor seating available, and the menu would consist mainly of tea, coffee, and a few select food items.

Motion was made by Commissioner Williams to close the public hearing and **approve** the request as presented. Seconded by Commissioner Ott. **Motion carried: 7 Ayes, 0 Nays.**

3b. APPROVED Consideration of the application of **7LC, LLC**, requesting approval of a Plan for a Restaurant, Drive-Through Use. This property is located at 519 North Jupiter Road. (District 6) (File Z 21-25 - Plan)

Motion was made by Commissioner Williams to close the public hearing and **approve** the request as presented. Seconded by Commissioner Ott. **Motion carried: 7 Ayes, 0 Nays.**

3c. APPROVED Consideration of the application of **Realty Capital Management**, requesting approval of a Change of Zoning from Planned Development (PD) District 15-40 and Agricultural (AG) District to a Planned Development (PD) District for Multi-Family Uses. This property is located at 4425 Bunker Hill Road. (District 1) (File Z 21-60)

The applicant, Mason Orradre, 909 Lake Carolyn Parkway, Suite 150, Irving, Texas, provided a brief overview of the request and remained available for questions.

There were no questions for this applicant.

Motion was made by Commissioner Paris to close the public hearing and **approve** the application. Seconded by Commissioner Williams. **Motion carried: 7 Ayes, 0 Nays.**

MISCELLANEOUS

4a. APPROVED Consideration of the application of **Anylab Test Now - Garland**, requesting approval of a Variance to Chapter 4, Article 5 of the Garland Development Code regarding sign area for an attached wall sign. This property is located at 3046 Lavon Drive, Suite 120. (District 1) (File SV 21-02)

The applicant Rajeev Verma, 3046 Lavon Drive, #120 Garland, Texas, provided an overview of the request and remained available for questions.

There was discussion between the Plan Commission and Mr. Verma regarding the percentage of appointments from walk-ins versus referrals, and illumination of the sign.

Motion was made by Commissioner Jenkins to close the public hearing and **open** for discussion. Seconded by Commissioner Williams. **Motion carried: 7 Ayes, 0 Nays.**

There was discussion among the Plan Commission regarding the increase being requested, and the consensus of the Plan Commission spoke in support of the request.

Motion was made by Commissioner Jenkins to **approve** the request as presented. Seconded by Commissioner Williams. **Motion carried: 7 Ayes, 0 Nays.**

ADJOURNMENT

There being no further business to come before the Plan Commission, the meeting adjourned at 7:42 p.m.

City of Garland, TX

Approved:

Chairman

Attested:

Recording Secretary



GARLAND

Plan Commission

2. a.

Meeting Date: 02/16/2022

Item Title: P 22-01 Q.T. 909 Addition Replat

Summary:

P 22-01 Q.T. 909 Addition Replat

Attachments

P 22-01 Q.T. 909 Addition Replat Report and Attachments



GARLAND
TEXAS MADE HERE

Planning Report

File No: P 22-01/District 4

Agenda Item:

Meeting: Plan Commission

Date: February 16, 2022

REPLAT

Q.T. 909 Addition

LOCATION

5801 Broadway Boulevard

ZONING

Community Retail (CR) District

NUMBER OF LOTS

2

ACREAGE

7.045

BACKGROUND

The applicant requests approval of a Replat. The purpose of the Replat is to create two (2) lots for future development.

STAFF RECOMMENDATION

Approval of the Replat. All technical requirements of the plat have been addressed and the plat is in order as submitted.

ADDITIONAL INFORMATION

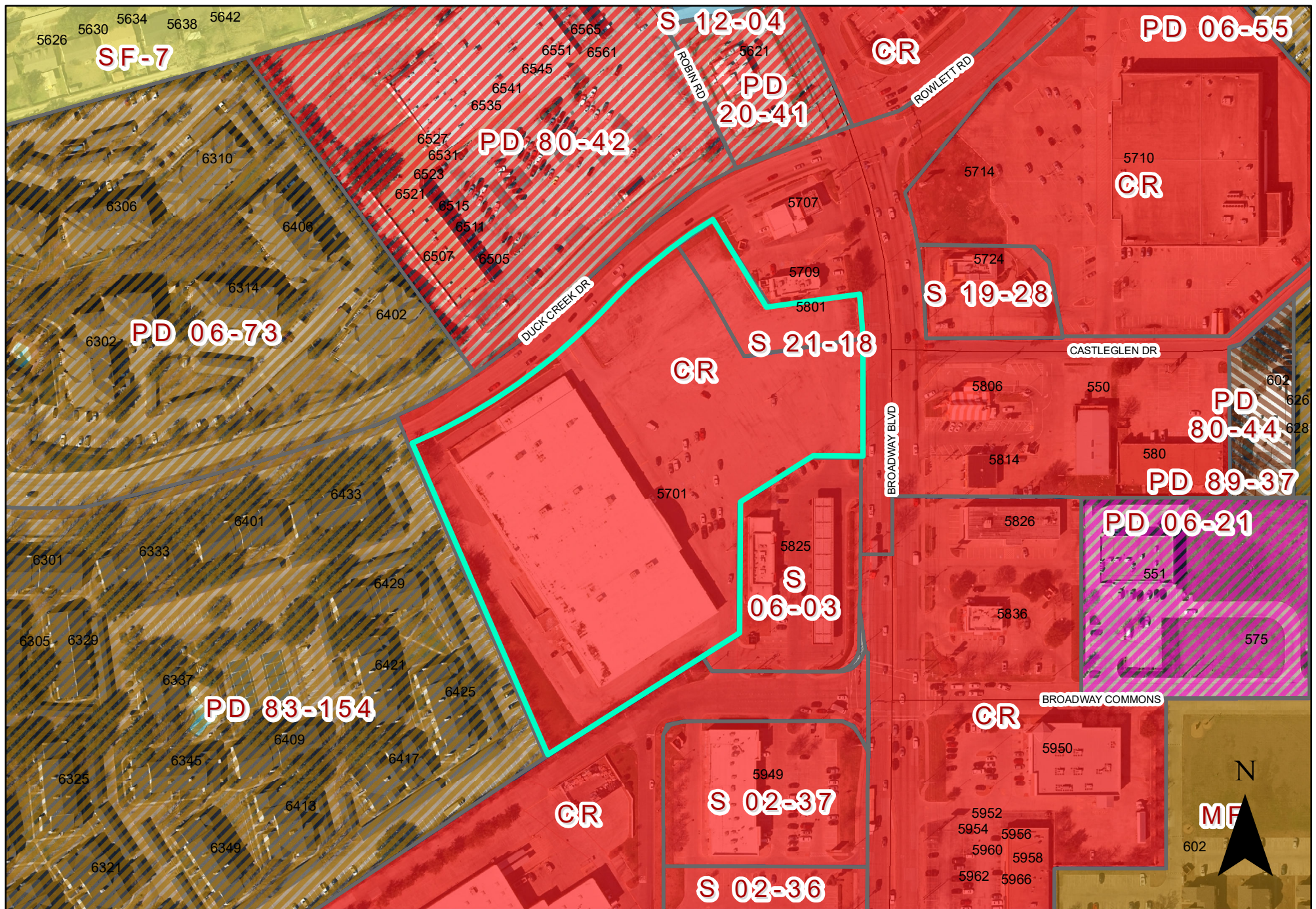
- i. Location Map
- ii. 8x11 Plat

PREPARED BY:

Kimberly Hopkins
Development Planner
Planning & Community Development
972-205-2454
khopkins@garlandtx.gov

REVIEWED BY:

Will Guerin, AICP
Director of Planning

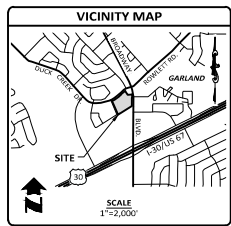


0 130 260 Feet
1 inch = 196 feet

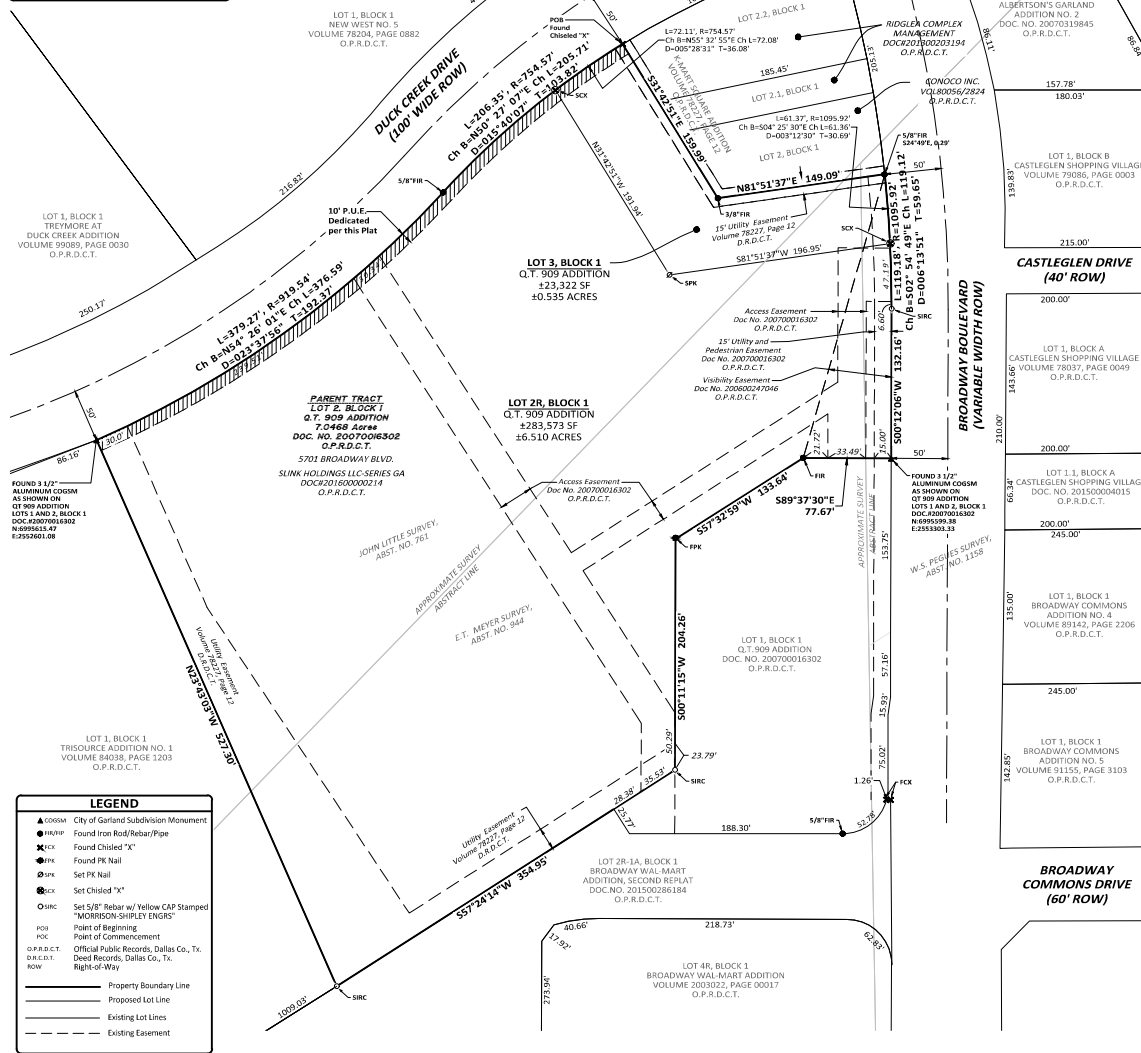
PLAT MAP P 22-01

5801 Broadway Blvd.

INDICATES AREA
OF REQUEST



- NOTES:
1. THE PURPOSE OF THIS REPLAT IS TO DIVIDE LOT 2, BLOCK 1 TO CREATE TWO LOTS FOR DEVELOPMENT.
 2. BEARINGS ARE BASED ON THE TEXAS COORDINATE SYSTEM OF 1983, NORTH CENTRAL ZONE (4202), NAD '83 (2011 ADJUSTED). HORIZONTAL AND VERTICAL MEASUREMENTS CALCULATED BY UTILIZING THE LEICA SMARTNET RTK NETWORK.
 3. EACH LOT CORNER IS MONUMENTED BY A 5/8" REBAR WITH CAP STAMPED "MORRISON-SHIPLEY ENGRS" UNLESS NOTED OTHERWISE.
 4. SELLING A PORTION OF THIS ADDITION BY METES AND BOUNDS IS A VIOLATION OF THE CITY OF GARLAND DEVELOPMENT CODE AND IS SUBJECT TO WITHHOLDING OF UTILITIES AND BUILDING PERMITS.
 5. ADJACENT PARCEL LINEWORK AND OWNERSHIP DATA PROVIDED FOR GRAPHICAL DEPICTION ONLY AND ARE NOT TO BE USED FOR BOUNDARY DETERMINATION.
 6. FLOOD STATEMENT: BY GRAPHIC PLOTTING ONLY, THE PROPERTY DESCRIBED HEREON LIES IN ZONE "F". AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD PLAIN, AS INDICATED ON THE FLOOD INSURANCE RATE MAP, FOR DALLAS COUNTY TEXAS AND INCORPORATED AREAS, MAP NUMBER 4813C0380, REVISED JULY 7, 2014. THIS STATEMENT DOES NOT IMPLY THAT THE PROPERTY AND/OR STRUCTURES THEREON WILL BE FREE FROM FLOODING OR FLOOD DAMAGE. THIS FLOOD STATEMENT SHALL NOT CREATE LIABILITY ON THE PART OF THE SURVEYOR.



OWNER'S CERTIFICATE

STATE OF TEXAS
COUNTY OF DALLAS

Being a tract of land situated in the John Little Survey Section 5, Abstract Number 761, and the E.T. Myers Survey Section 134C, Abstract Number 944, and the W.S. Pegues Survey Section 840, Abstract Number 1158, Dallas County, Texas, and being all of that certain tract of land described in deed to Slink Holdings LLC Series GA as recorded in County Clerk's Document No. 20160000214, Official Public Records, City of Garland, Dallas County, Texas, same also being Lot 2, Block 1, Q.T. 909 ADDITION, an addition to the City of Garland, as recorded in DOC. NO. 20160000214, Official Public Records, Dallas County, Texas and being further described as follows:

BEGINNING at an "x" cut in concrete found for corner in the south line of Duck Creek Drive (100' R.O.W.), same being the northerly northeast corner of said Lot 2;

THENCE South 31 degrees 42 minutes 51 seconds East, departing the south line of said Duck Creek Drive, a distance of 159.99 feet to a 3/8" iron rod found for corner at the southwest corner of Lot 2, Block 1 of said K-MART SQUARE ADDITION, same being the inner Northeast corner of said Lot 1;

THENCE North 81 degrees 51 minutes 37 seconds East, along the southerly line of said Lot 2, a distance of 149.09 feet to a point from which a 5/8" iron rod found for corner in the west line of Broadway Boulevard (100' R.O.W.), bears South 24 degrees 48 minutes 40 seconds East, a distance of 0.29 feet, same being the beginning of a non-tangent curve to the right, having a radius of 1095.92 feet and a chord which bears South 02 degrees 54 minutes 49 seconds East, a distance of 119.12 feet;

THENCE along said right of way curve an arc distance of 119.18 feet to a set five-fifths inch (5/8") rebar with a yellow cap stamped with "Morrison-Shipleys Engrs";

THENCE continuing along said right of way South 00 degrees 12 minutes 06 seconds West a distance of 132.16 feet to a three and one-half inch aluminum monument at the northeast corner of Lot 1, Block 1 of Q.T. 909 Addition;

THENCE departing said right of way of Broadway Boulevard and along the north line of said Lot 1, Block 1 of Q.T. 909 Addition, North 89 degrees 37 minutes 30 seconds West a distance of 77.67 feet to a found iron rod;

THENCE South 57 degrees 59 minutes 59 seconds West a distance of 133.64 feet to a found mag nail at the Northwest Corner of said Lot 1, Block 1 of Q.T. 909 Addition;

THENCE South 00 degrees 11 minutes 15 seconds West a distance of 204.26 feet to a set five-fifths inch (5/8") rebar with a yellow cap stamped with "Morrison-Shipleys Engrs";

THENCE South 57 degrees 24 minutes 14 seconds West a distance of 354.95 feet to a set five-fifths inch (5/8") rebar with a yellow cap stamped with "Morrison-Shipleys Engrs" at the Southwest Corner of Lot 2, Block 1 of Q.T. 909 Addition;

THENCE North 23 degrees 43 minutes 03 seconds West as distance of 527.30 feet to a three and one-half inch aluminum monument at the Northwest Corner of Lot 2, Block 1 of Q.T. 909 Addition and being on the south right of way of Duck Creek Drive and on a curve having a radius of 919.54 feet, chord bearing of North 54 degrees 26 minutes 01 seconds East, a chord distance of 376.59 feet;

THENCE along said curve an arc length of 379.27 feet to a found five-fifths inch rebar at the beginning of a curve having a radius of 754.57 feet, chord bearing of North 50 degrees 27 minutes 07 seconds East, a chord distance of 205.71 feet;

THENCE along said curve an arc length of 206.35 feet to the Point of Beginning, containing 306,893 square feet or 87,045 acres.

OWNER'S DEDICATION

STATE OF TEXAS
COUNTY OF DALLAS

NOW THEREFORE, KNOW ALL BY THESE PRESENTS: THAT SLINK HOLDINGS LLC SERIES GA the owner of the property described in this plat, acting by and through its duly authorized agent, does hereby adopt this plat, designating the property as LOT 2, BLOCK 1, Q.T. 909 ADDITION an addition to the City of Garland, Dallas County, Texas and does hereby dedicate, in fee simple and to the public use forever, the streets and alleys shown thereon and does further dedicate to the public use forever the easements shown thereon for the purposes indicated. All easements dedicated by this plat shall be open to, without limitation, all public and private utilities using or desiring to use the same for the purposes dedicated. No building, fence, tree, shrub, or other structure, improvement or growth shall be constructed, reconstructed or placed upon, over or across any easement dedicated by this plat. Any public or private utility shall have: (1) the right to remove and keep removed all or any part of any building, fence, trees, shrub, or other structure, improvement or growth which in any way may endanger or interfere with the construction, reconstruction, maintenance, operation or efficiency of such utility, and (2) the right of ingress and egress to or from and upon such easements for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining and adding to, enlarging, or removing all or parts of its operation without the necessity of any time of procuring the permission of anyone. The maintenance of paving on utility easements and fire lanes is the responsibility of the property owner.

All utility easements dedicated by this plat shall also include an additional area of working space for construction, reconstruction, additions, enlargements, and maintenance including such additional area necessary for installation and maintenance of manholes, cleanouts, fire hydrants, water services and wastewater services from the main to the curb or pavement line.

The undersigned does covenant and agree that the access easement(s) dedicated on this plat may be utilized by any person, including the general public, for ingress and egress to other real property, for both vehicular and pedestrian use and access, in, along, upon and across the premises containing the access easement(s).

This plat approved subject to all applicable ordinances, rules, regulations, and resolutions of the City of Garland, Texas.

WITNESS, my hand at Garland, Texas, this _____ day of _____, 20____.

BY: SLINK HOLDINGS LLC-SERIES GA

Sunny Shew, Owner

STATE OF TEXAS
COUNTY OF DALLAS

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared Sunny Shew, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration thereof expressed and in the capacity therein stated.

Given under my hand and seal of office this _____ day of _____, 20____.

My Commission Expires: _____

Notary Public in and for The State of Texas

SURVEYOR'S STATEMENT

I, Clayton D. Crofts, a Registered Professional Land Surveyor, licensed by the State of Texas, affirm that this plat was prepared under my direct supervision, from recorded documentation, evidence collected on the ground during field operations and other reliable documentation; and that this plat substantially complies with the Rules and Regulations of the Texas Board of Professional Engineers and Land Surveyors, Texas Local Government Code, Chapter 212, and the City of Garland Development Code. I further affirm that monumentation shown hereon was either found or placed as described hereon and in substantial compliance with the City of Garland Development Code; and that the digital drawing file accompanying this plat is a precise representation of this signed Final Plat.

Dated this _____ day of _____, 20____.

Clayton D. Crofts, RPLS

Texas Registration No. 6855

STATE OF TEXAS
COUNTY OF DALLAS

BEFORE ME, the undersigned authority, a Notary Public in and for said County and State, on this day personally appeared Clayton D. Crofts, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration thereof expressed and in the capacity therein stated.

Given under my hand and seal of office this _____ day of _____, 20____.

My Commission Expires: _____

Notary Public in and for The State of Texas

APPROVAL

Approved and accepted for the City of Garland this _____ day of _____, 20____, by the City Plan Commission of the City of Garland, Texas.

Director of Planning

Chairman of Plan Commission

The approval of this plat is contingent upon the plat being filed with the County Clerk of Dallas County within 180 days from the above date

SPACE RESERVED FOR
COUNTY RECORDING LABEL

Q.T. 909 ADDITION REPLAT

LOTS 2R AND 3, BLOCK 1

A REPLAT OF LOT 2, BLOCK 1 OF

Q.T. 909 ADDITION

JOHN LITTLE SURVEY, ABSTRACT NO. 761

E.T. MYERS SURVEY, ABSTRACT NO. 944

W.S. PEGUES SURVEY, ABSTRACT NO. 1158

CITY OF GARLAND, DALLAS COUNTY, TEXAS

CITY CASE NO. 200924-2

OWNER

SLINK HOLDINGS
LLC-SERIES GA
4330 GANNON LANE
IRVING, TX 75039
PHONE: 469-561-7446
EMAIL: SUNNY@SLINKHOLDINGS.COM

DEVELOPER

MICRODM DEVELOPMENT, LLC
SAM MOORE
5750 GUNNISON COURT, SUITE 103
IRVING, TX 75039
PHONE: 214-308-0008
EMAIL: SM@MICRODM.COM

SURVEYOR

HALFF ASSOCIATES, INC.
CLAYTON CROFTS, RPLS
1301 N. KOWSER ROAD
RICHARDSON, TX 76081
PHONE: 214-346-6200
EMAIL: CCROFTS@HALFF.COM



HALFF ASSOCIATES, INC.
TOWERS PERM 4511 CRE - FIRM #00000000 SUR
1301 N. KOWSER ROAD - RICHARDSON, TX 75081
214-346-6200 - FAX: 214-346-6200



GARLAND

Plan Commission

2. b.

Meeting Date: 02/16/2022

Item Title: P 22-03 NBT Addition Final Plat

Summary:

P 22-03 NBT Addition Final Plat

Attachments

P 22-03 NBT Addition Report and Attachments



GARLAND
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Planning Report

File No: P 22-03/District 6

Agenda Item:

Meeting: Plan Commission

Date: February 16, 2022

FINAL PLAT

NBT Addition

LOCATION

1102 South Jupiter Road

ZONING

Industrial (IN) District

NUMBER OF LOTS

2

ACREAGE

11.516

BACKGROUND

The applicant requests approval of a Final Plat. The purpose of the Final Plat is to create two (2) lots to construct industrial buildings.

STAFF RECOMMENDATION

Approval of the Final Plat. All technical requirements of the plat have been addressed and the plat is in order as submitted.

ADDITIONAL INFORMATION

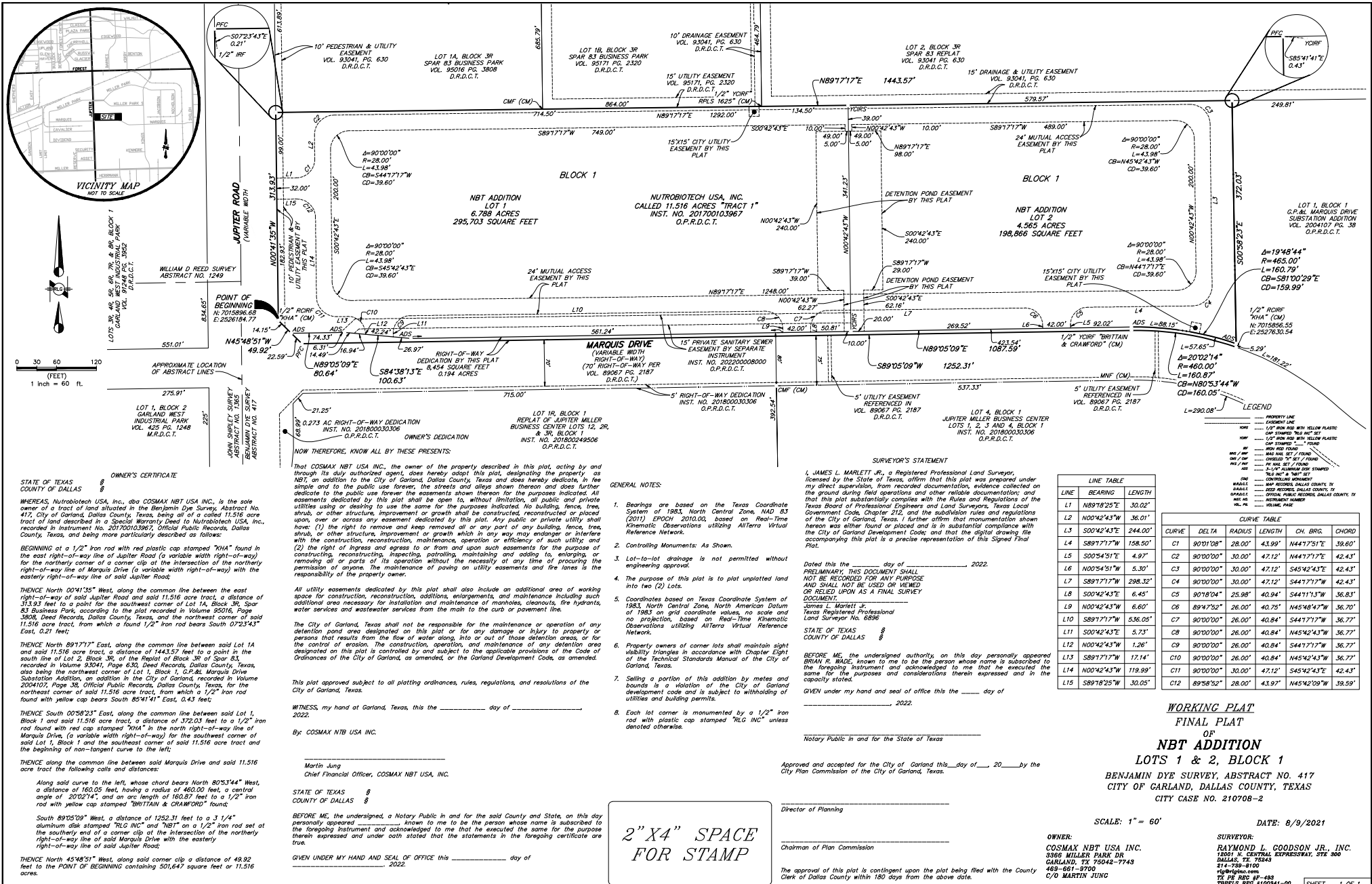
- i. Location Map
- ii. 8x11 Plat

PREPARED BY:

Nabiha Ahmed
Lead Development Planner
Planning & Development
972-205-2453
nahmed@garlandtx.gov

REVIEWED BY:

Will Guerin, AICP
Director of Planning





GARLAND

Plan Commission

3. a.

Meeting Date: 02/16/2022

Item Title: Z 21-39 Alan Hameed - Zoning (District 6)

Summary:

Consideration of the application of **Alan Hameed**, requesting approval of 1) an amendment to Planned Development (PD) District 03-47 to allow Automobile Sales, New or Used by Specific Use Provision, and 2) a Specific Use Provision to allow Automobile Sales, New or Used. This property is located at 3218 Forest Lane. (District 6) (File Z 21-39 - Zoning)

Attachments

Z 21-39 Alan Hameed (Zoning) Report and Attachments

Z 21-39 Alan Hameed Responses

Planning Report

File No: Z 21-39/District 6

Agenda Item:

Meeting: Plan Commission

Date: February 16, 2022



GARLAND

TEXAS MADE HERE

REQUESTS

Approval of an Amendment to Planned Development (PD) District 03-47 for Community Retail Uses.

Approval of a Specific Use Provision for Automobile Sales, New or Used

Approval of a Detail Plan on a property zoned Planned Development (PD) District 03-47 for Community Retail Uses.

LOCATION

3218 Forest Lane

APPLICANT

Alan Hameed

OWNER

Alan Hameed

BACKGROUND

In 2003, City Council approved a change in zoning from Multi-Family (MF) District, Community Retail (CR) District, Industrial (IN) District, and Planned Development (PD) District for Light Industrial Uses and Commercial Amusement, Indoor Uses to Planned Development (PD) District 03-47 for Transit Oriented Development with conditions and Specific Use Permits for existing uses within the Planned Development area.

The intent of Planned Development (PD) District 03-47 is to create a higher density, integrated, mixed-use development pattern near the Forest/Jupiter Station that facilitates pedestrian, bicycle and transit travel and reduces automobile dependency.

The applicant requests approval of an amendment to allow an Automobile Sales, New or Used in an existing 2,200 square-foot building. This proposed use does not comply with the existing Planned Development (PD) District 03-47. A previous auto sales business occupied this building from 2004 until a roofing company occupied it beginning in 2018. The building is currently vacant.

SITE DATA

The subject property consists of approximately 0.4183 acres. The site has approximately 150 linear feet of frontage along Forest Lane, which is the main entrance to the site.

USE OF PROPERTY UNDER CURRENT ZONING

The subject property is zoned Planned Development (PD) District 03-47 for transit-oriented land uses with a base zoning of Community Retail (CR) District. The Community Retail (CR) District is intended to accommodate a variety of retail, service, and business establishments that may or may not be designed in a shopping center configuration. The district may be used as a transition district between lower intensity retail or office uses and more intense uses. A Community Retail (CR) District is generally appropriate along major transportation corridors but is generally not appropriate in proximity to low density residential districts

without significant buffering and screening features. An example of allowed use in a Community Retail (CR) District is a retail shopping area that may be large in scale with very limited or no outside storage. Traffic generated by uses in a Community Retail (CR) District must be focused onto the major thoroughfare network. Development in a Community Retail (CR) District may not be designed in a manner that increases traffic through residential areas.

CONSIDERATIONS

1. Site Plan
The applicant proposes an Automobile Sales, New or Used in an existing 2,200 square-foot building.
2. Parking
The subject property meets the GDC parking requirements.
3. Screening and Landscaping
Neither a building expansion nor a parking lot expansion is being proposed with this request. Landscaping currently exists on the site.
4. Signage
No deviations have been requested for signage. Therefore, signage will meet the GDC requirements.
5. Planned Development (PD) District 03-47
Planned Development (PD) District 03-47 granted certain addresses Specific Use Provisions. It states, "The following addresses and uses are hereby granted a Specific Use Permit with the property for the existing use at the referenced locations...". 3218 Forest Lane was not a listed address for an SUP in the PD 03-47 ordinance.

Furthermore, according to the policy report for PD 03-47, the intent of the Plan Commission's recommendation regarding allowing SUPs for certain addresses was that the "...SUPs would be granted with the intent that they would not generally be approved for the establishment of new such uses, but only to accommodate those that exist."

To operate a new automobile sales use at 3218 Forest Lane, an amendment to PD 03-47 is required.
6. Specific Use Provision
The applicant requests the Specific Use Provision time period to be unlimited.

COMPREHENSIVE PLAN

The Envision Garland Plan designates the subject property as Transit-oriented Centers. Transit-oriented centers are areas of concentrated activity and increased density with maximum access to public transportation options. This type of center should be developed as mixed-use with live/work/play/shop opportunities. Transit-oriented development should be within ¼ to ½ mile of transit centers and/or rail stations and provide pedestrian and bicycle friendly access.

This use is not compatible with the Comprehensive Plan.

COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES

The properties to the north, east and west are zoned Planned Development (PD) District 03-47; they are developed with a church, retail uses, and the Forest/Jupiter DART Station. The property to the south, across the railroad, is zoned Industrial (IN) District and is developed with manufacturing and distribution uses.

STAFF RECOMMENDATION

Denial of an Amendment to Planned Development (PD) District 03-47 for Community Retail Uses.

Denial of a Specific Use Provision for Automobile Sales, New or Used

Denial of a Detail Plan on a property zoned Planned Development (PD) District 03-47 for Community Retail Uses.

ADDITIONAL INFORMATION

Location Map
Exhibits
PD Conditions
Photos

CITY COUNCIL DATE: March 1, 2022

PREPARED BY:

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Development Planner
Planning & Development
(972) 205-2454
Khopkins@garlandtx.gov

REVIEWED BY:

Will Guerin, AICP
Director of Planning



0 30 60 Feet

1 inch = 56 feet

Zoning Map 21-39

 INDICATES AREA OF REQUEST

PLANNED DEVELOPMENT CONDITIONS

ZONING FILE Z 21-39

3218 Forest Lane

- I. Statement of Purpose:** The purpose of this Planned Development District is to amend the Planned Development (PD) District 03-47 to allow an Automobile Sales, New or Used by Specific Use Provision.
- II. Statement of Effect:** This Planned Development (PD) shall not affect any regulation found in the Garland Development Code, Ordinance No. 6773 and Planned Development (PD) District 03-47, as amended prior to adoption of this ordinance, except as specifically provided herein.
- III. General Regulations:** All regulations of the Planned Development (PD) District 03-47 and the Community Retail (CR) District as set forth in Chapter 2 of the Garland Development Code, Ordinance 6773, are included by reference and shall apply, except as otherwise specified by this ordinance.
- IV. Development Plans:**
 - A. Detail Plan:** Development is to be in general conformance with the approved Detail Plan set forth in Exhibit C, Exhibit D and Exhibit E. In the event of conflict between the conditions and Detail Plan, the conditions listed below are to apply.
- V. Specific Conditions:**
 - A. Site Layout:** The development shall be in conformance with the site layout in Exhibit C.
 - B. Landscaping and Screening:** Landscaping and screening shall be in conformance with Exhibit D.
 - C. Building Elevations:** Building elevations shall be in general conformance with Exhibit E.

SPECIFIC USE PROVISION CONDITIONS

ZONING FILE Z 21-39

3218 Forest Lane

- II. Statement of Purpose:** The purpose of this Specific Use Provision is to allow an Automobile Sales, New or Used.
- II. Statement of Effect:** This Specific Use Provision shall not affect any regulation found in the Garland Development Code, Ordinance No. 6773 and Planned Development (PD) District 03-47, as amended prior to adoption of this ordinance, except as specifically provided herein.
- VI. General Regulations:** All regulations of the Planned Development (PD) District 03-47 and the Community Retail (CR) District as set forth in Chapter 2 of the Garland Development Code, Ordinance 6773, are included by reference and shall apply, except as otherwise specified by this ordinance.
- VII. Specific Use Provision:**
- A. SUP Time Period: The Specific Use Provision time period for Automobile Sales, New or Used shall be unlimited.

Z 21-39



View of the subject property along Forest Lane.



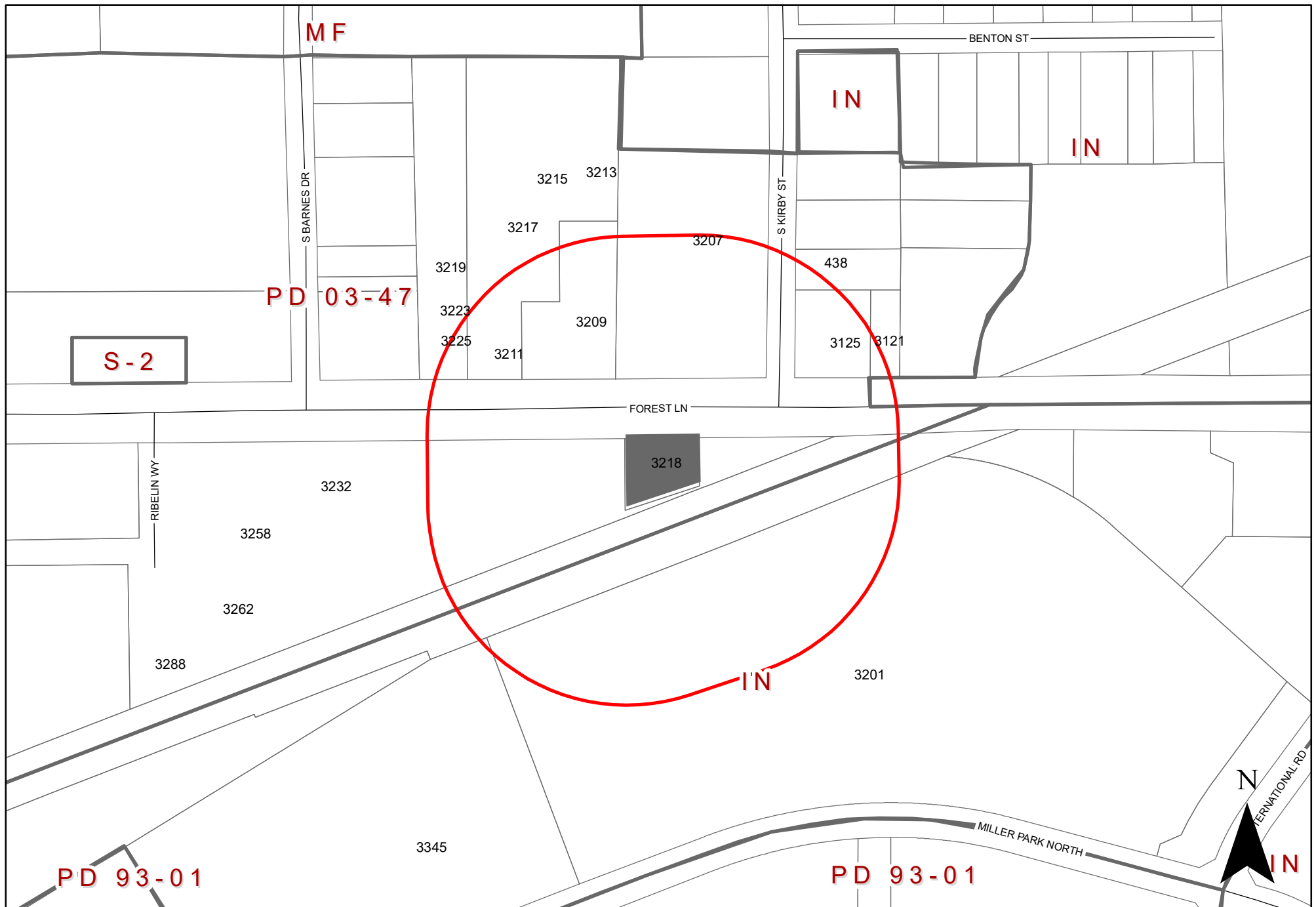
North of the subject property along Forest Lane.



West of the subject property along Forest Lane.



East of the subject property along Forest Lane.



0 160 320 Feet
1 inch = 254 feet

Zoning Map 21-39

3218 Forest Lane

INDICATES AREA OF REQUEST

INDICATES NOTIFICATION AREA

To date we have not received any responses for this case.



GARLAND

Plan Commission

3. b.

Meeting Date: 02/16/2022

Item Title: Z 21-39 Alan Hameed - Detail Plan (District 6)

Summary:

Consideration of the application of **Alan Hameed**, requesting approval of Detail Plan for Automobile Sales, New or Used. This property is located at 3218 Forest Lane. (District 6) (File Z 21-39 – Detail Plan)

Attachments

Z 21-39 Alan Hameed (Detail Plan) Report and Attachments

Z 21-39 Alan Hameed Responses

Planning Report

File No: Z 21-39/District 6

Agenda Item:

Meeting: Plan Commission

Date: February 16, 2022



GARLAND

TEXAS MADE HERE

REQUESTS

Approval of an Amendment to Planned Development (PD) District 03-47 for Community Retail Uses.

Approval of a Specific Use Provision for Automobile Sales, New or Used

Approval of a Detail Plan on a property zoned Planned Development (PD) District 03-47 for Community Retail Uses.

LOCATION

3218 Forest Lane

APPLICANT

Alan Hameed

OWNER

Alan Hameed

BACKGROUND

In 2003, City Council approved a change in zoning from Multi-Family (MF) District, Community Retail (CR) District, Industrial (IN) District, and Planned Development (PD) District for Light Industrial Uses and Commercial Amusement, Indoor Uses to Planned Development (PD) District 03-47 for Transit Oriented Development with conditions and Specific Use Permits for existing uses within the Planned Development area.

The intent of Planned Development (PD) District 03-47 is to create a higher density, integrated, mixed-use development pattern near the Forest/Jupiter Station that facilitates pedestrian, bicycle and transit travel and reduces automobile dependency.

The applicant requests approval of an amendment to allow an Automobile Sales, New or Used in an existing 2,200 square-foot building. This proposed use does not comply with the existing Planned Development (PD) District 03-47. A previous auto sales business occupied this building from 2004 until a roofing company occupied it beginning in 2018. The building is currently vacant.

SITE DATA

The subject property consists of approximately 0.4183 acres. The site has approximately 150 linear feet of frontage along Forest Lane, which is the main entrance to the site.

USE OF PROPERTY UNDER CURRENT ZONING

The subject property is zoned Planned Development (PD) District 03-47 for transit-oriented land uses with a base zoning of Community Retail (CR) District. The Community Retail (CR) District is intended to accommodate a variety of retail, service, and business establishments that may or may not be designed in a shopping center configuration. The district may be used as a transition district between lower intensity retail or office uses and more intense uses. A Community Retail (CR) District is generally appropriate along major transportation corridors but is generally not appropriate in proximity to low density residential districts

without significant buffering and screening features. An example of allowed use in a Community Retail (CR) District is a retail shopping area that may be large in scale with very limited or no outside storage. Traffic generated by uses in a Community Retail (CR) District must be focused onto the major thoroughfare network. Development in a Community Retail (CR) District may not be designed in a manner that increases traffic through residential areas.

CONSIDERATIONS

1. Site Plan
The applicant proposes an Automobile Sales, New or Used in an existing 2,200 square-foot building.
2. Parking
The subject property meets the GDC parking requirements.
3. Screening and Landscaping
Neither a building expansion nor a parking lot expansion is being proposed with this request. Landscaping currently exists on the site.
4. Signage
No deviations have been requested for signage. Therefore, signage will meet the GDC requirements.
5. Planned Development (PD) District 03-47
Planned Development (PD) District 03-47 granted certain addresses Specific Use Provisions. It states, "The following addresses and uses are hereby granted a Specific Use Permit with the property for the existing use at the referenced locations...". 3218 Forest Lane was not a listed address for an SUP in the PD 03-47 ordinance.

Furthermore, according to the policy report for PD 03-47, the intent of the Plan Commission's recommendation regarding allowing SUPs for certain addresses was that the "...SUPs would be granted with the intent that they would not generally be approved for the establishment of new such uses, but only to accommodate those that exist."

To operate a new automobile sales use at 3218 Forest Lane, an amendment to PD 03-47 is required.
6. Specific Use Provision
The applicant requests the Specific Use Provision time period to be unlimited.

COMPREHENSIVE PLAN

The Envision Garland Plan designates the subject property as Transit-oriented Centers. Transit-oriented centers are areas of concentrated activity and increased density with maximum access to public transportation options. This type of center should be developed as mixed-use with live/work/play/shop opportunities. Transit-oriented development should be within ¼ to ½ mile of transit centers and/or rail stations and provide pedestrian and bicycle friendly access.

This use is not compatible with the Comprehensive Plan.

COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES

The properties to the north, east and west are zoned Planned Development (PD) District 03-47; they are developed with a church, retail uses, and the Forest/Jupiter DART Station. The property to the south, across the railroad, is zoned Industrial (IN) District and is developed with manufacturing and distribution uses.

STAFF RECOMMENDATION

Denial of an Amendment to Planned Development (PD) District 03-47 for Community Retail Uses.

Denial of a Specific Use Provision for Automobile Sales, New or Used

Denial of a Detail Plan on a property zoned Planned Development (PD) District 03-47 for Community Retail Uses.

ADDITIONAL INFORMATION

Location Map
Exhibits
PD Conditions
Photos

CITY COUNCIL DATE: March 1, 2022

PREPARED BY:

Kimberly Hopkins
Development Planner
Planning & Development
(972) 205-2454
Khopkins@garlandtx.gov

REVIEWED BY:

Will Guerin, AICP
Director of Planning



0 30 60 Feet

1 inch = 56 feet

Zoning Map 21-39

 INDICATES AREA OF REQUEST

EXHIBIT C

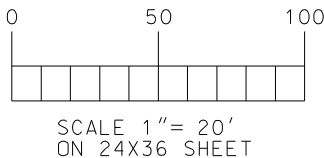
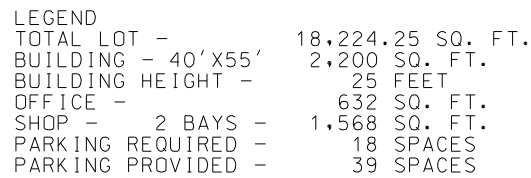
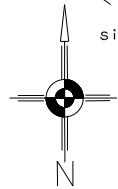


EXHIBIT D



BENCH MARK - Square cut on top of north side of transmission tower #69 base in median at west side of intersection - 614.25

TOTAL LOT - 18,224 SF
BUILDING - 2,200 SF
PAVED PARKING - 12,030 SF
LANDSCAPE AREA - 2,044 SF
PERCENT LANDSCAPE - 14.5%

FOREST LANE

Trees / Shrubs	Quantity	Type	Location
Trees 5	Live oak - 20 - 25 ft high		Front of the building
Trees 2	Live oak - 20 - 25 ft high		Side of the building facing Dart
Trees 2	Live oak - 20 - 25 ft high		Back of the building facing railroad track
Shrubs 13	Boxwood		Front behind fence
Shrubs 3	Nandina		Front behind fence
Shrubs 3	Boxwood		Front of the building
Shrubs 3	Boxwood		Side of the building facing Dart
Shrubs 4	Boxwood		Back of the building facing railroad track

ALL TREES AND SHRUBS ARE MATURE
AND TREES ARE MINIMUM CALIPER OF
12 INCHES OR GREATER.

Dallas Area
Rapid Transit
"DART"
VOL. 90177, PG4219
D.R.D.C.T.



LEGEND
⊙ LIGHTS
▨ PLANTING AREA - GRASS

**UPDATE SET November 7, 2021
AS BUILT April 20, 2004**

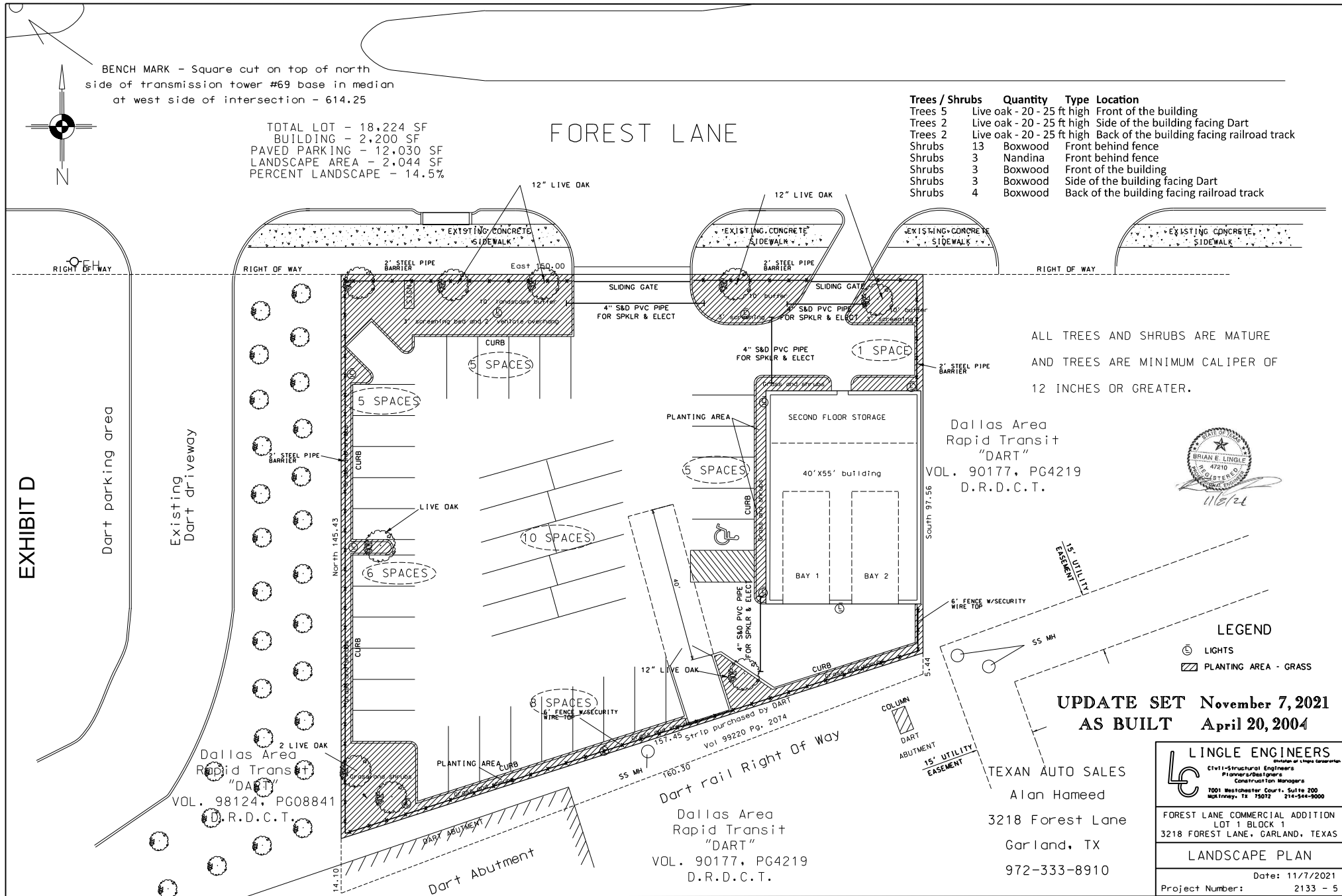
TEXAN AUTO SALES
Alan Hameed
3218 Forest Lane
Garland, TX
972-333-8910

LINGLE ENGINEERS
Civil/Structural Engineers
Planners/Designers
Construction Managers
7001 Westchester Court, Suite 200
Addicks, TX 75072 214-564-9000

FOREST LANE COMMERCIAL ADDITION
LOT 1 BLOCK 1
3218 FOREST LANE, GARLAND, TEXAS

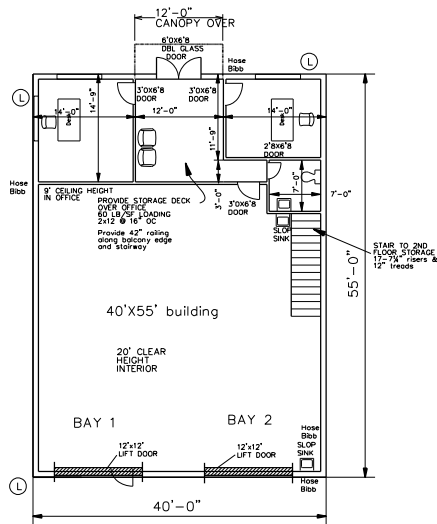
LANDSCAPE PLAN

Date: 11/7/2021
Project Number: 2133 - 5

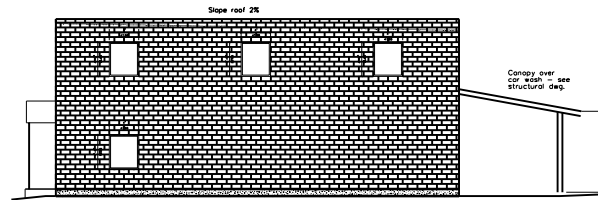


EXISTING BUILDING WITH NO CHANGES
OR REVISIONS TO THE STRUCTURE
OR SITE PLAN.

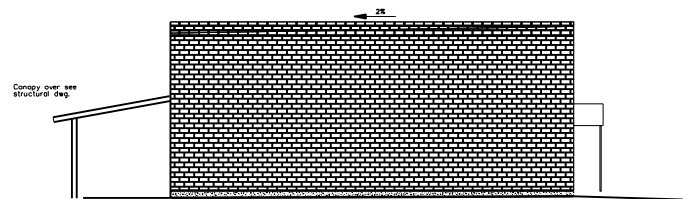
ARCHITECTURAL ELEMENTS
240 SF CANOPY AT REAR
72 SF CANOPY AT ENTRANCE
11 4'-8" X 4'-0" WINDOWS
1 3'-0" X 7'-0" ENTRANCE DOOR
2 1'-3" X 7'-0" SIDE WINDOWS
2 12'-0" X 12'-0" DRIVE DOORS



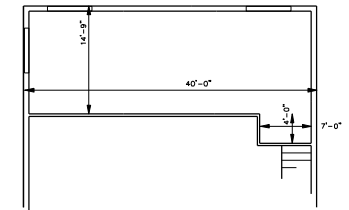
FIRST FLOOR



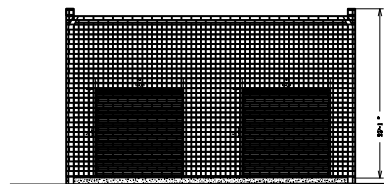
WEST ELEVATION



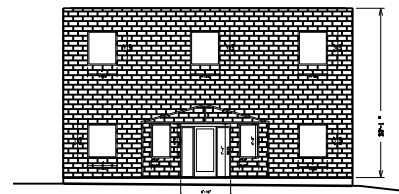
EAST ELEVATION



SECOND FLOOR
OPEN DECK AREA



SOUTH ELEVATION
SOUTH ELEVATION



NORTH ELEVATION



EXISTING BUILDING - NO CHANGES TO STRUCTURE
UPDATE PLAN November 7, 2021

Revision 1 10/12/02 Added canopy & stairs

TEXAN AUTO SALES
Alan Hameed
3218 Forest Lane
Garland, TX
972-333-8910

 LINGLE ENGINEERS Division of Lingle Corporation Civil-Structural Engineers Planners/Designers Construction Managers	1001 Westchester Court, Suite 200 McKinney, TX 75072 214-544-9900
	FOREST LANE COMMERCIAL ADDITION LOT 1 BLOCK 1 3218 FOREST LANE, GARLAND, TEXAS
BUILDING PLANS & ELEVATIONS	
Scale: 1" = 8' Date: 11/7/2021 Project Number: 2133 - 14	

Z 21-39



View of the subject property along Forest Lane.



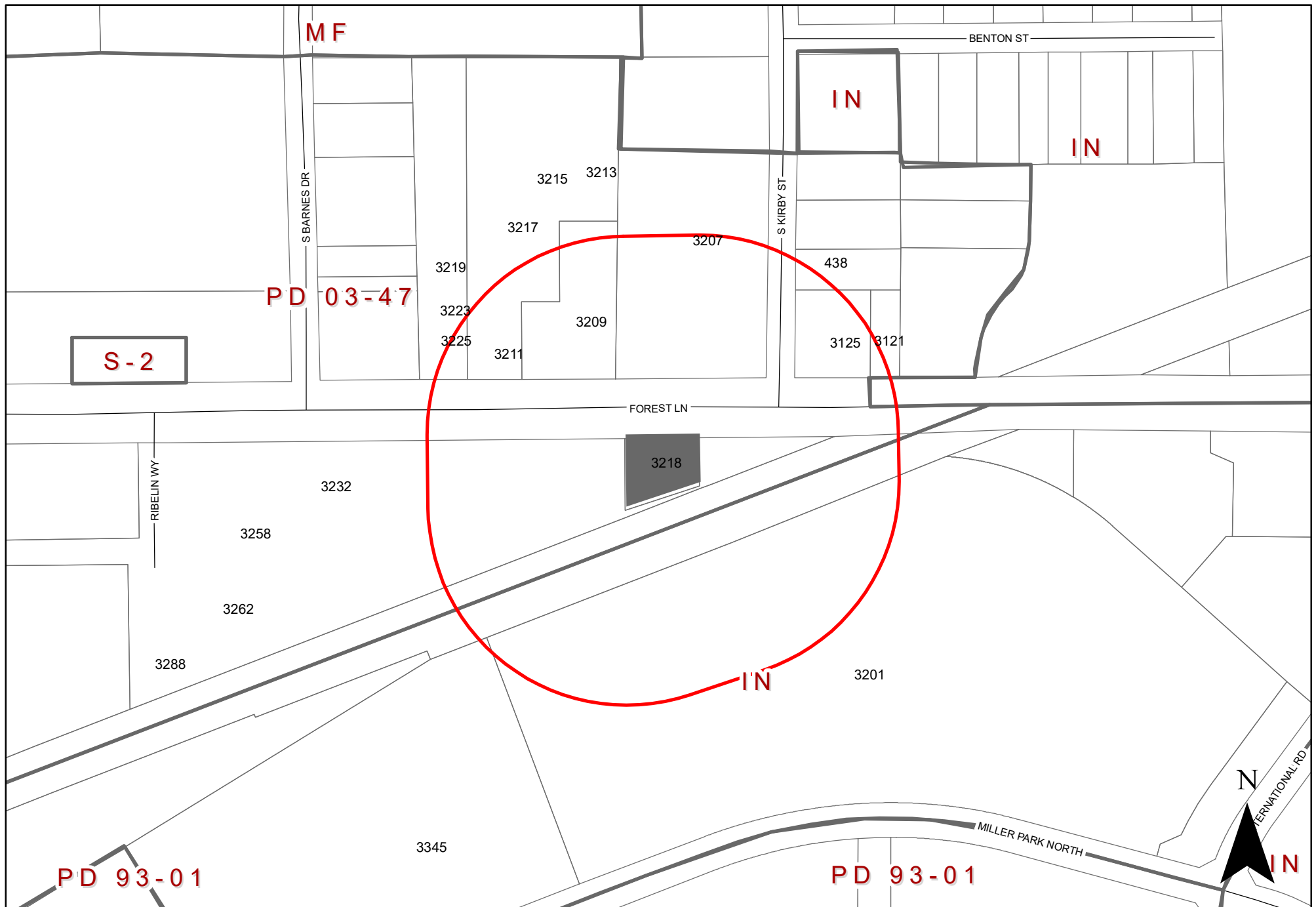
North of the subject property along Forest Lane.



West of the subject property along Forest Lane.



East of the subject property along Forest Lane.



0 160 320 Feet
1 inch = 254 feet

Zoning Map 21-39

3218 Forest Lane

INDICATES AREA OF REQUEST

INDICATES NOTIFICATION AREA

To date we have not received any responses for this case.



GARLAND

Plan Commission

3. c.

Meeting Date: 02/16/2022

Item Title: Z 21-56 DEC - Zoning (District 1)

Summary:

Consideration of the application of **DEC**, requesting approval of an amendment Planned Development (PD) District 19-18 for Community Retail Uses to allow the construction of a Restaurant. This property is located at 3900 Lavon Drive. (District 1) (File Z 21-56 - Zoning)

Attachments

Z 21-56 DEC (Zoning) Report and Attachments

Z 21-56 DEC Responses

Planning Report

File No: Z 21-56/District 1

Agenda Item:

Meeting: Plan Commission

Date: February 16, 2022



GARLAND

TEXAS MADE HERE

REQUESTS

Approval of an Amendment to Planned Development (PD) District 19-18 for Community Retail Uses.

Approval of a Detail Plan for a Restaurant Use.

LOCATION

3900 Lavon Drive

APPLICANT

DEC

OWNER

Parcel 6 Partners, Ltd.

BACKGROUND

The subject property is vacant and part of Lot 5 in Planned Development (PD) District 19-18. The applicant proposes a sit-down restaurant of approximately 4,165 square feet.

SITE DATA

The subject property consists of approximately 1.23 acres. The site has approximately 199.75 linear feet of frontage along Lavon Drive. The primary access is from Lavon Drive.

USE OF PROPERTY UNDER CURRENT ZONING

The subject property is zoned Planned Development (PD) District 19-18 for Community Retail Use. In addition, Planned Development (PD) District 03-53, which is the overall Planned Development (PD) District for the Firewheel Town Center to allow the development of a mixed-use town center regional shopping mall and complementary peripheral development.

Planned Development (PD) District 19-18 consists of a concept plan for six (6) lots designated for retail, restaurant, parking, and hotel uses. Any new development requires a Detail Plan approval with a public hearing.

The Community Retail (CR) District is intended to accommodate a variety of retail, service, and business establishments that may or may not be designed in a shopping center configuration. The district may be used as a transition district between lower intensity retail or office uses and more intense uses. A Community Retail (CR) District is generally appropriate along major transportation corridors but is generally not appropriate in proximity to low density residential districts without significant buffering and screening features. An example of allowed use in a Community Retail (CR) District is a retail shopping area that may be large in scale with very limited or no outside storage. Traffic generated by uses in a Community Retail (CR) District must be focused onto the major thoroughfare network. Development in a Community Retail (CR) District may not be designed in a manner that increases traffic through residential areas.

CONSIDERATIONS

1. Detail Plan

This proposal intends to develop an additional site within the Firewheel Town Center by adding a restaurant in a proposed 4,165 square-foot building.

The site is part of the Firewheel Town Center development, which includes requirements to enhance and create a higher quality of experience and community. The application includes installation of landscaping throughout the site; site lighting; and pedestrian path connection. Additionally, outdoor seating (quarry blocks) and a patio are designated on the plan for the restaurant (Exhibit C). The Town Center development encourages pedestrian activity and areas that are comfortable for pedestrians.

2. Parking

Per the GDC calculation, fifty-one (51) spaces are required. The applicant is providing fifty-six (56) parking spaces shown on the site plan. Therefore, the subject property meets the GDC parking requirements.

3. Screening and Landscaping

The GDC requires a canopy tree located at the end of each parking row. There are three (3) locations that do not have the required canopy trees. On the north side of the building, just west of the amenity area it is desired to keep the area as a turf area. The amenity area is meant to encourage active use and a canopy tree would introduce an obstruction. Shade for the area will still be provided by the canopy tree across the twelve-foot wide entry drive. Secondly, an island at the north end of a single row of parking contains a light pole required for consistent lighting within the parking field. The island is not large enough for a canopy tree and effective lighting from a light pole. Thirdly, there is an island at the south end of the head-in parking along Lavon Drive. Street trees account for the intent of the canopy area and the applicant contends an additional tree would add a visual obstruction to the Town Center signage immediately south.

The landscape plan (Exhibit D) complies with all other landscaping requirements per the GDC.

4. Building Design

The design of the building (Exhibit E) is consistent with the Town Center Planned Development (PD) District's intent and complies with its regulations and the GDC standards.

5. Signage

No deviations have been requested for signage. Therefore, signage will meet the GDC requirements.

6. Deviations:

<u>Development Standards</u>	<u>Required</u>	<u>Proposed</u>	<u>Justification</u>
Parking lot landscaping	The GDC requires a canopy tree located at the end of each parking row.	There are three (3) locations that do not have the required canopy trees.	The applicant contends that trees in those specific locations could potentially

			interfere with the light pole and cause visual obstruction.
--	--	--	---

COMPREHENSIVE PLAN

The Envision Garland Plan designates the subject property as Regional Centers, which are areas with a higher concentration of activity that serve as a destination for residents and visitors. Uses within this development type provide a mix of retail, services, entertainment, and employment and may include residential uses. Regional Centers may be found along major highways and turnpikes, and at significant bus or rail stations.

Regional Centers generally cover an area greater than thirty (30) acres and consist of one or more buildings with more than 450,000 square feet of gross leasable area. This development type typically serves a five to fifteen-mile radius trade area, within a 20 minute drive time, and serves a minimum population of 150,000.

This use is supportive to the surrounding area and compatible with the Comprehensive Plan.

COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES

The land use pattern within the area surrounding the subject property has a mixture of retail, restaurants, and drive-through restaurants. The property to the east is zoned Planned Development (PD) District 19-19 for an approved hotel development and further east are properties zoned and improved with restaurants. The properties to the north and east are part of the Firewheel Town Center Regional shopping mall and associated uses. The proposed use is complementary and compatible with the surrounding area and will provide more local restaurant and retail opportunities.

STAFF RECOMMENDATION

Approval of an Amendment to Planned Development (PD) District 19-18 for Community Retail Uses.

Approval of a Detail Plan for a Restaurant Use.

ADDITIONAL INFORMATION

Location Map
Exhibits
PD Conditions
Photos

CITY COUNCIL DATE: March 1 2022

PREPARED BY:

Nabiha Ahmed
Lead Development Planner
Planning & Development
(972) 205-2453
nahmed@garlandtx.gov

REVIEWED BY:

Will Guerin, AICP
Director of Planning



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 150 300 Feet
1 inch = 232 feet

ZONING MAP Z 21-56

 INDICATES AREA OF REQUEST

3900 Lavon Drive

PLANNED DEVELOPMENT CONDITIONS

ZONING FILE Z 21-56

3900 Lavon Drive

I. Statement of Purpose: The purpose of this Planned Development is to approve a Restaurant use.

II. Statement of Effect: This Planned Development shall not affect any regulation found in the Garland Development Code, Ordinance No. 6773, as amended prior to adoption of this ordinance, except as specifically provided herein.

III. General Regulations: This Planned Development shall not affect any regulation found in the Garland Development Code, Ordinance No. 6773, Planned Development (PD) District 19-18, Planned Development (PD) District 03-53, Planned Development (PD) District 02-25, and Planned Development (PD) District 12-36, as amended prior to adoption of this ordinance, except as specifically provided herein.

IV. Development Plans:

Detail Plan: Development shall be in general conformance with the Detail Plan labeled Exhibit C through Exhibit E. In the event there is conflict between the approved Detail Plan and the Specific Regulations below, the Specific Regulations shall apply.

V. Specific Conditions:

A. Site Plan: The site layout, building placement, parking and other development proposed shall be in general conformance with the approved Site Plan labeled Exhibit C.

B. Landscape Plan: Screening and landscaping shall be in general conformance with the landscape plan labeled Exhibit D.

C. Elevations: Building Elevations shall be in general conformance with the elevations labeled Exhibit E.

Z 21-56



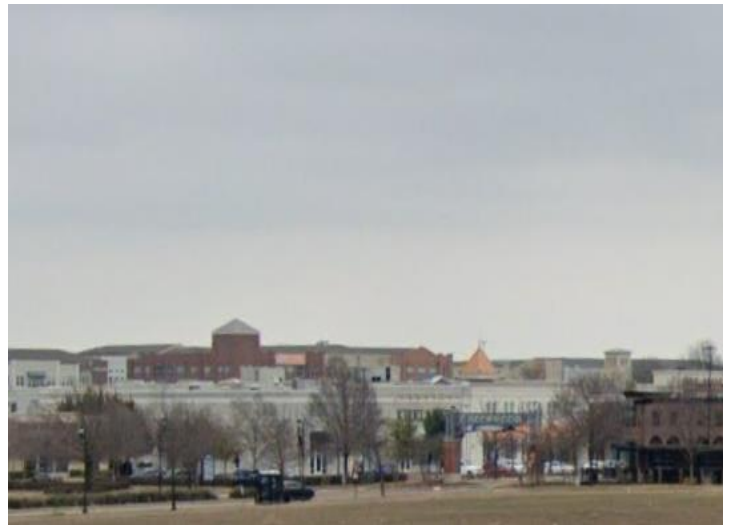
View of the subject property along Lavon Drive



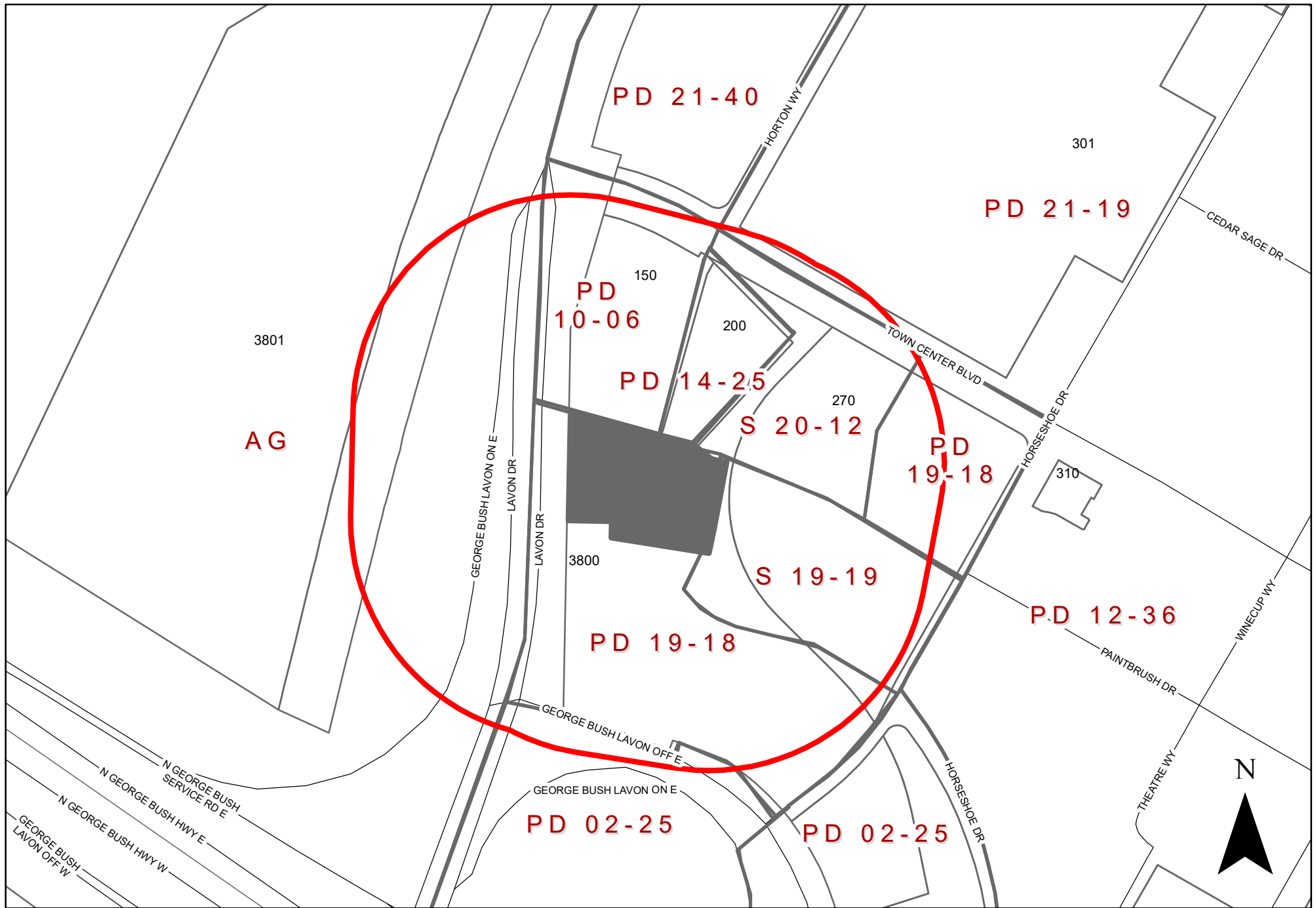
North of the subject property from Lavon Drive



South of the subject property from Lavon Drive



East of the subject property.



