



Development Services Department
City of Frisco, Texas

Memorandum

To: Honorable Mayor Maso and Members of the Frisco City Council

Cc: George A. Purefoy, City Manager
John Lettelleir, AICP, Director of Development Services

From: Michael Walker, AICP, Senior Planner

Date: 4/20/2012

Agenda Caption: Public Hearing: Z11-0020. A request to amend Planned Development-216 to modify the boundaries and amend the zoning exhibit and development standards and consider and act to direct staff to prepare an Ordinance of the same. The property contains 410.0± acres on the southwest corner of US Highway 380 and Dallas Parkway. Zoned Agricultural and Planned Development-216. Neighborhood #53. Tabled: 4/3/12 and 4/17/12.

Action Requested: Remove the item from the table, hold the public hearing and direct staff in the preparation of an Ordinance.

Background Information: This item was tabled at the April 3 and April 17 City Council meetings to allow the applicant and staff additional time to work on multifamily structured parking requirements.

Subsequent to the Planning & Zoning Commission's recommendation for approval on February 28th, the applicant changed their position and has indicated that they are not in support of the Commission's and staff's recommendation regarding structured parking for the multifamily portion of the PD. The applicant contends that the "Prosper" market in his area of Frisco cannot support the higher rents associated with structure-parked multifamily developments.

Considering City Council's policy on not approving additional zoning for "garden-style", surface-parked multifamily, staff believes the requirement for a minimum of 80% structured parking is consistent with that policy. The city has zoning for a total of 26,344 garden-style, surface-parked apartment units. Today, 6,145 units have been built with about 600 units under construction or in the pipeline.

While the applicant is not in support of the requirement for structured parking, their zoning exhibits have consistently shown dense, urban-style multifamily with parking structures (see previously approved zoning exhibits from 2007 and 2008 attached). The applicant's current plan depicts structured parking for the multifamily development.

The requirement for a minimum of 80% structured parking is consistent with other urban multifamily developments, either completed, under construction or in the planning stages throughout the city:

Name of Development	% of Required Parking in Structured Facility
Cool Springs Ph 1	90%
Cool Springs Ph 2	94%
Post Sierra	85%
Amlı @ the Ballpark Ph 1	97%
Amlı @ the Ballpark Ph 2	100%
Ablon @ Frisco Bridges	97%
Amalfi @ Stonebriar Commons	85%
The Emerson @ Frisco	93%
The Residences at Frisco Square	87%

For the past several weeks, staff and the applicant have been discussing how to achieve the vision of applicant's zoning exhibits while also making reasonable accommodations for an initial phase surface-parked apartments. During the week of April 23rd, staff asked the applicant to consider the following compromise:

- A maximum of 750 units or three blocks per the current zoning exhibit, whichever is greater, to be surface-parked.
- After construction of the first 750 units, a minimum of 80% of the required parking shall be structured.
- Density bonus. To encourage the urbanization of the overall development, any multifamily development which contains on-site surface parking may be redeveloped with a minimum of 80% of structured parking. The subsequent increase in the density and number of units resulting from the conversion to structured parking shall not count against the maximum 4,000 units.

The applicant countered with this proposal:

- The first 33.5 acres of multifamily may be surface-parked, not to exceed 1,125 parking spaces.
- After construction of the first 33.5 acres of multifamily development, 80% structured parking would be required.

The potential for up to 33.5 acres of surface-parked apartments significantly changes the character of the development as compared to the applicant's exhibits. As shown on the attached exhibit, 33.5 acres is roughly the size of the entire multifamily area south of the "power center" facing US 380 shown on the attached exhibit. Further, 33.5 acres is approximately 57% of the total 62 acres reflected as multifamily on the zoning exhibit. Allowing this percentage of surface parked multifamily fundamentally changes the "urban, mixed-use" dynamic of this development to a more "suburban, multi-use" development.

Based on these concerns, staff recommends that City Council follow the Planning & Zoning Commission's recommendation as outlined in the Outcome Memo.

Smothermon Tract

The request does not include the 54.0± acre tract known as the Smothermon Tract that is currently part of PD-216. The Smothermon Family Partnership declined to be included with this zoning request. Therefore, upon approval of the rezoning for the Forest City tract, a separate Planned Development will be created for