ZONING MAP Z 21-56

3900 Lavon Drive

INDICATES AREA OF REQUEST

INDICATES NOTIFICATION AREA

To date we have not received any responses for this case.



GARLAND

Plan Commission

3. d.

Meeting Date: 02/16/2022

Item Title: Z 21-56 DEC - Detail Plan (District 1)

Summary:

Consideration of the application of **DEC**, requesting approval of a Detail Plan to allow the construction of a Restaurant. This property is located at 3900 Lavon Drive. (District 1) (File Z 21-56 – Detail Plan)

Attachments

Z 21-56 DEC Report and Attachments (Detail Plan)

Z 21-56 DEC Responses

Planning Report

File No: Z 21-56/District 1

Agenda Item:

Meeting: Plan Commission

Date: February 16, 2022



GARLAND

TEXAS MADE HERE

REQUESTS

Approval of an Amendment to Planned Development (PD) District 19-18 for Community Retail Uses.

Approval of a Detail Plan for a Restaurant Use.

LOCATION

3900 Lavon Drive

APPLICANT

DEC

OWNER

Parcel 6 Partners, Ltd.

BACKGROUND

The subject property is vacant and part of Lot 5 in Planned Development (PD) District 19-18. The applicant proposes a sit-down restaurant of approximately 4,165 square feet.

SITE DATA

The subject property consists of approximately 1.23 acres. The site has approximately 199.75 linear feet of frontage along Lavon Drive. The primary access is from Lavon Drive.

USE OF PROPERTY UNDER CURRENT ZONING

The subject property is zoned Planned Development (PD) District 19-18 for Community Retail Use. In addition, Planned Development (PD) District 03-53, which is the overall Planned Development (PD) District for the Firewheel Town Center to allow the development of a mixed-use town center regional shopping mall and complementary peripheral development.

Planned Development (PD) District 19-18 consists of a concept plan for six (6) lots designated for retail, restaurant, parking, and hotel uses. Any new development requires a Detail Plan approval with a public hearing.

The Community Retail (CR) District is intended to accommodate a variety of retail, service, and business establishments that may or may not be designed in a shopping center configuration. The district may be used as a transition district between lower intensity retail or office uses and more intense uses. A Community Retail (CR) District is generally appropriate along major transportation corridors but is generally not appropriate in proximity to low density residential districts without significant buffering and screening features. An example of allowed use in a Community Retail (CR) District is a retail shopping area that may be large in scale with very limited or no outside storage. Traffic generated by uses in a Community Retail (CR) District must be focused onto the major thoroughfare network. Development in a Community Retail (CR) District may not be designed in a manner that increases traffic through residential areas.

CONSIDERATIONS

1. Detail Plan

This proposal intends to develop an additional site within the Firewheel Town Center by adding a restaurant in a proposed 4,165 square-foot building.

The site is part of the Firewheel Town Center development, which includes requirements to enhance and create a higher quality of experience and community. The application includes installation of landscaping throughout the site; site lighting; and pedestrian path connection. Additionally, outdoor seating (quarry blocks) and a patio are designated on the plan for the restaurant (Exhibit C). The Town Center development encourages pedestrian activity and areas that are comfortable for pedestrians.

2. Parking

Per the GDC calculation, fifty-one (51) spaces are required. The applicant is providing fifty-six (56) parking spaces shown on the site plan. Therefore, the subject property meets the GDC parking requirements.

3. Screening and Landscaping

The GDC requires a canopy tree located at the end of each parking row. There are three (3) locations that do not have the required canopy trees. On the north side of the building, just west of the amenity area it is desired to keep the area as a turf area. The amenity area is meant to encourage active use and a canopy tree would introduce an obstruction. Shade for the area will still be provided by the canopy tree across the twelve-foot wide entry drive. Secondly, an island at the north end of a single row of parking contains a light pole required for consistent lighting within the parking field. The island is not large enough for a canopy tree and effective lighting from a light pole. Thirdly, there is an island at the south end of the head-in parking along Lavon Drive. Street trees account for the intent of the canopy area and the applicant contends an additional tree would add a visual obstruction to the Town Center signage immediately south.

The landscape plan (Exhibit D) complies with all other landscaping requirements per the GDC.

4. Building Design

The design of the building (Exhibit E) is consistent with the Town Center Planned Development (PD) District's intent and complies with its regulations and the GDC standards.

5. Signage

No deviations have been requested for signage. Therefore, signage will meet the GDC requirements.

6. Deviations:

<u>Development Standards</u>	<u>Required</u>	<u>Proposed</u>	<u>Justification</u>
Parking lot landscaping	The GDC requires a canopy tree located at the end of each parking row.	There are three (3) locations that do not have the required canopy trees.	The applicant contends that trees in those specific locations could potentially

			interfere with the light pole and cause visual obstruction.
--	--	--	---

COMPREHENSIVE PLAN

The Envision Garland Plan designates the subject property as Regional Centers, which are areas with a higher concentration of activity that serve as a destination for residents and visitors. Uses within this development type provide a mix of retail, services, entertainment, and employment and may include residential uses. Regional Centers may be found along major highways and turnpikes, and at significant bus or rail stations.

Regional Centers generally cover an area greater than thirty (30) acres and consist of one or more buildings with more than 450,000 square feet of gross leasable area. This development type typically serves a five to fifteen-mile radius trade area, within a 20 minute drive time, and serves a minimum population of 150,000.

This use is supportive to the surrounding area and compatible with the Comprehensive Plan.

COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES

The land use pattern within the area surrounding the subject property has a mixture of retail, restaurants, and drive-through restaurants. The property to the east is zoned Planned Development (PD) District 19-19 for an approved hotel development and further east are properties zoned and improved with restaurants. The properties to the north and east are part of the Firewheel Town Center Regional shopping mall and associated uses. The proposed use is complementary and compatible with the surrounding area and will provide more local restaurant and retail opportunities.

STAFF RECOMMENDATION

Approval of an Amendment to Planned Development (PD) District 19-18 for Community Retail Uses.

Approval of a Detail Plan for a Restaurant Use.

ADDITIONAL INFORMATION

Location Map
Exhibits
PD Conditions
Photos

CITY COUNCIL DATE: March 1 2022

PREPARED BY:

Nabiha Ahmed
Lead Development Planner
Planning & Development
(972) 205-2453
nahmed@garlandtx.gov

REVIEWED BY:

Will Guerin, AICP
Director of Planning



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

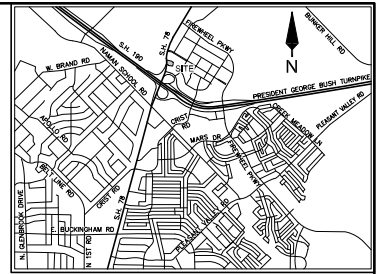
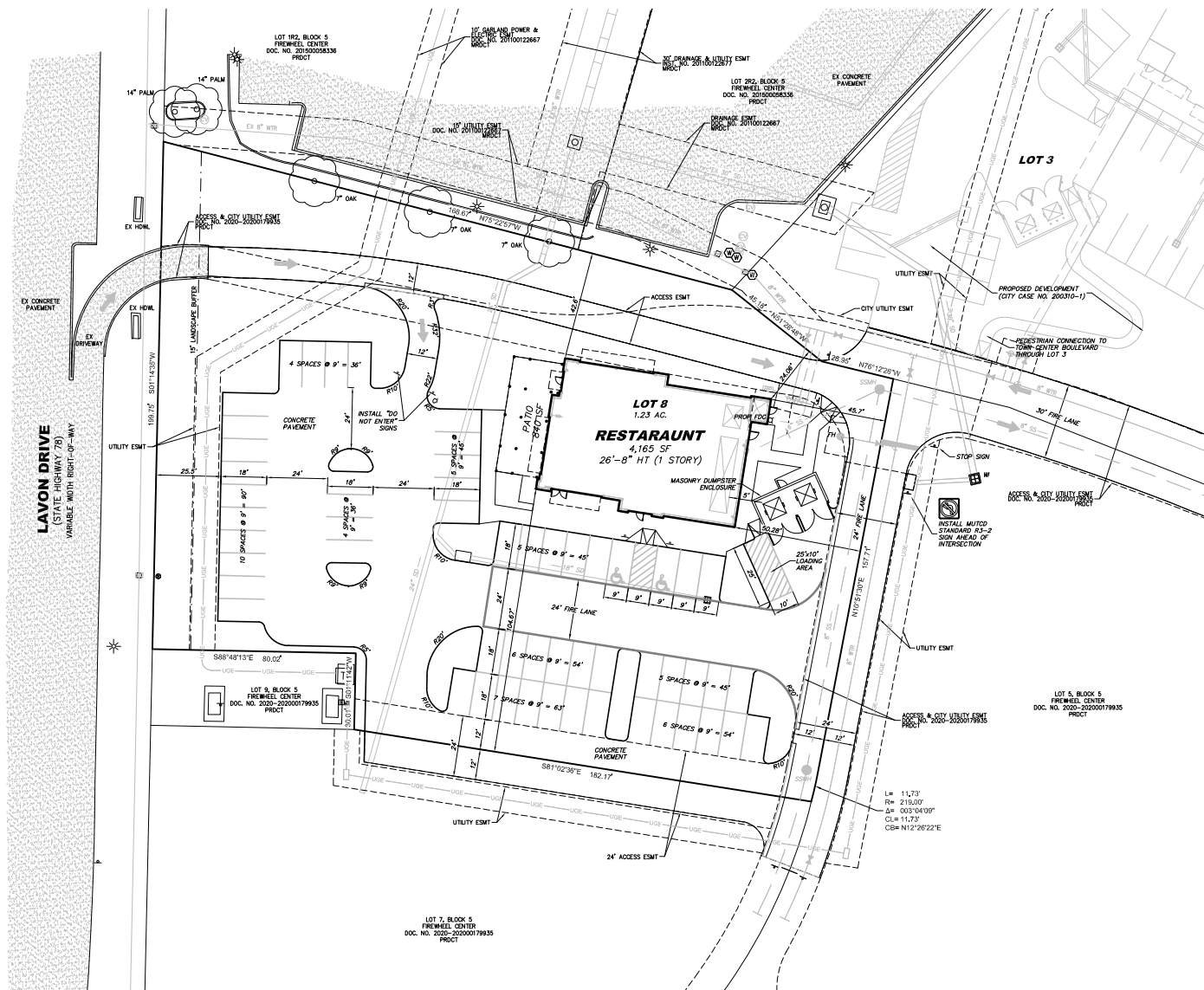
0 150 300 Feet
1 inch = 232 feet

ZONING MAP Z 21-56

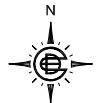
 INDICATES AREA OF REQUEST

3900 Lavon Drive

EXHIBIT C



VICINITY MAP
N.T.S.



0 10' 20' 40'
1" = 20'

SITE DATA

LOT AREA:	1.23 AC (53,765 SF)
ZONING:	PD 15-18
CURRENT USE:	UNDEVELOPED
PROPOSED USE:	RESTAURANT
MAX BUILDING HEIGHT:	26'-8"
BUILDING AREA:	4,165 SQ. FT. + 840 SQ. FT. PATIO
BUILDING COVERAGE:	9.3%
FLOORAREA RATIO:	0.09:1
PARKING REQUIRED:	51 SPACES (1/100)
PARKING PROVIDED:	56 SPACES (1/90)
IMPERVIOUS AREA:	29,109 SF (54.1%)

DIMENSION CONTROL GENERAL NOTES

- BOUNDARY SURVEY: BOUNDARY SURVEY INFORMATION IS BASED ON THE TOPOGRAPHIC SURVEY PREPARED BY EAGLE SURVEYING, DATED SEPTEMBER 9, 2021.
- PROPERTY LINES & EASEMENTS: REFER TO THE FINAL PLAT TO VERIFY PROPERTY LINES AND EASEMENT LOCATIONS.
- DIMENSION CONTROL: ALL PAVING DIMENSIONS AND COORDINATES ARE TO FACE OF CURB, UNLESS NOTED OTHERWISE.
- CURB RADII: ALL CURB RADII SHALL BE TWO FEET (2') AT THE FACE OF CURB, UNLESS NOTED OTHERWISE.
- BUILDING DIMENSIONS: REFER TO THE BUILDING PLANS FOR EXACT BUILDING DIMENSIONS.
- BUILDING ORIENTATION: THE BUILDING SHALL BE PARALLEL AND PERPENDICULAR TO THE SOUTH PROPERTY LINE: S81°02'30"E.

CITY CASE NO. 201930-2

SITE PLAN

TRACT 6 LOT 8

SWQ OF TOWN CENTER BLVD AND HORSESHOE DR
CITY OF GARLAND, TEXAS

OWNER EIPADON REAL ESTATE 108 ENCHINA AVENUE SAN ANTONIO, TEXAS 78209 CITY 78209-1010 CONTACT: BRENT CONLIN	DESIGN  2801 DALLAS PARKWAY, SUITE 300 FRIEDLAND, TEXAS 75044 CITY 75044-1434 CONTACT: DANIEL STEWART, P.E.
APPROVAL CONVULSION ENGINEERING CONVULSION ENGINEERING 2801 DALLAS PARKWAY, SUITE 300 FRIEDLAND, TEXAS 75044 CITY 75044-1434 CONTACT: DANIEL STEWART, P.E.	ISSUE DATE 01/12/22 DEC FILE NO. 10333 CITY FILE NO. 201930-2 SHEET NO. C2.1

EXHIBIT D

The landscape plan for Tract 6, Lot 8, shows a restaurant building with a patio and various landscape features. The plan includes a north arrow, a scale bar (1" = 20'), and a site data table. The site data table lists the following information:

SITE DATA	
LOT AREA:	1.23 ACRES (53,579 SF)
ZONING:	PD 15-18
CURRENT USE:	C
PROPOSED USE:	P
BUILDING AREA:	5,005 SQ. FT.
FLOOR/AREA RATIO:	0
PARKING REQUIRED:	51 SPACES (RATIO)
PARKING PROVIDED:	53 SPACES (RATIO)

The plan also includes a list of landscape requirements and general notes. The requirements include a 5% parking area (1,103 SF), 1 tree per 10 spaces (53 spaces/10) = 5 trees, parking lot screening for parking facing R.O.W., and a provided area of >5% of parking area = 1,314 SF. The plan also includes a list of trees required (1 tree per 50 LF max, 144 LF/50) = 3 trees and trees provided (3 trees, large canopy tree - 3" cal. min.).

GENERAL NOTES:

- AN AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM SHALL BE INSTALLED TO WATER ALL LANDSCAPE INCLUDING RIGHT-OF-WAY AREAS, UNLESS NOTED OTHERWISE.
- ALL LANDSCAPE AREAS SHALL BE CONSTRUCTED, INSTALLED, AND MAINTAINED SO AS TO NOT OBSTRUCT THE VIEW OF MOTORISTS BETWEEN THE STREET AND ACCESS DRIVES. VISIBILITY TRIANGLES SHALL REMAIN UNOBSTRUCTED AT ALL TIMES.
- COORDINATION WITH ADJACENT SITE CONTRACTORS WILL BE NECESSARY DURING INSTALLATION OF LANDSCAPE AND IRRIGATION ON SITE.
- CONTRACTOR SHALL USE CAUTION DURING INSTALLATION OF LANDSCAPE AND IRRIGATION WHERE UTILITIES EXIST.
- QUANTITIES MAY VARY BASED ON FIELD CONDITIONS. CONTRACTOR SHALL VERIFY QUANTITIES.

CROSS TIMBERS
151005

CROSS TIMBERS STUDIO
CLIFTON HALL, ASLA
FORT WORTH, TX 76133
PH: 972-896-1900
TBAE REG. NUMBER: BR 3558

BENCHMARKS

1. "X" CUT ON THE TOP OF A DROP INLET
APPROXIMATELY 48 FEET NORTHEAST OF THE
SOUTHEAST CORNER OF LOT 2R2.
ELEVATION: 512.35

LANDSCAPE PLAN

TRACT 6, LOT 8

SWC OF HORSESHOE DR AND TOWNCENTER BLVD

CITY OF GARLAND, TEXAS

DESIGN

PRELIMINARY FOR
REVIEW ONLY
These documents are for
Design Review and not
intended for
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were prepared by, or
under the supervision of:
Clifton D. Hall
L.A.#2206

ISSUE DATE	DEC FILE NO.
01/12/2022	10333
CITY FILE NO.	SHEET NO.
210930-2	L1.0

SITE DATA	
LOT AREA:	1.23 ACRES (53,579 SF)
ZONING:	PD 19-18
CURRENT USE:	C
PROPOSED USE:	P
BUILDING AREA:	5,005 SQ. FT.
FLOOR/AREA RATIO:	0
PARKING REQUIRED:	51 SPACES (RATIO)
PARKING PROVIDED:	53 SPACES (RATIO)

LANDSCAPE REQUIREMENTS:

REQUIRED:
5% OF PARKING AREA (22,056 SF x 5%) = 1,103 SF

| TREE PER | 0 SPACES (53 SPACES/| 0) = 5 TREES

PARKING LOT SCREENING FOR PARKING FACING R.O.W.

PROVIDED:
>5% OF PARKING AREA = 1,314 SF

PARKING LOT TREES = 8 TREES
(Large Canopy Tree - 3" cal. min.)
(No parking space is greater than 65 ft from a required Tree)

SCREENING PROVIDED SHALL BE 24" IN HT. AT TIME OF PLANTING

LANDSCAPE BUFFER - LAVON DRIVE (20')

TREES REQUIRED:
1 TREE PER 50 LF MAX. (144 LF/50) = 3 TREES

TREES PROVIDED:
3 TREES (Large Canopy Tree - 3" cal. min.)

GENERAL NOTES:

1. AN AUTOMATIC, UNDERGROUND IRRIGATION SYSTEM SHALL BE INSTALLED TO WATER ALL LANDSCAPE, INCLUDING RIGHT-OF-WAY AREAS, UNLESS NOTED OTHERWISE.
2. ALL LANDSCAPE AREAS SHALL BE CONSTRUCTED, INSTALLED, AND MAINTAINED SO AS TO NOT OBSTRUCT THE VIEW OF MOTORISTS BETWEEN THE STREET AND ACCESS DRIVES. VISIBILITY TRIANGLES SHALL REMAIN UNOBSTRUCTED AT ALL TIMES.
3. COORDINATION WITH ADJACENT SITE CONTRACTORS WILL BE NECESSARY DURING INSTALLATION OF LANDSCAPE AND IRRIGATION ON SITE.
4. CONTRACTOR SHALL USE CAUTION DURING INSTALLATION OF LANDSCAPE AND IRRIGATION WHERE UTILITIES EXIST.
5. QUANTITIES MAY VARY BASED ON FIELD CONDITIONS. CONTRACTOR SHALL VERIFY QUANTITIES.

LANDSCAPE PLAN			
TRACT 6, LOT 8			
SWC OF HORSESHOE DR AND TOWNCENTER BLVD			
CITY OF GARLAND, TEXAS			
PRELIMINARY FOR REVIEW ONLY These documents are for Design Review and not intended for Construction, Bidding or Permit Purposes. They were prepared by, or under the supervision of: Colleen D. Hall L.A.#2006		DESIGN ISSUE DATE 01/12/2022 CITY FILE NO. 210830-2	
		DEC FILE NO. 10333 SHEET NO. L1.0	

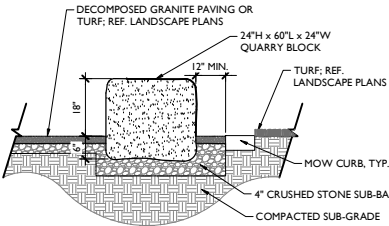
LANDSCAPE SCHEDULE

SYM.	QTY.	COMMON NAME	SCIENTIFIC NAME	SIZE / COMMENTS
SHADE AND ORNAMENTAL TREE				
	5	CEDAR ELM	<i>Ulmus crassifolia</i>	100 gal.; 10' ht. min. x 6" sp., 3" caliper min.
	2	LIVE OAK	<i>Quercus virginiana</i>	100 gal.; 10' ht. min. x 6" sp., 3" caliper min.
	3	RED OAK	<i>Quercus polymorpha</i>	100 gal.; 10' ht. min. x 6" sp., 3" caliper min.
	1	CHINESE PISTACHE	<i>Juniperus virginiana 'Canaertii'</i>	45 gal.; 6'-8' ht. x 4" sp., full to ground
SHRUBS/ORNAMENTAL PLANTS				
⊕	10 EA	DWARF WAX MYRTLE (WM)	<i>Myrica cerifera 'pusilla'</i>	7 gal., 12"-15" ht. x 8"-10" sp., full
⊛	16 EA	DWARF BURFORD HOLLY (BH)	<i>Ilex cornuta 'Burfordii Nana'</i>	7 gal., 24" ht. x 10"-12" sp., full
⊙	20 EA	INDIAN HAWTHORNE 'CLARA' (IH)	<i>Rhapilepis indica 'Clara'</i>	7 gal., 24" ht. x 10"-12" sp., full
⊙	21 EA	BARBERRY (BR)	<i>Berberis thunbergii 'Crimson Pigmy'</i>	5 gal., 10"-12" ht. x 10"-12" sp.,
ORNAMENTAL GRASS, GROUNDCOVER, AND PERENNIALS				
▨	653 EA	MEXICAN FEATHERGRASS (FG)	<i>Nassella tenuissima</i>	1 gal., heavily rooted, full, 15" o.c. spacing
▨	2,317 EA	PURPLE WINTERCREEPER (PW)	<i>Euonymus fortunei 'coloratus'</i>	4" pots.; 1"-2" ht. x 2"-4" sp., 8" o.c. spacing
TURF AND AGGREGATE				
■	7,823 SF	COMMON BERMUDAGRASS	<i>Cynodon dactylon</i>	soil, full
■	275 SF	DECOMPOSED GRANITE		4" depth, install in 2-2" lifts compacted

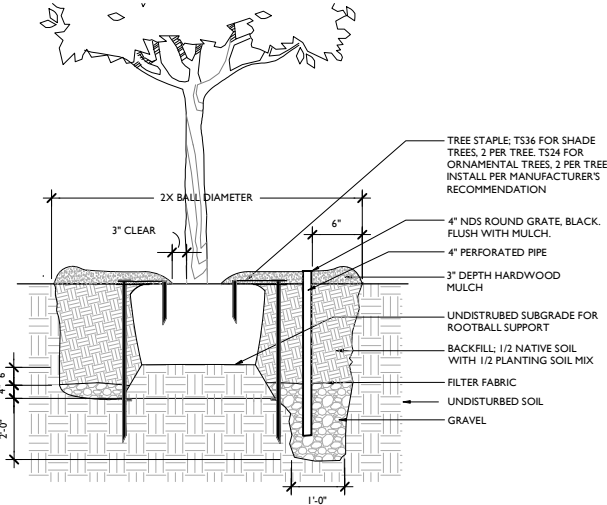
NOTE: QUANTITIES MAY VARY BASED ON FIELD CONDITIONS. CONTRACTOR SHALL VERIFY QUANTITIES.

EXHIBIT D

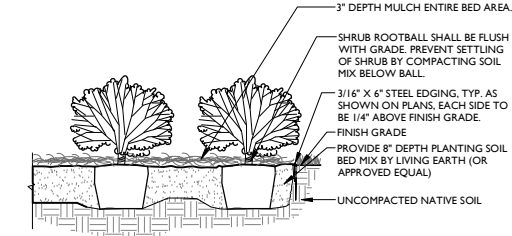
F QUARRY BLOCKS
SECTION NOT TO SCALE



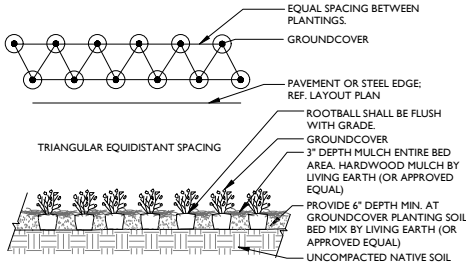
D ORNAMENTAL AND SHADE TREE STAKING
SECTION NOT TO SCALE



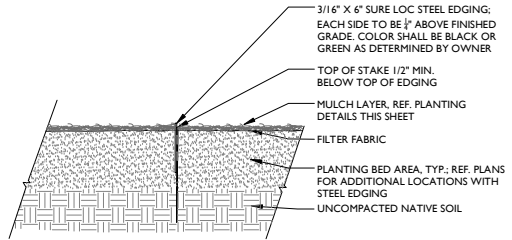
A SHRUB PLANTING AT STEEL EDGING
SECTION NOT TO SCALE



B GROUNDCOVER PLANTING
SECTION NOT TO SCALE

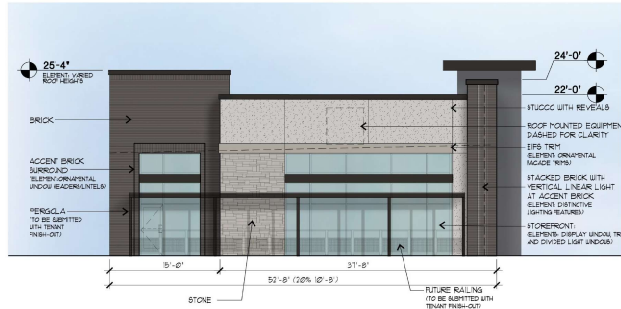


C STEEL EDGING
SECTION NOT TO SCALE

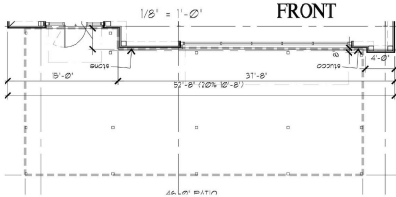


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CROSS TIMBERS STUDIO
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FORT WORTH, TX 76133
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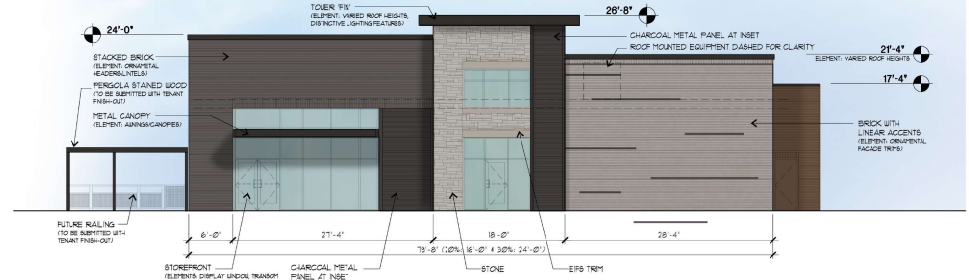
LANDSCAPE SCHEDULE AND DETAILS			
TRACT 6, LOT 8			
SWC OF HORSESHOE DR AND TOWNCENTER BLVD			
CITY OF GARLAND, TEXAS			
BENCHMARKS 1. 'X' CUT ON THE TOP OF A DROP INLET APPROXIMATELY 48 FEET NORTHEAST OF THE SOUTHEAST CORNER OF LOT 2R2. ELEVATION: 512.35	PRELIMINARY FOR REVIEW ONLY These documents are for Design Review and not intended for Construction, Building or Permit Purposes. They were prepared by, or under the supervision of: Clifton D. Hall L.A.#22006	DESIGN	
		ISSUE DATE 01/12/2022	DEC FILE NO. 10333
		CITY FILE NO. 210930-2	SHEET NO. L.1.1



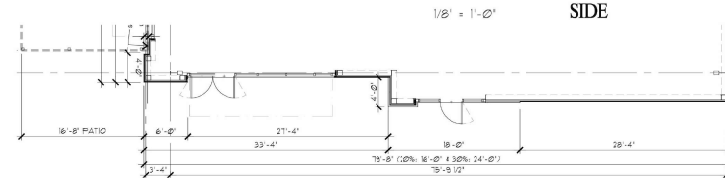
01 WEST ELEVATION



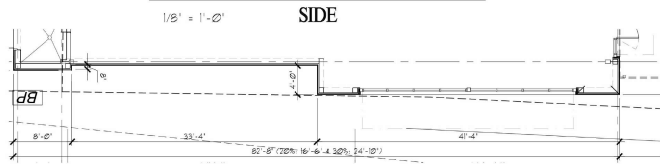
ARCHITECTURAL ELEMENTS:
AWNINGS/CANOPIES
DISPLAY WINDOWS
DIVIDED LIGHT WINDOWS
TRANSOMS
RECESSED ENTRIES
ORNAMENTAL WINDOW HEADERS/INTELS
DISTINCTIVE LIGHTING FEATURES
VARED ROOF HEIGHTS
ORNAMENTAL FACADE TRIMS



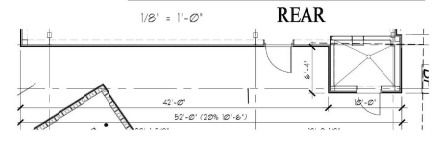
02 SOUTH (ENTRY) ELEVATION



03 NORTH ELEVATION



04 EAST ELEVATION



	WEST	SOUTH	NORTH	EAST
TOTAL	1221	1861	1905	1078
WINDOWS & DOORS	436	423	411	28
TOTAL LESS WINDOWS & DOORS	785.0	1438	1494	1050
BRICK	364	46.37	1022	71.07
STONE	24	15.80	164	11.40
EIFS/CO	255	32.48	0	0.00
PRIMARY MASONRY TOTAL (MIN 80%)	743.0	94.6	1185.0	82.5
METAL PANEL	221	15.37	0	0.00
EIFS	42	5.35	31	2.16
SECONDARY TOTAL (MAX 20%)	42.0	5.4	252.0	17.5
TOTAL	785.0	100	1438.0	100

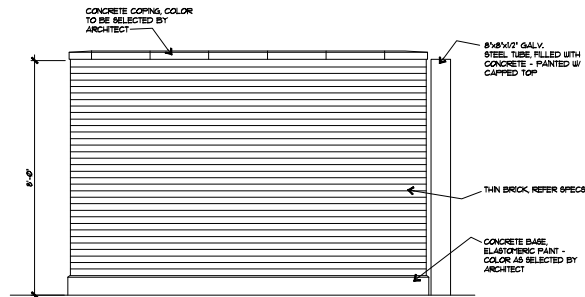
LOT 8 FREESTANDING RESTAURANT

GARLAND, TEXAS

PRELIMINARY PLAN
NOT FOR CONSTRUCTION

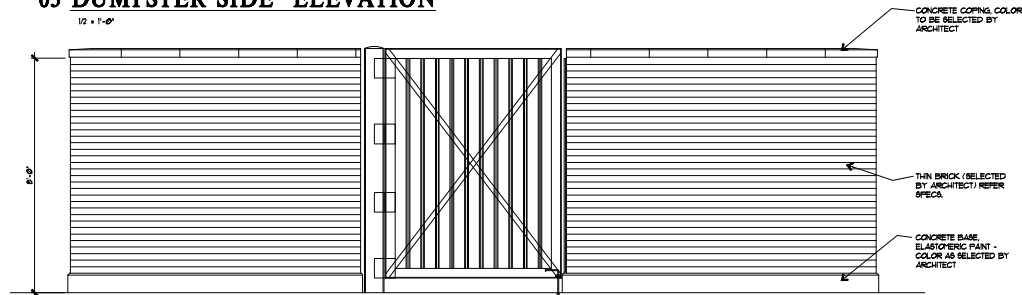
ELEV06

JOB NO: ----
ISSUE DATE: 1/5/2022
SCALE: AS NOTED



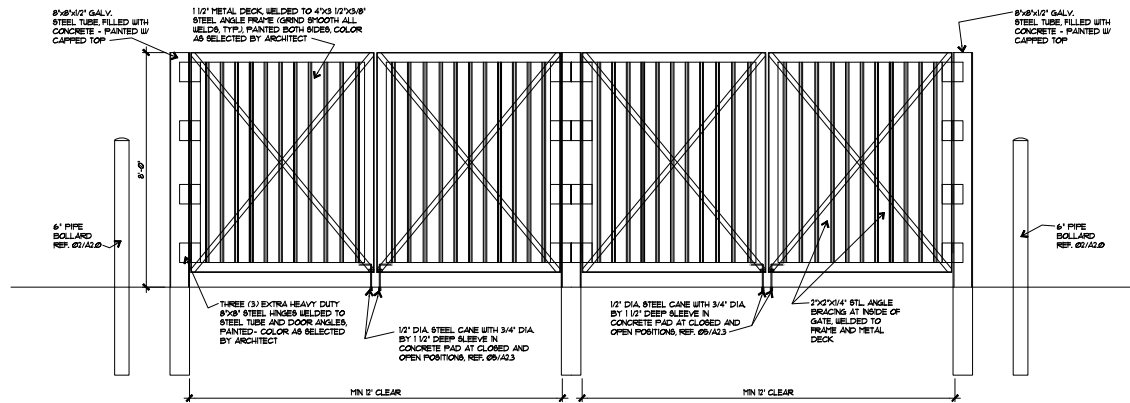
03 DUMPSTER SIDE ELEVATION

1/2 x 7'-0"



02 DUMPSTER REAR ELEVATION - DOUBLE

1/2 x 7'-0"



01 DUMPSTER FRONT ELEVATION - DOUBLE

1/2 x 7'-0"

LOT 8 FREESTANDING RESTAURANT

GARLAND, TEXAS



DALLAS, TX 972.365.9651
www.GSOarchitects.com

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PRELIMINARY PLAN
NOT FOR CONSTRUCTION

SCRN01

JOB NO. ---
ISSUE DATE: 12/08/2021
SCALE: AS NOTED

Z 21-56



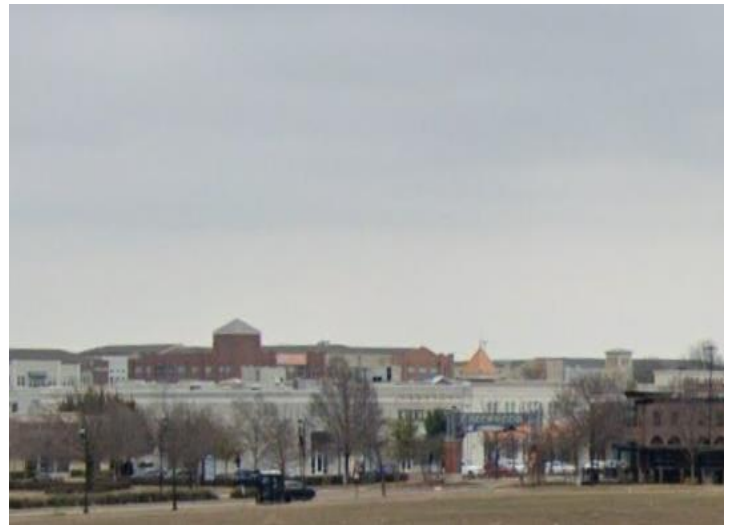
View of the subject property along Lavon Drive



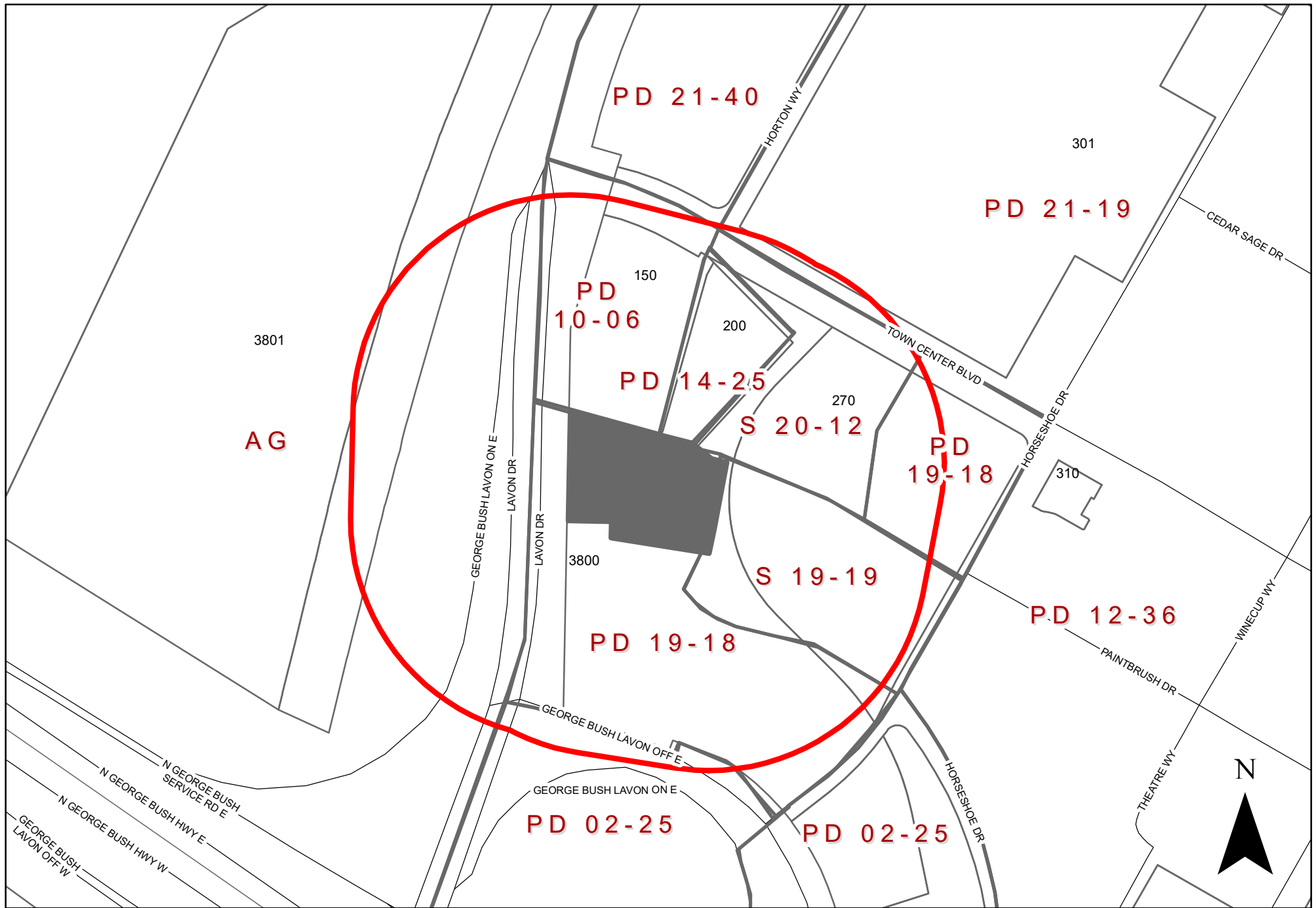
North of the subject property from Lavon Drive



South of the subject property from Lavon Drive



East of the subject property.



0 150 300 Feet
1 inch = 232 feet

ZONING MAP Z 21-56

INDICATES AREA OF REQUEST
INDICATES NOTIFICATION AREA

3900 Lavon Drive

To date we have not received any responses for this case.



GARLAND

Plan Commission

3. e.

Meeting Date: 02/16/2022

Item Title: Z 21-57 Kimley-Horn - Zoning (District 1)

Summary:

Consideration of the application of **Kimley-Horn**, requesting approval of an amendment to Planned Development (PD) 15-40 for Multi-Family Use. This property is located at 4401 Bunker Hill Road. (District 1) (File Z 21-57 - Zoning)

Attachments

Z 21-57 Kimley-Horn (Zoning) Report and Attachments

Z 21-57 Kimley-Horn Responses

Planning Report

File No: Z 21-57/District 1

Agenda Item:

Meeting: Plan Commission

Date: February 16, 2022



GARLAND
TEXAS MADE HERE

REQUEST

Approval of an Amendment to Planned Development (PD) District 15-40 for Multi-Family Use.

Approval of a Detail Plan for Multi-Family development.

LOCATION

4401 Bunker Hill Road

APPLICANT

Kimley-Horn

OWNER

RCM Firewheel, LLC

BACKGROUND

In November 2015, the City Council approved a Concept Plan for a three-phased multi-family development. The area under consideration for the zoning change was limited to the northern fifty (50) acres contiguous with Bunker Hill Road.

In May 2016, the City Council approved a Detail Plan for the first phase of the multi-family development (Domain at The One Forty). The second phase of the multi-family development (PDG Bunker Hill) was approved in October 2021.

The applicant requests approval for the third phase of the multi-family development.

In addition, there is an active zoning application for the property to the west [Z 21-60]. The Z 21-60 application is to revise the zoning boundary lines for the fourth phase without any improvements.

SITE DATA

The overall site consists of approximately 11.5 acres with 475 lineal feet of frontage along Bunker Hill Road. The site plan (Exhibit C) shows two (2) access points from Bunker Hill Road.

USE OF PROPERTY UNDER CURRENT ZONING

The site is zoned Planned Development (PD) 15-40 for Multi-Family Use and allows for the proposed use. Where specific standards are not provided within the Planned Development, Garland Development Code standards apply.

CONSIDERATIONS

1. Development and Site Plan

The applicant intends to develop 148 multi-family units in an urban, townhouse style configuration. This development will complement the more traditional, higher density apartment, the Domain at the One Forty (299 units) and the recently approved Phase 2 (356 units); the project will remain urban in character.

In addition, the development will consist of several outdoor leisure areas, a clubhouse and a swimming pool (Exhibit C in the Plan agenda item).

2. Parking

The GDC parking requirements are met with this proposal. Additionally, each unit will have its own 2-car garage space, satisfying the covered parking requirement.

3. Density

The maximum density required per the GDC Multi-Family (MF) District for a multi-family development is eighteen (18) dwelling units per acre, and the maximum density permitted in Planned Development (PD) District 15-40 is forty (40) dwelling units per acre. The applicant requests the maximum density at thirteen (13) dwelling units per acre, which complies with the density and reflects a townhouse-style development.

4. Amenities

- **Clubhouse:** Section 2.39 (I) states that a minimum 2,500 square-foot clubhouse must be constructed on site and made available to all residents. The site plan (Exhibit C) notes a 4,994 square-foot clubhouse which the application indicates will include leasing and maintenance offices, a clubroom, a strength and aerobic fitness facility, a co-working suite, and bathrooms servicing the club and pool area.
- **Swimming Pool:** One swimming pool having a minimum of eight hundred (800) square feet of surface water must be provided for each multi-family development. The applicant proposes a resort-style swimming pool with 1,342 square feet of surface water.
- **Leisure Areas:** One leisure area having a minimum area of one thousand square feet, containing at least two (2) pieces of play equipment, or other outdoor amenities (such as, picnic areas with tables, barbeque pits, arbors, or gazebos) must be provided for each multi-family development. The applicant will comply with this requirement by providing a series of formal courtyards at the center of the project, distributing the community greenspace and providing residents a balanced offering of gathering spaces, both active and passive. In addition, formal lawn will be situated on the lake front with gathering areas, lawn games, and grills.

5. Dwelling unit/mix

The submittal materials indicate compliance with the required unit size and mix. More specifically:

Minimum dwelling unit size.

Required two-bedroom:	800 square feet
Proposed:	1,548-1,643 square feet
Number of units:	148

6. Screening and Landscaping

The GDC requires a minimum fifteen (15)-foot wide landscape buffer along Bunker Hill Road. In addition, one (1) canopy tree is required per every thirty (30) linear feet along with seven (7) shrubs within the landscape buffer. Per the calculation, sixteen (16) large canopy trees and one hundred eleven (111) shrubs are required. The landscape plan (Exhibit D) reflects a twenty (20)-foot wide landscape buffer along with five (5) large canopy trees, twenty-seven (27) small ornamental trees and 228 shrubs within the landscape buffer. The applicant contends that sixteen (16) large canopy trees would interfere with the overhead utility lines.

The landscape plan (Exhibit D) complies with all other landscaping requirements.

7. Connectivity:

The site plan (Exhibit C) shows the connection to the Rowlett Creek and Preserve Trail system, utilizing the trail being installed along the lakefront edge of the Phase 2 property to the east. The future Domain Phase 4 site will then connect to and extend the lakeside trail to the west. The developer will continue to coordinate all trail and lake considerations with the City of Garland, the Phase 2 developer, and the owner of Phase 4.

8. Building Design

The building design complies with the architectural elements and articulation requirements of the GDC.

9. Driveway Approval:

The subject site fronts Bunker Hill Road. Bunker Hill Road is located within, owned, and maintained by the City of Sachse. Accordingly the applicant must obtain City of Sachse approval regarding transportation design elements such as deceleration lanes, median cuts or other traffic provisions. The City of Sachse has reviewed the submitted analysis and provided no objections regarding applicable design elements.

10. Signage

No deviations were requested regarding signage.

11. Summary of Deviations

The applicant requests to deviate from Chapter 4 of the GDC. The table below indicated the deviations are as proposed.

Development Standards	Required	Proposed	Analysis
Landscape buffer	One (1) canopy tree is required per every thirty (30) linear feet along with seven (7) shrubs within the landscape	The landscape plan (Exhibit D) reflects a twenty (20)-foot wide landscape buffer along with five (5) large canopy trees, twenty-seven (27) small ornamental trees	The applicant contends that sixteen (16) large canopy trees would interfere with the overhead utility lines.

	buffer. Per the calculation, sixteen (16) large canopy trees and 111 shrubs are required.	and 228 shrubs within the landscape buffer.	
--	---	---	--

COMPREHENSIVE PLAN

The Envision Garland Plan designates the subject property as Parks and Open Space and Compact Neighborhoods

Compact neighborhoods provide areas for moderate increases in residential density, including single-family attached and single-family detached housing. It expands housing options through infill and redevelopment, while continuing walkable development patterns. These areas provide transitions between traditional residential neighborhoods and higher density residential neighborhoods and non-residential developments.

Public Parks and Open Space areas include the vast array of park, recreation, and open space lands. This can range from small neighborhood playgrounds to community parks with outdoor picnic areas, hike and bike trails, and play fields and tennis courts to community recreation centers with swimming pools or indoor gymnasiums; as well as natural areas and floodplains.

This proposal is compatible with the surrounding area and the Comprehensive Plan.

COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES

The area to the north, across Bunker Hill Road, are residential neighborhoods located in the City of Sachse. The property to the east is zoned Planned Development (PD) District 21-23 for a future multi-family development (Phase 2). The property to the south is zoned Agricultural (AG) District; it is currently vacant. The property to the west is currently zoned Planned Development (PD) District 15-40; however, there is an active zoning application [Z 21-60] to revise the zoning boundary lines.

STAFF RECOMMENDATION

Approval of an Amendment to Planned Development (PD) District 15-40 for Multi-Family Use.

Approval of a Detail Plan for Multi-Family development.

ADDITIONAL INFORMATION

- i. Location Map
- ii. PD Conditions
- iii. Detail Plan
- iv. Photos

CITY COUNCIL DATE: March 1, 2022

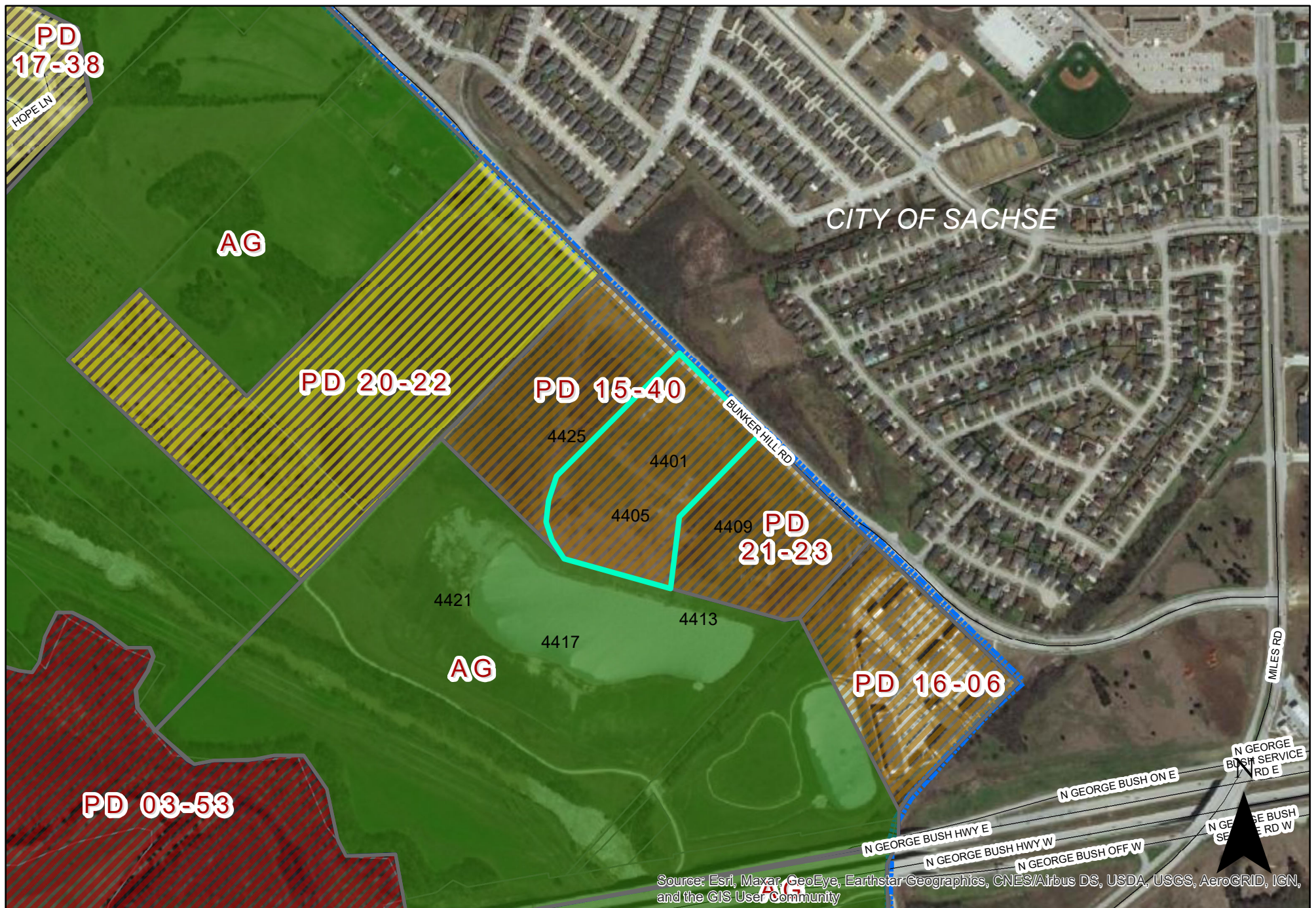
PREPARED BY:

Nabiha Ahmed
Lead Development Planner

REVIEWED BY:

Will Guerin, AICP
Director of Planning

Planning & Development
972-205-2453
nahmed@garlandtx.gov



0 380 760 Feet
1 inch = 579 feet

ZONING MAP Z 21-57

INDICATES AREA
OF REQUEST

4401 Bunker Hill Rd.

PLANNED DEVELOPMENT CONDITIONS

ZONING FILE Z 21-57

4401 BUNKER HILL ROAD

I. Statement of Purpose: The purpose of this Planned Development is to approve a multi-family development.

II. Statement of Effect: This Planned Development shall not affect any regulation found in the Garland Development Code, Ordinance No. 6773, as amended prior to adoption of this ordinance, except as specifically provided herein.

III. General Regulations: All regulations of Planned Development (PD) District 15-40 and the Multi-Family (MF) District as set forth in Chapter 2 of the Garland Development Code are included by reference and shall apply, except as otherwise specified by this ordinance.

IV. Development Plans:

Detail Plan: Development shall be in general conformance with the Detail Plan labeled Exhibit C through Exhibit E. In the event there is conflict between the approved Detail Plan and the Specific Regulations below, the Specific Regulations shall apply.

V. Specific Conditions:

A. Permitted Uses: Land Uses are only permitted as in the Multi-Family (MF) District.

B. Site Plan: The site layout, building placement, parking, and other development proposed shall be in general conformance with the approved Site Plan labeled Exhibit C.

C. Dwelling Units: A total of 148 dwelling units shall be permitted.

D. Amenities: Amenities shall be provided as shown on the Exhibits C and D.

- E. Landscape Plan: Screening and landscaping shall be in general conformance with the landscape plan labeled Exhibit D.
- F. Elevations: Building Elevations shall be in general conformance with the elevations labeled Exhibit E.
- G. Lighting: All pedestrian pathways shall be lighted per the Garland Development Code standards.
- H. Pedestrian Pathway: The pedestrian pathway shall be constructed as shown on Exhibit C and Exhibit D.
- I. Signage: All signage shall comply with the standards in the Garland Development Code.

Z 21-57



View of the subject property from Bunker Hill Road



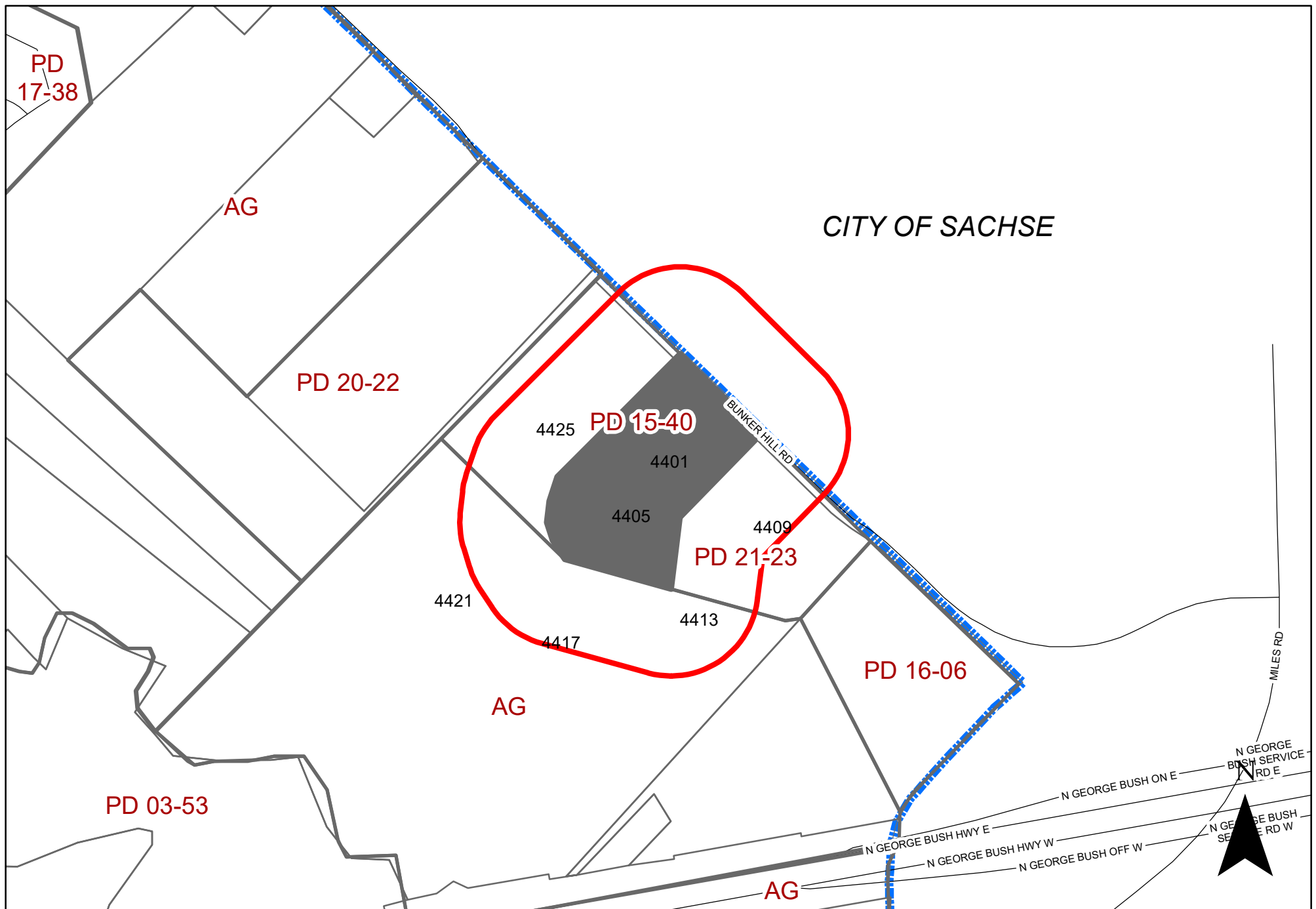
Looking north of the subject property



Looking east of the subject property



Looking west of the subject property



ZONING MAP Z 21-57

4401 Bunker Hill Rd.

INDICATES AREA OF REQUEST
 INDICATES NOTIFICATION AREA

Zoning Response Case Comments

Case Number	PC Hearing Date	CC Hearing Date	Planner Name
Z 21-57	February 16, 2022	March 1, 2022	Nabiha Ahmed

The applicant proposes to construct 148 multi-family units. This site is located at 4401 Bunker Hill Road. (District 1)

Nicole Lamb

Against

Outside of the notification area

2/8/2022
4:24:34 AM

2402 Roberta Ct

enw79@yahoo.com

Garland

Texas

United States

75040

This area is becoming overpopulated with apartments. I am against adding more high density dwellings. The traffic on 78 and Miles road is already congested. Sachse is already building a large neighborhood that is going to significantly add to the traffic and crowding. If any of you have kids who go to Sewell, Hudson, or Sachse you have experienced the traffic on these roads and know it is a significant burden in the area.



GARLAND

Plan Commission

3. f.

Meeting Date: 02/16/2022

Item Title: Z 21-57 Kimley-Horn - Detail Plan (District 1)

Summary:

Consideration of the application of **Kimley-Horn**, requesting approval of a Detail Plan for a Multi-Family development. This property is located at 4401 Bunker Hill Road. (District 1) (File Z 21-57 – Detail Plan)

Attachments

Z 21-57 Kimley-Horn (Detail Plan) Report and Attachments

Z 21-57 Kimley-Horn Responses

Planning Report

File No: Z 21-57/District 1

Agenda Item:

Meeting: Plan Commission

Date: February 16, 2022



GARLAND
TEXAS MADE HERE

REQUEST

Approval of an Amendment to Planned Development (PD) District 15-40 for Multi-Family Use.

Approval of a Detail Plan for Multi-Family development.

LOCATION

4401 Bunker Hill Road

APPLICANT

Kimley-Horn

OWNER

RCM Firewheel, LLC

BACKGROUND

In November 2015, the City Council approved a Concept Plan for a three-phased multi-family development. The area under consideration for the zoning change was limited to the northern fifty (50) acres contiguous with Bunker Hill Road.

In May 2016, the City Council approved a Detail Plan for the first phase of the multi-family development (Domain at The One Forty). The second phase of the multi-family development (PDG Bunker Hill) was approved in October 2021.

The applicant requests approval for the third phase of the multi-family development.

In addition, there is an active zoning application for the property to the west [Z 21-60]. The Z 21-60 application is to revise the zoning boundary lines for the fourth phase without any improvements.

SITE DATA

The overall site consists of approximately 11.5 acres with 475 lineal feet of frontage along Bunker Hill Road. The site plan (Exhibit C) shows two (2) access points from Bunker Hill Road.

USE OF PROPERTY UNDER CURRENT ZONING

The site is zoned Planned Development (PD) 15-40 for Multi-Family Use and allows for the proposed use. Where specific standards are not provided within the Planned Development, Garland Development Code standards apply.

CONSIDERATIONS

1. Development and Site Plan

The applicant intends to develop 148 multi-family units in an urban, townhouse style configuration. This development will complement the more traditional, higher density apartment, the Domain at the One Forty (299 units) and the recently approved Phase 2 (356 units); the project will remain urban in character.

In addition, the development will consist of several outdoor leisure areas, a clubhouse and a swimming pool (Exhibit C in the Plan agenda item).

2. Parking

The GDC parking requirements are met with this proposal. Additionally, each unit will have its own 2-car garage space, satisfying the covered parking requirement.

3. Density

The maximum density required per the GDC Multi-Family (MF) District for a multi-family development is eighteen (18) dwelling units per acre, and the maximum density permitted in Planned Development (PD) District 15-40 is forty (40) dwelling units per acre. The applicant requests the maximum density at thirteen (13) dwelling units per acre, which complies with the density and reflects a townhouse-style development.

4. Amenities

- **Clubhouse:** Section 2.39 (I) states that a minimum 2,500 square-foot clubhouse must be constructed on site and made available to all residents. The site plan (Exhibit C) notes a 4,994 square-foot clubhouse which the application indicates will include leasing and maintenance offices, a clubroom, a strength and aerobic fitness facility, a co-working suite, and bathrooms servicing the club and pool area.
- **Swimming Pool:** One swimming pool having a minimum of eight hundred (800) square feet of surface water must be provided for each multi-family development. The applicant proposes a resort-style swimming pool with 1,342 square feet of surface water.
- **Leisure Areas:** One leisure area having a minimum area of one thousand square feet, containing at least two (2) pieces of play equipment, or other outdoor amenities (such as, picnic areas with tables, barbeque pits, arbors, or gazebos) must be provided for each multi-family development. The applicant will comply with this requirement by providing a series of formal courtyards at the center of the project, distributing the community greenspace and providing residents a balanced offering of gathering spaces, both active and passive. In addition, formal lawn will be situated on the lake front with gathering areas, lawn games, and grills.

5. Dwelling unit/mix

The submittal materials indicate compliance with the required unit size and mix. More specifically:

Minimum dwelling unit size.

Required two-bedroom:	800 square feet
Proposed:	1,548-1,643 square feet
Number of units:	148

6. Screening and Landscaping

The GDC requires a minimum fifteen (15)-foot wide landscape buffer along Bunker Hill Road. In addition, one (1) canopy tree is required per every thirty (30) linear feet along with seven (7) shrubs within the landscape buffer. Per the calculation, sixteen (16) large canopy trees and one hundred eleven (111) shrubs are required. The landscape plan (Exhibit D) reflects a twenty (20)-foot wide landscape buffer along with five (5) large canopy trees, twenty-seven (27) small ornamental trees and 228 shrubs within the landscape buffer. The applicant contends that sixteen (16) large canopy trees would interfere with the overhead utility lines.

The landscape plan (Exhibit D) complies with all other landscaping requirements.

7. Connectivity:

The site plan (Exhibit C) shows the connection to the Rowlett Creek and Preserve Trail system, utilizing the trail being installed along the lakefront edge of the Phase 2 property to the east. The future Domain Phase 4 site will then connect to and extend the lakeside trail to the west. The developer will continue to coordinate all trail and lake considerations with the City of Garland, the Phase 2 developer, and the owner of Phase 4.

8. Building Design

The building design complies with the architectural elements and articulation requirements of the GDC.

9. Driveway Approval:

The subject site fronts Bunker Hill Road. Bunker Hill Road is located within, owned, and maintained by the City of Sachse. Accordingly the applicant must obtain City of Sachse approval regarding transportation design elements such as deceleration lanes, median cuts or other traffic provisions. The City of Sachse has reviewed the submitted analysis and provided no objections regarding applicable design elements.

10. Signage

No deviations were requested regarding signage.

11. Summary of Deviations

The applicant requests to deviate from Chapter 4 of the GDC. The table below indicated the deviations are as proposed.

Development Standards	Required	Proposed	Analysis
Landscape buffer	One (1) canopy tree is required per every thirty (30) linear feet along with seven (7) shrubs within the landscape	The landscape plan (Exhibit D) reflects a twenty (20)-foot wide landscape buffer along with five (5) large canopy trees, twenty-seven (27) small ornamental trees	The applicant contends that sixteen (16) large canopy trees would interfere with the overhead utility lines.

	buffer. Per the calculation, sixteen (16) large canopy trees and 111 shrubs are required.	and 228 shrubs within the landscape buffer.	
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COMPREHENSIVE PLAN

The Envision Garland Plan designates the subject property as Parks and Open Space and Compact Neighborhoods

Compact neighborhoods provide areas for moderate increases in residential density, including single-family attached and single-family detached housing. It expands housing options through infill and redevelopment, while continuing walkable development patterns. These areas provide transitions between traditional residential neighborhoods and higher density residential neighborhoods and non-residential developments.

Public Parks and Open Space areas include the vast array of park, recreation, and open space lands. This can range from small neighborhood playgrounds to community parks with outdoor picnic areas, hike and bike trails, and play fields and tennis courts to community recreation centers with swimming pools or indoor gymnasiums; as well as natural areas and floodplains.

This proposal is compatible with the surrounding area and the Comprehensive Plan.

COMPATIBILITY OF REQUEST WITH SURROUNDING ZONING AND LAND USES

The area to the north, across Bunker Hill Road, are residential neighborhoods located in the City of Sachse. The property to the east is zoned Planned Development (PD) District 21-23 for a future multi-family development (Phase 2). The property to the south is zoned Agricultural (AG) District; it is currently vacant. The property to the west is currently zoned Planned Development (PD) District 15-40; however, there is an active zoning application [Z 21-60] to revise the zoning boundary lines.

STAFF RECOMMENDATION

Approval of an Amendment to Planned Development (PD) District 15-40 for Multi-Family Use.

Approval of a Detail Plan for Multi-Family development.

ADDITIONAL INFORMATION

- i. Location Map
- ii. PD Conditions
- iii. Detail Plan
- iv. Photos

CITY COUNCIL DATE: March 1, 2022

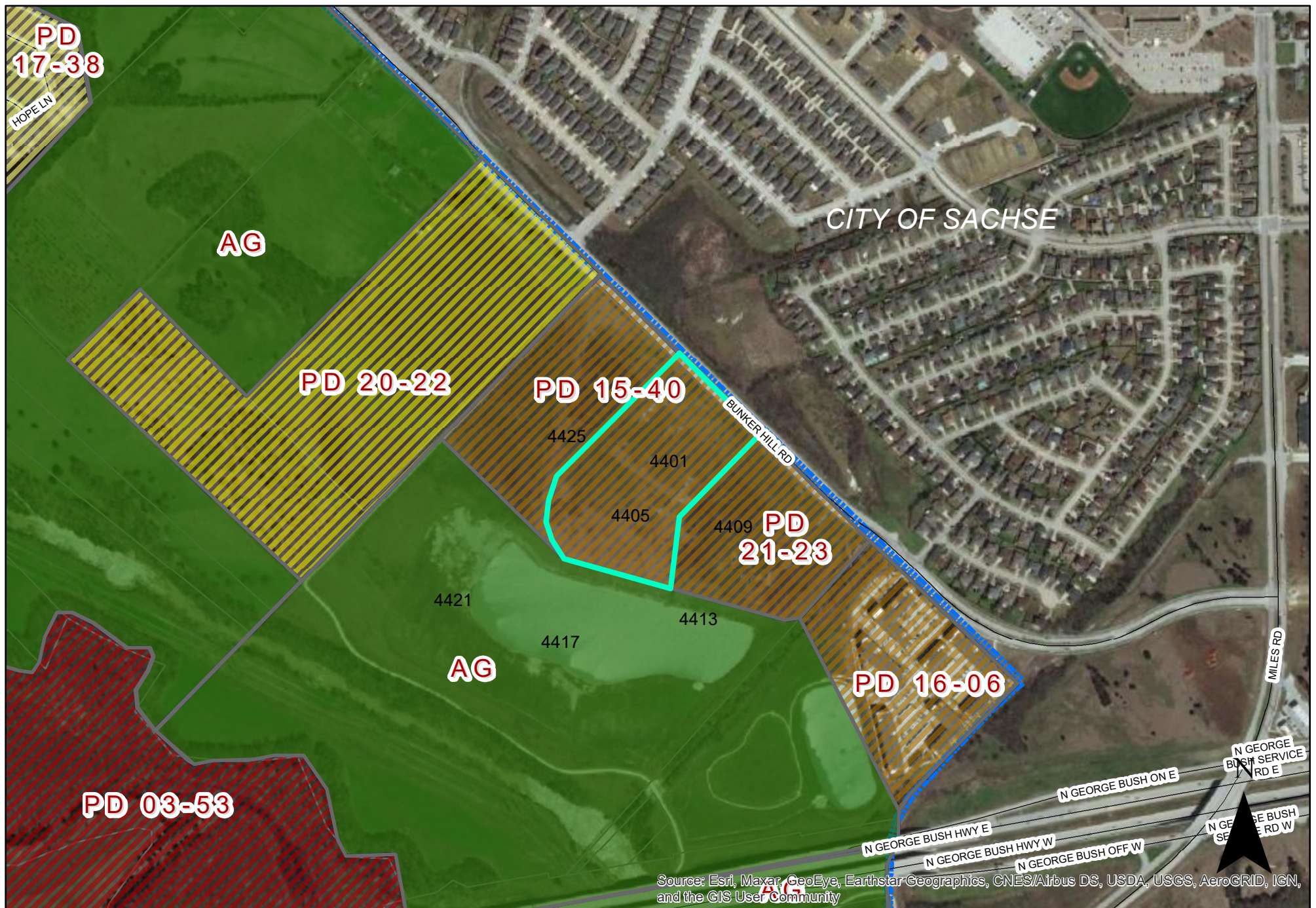
PREPARED BY:

Nabiha Ahmed
Lead Development Planner

REVIEWED BY:

Will Guerin, AICP
Director of Planning

Planning & Development
972-205-2453
nahmed@garlandtx.gov



0 380 760 Feet
1 inch = 579 feet

ZONING MAP Z 21-57

INDICATES AREA
OF REQUEST

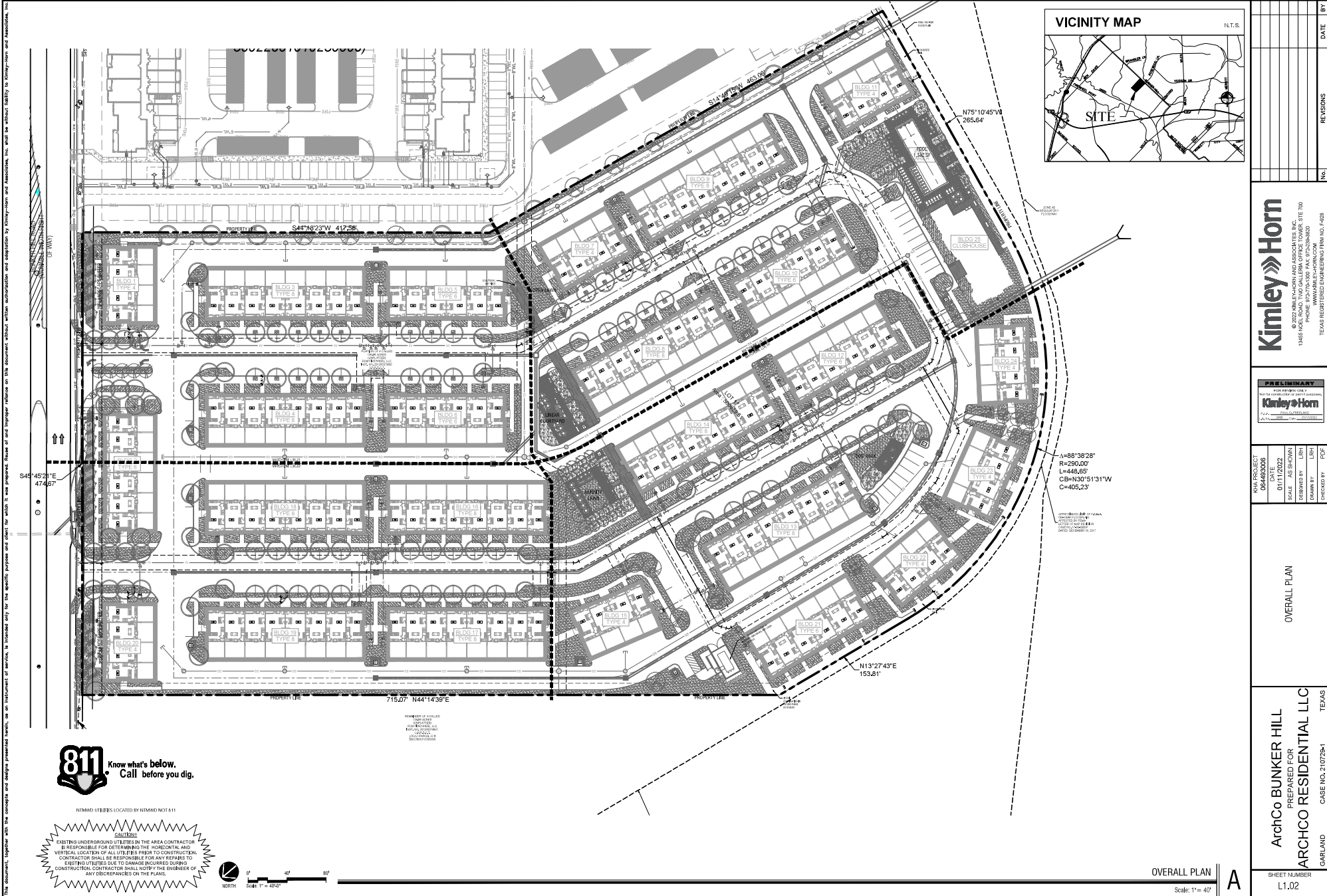
4401 Bunker Hill Rd.

NOTES
1. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED. 2. ALL CURB RADII ARE 3' UNLESS SHOWN OTHERWISE. 3. MINIMUM FIRE LANE RADIUS IS TO BE 30'. 4. MINIMUM FFE: 741.00 12' ABOVE 100-YR FULLY-DEVELOPED WSEL IN ADJACENT POND PER 1989 HALFF ROWLETT & SPRING CREEK FLOOD STUDY. 5. ALL SIGNAGE WILL BE UNDER SEPARATE PERMITTING AND WILL COMP WITH THE SIGN REQUIREMENTS OF THE GARLAND DEVELOPMENT COO (GDC)



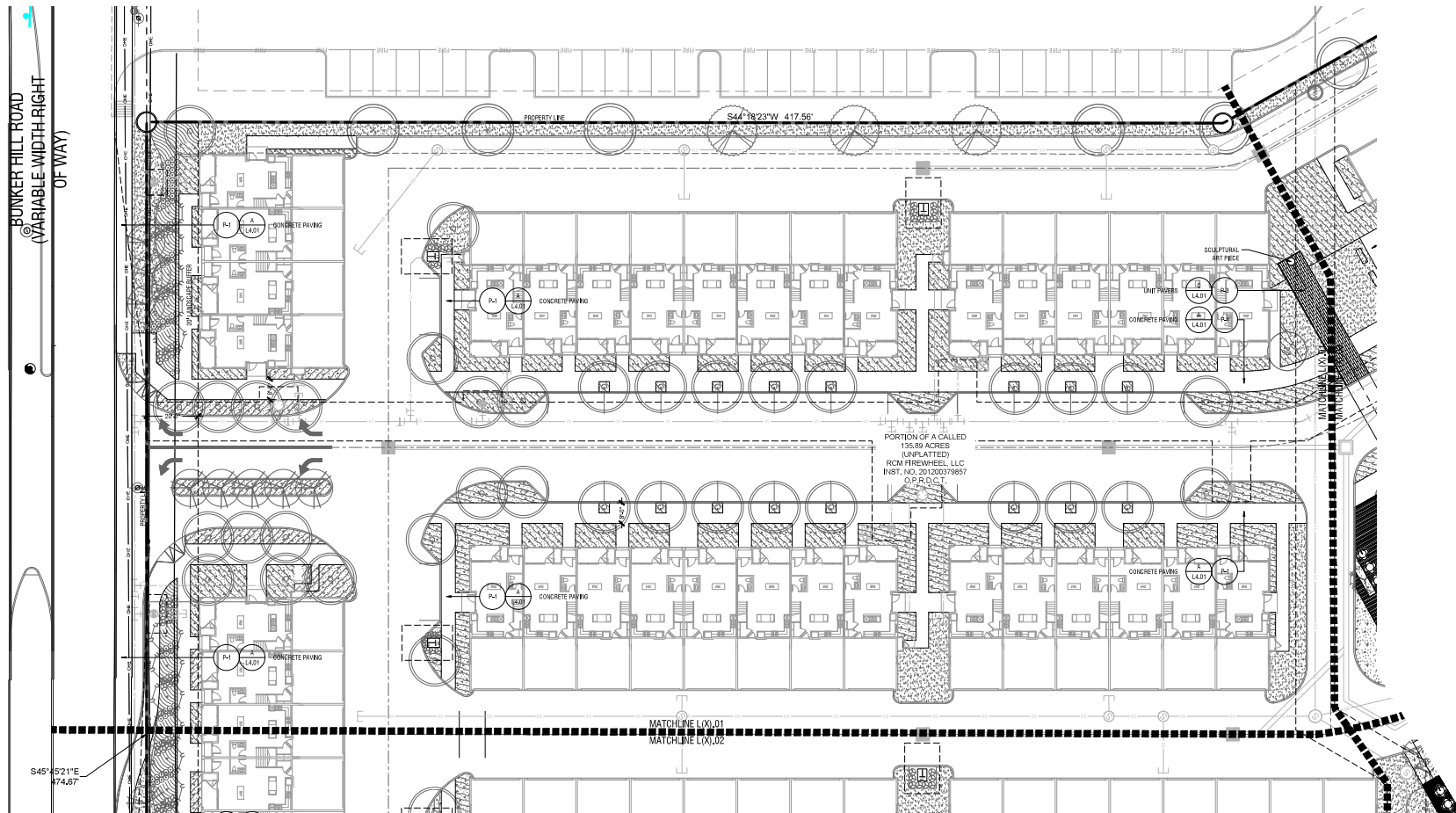
CAUTION!!
EXISTING UNDERGROUND UTILITIES IN THE AREA CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE HORIZONTAL AND VERTICAL LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY REPAIRS TO EXISTING UTILITIES DUE TO DAMAGE INCURRED DURING CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES ON THE PLANS.

HEET NUMBER
D-01



Kimley»Horn		PRELIMINARY		OVERALL PLAN		ArchCo BUNKER HILL PREPARED FOR ARCHCO RESIDENTIAL LLC	
© 2022 KIMLEY-HORN AND ASSOCIATES, INC. 13465 NOEL ROAD, TWO GALLERIA OFFICE TOWER, STE 700 FARMERS BRANCH, TEXAS 75448 WWW.KIMLEY-HORN.COM TEXAS REGISTERED ENGINEERING FIRM NO. F-498		KIMLEY-HORN		N/A PROJECT DATE: 01/11/2022 SCALE: AS SHOWN DESIGNED BY: LPH DRAWN BY: LPH CHECKED BY: LPH		SHEET NUMBER L1.02	
REVISONS		No.		DATE		BY	

EXHIBIT D

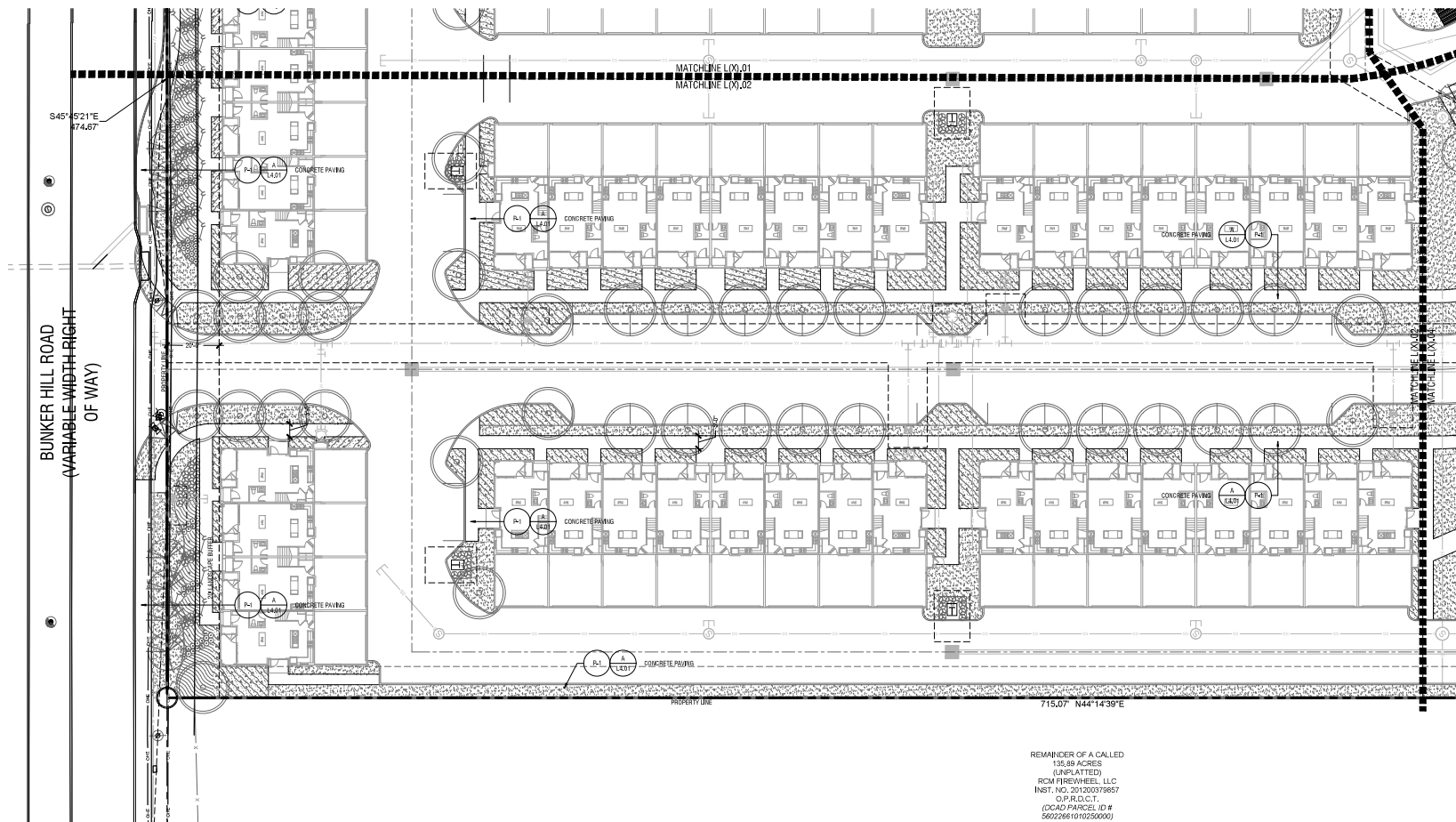


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Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
13455 NOEL ROAD, TWO GALLERIA OFFICE TOWER, STE 700
PHONE: 972-770-1300 FAX: 972-259-3820
WWW.KIMLEY-HORN.COM
TEXAS REGISTERED ENGINEERING FIRM NO. F-428

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EXHIBIT D



REMAINDER OF A CALLED
135.89 ACRES
(UNPLATTED)
RCM FIREWHEEL, LLC
INST. NO. 201200379857
O.P.R.D.C.T.
(DCAD PARCEL ID #
56022661010250000)

HARDSCAPE PLAN

Scale: 1" = 20'

A

ArchCo BUNKER HILL
PREPARED FOR
ARCHCO RESIDENTIAL LLC
GARLAND CASE NO. 210728-1 TEXAS

HARDSCAPE PLAN

KHA PROJECT	DATE	SCALE	AS SHOWN	DESIGNED BY	LRH	DRAWN BY	LRH	CHECKED BY	PDF
064493008	01/11/2022								

PRELIMINARY
FOR REVIEW ONLY
Not for construction or permit purposes

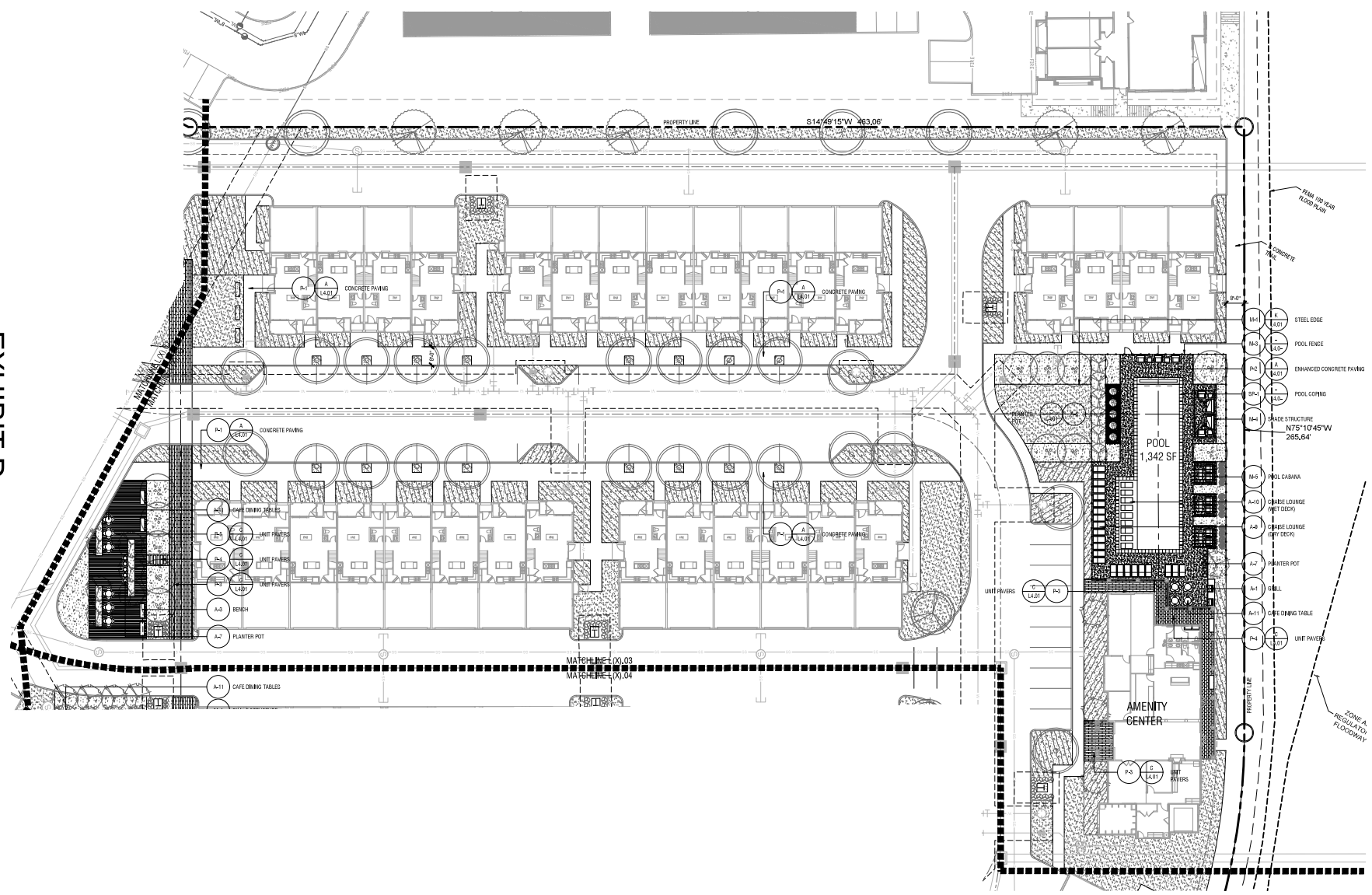
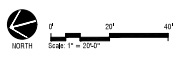
Kinley Horn

P.O. Box 10, Portland, ME 04112
LA No. 2458 Date 01/11/2022

Kimley»Horn
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13455 KIEL ROAD TWO GALLERY OFFICE TOWER, SITE 700
PHONE 975-271-1300 FAX 975-294-3820
WWW.KIMLEY-HORN.COM
TEXAS REGISTERED ENGINEERING FIRM NO. F-428

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EXHIBIT D

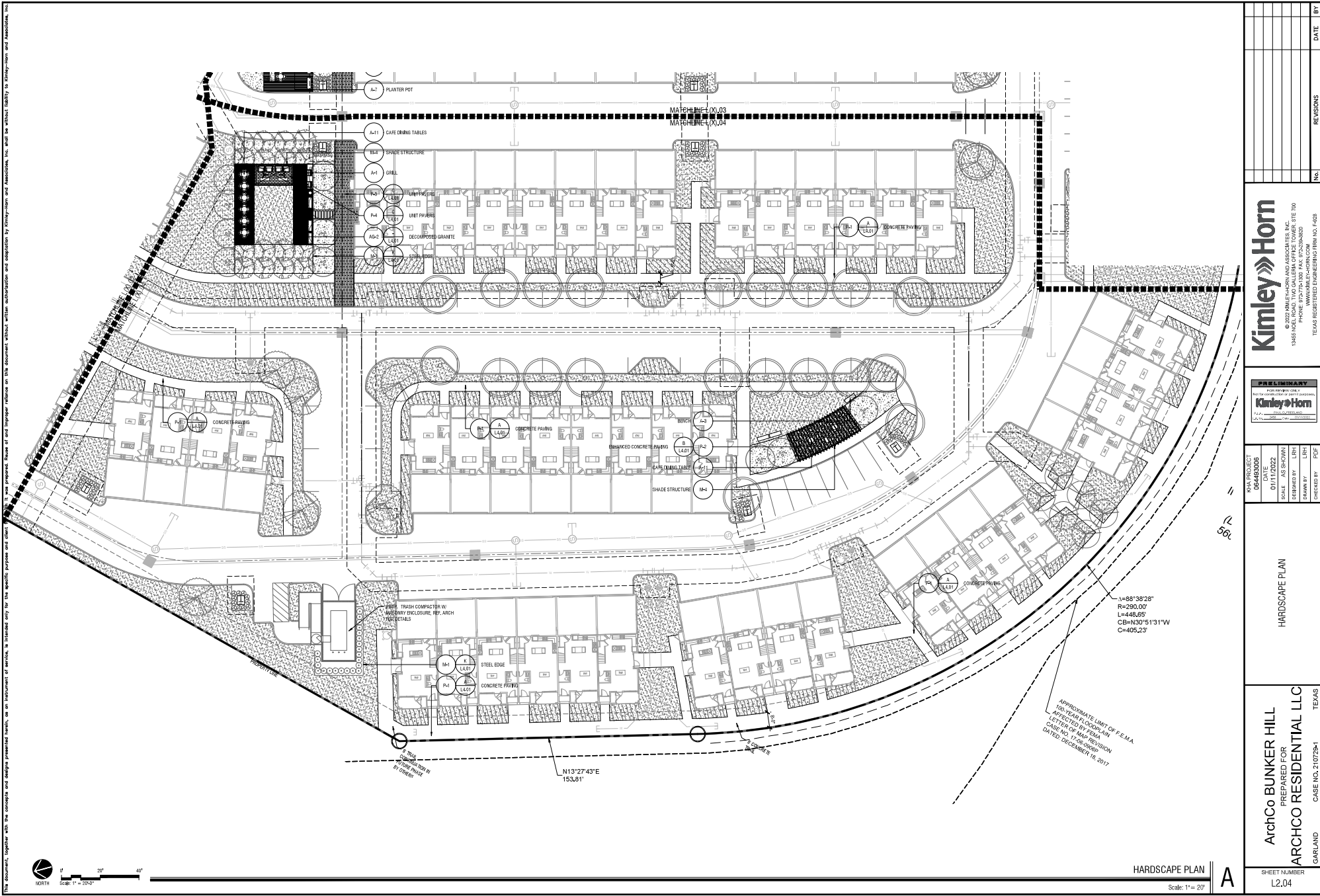


HARDSCAPE PLAN
Scale: 1" = 20'

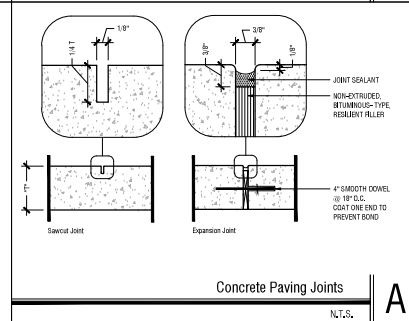
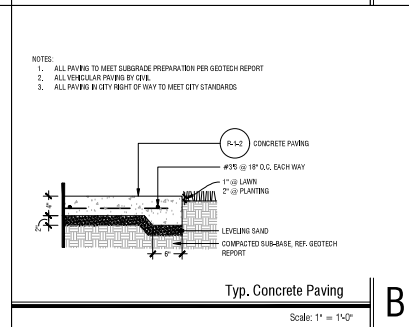
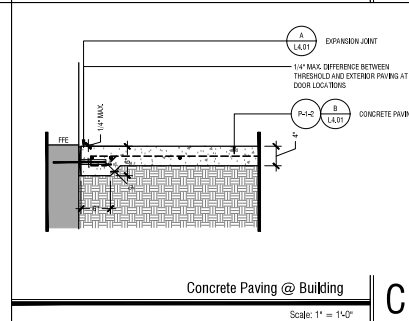
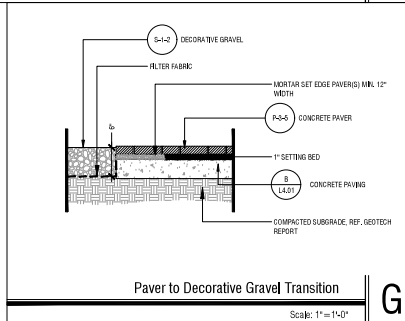
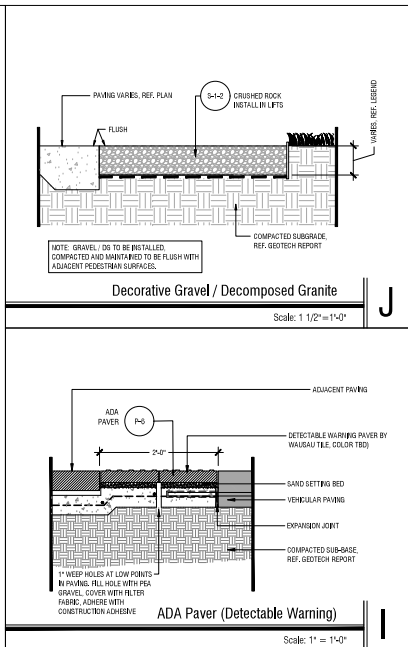
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ArchCo BUNKER HILL PREPARED FOR ARCHCO RESIDENTIAL LLC GARLAND TEXAS CASE NO. 210729-1		HARDSCAPE PLAN		Kimley»Horn © 2022 KIMLEY-HORN AND ASSOCIATES, INC. 13465 NOEL ROAD, TWO GALLERIA OFFICE TOWER, STE. 700 HOUSTON, TEXAS 77060 PH: 281.416.1000 WWW.KIMLEY-HORN.COM TEXAS REGISTERED ENGINEERING FIRM NO. F-498		REVISIONS		DATE		BY	
PROJECT NO. 210729-1		DATE: 01/11/2022		SCALE: AS SHOWN		DESIGNED BY: LPH		DRAWN BY: LPH		CHECKED BY: LPH	
SHEET NUMBER L2.03											

EXHIBIT D



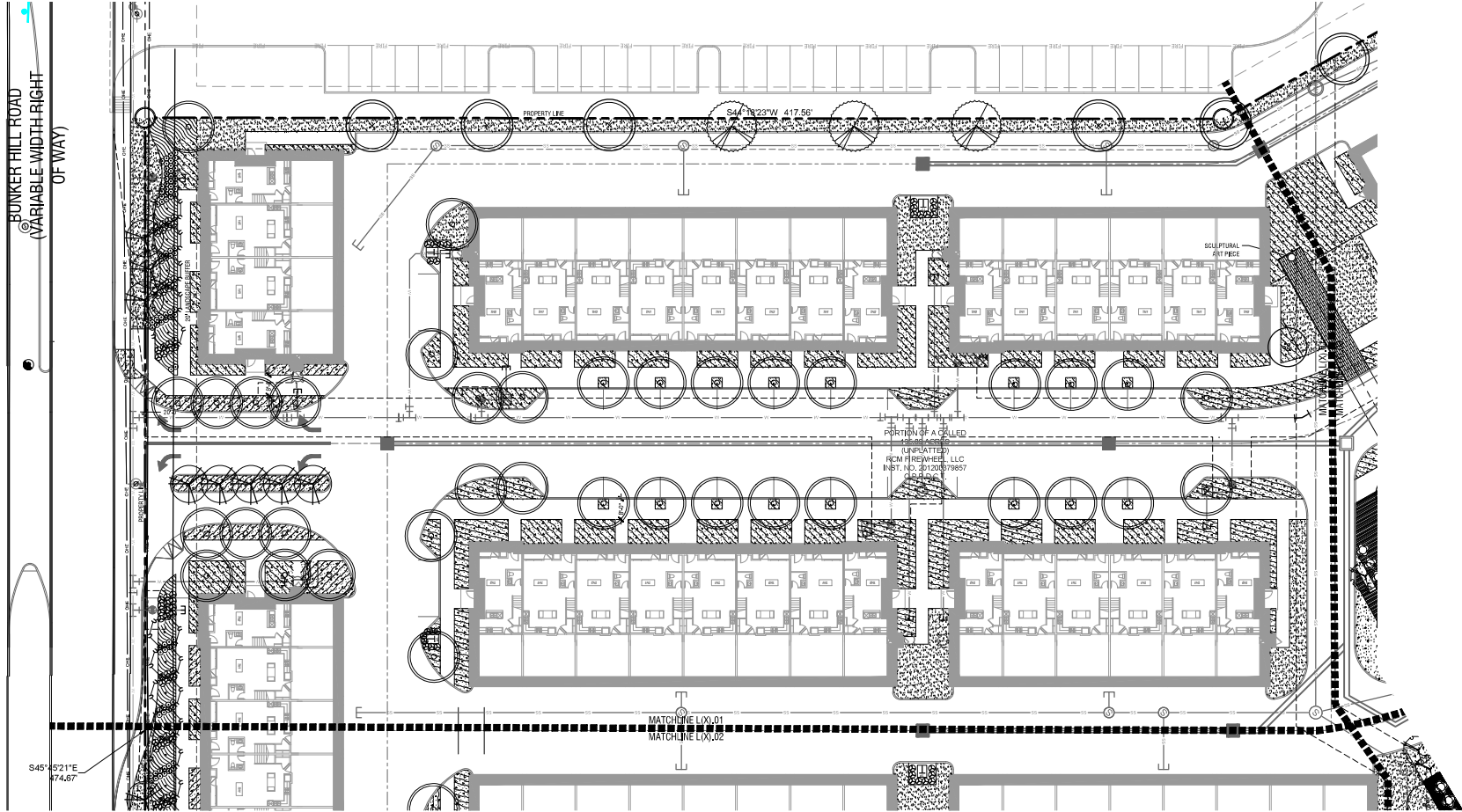
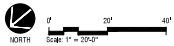
Kimley»Horn © 2022 KIMLEY-HORN AND ASSOCIATES, INC. 13465 NOEL ROAD, TWO GALLERIA OFFICE TOWER, STE. 700 FARMACIA, TEXAS 76119 WWW.KIMLEY-HORN.COM TEXAS REGISTERED ENGINEERING FIRM NO. F-498	
PRELIMINARY Kimley»Horn	
PROJECT DATE 01/11/2022	SCALE AS SHOWN DESIGNED BY DRAWN BY CHECKED BY
HARDSCAPE PLAN	
ArchCo BUNKER HILL PREPARED FOR ARCHCO RESIDENTIAL LLC GARLAND CASE NO. 210729-1 TEXAS	
SHEET NUMBER L2.04	
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SHEET NUMBER L4.01	ArchCo BUNKER HILL PREPARED FOR ARCHCO RESIDENTIAL LLC GARLAND CASE NO. 210729-1 TEXAS	HARDSCAPE DETAILS	KVA PROJECT DATE ISSUED DATE SCALE DESIGNED BY DRAWN BY CHECKED BY DESIGNED BY DRAWN BY CHECKED BY			No. REVISIONS DATE BY

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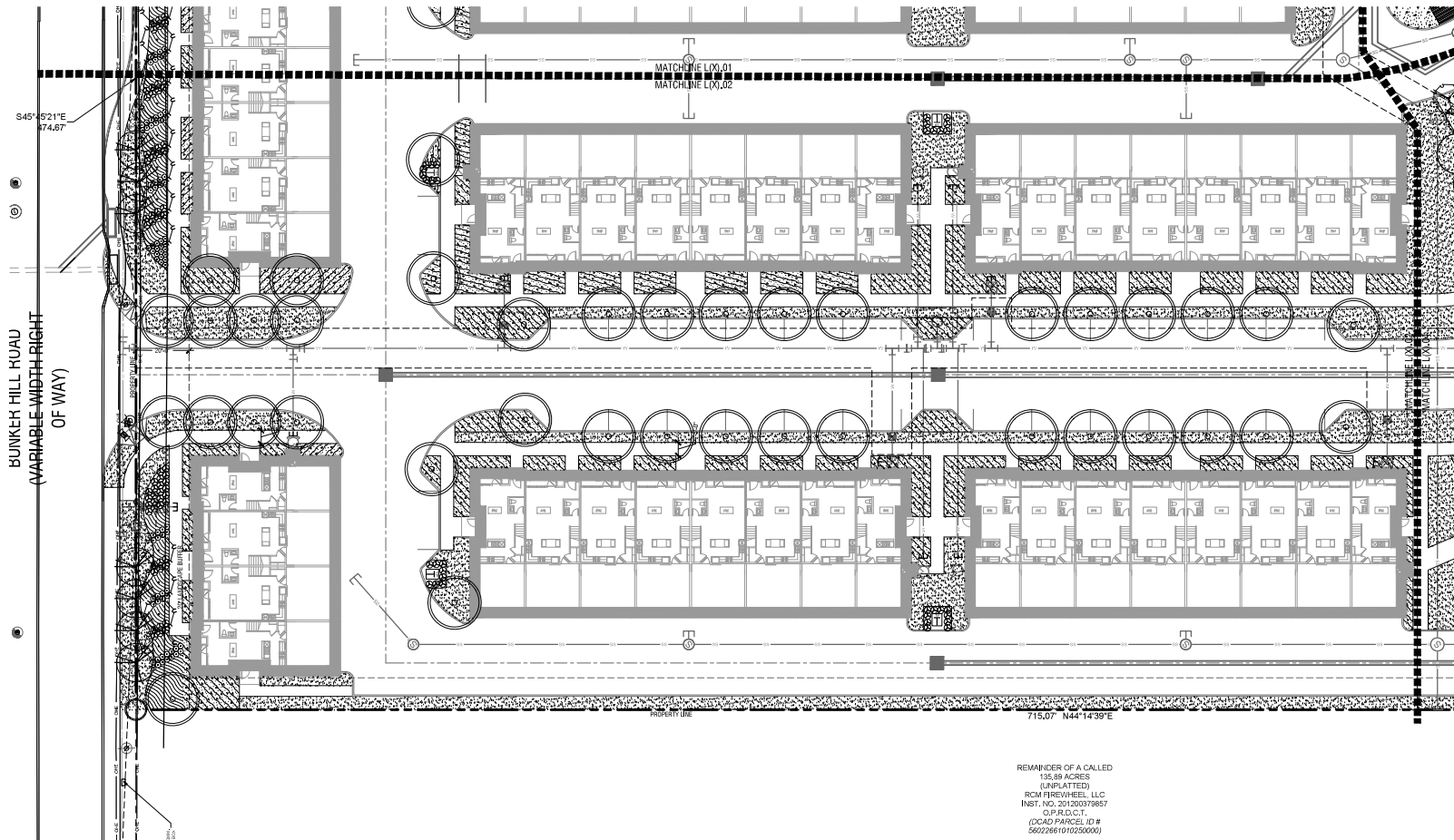


PLANTING PLAN
Scale: 1" = 20'

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ArchCo BUNKER HILL PREPARED FOR ARCHCO RESIDENTIAL LLC GARLAND CASE NO. 210729-1 TEXAS	PLANTING PLAN	KIMLEY-HORN PRELIMINARY KIMLEY-HORN KIMLEY-HORN & ASSOCIATES, INC. 13465 NOEL ROAD, TWO GALLERIA OFFICE TOWER, STE 700 PHOENIX, ARIZONA 85024 WWW.KIMLEY-HORN.COM	KIMLEY-HORN	REVISIONS			DATE	BY
				No.				

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REMAINDER OF A CALLED
135.89 ACRES
(UNPLATTED)
RCM FIREWHEEL, LLC
INST. NO. 201200379657
O.P.R.D.C.T.
(DCAD PARCEL ID #
56022661010250000)

PLANTING PLAN

Scale: 1" = 20'

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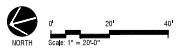
ArchCo BUNKER HILL
PREPARED FOR
ARCHCO RESIDENTIAL LLC
GARLAND TEXAS
CASE NO. 210729-1

PLANTING PLAN

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TEXAS REGISTERED ENGINEERING FIRM NO. F-928

No.	REVISIONS	DATE	BY
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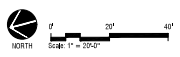
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SHEET NUMBER L5.03	ArchCo BUNKER HILL PREPARED FOR ARCHCO RESIDENTIAL LLC GARLAND CASE NO. 210729-1 TEAS	PLANTING PLAN	KIM PROJECT 06483006 DATE 01/11/2022 SCALE AS SHOWN DESIGNED BY LHM DRAWN BY LHM CHECKED BY LHM DATE 01/11/2022			© 2022 KIMLEY-HORN AND ASSOCIATES, INC. 13485 KOL ROAD, TWO GALLERY OFFICE TOWER, STE 700 PHONE (927) 75-1500 FAX (927) 50-0420 TEAS REGISTERED ENGINEERING FIRM NO. F426	No. REVISIONS DATE BY

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PLANT SCHEDULE						
TREES	COMMON / BOTANICAL NAME	CONT.	SIZE	SPACING	QTY	REMARKS
	Chinese Tree / <i>Viburnum chinensis</i>	45 gal min	6 -8' Ht	As Shown	21	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, MULTI-TRUNK (3 MIN.)
	Chinese Pistache / <i>Pistacia chinensis</i>	3" cal. min.	12 -14' Ht	As Shown	14	B&B, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, STRONG CENTRAL LEADER, 7' CLEAR AT SIDEWALKS, 14' CLEAR AT FIRELANE
	Durshast River Birch Multi-Trunk / <i>Betula nigra</i> Durshast	60 gal	12 -14'	As Shown	24	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, MULTI-TRUNK (3-5 TRUNKS)
	Lacinate Elm / <i>Ulmus parvifolia</i>	3" cal. min.	14 -16'	As Shown	9	B&B, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, STRONG CENTRAL LEADER, 7' CLEAR AT SIDEWALKS, 14' CLEAR AT FIRELANE
	Live Oak Tree / <i>Quercus virginiana</i>	3" cal. min.	12 -14' Ht	As Shown	119	B&B, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, STRONG CENTRAL LEADER, 7' CLEAR AT SIDEWALKS, 14' CLEAR AT FIRELANE
	Oklahoma Texas Redbud / <i>Cercis canadensis texensis 'Oklahoma'</i>	45 gal min	6 -8' Ht	As Shown	21	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, SINGLE LEADER, TREE FORM
	Skyrocket Juniper / <i>Juniperus scopulorum 'Skyrocket'</i>	15 gal	5'-6' Ht.,	2 -3' spread	12	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED
	Texas Red Oak / <i>Quercus texana</i>	3" cal. min.	12 -14' Ht	As Shown	2	B&B, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, STRONG CENTRAL LEADER, 7' CLEAR AT SIDEWALKS, 14' CLEAR AT FIRELANE
FLOWERING TREES	COMMON / BOTANICAL NAME	CONT.	SIZE	SPACING	QTY	REMARKS
	Dwarf Southern Magnolia / <i>Magnolia grandiflora 'Little Gem'</i>	30 gal	6 -8' Ht	As Shown	6	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, MULTI-TRUNK (3 MIN.), TREE FORM
	Yapoon Holly / <i>Ilex vomitoria</i>	45 Gal.	8 -10'	As Shown	23	CONTAINER, NURSERY GROWN, MATCHED, FULL, WELL-BRANCHED, MULTI-TRUNK (3 MIN.), TREE FORM
SHRUBS	COMMON / BOTANICAL NAME	CONT.	SIZE	SPACING	QTY	REMARKS
	Dwarf Podocarpus / <i>Podocarpus macrophyllus 'Pringle's'</i>	3 gal	24" h x 19" w	30" OC	140	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED
	Dwarf Southern Wax Myrtle / <i>Myrica aspera</i>	5 gal	30" h x 24" w	36" OC	22	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED
	Rose Creek Abutilon / <i>Abutilon 'Rose Creek'</i>	3 gal	24" h x 19" w	36" OC	254	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED
GROUND COVERS	COMMON / BOTANICAL NAME	CONT.	SIZE	SPACING	QTY	REMARKS
	Hunting Mix B	50% 1 gal, 50% 3 gal.	Varies		5,689 sf	50/50 MIX, CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED.
	Hunting Mix A	50% 1 gal, 50% 3 gal.	Varies		37,331 sf	50% Shrubs and Groundcover/ 50% Sod, CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED.
	Bermuda Grass / <i>Cynodon dactylon</i>	sod			43,867 sf	REFER TO SPECIFICATIONS
	Planter Pot Mix / Planter Mix	Varies			66 sf	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED (1) 5 GAL. PER POT WITH GROUND COVER BELOW
	Watercress / <i>Euzomya fortunei</i>	1 gal	8" h x 8" w	18" o.c.	752	CONTAINER, NURSERY GROWN, MATCHED AND WELL ROOTED

NOTE: NO LANDSCAPING SUCH AS TREES, HEDGES, OR STRUCTURES ABOVE AND UNDERGROUND SHALL BE LOCATED WITHIN EXISTING OR PROPOSED UTILITY EASEMENTS AND RIGHT-OF-WAY.



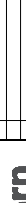
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SHEET NUMBER
L5.05



SHEET NUMBER
EX. 1



SHEET NUMBER	GARLAND	CASE NO.	210729-1	TEXAS
ArchCo BUNKER HILL PREPARED FOR ARCHCO RESIDENTIAL LLC				
STREET SECTIONS				
KVA PROJECT 064493006	DATE 12/08/2021	SCALE - AS SHOWN	DRAWN BY LNT	CHECKED BY PDF
 Kimley-Horn © 2021 KIMLEY-HORN AND ASSOCIATES, INC. 13465 ALBERTA DRIVE SUITE 100 • DALLAS, TEXAS 75244 PHONE (972) 750-1000 FAX (972) 230-9000 WWW.KIMLEY-HORN.COM Texas Registered Engineering Firm No. 6428				
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No.	REVISIONS	DATE	BY	



SHEET NUMBER EX. 1	ArchCo BUNKER HILL PREPARED FOR ARCHCO RESIDENTIAL LLC	GARLAND CASE NO. 210729-1 TEXAS	STREET SECTIONS	KHA PROJECT 064493006 DATE 12/06/2021 SCALE AS SHOWN DESIGNED BY DRAWN BY CHECKED BY PDF	PRELIMINARY For Review Only  P.L.A. PREPARED FOR CLIENT © 2021 KIMLEY-HORN AND ASSOCIATES, INC. 13465 NOBLE ROAD, TWO VILLAS OF THE PALMS, STE. 700 FORT WORTH, TEXAS 76133 WWW.KIMLEY-HORN.COM TEXAS REGISTERED ENGINEERING FIRM NO. 7426	No. REVISIONS DATE BY



SHEET NUMBER EX. 2	ArchCo BUNKER HILL PREPARED FOR ARCHCO RESIDENTIAL LLC	GARLAND	CASE NO. 210729-1	TEXAS	STREET SECTIONS	KHA PROJECT 064493006	DATE 12/09/2021	SCALE AS SHOWN	DIMENSIONS	DRWING	LRI	CHECKED BY	PDF	PRELIMINARY  P.L.A. P.E.C. C.E.C. P.L.A. No. 5426 P.E.C. No. 5426 C.E.C. No. 5426  © 2021 KIMLEY-HORN AND ASSOCIATES, INC. 13405 ADOLE ROAD, TWO GALLERIA OFFICE TOWER, STE 700 PLANO, TEXAS 75075 WWW.KIMLEY-HORN.COM TEXAS REGISTERED ENGINEERING FIRM NO. 5426	No.	REVISIONS	DATE	BY



04 TYPE 4-LEFT (NOM. WEST) ELEVATION
SCALE: 1/8" = 1'-0"



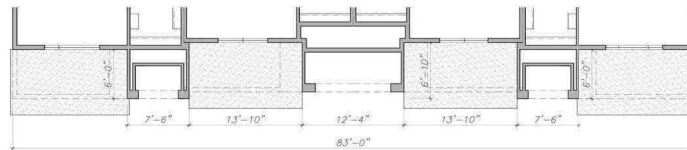
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SCALE: 1/8" = 1'-0"



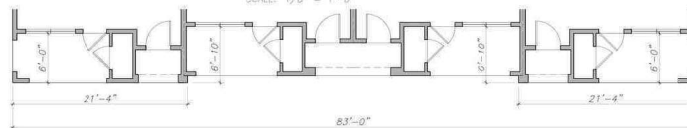
02 TYPE 4-REAR (NOM NORTH) ELEVATION
SCALE: 1/8" = 1'-0"



01 TYPE 4-FRONT (NOM SOUTH) ELEVATION
SCALE: 1/8" = 1'-0"



PARTIAL SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

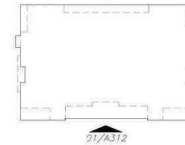


PARTIAL FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

NOTE: REFER SITE
PLAN FOR QUANTITY
AND ORIENTATON

SIGNAGE BY
SEPARATE PERMIT

ELEVATION KEY PLAN



CORBEL/QUOIN BASIS OF DESIGN
FYRON PRODUCTS
COR 16x10xBS COR 11x13xBS
OR EQUAL IN SOLID WOOD OR STUCCO PLASTER PER
SELECTED GC. COLOR FINISH TBS

ARCHITECTURAL FEATURES TABULATION		
Label	Feature Description	Qty
(A)	Decorative Header or Lintel	4
(B)	Multi-lite Window	15
(C)	Decorative Element	2
(D)	Quoin/Corbel	21
(E)	Recessed Entry	3
(F)	Alcove/Ratio	4
(G)	Varied Roof Height	4
(H)	Ornamental Trim Band	2

FACADE VERTICAL ARTICULATION CALCULATIONS	
Building Width	84'
20ft	17'
3' per SD L'	9'
3.83' Vert. Sum	7.66'
Total Vert. Ht	7.66' > 3'
Total Horiz	29' > 17'

FACADE HORIZONTAL ARTICULATION CALCULATIONS	
Building Width	84'
30ft	25'
1st Floor	43'
2nd Floor	15'
Total	58' > 25'

Proposed Zoning PD 15-40 Multi-Family, Garland Case Number 210729-1, 4401 Bunker Hill Road Garland, Texas

ARCHCO BUNKER HILL

GARLAND, TEXAS

2025 W. AIRPORT FREEWAY, STE. 220
BEDFORD, TEXAS 76021
INFO@ARCHCOINC.COM
CNK ARCHITECTS, INC.

Revisions:

Jobs:

Issue date:

Shes info:

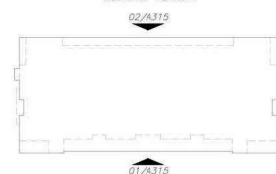
TYPE 4
EXTERIOR ELEVATIONS

Sheet no.

A312



SIGNAGE BY
SEPARATE PERMIT



Label	Feature Description	QTY
(A)	Decorative Header or Lintel	6
(B)	Multi-lite Window	12
(C)	Decorative Element	
(D)	Quoin/Corbel	2
(E)	Recessed Entry	
(F)	Alcove/Ratio	
(G)	Varied Roof Height	
(H)	Ornamental Trim Band	

Building Width	125'
30%	38'
1st Floor	43'
2nd Floor	15'
Total	58' > 39'



04 TYPE 8 - LEFT (NOM. WEST) ELEVATION
SCALE: 1/8" = 1'-0"

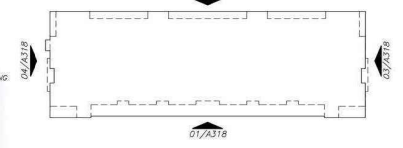


03 TYPE 8 - RIGHT (NOM. EAST) ELEVATION
SCALE: 1/8" = 1'-0"

NOTE: REFER SITE PLAN FOR QUANTITY AND ORIENTATION

SIGNAGE BY SEPARATE PERMIT

ELEVATION KEY PLAN



02 TYPE 8 - REAR (NOM NORTH) ELEVATION
SCALE: 1/8" = 1'-0"

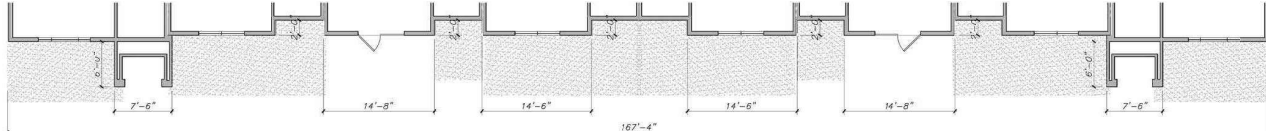


01 TYPE 8 - FRONT (NOM SOUTH) ELEVATION
SCALE: 1/8" = 1'-0"

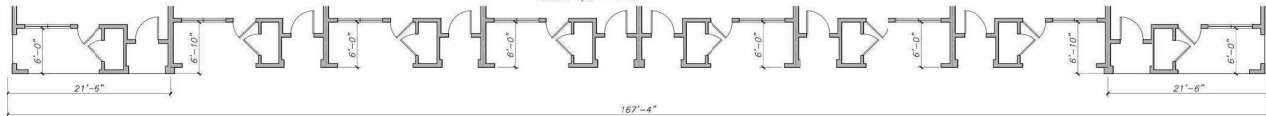
CORBEL/QUOIN BASIS OF DESIGN		
FYRON PRODUCTS		
COR 16x10x8S	COR 11x13x6S	
OR EQUAL IN SOLID WOOD OR STUCCO PLASTER PER SELECTED GC, COLOR FINISH TBS		
ARCHITECTURAL FEATURES TABULATION		
Label	Feature/Description	Qty
(A)	Decorative Header or Lintel	10
(B)	Multi-lite Window	14
(C)	Decorative Element	2
(D)	Quoin/Corbel	36
(E)	Recessed Entry	7
(F)	Alcove/Patio	6
(G)	Varied Roof Height	4
(H)	Ornamental Trim Band	2

FACADE VERTICAL ARTICULATION CALCULATIONS	
Building Width	163"
20"	33"
3" per 50 LF	10"
3" Vert. Sum	30"
12" Vert. Sum	29"
Total Vert HT	10' 3" > 10'
Total Height	29' > 33'

FACADE HORIZONTAL ARTICULATION CALCULATIONS	
Building Width	163"
30"	49"
1st Floor	43"
2nd Floor	15"
Total	58" > 49"



PARTIAL SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



PARTIAL FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

Proposed Zoning PD 15-40 Multi-Family, Garland Case Number 210729-1, 4401 Bunker Hill Road Garland, Texas

ARCHCO BUNKER HILL

GARLAND, TEXAS

Revisions:

Job no:

Issue date:

Sheet info:

TYPE II
EXTERIOR ELEVATIONS

Sheet no:

A318

DRAWN BY:

CHECKED BY: JILL BLOCK

VOID:

PLOT DATE:



04 TYPE III - LEFT (NOM. WEST) ELEVATION
SCALE: 1/8" = 1'-0"



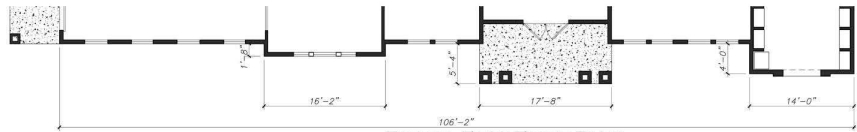
03 TYPE III - RIGHT (NOM. EAST) ELEVATION
SCALE: 1/8" = 1'-0"



02 TYPE III - REAR (NOM NORTH) ELEVATION
SCALE: 1/8" = 1'-0"



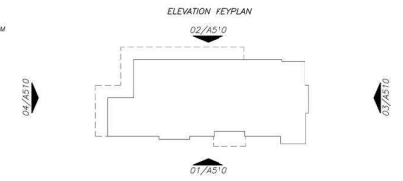
01 CLUBHOUSE - FRONT (NOM NORTH) ELEVATION
SCALE: 1/8" = 1'-0"



PARTIAL FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

NOTE: REFER SITE PLAN FOR QUANTITY AND ORIENTATON

SIGNAGE BY SEPARATE PERMIT



CORBEL/QUORN BASIS OF DESIGN TYPON PRODUCTS		
COR 16x10x8S	COR 11x13x6S	
ARCHITECTURAL FEATURES TABULATION		
Label	Feature Description	Qty
A	Decorative Header or Lintel	4
B	Multi-lite Window	11
C	Transom Windows	5
D	Quorn/Corbel	12
E	Recessed Entry	1
F	Alcove/Patio	2
G	Varied Roof Height	3
H	Ornamental Trim Band	6

FACADE VERTICAL ARTICULATION CALCULATIONS		
Building Width	106'	
200'	21'	
3' Aw. Slo. LP	3'	
3' Vert. Sum	27'	
3' Vert. Sum	16'	
10' Vert. Sum	17'	
Total Vert. HT	15' x 2'	
Total Height	60' x 21'	

FACADE HORIZONTAL ARTICULATION CALCULATIONS		
Building Width	106'	
300'	31'	
Projection Total	31'-8"	
Total	31'-8" > 31'	

Proposed Zoning PD 15-40 Multi-Family, Garland Case Number 210729-1, 4401 Bunker Hill Road Garland, Texas

ARCHCO BUNKER HILL

GARLAND, TEXAS

Revisions:

Job no.:

Issue date:

Sheet info:
CLUBHOUSE
EXTERIOR ELEVATIONS

Sheet no.
A502

Z 21-57



View of the subject property from Bunker Hill Road



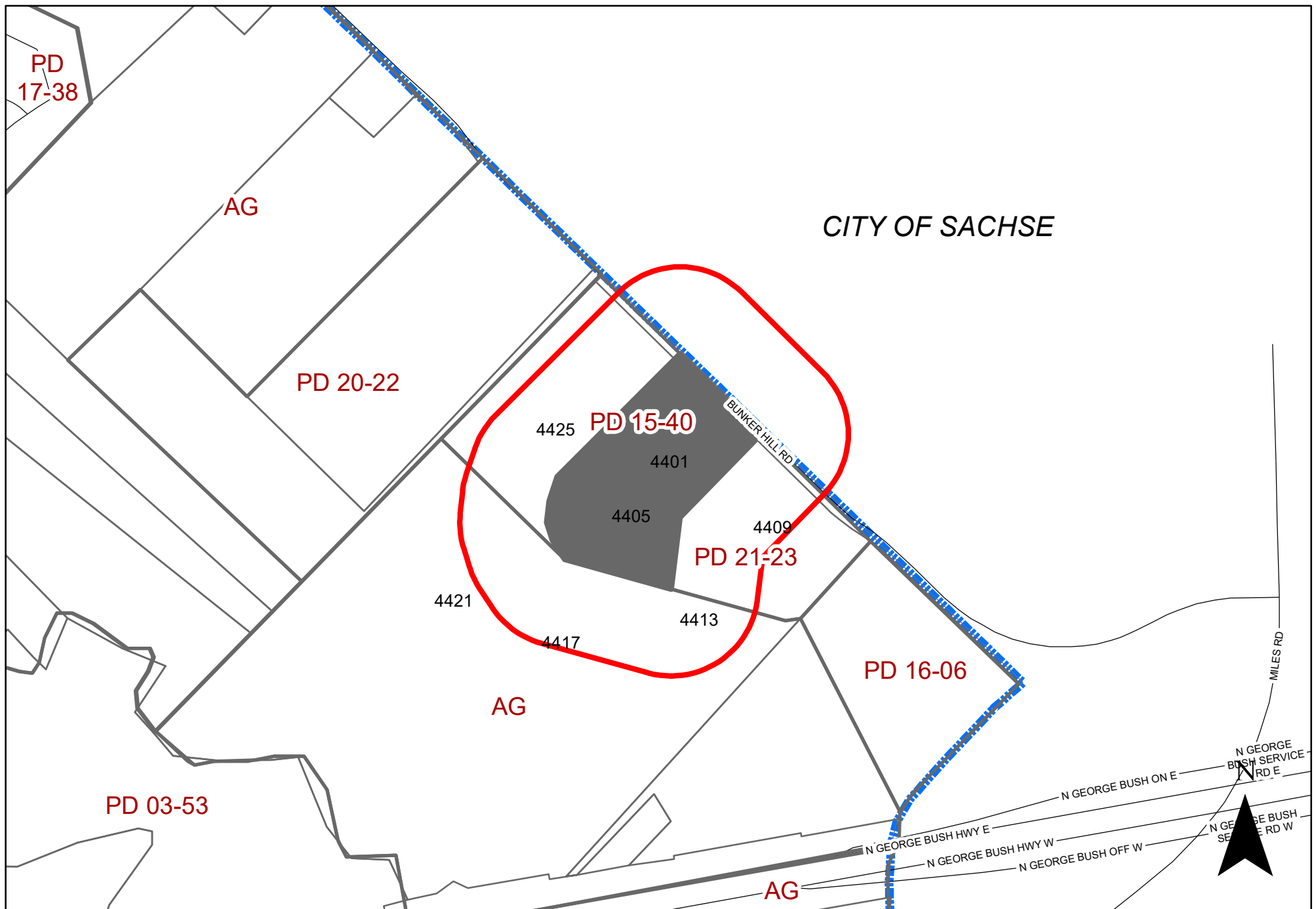
Looking north of the subject property



Looking east of the subject property



Looking west of the subject property



0 380 760 Feet
1 inch = 579 feet

ZONING MAP Z 21-57

INDICATES AREA OF REQUEST
INDICATES NOTIFICATION AREA

4401 Bunker Hill Rd.

Zoning Response Case Comments

Case Number	PC Hearing Date	CC Hearing Date	Planner Name
Z 21-57	February 16, 2022	March 1, 2022	Nabiha Ahmed

The applicant proposes to construct 148 multi-family units. This site is located at 4401 Bunker Hill Road. (District 1)

Nicole Lamb

Against

Outside of the notification area

2/8/2022
4:24:34 AM

2402 Roberta Ct

enw79@yahoo.com

Garland

Texas

United States

75040

This area is becoming overpopulated with apartments. I am against adding more high density dwellings. The traffic on 78 and Miles road is already congested. Sachse is already building a large neighborhood that is going to significantly add to the traffic and crowding. If any of you have kids who go to Sewell, Hudson, or Sachse you have experienced the traffic on these roads and know it is a significant burden in the area.



GARLAND

Plan Commission

4. a.

Meeting Date: 02/16/2022

Item Title: I-30/Greenbelt Parkway Area Plan

Summary:

Consideration and possible recommendation on I-30/Greenbelt Parkway Area Plan

Attachments

I-30/Greenbelt Parkway Area Plan Summary

DRAFT Greenbelt Parkway Report



GARLAND
PLAN COMMISSION SUMMARY SHEET

Plan Commission Agenda

Meeting Date: 02/16/2022

Item Title: I-30/Greenbelt Parkway Area Plan

Submitted By: Nathaniel Barnett, Sr. Planner

Summary of Request/Problem

Staff and consultant Kimley-Horn & Associates will brief the Plan Commission on an area planning effort for the vacant land near I-30 and Greenbelt (west of the Wal-Mart) and the adjacent Lake Ray Hubbard DART bus transfer station. Stakeholder outreach has been conducted through meetings and a public charrette, including with the property ownership, a potential developer, DART staff, and others in the area. Staff and Kimley-Horn briefed the City Council during their January 31, 2022 work session.

The draft report is attached for review.

Recommendation/Action Requested and Justification

The Plan Commission may pass along the plan with recommendations to the City Council. Staff will bring forward the plan for formal consideration at the March 1, 2022 City Council meeting.

GREENBELT PARKWAY PROPERTY

SPECIAL AREA STUDY

A Comprehensive Study of the Greenbelt Parkway Property



Kimley»Horn

ADOPTED FEBRUARY XX, 2022



GARLAND

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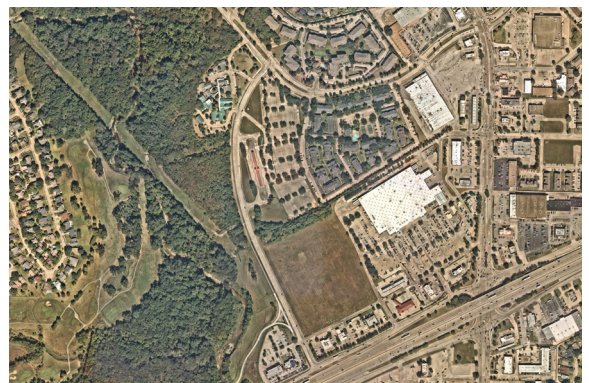


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ECONOMIC ANALYSIS
PSYCHOGRAPHICS

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STRATEGIC PRIORITY GOALS
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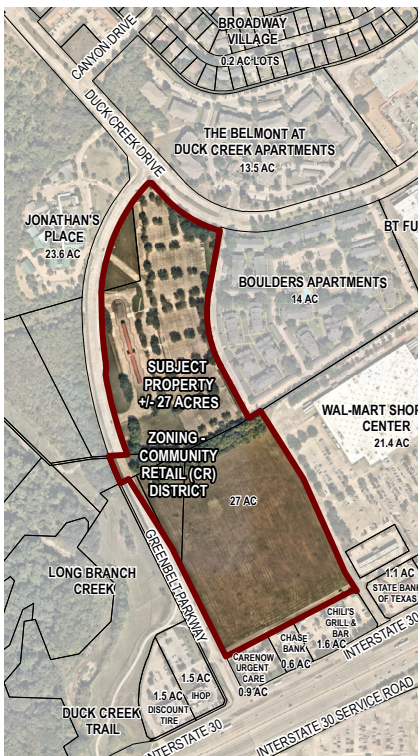
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Maps in Appendix A

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I. INTRODUCTION

PLAN APPROACH



GARLAND
TEXAS MADE HERE

The City of Garland
initiated this project in
October of 2021.

In 2021, the City of Garland and DART signed an MOU to work jointly to bring development around the transit centers located in the city. As a compliment of that effort,

the City of Garland initiated a project to study potential redevelopment strategies and solutions to several parcels located in District 4 of the City. The site location is west of Broadway Boulevard and I-30, located between Wal-Mart and Greenbelt Parkway. The site includes five parcels in total and features one large undeveloped lot and the Dallas Area Rapid Transit (DART) Lake Ray Hubbard Transit Center. Site location maps and a study area map can be found on page 7.

Through the planning process, the City collaborated with key stakeholders including Wal-Mart, DART, adjacent property owners, Garland public officials, developers, and more to create a unified community vision for the future of this area. This document will summarize the planning process, including the market analysis, the public engagement methods used, and the strategic priorities that were set for the vision of the area.

DISTRICT 4

NOTE FROM COUNCILMAN B.J. WILLIAMS

A special thanks to District 4 neighbors and constituents, other key stakeholders (Wal-mart, DART, and Jonathan's Place) for your participation in the Greenbelt Parkway project. As our City grows, it is important to establish a unified and economically viable vision for future development of this area. Community input continues to be a crucial component in achieving this goal.

Therefore, we sought to create a vibrant space for the community to connect and play an integral part in creating this plan. I would like to thank all those who participated in stakeholder interviews, came out to City Hall and the two-day charrette at Audubon Park Recreation Center. Your voices were heard, and your feedback helped shape the concept plans for this area. Your ideas were heard and the results were synthesized into three concept plan options. After careful review and consideration of the three options reflective of your feedback, I preferred and selected Option 2, and presented to the full Council. The three options are included within this report, and for further information you may contact the City of Garland Planning Department at (972)-205-2445 or visit the City of Garland website.

Again, thanks to everyone for your interest and active participation. I look forward to working with our community and other major stakeholders as we take the next steps for the future quality development of this Greenbelt Parkway project.

Sincerely,

Signature

Councilman B.J. Williams
District 4
Garland City Council



II. PLAN FOUNDATIONS

STUDY AREA

The Greenbelt Parkway Property is conveniently located east of the I-635 and I-30 interchange in the southern part of the City of Garland. However, the study area does not have direct frontage access to the I-30 service roads. The study area encompasses approximately 27 acres of land, which consists of a large tract that is currently undeveloped, and the existing DART Lake Ray Hubbard Transit Center. The property is also adjacent to the Duck Creek Trail to the west of Greenbelt Parkway. The undeveloped property is owned by Wal-Mart and the transit center to the north is owned by DART. Targeted collaboration between the City of Garland, Wal-Mart, and DART was conducted to ensure the redevelopment vision for the study area was aligned with stakeholder and community goals.

In effort to establish a base understanding of the study area, a mapping exercise was conducted that captured the existing conditions of the site. Detailed information was gathered from several available resources including the Dallas County Appraisal District, the Federal Emergency Management Agency (FEMA), the Texas Department of Transportation (TX-DOT) and the City of Garland's current zoning map, parks and trails, and thoroughfare plan. This information was then utilized as a basis for future discussions, workshops, and presentations. The full set

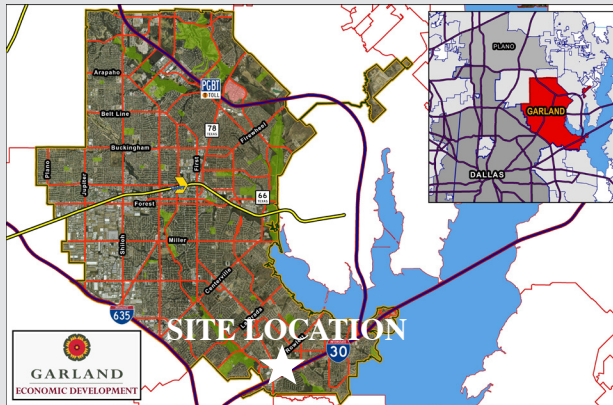
of existing conditions maps can be found in **Appendix A**.

The current zoning of the study area is Community Retail (CR) and is designated as a **Transit-Oriented Center** in the Garland Future Land Use Plan. The study area features existing storm, water, and wastewater infrastructure in the DART property, but no infrastructure exists throughout the vacant parcel. However, the entire west border of the study area does feature a six-foot sidewalk. In addition, the site is bisected east to west by a drainage channel that creates a barrier between the north and south properties.

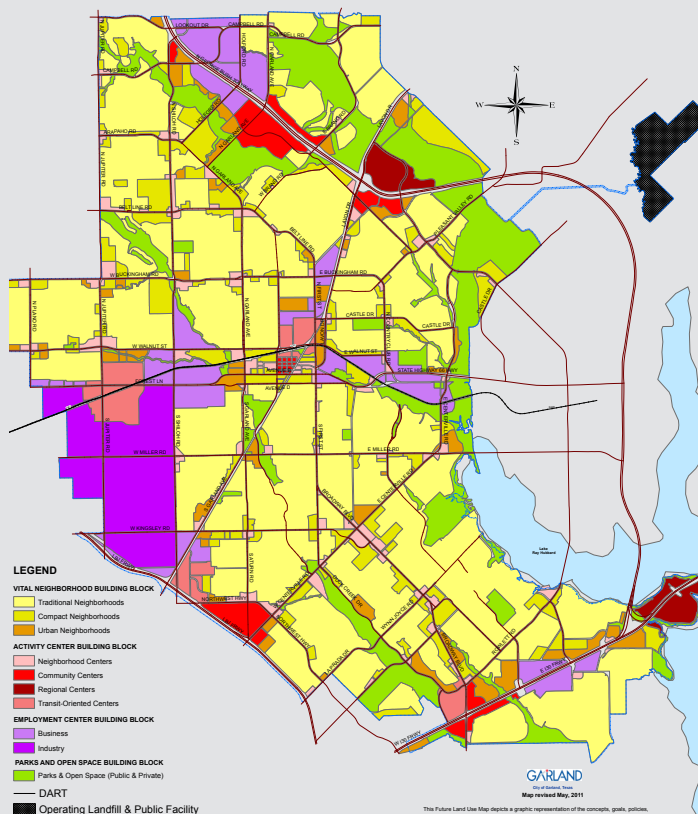
Greenbelt Parkway, which borders the west side of the study area, is a three-lane roadway facility with two travel lanes and one two-way left turn lane. Duck Creek Drive, which borders the study area on the north, is a four-lane divided facility with large medians. The property's southern border is an internal street that backs several businesses, including CareNow Urgent Care, Chase Bank, and Chilli's Grill & Bar. Wal-Mart is located to the east of the property, with the study area bordering Wal-Mart's parking lot. Special considerations should be made for I-30 frontage visibility, as well as connectivity to Wal-Mart, the Duck Creek Trail, and the surrounding businesses.

SITE LOCATION

SURROUNDING AREA MAPS



GARLAND FUTURE LAND USE PLAN



THE GREENBELT PARKWAY PROPERTY IS DESIGNATED AS A TRANSIT-ORIENTED CENTER ON THE GARLAND FUTURE LAND USE PLAN.

“Transit-oriented centers are areas of concentrated activity and increased density with maximum access to public transportation options. This type of center should be developed as mixed-use with live/work/play/shop opportunities.

Transit-oriented development should be within 1/4 to 1/2 mile of transit centers and/or rail station and provide pedestrian and bicycle friendly access.”

- Garland Comprehensive Plan

SITE LOCATION STUDY AREA MAP

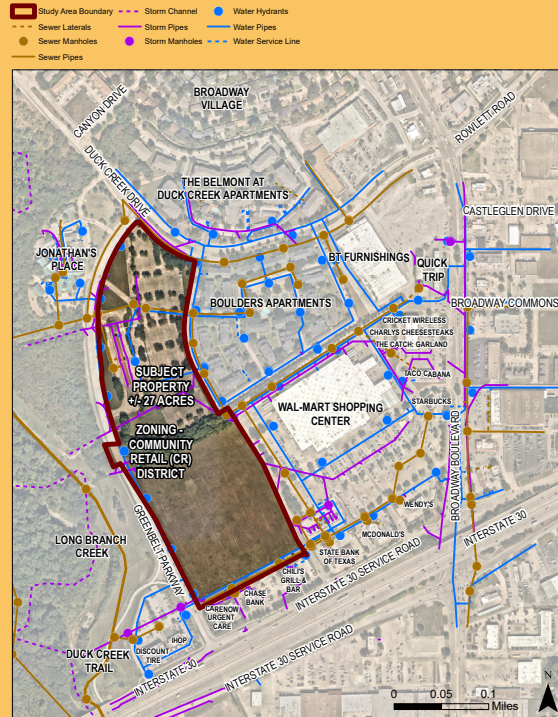
-  Study Area Boundary
-  Parcels



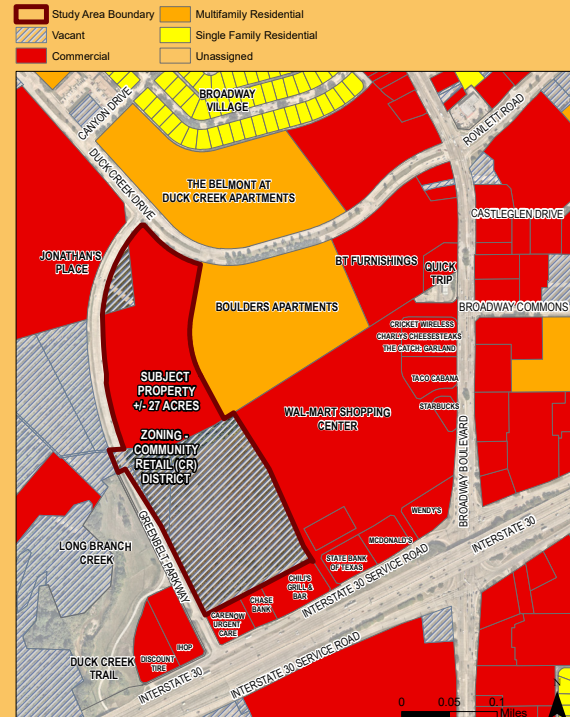
EXISTING CONDITIONS SNAPSHOT

The full library of existing conditions maps can be found in Appendix A.

Greenbelt Parkway Property Existing Utility Infrastructure



Greenbelt Parkway Property Existing Land Use



Greenbelt Parkway Property Existing Tree Coverage



Greenbelt Parkway Property Existing Transportation Systems



I-30 CORRIDOR CATALYST AREA PLAN

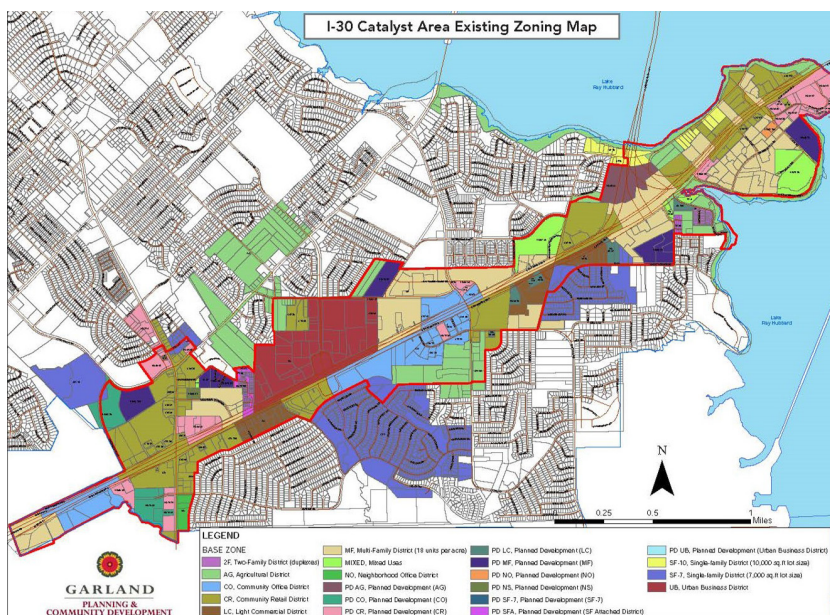
Published July 2017



Investment Challenges for the "Broadway TIA" area

- Large upfront capital investment is needed to drive immediate redevelopment.
- Lower incremental tax revenue, given existing properties are already income producing.
- Little incentive for property owners to invest in properties.

PRIOR PLANS & STUDIES



Several previous plans and studies were reviewed to further understand the context of the Greenbelt Parkway area. The City of Garland created an I-30 Catalyst Area Plan in 2017 that discussed this area in detail, calling it the "Broadway TIA" area. This plan called for the area to be mixed-use in nature in alignment with the Comprehensive Plan. Other plans that were reviewed included a site plan that was created by Wal-Mart, and proposed TxDOT improvements to the I-30 frontage road.

"Broadway TIA" Development Strategies

From the I-30 Corridor Catalyst Area Plan

- Promote revitalization of existing commercial stock through the use of retail revitalization strategies.
- Introduce new **townhomes and restaurants** in vacant areas.
- Implement new development **design regulations**.
- Make aesthetic roadway improvements to Broadway Boulevard and I-30 to help create a regional identity.

III. COMMUNITY PROFILE

ECONOMIC ANALYSIS

A market and economic analysis was conducted on the site to understand the existing needs for housing and retail. The market analysis helped to understand the real estate dynamics for a variety of geographies, including the Greenbelt Parkway study area, Dallas County, and the Dallas-Fort Worth Metroplex. The study area considers drive-times and is defined by natural and man-made barriers that directly influence real estate potential at the Greenbelt Parkway site. The larger areas are then used to illustrate growth trends that could impact the study area.

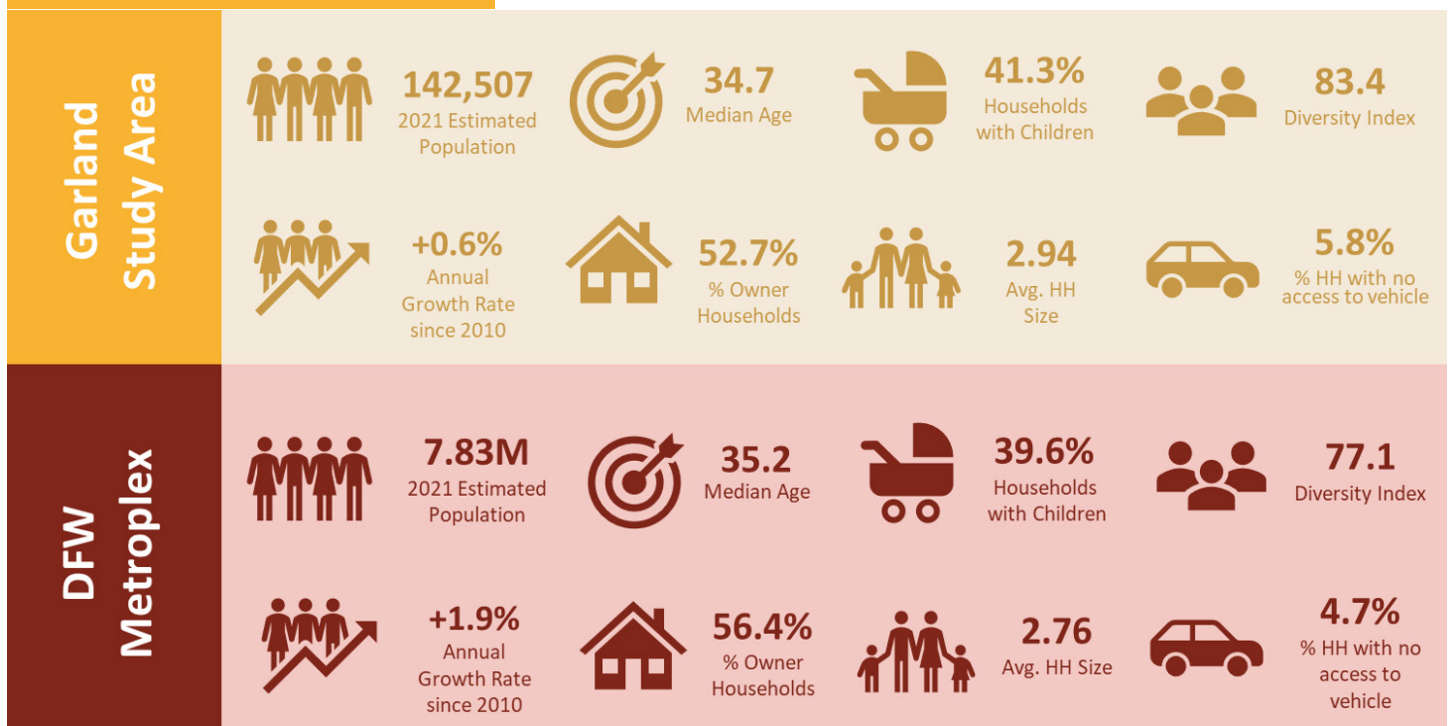
Below is a community snapshot that displays key metrics for the study area and for the DFW Metroplex for comparison. The median age and home ownership rates are lower in the study area

than the region, but the number of households with children is higher. The area is also more diverse than the metroplex. There are also more people that do not have access to a vehicle, so access to transportation such as the DART Lake Ray Hubbard Transit Center is vital to this small area plan.

Desired housing, retail, and office products were also examined during the market analysis. The infographic on the next page displays the products that are in high demand along with market considerations for each category.

The full market analysis performed for this report can be found in **Appendix B**.

Garland Population Snapshot



GREENBELT PARKWAY PROPERTY MARKET CONSIDERATIONS

HOUSING



RETAIL



OFFICE



DESIRED PRODUCTS

- Townhouses
- Missing Middle Housing
- Rental Multifamily
- Ground-Level/Mixed-Use
- Neighborhood Serving
- Restaurants and Dining
- Service Office
- Flexible Workspaces
- Medical Office

DEMAND TIMEFRAME

- Short-term
- Short-to mid-term
- Long-term
- Limited

MARKET CONSIDERATIONS

- Demand is exceeding supply
- Higher density housing maximizes property
- Townhouses and Missing Middle would increase for-sale housing options for residents
- Despite increased supply MF rental is performing well
- Focus on families will drive product types
- Retail is in a state of flux due to pandemic
- Market considerations are an important component of mixed-use projects
- There is a role for services beyond traditional retail
- Dining and entertainment options have rebounded from pandemic; supports new housing
- Continued recovery from pandemic
- Excess vacancy will need to be leased to attract investment
- Smaller-scale neighborhood-services

PSYCHOGRAPHICS

The Environmental Systems Research Institute (ESRI), a nationally recognized information and data system software company, identifies different demographic categories for communities across the country, or “psychographic” groups. These categories reflect the median age, household size, income, shopping habits, and other common traits of people in similar economic and demographic groups. These characteristics are utilized by developers and retailers to understand the character and lifestyle habits of communities. The neighborhoods surrounding the study area were analyzed and the top three psychographic groups are summarized below.

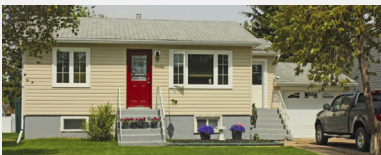
ESRI TAPESTRY

Tapestry Segmentation classifies US neighborhoods into 67 unique segments, based on demographics and socioeconomic characteristics.

The full psychographic reports for the study area can be found in **Appendix C**.

URBAN EDGE FAMILIES

30.2% of area households



- Younger married couples with children and often extended family
- Affordable single-family housing outside the city
- Median household income slightly below-average
- High labor force participation with long commute times
- Spending is focused on necessities

HOME IMPROVEMENT

24.7% of area households



- Married couple families in single-family homes
- Cautious consumers who carefully research purchases
- Spend heavily on eating out and on car maintenance due to long commutes
- Weekends consumed with home improvement projects

FORGING OPPORTUNITY

12.5% of area households



- Young families with children or single-parent with multiple generations living in one house
- More than one in four households in poverty
- Spending focused on necessities and few residents have investments
- Employment concentrated in skilled trades
- Primary focus is on family

PUBLIC OUTREACH STRATEGY

In order to reach as many groups and people as possible, an outreach strategy was implemented that was diverse, multifaceted and included the following engagement opportunities:

- Website
- Advertisement (website and flyer)
- Survey
- In person Workshops
- Interviews
- Newsletter
- Public Hearings



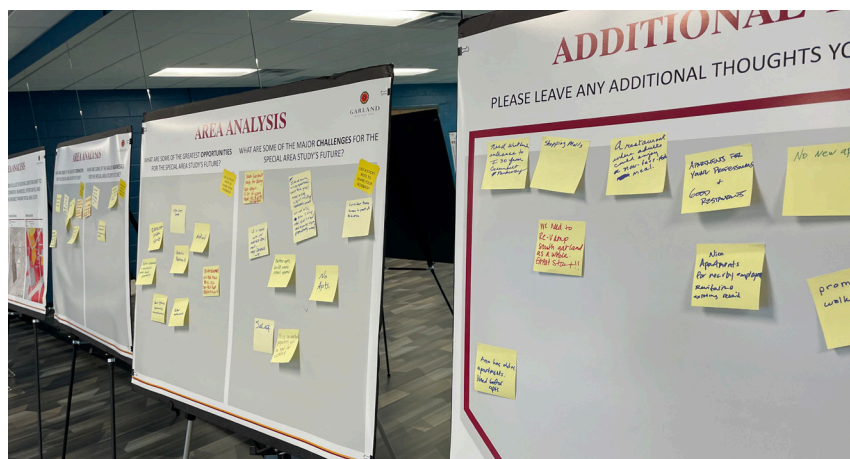
TOWN HALL AND CHARRETTE MEETING PICTURED ABOVE

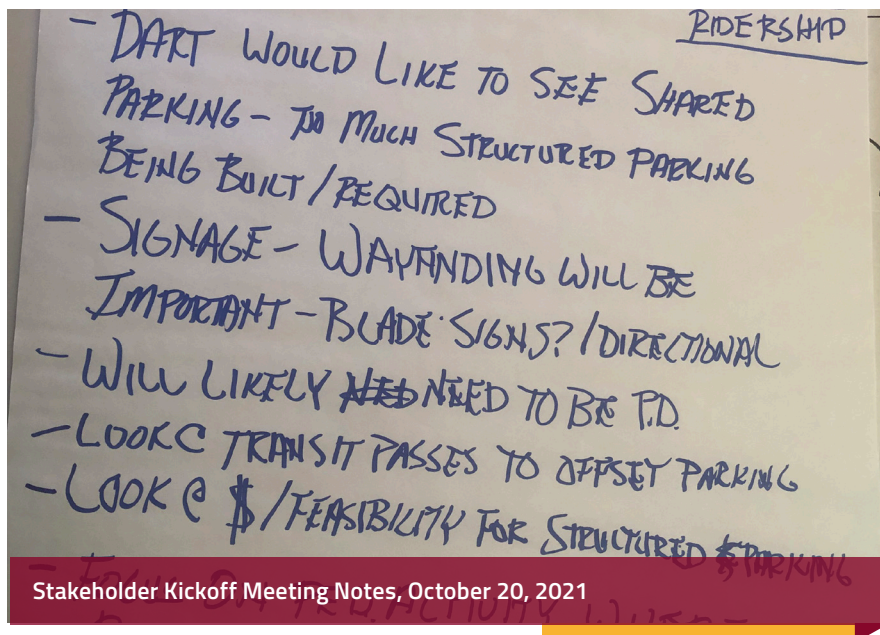


Town Hall and Charrette - Audubon Recreation Center, November 18, 2021

PUBLIC ENGAGEMENT

From the very beginning of the planning process, it was understood that in order for this plan to become well established as a guiding tool for future development and growth within the community, public outreach and community engagement would be a foundational piece of the overall effort. The input of key stakeholders including residents, business owners, community leaders, and city staff was vital in building consensus towards a collective and implementable vision. For this reason, there were multiple opportunities provided for public engagement throughout the project to gain the highest level of insight and feedback.





STAKEHOLDER KICKOFF MEETING

OCTOBER 20, 2021

In order to gain valuable insight about the property, a kickoff meeting was held on October 20, 2021 at Garland City Hall with city staff, Councilman Williams, and the property owners (including DART and Wal-Mart). In the kickoff meeting an in-depth SWOT analysis was conducted for the study

area that examined the strengths (S), weaknesses (W), opportunities (O), and threats (T) from the perspective of the group. Through that process, valuable information was gained that helped establish a base understanding of what challenges and opportunities exist.

PROJECT WEBSITE

From the onset, a project webpage was created on the City's website that detailed the project and provided periodic updates of events and engagement opportunities as they occurred. The goal was to reach a wide-ranging audience that had the capability to engage virtually.

GREENBELT PARKWAY PROJECT

[Nov. 18, 2021 Town Hall Presentation](#)

[Town Hall Meeting Notes](#)



Please take the [GREENBELT PARKWAY SURVEY!](#)



Engagement Strategy

The project's public engagement approach has actively engaged stakeholders so they become partners with the City in carrying out the plan after its adoption.

ONLINE SURVEY

ONGOING THROUGHOUT THE PROJECT



As part of online engagement efforts, a virtual survey was conducted in SurveyMonkey that was advertised online, at design workshops, and through flyers posted at the South Garland Branch Library and City Hall, which provided participants the opportunity to weigh in on key issues as they relate to the site. Topics ranging from overall desired future character of the area

to key pedestrian connections and open space were covered and respondents were able to comment on any other information as they deemed necessary. In total 12 participants weighed in and provided valuable information as summarized in **Appendix D**.

STAKEHOLDER INTERVIEWS

ONGOING THROUGHOUT THE PROJECT

Early in the process, individuals and entities were identified who represented an interest or stake in the study area as property or business owners or their representatives. These stakeholders were then asked to interview with the consultant team, discuss future development of the study area, and detail what impacts they would anticipate.

There were four stakeholder interviews in total, and included individuals representing local HOAs, developers, and nearby property owners. The interviews took place via telephone and lasted approximately 30 minutes each. The stakeholders generally supported destination-type development including restaurants and entertainment venues. Additionally, multifamily projects such as townhomes and senior housing were largely supported.

Notes from the stakeholder interviews are documented in **Appendix E** of this report.

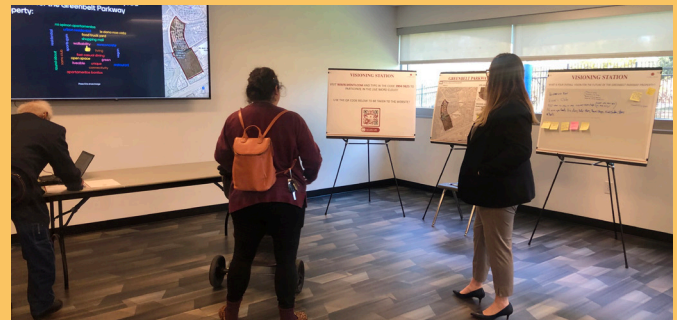
TOWN HALL AND CHARRETTE WORKSHOP

NOVEMBER 18 AND NOVEMBER 19, 2021

A design charrette and workshop was held on November 18, 2021 at the Audubon Recreation Center in Garland, and on November 19 as well at the same location. The charrette was split into two days, with the first session occurring in the evening at the regularly scheduled District 4 Town Hall meeting, and during the next morning as well. The events gathered over 40 people over the two

day period. The charrette featured four stations that gathered insight on resident's opinions for the future development of the area.

The stations and results are highlighted on the following page. Full workshop results and photos can be found in **Appendix F**.



TOWN HALL AND CHARRETTE WORKSHOP

STATION RESULTS HIGHLIGHTS

1

Station 1: Strengths, Weaknesses, Opportunities, and Threats/Challenges (SWOT) Analysis

Participants were asked to leave their opinions for the Greenbelt Parkway property in the form of strengths, weaknesses, opportunities, and threats or challenges. Participants left sticky note feedback on the boards, and the results are summarized below.

STRENGTHS

- Proximity to greenbelt and existing trail
- Proximity to retail

WEAKNESSES

- Lack of dining - only fast food options currently available
- Aging buildings
- No I-30 frontage road access

OPPORTUNITIES

- Sit-down restaurants
- Entertainment destinations
- Housing

CHALLENGES

- South Garland's image of being run-down
- Fear that the area will become standard strip-center retail

2

Station 2: Visioning

The Visioning station asked participants to share their big, bold ideas for the property. A visioning board allowed participants to write their ideas, and the station also featured a live word cloud that allowed participants to add their ideas for the property in real time. The results of the station are summarized below.

- High-quality multifamily housing such as townhomes
- Sit-down restaurants (no new fast food)
- Urban residential connecting to existing trail
- Entertainment and destinations
- Unique shopping experience

Use one word to describe the future you'd like to see for the Greenbelt Parkway Property:

mi opinion apartamentos
apartamentos bonitos
connectivity
unique vegan
fast casual dining
living green
walkability
open space
food truck yard
urban residential
le daria mas vista

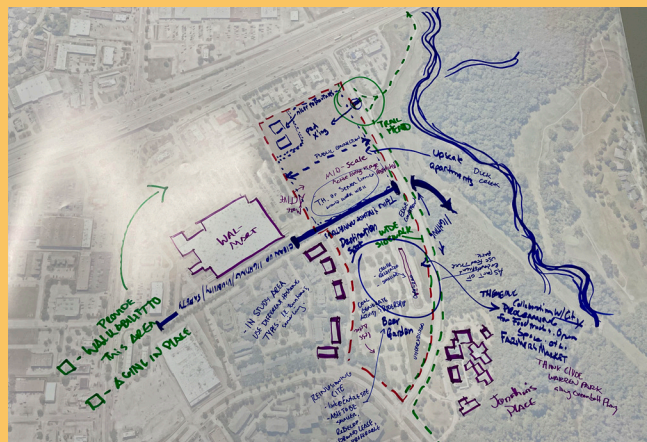
residential pinstack
liveable
sports gym
shopping mall
sams club
nonconcrete
entertainment
round about
restaurant

Live Word Cloud Results



STATION RESULTS HIGHLIGHTS

This station allowed charrette participants to directly work with members of the project team to map out future layouts for the property. Participants laid out potential future roadway and trail alignments, building footprints, and potential land uses with a project team member.



This station allowed participants to vote on images of buildings (split into residential and destination building types) based on their visual preference. If participants liked the look of the images, then they could vote on those images. The results of this station are summarized below.

MULTIFAMILY MID DENSITY



14 votes

TOWNHOMES



14 votes

ASSISTED/SENIOR LIVING



13 votes

RESTAURANTS



28 votes

PUBLIC PLAZA OR GATHERING SPACE



28 votes

MEDICAL OR HEALTH SERVICES



28 votes

DEVELOPMENT SCENARIO ANALYSIS MEETINGS

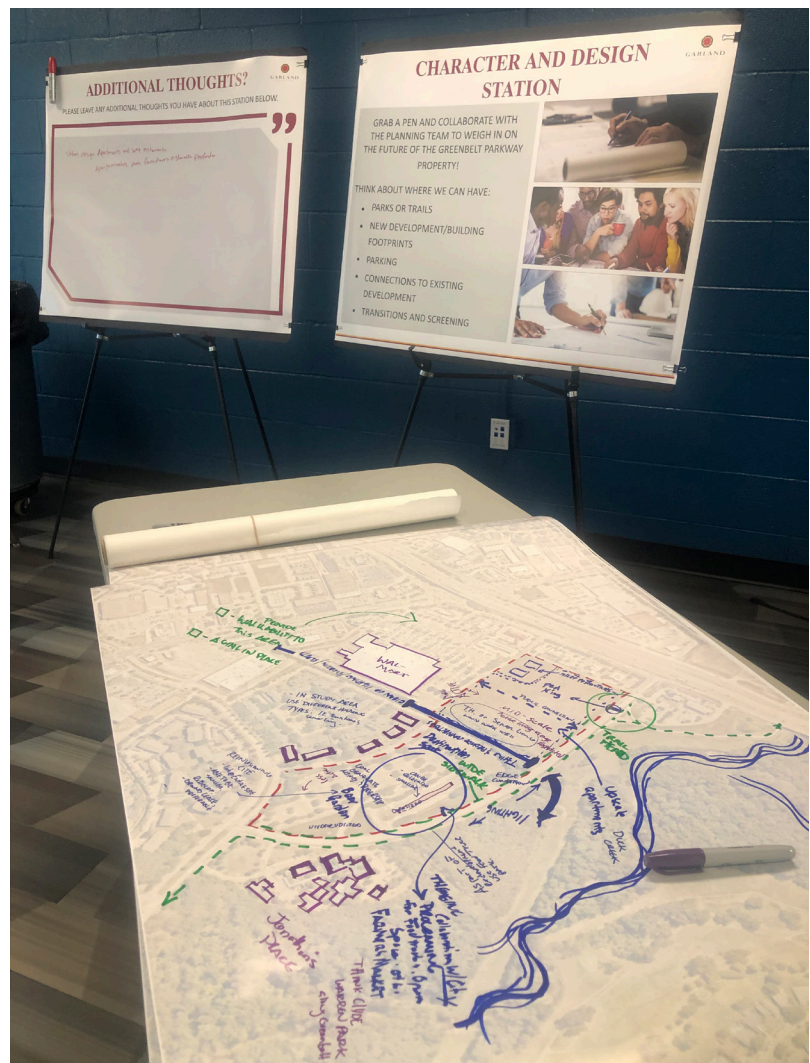
December 22, 2021
January 13, 2022

Upon developing concepts for the future build out of the study area based the feedback gained through the planning process, a development scenario analysis was conducted with the current property owners, Councilman Williams, city staff and the consultant team to evaluate and further align with the priorities and objectives of the community. These additional meetings were critical in providing touch points to ensure consensus is established between these groups. As a result, a preferred scenario began to emerge, as is detailed further in the report. The meeting notes from this workshop can be found in **Appendix G**.

MEETINGS WITH CITY COUNCIL AND THE PLANNING AND ZONING COMMISSION

Multiple Meetings

A City Council Work Session was held on January 31, 2022 to discuss the results of the planning process and to propose the preferred scenario. The plan was then presented at the Planning and Zoning Commission and City Council for approval and adoption.





2040 VISION

"In 2040, the Greenbelt Parkway Property is a walkable, interconnected, urban, mixed-use neighborhood that offers convenient living, dining, transit and recreation options for the community."

STRATEGIC PRIORITY GOALS



Throughout the planning process, several strategic priority goals emerged that emphasize critical components of consideration for future growth. As they relate to the plan, these elements are vital for the implementation of the plan and should be well established for continued success. Below list the six strategic priority goals that were identified throughout the duration of the project. Each goal has an identified policy that will act as guiding principles when implementing the particular goal.



GOAL 1 **MOBILITY & CONNECTIVITY**

*A WALKABLE AND
INTERCONNECTED
MULTIMODAL NETWORK
OF STREETS, TRAILS, AND
SIDEWALKS*

Primary Policy Action

Resolve existing pedestrian and vehicular connectivity challenges by ensuring roadway and sidewalk network is extensive and interconnected throughout a pedestrian scaled block structure that ensures linkages to adjacent properties.



GOAL 2 **LAND USE**

*A DIVERSE, MIXED-USE AND
MULTI-PHASED DISTRICT*

Primary Policy Action

Maximize the usability and development potential of the site by providing a diverse and flexible range of uses, driven by market demand and balanced as a multi-phased, transit-oriented district with appropriately scaled residential, restaurant, and hospitality users.



GOAL 3 **NEIGHBORHOOD CHARACTER & PLACEMAKING**

*A TRANSIT-ORIENTED URBAN
DISTRICT, PROVIDING FOR
THE LIVABILITY, ACCESS, AND
EQUITY OF A DIVERSE RANGE
OF NEEDS*

Primary Policy Action

Through placemaking and urban design practices, create an interconnected, transit-oriented, mixed-use neighborhood environment that is focused on providing for accessibility, aging in place, walkability, and is amenitized with and connected to neighborhood scale parks, trails, and open spaces.

STRATEGIC PRIORITY GOALS CONTINUED



GOAL 4 VISIBILITY

THE OPTIMAL POSITIONING AND SITING OF WAYFINDING ELEMENTS, SITE AMENITIES, AND KEY DISTRICT ANCHORS IN A TRANSIT-ORIENTED DISTRICT

Primary Policy Action

Preserve and accentuate viewsheds to the site to enhance wayfinding and placemaking opportunities when positioning buildings, open spaces, entry sequences and when establishing scale and transitions.



GOAL 5 PARKING

AN OPTIMIZED PARKING STRATEGY THAT UTILIZES A DIVERSE RANGE OF PARKING TYPES TO ENHANCE AND SUPPORT A WALKABLE URBAN DISTRICT

Primary Policy Action

Through each development phase, require a range of diverse parking facilities to encourage walkability and preserve neighborhood scale including with on-street parking, surface parking, shared lots and parking garages within the site.



GOAL 6 PARTNERSHIPS

A COLLECTIVE VISION REALIZED BY THE COLLABORATIVE WORK OF PUBLIC AND PRIVATE PARTNERSHIPS

Primary Policy Action

Pursue and secure partnerships to position development for the optimal utilization and obtainment of resources to deliver the shared vision of the plan.

SCENARIO ANALYSIS

As themes emerged throughout the planning process, development scenarios were crafted to address and be representative of the vision, goals, and strategic priorities established via community engagement. These scenarios provide a diverse framework of elements that allow flexibility for future development while maintaining the objectives of the guiding principles. While each scenario is different, they all provide potential development outcomes that present various opportunities and unique challenges. The pages have a brief discussion of each scenario as it relates to its respective set of goals and details priorities and objectives for the proposed condition.

SCENARIO OVERVIEW

SCENARIOS DETAILED ON THE FOLLOWING PAGES

Full page view of each scenario can be found in **Appendix H**.

SCENARIO 1 SCENARIO 2 SCENARIO 3

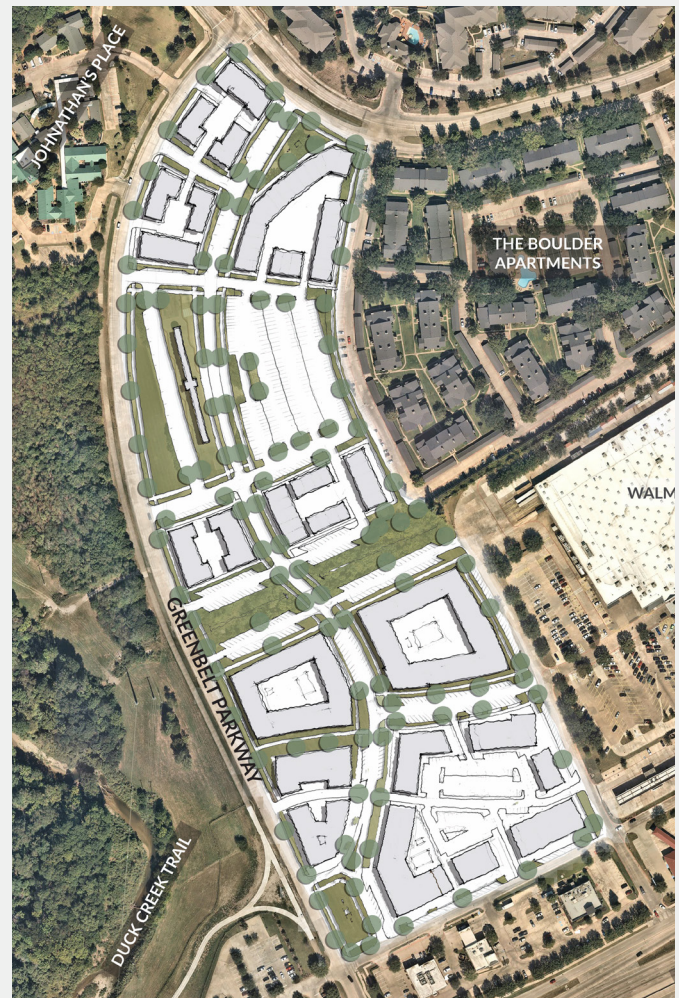
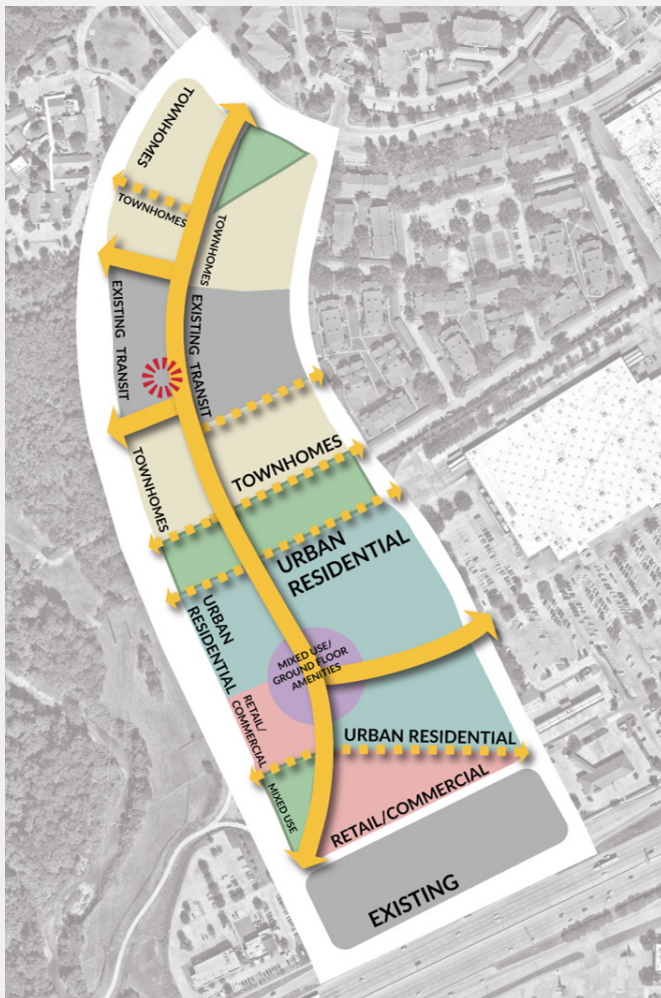


SCENARIO 1

The first scenario looks at an overall block framework or “parti” that is pedestrian scaled has a central spine traversing through the site. Critical and primary connections are made to Greenbelt Parkway, Duck Creek Drive and to the Wal-Mart property. Open spaces are disbursed throughout the site in the form of small neighborhood scale areas and a trailhead is linked on the south. The DART property on the north is redeveloped to incorporate mid density residential on the north and south but leaves the existing structure and parking lot (in the middle) in place. The drainage channel bisecting the site is utilized as an open space amenity where buildings front along that space. The property to the south of the drainage channel is redeveloped as a mixed-use development where urban residential to the north transitions to mixed-use and retail/commercial and restaurants on the south.

MAJOR CONSIDERATIONS

- Ensuring pedestrian connectivity from the north to the south because of the expansive parking lot and station.
- Fronting along the Wal-Mart site on the east creates concerns with regard to having primary access and entries along that property line, while maintaining a service corridor. Wide setbacks and sidewalks would be recommended.



SCENARIO 1 PRIORITIES AND OBJECTIVES



GOAL 1 MOBILITY & CONNECTIVITY

- Interconnected network of streets and sidewalks
- Trail network throughout the site
- Primary connections to Greenbelt Parkway, Duck Creek Drive, and Wal-Mart
- Outward facing site on all sides fronting adjacent properties and streets



GOAL 2 LAND USE

- Mix of uses from medium scale residential density on the north to retail and restaurants on the south
- At key intersection of primary roadway, vertical mixed use is incorporated where the ground floor is retail or facility amenities at grade



GOAL 3 NEIGHBORHOOD CHARACTER & PLACEMAKING

- Redevelop a portion of the DART station to incorporate mid-density urban residential
- Provide walkable, urban blocks that are pedestrian scaled
- Transition from restaurant and retail activity on the south to residential neighborhood on the north
- Provide for open spaces and amenities of the residents



GOAL 4 VISIBILITY

- Accentuated entry sequence along Greenbelt Parkway with an open space and entry sequence to draw people in
- At the key intersection of the primary spine roads mixed-use is utilized as ground floor restaurants/retail/amenities at grade



GOAL 5 PARKING

- Parking lot dominance mitigated along streetscape and relegated to midblock where possible
- Existing DART parking lot reduced in size
- A diversity of parking types provided throughout the site including on-street parking, parking lots, mid-block lots, and tuck under spaces



GOAL 6 PARTNERSHIPS

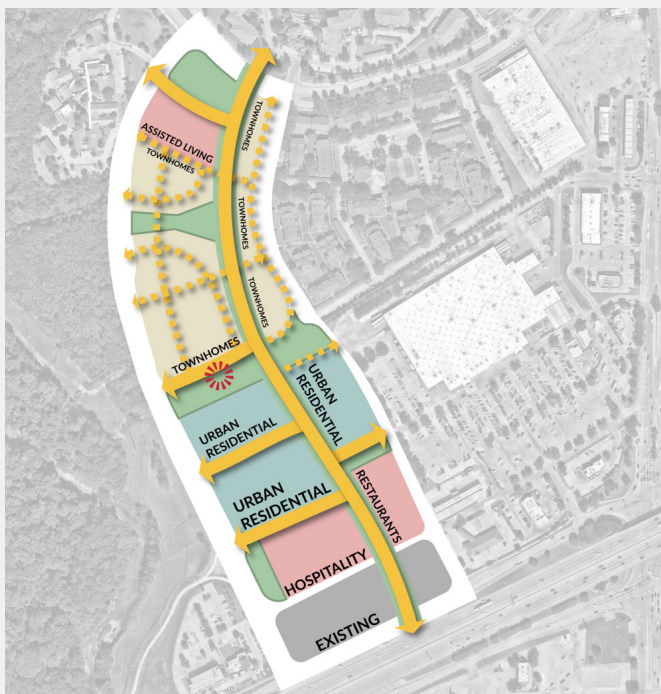
- Major public and private contributors and stakeholders that have impact on this site and potential partners for development activity are DART, Wal-Mart, TxDOT, Jonathan's Place, and the City of Garland

SCENARIO 2

The second scenario similarly proposes a block structure that has a primary spine roadway that flows north to south through the site. A secondary roadway network helps to break up the site into blocks that are appropriately scaled for a walkable, urban, pedestrian-friendly neighborhood. Open spaces occur at regular intervals at key block locations and are linked by pedestrian paths or trails. Lots are situated as such that they back to adjacent properties to the east and face internal to the site. In this scenario, the DART Lake Ray Hubbard Transit Center is relocated to the center of the study area and strategically located along the drainage channel (proposed as the anchor to this public open space amenity). This configuration allows DART the most flexibility when redeveloping the site to the north as it removes physical constraints from allowing a single, contiguous, development to occur. The station itself is rebuilt with a smaller facility and parking is primarily buried in the middle of the block with the ability for shared parking scenarios. The drainage channel that once bisected the site is utilized as an open space amenity and now links the area together. The property to the south of the drainage channel is developed as a mixed-use neighborhood, where urban residential to the north transitions to hospitality and restaurants on the south. The scale of density for the site is focused on the center and transitions to lower scale, urban residential the north.

MAJOR CONSIDERATIONS

- Ensure permanent public connectivity through streets and sidewalks throughout the development.
- Ensure direct public access across the site to the Wal-Mart property, as a long term solution to the block network. This may be accomplished through a phased approach by temporarily limiting connections with bollards, paving treatments, and as a fire or pedestrian access only.
- Improve the drainage channel by clearing underbrush, incorporating sidewalks and trails around the perimeter, ensure adequate parking on-street, and require frontage along the open space.



SCENARIO 2 PRIORITIES AND OBJECTIVES



GOAL 1 MOBILITY & CONNECTIVITY

- Interconnected network of streets and sidewalks
- Trail network throughout the site
- Primary connections to Greenbelt Parkway, Duck Creek Drive, and Wal-Mart
- Outward facing site on north, west, and south, while backing to properties along the east



GOAL 2 LAND USE

- Mix of uses from medium scale residential density on the north to higher urban residential in the center, to hospitality and restaurants on the south
- DART Lake Ray Hubbard Transit Center is relocated to the center of the site



GOAL 3 NEIGHBORHOOD CHARACTER & PLACEMAKING

- DART Lake Ray Hubbard Transit Center shares mid-block parking amenities with the urban residential block to the north
- Provide walkable, urban blocks that are pedestrian scaled
- Transition from restaurant and retail activity on the south to residential neighborhood on the north
- Provide for open spaces and amenities



GOAL 4 VISIBILITY

- Improve placement and visibility of the DART Lake Ray Hubbard Transit Center to be more prominent in the neighborhood and an anchor to open space
- Ensure viewshed from I-30 is preserved by the distribution of uses in their proposed locations



GOAL 5 PARKING

- Parking lot dominance mitigated along streetscape and relegated to midblock where possible
- Parking for the DART Lake Ray Hubbard Transit Center is incorporated within the block and surface parking is mitigated
- A diversity of parking types provided throughout the site (on-street parking, parking lots, mid-block lots, and tuck under spaces).



GOAL 6 PARTNERSHIPS

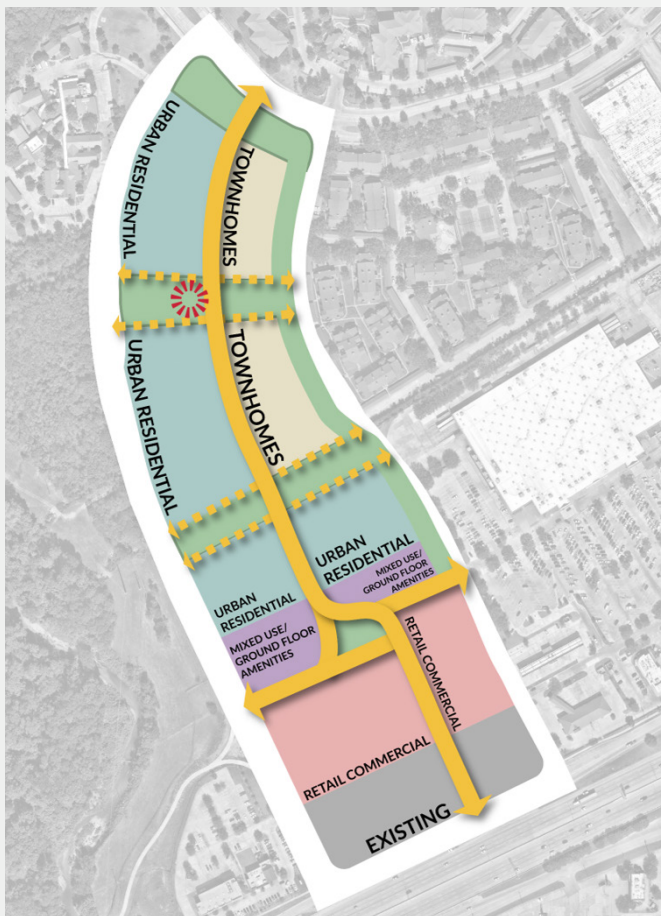
- Major public and private contributors and stakeholders that have impact on this site and potential partners for development activity are DART, Wal-Mart, TXDOT, Jonathan's Place, and the City of Garland

SCENARIO 3

The third scenario proposes a block structure that follows a similar objective for a walkable, urban, pedestrian-scaled neighborhood. A primary road network flows north to south through the site and links across from Greenbelt Parkway to the adjacent Wal-Mart shopping center. The center of activity helps to draw people through the site at the intersection of primary roadways. The DART Lake Ray Hubbard Transit Center is redeveloped with a smaller footprint, in the same general location, but reoriented, and integrated within a medium density urban residential neighborhood. Open spaces occur at regular intervals and serve as neighborhood centers of activity. A secondary network of trails links the open spaces together along the eastern boundary. In this scenario, the drainage channel is utilized as an open space amenity linking neighborhoods together. The property to the south of the drainage channel is developed as a mixed-use neighborhood, where urban residential to the north transitions to ground floor retail/amenities (at the intersection of primary roadways) to retail and restaurants on the south.

MAJOR CONSIDERATIONS

- Sensitivity to bus station loading, queuing, and drop-off being fully integrated into block road network.
- Treatment of boundary in conjunction with trail being appropriately landscaped, well lit, and screened from adjacent property.
- Ground floor retail at grade or building facility amenities at node where primary road network intersects.



SCENARIO 3 PRIORITIES AND OBJECTIVES



GOAL 1 MOBILITY & CONNECTIVITY

- Interconnected network of streets and sidewalks
- Trail network linking to the trail along Greenbelt Parkway and looping around on the east property line
- Primary connections to Greenbelt Parkway, Duck Creek Drive, and Wal-Mart
- Outward facing site on west, north, and east, while backing to properties along the south



GOAL 2 LAND USE

- Mix of uses from medium scale residential density on the northeast to higher urban residential in the west and center, transitioning to retail/commercial and restaurants on the south
- DART Lake Ray Hubbard Transit Center is redeveloped and integrated within an urban residential neighborhood



GOAL 3 NEIGHBORHOOD CHARACTER & PLACEMAKING

- DART Lake Ray Hubbard Transit Center shares mid-block parking amenities with the urban residential blocks around them
- Walkable, urban, pedestrian scaled blocks
- Transition from restaurant and retail activity on the south to residential neighborhood on the north
- Provide for open spaces and amenities



GOAL 4 VISIBILITY

- Improve placement and visibility of DART Lake Ray Hubbard Transit Center to be more prominent in the neighborhood and an anchor to open space
- Ensure viewshed from I-30 is preserved by the distribution of uses in their proposed locations
- Link open spaces to each other through trail system



GOAL 5 PARKING

- Parking lot dominance mitigated along streetscape and relegated to midblock where possible
- Parking for the DART Lake Ray Hubbard Transit Center is incorporated within the block and surface parking is mitigated
- A diversity of parking types provided throughout the site (on-street parking, parking lots, mid-block lots, and tuck under spaces)



GOAL 6 PARTNERSHIPS

- Major public and private contributors and stakeholders that have impact on this site and potential partners for development activity are DART, Wal-Mart, TXDOT, Jonathan's Place, and the City of Garland

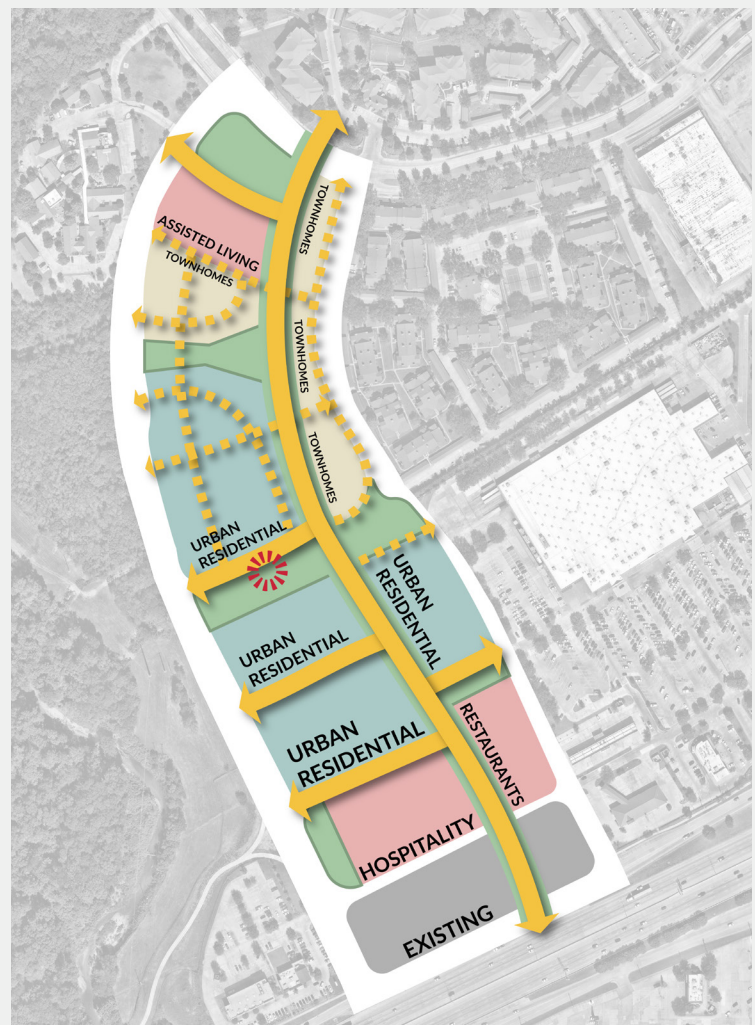
V. DEVELOPMENT FRAMEWORK

PREFERRED SCENARIO

The preferred scenario was organically developed through collaboration between City Staff and the stakeholders. After reviewing the three scenarios, it was decided that portions of Scenario 2 and Scenario 3 were going to be combined to create an overall Preferred Scenario for the Greenbelt Parkway Property.

The Preferred Scenario closely follows the design of Scenario 2, especially in terms of street network layout. A central north/south roadway dissects the property that connects many internal east/west streets. The unique characteristics about the Preferred Scenario is that the DART, Lake Ray Hubbard Transit Center is now surrounded by urban residential. The logic behind this is to place the highest density adjacent to the bus station, where walkability is improved and the ability to share parking resources is optimized.

The following pages describe in detail how the Preferred Scenario will achieve each identified Strategic Priority, including Mobility and Connectivity, Land Use, Neighborhood Character and Placemaking, Visibility, Parking, and Partnerships. Each Strategic Priority sets several goals and action items to guide staff on how to implement this Preferred Scenario vision. Representative imagery is also provided to help visually perceive the vision for the Garland Greenbelt Parkway Property.



PREFERRED SCENARIO



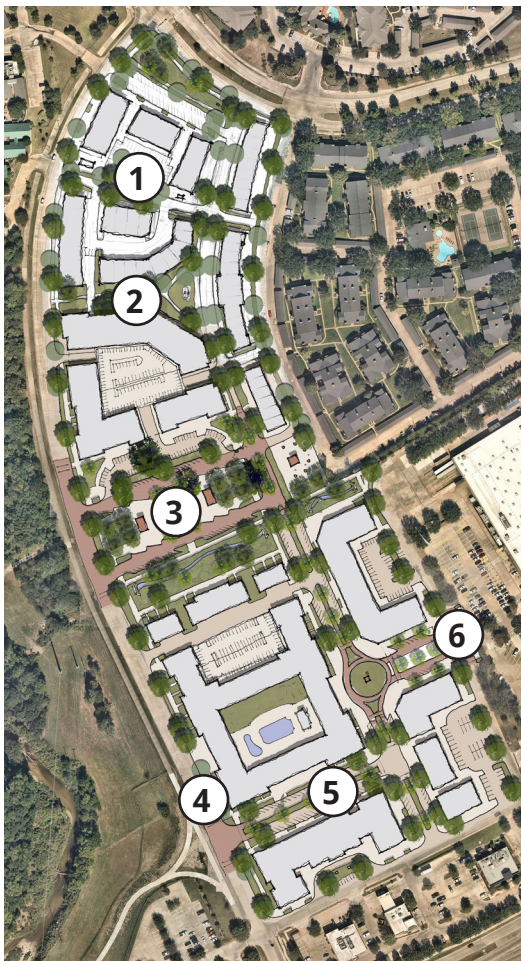
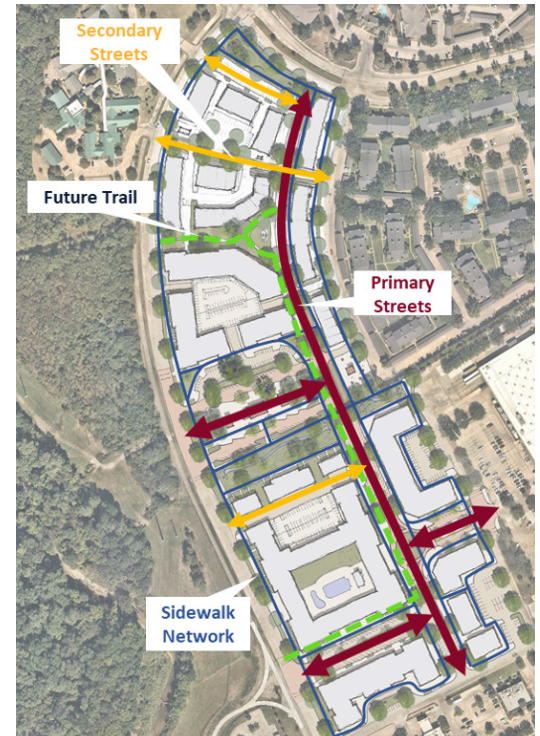


GOAL 1 MOBILITY & CONNECTIVITY

MOBILITY NETWORK

Mobility and Connectivity is a critical component of the Preferred Scenario. It is important to provide sufficient sidewalk and trail connections so that those who live in the area, and those who will be taking the DART Lake Ray Hubbard Transit Center bus, will be able to easily maneuver throughout the site and to adjacent destinations, such as Wal-Mart.

The Mobility Framework is pictured to the right. The site is laid out in a grid format and will be divided into primary and secondary streets and will provide a connected sidewalk and trail network so that pedestrians have access to all points of the site. The site also features wide medians on the primary streets, as well as a “festival street” on the southeast side of the site. This festival street will be limited access, blocked by bollards for fire access only, in order to prevent from intervening with the Wal-Mart loading and delivery route.



- ① **Grid Network.** This scenario aligns the site in a grid network to enhance vehicular and pedestrian connectivity throughout the site.
- ② **Urban Trails.** A recreational trail allows future residents to connect to the site’s open space while also connecting the site’s east and west limits.
- ③ **Transit Access.** The DART Lake Ray Hubbard Transit Center is reconfigured and nestled in the center of the site, providing access to alternative forms of transportation and could reduce the need for single-occupancy vehicle trips.
- ④ **Duck Creek Trail.** It is imperative that a safe, midblock crossing is created to the adjacent Duck Creek Trail.
- ⑤ **Medians.** Dividing the primary streets with wide, landscaped medians can slow traffic while enhancing the aesthetics and pedestrian safety to the site.
- ⑥ **Limited Access.** This internal street will be blocked with bollards due to the proximity to the Wal-Mart freight route. This street can be accessed by pedestrians and can be used for festivals or farmers markets.

MOBILITY & CONNECTIVITY **GOAL 1**

REPRESENTATIVE IMAGERY



1



2



3



4



5



6

POLICY ACTION ITEMS

Policy 1.1. Site Circulation – Establish vehicular and pedestrian circulation throughout the site and to adjacent properties by the provision of publicly accessible right-of-way, spaced at regular block intervals.

Policy 1.2. Site Access – As the site develops, ensure that primary pedestrian and vehicular connectivity to Greenbelt Parkway, Duck Creek Drive, and the Wal-Mart shopping center is established.

Policy 1.3. Multimodal Thoroughfares – Provide an interconnected network of tree-lined streets that accommodate multiple modes of travel and convenience for users (including with roads, sidewalks, trails, bike, and bus lanes as well as accommodating for on-street parking, street trees, lighting, landscaping and furniture).

Policy 1.4. Festival Street – Construct a pedestrian-only (fire-access designed) festival street linking to the Wal-Mart shopping center to ensure a consistent block structure, connectivity, and continued safety is established for the service drive and overall site.

Policy 1.5. Trails – Link to the Duck Creek Trail system and provide an additional trail network loop into the site, connecting the neighborhood open spaces and amenities together.

Policy 1.6. Building Locations - Locate building faces with a minimal setback along the right-of-way and place parking in the rear of buildings to encourage urban accessibility and walkability along the streetscape.

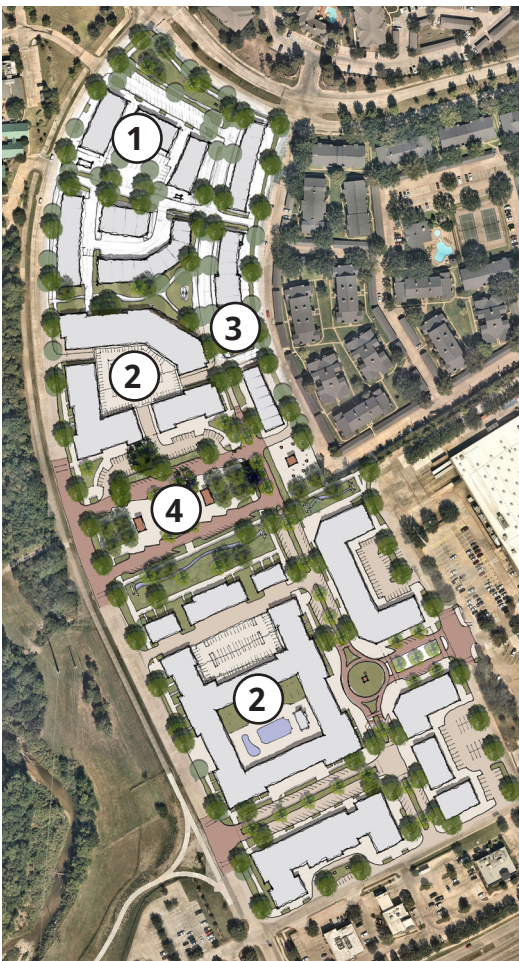
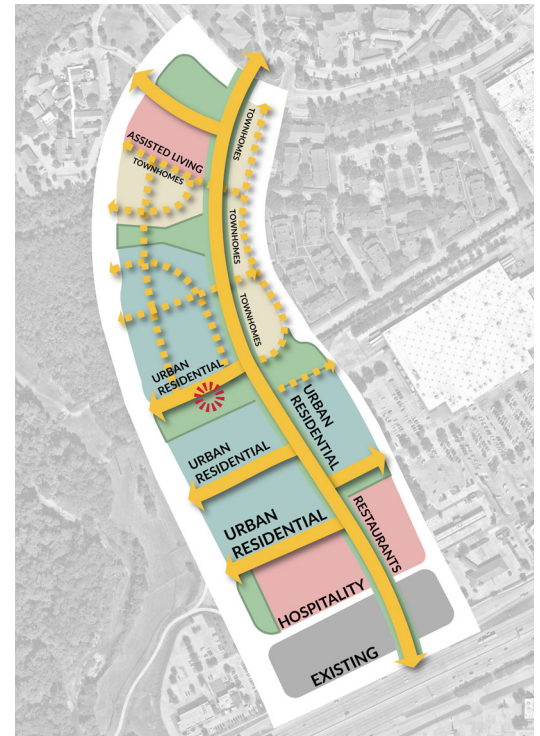


GOAL 2 LAND USE

FUTURE LAND USE

The anticipated future land use for the site features a mix of residential and commercial land uses. There is a diverse range of housing types, including urban residential apartments, townhomes, and an assisted living facility. Towards the front of the site, directly behind the existing commercial development, is anticipated to be restaurants and hospitality uses, such as a hotel. The site also features plenty of green or open space which is intertwined with the urban development.

The DART Lake Ray Hubbard Transit Center will be redesigned to have a smaller footprint that will share parking with the adjacent lots and on-street parking. Next to the transit center is a drainage channel or creek that will be cleared and redeveloped into a unique amenity for residents and visitors to the transit center to enjoy.



- ① **Assisted Living.** There was a general consensus through the public engagement strategy of the need for senior-specific housing. Future residential development should fill this missing housing type by providing assisted living or senior-specific housing units.
- ② **Transit-Oriented Development.** By placing the highest residential density directly adjacent to the revitalized DART Lake Ray Hubbard Transit Center the site can support increased transit ridership without increasing the available parking.
- ③ **Townhomes.** There was also support for townhome and smaller single-family attached dwelling units for this site as well. Providing a variety of housing types and price points will improve the site's diversity, which can help create a vibrant community.
- ④ **DART's Lake Ray Hubbard Transit Center.** The DART Lake Ray Hubbard Transit Center will be reduced in size and reconfigured to a more urban setting by reducing the amount of surface parking lots and reutilizing that land for housing. Ridership could increase due to the nearby urban residential apartment complexes.

LAND USE **GOAL 2**

REPRESENTATIVE IMAGERY



POLICY ACTION ITEMS

Policy 2.1. Phased Growth – Enable flexibility for incremental growth to occur in accordance with the preferred scenario.

Policy 2.2. Mixed Use District - Ensure a mix of uses from primarily medium scale residential density on the north to higher urban residential in the center in conjunction with the DART Lake Ray Hubbard Transit Center, to hospitality and restaurants on the south.

Policy 2.3. Ground Floor Activity – Where the primary spine roadway intersects with the festival street leading to the Wal-Mart shopping center, activate the ground floor by requiring retail/restaurants or facility amenities to be located at-grade.

Policy 2.4. Open Space – Incorporate neighborhood scale open space in each phase of development to ensure adequate amenities are consistently provided by each development.



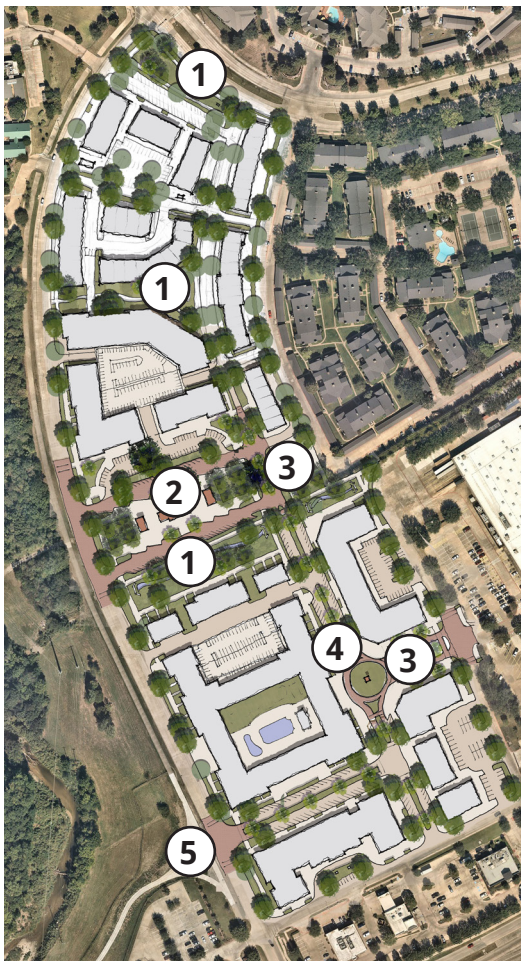
GOAL 3 NEIGHBORHOOD CHARACTER & PLACEMAKING

FUTURE CHARACTER

Character and placemaking are critical aspects for the future development of this site. Placemaking is defined by the Congress of New Urbanism as “the process of creating quality places that people want to live, work, play, and learn in.” The public feedback received indicated that standard strip-center commercial development is not desired for the area. Rather, the public wants special destinations that are uniquely branded to showcase the Greenbelt Parkway Property’s character.

Gateway signage, branding, and wayfinding elements can enhance the site’s sense of place and overall visibility. Areas such as the proposed roundabout create an opportunity to install public art or sculpture projects that can become a representative image of the area as a whole, which in turn can encourage photo opportunities and social media moments, attracting more visitors to the area.

Creating neighborhood character is an essential component to the success of the future development. Careful attention should be made on ways to develop the site in a unified manner, using means such as consistent building material, unified wayfinding signage, consistent landscaping elements, matching street furniture, and a consistent color palette throughout the site.



- ① **Connecting to Nature.** The site features numerous connections to green and open spaces, including a water feature along the creek. There will also be numerous shade trees and trail or sidewalk connections that will seamlessly integrate an urban setting with the outdoors.
- ② **Urban Design.** The future design of the DART Lake Ray Hubbard Transit Center will capitalize on integrating modern design elements and streetscaping components and will capitalize on the future drainage water feature. The redevelopment of this site poses an opportunity for DART to invest in creating a pleasant and special place.
- ③ **Gathering Spaces.** The public plaza and festival street can be used for future farmers markets, artisan markets, or events since it will be limited access. This creates a public space for the community to gather and host events that will draw in additional revenue to the area.
- ④ **Roundabout Placemaking.** The proposed roundabout creates an opportunity to construct a community monument or sculpture that can be utilized for future branding and placemaking for the site.
- ⑤ **Trailhead.** The enhanced crosswalk at the intersection of Duck Creek Trail will create a special sense of place for those walking or driving through the site.

NEIGHBORHOOD CHARACTER & PLACEMAKING

GOAL 3



REPRESENTATIVE IMAGERY



POLICY ACTION ITEMS

Policy 3.1. Transit Oriented Development

- Redevelop the DART Lake Ray Hubbard Transit Center to a pedestrian friendly, Transit Oriented Development integrated within the neighborhood fabric and adjacent to open space.

Policy 3.2. Block Structure – Provide walkable, urban blocks that are pedestrian scaled to enable pedestrian connectivity throughout the site.

Policy 3.3. Community Amenities – Reserve prime locations adjacent to open space for community anchors and neighborhood amenities (such as the DART Lake Ray Hubbard Transit Center, the festival street, which can be used for farmers market, food truck stands, and/or kiosks).

Policy 3.4. Linking North and South –

Transition the drainage channel that bisects the site into a neighborhood amenity by cleaning up the underbrush and providing pedestrian and vehicular access across it in key locations, linking the north and south portions of the site together.

Policy 3.5. Programming – Invest in opportunities to program open spaces for neighborhood events and programs to help reinforce community identity.



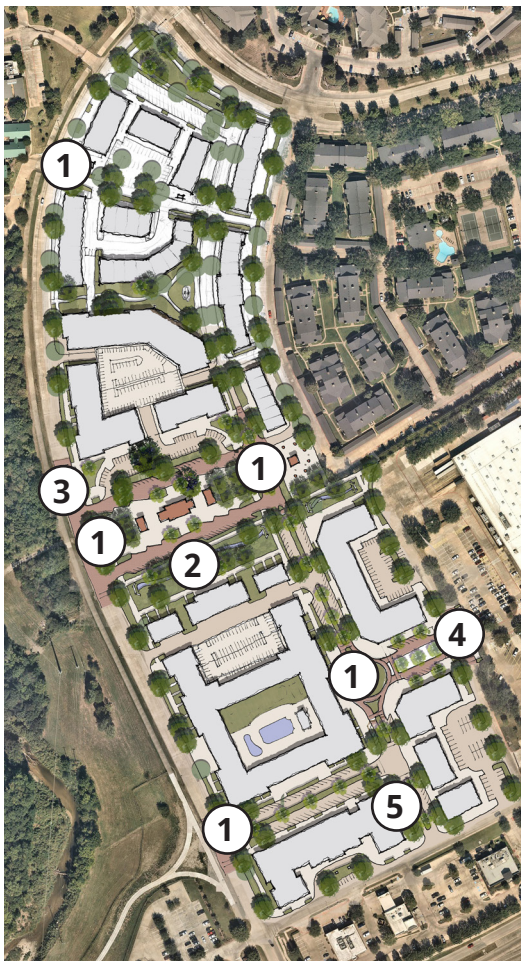
GOAL 4 VISIBILITY

VISIBILITY

The Greenbelt Parkway Property possesses a unique challenge in that the site does not obtain any frontage to the I-30 service roads. This Preferred Scenario helps combat this issue by placing the commercial land uses, including restaurants and hospitality uses, at the front of the site and the residential land uses aligned towards the back.

Wayfinding and branding are also ways to increase site visibility. Gateway signs should be placed at the key intersections along Greenbelt Parkway to attract attention to the site. Additionally, installing painted crosswalks at key intersections, including at the Lake Ray Hubbard Transit Center and the Duck Creek Trail crossing, can instinctively cause drivers to slow down and examine the site.

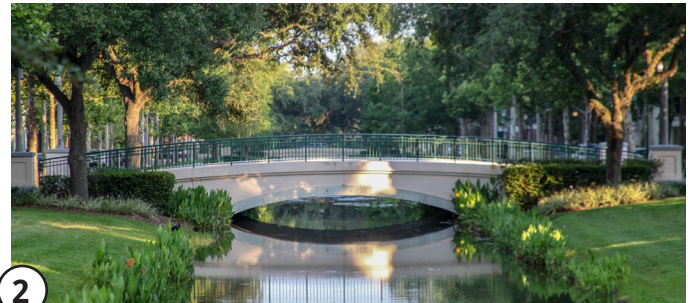
Future building alignment of proposed development is also a key factor in the visibility component. It is best practice to position building fronts adjacent to open space and streets. Buildings should be constructed near the right-of-way line and should conceal parking on the sides and rear of the building. This can create a visual hierarchy for future buildings, public spaces, and streets which can generate an attractive and walkable environment for those who visit the site.



- ① **Wayfinding and Branding.** The site should be well-equipped with branded wayfinding and gateway signage. Creating gateway features will remind visitors they are entering a special place when coming to the Greenbelt Parkway Property.
- ② **Water Channel Amenity.** Clearing the existing brush around the drainage channel and transforming the space into a landscaped amenity for the site will draw attention and new visitors to the site.
- ③ **Painted Crosswalks.** Painting the crosswalks at key intersections and at the entrance of the DART Lake Ray Hubbard Transit Center can grab the attention of those passing by and increase visibility to the site.
- ④ **Festival Street.** Although this street is limited in access, it will provide great visibility for the site by directing attention to the view corridor and roundabout. All who enter the Wal-Mart parking lot will be able to view the interior of the site.
- ⑤ **Commercial Uses.** The site will feature the hospitality and commercial land uses at the front of the site, directly behind the existing development. This will draw attention from those on the I-30 frontage road.

VISIBILITY **GOAL 4**

REPRESENTATIVE IMAGERY



POLICY ACTION ITEMS

Policy 4.1. Siting of DART Lake Ray Hubbard Transit Center. Improve placement and visibility of the DART Lake Ray Hubbard Transit Center to be more prominent in the neighborhood and an anchor to open space.

Policy 4.2. Highway Visibility. Ensure viewshed from I-30 is preserved by the distribution of uses in their proposed locations.

Policy 4.3. Intuitive Wayfinding. Link open spaces together with trail network to make it easy to navigate the site and reinforce connected visual cues.

Policy 4.4. Streetscape Frontage. Enable a visual hierarchy of public spaces and streets by placement of building frontages along open spaces and streets.

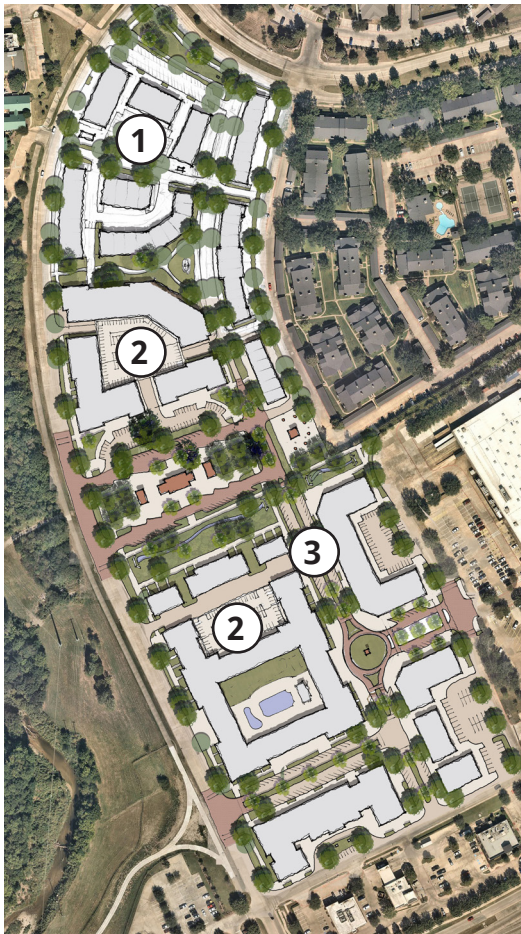
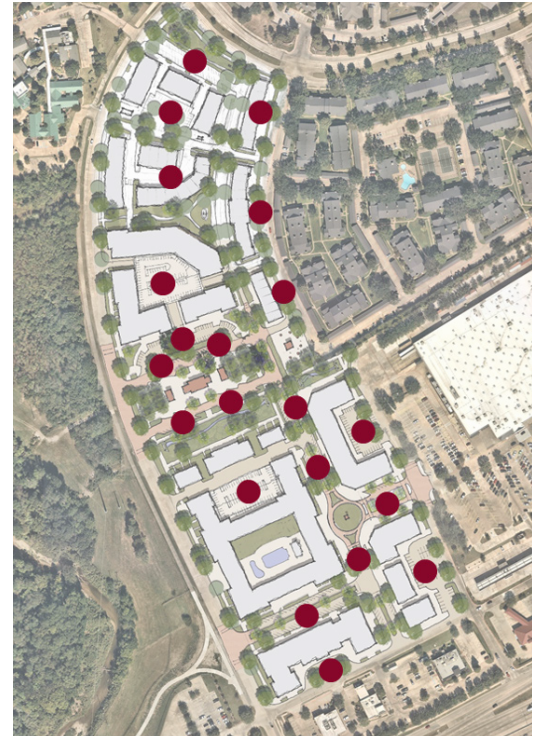
Policy 4.5. Enhanced Pedestrian Crossings. Enhance the pedestrian crossings at Greenbelt Parkway at the Duck Creek Trail intersection and the DART Lake Ray Hubbard Transit Center by painting or re-constructing Greenbelt Parkway with brick. Research and consider adding pedestrian flashing beacons at these intersections or other enhanced safety measures.

GOAL 5 PARKING

FUTURE PARKING NEEDS

Parking will be scattered throughout the entirety of the Greenbelt Parkway Property. The map to the right shows the location of anticipated future parking lots. This map showcases smaller, more frequent parking lots on the site, as opposed to larger surface parking lots. In addition, with the incorporation of parallel and angled on-street parking throughout the site, thoroughfares will provide convenience parking along the right-of way. By creating fewer, smaller parking areas, and diverse types of parking facilities the site will obtain a more urban and walkable environment for those who live and visit the site.

The DART, Lake Ray Hubbard Transit Center's existing development is largely vacant surface parking lots. This Preferred Scenario re-imagines the area to spread the parking locations throughout the entirety of the site, rather than concentrated in one area. On-street parking will also be provided on the site's internal streets.



- ① **Smaller Lots.** The site will feature smaller, more frequent parking lots over large surface lots. Breaking up the parking facilities in this way will create a more walkable, urban form rather than a sea of empty surface parking lots.
- ② **Shared Parking.** The DART Lake Ray Hubbard Transit Center will share parking with the adjacent urban residential complexes. This will reduce the need for unnecessary excess parking spaces. The future realigned transit center itself will feature approximately 80 parking spaces, but it is supported with over 400 parking spaces from the nearby urban residential parking garages and surface lots.
- ③ **On-Street Parking.** On-street parking should be provided on the site's internal streets. The on-street parking can be either angled or parallel parking.

PARKING **GOAL 5**

REPRESENTATIVE IMAGERY



POLICY ACTION ITEMS

Policy 5.1. Midblock Parking – Mitigate parking lot dominance along streetscape by limiting lots to the rear and mid-block where possible.

Policy 5.2. Diversity – Provide a wide array of parking options throughout the district throughout each phase, including parallel and angled parking, on-street parking, surface parking lots, mid-block lots, parking garages, and tuck under spaces.

Policy 5.3. DART Parking – Transition parking facilities from a vehicular based, large surface parking lot model to a more urban, transit-oriented model which includes a shared mid-block parking lot and garage with convenience parking located on street.

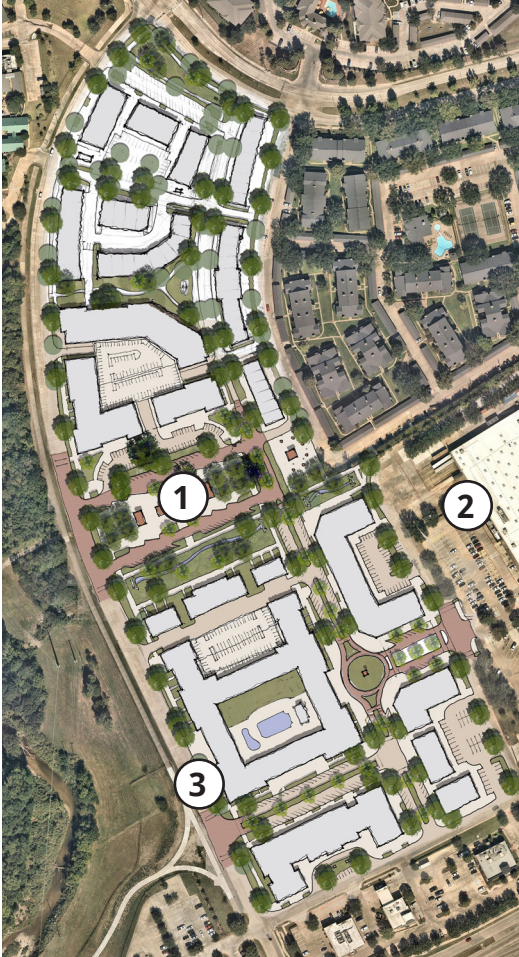


GOAL 6 PARTNERSHIPS

CONTINUED COLLABORATION

Successful development of the Greenbelt Parkway Property requires continued collaboration with key stakeholders, property owners, developers, and the City of Garland. This plan is built on the feedback from the community and numerous meetings with City Staff and stakeholders. Partnerships are important in developing the vision for the site, and these partnerships should continue to ensure that this Greenbelt Parkway Property Special Area Study remains relevant to everyone and is being used. Potential partners for the development of this site include, but are not limited to, DART, Wal-Mart, Jonathan's Place, TxDOT, and the City of Garland.

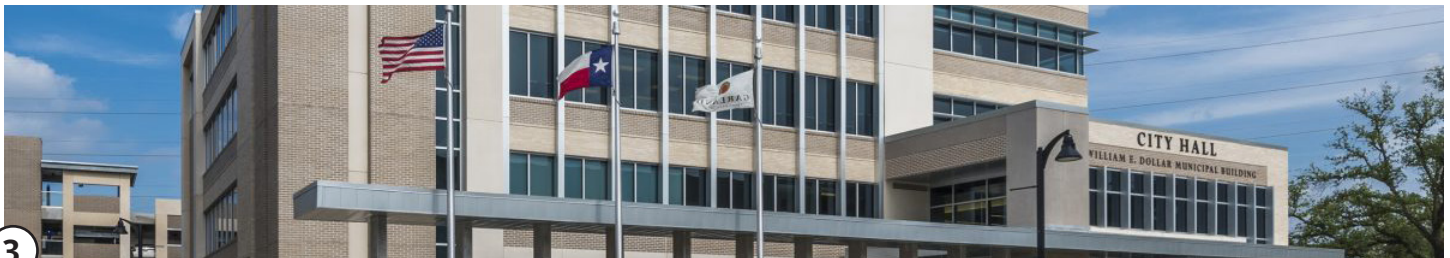
It should be communicated to partners how their group is important to the success of the development of the site and the implementation of the Special Area Study. In addition, partners are often great connections for funding, an important aspect of completing goals in the plan.



- ① **DART.** DART is a huge partner in the redevelopment of this property. Continued collaboration is needed with DART and future developers to ensure future site layouts are in line with DART's vision for the Lake Ray Hubbard Transit Center.
- ② **Wal-Mart.** A partnership with Wal-Mart is needed for the successful development of this property. Information not known to the public, such as the need to limit access to the festival street due to Wal-Mart's freight route, will be crucial to understand and work through as future development comes to the site.
- ③ **City of Garland.** The City of Garland will also be a big partner throughout the development of this site. Street improvements, such as the trailhead development and enhanced crosswalk near the Duck Creek Trail, require partnerships with the City of Garland to implement this vision.

PARTNERSHIPS **GOAL 6**

REPRESENTATIVE IMAGERY

**POLICY ACTION ITEMS**

Policy 6.1. Public – Continue to encourage partnerships with the development community and the City to best leverage resources for completion of the vision.

Policy 6.2. Private – Pursue development partners who specialize in walkable, pedestrian friendly developments and can deliver a high-quality urban environment.

VI. IMPLEMENTATION

INTRODUCTION

The Greenbelt Parkway Property Special Area Plan was created using a highly collaborative process and represents the community's vision for the future. Success in implementing the vision for the plan will require continued coordination with nearby residents, property owners, adjacent businesses, and the identified key partners. In addition, it will require adequate allocation of staff and financial resources to ready the property for future investment, development, and activity.

In order for the policy action items of the plan to be optimally achieved, a strategy for implementation was created to ensure accountability and recognize the amount of time, resources, and effort needed for their completion. With continued adherence and dedication to the recommendations and implementation strategies outlined in this plan, ongoing community support and strong, visionary leadership, the community will be able to achieve its overall vision to transform the Greenbelt Parkway Property into a major destination.

ACTION MATRIX

The following Action Matrix summarizes all of the identified actions proposed in this plan. This action plan can be used as a checklist for City staff, as well as a tool to utilize when reviewing future development plans for this area.

Action Number	Policy Action Item
MOBILITY & CONNECTIVITY	
Primary Policy Action: Resolve existing pedestrian and vehicular connectivity challenges by ensuring roadway and sidewalk network is extensive and interconnected throughout a pedestrian scaled block structure that ensures linkages to adjacent properties.	
1.1	Site Circulation – Establish vehicular and pedestrian circulation throughout the site and to adjacent properties by the provision of publicly accessible right-of-way, spaced at regular block intervals.
1.2	Site Access – As the site develops, ensure that primary pedestrian and vehicular connectivity to Greenbelt Parkway, Duck Creek Drive, and the Wal-Mart shopping center is established.
1.3	Multimodal Thoroughfares – Provide an interconnected network of tree-lined streets that accommodate multiple modes of travel and convenience for users (including with roads, sidewalks, trails, bike and bus lanes as well as accommodating for on-street parking, street trees, lighting, landscaping and furniture).

- 1.4 **Festival Street** – Construct a pedestrian-only (fire-access designed) festival street linking to the Wal-Mart shopping center to ensure a consistent block structure, connectivity, and continued safety is established for the service drive and overall site.
- 1.5 **Trails** – Link to the Duck Creek Trail system and provide an additional trail network loop into the site, connecting the neighborhood open spaces and amenities together.
- 1.6 **Building Locations** - Locate building faces with a minimal setback along the right-of-way and place parking in the rear of buildings to encourage urban accessibility and walkability along the streetscape.

LAND USE

Primary Policy Action: Maximize the usability and development potential of the site by providing a diverse and flexible range of uses, driven by market demand and balanced as a multi-phased, transit-oriented district with appropriately scaled residential, restaurant, and hospitality users.

- 2.1 **Phased Growth** – Enable flexibility for incremental growth to occur in accordance with the preferred scenario.
- 2.2 **Mixed Use District** - Ensure a mix of uses from primarily medium scale residential density on the north to higher urban residential in the center in conjunction with the DART Lake Ray Hubbard Transit Center, to hospitality and restaurants on the south.
- 2.3 **Ground Floor Activity** – Where the primary spine roadway intersects with the festival street leading to the Wal-Mart shopping center, activate the ground floor by requiring retail/restaurants or facility amenities to be located at-grade.
- 2.4 **Open Space** – Incorporate neighborhood scale open space in each phase of development to ensure adequate amenities are consistently provided by each development.

NEIGHBORHOOD CHARACTER & PLACEMAKING

Primary Policy Action: Through placemaking and urban design practices, create an interconnected, transit-oriented, mixed-use neighborhood environment that is focused on providing for accessibility, aging in place, walkability, and is amenitized with and connected to neighborhood scale parks, trails, and open spaces.

- 3.1 **Transit Oriented Development** - Redevelop the DART Lake Ray Hubbard Transit Center to a pedestrian friendly, Transit Oriented Development integrated within the neighborhood fabric and adjacent to open space.
- 3.2 **Block Structure** – Provide walkable, urban blocks that are pedestrian scaled to enable pedestrian connectivity throughout the site.

Action Number	Action Item
3.3	Community Amenities – Reserve prime locations adjacent to open space for community anchors and neighborhood amenities (such as the DART Lake Ray Hubbard Transit Center, the festival street, which can be used for farmers market, food truck stands, and/or kiosks).
3.4	Linking North and South – Transition the drainage channel that bisects the site into a neighborhood amenity by cleaning up the underbrush and providing pedestrian and vehicular access across it in key locations, linking the north and south portions of the site together.
3.5	Programming – Invest in opportunities to program open spaces for neighborhood events and programs to help reinforce community identity.
VISIBILITY	
Primary Policy Action: Preserve and accentuate viewsheds to the site to enhance wayfinding and placemaking opportunities when positioning buildings, open spaces, entry sequences and when establishing scale and transitions.	
4.1	Siting of DART Station. Improve placement and visibility of DART Lake Ray Hubbard Transit Center to be more prominent in the neighborhood and an anchor to open space.
4.2	Highway Visibility. Ensure viewshed from I-30 is preserved by the distribution of uses in their proposed locations.
4.3	Intuitive Wayfinding. Link open spaces together with trail network to make it easy to navigate the site and reinforce connected visual cues.
4.4	Streetscape Frontage. Enable a visual hierarchy of public spaces and streets by placement of building frontages along open spaces and streets.
4.5	Enhanced Pedestrian Crossings. Enhance the pedestrian crossings at Greenbelt Parkway at the Duck Creek Trail intersection and the DART Lake Ray Hubbard Transit Center by painting or re-constructing Greenbelt Parkway with brick. Research and consider adding pedestrian flashing beacons at these intersections or other enhanced safety measures.

**Action
Number****Action Item****PARKING**

Primary Policy Action: Through each development phase, require a range of diverse parking facilities to encourage walkability and preserve neighborhood scale including with on-street parking, surface parking, shared lots and parking garages within the site.

- | | |
|-----|--|
| 5.1 | Midblock Parking – Mitigate parking lot dominance along streetscape by limiting lots to the rear and mid-block where possible. |
| 5.2 | Diversity – Provide a wide array of parking options throughout the district throughout each phase, including parallel and angled parking, on-street parking, surface parking lots, mid-block lots, parking garages, and tuck under spaces. |
| 5.3 | DART Parking – Transition parking facilities from a vehicular based, large surface parking lot model to a more urban, transit-oriented model which includes a shared mid-block parking lot and garage with convenience parking located on street. |

PARTNERSHIPS

Primary Policy Action: Pursue and secure partnerships to position development for the optimal utilization and obtainment of resources to deliver the shared vision of the plan.

- | | |
|-----|--|
| 6.1 | Continue to encourage partnerships with the development community and the City to best leverage resources for completion of the vision. |
| 6.2 | Pursue development partners who specialize in walkable, pedestrian friendly developments and can deliver a high-quality urban environment. |

APPENDIX A

EXISTING CONDITIONS MAPS

1. STUDY AREA
2. EXISTING FLOODPLAIN
3. PARKS AND TRAILS
4. PARCEL SIZE
5. VACANT PARCELS
6. UTILITY INFRASTRUCTURE
7. EXISTING TREE COVERAGE
8. EXISTING TRANSPORTATION SYSTEMS
9. EXISTING LAND USE

Greenbelt Parkway Property Study Area



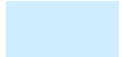
-  Study Area Boundary
-  Parcels



Greenbelt Parkway Property

Existing Floodplain



-  Study Area Boundary
-  100-Year Floodplain



Greenbelt Parkway Property

Existing Parks and Trails



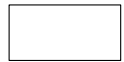
-  Study Area Boundary
-  Duck Creek Greenbelt Trail



Greenbelt Parkway Property

Parcel Size (Acres)

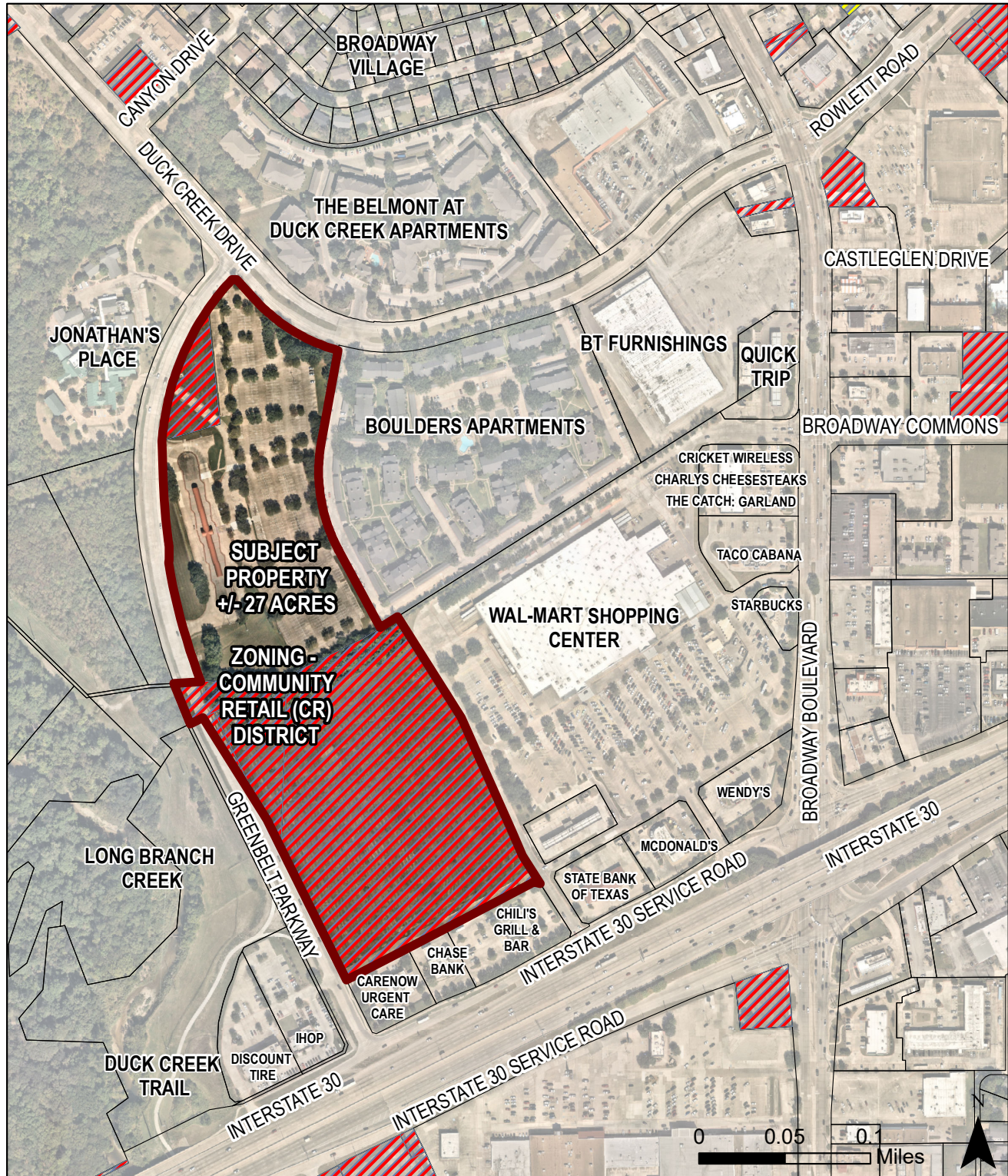


-  Study Area Boundary
-  Parcels



Greenbelt Parkway Property

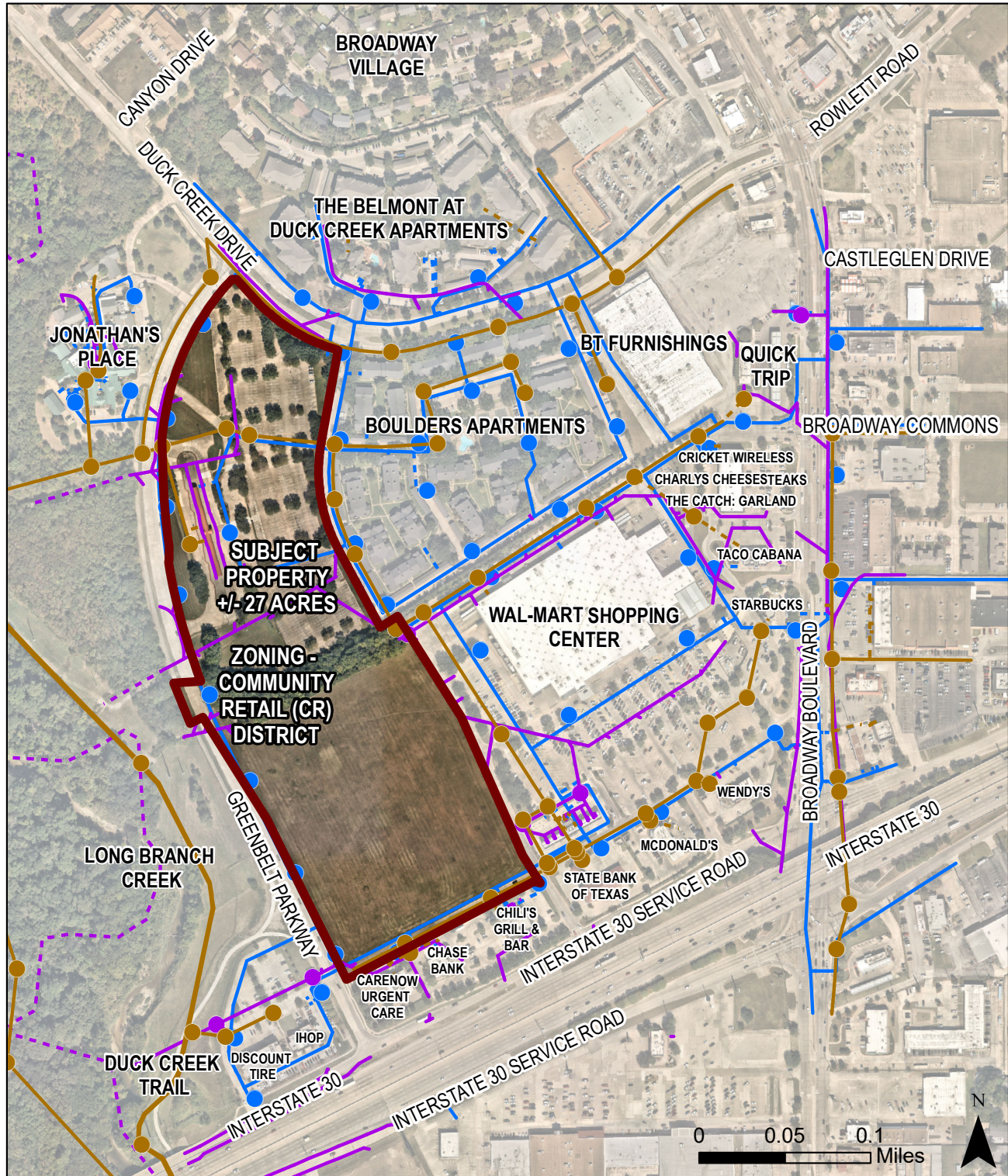
Existing Vacant Parcels



Greenbelt Parkway Property Existing Utility Infrastructure



- Study Area Boundary
- Storm Channel
- Water Hydrants
- Sewer Laterals
- Storm Pipes
- Water Pipes
- Sewer Manholes
- Storm Manholes
- Water Service Line
- Sewer Pipes



Greenbelt Parkway Property

Existing Tree Coverage



-  Study Area Boundary
-  Tree Clusters

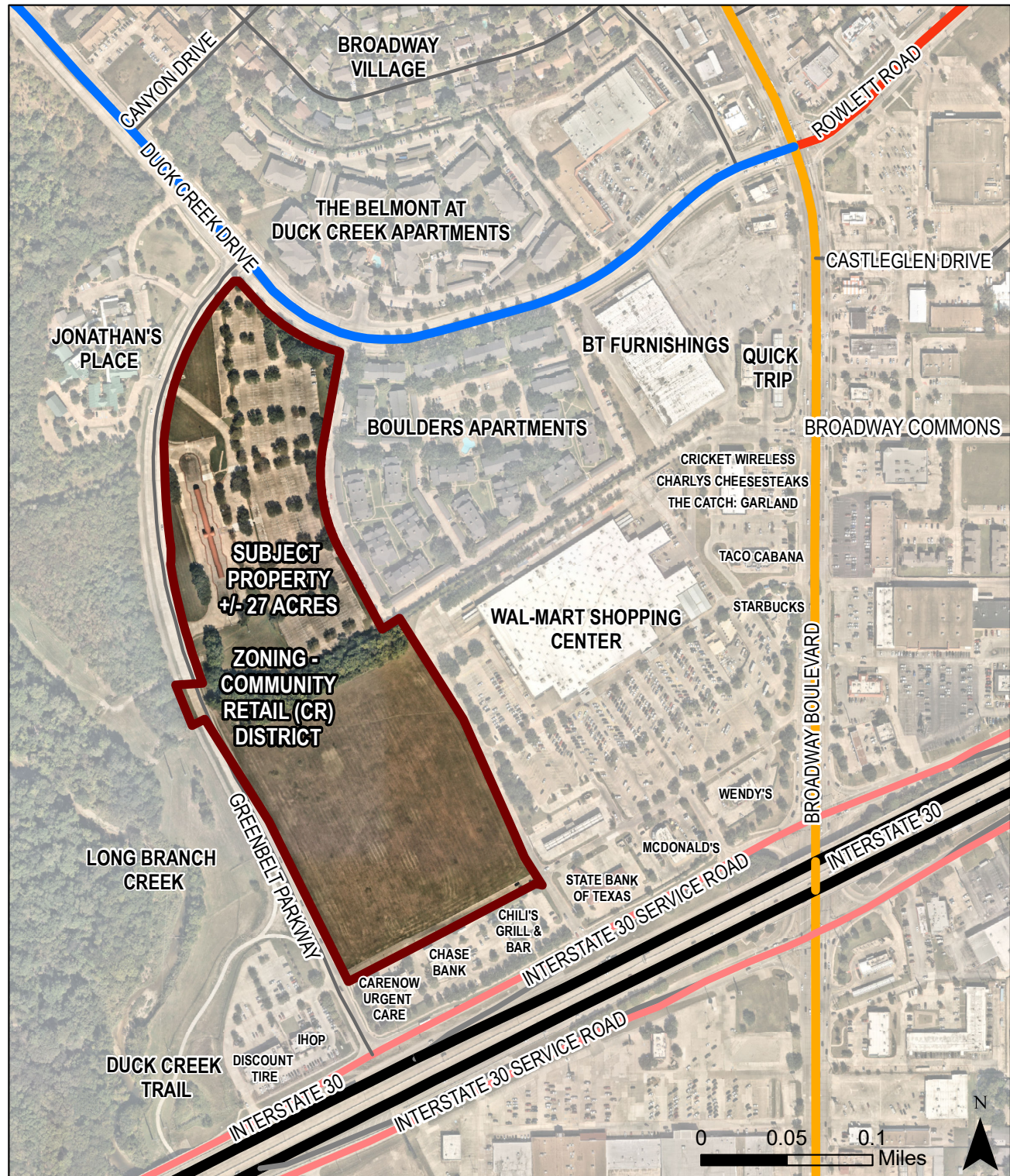


Greenbelt Parkway Property

Existing Transportation Systems

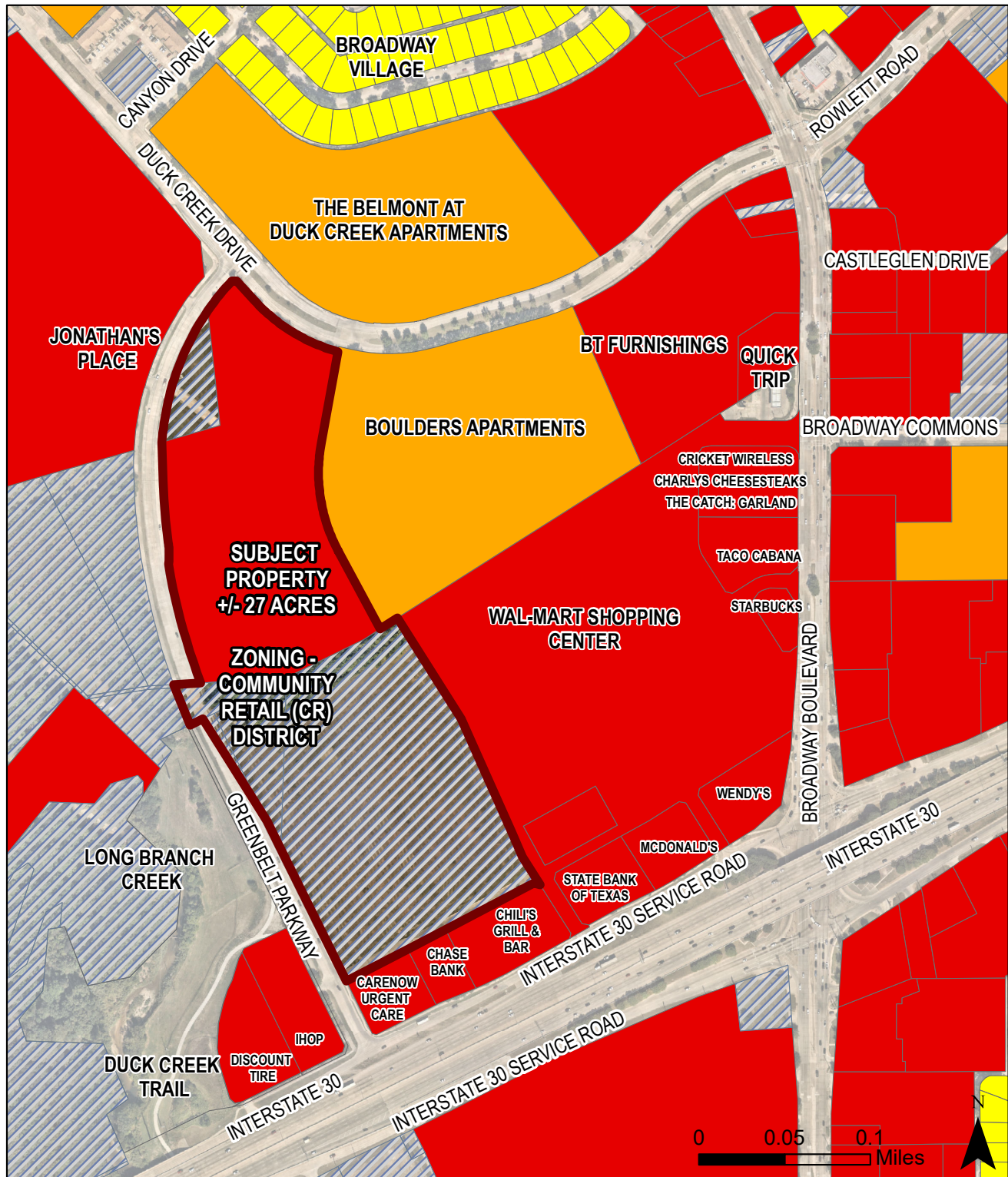


- | | | |
|---|---|--|
|  Study Area Boundary |  A-F - Highway Frontage |  B - 100' 6-Lane Divided |
| Garland Thoroughfare Plan |  A-R - Highway Ramp |  C1 - 100' 4-Lane Divided |
|  A-A - Highway Mainlanes |  A - 120' 6-Lane Divided |  G - 50' Local |



Greenbelt Parkway Property

Existing Land Use



APPENDIX B

MARKET ANALYSIS

1. MARKET ANALYSIS PROCESS OVERVIEW
2. SOCIOECONOMIC PROFILE
3. REAL ESTATE CONSIDERATIONS

GREENBELT PARKWAY PROPERTY

SPECIAL AREA STUDY

CHARETTE WORKSHOPS



GARLAND

November 18-19, 2021

Kimley»Horn

Why do a Market Analysis?

- ▶ Establish a baseline of community-specific information

Where are we today?

- ▶ Identify unique advantages for Garland and understand weaknesses

Where are we going? Where should we be going?

- ▶ Inform near-, mid-, and long-term strategies for the future

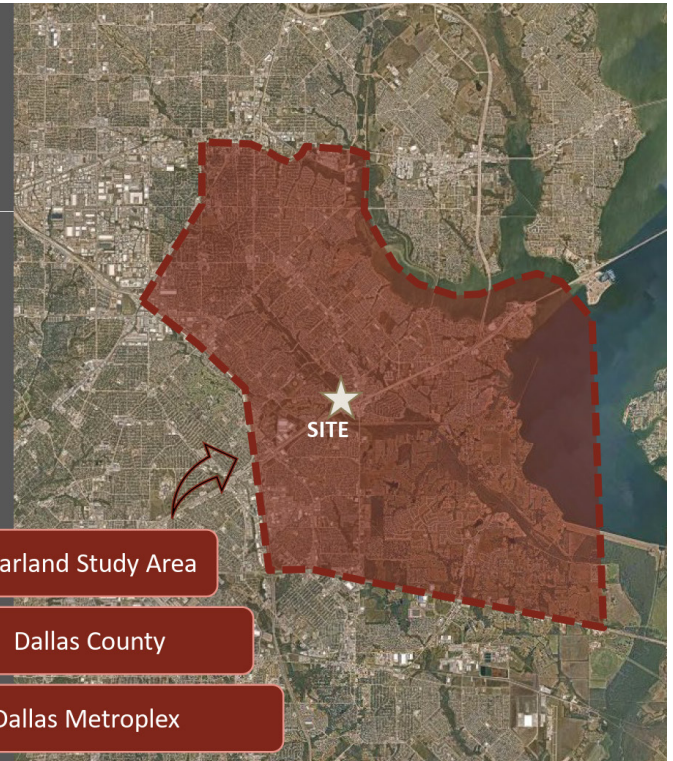
How do we get there?

Market Analysis Process Overview



Analysis Geographies

- ▶ Analysis reviews real estate dynamics for a variety of geographies
- ▶ Garland Study Area considers drive-times and is defined by natural and man-made barriers that directly influence real estate potential at the Greenbelt Parkway Site
- ▶ Larger areas are used to illustrate growth trends that could impact the Study Area



Socioeconomic Profile

Garland Study Area



142,507
2021 Estimated
Population



34.7
Median Age



41.3%
Households
with Children



83.4
Diversity Index



+0.6%
Annual
Growth Rate
since 2010



52.7%
% Owner
Households



2.94
Avg. HH
Size



5.8%
% HH with no
access to vehicle

Dallas Metroplex



7.83M
2021 Estimated
Population



35.2
Median Age



39.6%
Households
with Children



77.1
Diversity Index



+1.9%
Annual
Growth Rate
since 2010



56.4%
% Owner
Households



2.76
Avg. HH Size



4.7%
% HH with no
access to
vehicle

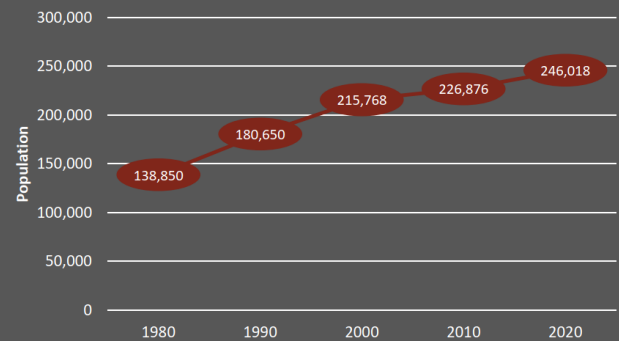
Community Snapshot

Population Trends

- ▶ Population growth in the City of Garland has been steady over the last several decades
- ▶ The more specific Garland Study Area increased by 6.3% since 2010, adding nearly 8,500 people
- ▶ When compared to the Metroplex, the Study Area has slightly higher shares of children and residents aged 35-54 demonstrating attractiveness to families

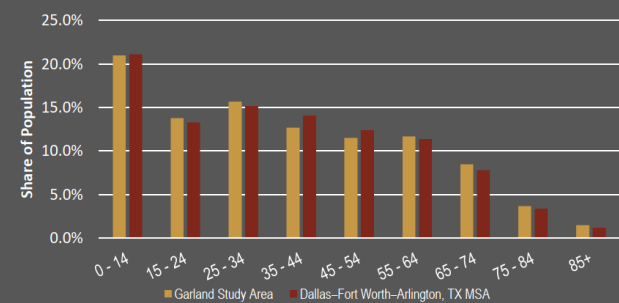
POPULATION TRENDS, CITY OF GARLAND, 1980-2020

Source: US Census



COMPARISON OF SHARE OF POPULATION BY AGE, 2021

Source: ESRI BAO

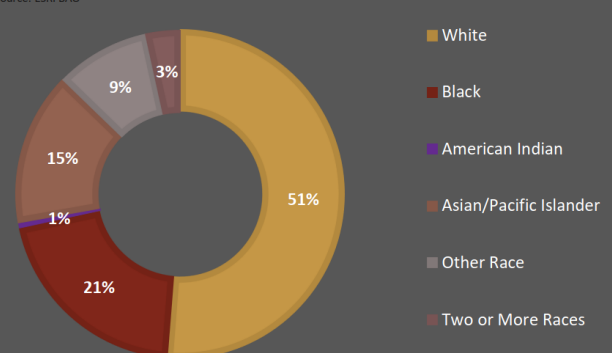


Population Characteristics

- ▶ Approximately 52.9% of Study Area residents identify as White
- ▶ Based on US Census reporting, people of Hispanic origin may identify with any race and may select one or more categories; 41.3% of residents in the Study Area have Hispanic origin
- ▶ Diversity Index provides a score between 0 (all residents belong to one racial/ethnic group) and 100 (many racial/ethnic groups represented)
 - The Study Area has a Diversity Index of 83.4
 - Measure is higher than 77.1 for the MSA

SHARE OF RESIDENTS BY ETHNICITY, GARLAND STUDY AREA, 2021

Source: ESRI BAO

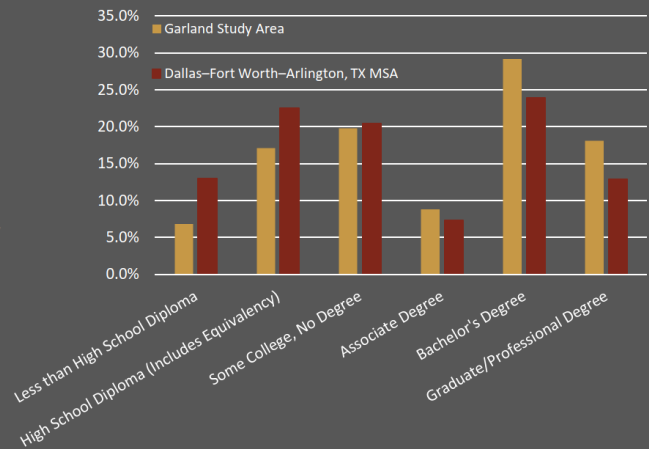


Population Characteristics

- ▶ Educational attainment is for residents 25 years and older
- ▶ Garland Study Area has lower shares of residents holding a Bachelors and Graduate degrees when compared to the region
- ▶ Approximately 23.3% of residents in the Study Area have at least a Bachelor's Degree, compared to 36.8% for the Metroplex

COMPARISON OF SHARE OF EDUCATIONAL ATTAINMENT, 2021

Source: ESRI BAO



Household Characteristics

- ▶ Household sizes are larger than the region
- ▶ Nearly one-half of all households have children living at home
- ▶ Larger households are the most prevalent in the Study Area

AVERAGE HOUSEHOLD SIZE, 2021

Source: ESRI BAO



2.94
Garland
Study Area



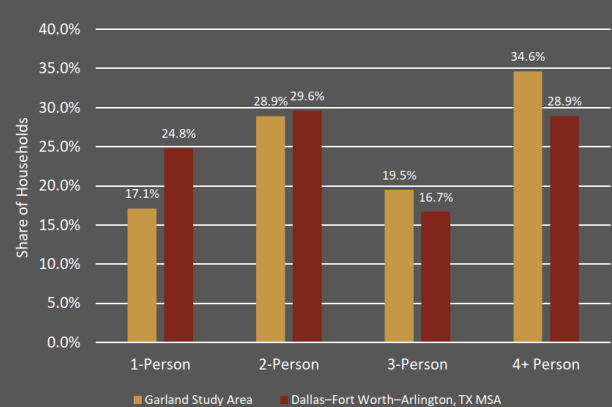
2.75
Dallas
County



2.76
Dallas-Fort Worth
Metroplex

COMPARISON OF SHARE OF HOUSEHOLDS BY SIZE, 2021

Source: ESRI BAO

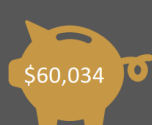


Income Characteristics

- ▶ Median household income in the Study Area is lower than the region
- ▶ Households earning \$50-\$75k represent the largest share in the Study Area

MEDIAN HOUSEHOLD INCOME, 2021

Source: ESRI BAO



Garland Study Area



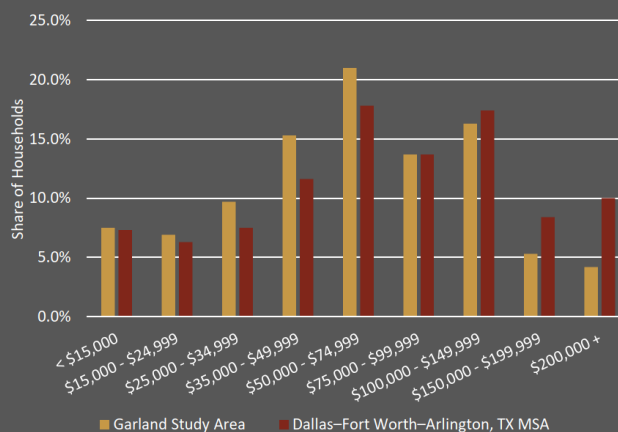
Dallas County



Dallas-Fort Worth Metroplex

COMPARISON OF HOUSEHOLDS BY INCOME, 2021

Source: ESRI BAO

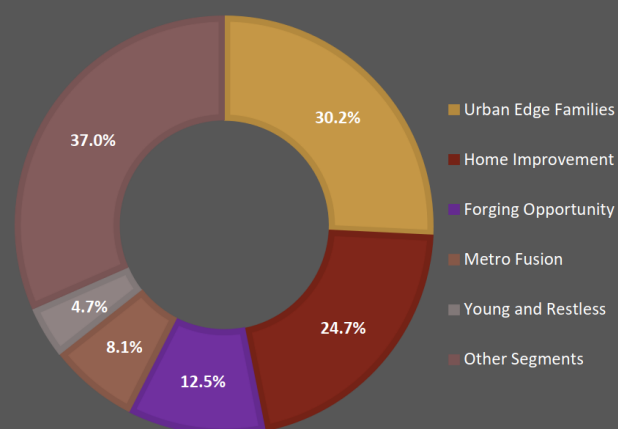


Psychographics

- ▶ Puts a 'face' on the numbers
- ▶ In addition to demographic information, includes preferences on housing, spending, and labor force
- ▶ 67 segments across the US
- ▶ Used by developers and retailers to understand the character of a community

TAPESTRY SEGMENTATION FOR GARLAND STUDY AREA, 2021

Source: ESRI BAO



URBAN EDGE FAMILIES

- Younger married couples with children and often extended family
- Affordable single-family housing outside the city
- Median household income slightly below-average
- High labor force participation with long commute times
- Spending is focused on necessities

HOME IMPROVEMENT

- Married couple families in single-family homes
- Cautious consumers who carefully research purchases
- Spend heavily on eating out and on car maintenance due to long commutes
- Weekends consumed with home improvement projects

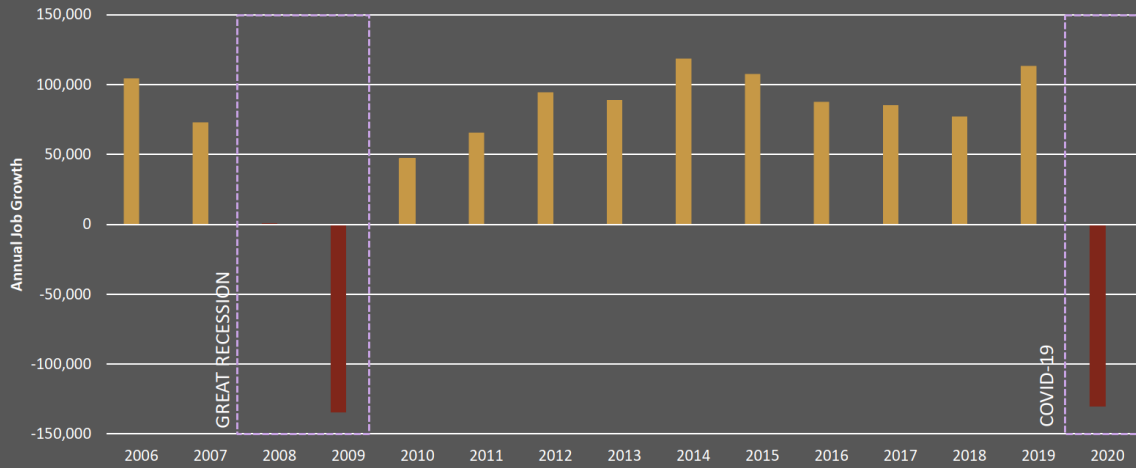
FORGING OPPORTUNITY

- Young families with children or single-parent with multiple generations living in one house
- More than one in four households in poverty
- Spending focused on necessities and few residents have investments
- Employment concentrated in skilled trades
- Primary focus is on family

Psychographics**Garland
Study Area****3,647**
Businesses**18.9%**
Largest
Sector:
Retail Trade**57.3%**
White Collar
Occupation**\$60,034**
Median HH
Income**31,887**
Full-Time Jobs**23.3%**
% Adults with
Bachelor's
Degree +**\$213,613**
Median Home
Value**14.9%**
Percent of
Income for
Mortgage**Dallas
Metroplex****267,339**
Businesses**14.0%**
Largest
Sector:
Healthcare**65.4%**
White Collar
Occupation**\$73,903**
Median HH
Income**3.47M**
Full-Time Jobs**36.8%**
% Adults with
Bachelor's
Degree +**\$266,838**
Median Home
Value**15.2%**
Percent of
Income for
Mortgage**Economic & Prosperity Snapshot**

ANNUAL JOB GROWTH IN DALLAS METROPLEX, 2006-2020

Source: Texas LMI

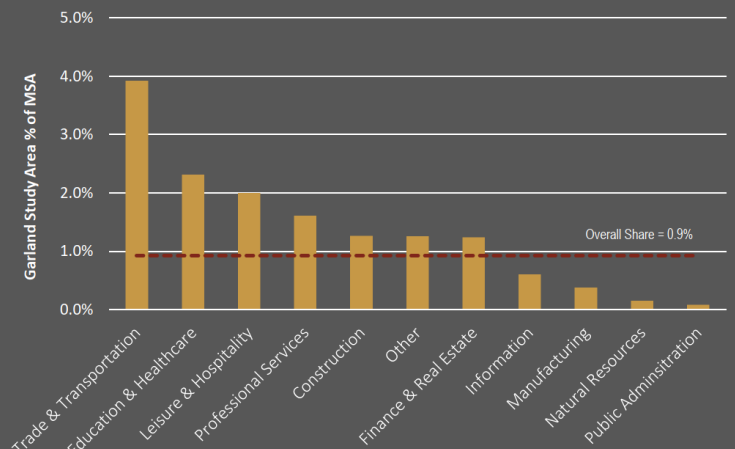
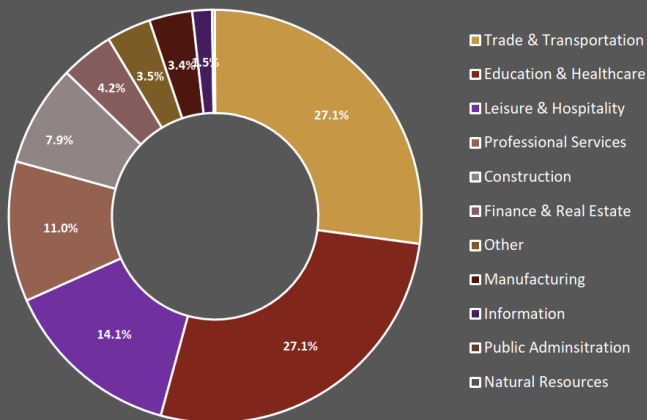


Regional Job Growth

Employment in Garland

SHARE OF GARLAND STUDY AREA JOBS BY INDUSTRY, 2021

Source: US Census LEHD



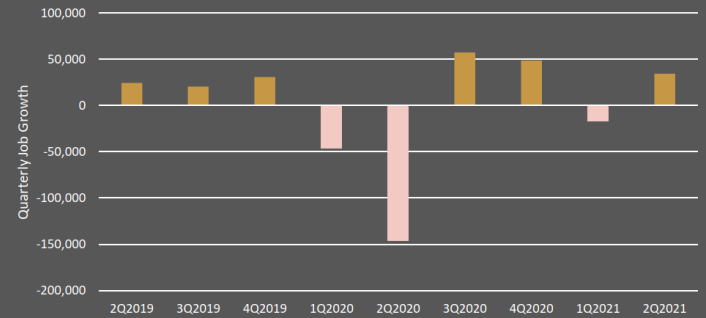
COVID-19 Job Recovery



- COVID-19 pandemic resulted in rapid job losses across the United States
- Drastic reduction in business and personal travel
- Leisure and Hospitality jobs impacted immediately and have had longer-term recovery
- Despite continued recovery, Dallas County still has ~70,000 fewer jobs when compared to the start of the pandemic

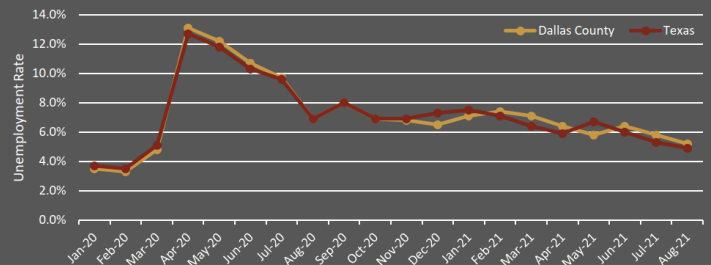
ANNUAL QUARTERLY JOB GROWTH, DALLAS COUNTY, 2019-2021

Source: Texas LMI



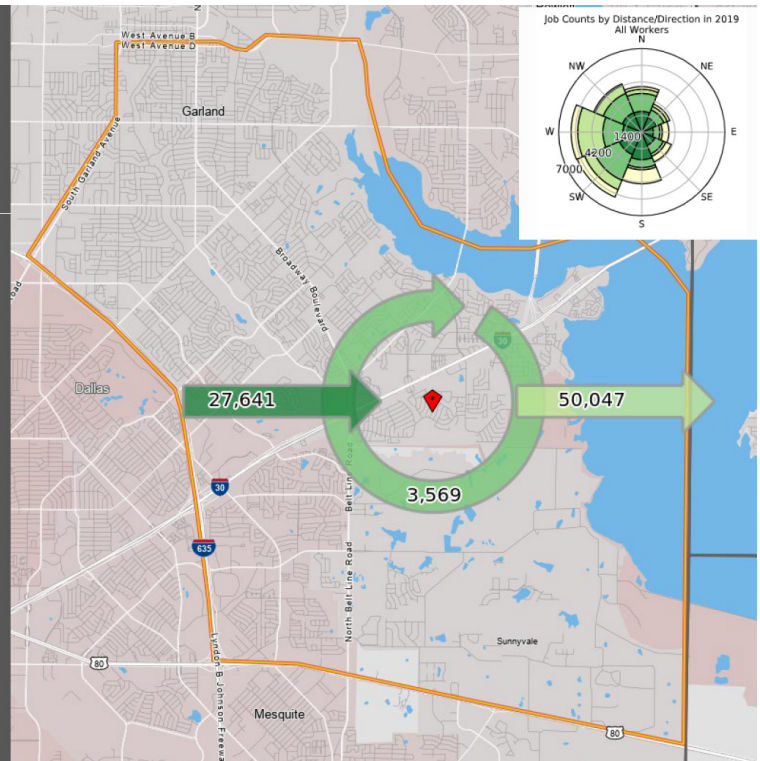
UNEMPLOYMENT RATE TRENDS, DALLAS COUNTY, 2020-2021

Source: Texas LMI



Commuting Trends

- ▶ Strong out-commuting driven by employed residents traveling to regional job centers
- ▶ Share of residents out commuting has remained steady the last ten years
- ▶ Travel patterns favor southwestern movement toward Dallas; 41% of residents commute less than 10 miles

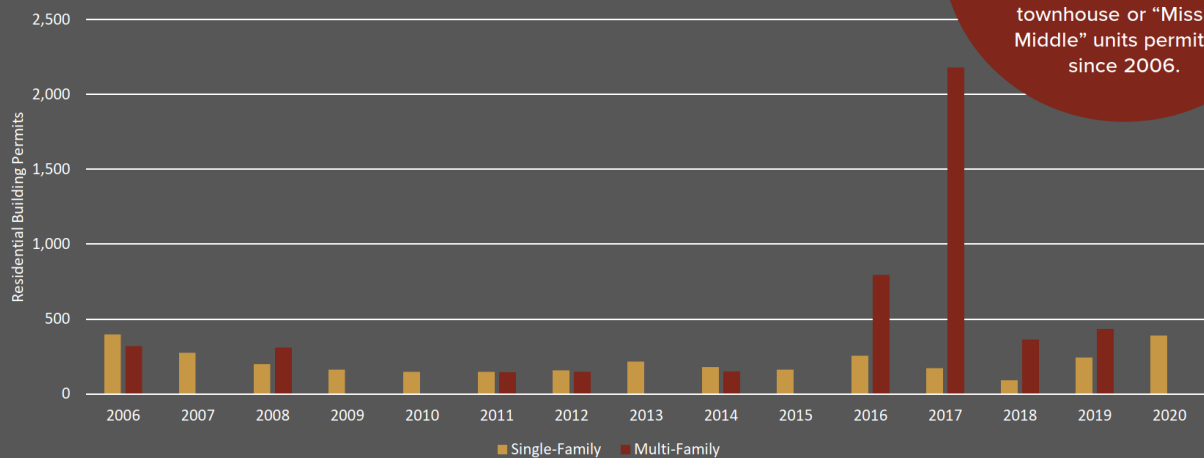


Real Estate Considerations

Residential Permitting Trends

RESIDENTIAL BUILDING PERMIT TRENDS, CITY OF GARLAND, 2006-2020

Source: US Census

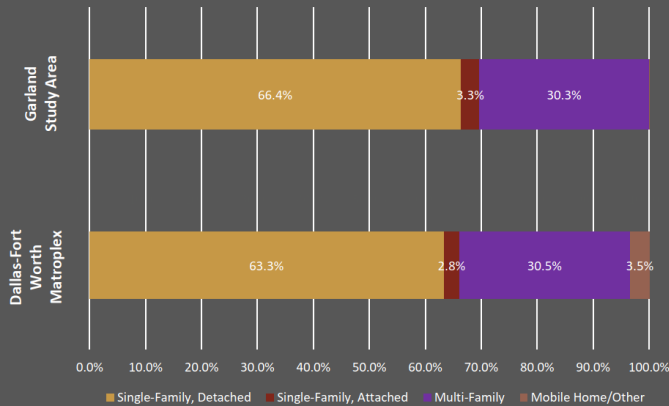


Single-family permits have remained consistent since 2006. Multifamily apartments have increased rapidly in the last five years. There have been no townhouse or "Missing Middle" units permitted since 2006.

Housing Inventory

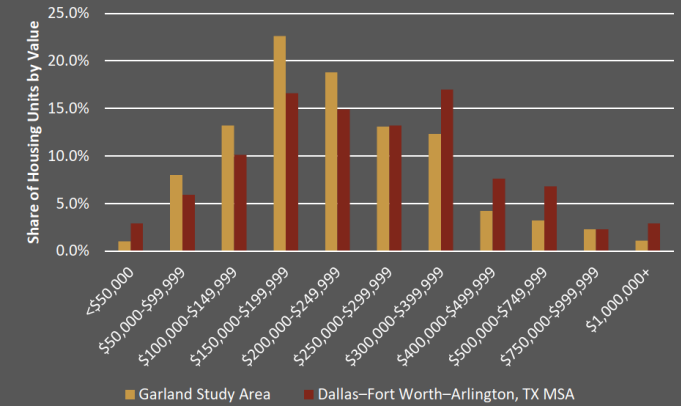
HOUSING UNITS BY TYPE, 2019

Source: ESRI Business Analyst



HOUSING UNITS BY VALUE, 2021

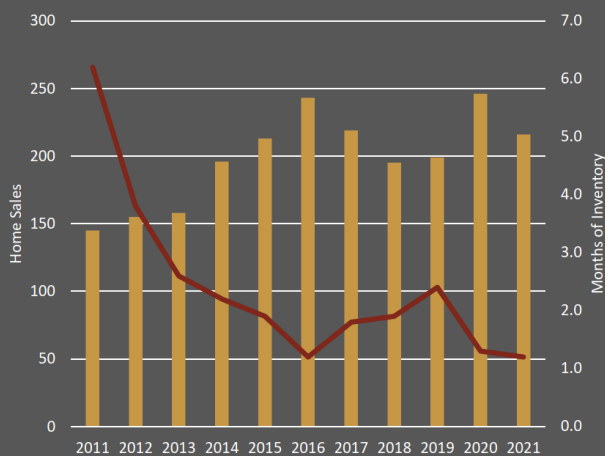
Source: ESRI Business Analyst



For-Sale Housing Trends

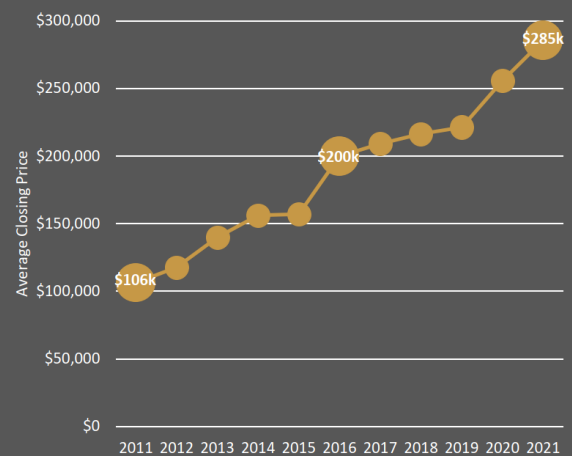
CLOSING TRENDS, CITY OF GARLAND, 2011-2021

Source: Texas A&M Texas Real Estate Research Center



CLOSING PRICE TRENDS, CITY OF GARLAND, 2011-2021

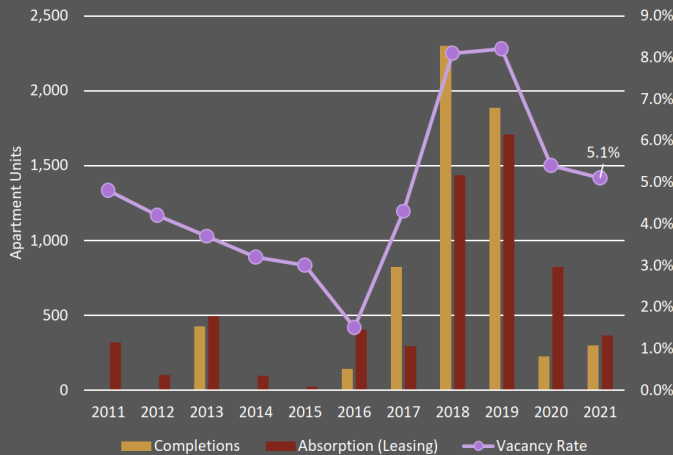
Source: Texas A&M Texas Real Estate Research Center



Rental Multifamily Trends

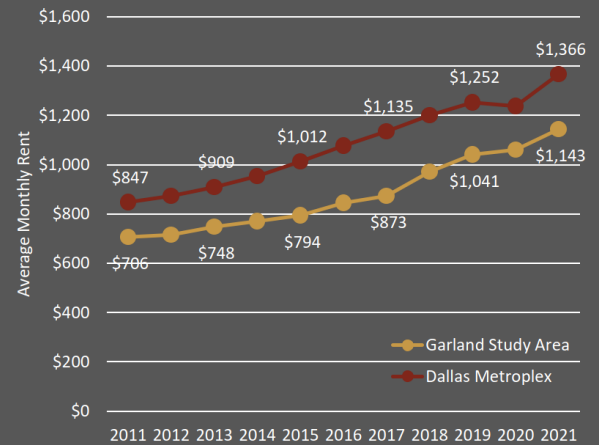
APARTMENT VACANCY, GARLAND STUDY AREA, 2011-2021

Source: REIS, Kimley-Horn



COMPARISON OF LEASE RATE TRENDS, 2011-2021

Source: REIS, Kimley-Horn



Retail Leakage Analysis

- ▶ Retail gap refers to the difference between retail sales and retail purchases by residents within the same area
- ▶ Retail sales in the Study Area surpassed consumer spending, which means more money is coming into the Study Area than is leaving
- ▶ Proximity to major transportation thoroughfares and employment centers bolster sales from non-residents

Garland Study Area



Stores Sold
\$2.1 billion



Consumers Spent
\$1.7 billion

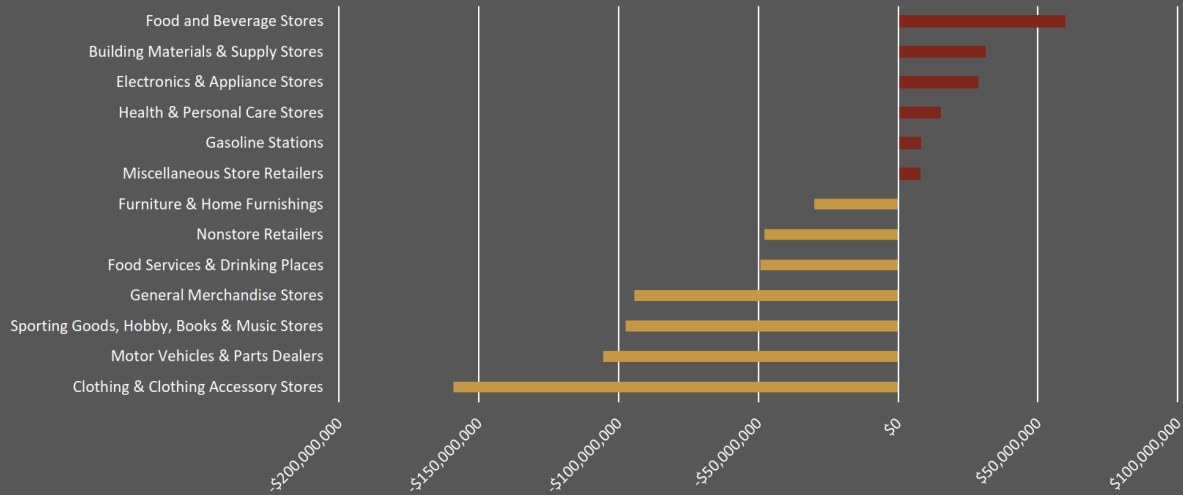


Retail Leakage
-\$434 million

Source: ESRI; Kimley-Horn

STUDY AREA LEAKAGE ANALYSIS, 2021

Source: ESRI Business Analyst

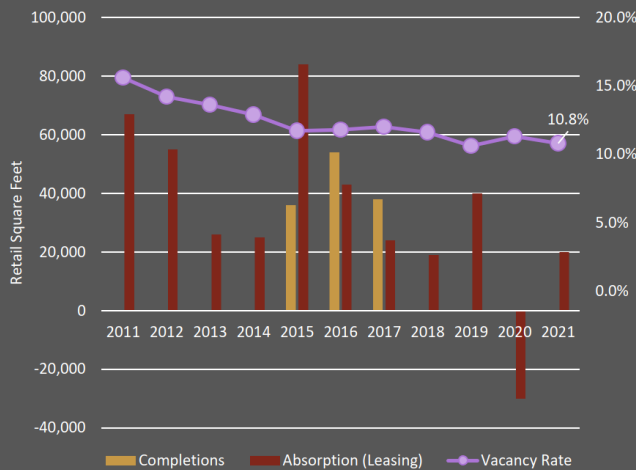


Retail Leakage Analysis

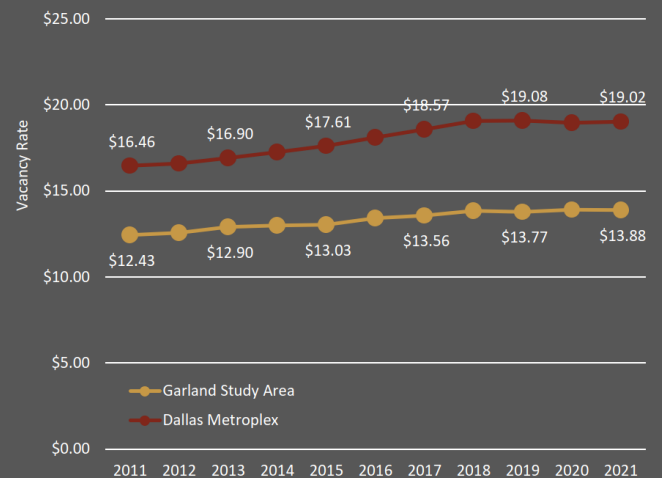
Retail Trends

RETAIL VACANCY, GARLAND STUDY AREA, 2011-2021

Source: REIS, Kimley-Horn

**COMPARISON OF LEASE RATE TRENDS, 2011-2021**

Source: REIS, Kimley-Horn



Office Considerations

- ▶ The Garland Study Area comprises approximately 0.4% of the Metroplex total
- ▶ There has been no new office space completed in the Study Area in more than a decade
- ▶ Office vacancy in the Study Area exceeds 20%; vacant space will need to be leased before new investment is attracted
- ▶ Asking rents average \$18 per square foot; one of the lowest across submarkets in the Dallas Metroplex

Garland Study Area: Five-Year Demand (2021-2026)

			
	HOUSING	RETAIL	OFFICE
Approximate Demand Forecast	1,500-2,000 Units	150,000-175,000 Square Feet	40,000-60,000 Square Feet

Five-Year Study Area Market Demand

Greenbelt Parkway Property Market Considerations



Housing

Products: Townhouse
Missing Middle
Rental Multifamily

Demand Timeframe

Short-Term

Market Considerations

- Demand exceeding supply
- Higher density housing maximizes property
- Townhouses and Missing Middle would increase for-sale housing options for residents
- Despite increased supply MF rental performing well
- Focus on families will drive product types



Retail

Product: Ground-level/mixed-use
Neighborhood Serving
Restaurants & Dining

Demand Timeframe

Short- to mid-term

Market Considerations

- Retail in a state of flux
- Important component of mixed-use projects
- Role for services beyond traditional retail
- Dining and entertainment options have rebounded from pandemic; supports new housing



Office

Product: Service office
Flexible workspaces
Medical office

Demand Timeframe

Long-term/Limited

Market Considerations

- Continued recovery from pandemic
- Excess vacancy will need to be leased to attract investment
- Smaller-scale neighborhood-services

THANK YOU!



GARLAND

Kimley»Horn

APPENDIX C

PSYCHOGRAPHICS

1. URBAN EDGE FAMILIES
2. HOME IMPROVEMENT
3. FORGING OPPORTUNITY

URBAN EDGE FAMILIES



30.2%
of area
households

- Younger married couples with children and often extended family
- Affordable single-family housing outside the city
- Median household income slightly below-average
- High labor force participation with long commute times
- Spending is focused on necessities

HOME IMPROVEMENT



24.7%
of area
households

- Married couple families in single-family homes
- Cautious consumers who carefully research purchases
- Spend heavily on eating out and on car maintenance due to long commutes
- Weekends consumed with home improvement projects

FORGING OPPORTUNITY



12.5%
of area
households

- Young families with children or single-parent with multiple generations living in one house
- More than one in four households in poverty
- Spending focused on necessities and few residents have investments
- Employment concentrated in skilled trades
- Primary focus is on family



LifeMode Group: Sprouting Explorers Urban Edge Families

Households: 1,824,900

Average Household Size: 3.19

Median Age: 32.5

Median Household Income: \$50,900

7C

WHO ARE WE?

Located throughout the South and West, most *Urban Edge Families* residents own their own homes, primarily single-family housing—out of the city, where housing is more affordable. Median household income is slightly below average (Index 91). The majority of households include younger married-couple families with children and, frequently, grandparents. Many residents are foreign born. Spending is focused more on the members of the household than the home. Entertainment includes multiple televisions, movie rentals, and video games at home or visits to theme parks and zoos. This market is connected and adept at accessing what they want from the Internet.

OUR NEIGHBORHOOD

- *Urban Edge Families* residents are family-centric. Most are married couples with children of all ages or single parents; multi-generational homes are common (Index 201).
- Average household size is higher at 3.19 (Index 123).
- Residents tend to live further out from urban centers—more affordable single-family homes and more elbow room.
- Tenure is slightly above average with 64% owner occupancy; primarily single-family homes with more mortgages (Index 114) and slightly higher monthly costs (Index 115).
- Three quarters of all housing were built 1970 or later.
- Many neighborhoods are located in the urban periphery of the largest metropolitan areas across the South and West.
- Most households have one or two vehicles available and a longer commute to work.

SOCIOECONOMIC TRAITS

- Nearly 17% have earned a college degree, and 63% hold a high school diploma only or have spent some time at a college or university.
- Labor force participation is higher at 66%.
- Most *Urban Edge Families* residents derive income from wages or salaries.
- They tend to spend money carefully and focus more on necessities.
- They are captivated by new technology, particularly feature-rich smartphones.
- Connected: They use the Internet primarily for socializing but also for convenience, like paying bills online.

Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI-Simmons.



LifeMode Group: Sprouting Explorers

Urban Edge Families

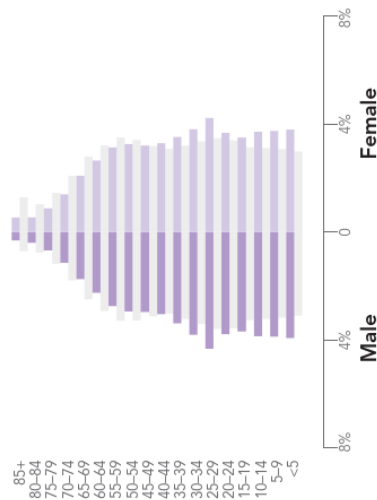
7C



AGE BY SEX (Esri data)

Median Age: 32.5 US: 38.2

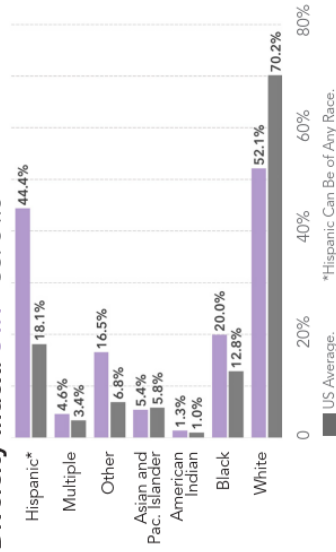
■ Indicates US



RACE AND ETHNICITY (Esri data)

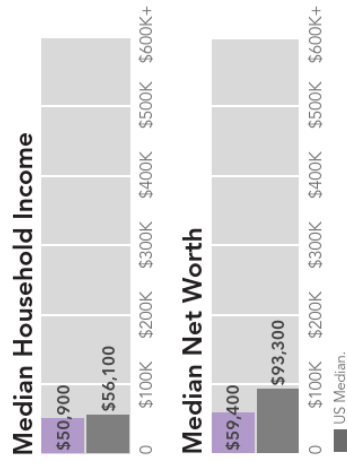
The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 84.1 US: 64.0



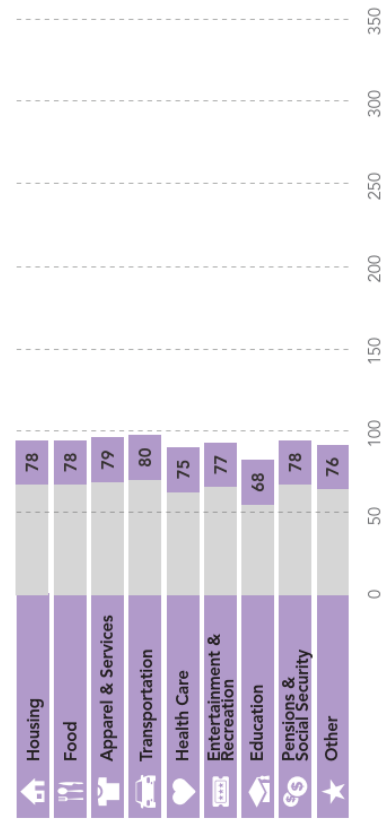
INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.



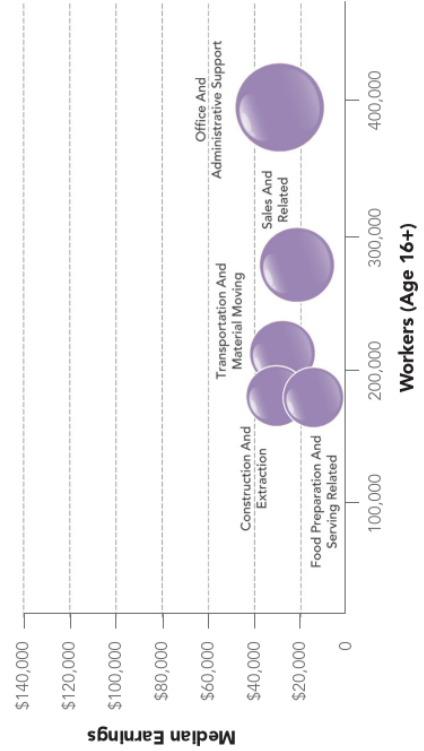
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



LifeMode Group: Sprouting Explorers 7C Urban Edge Families



MARKET PROFILE

(Consumer preferences are estimated from data by MRI-Simmons.)

- When dining out, these residents favor fast-food dining places such as Taco Bell or Little Caesar's, as well as family-friendly restaurants like Olive Garden, Denny's, or IHOP.
- Cell phones are preferred over landlines.
- Favorite channels include Animal Planet, MTV, ABC Family Channel, Bravo, and Nick Jr., as well as programming on Spanish TV.
- Residents listen to urban or Hispanic radio.
- During the summer, family outings to theme parks are especially popular.

HOUSING

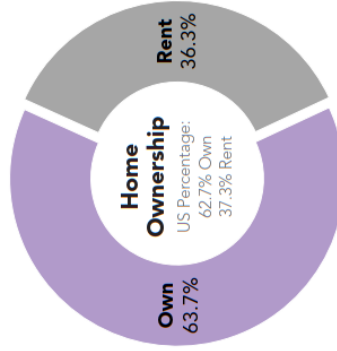
Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.



Typical Housing:
Single Family

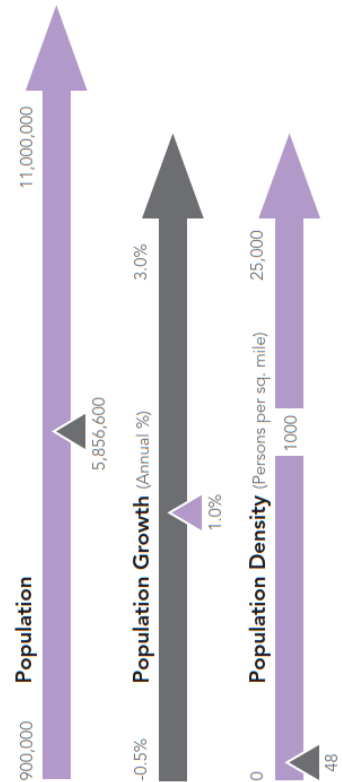
Median Value:
\$145,900

US Median: \$207,300



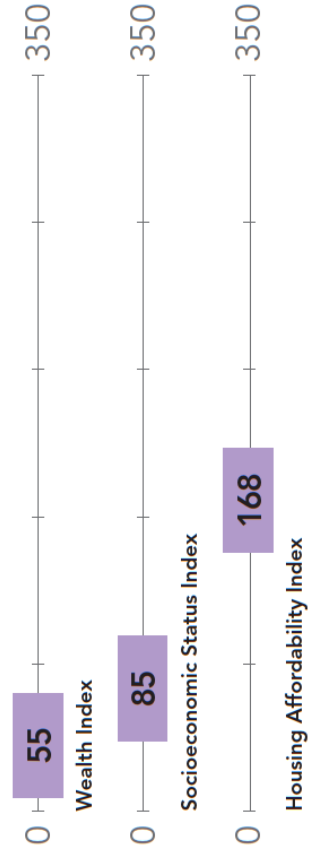
POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

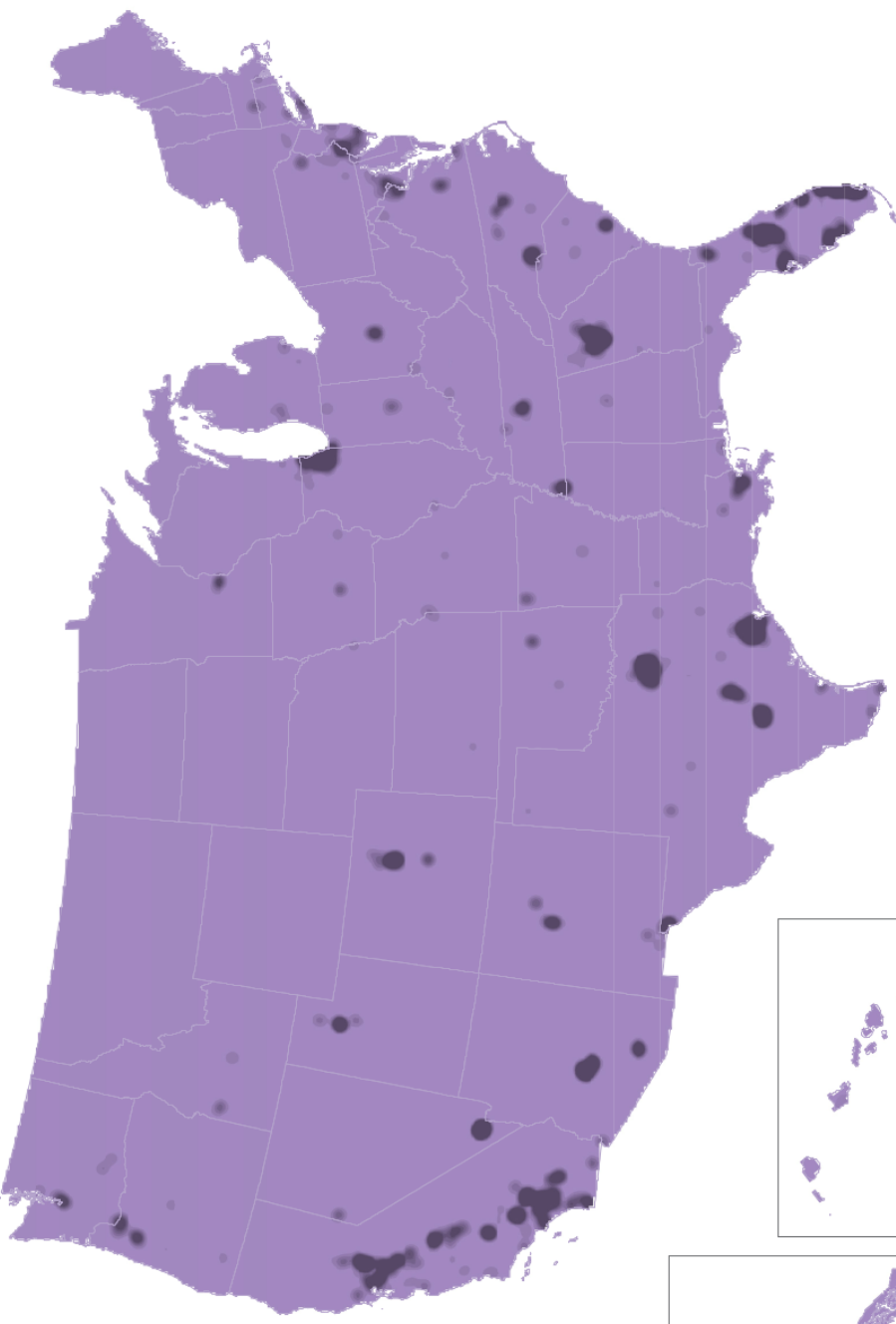


ESRI INDEXES

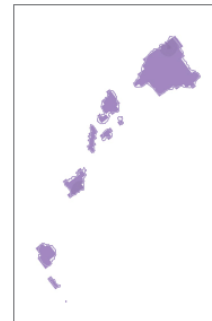
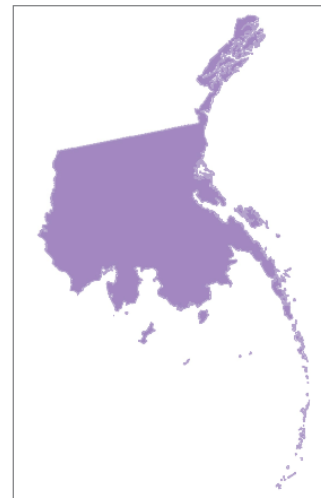
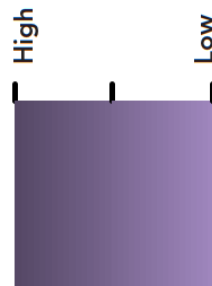
Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.



LifeMode Group: Sprouting Explorers
Urban Edge Families



SEGMENT DENSITY
This map illustrates the density and distribution of the *Urban Edge Families* Tapestry Segment by households.



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OF
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LifeMode Group: Family Landscapes Home Improvement

4B

Households: 2,114,500
Average Household Size: 2.88
Median Age: 37.7
Median Household Income: \$72,100

WHO ARE WE?

Married-couple families occupy well over half of these suburban households. Most *Home Improvement* residences are single-family homes that are owner occupied, with only one-fifth of the households occupied by renters. Education and diversity levels are similar to the US as a whole. These families spend a lot of time on the go and therefore tend to eat out regularly. When at home, weekends are consumed with home improvement and remodeling projects.

OUR NEIGHBORHOOD

- These are low density suburban neighborhoods.
- Eight of every 10 homes are traditional single-family dwellings, owner occupied.
- Majority of the homes were built between 1970 and 2000.
- More than half of the households consist of married-couple families; another 12% include single-parent families.

SOCIOECONOMIC TRAITS

- Higher participation in the labor force; most households have 2+ workers.
- Cautious consumers that do their research before buying, they protect their investments.
- Typically spend 4–7 hours per week commuting, and, therefore, spend significant amounts on car maintenance (performed at a department store or auto repair chain store).
- They are paying off student loans and home mortgages.
- They spend heavily on eating out, at both fast-food and family restaurants.
- They like to work from home, when possible.



Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI-Simmons.

LifeMode Group: Family Landscapes

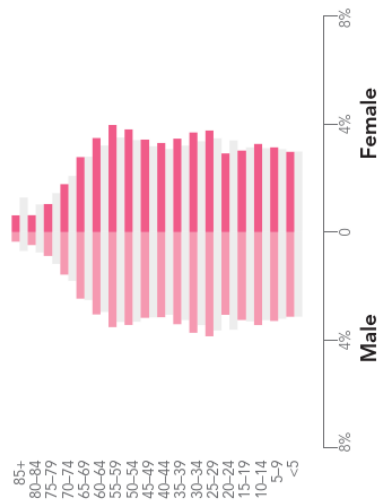
4B Home Improvement



AGE BY SEX (Esri data)

Median Age: 37.7 US: 38.2

■ Indicates US



RACE AND ETHNICITY (Esri data)

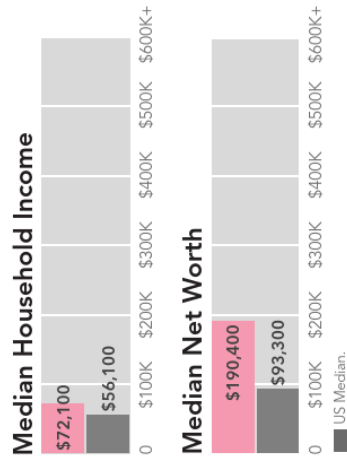
The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 65.7 US: 64.0



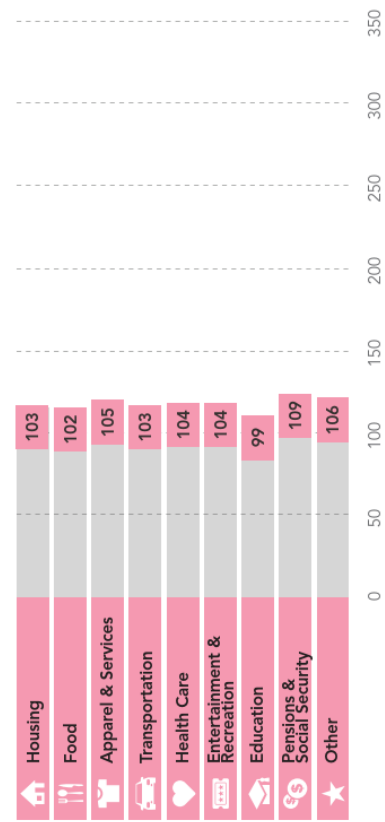
INCOME AND NET WORTH

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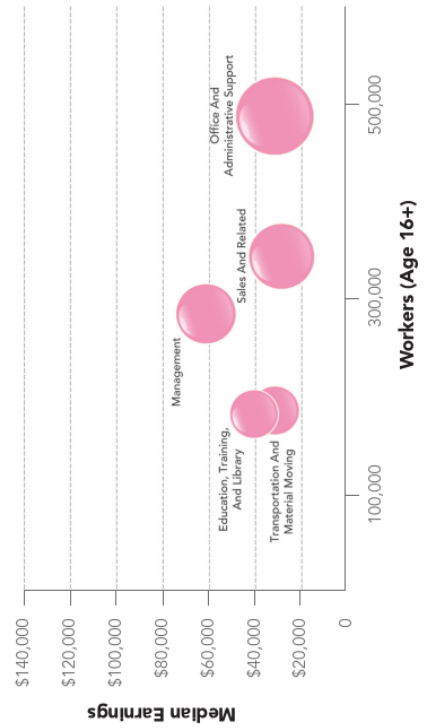
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



LifeMode Group: Family Landscapes 4B Home Improvement



MARKET PROFILE

(Consumer preferences are estimated from data by MRI-Simmons.)

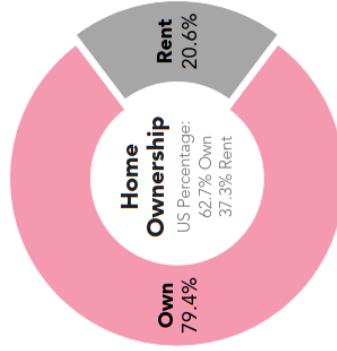
- Enjoy working on home improvement projects and watching DIY networks.
- Make frequent trips to warehouse/club and home improvement stores in their minivan or SUV.
- Own a giant screen TV with fiber-optic connection and premium cable; rent movies from Netflix.
- Very comfortable with new technology; embrace the convenience of completing tasks on a mobile device.
- Enjoy dining at Chili's, Chick-fil-A, and KFC.
- Frequently buy children's clothes and toys.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

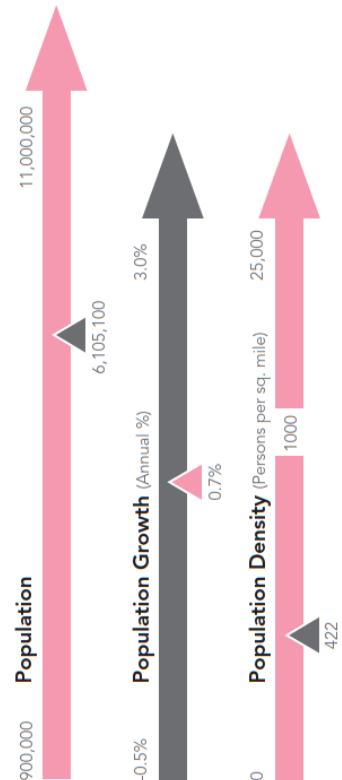


Typical Housing:
Single Family
Median Value:
\$192,600
US Median: \$207,300



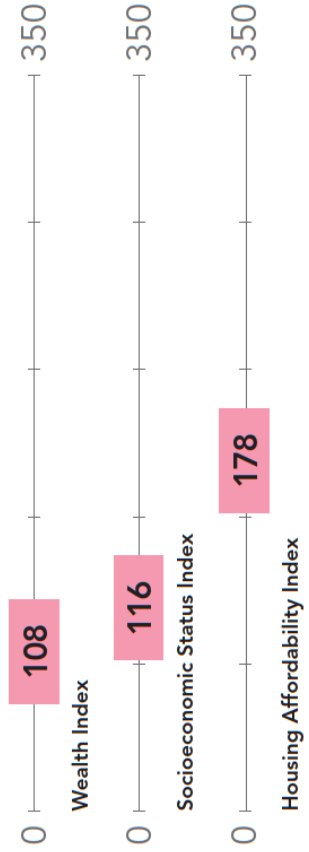
POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

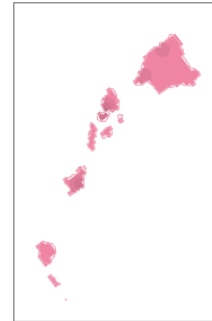
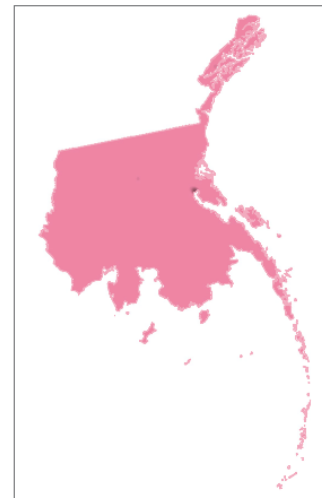
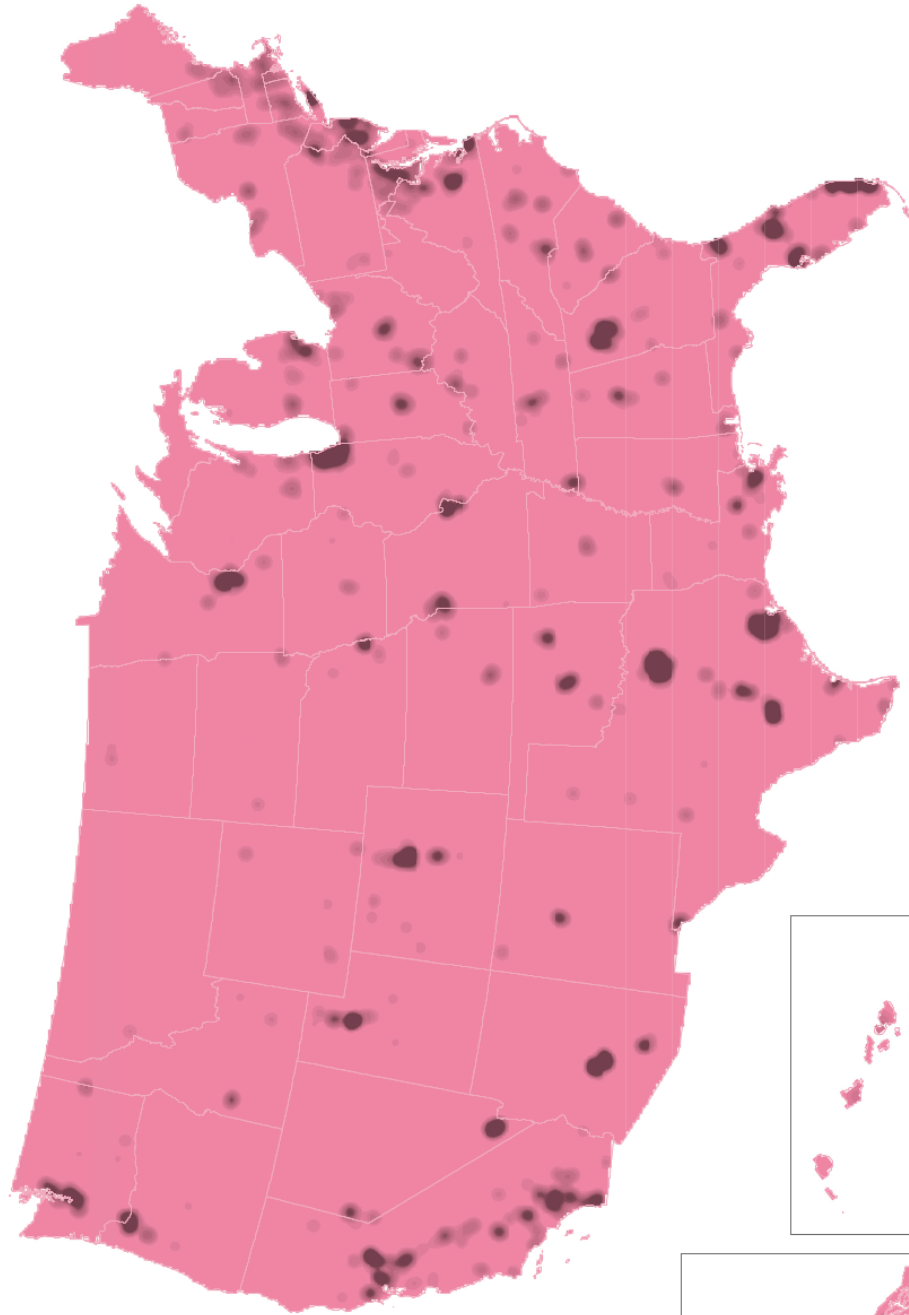
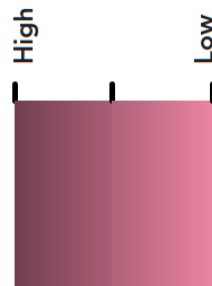


LifeMode Group: Family Landscapes
4B Home Improvement



SEGMENT DENSITY

This map illustrates the density and distribution of the Home Improvement Tapestry Segment by households.



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LifeMode Group: Sprouting Explorers Forging Opportunity

Households: 1,289,900

Average Household Size: 3.62

Median Age: 28.9

Median Household Income: \$38,000

7D

WHO ARE WE?

Family is central within these communities, bringing rich traditions to these neighborhoods in the urban outskirts. Dominating this market are younger families with children or single-parent households with multiple generations living under the same roof. These households balance their budgets carefully but also indulge in the latest trends and purchase with an eye to brands. Most workers are employed in skilled positions across the manufacturing, construction, or retail trade sectors.

OUR NEIGHBORHOOD

- Family market; over a third of all households are married couples with children, with a number of multigenerational households and single-parent families; household size is higher at 3.62.
- While most residents live in single-family homes, almost 10% of householders reside in mobile home parks.
- Homes are owner occupied, with slightly higher monthly costs (Index 103) but fewer mortgages (Index 83).
- Most are older homes, nearly 60% built from 1950 to 1989.
- Most households have one or two vehicles; many commuters car pool or walk to work (Index 145).
- *Forging Opportunity* residents live within the urban periphery of larger metropolitan areas across the South and West.

SOCIOECONOMIC TRAITS

- While a majority finished high school, over 40% have not (Index 321).
- Labor force participation is slightly lower at 61%.
- More than one in four households is below the poverty level (Index 183).
- Residents balance their budgets carefully by spending only on necessities and limiting activities like dining out.
- Many have no financial investments or retirement savings, but they have their homes.



Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI-Simmons.

LifeMode Group: Sprouting Explorers

Forging Opportunity

7D

TAPESTRY

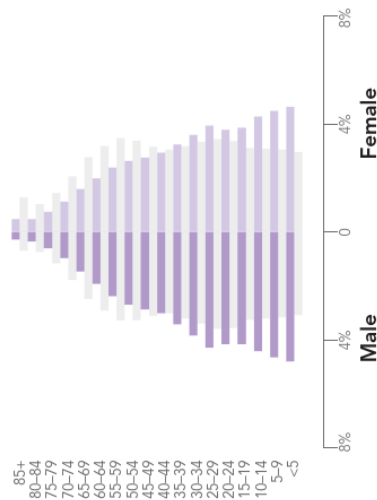
SEGMENTATION

esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 28.9 US: 38.2

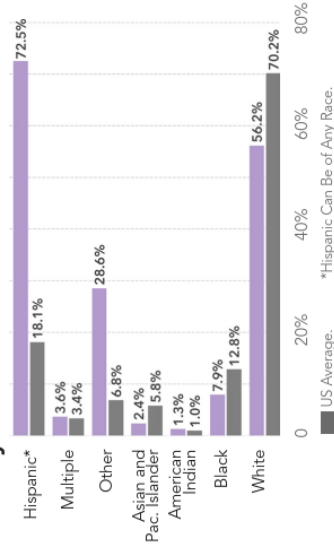
■ Indicates US



RACE AND ETHNICITY (Esri data)

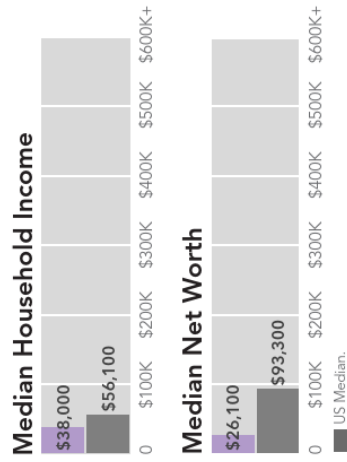
The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 80.6 US: 64.0



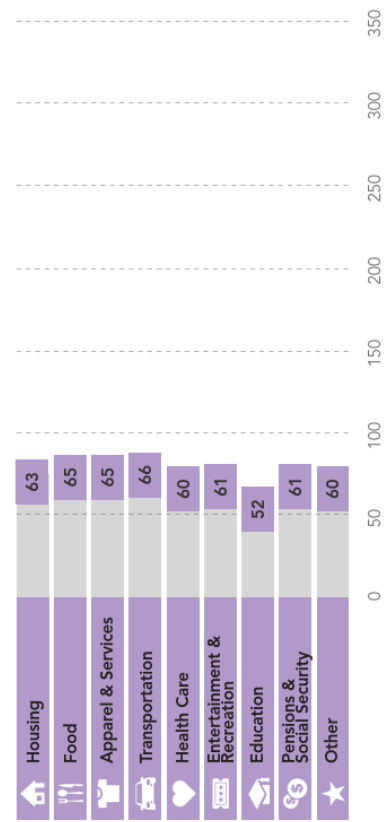
INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.



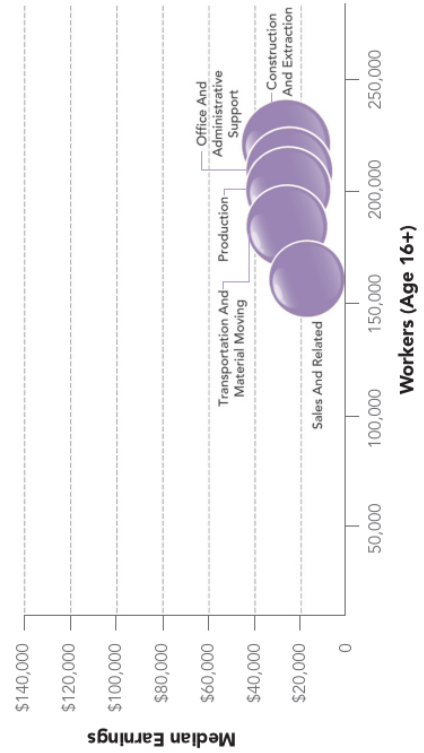
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



LifeMode Group: Sprouting Explorers 7D Forging Opportunity



MARKET PROFILE

(Consumer preferences are estimated from data by MRI-Simmons.)

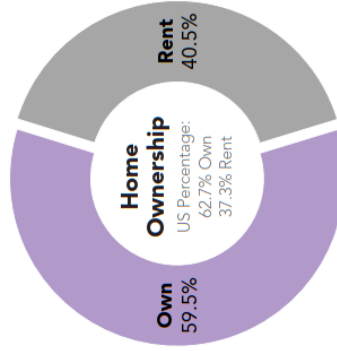
- Residents shop at discount and department stores like Walmart, Dollar General/Family Dollar, and JC Penney for baby and children's products.
- Many households subscribe to satellite television to watch their favorite programs.
- Magazines are extremely popular sources of news and the latest trends, including women's fashion, bridal, and parenthood types of magazines.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

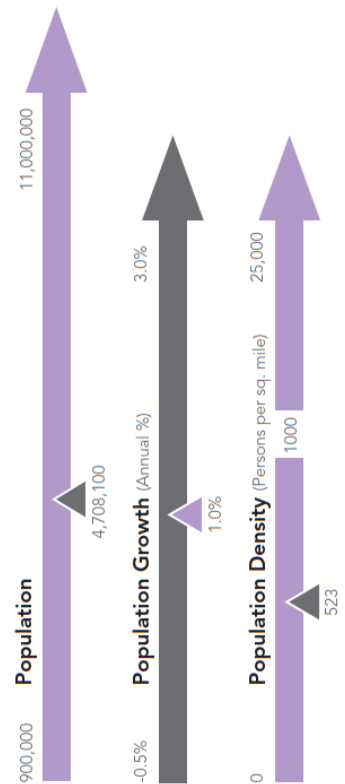


Typical Housing:
Single Family
Median Value:
\$92,200
US Median: \$207,300



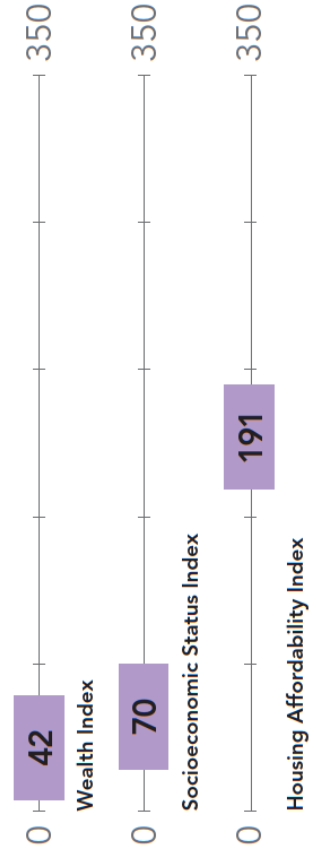
POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

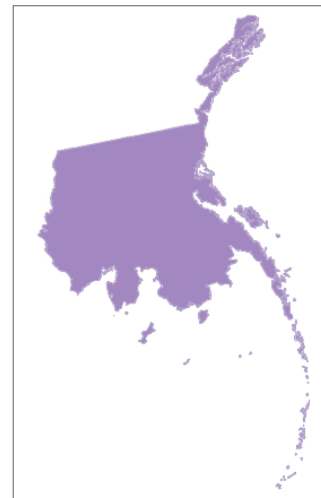
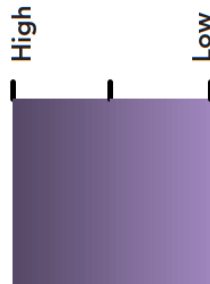
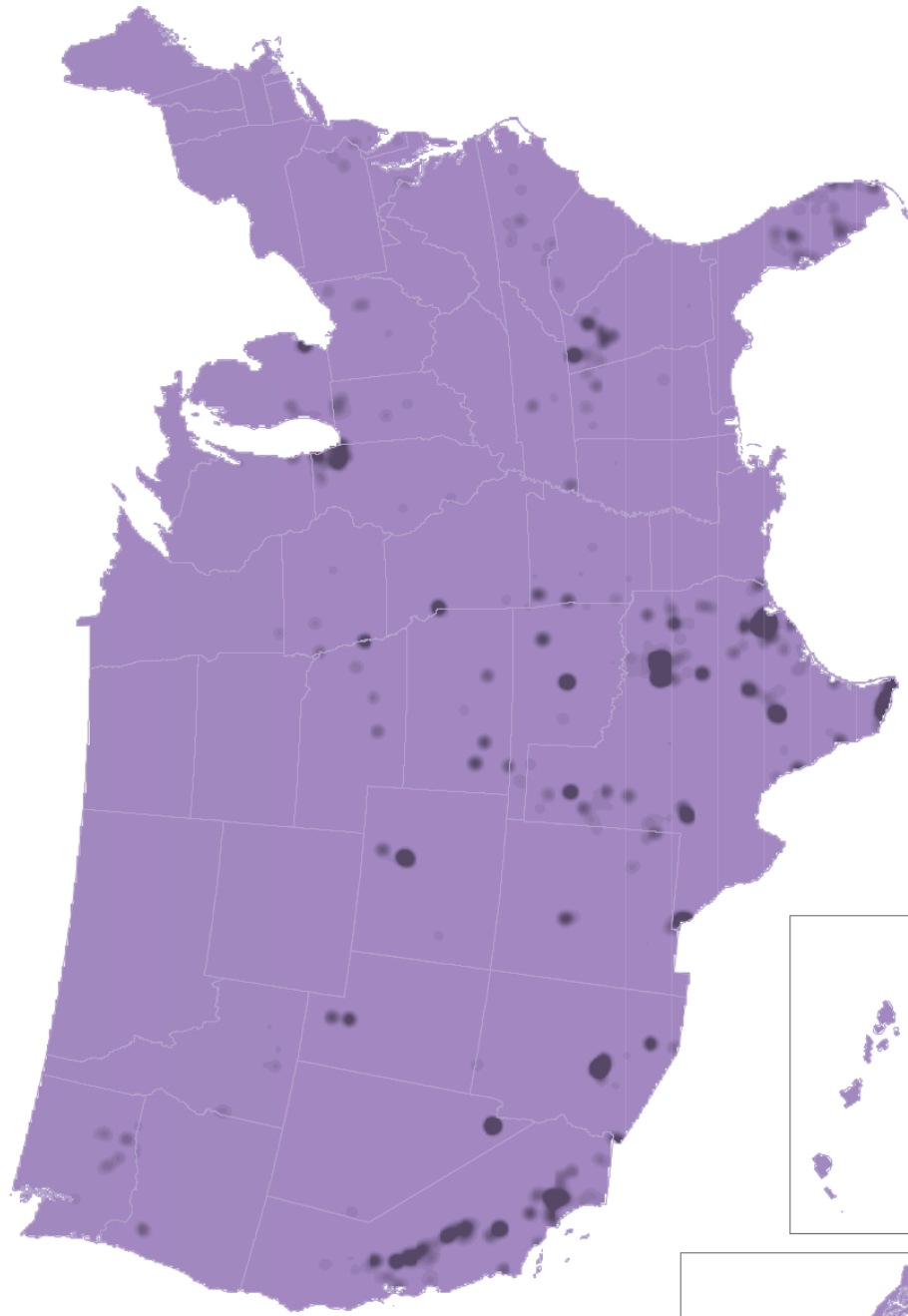
Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.



LifeMode Group: Sprouting Explorers
Forging Opportunity



SEGMENT DENSITY
This map illustrates the density and distribution of the *Forging Opportunity* Tapestry Segment by households.



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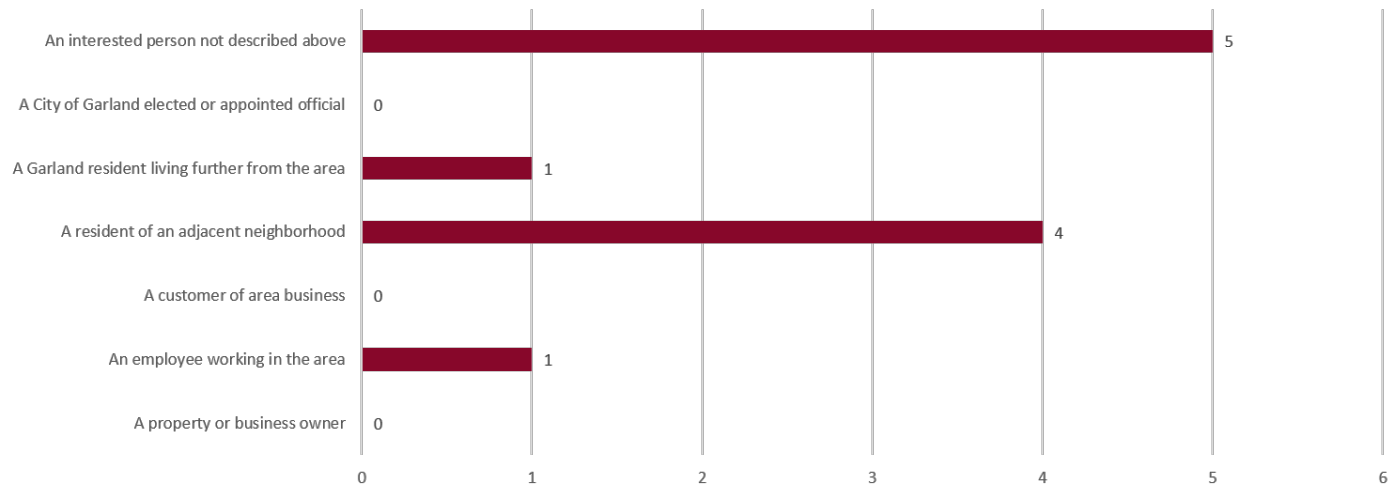
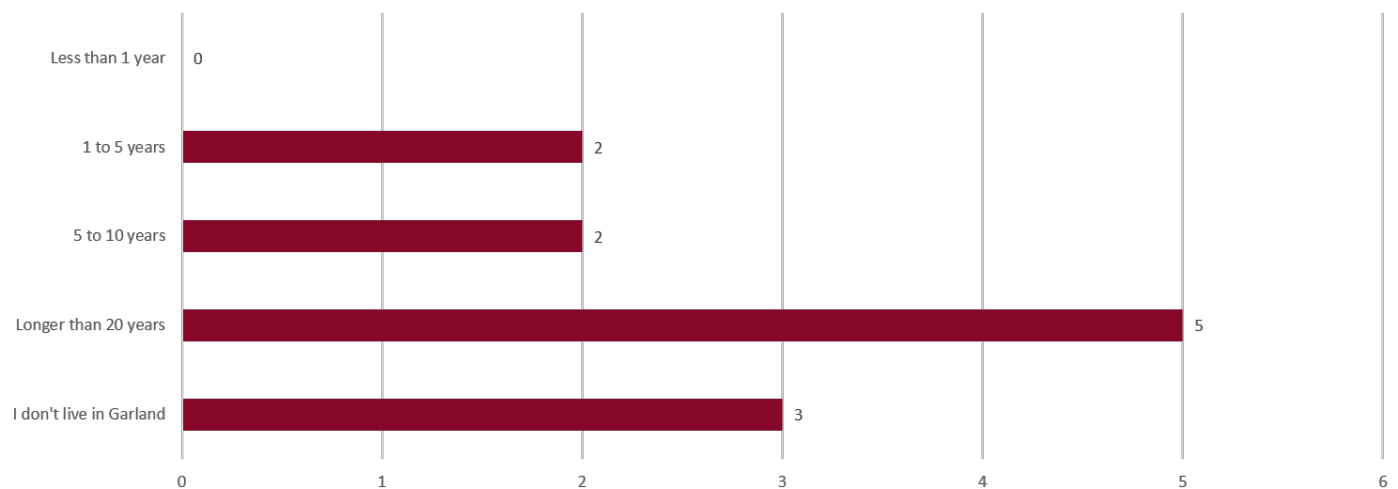
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APPENDIX D

ONLINE SURVEY RESULTS

12 RESPONSES*

***NOTE: ALL QUESTIONS WERE NOT REQUIRED TO ANSWER. THEREFORE, SOME QUESTIONS MAY HAVE LESS THAN 12 RESPONSES.**

Q1: What is your primary involvement with the Study Area?**Q2: I have lived in Garland****Q3: Which Garland Neighborhood is my Home?**

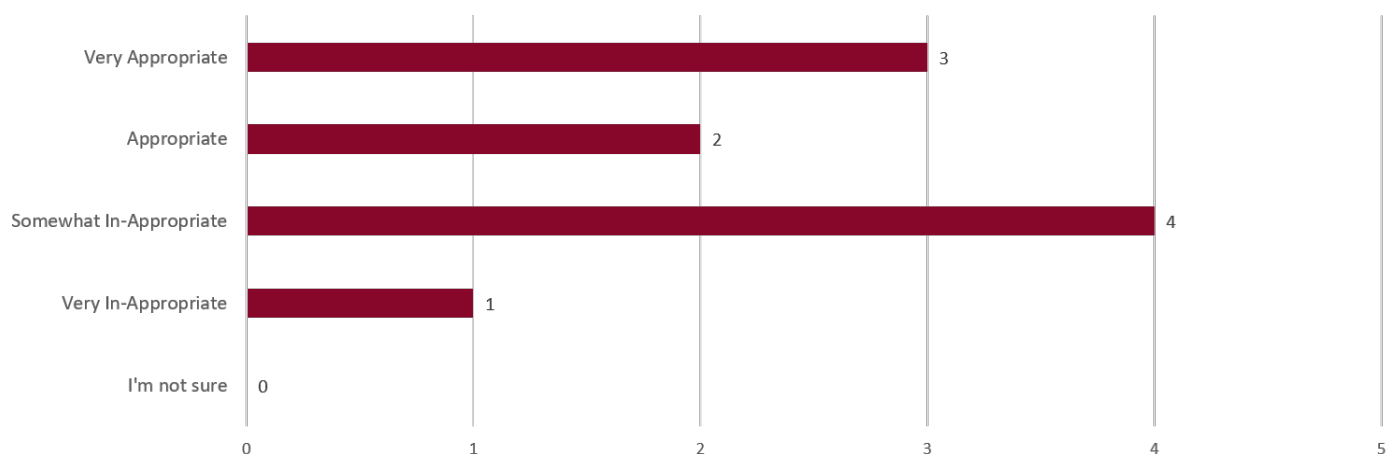
I don't live in Garland.
I live near Plano and Buckingham.
Duck Creek
Middle Glen area
Shores of Eastern Hills
Westcreek Estates in Council District 6.
Duck Creek Dr
Broadway Village
Near Audubon park
Glen Heights

Q4: How would you describe the best possible way for this area to contribute to Garland's future quality of life and economic vitality?
Desirable living area. This area has access to DART, a grocery store, restaurants (limited, but they're there), walking/bike trails and green space, plus easy access to I-30 and LBJ.
Leave it alone. We don't need to use up every bit of land. There are plenty of run down areas that should be redone first.
I would like some retail, entertainment and restaurants similar to what is happening near Firewheel and also the Station in Sachse. I would like more restaurant options that are not fast food. My family typically goes to Rowlett and Rockwall across the lake for retail, restaurants and entertainment. I would love to have more options to spend our money in Garland
Preserve green space. Walking access to DART and retail is rare and valuable for those who want to age in place. Add enough residential and retail to boost tax base.
Appealing residential living/restaurants
A nice sit-down restaurant or a pocket neighborhood of small, truly affordable houses, in the upper 90s-low 100s. I know it is zoned retail and that the minimum square footage for houses is much larger than what I'm suggesting, 900-1200 sq. ft, but there are no new, truly affordable houses anywhere in Garland.
Urban residential and restaurants for nearby employees.
Restaurant row
Horizontal mixed-use to provide better dining options and urban residential for density needed to revitalize existing retail.

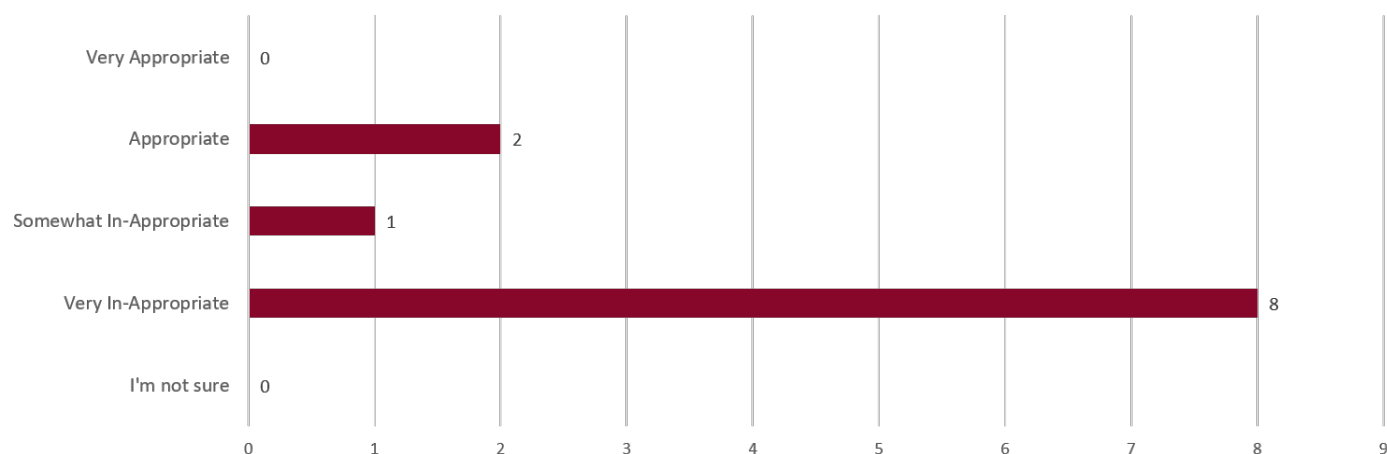
Q5: If this area was re-branded, what words would you use to describe it?
SouthSide!
A home base with easy access to day-to-day necessities (food, bank, car care, highways, and park area). This area could be great for those who drive, who walk, and who bike.
Sad.
South on Broadway
No suggestions.
Green living
I'm not sure I understand the question.
Pedestrian friendly. Livable.
Retail entertainment
Pedestrian

Q6.1: How appropriate are these uses in this area? (please select one per row)

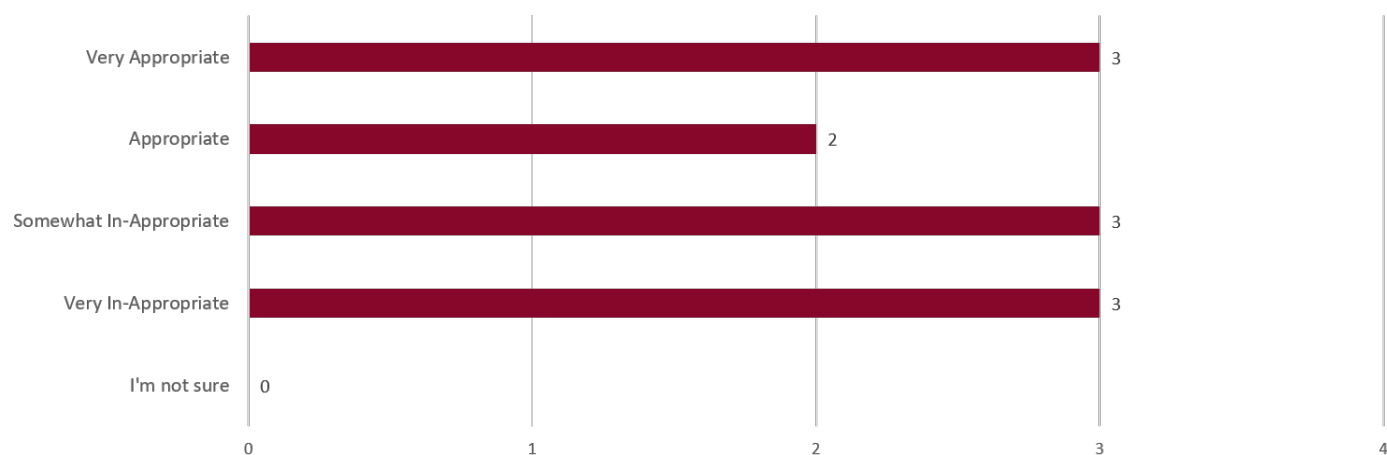
Art and Entertainment Spaces



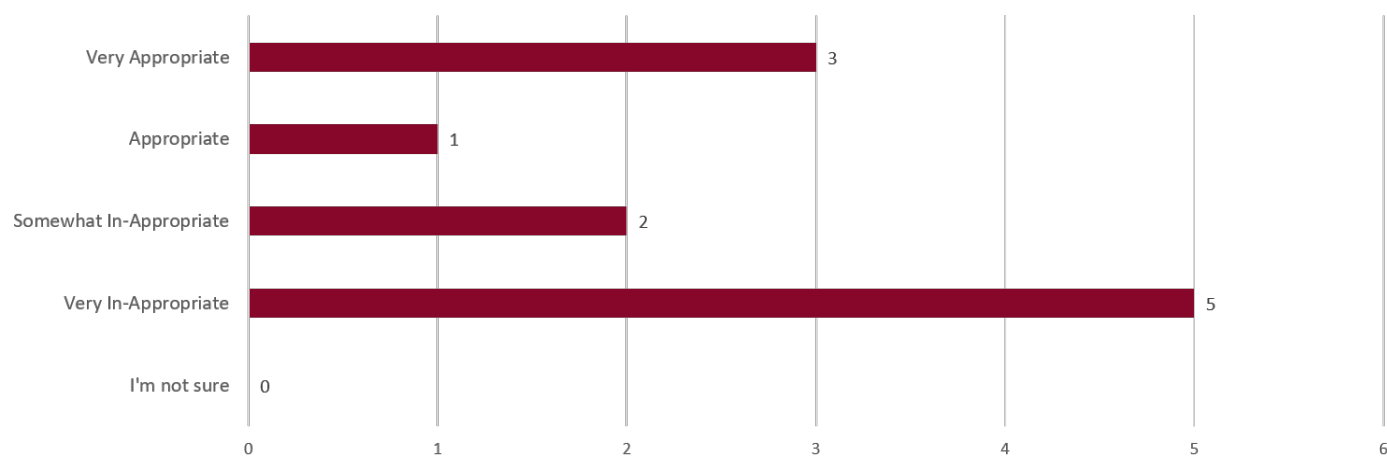
Q6.2: How appropriate are these uses in this area? (please select one per row)
Low Density Homes (Medium to Large Lot Detached Homes)



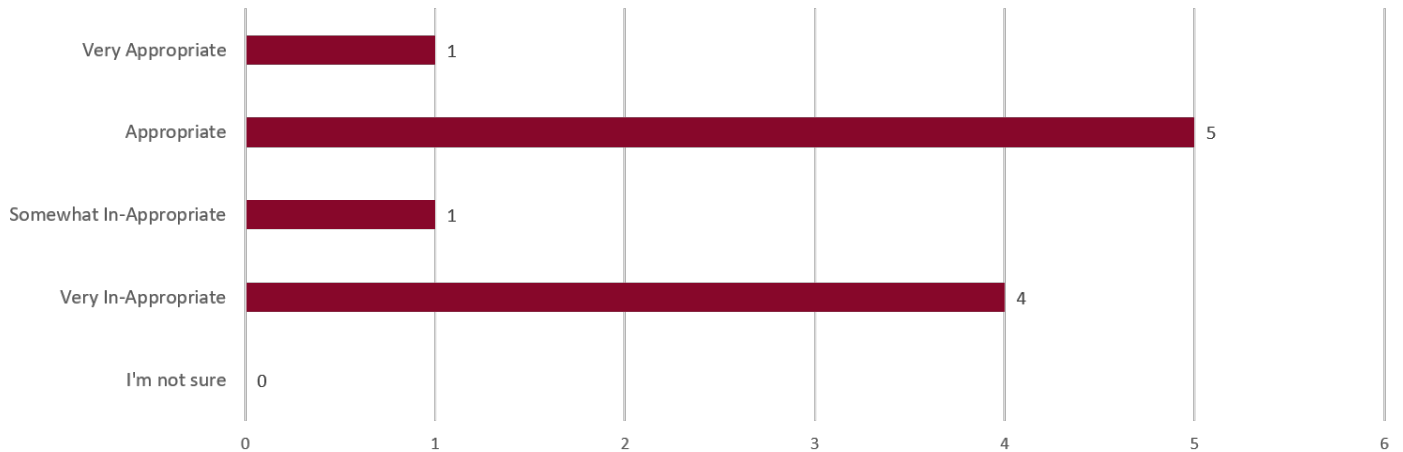
Q6.3: How appropriate are these uses in this area? (please select one per row)
Medium Density Homes (Townhomes or Small Lot Detached Homes)



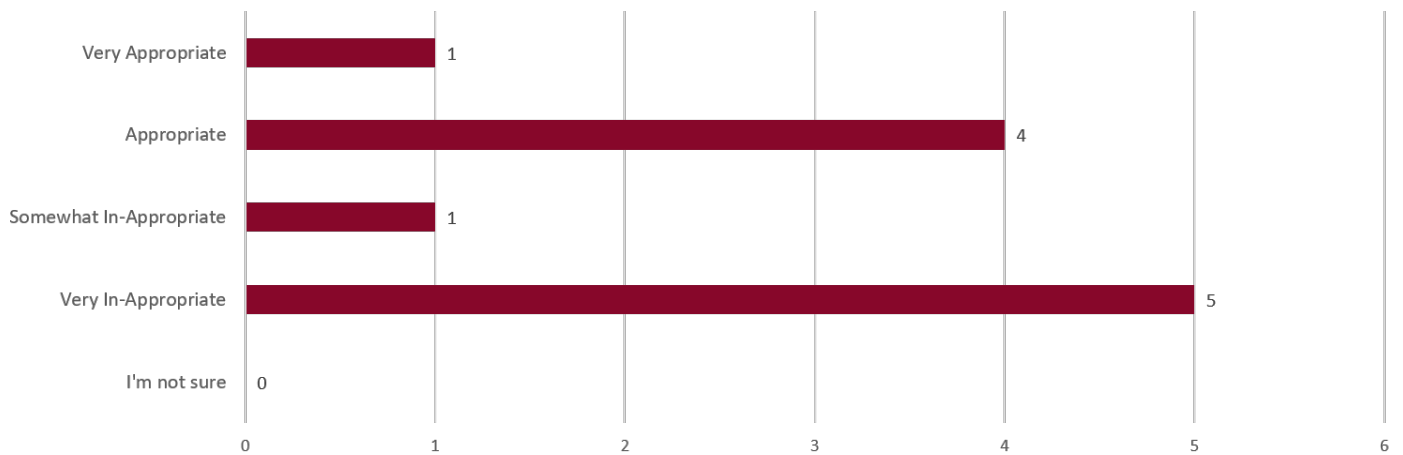
Q6.4: How appropriate are these uses in this area? (please select one per row)
Higher Density Homes (Multifamily or Condos)



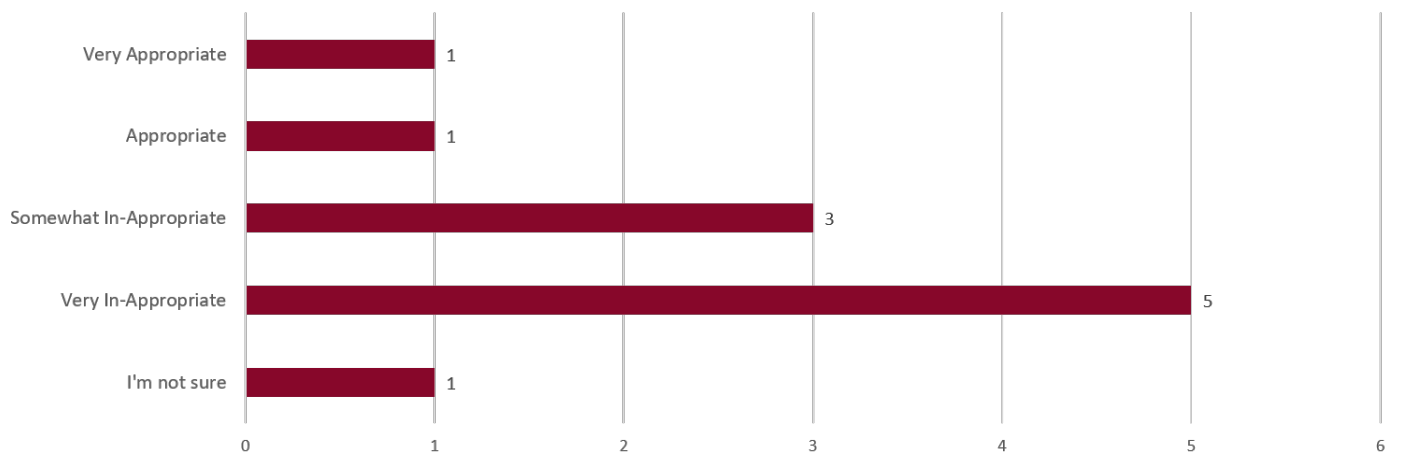
Q6.5: How appropriate are these uses in this area? (please select one per row)
Mixed Use Buildings with Residential and Commercial Uses

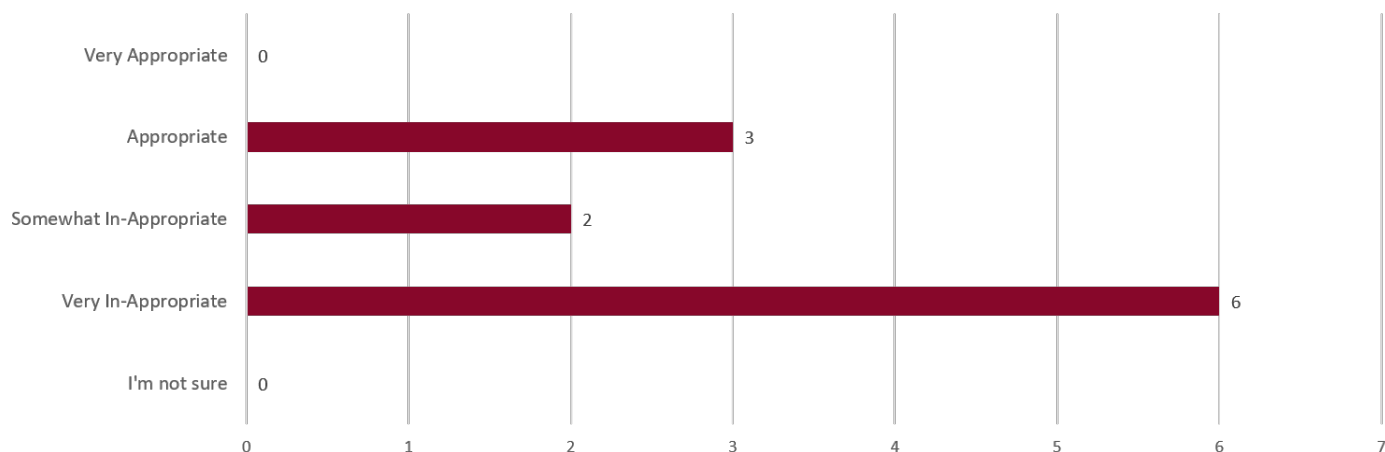
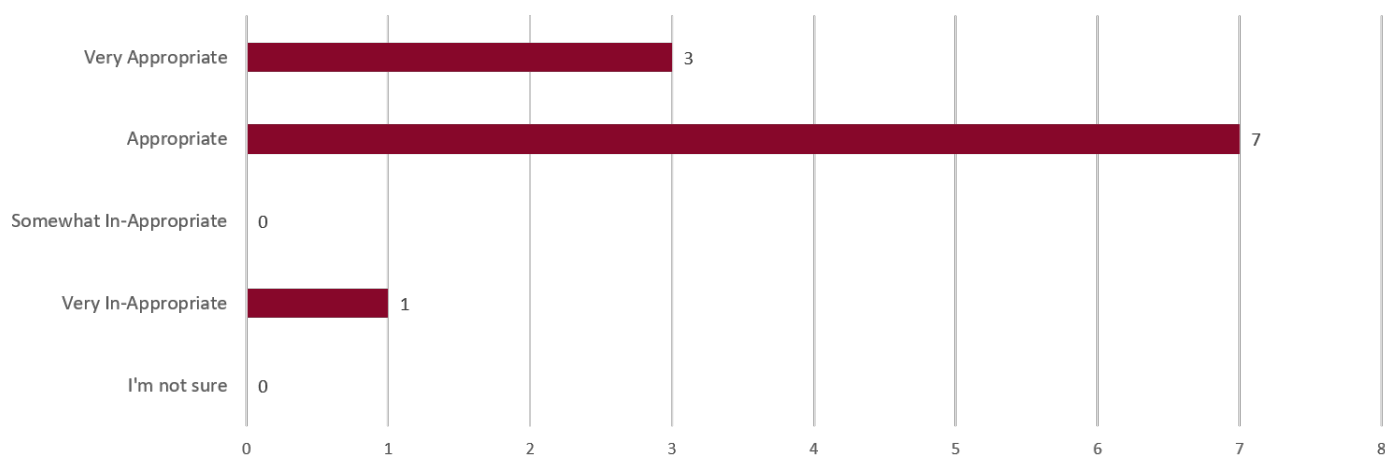
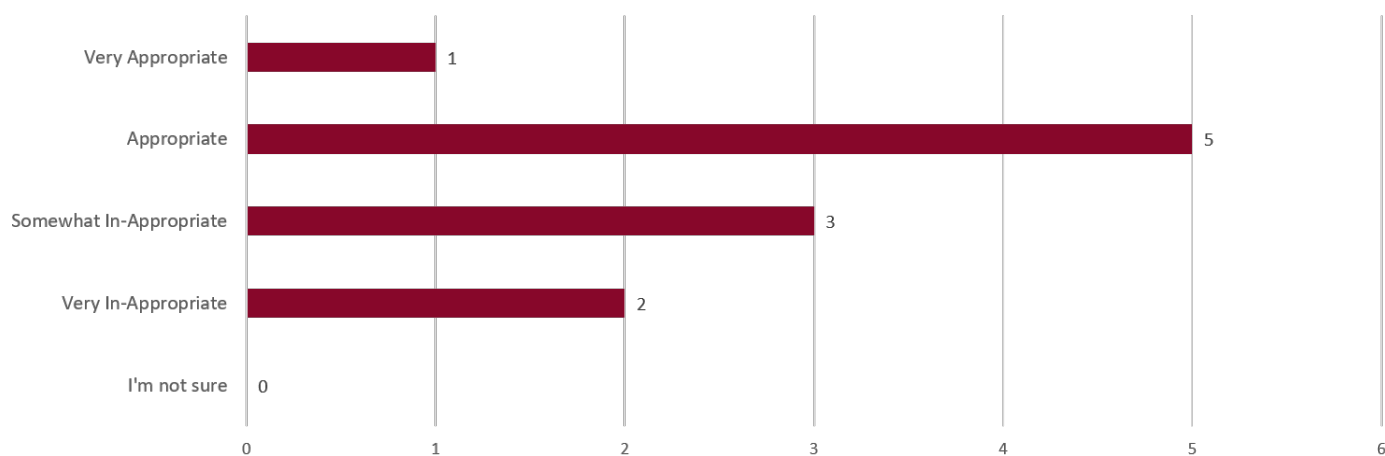


Q6.6: How appropriate are these uses in this area? (please select one per row)
Housing for Active Seniors



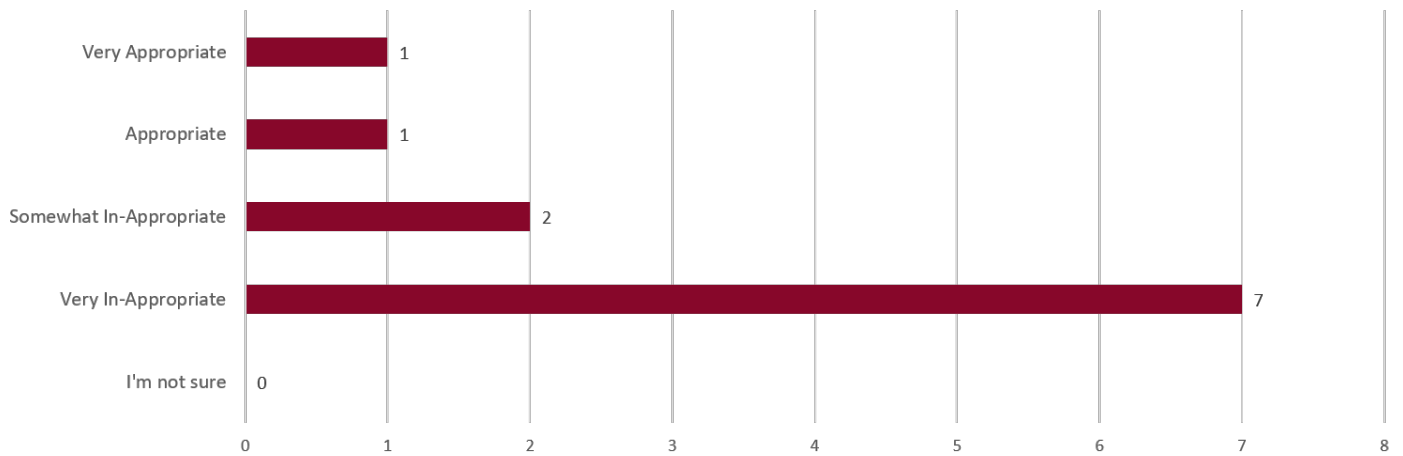
Q6.7: How appropriate are these uses in this area? (please select one per row)
Assisted Living



Q6.8: How appropriate are these uses in this area? (please select one per row)***Office or Employment*****Q6.9: How appropriate are these uses in this area? (please select one per row)*****Restaurants*****Q6.10: How appropriate are these uses in this area? (please select one per row)*****Retail Uses***

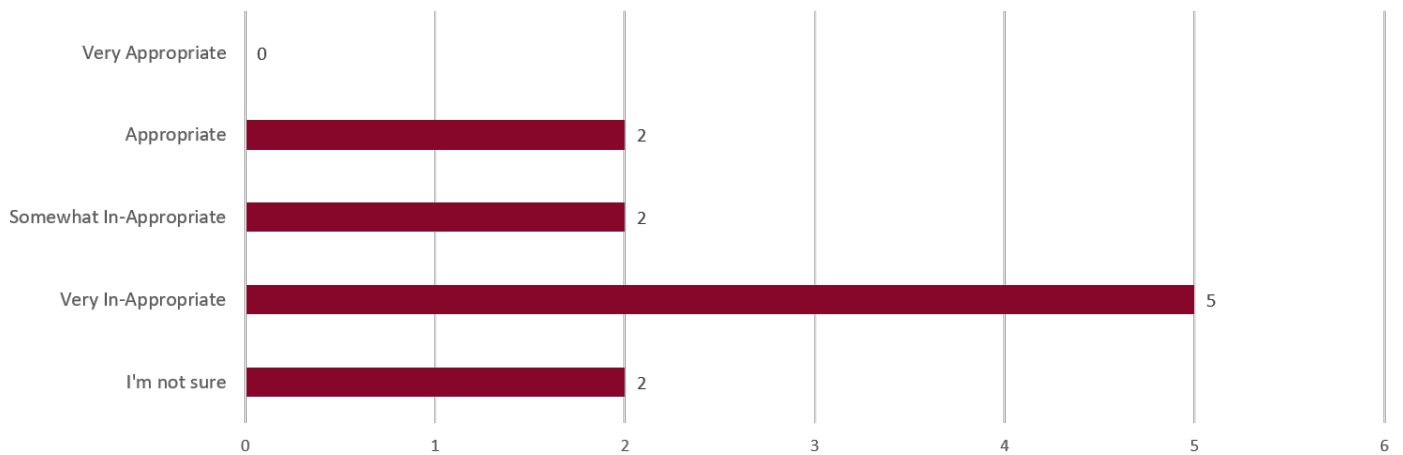
Q6.11: How appropriate are these uses in this area? (please select one per row)

Hotel



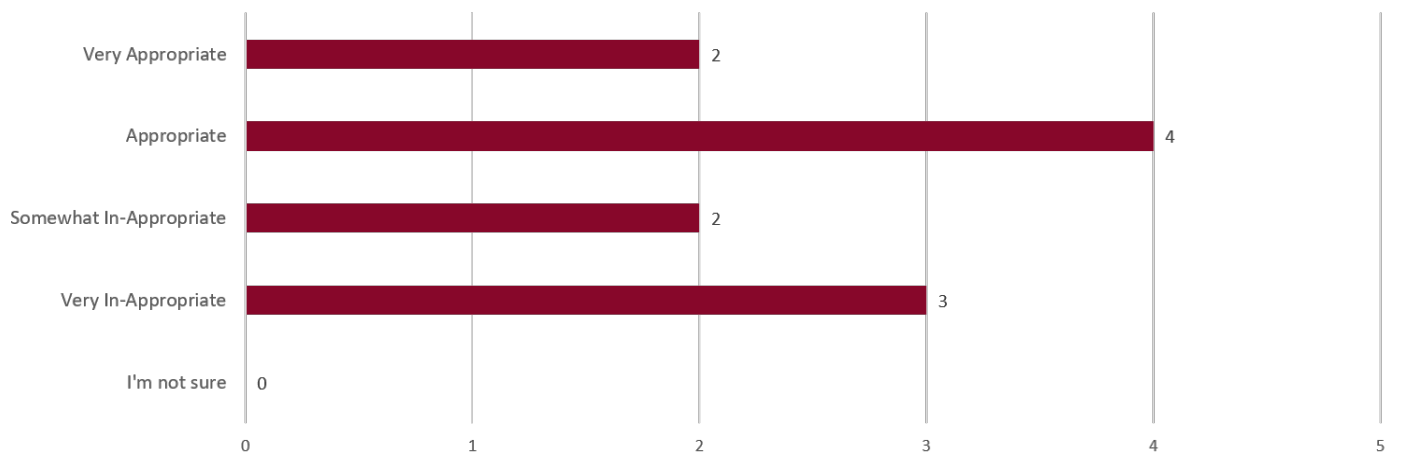
Q6.12: How appropriate are these uses in this area? (please select one per row)

Business Incubator

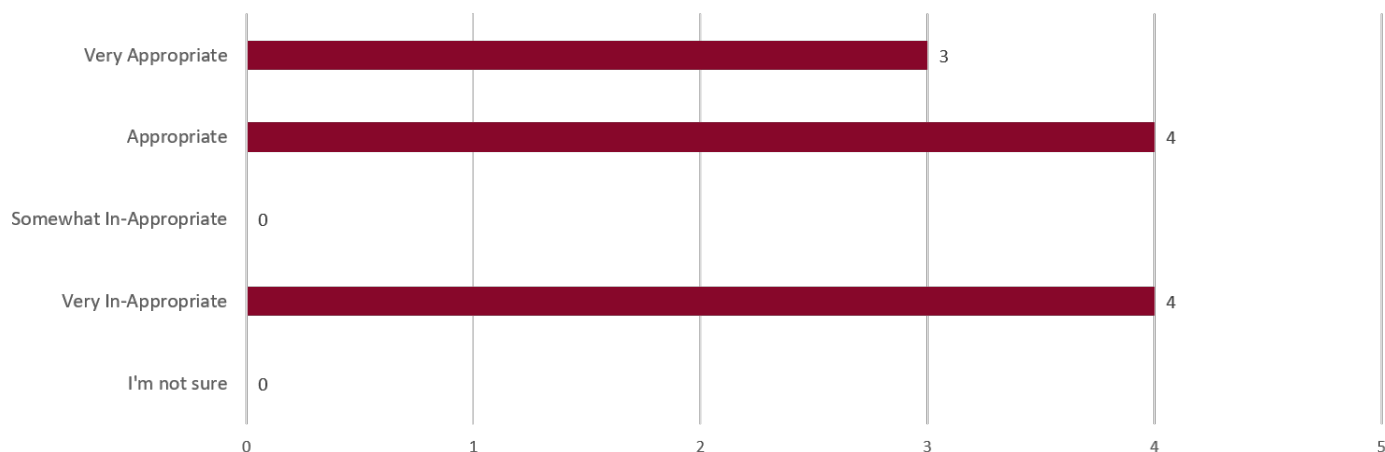


Q6.13: How appropriate are these uses in this area? (please select one per row)

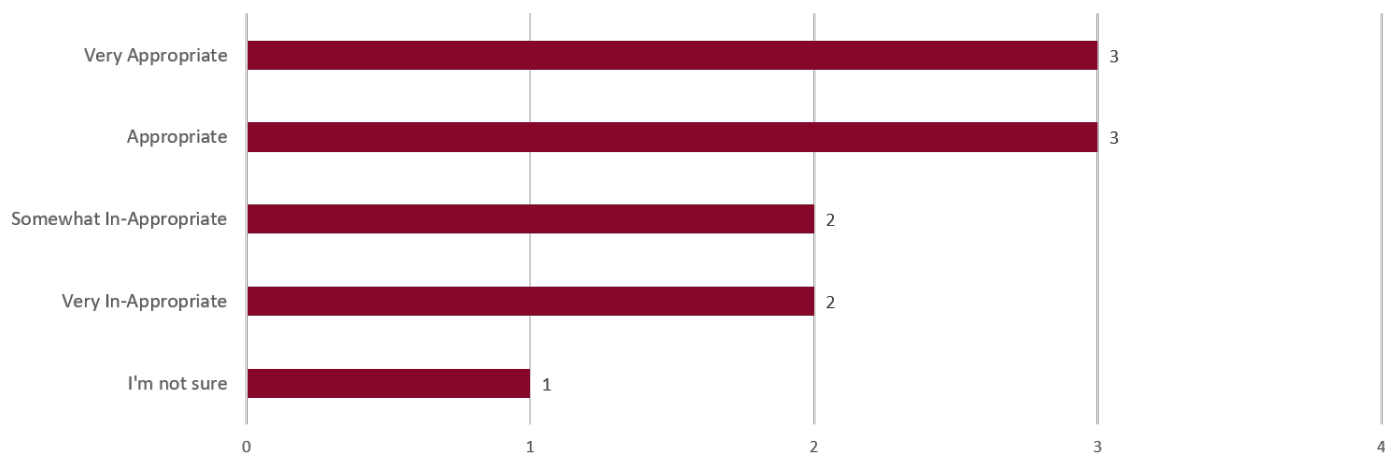
Park



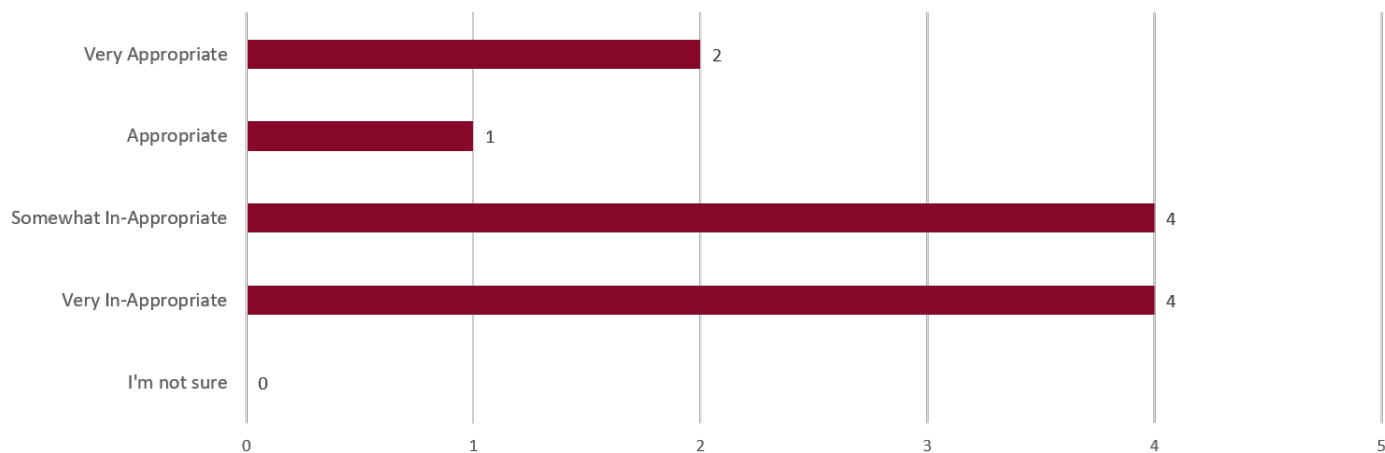
Q6.14: How appropriate are these uses in this area? (please select one per row)
Open Space (Public or Private)



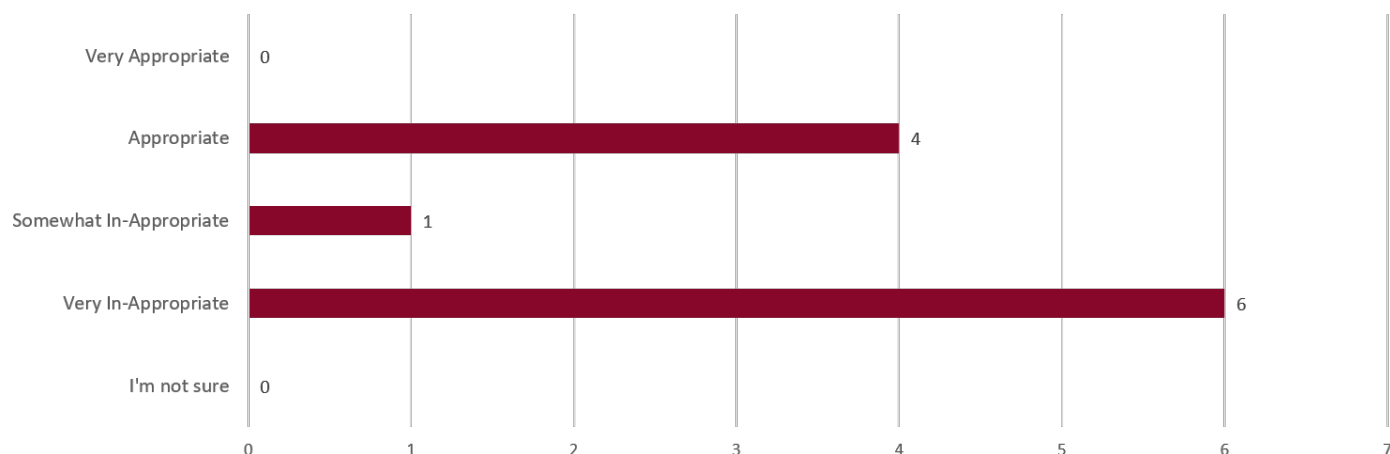
Q6.15: How appropriate are these uses in this area? (please select one per row)
Live-Work Spaces



Q6.16: How appropriate are these uses in this area? (please select one per row)
Medical or Health Services



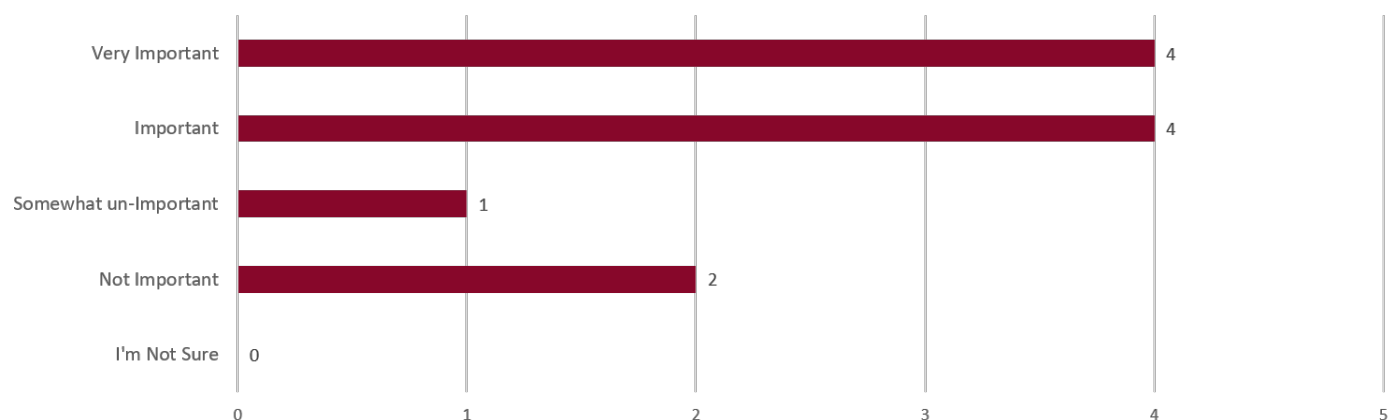
Q6.17: How appropriate are these uses in this area? (please select one per row)
Professional or Personal Services



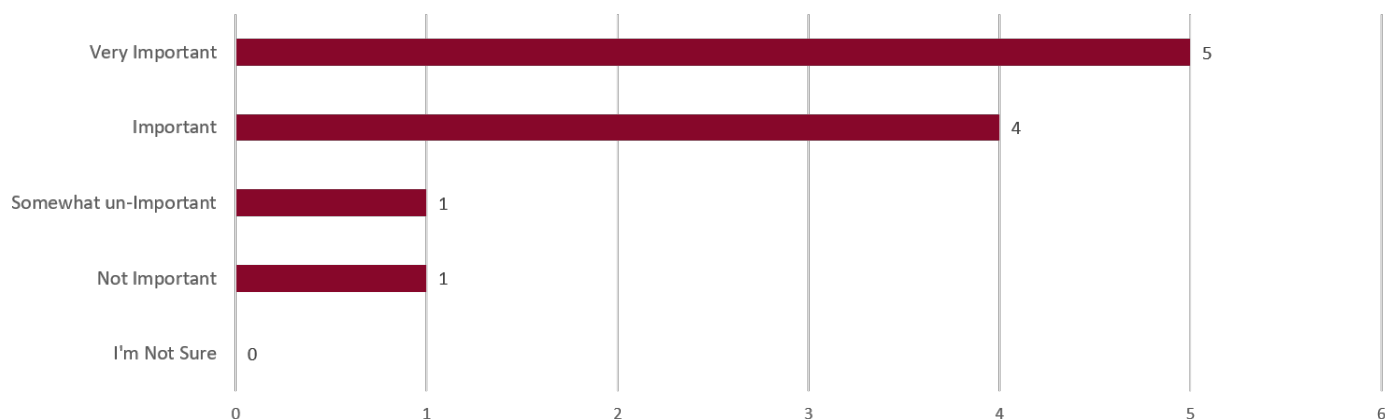
Q7: Are there any additional uses not mentioned that should be noted?

Keep it as is.
No
Best usage depends in part on what else is planned along LBJ. This section should be considered within the larger context.
No
No
No
Industrial, box retail

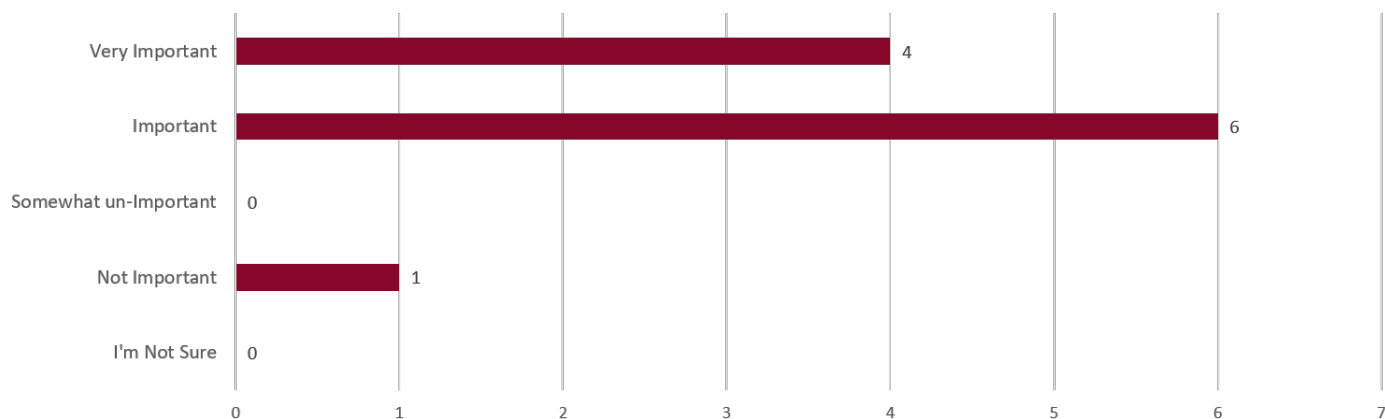
Q8.1: How Important are these ideas about connections to and within the Study Area?
Residents of nearby neighborhoods should be able to walk or bike to shops and restaurants easily and safely.



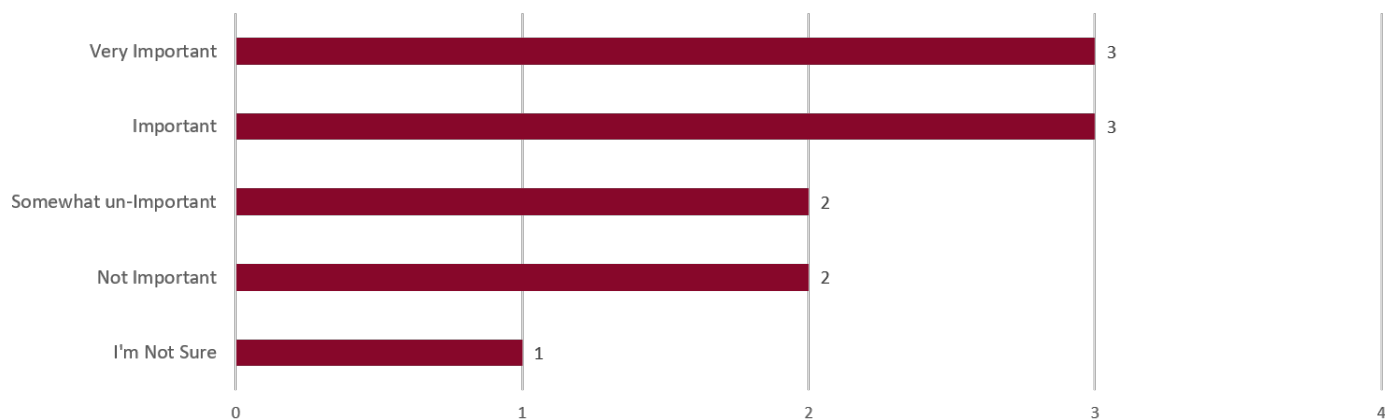
Q8.2: How Important are these ideas about connections to and within the Study Area?
Prioritize safe pedestrian connections from the study area to the trail and other open space amenities.



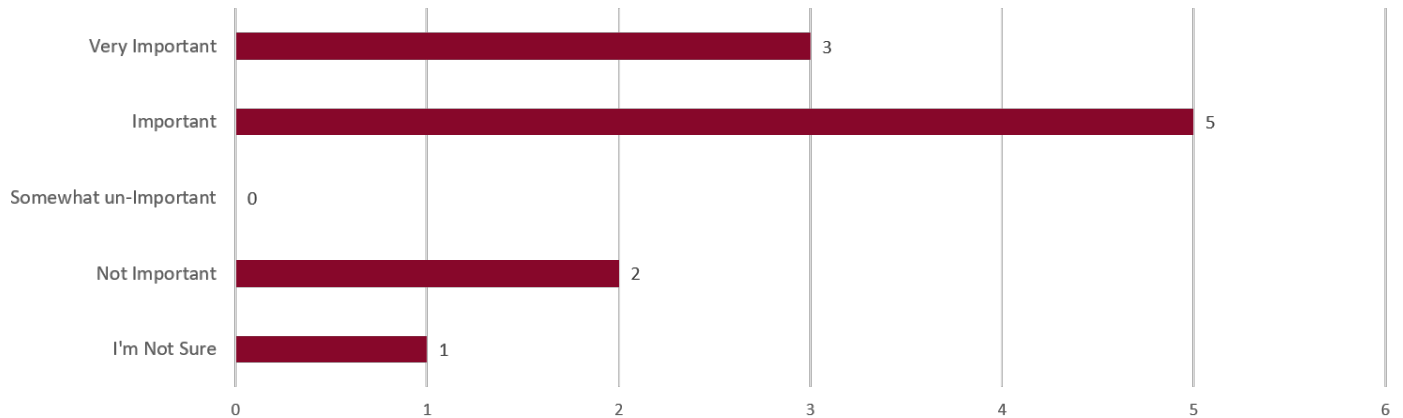
Q8.3: How Important are these ideas about connections to and within the Study Area?
Bike or pedestrian connections between residential and business areas will make this area more appealing to people who live and work in the area.



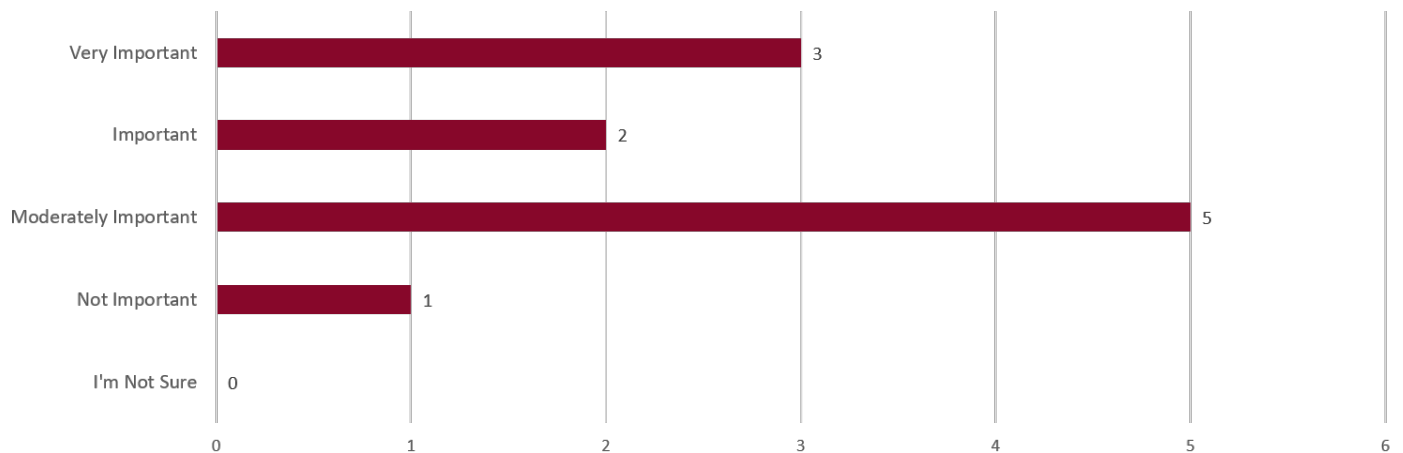
Q8.4: How Important are these ideas about connections to and within the Study Area?
People who work in or near this area should be able to safely reach shops, services or restaurants without driving and parking their cars in the commercial areas.



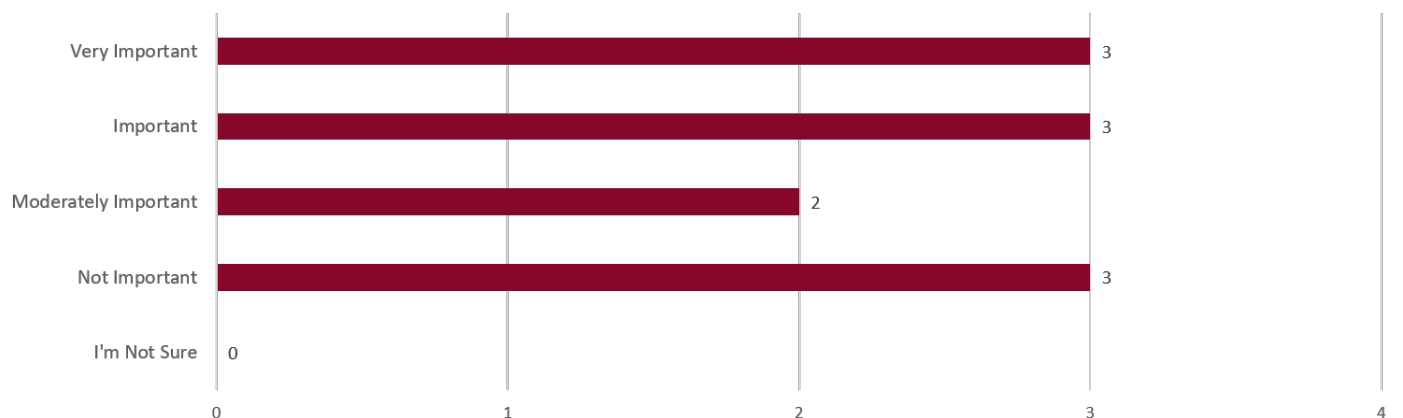
Q8.5: How Important are these ideas about connections to and within the Study Area?
People visiting this area should be able to park once and then walk to various offices, shops and services within the study area.



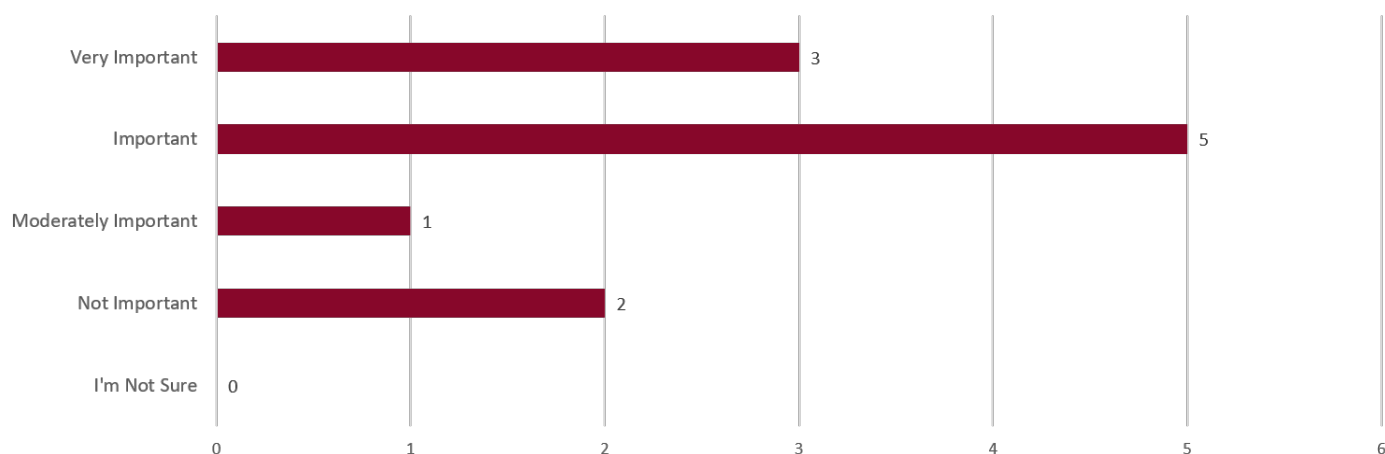
Q9.1: Rate appropriateness of mobility and connection ideas.
New vehicular routes should be pedestrian and bike friendly.



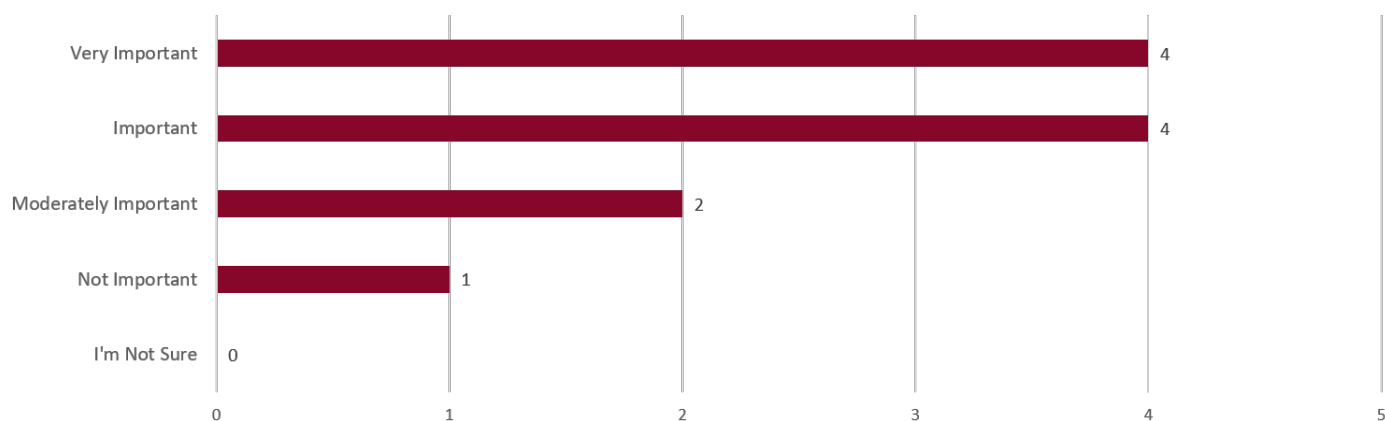
Q9.2: Rate appropriateness of mobility and connection ideas.
Vehicular and pedestrian routes should make it easier to traverse the site, provide cross access, and have key linkages for the community.



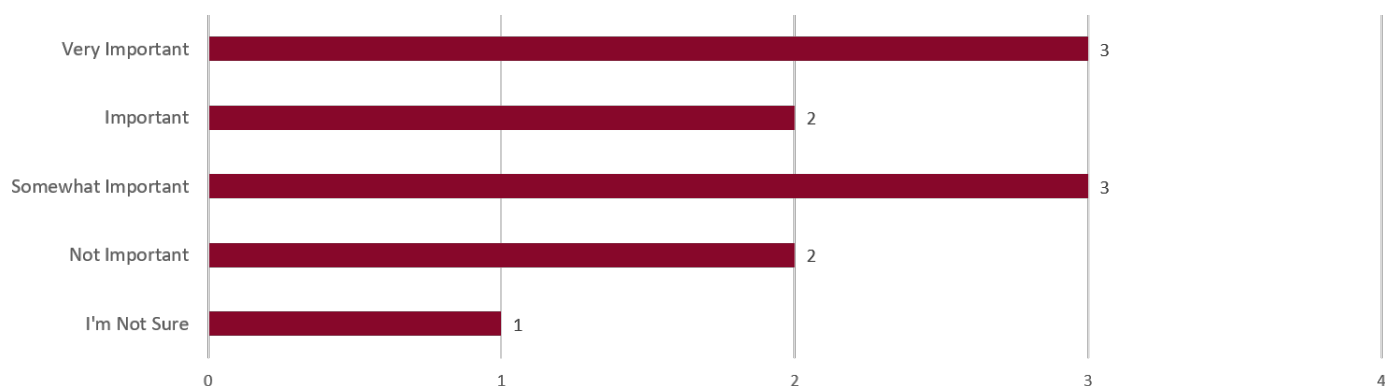
Q9.3: Rate appropriateness of mobility and connection ideas.
Cut-through traffic should be discouraged through the study area.



Q9.4: Rate appropriateness of mobility and connection ideas.
Future development should provide for walkable streetscapes and frontages linking to the overall block network.

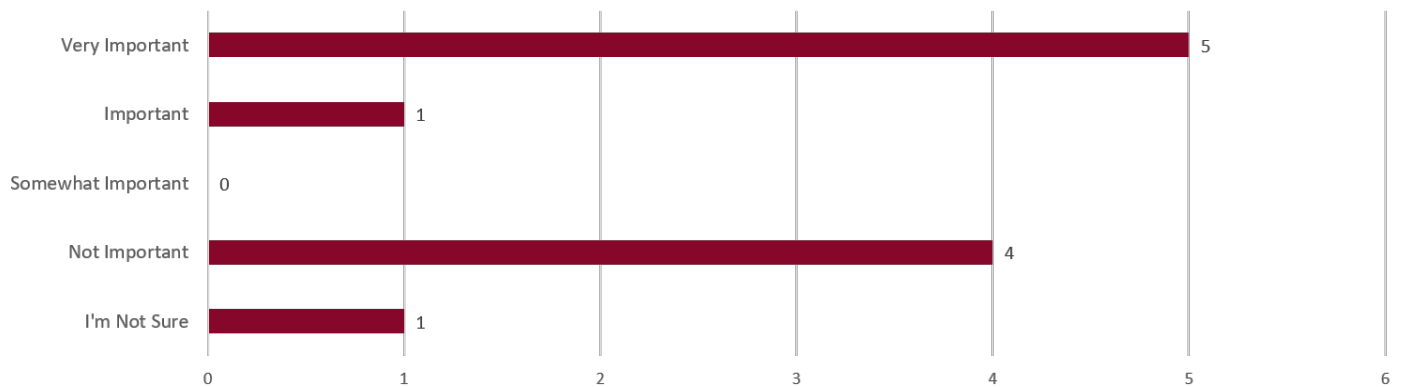


Q10.1: How important are these ideas about transitions and separations between various uses and activities in and around this study area?
Landscaped screening (like trees, shrubs or other vegetation) is important on the edge of the study area adjacent to



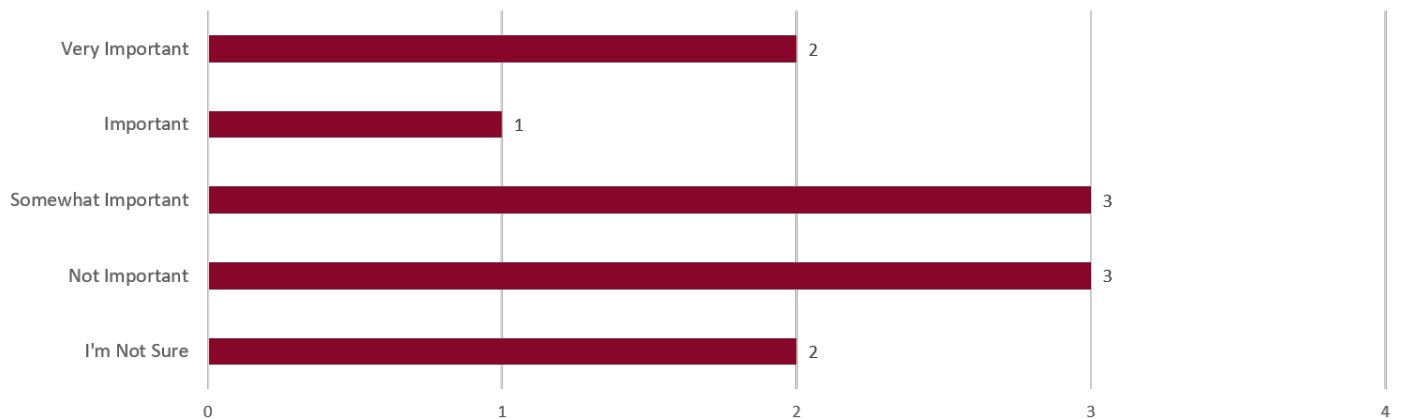
Q10.2: How important are these ideas about transitions and separations between various uses and activities in and around this study area?

Physical barriers like screening walls, fences or other sorts of buffers should separate new development from existin



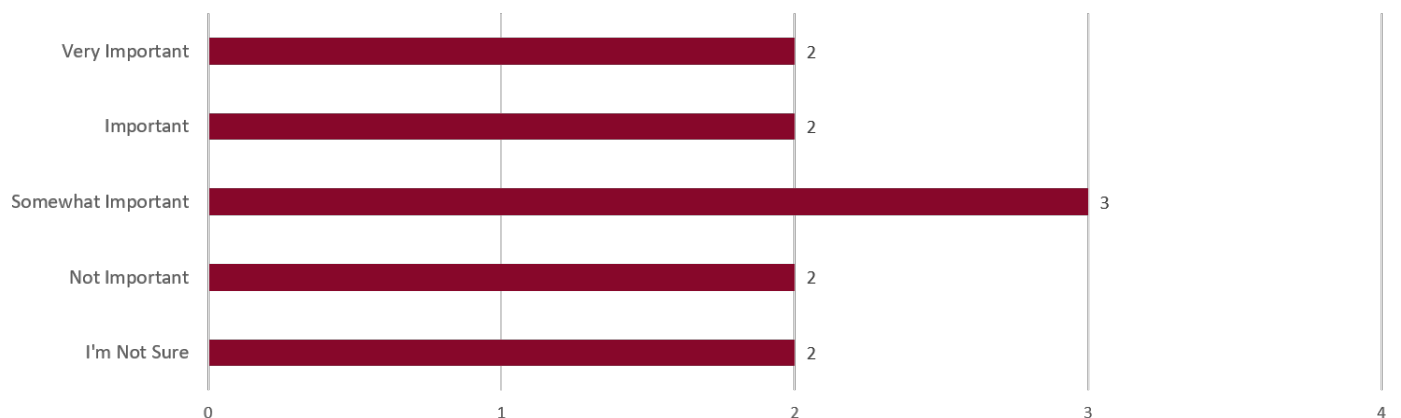
Q10.3: How important are these ideas about transitions and separations between various uses and activities in and around this study area?

Locating less intense uses adjacent to the existing neighborhoods.



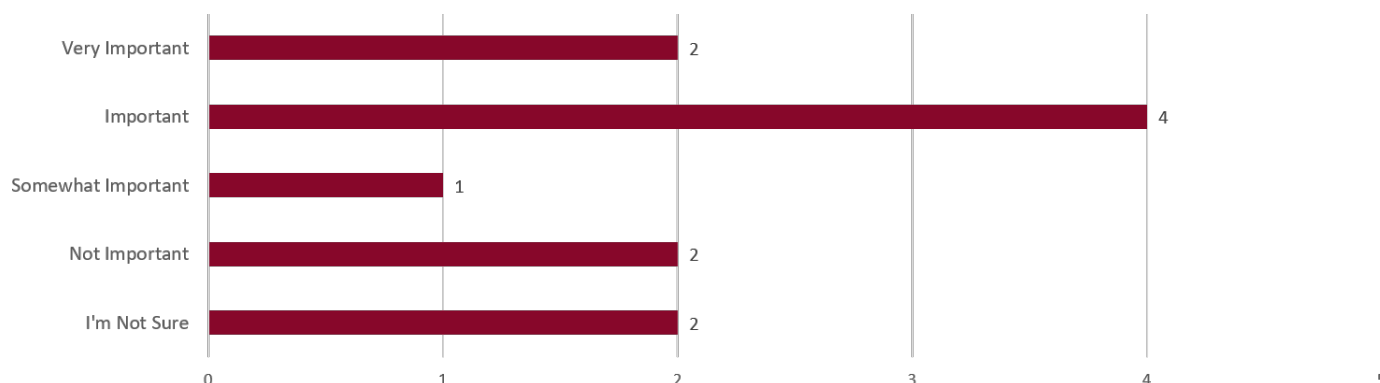
Q10.4: How important are these ideas about transitions and separations between various uses and activities in and around this study area?

Locating more intense uses adjacent to retail and commercial areas.



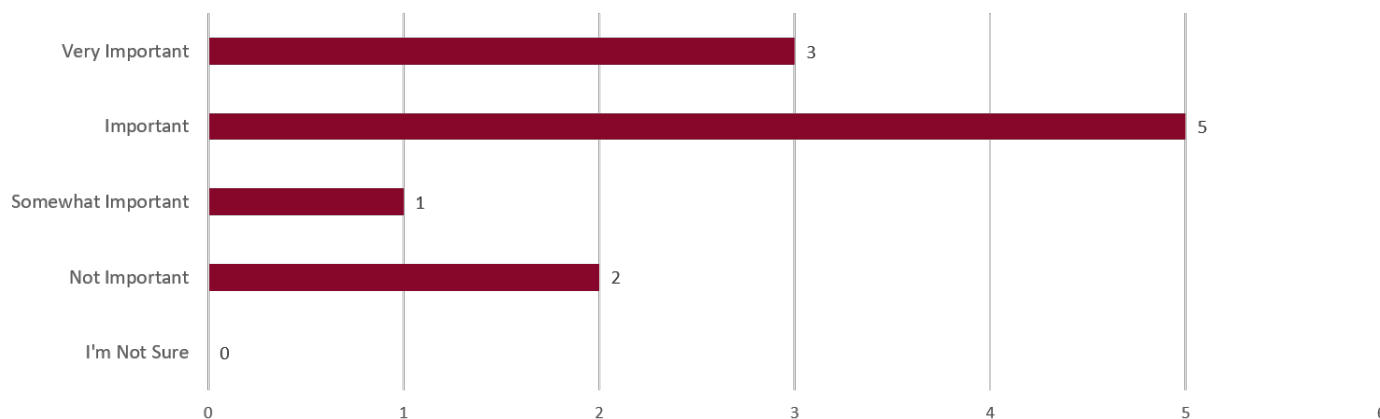
Q10.5: How important are these ideas about transitions and separations between various uses and activities in and around this study area?

The street system should not have vehicular connections between residential and non-residential areas.



Q10.6: How important are these ideas about transitions and separations between various uses and activities in and around this study area?

Pedestrians should be able to move between residential areas and non-residential areas.



Q11: If you have other ideas about connections, transitions, and separations please share them here.

Walkability is important, so there can't be physical barriers between, say, new housing and existing retail.

I know leaving it as is probably isn't an option at this point. If something absolutely had to go there, let it be healthy. I don't eat or go food shopping within Garland because it's all crap food. A Trader Joe's, Central Market, Sprouts, anything with healthier options would be nice.

Safety needs to be a priority. This is not necessary known as a safe area.

None at this time

None

New development should not provide vehicular connection as existing connections are available.

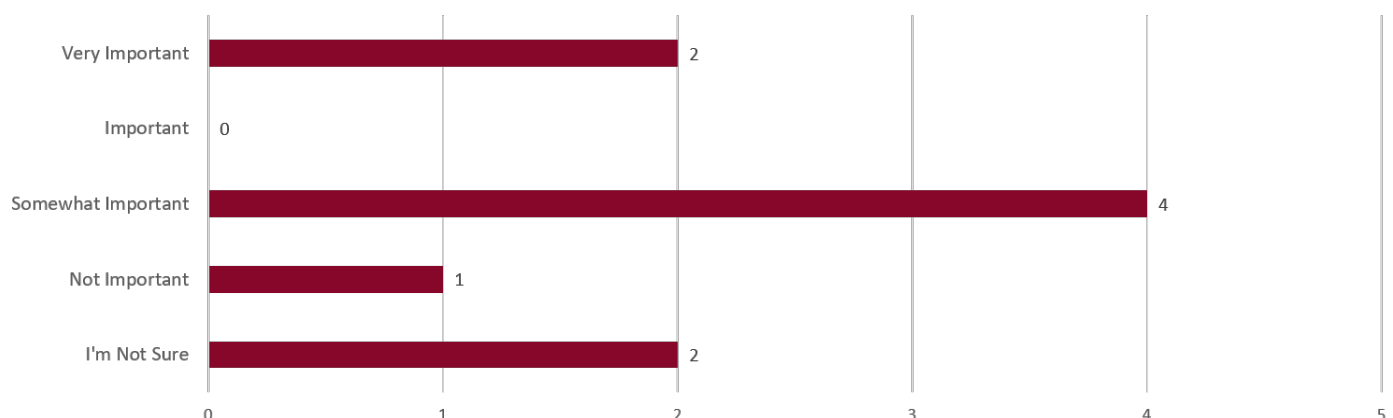
Q12: In relation to the hike/bike trail on the west side of Greenbelt Parkway, what should be considered for the development of the subject property.

I can't think of another area that has access to trails, transit (DART), and nearby retail. This is a desirable combination. It would be nice to tie the trails to whatever is built there. The tie could be something visual (color) or physical (art installations), or something else along those lines.
Nothing.
Safety
Development should include places to lock bikes. Patio dining appeals to cyclists, pedestrians, and area workers.
Residential living and restaurants
I'm not sure what you're asking
Connectivity for new mid-density apartments to be able to use existing trail
Don't know
Connectivity to new development. Market rate urban residential units that can benefit from the adjacent trail.

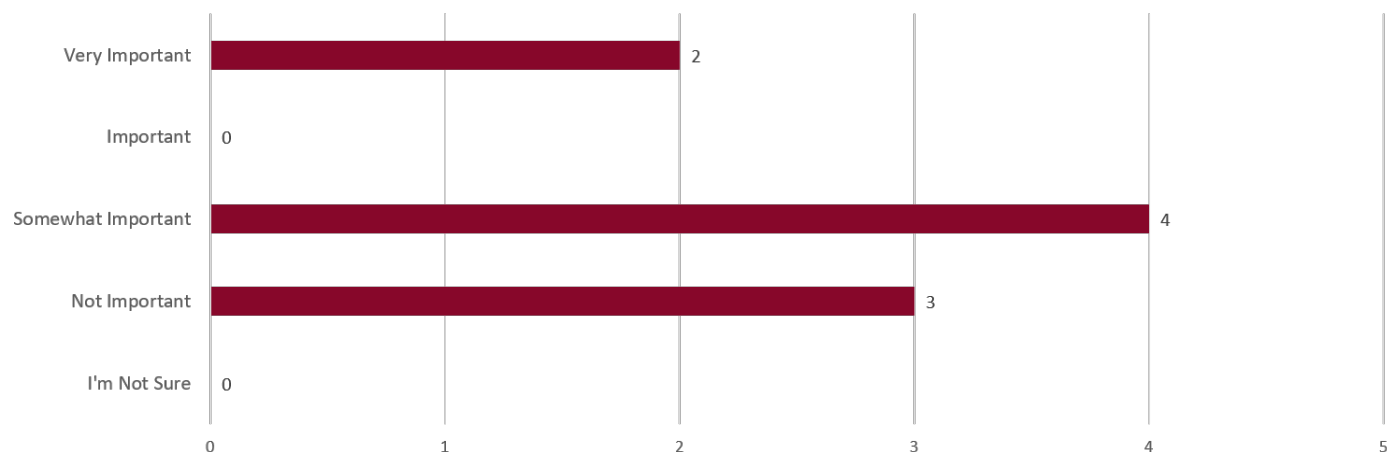
Q13: Do you have suggestions for public art, gathering spaces or other types of amenities that would enhance the planned trails and open spaces in this study area? Please share your ideas here.

Restaurants could have patio seating with views to green space. Retail or residential could have a clear connection to the trails. There is a homeless camp just west of the property that will have to be addressed.
We need more green space without people. Let the animals live somewhere in peace. They have no where to go.
Safety has to be a priority. If the place is known as a safe space then it will open the door for a lot of opportunities. For example, groups using space for yoga and healthy activities.
No suggestions here. The city will need to address the homeless population on the west side of Green belt Pkwy.
Parks, multi-use areas like the Sound in Coppell
No
No need for open public space. Nearby trail already and will be potential crime issue.
No
Do not add financial burden to the City due to art maintenance.

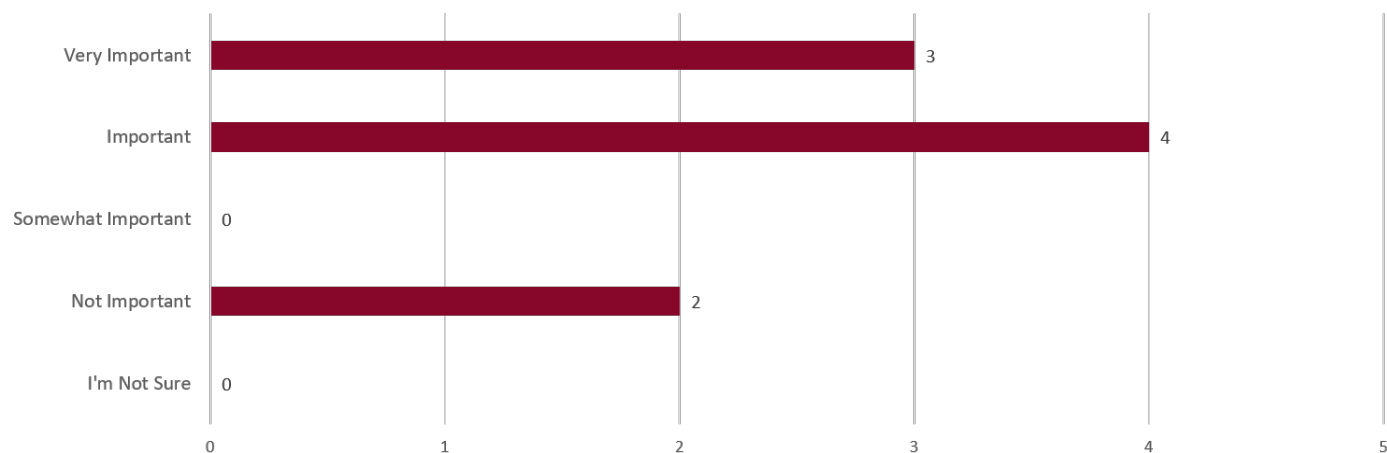
Q14.1: How important are these overall?
Support new development with uses, character and buffering that continues the desirability of surrounding neighborhoods.



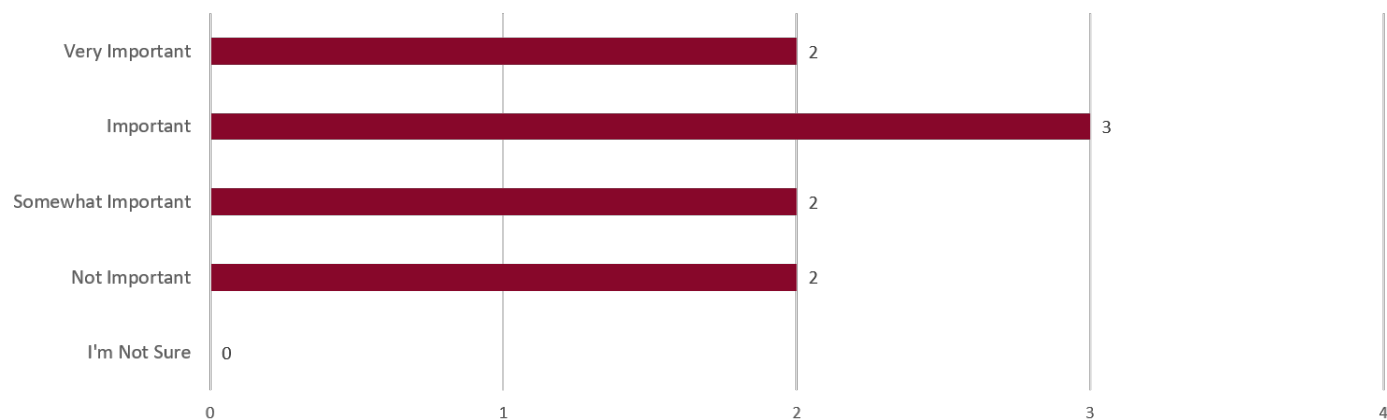
Q14.2: How important are these overall?
Include usable public green space within the study area.



Q14.3: How important are these overall?
Strengthen the area as a distinctive place within the neighborhood and community.

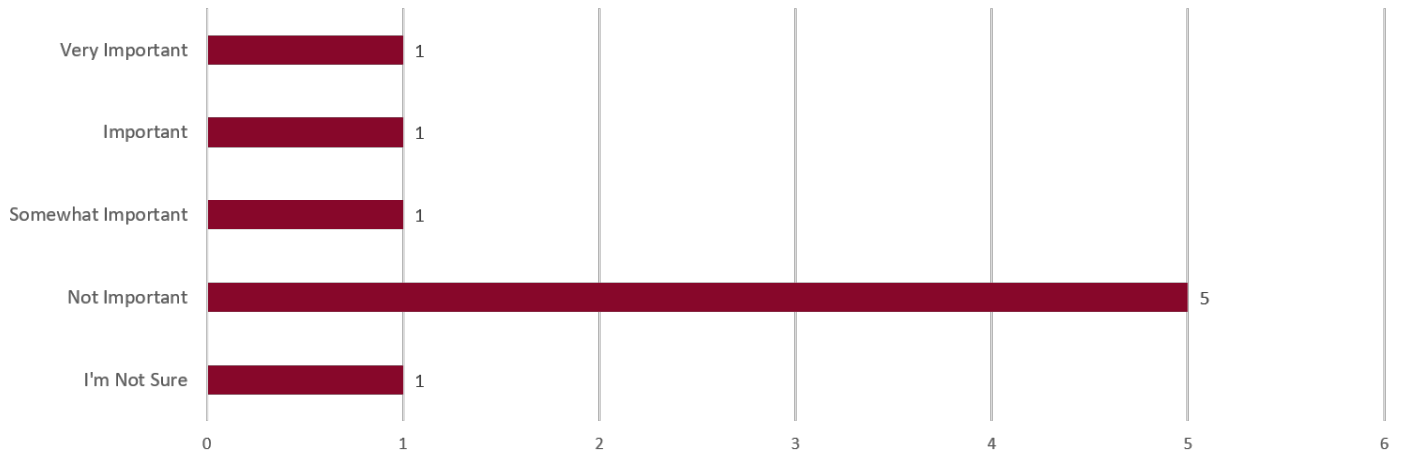


Q14.4: How important are these overall?
Provide opportunities for uses, development patterns and pedestrian connections that supplement the options available in Garland now.



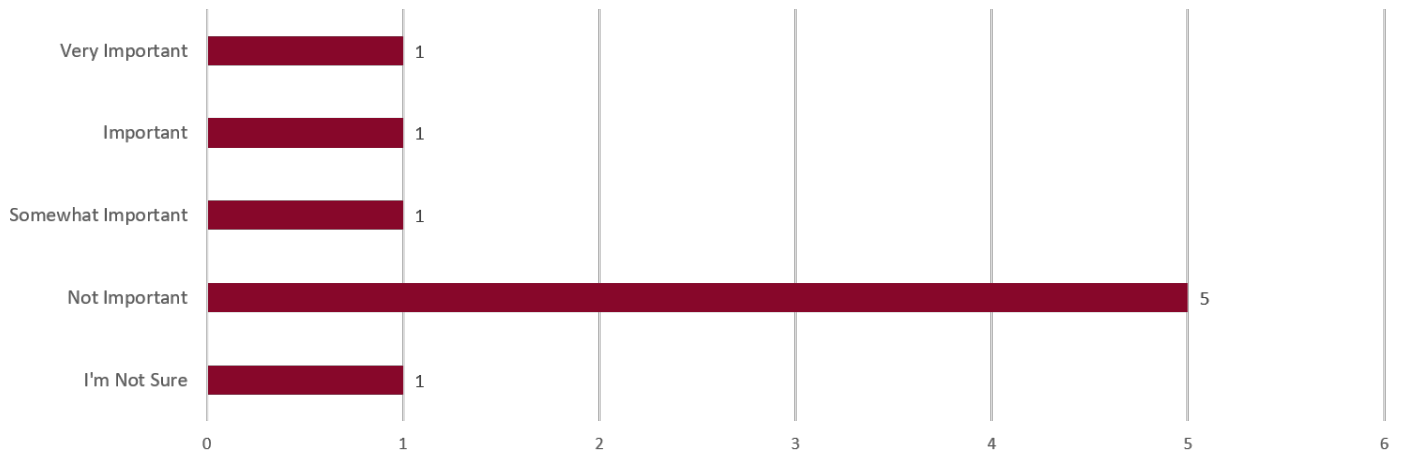
Q14.5: How important are these overall?

Enable development to occur in phases over time, with usable open space in each phase.



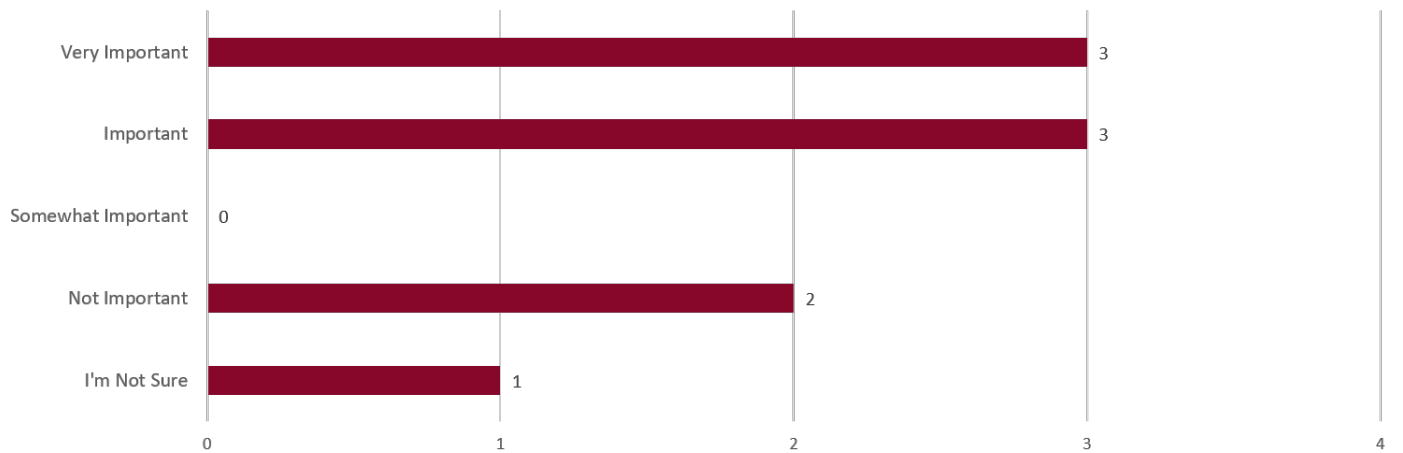
Q14.5: How important are these overall?

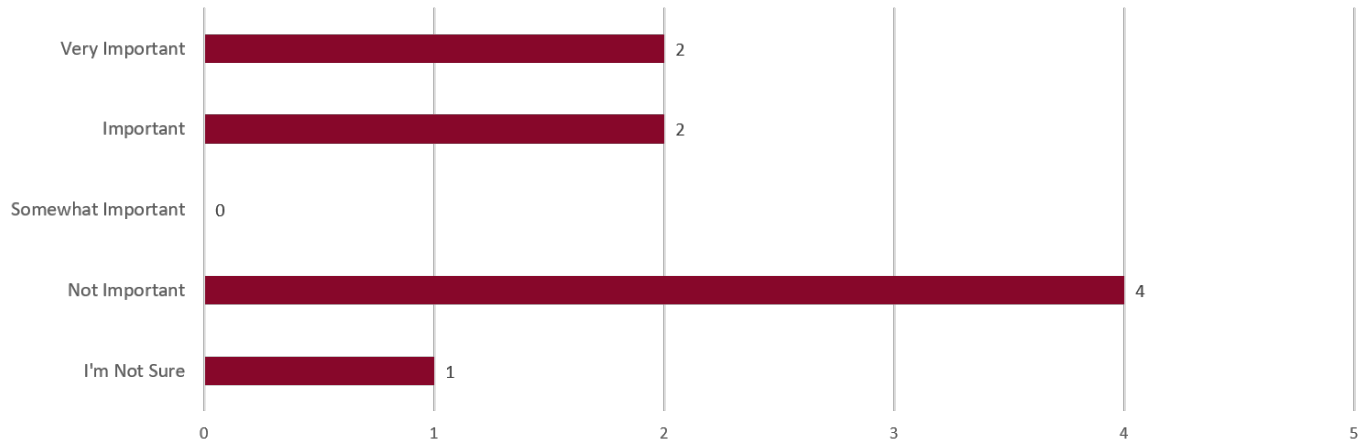
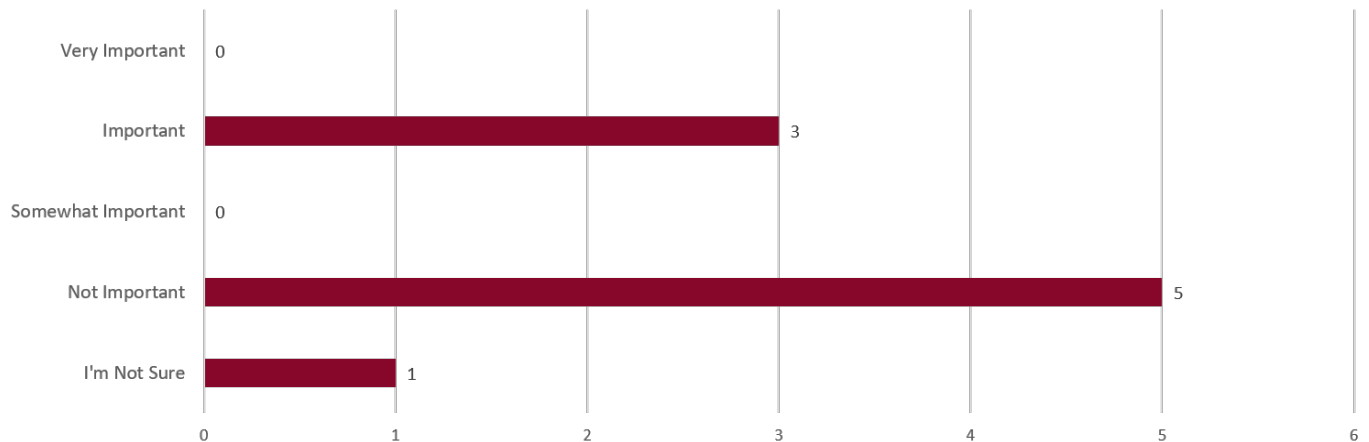
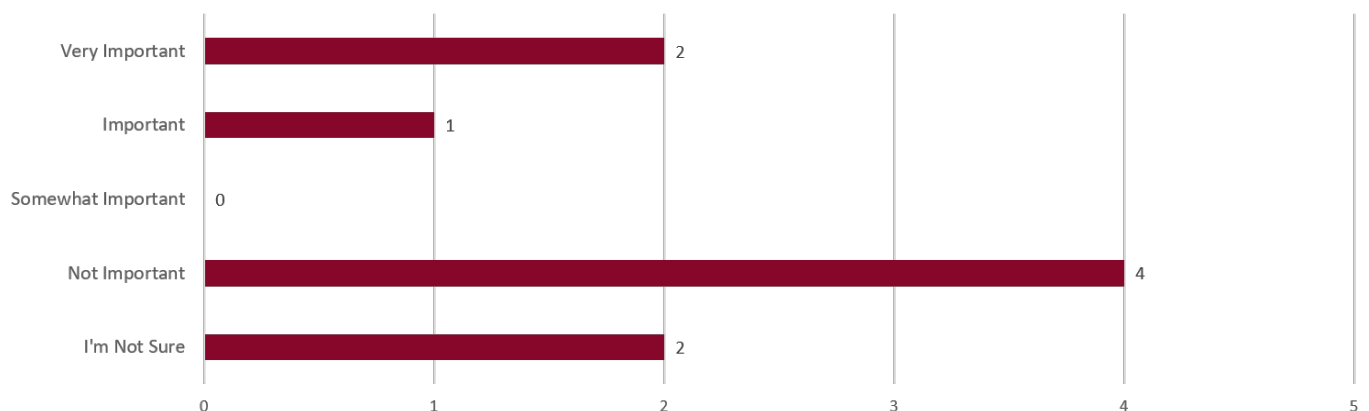
Enable development to occur in phases over time, with usable open space in each phase.



Q14.6: How important are these overall?

Include development options that are feasible under anticipated current market conditions.



Q14.7: How important are these overall?*Include development options that are feasible under anticipated future market conditions.***Q14.8: How important are these overall?***Build in flexibility to adapt to changing market demands.***Q14.9: How important are these overall?***Provide a range of parking types to accommodate visitors including: on-street, parking lot, garage, and compact spaces.***Q15: Provide additional comments on any other topics related to the Study Area.**

No high-density apartments, please. For residential, promote ownership, not rental.

Plant more trees in the space that's there already. Close it off so people can't use it. We don't have to build on every single plot of land.

There are several really nice recent neighborhood developments near this area. The development should provide a place for these residents to spend their money on retail and entertainment without traveling across the lake to spend their money in Rowlett and Rockwall.

Plan to work within current market conditions, not unknown conditions.

Provide development opportunities that work within current market conditions, not anticipated.

APPENDIX E

STAKEHOLDER INTERVIEWS

1. STAKEHOLDER 1
2. STAKEHOLDER 2
3. STAKEHOLDER 3 AND 4

STAKEHOLDER 1

Who you are, what do you do, and what are your interests in the area?

- Neighborhood is located adjacent to the property, off of Broadway
- She is the HOA president
- Uses Greenbelt Parkway a lot to go over to like Chili's and IHOP

From that standpoint, could you talk to what are some of the desires or goals of the community that you're a part of?

- She is involved with a Garland group called GLOWS/GOWS, stands for Garland Overnight Warming Station. They are an outreach group for the Homeless for when temperature gets low.
- Lavon Drive Baptist Church is one location where GOWs brings in homeless people to receive a hot meal in the evening, spend the night, sleep warm and dry, and then go out the next morning after breakfast so.
- There is a huge homeless population in the area. She recently walked that area with a member of the Garland Marshal's police department. About three weeks ago we walked on the. I guess that would be. I guess it's the West side 'cause
- You can walk from Garland into Mesquite through the woods. Garland is shutting down homeless camps, which is causing them to move around. The marshals' have been doing a good job at helping the homeless along with her organization. Now, the homeless population stay on the Mesquite side, where there is less activity. The subject property still has some homeless staying on it, but not as much. Sometimes the homeless will walk into the neighborhood, this is a rare occurrence though.
- Businesses opening on the property should be aware of the homeless activity. The development plans should address this issue.
- She says that the homeless people coming into the neighborhood makes residents feel unsafe, and she is worried that development on the property will push the homeless further into their community.
- Need to incorporate safety features such as lighting
- Downtown Garland's Senior Center is currently being remodeled. People sleep on the sidewalk behind it because the building is structured in a way that provides hiding spaces/protection from the elements. Avoid this design in future development?

So, as they relate to that neighborhood, what types of things would the property be useful for? What could your neighborhood benefit from here? What do you think might be the best vision for that for that property?

- Something that keeps people in Garland, keeps people spending money in Garland rather than going elsewhere.

What are some of the things that the Community might want that's different from what the market is currently providing? From a housing standpoint, what do you think is the most appropriate in that area?

- Not apartments. There are plenty in that area and they start out nice but go downhill over time. The neighborhood doesn't like the aesthetic of the Broadway apartments across the street because it sticks out.

- She'd like for smaller, more affordable, single family housing to be built. It would require the city ordinance involving houses being a certain square footage, to be changed.
- Currently, there is no where in Garland where someone can move into a decent neighborhood for approx. \$1000 a month. Current housing prices, for both apartments and houses, are unreasonable.
- There are some nicer sit-down restaurants opening in the area, which is nice
- Having shopping alternatives for the Walmart would be good, such as a Aldi, Tom Thumb, or Sprouts. Her community has asked the city council about it before but were told the area doesn't have the demographics for other grocery stores.
- Overall, her community would benefit from healthier grocery stores and food options available, more outdoor restaurants, higher scale restaurants, and smaller more affordable housing.

Do you think Mixed-use, where the ground floor is commercial and above is maybe offices or residential, would be appropriate for that area?

- That might be ok. She saw something similar to that in Medical city. In the beginning it looked great, it eventually looked like plain apartments. Same thing in Rowlett, where they're having a hard time leasing out the spaces. Mixed use sounds and looks like a great idea but appears to not be very successful at the moment.

What other uses would be good for this area? What about open space?

- A dedicated open space such as a park connecting to the trail would be good. Or a trail network so people can move from the neighborhoods to the local stores. However, the homeless population lives in the creek bed and behind the Walmart fence so that would need to be considered.
- Currently there is a big park and the Audubon center nearby, unsure if this would help or hurt adding another open space

STAKEHOLDER 2

What types of things would the property be useful for? What could your neighborhood benefit from here? What do you think might be the best vision for that for that property?

- An entertainment venue, such as a main event, that provides bowling or a movie theatre. Family friendly spaces would be best.
- something that utilizes the local trail, park, and nature. Maybe something residential that does this.

What are some of the things that you've heard from developers interested in the land?

- Developers they've spoken to usually recommend multi-family projects, but multi-family wouldn't be good for the community.
- One challenge is that the Developers want to own the property rather than Lease it from DART
- They've also gotten interest in doing commercial retail on the land
- A Truck parking yard or a track yard was also proposed

What other uses would be good for this area that there isn't a market for yet that may develop in 10/20 years down the road?

- A Destination spot, something interesting. Residents would ask for a specialty grocery store
- A residential component that isn't multi-family and is higher end because of the trail, aimed at young professionals, young couples, young families. Townhomes would be great and help to change the demographic of the area.
- This type of residential would help feed the retail and let them bring in some newer, more interesting stores.

What are some strengths of the site that we haven't talked about?

- The visibility and access of the site. Access to George Bush Highway
- The site is close to downtown
- The DART station next to the site
- Walmart owns the property and is potentially a good partner

What do you see in terms of improvement or opportunities from that standpoint? Not just automobile, but what are some opportunities?

- A bike trail or bike lane
- Maximizing the trail that exists, connecting it to other local trails and utilizing those connections. Make them attractive for young professionals and active people.
- **Have you heard anything regarding the apartments adjacent to it? Or from the surrounding community?**
- No, they don't call them for issues. They usually call city council or people in the planning department.

The local HOA president mentioned a challenge could be the homeless population in the area. Were you aware of that or have you heard anything?

- They probably are living in the area but she hasn't heard much. She does know that a different department is working closely with the homeless.

Is there any other information you want to share or thoughts you might have?

- Another interesting use for the site could be a food hall or a food venue, that could be a destination
- An exciting project to bring more attention to the local shopping center and activate the area, like a destination or a gateway

STAKEHOLDER 3 AND 4

From your standpoint, could you describe the best vision for the future, not just as it relates to your site there, but also to the site to the north?

- His stakeholder vision is coming from that of a developer, who is trying to identify the highest and best use for the site and deliver that to the site, while balancing what the city wants, what the neighbors want, and the economics of what's feasible to develop here.
- We should consider mixed use for the site for the density and best use. This would activate existing retail. High end urban residential also provides the density necessary for the local retail.
- New restaurants put in shouldn't be drive through because the area has plenty of that. Restaurants can have a drive up/pickup component, but should be fast-casual or sit down.
- Whether it's the whole parcel or just a piece, high-end, urban, multifamily residential development is necessary to activate nearby uses.
- You'll have to do surface parking in the area, parking structure would be too expensive for the retail and residential to support it.
- 5-6 acres can support 60+ units, you'd need 10 acres for 30-35 units an acre. That would provide you with a large enough developable site for multifamily. The market could support something that big is just if the city really wanted it. The 14 acre site will most likely result in 10 acres of multi, at 3-4 stories. This development would be high end finished with a courtyard style.
- If we were to use 10 acres for residential, the remaining 4 would support higher end/healthier dining such as a chipotle, Salad to go, etc.
- The employees at Jonathan's place requested healthier dining nearby to avoid having to drive to Rowlett, Rockwall or Dallas for it.
- As Stakeholders, their investment is the willingness to purchase the property and invest money
- The DART site should be the second phase because it has limited main street visibility and will ultimately be blocked by whatever is developed on the main site. Uses besides residential will suffer because of the limited main street visibility. It could be used for townhomes with shared management from the Main site's apartments. Industrial would be an eyesore for the local neighborhood plus they don't want the 18 wheelers on Greenbelt.
- Some industrial Offices were opened downtown and the administrators working there need housing.
- Front parcel has great visibility, and 3-4 storied building should be there.
- Tenants in the proposed building would have walking access to Walmart and accessibility to the highway.

What are some Challenges for developing on the site?

- Some hurdles for the site are the deed restrictions on the site related to retail. Few businesses are going to want to compete with Walmart next door, especially not local mom-and-pop type stores.
- Another hurdle for development is the DART property, since DART is leasing the land instead of selling it. Tying the uses of the two properties together will complicate things, but once the first site is developed and proven it's marketability, it'll be easier to develop the DART site.
- One issues the developers have faced is that because the land is so big, the only single use

tenants that could use the entire parcel would be industrial buildings or Truck Parking, neither of which the city wants.

- The deed restrictions limits the retail possibilities, which is why horizontal mixed use works best
- Building Retail and restaurants on the site could be a challenge because there is already a lot of both in this area and the surrounding areas.

When it comes to challenges and looking at the existing zoning what are some of the concerns of the Community regarding multi family?

- The land is currently zoned community-retail which doesn't allow any multi-family on it, so it would need to be rezoned.
- They haven't received much feedback from the local community on the development. Plus there's a multifamily development nearby so doing the same in this area is out of the question
- Building a new multifamily complex with high rents would allow nearby apartments to raise their rents so they'd probably be in favor of it.
- Employees at Johnathan's place were supportive of the idea
- Negative impact on schools usually a worry but their typical renter is either downsizing from a home and entering retirement or is a young professional who isn't buying a house, few renters have kids that go to local schools,
- Another worry is an increase in crime, but the development will be high end, not affordable housing and they won't be looking for tax incentives. Plus they'll have courtesy officers on site. Apartments could potentially improve safety by having more eyes on the street and more lighting.
- Traffic is a concern, but in the DFW area traffic is everywhere. Plus, more people are working from home.

There are lower end apartments in this area, is there something that you could share to dissuade any fears that the project will be another low-end apartment complex? How would you show property values are high and that they'll maintain at that level?

- Their developments are professionally managed and maintained. From a landscape architecture perspective, the construction materials are high quality. The architecture firm that designs the developments has a good reputation. The aesthetic will be urban and match the local environment.
- They develop in a style of garden and urban, by using an urban design with surface parking. Look like other developments in the metroplex.
- Amenities provided will be a pool with a deck and outdoor kitchens, a pet spa, dog parks, fitness centers, professional spaces.
- They'll follow through with this because in order to charge market rents you have to have market amenities, including in unites with hardwood cabinets and stainless-steel appliances. Especially, to stay competitive with other developments.
- Biggest pushback they've had is from the city council member in the district and it's difficult to get approval from city council to rezone the parcel if the district member doesn't approve. May need to show the council member that there is support for the project.

Could you speak on the prospects of doing a vertical mixed-use development in this area?

- Vertical mixed-use development usually polls positively in community surveys, but logistics they are tough to plan and build. Economically, they fail more than they succeed. Their company can run studies to see if vertical mixed use is sustainable in this area, but they don't think it will because there is already a lot of existing retail, restaurants, and mixed-use areas. Adding more here doesn't work economically.
- With previous projects the biggest issue with mixed use is the appearance of failure, although the residential is booming the retail will be failing make it look as if the whole project is failing. The retail eventually converts to residential.
- The retail works better as a destination space like a dentist, but you must consider if that's what the project was built for.
- One potential development is doing an urban design for the apartments at the front of the property that then transitions to more 'residential' looking townhomes at the back to blend in with the local neighborhoods. Or buffer the larger apartments from green belt by putting them in the middle with townhomes surrounding it.
- The developers can offer a diversity of building types.
- Residential will need to be set back from Walmart parking lot due to deliveries, traffic, liabilities, and noise.
- The developers have conducted utilities and traffic impact studies that they can share with KH.

Things to keep in mind about the site?

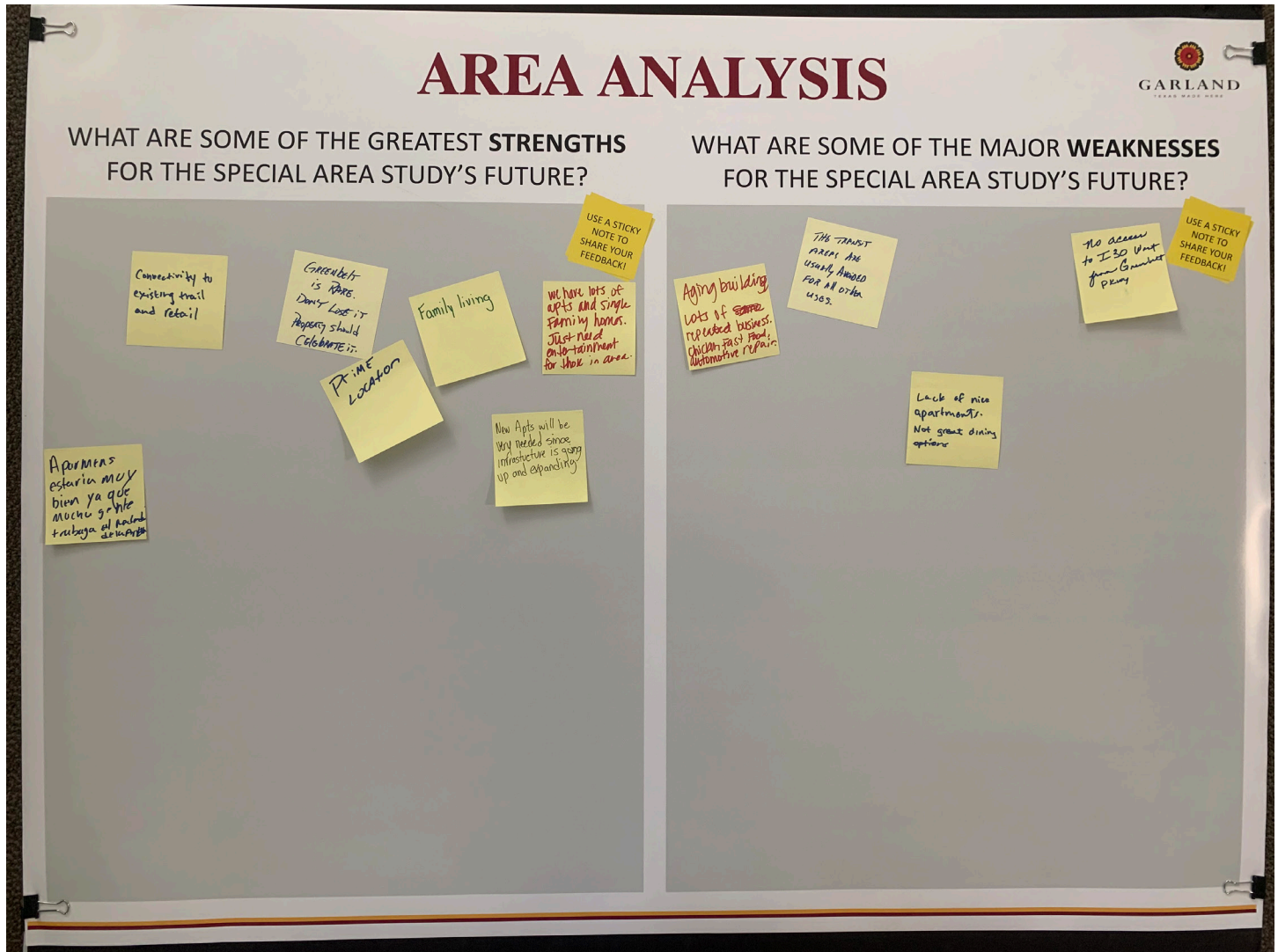
- The biggest things to be aware of is the deed restrictions and the existing retail in the area.
- One site related issue is that 14 acres can host multiple uses due to its size. 2 acres alone is big for a hospitality/retail site.
- Have to consider that post Covid, people aren't using event spaces like laser tag and movie theatres as much.
- A multi-family development results in high tax revenue
- The site doesn't experience much flooding. The drainage on the north side does flood, the park's department requested a box culver be built for a path but it's too expensive.
- The east side of the property is adjacent to Walmart and is where their deliveries and trucks drive through.
- The city doesn't want to add more parks because they don't want more non-income producing properties and having to pay for maintenance. The neighborhood also didn't want a park because they were worried it would increase crime and homeless population
- See the area being more hospitality than retail and commercial

APPENDIX F

TOWN HALL AND CHARRETTE WORKSHOP

1. SWOT ANALYSIS
2. VISIONING STATION
3. CHARACTER AND DESIGN STATION
4. FUTURE LAND USES STATION

SWOT ANALYSIS



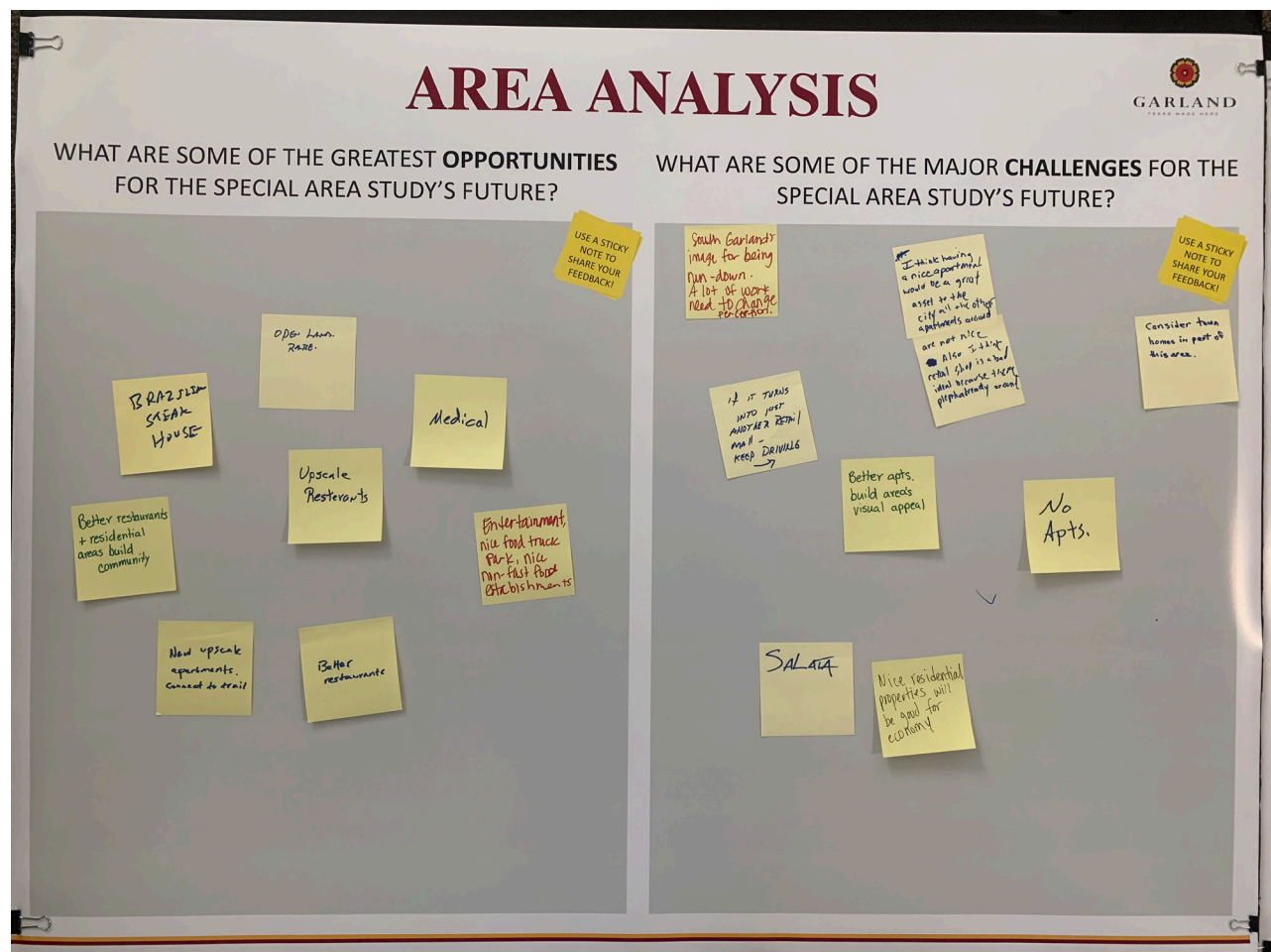
Strengths:

- Prime Location
- Connectivity to existing trail and retail
- Greenbelt is rare. Don't lose it, property should celebrate it
- Family living
- We have lots of apartments and single-family homes, just need entertainment for those in area
- New apartments will be very needed since infrastructure is going up and expanding
- Apartments estarian muy bien ya que mucho gente trabaja alrededor de la area (Spanish) = Apartments would be very good since many people work around the area

Weaknesses:

- Aging building, lots of repeated business. Chicken fast food, automotive repair
- The transit areas are usually avoided for all other uses
- Lack of nice apartments. Not great dining options
- No access to I-30 from Greenbelt parkway

SWOT ANALYSIS



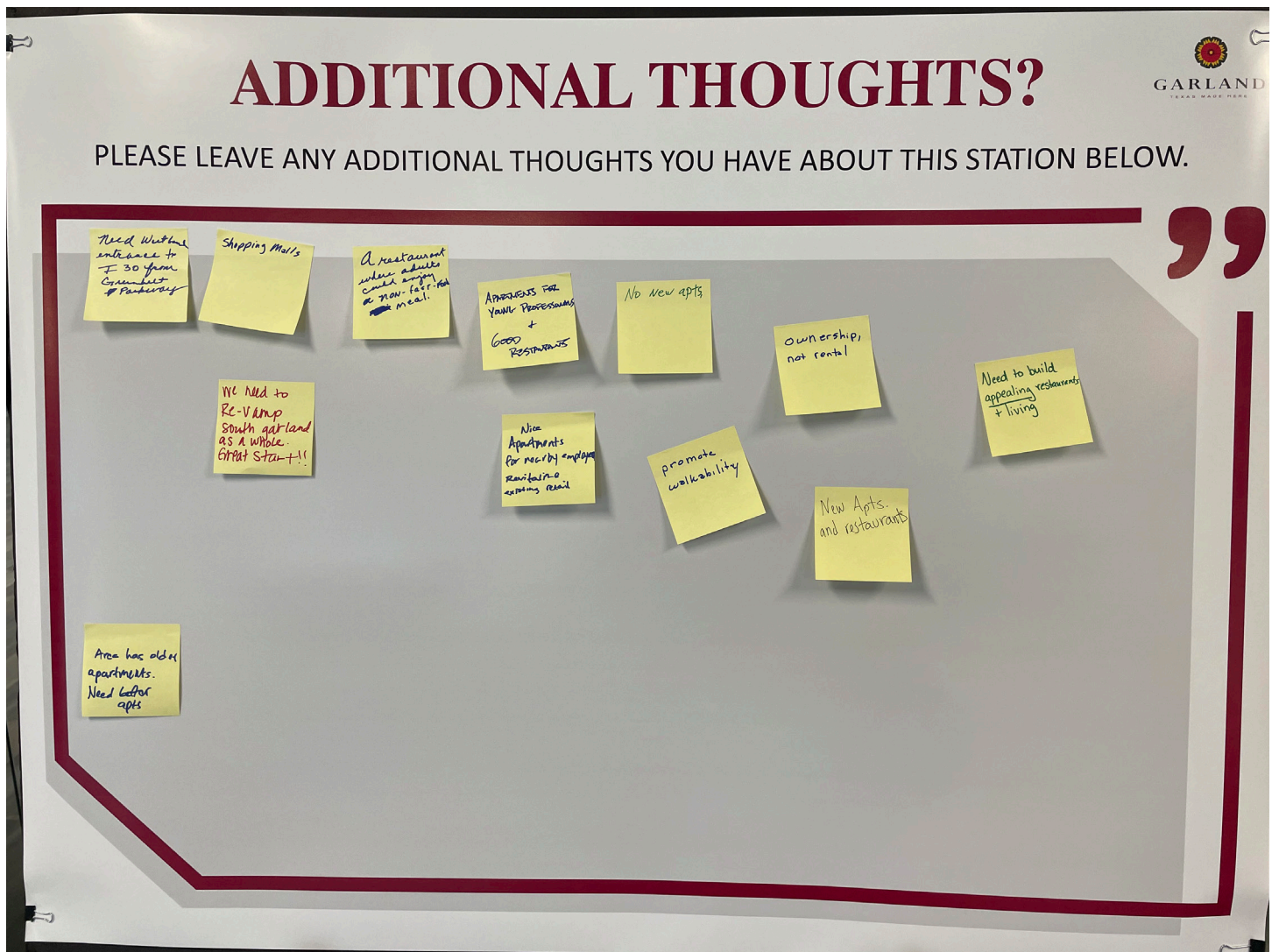
Opportunities:

- Brazilian Steak House
- Medical
- Upscale Restaurants
- Open Land is rare
- Better restaurants and residential areas build community
- Need upscale apartments. Connect to trail
- Better restaurants
- Entertainment, nice food truck park, nice non-fast food establishments

Challenges

- No Apartments
- If it turns into just another retail mall- keep driving
- Salata
- Consider town homes in part of this area
- I think having a nice apartment would be a great asset to the city all the other apartments around are not nice. Also, I think retail shop is a bad idea because there are plenty around already
- South Garland's image for being run-down. A lot of work is needed to change perception
- Nice residential properties will be good for economy

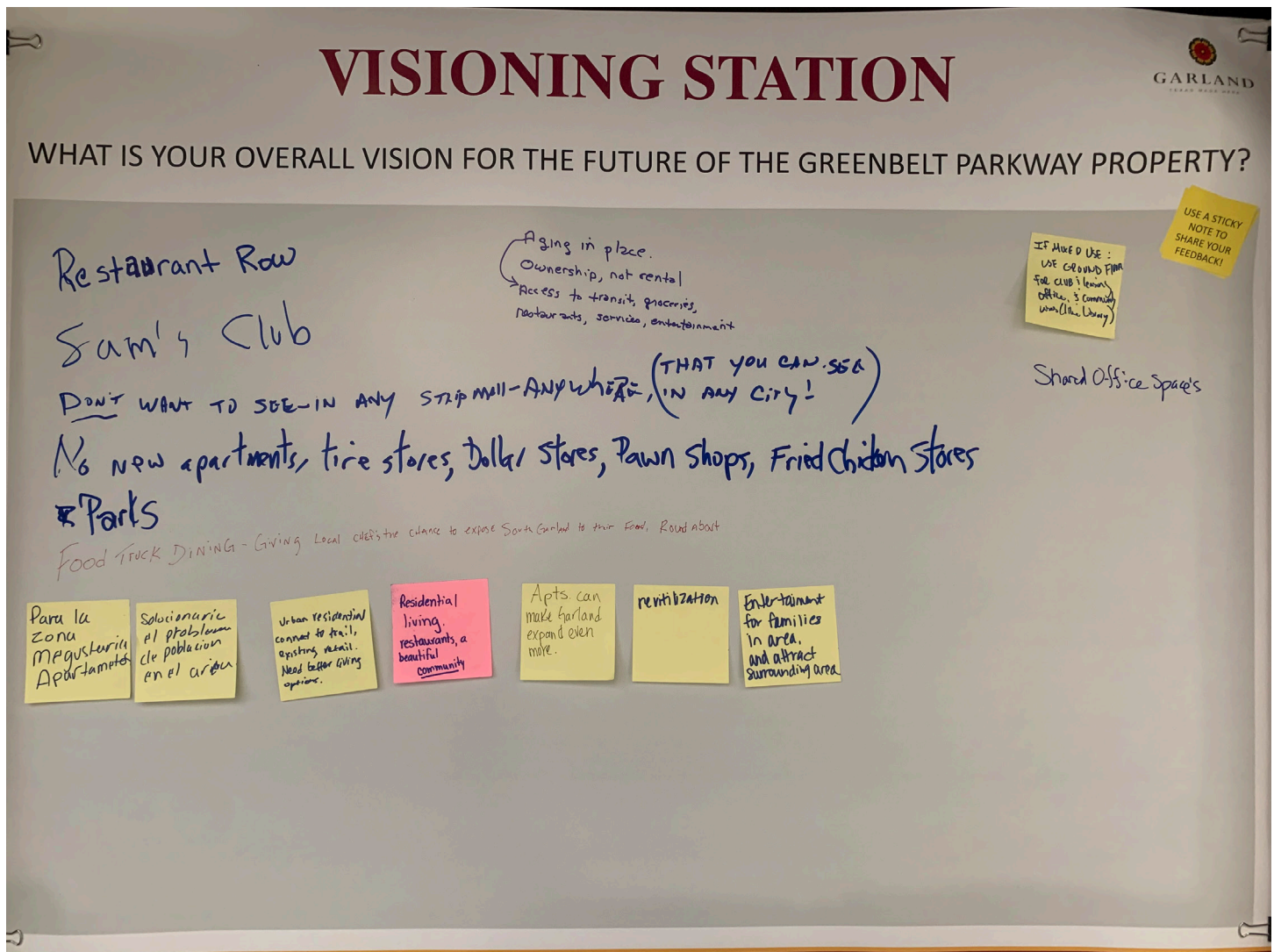
SWOT ANALYSIS



Additional Thoughts

- Shopping Malls
- Need westbound entrance to I-30 from greenbelt parkway
- A restaurant where adults could enjoy a non-fast-food meal
- Apartments for young professionals and good restaurants
- No New apartments
- Ownership, not rental
- Promote walkability
- Area has older apartments. Need better apartments
- We need to revamp south Garland as a whole. Great start!
- Nice apartments for nearby employees. Revitalize existing retail
- New apartments and restaurants
- Need to build appealing restaurants and living

VISIONING STATION



- Restaurant Row
- Sam's Club
- Don't want any strip mall-anywhere (That you can see in any city)
- Aging in place. Ownership, not rental. Access to transit, groceries, restaurants, services, entertainment
- No new apartments, tire stores, dollar stores, pawn shops, fried chicken stores
- Parks
- Food truck dining- giving local chef's the chance to expose south garland to their food. Round about.
- Para la zona me gustaria apartamentos (Spanish) = For the area, I would like apartments
- Solucionar el problema de poblacion en el area (Spanish) = solve the population problem in the area
- Urban residential connect to trail, existing retail. Need better living options
- Residential living. Restaurants, a beautiful community
- Apartments can make garland expand even more.
- Entertainment for families in area and attract surrounding area.

VISIONING STATION

ADDITIONAL THOUGHTS?

PLEASE LEAVE ANY ADDITIONAL THOUGHTS YOU HAVE ABOUT THIS STATION BELOW

- lots of people leave Garland to go to a sit-down eating place.
- No upscale apartments. I have to drive far to my apt cause there's no upscale apts nearby.
- We need to build community with living & eating together as neighbors
- * New Apts can bring more benefits to Garland since it is expanding
- 1. opino básicamente lo mismo

Additional Thoughts

- Lots of people leave Garland to go to a sit-down eating place.
- No upscale apartments, I have to drive far to my apartment cause there's no upscale apartments nearby
- We need to build community with living & eating together as neighbors
- New apartments can bring more benefits to Garland since it is expanding
- Opino basicamento lo mismo (Spanish) = I think basically the same

VISIONING STATION

Use one word to describe the future you'd like to see for the Greenbelt Parkway Property:



- Mi opinon apartamentos
- Apartmentos bonitos
- Connectivity
- Unique
- Vegaqn
- Fast casual dining
- Round about
- Entertainment
- Restaurant
- Living
- Green
- Walkability
- Open Space
- Food truck yard
- Urban residential
- Le Daria mas vista
- Nonconcrete
- Sams club
- Shopping mall
- Pinstack
- Residential
- Liveable
- Sports gym
- Unique

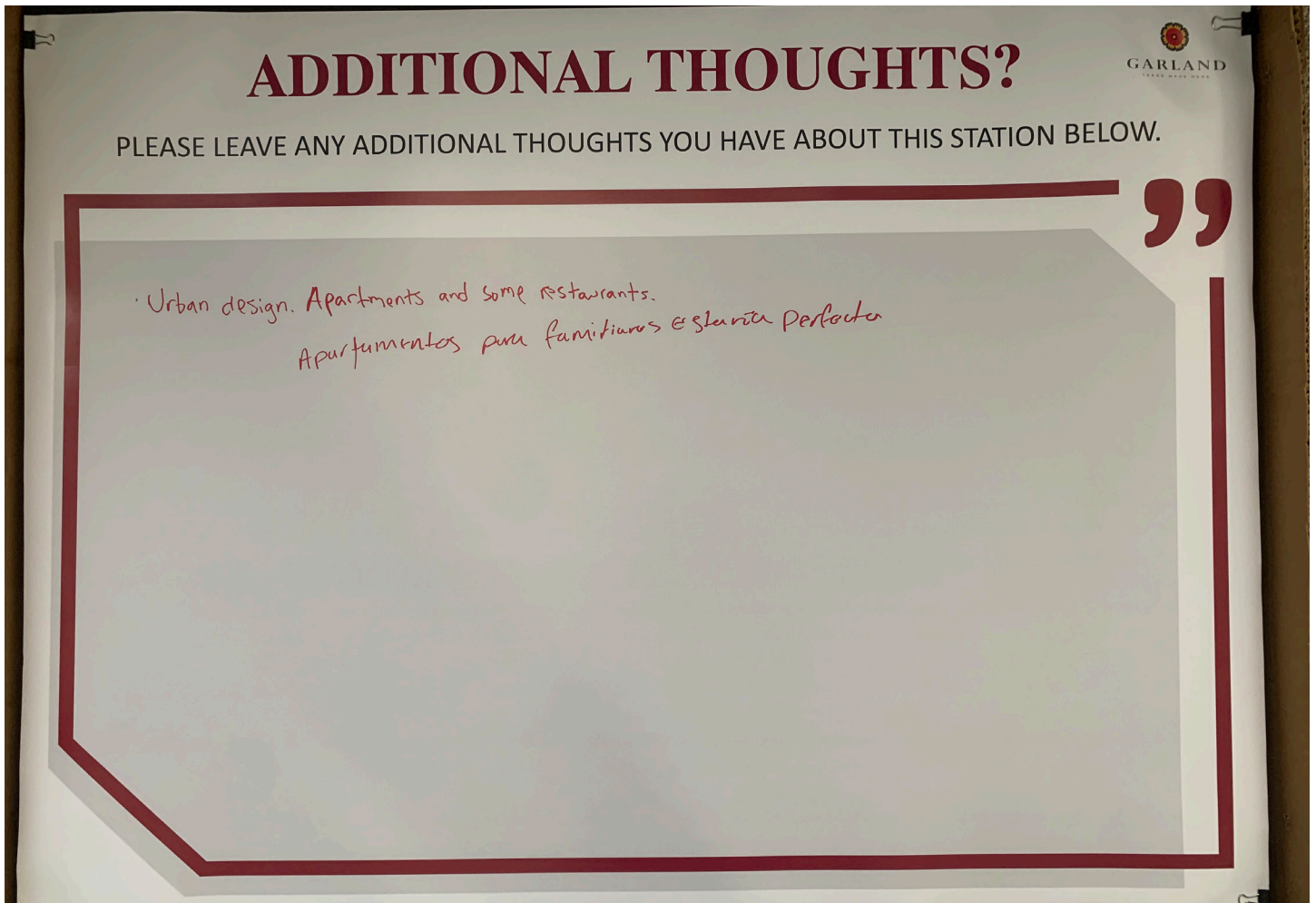
CHARACTER AND DESIGN STATION



Written Comments

- Provide walkability to this area
- Aging in place
- In study area use different housing types
I.E.: townhomes, senior living
- Walmart building is outlined and labelled
- Re-envisioning Site
- Look at entire site
- Able to be smaller, redevelop
- Ground lease, preferable
- Underutilized
- Goal: generate activity and ridership
- Dart Hub can be smaller and relocated
- Wide sidewalk
- Edge condition
- T.H. or senior living would work well
- Nicer restaurants
- Pedestrian crossing
- Mid-scale active living vs age restricted
- Public connection
- Trail head
- Duck Creek outlined and labelled
- Johnathan's Place outlined and labelled
- As part of redevelopment use food truck park
- Upscale apartments
- Destination spot
- Beer garden
- Less active
- Theming: collaboration with city programming for food truck, farmers market, open space, etc.
- Think Klyde warren park along greenbelt parkway

CHARACTER AND DESIGN STATION



ADDITIONAL THOUGHTS?

PLEASE LEAVE ANY ADDITIONAL THOUGHTS YOU HAVE ABOUT THIS STATION BELOW.

Urban design. Apartments and some restaurants.
Apartamentos para familiares estaria perfecto

Additional Thoughts

- Urban Design and some restaurants
- Apartamentos para familiares estaria perfecto (Spanish) = apartments for families would be perfect

FUTURE LAND USE STATION

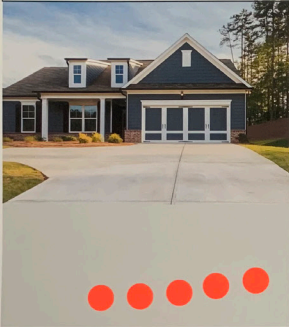
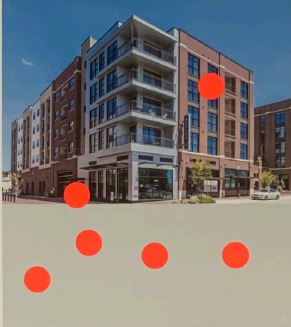


 GARLAND

TEXAS MADE HERE

FUTURE LAND USES

PLACE YOUR FIVE DOTS IN THE CELLS UNDER THE IMAGES OF FUTURE RESIDENTIAL LAND USES THAT ARE THE MOST APPROPRIATE FOR THE STUDY AREA.

	SINGLE-FAMILY DETACHED	TOWNHOMES	MULTI-FAMILY MID DENSITY	MULTI-FAMILY HIGH DENSITY
HOUSING TYPES				
				

Residential land uses

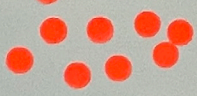
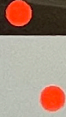
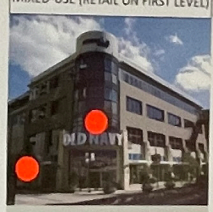
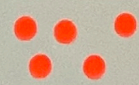
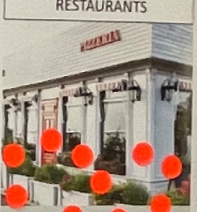
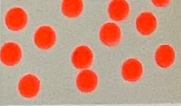
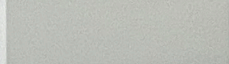
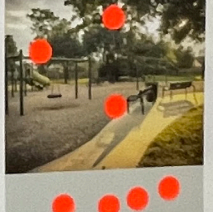
- Single-family detached: 4
- Townhomes: 14
- Multi-family Mid Density: 28
- Multi-family high density: 6
- Live/Work: 5
- Mixed Use: 6
- Assisted Living /Senior Living: 13
- Other: 1

FUTURE LAND USE STATION

FUTURE LAND USES

PLACE YOUR FIVE DOTS IN THE CELLS UNDER THE IMAGES OF FUTURE NON-RESIDENTIAL LAND USES THAT ARE THE MOST APPROPRIATE FOR THE STUDY AREA.

DESTINATIONS

ART OR ENTERTAINMENT SPACES  	OFFICES  	TRADITIONAL RETAIL  	MIXED-USE (RETAIL ON FIRST LEVEL)  	RESTAURANTS  
HOTEL (BOUTIQUE OR SUITE)  	FINANCIAL SERVICES  	MEDICAL OR HEALTH SERVICES  	PARK, TRAILS, OR OPEN SPACE  	PUBLIC PLAZA OR GATHERING SPACE  

Non-residential land uses

- Art or entertainment spaces: 9
- Offices: 2
- Traditional Retail: 6
- Mixed-Use (retail on first level): 7
- Restaurants: 20
- Hotel (boutique or suite): 4
- Financial services: 0
- Medical or health services: 13
- Parks, Trails, or open space: 11
- Public plaza or gathering space: 14

FUTURE LAND USE STATION

GARLAND
TEXAS MADE HERE

ADDITIONAL THOUGHTS?

PLEASE LEAVE ANY ADDITIONAL THOUGHTS YOU HAVE ABOUT THIS STATION BELOW.

- Restaurant Row like mesquite
 - Doctor or dentist, etc. Not another Doc in a box

- Community center, Community can rent out / Big room
 'Rotary Club / Lions Club' Gathering Space

- Upscale restaurants

- quality medical

- Care for seniors

* New Apts & new restaurants would be nice

- no residential, emergency services & gathering space for apartments

No Apts! 2nd that

No Apts

NO drive-thru restaurants

Need upscale apts. Have to commute outside of City to live
 Upscale living & eating as a community

← Agree. Need better dining options.
 I also Agree for that.

Additional Thoughts

- Restaurant row like mesquite
- Doctor, dentist and not another doc in a box
- Community center, space or room that the community can rent out. Provide use to rotary club/ lion's club
- No apartments, with a comment saying "2nd that"
- No apartments
- No drive through restaurants, with 2 comments agreeing
- Need upscale apartments, have to commute outside of city to live
- Upscale living and eating as a community
- Upscale restaurants
- Quality medical
- Care for seniors
- New apartments and new restaurants would be nice
- No residential, emergency services, and gathering space for apartments

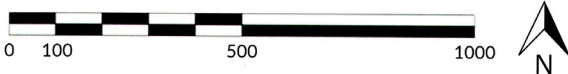
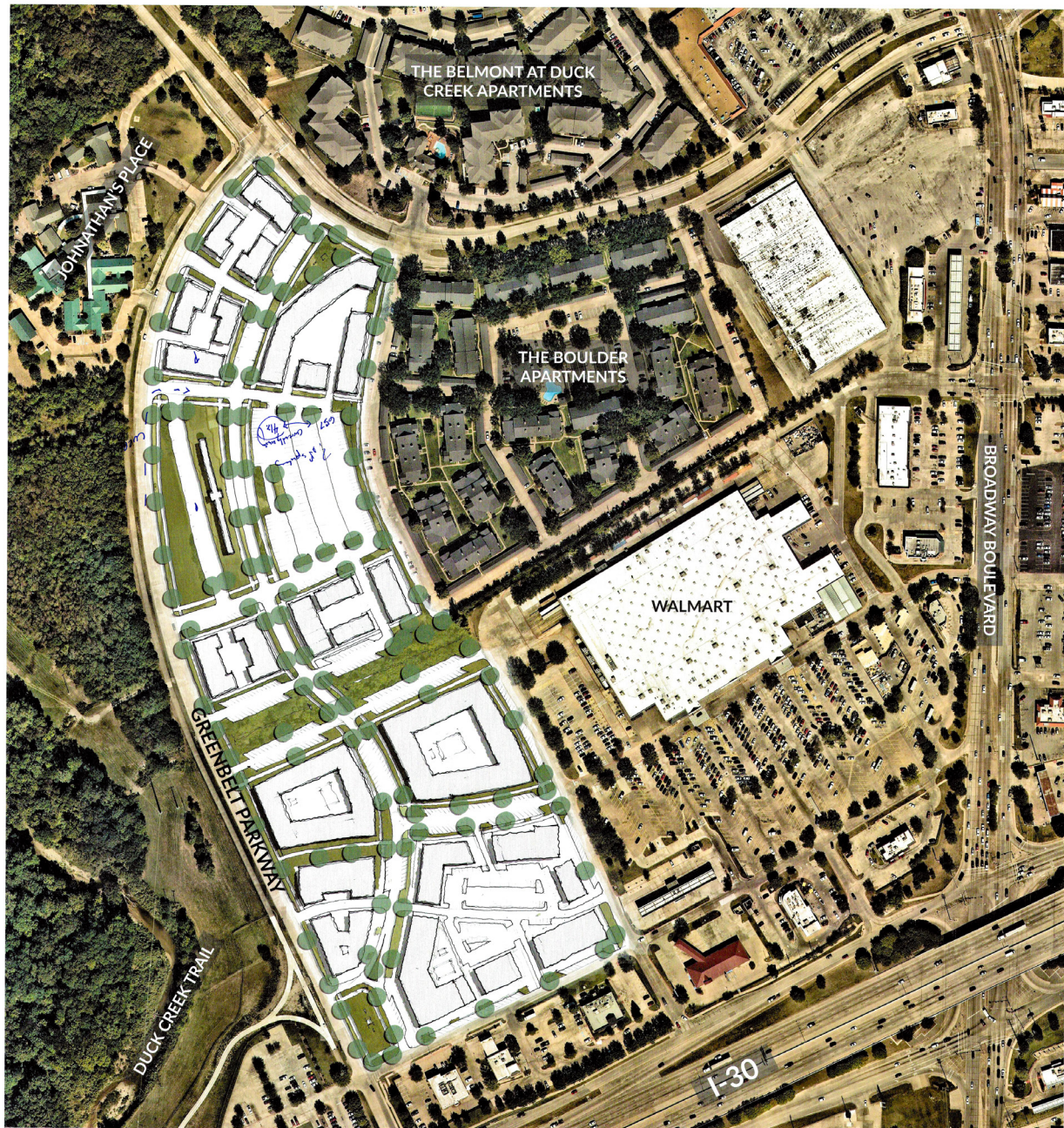
APPENDIX G

DEVELOPMENT SCENARIO ANALYSIS MEETING NOTES

1. SCENARIO 1
2. SCENARIO 2
3. SCENARIO 3

GARLAND

- Keep 2's only separate from Com²
- Enclosing 2x by 2x than N should have been
- Change end node's system & account rate stand



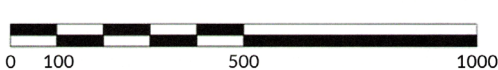
 GARLAND

- Reburn - long work
- Connected conduct w/ 45/5TH st. daily Adjunct to station
- Most and my place

2nd

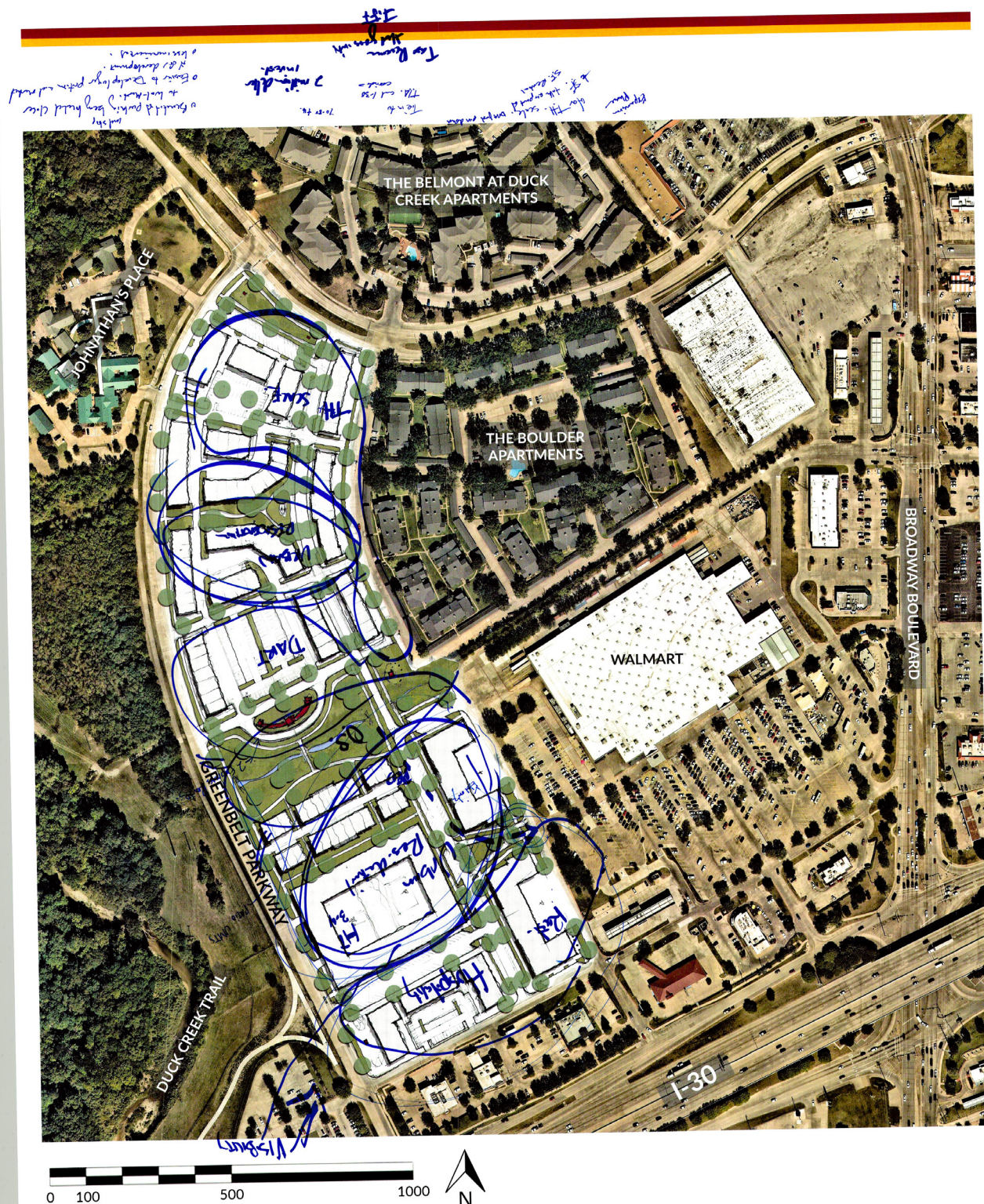


-  Transit Connection
  Green Space
  Urban Residential
  Existing Development
-  Minor Roads
  Commercial
  Townhomes
  Mixed Use
-  Major Roads

 GARLAND

- Preserve Partnership, the door that impacts Economic
 - less conflict from M.T. party lists. Shared party lists vs. H.
 - known then that it was that → grassroots policy
 - Highlight that consistency on Organism.
 What would it look like... as to Direct Treaty
-
- Connecting → Trails → Open space → Ecology →
 Policy → Energy → Participation → Treaty, Direct,
 → is directly weighing
- Vers.
- Talks - Final Strategy
 Along green space basis what it should look like
 Along Urban & water what it should look like
 Along there would it should look like
- General/
 Direct/indirect/ Johnson
 Pop under control/ Place
 • Federal/State
 • Electric
- #2
 #1
 #3
- Direct - could specific questions
 to address concerns by water base of regard to
 M.T. S.F. party. Shared Party.

CONCEPT TWO



CONCEPT TWO

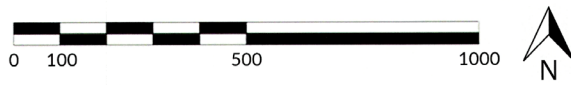
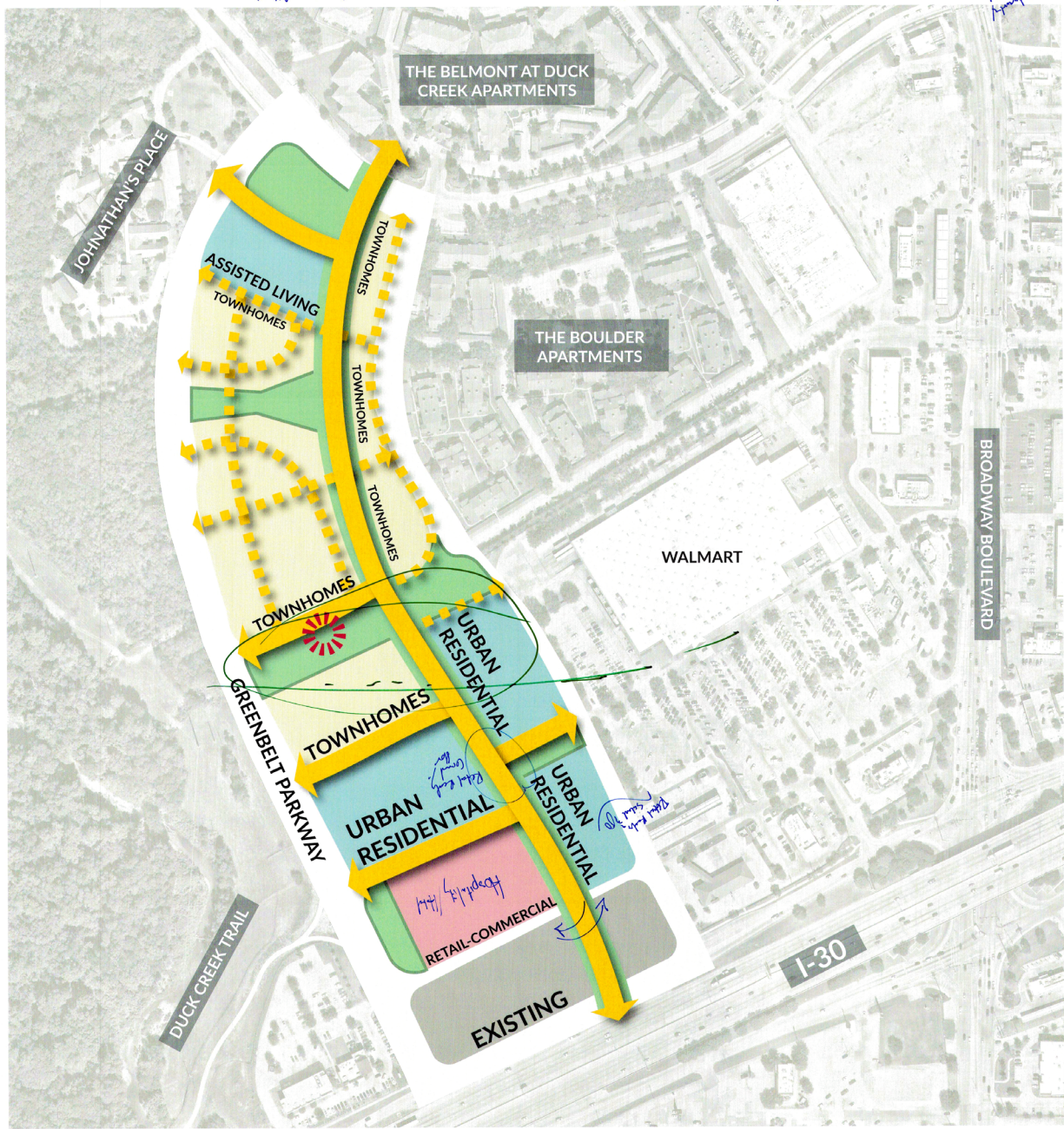


Redesign as shown. See map.

Internal Retail will be difficult to maintain given the nature of the area. OK by panelists. It is a retail policy along the Greenbelt area.

1.5-2 acres of retail

*2-3 acres of retail
1.5-2 acres of retail
1.5-2 acres of retail*



- | | | | |
|--|---|---|--|
|  Transit Connection |  Green Space |  Urban Residential |  Existing Development |
|  Minor Roads |  Commercial |  Townhomes | |
|  Major Roads | | | |

CONCEPT THREE



#3 Highest Density - Density is a key concern.
Reserve throughout the site.

Just make place in good concept
of street would be attractive

GARLAND

APPENDIX H

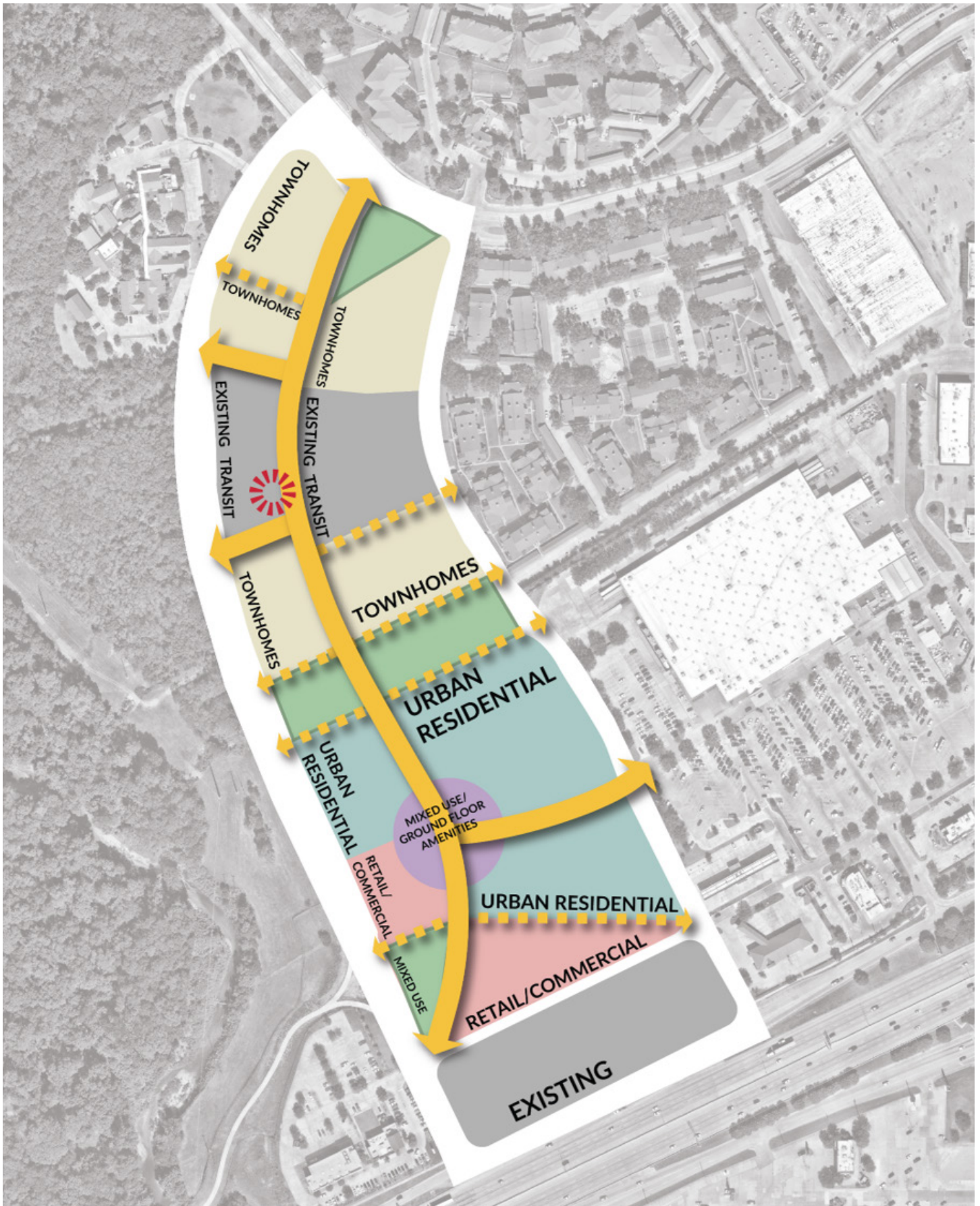
SCENARIO OVERVIEW

1. SCENARIO 1
2. SCENARIO 2
3. SCENARIO 3
4. PREFERRED SCENARIO

OVERVIEW



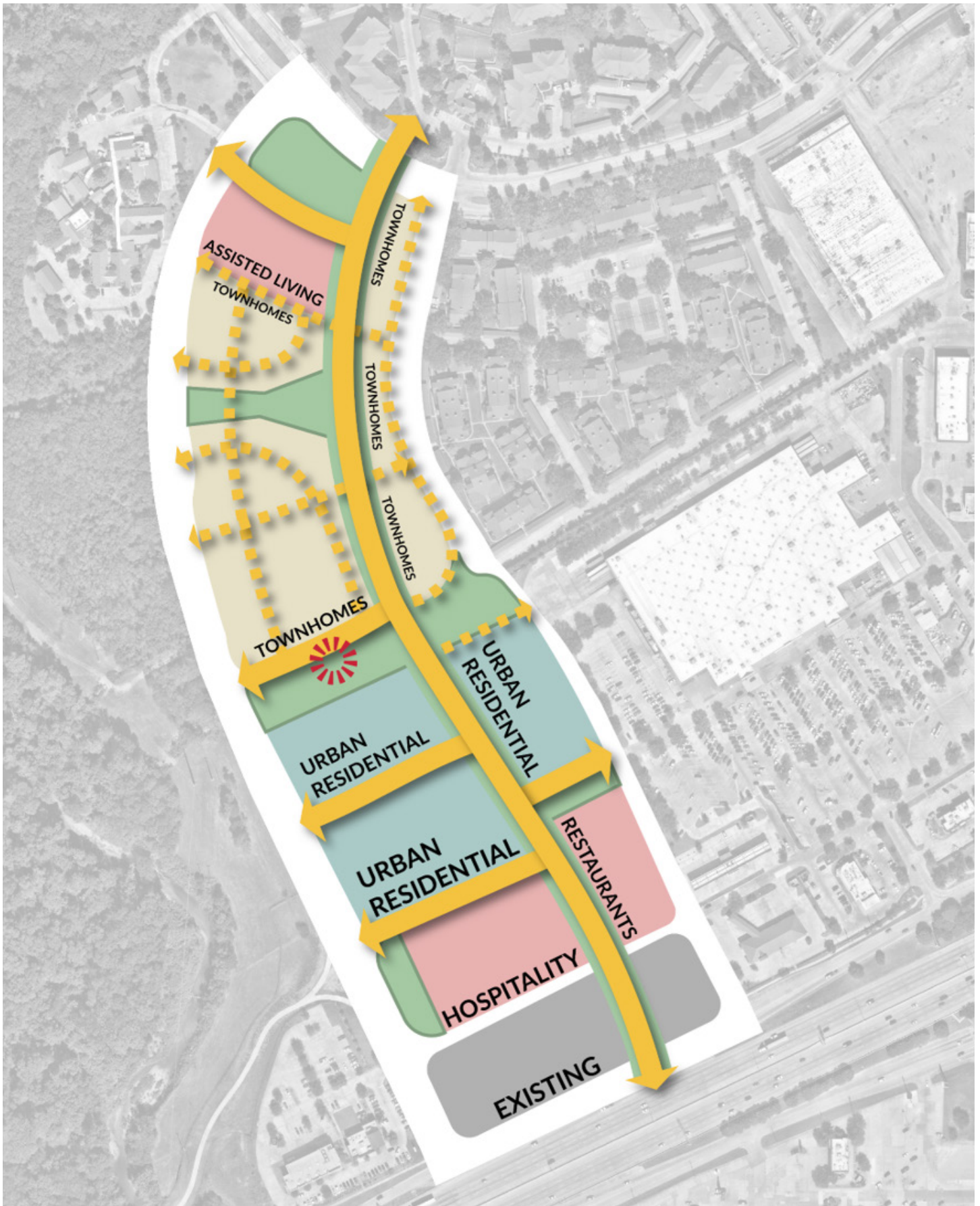
SCENARIO 1



SCENARIO 1



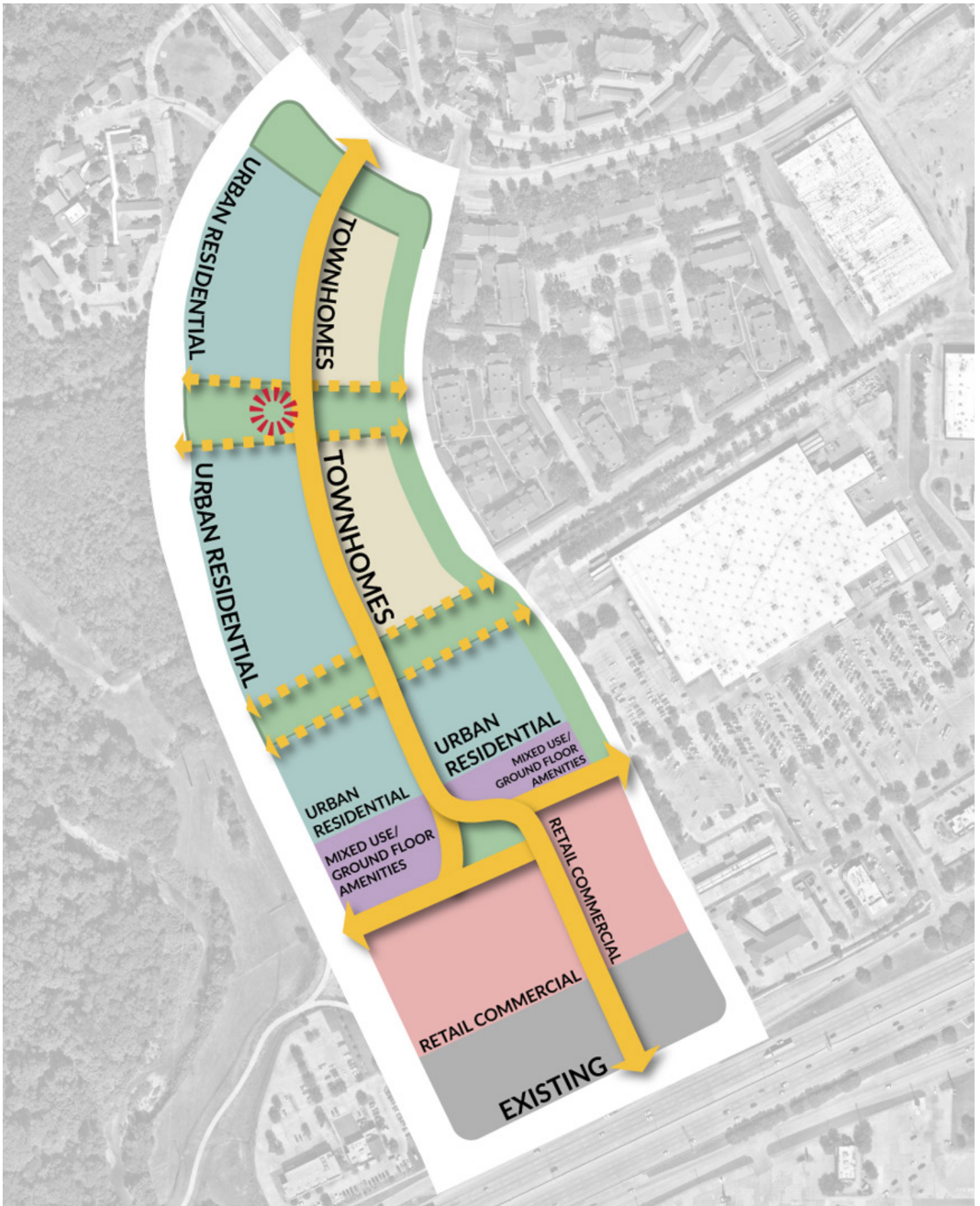
SCENARIO 2



SCENARIO 2



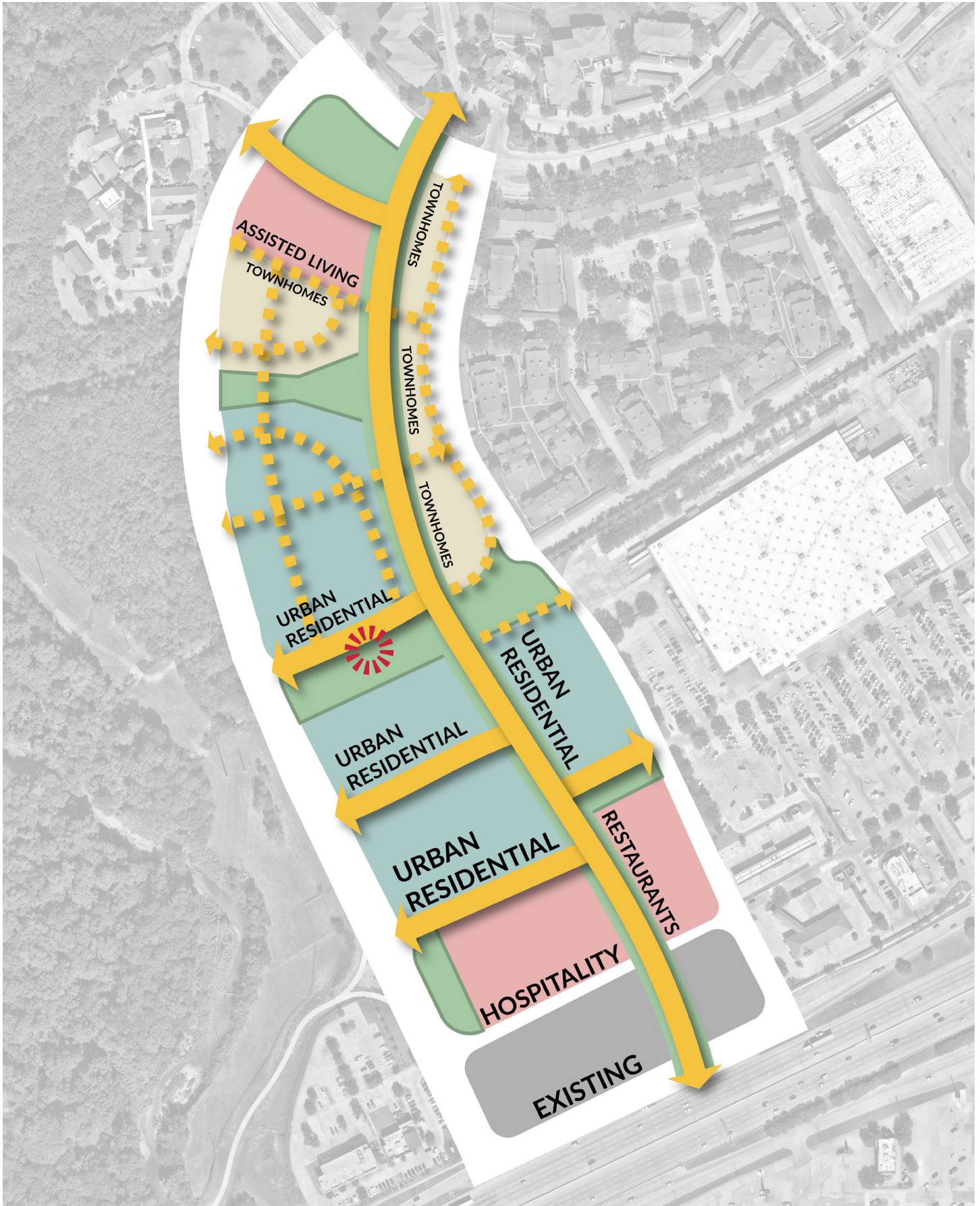
SCENARIO 3



SCENARIO 3



PREFERRED SCENARIO



PREFERRED SCENARIO

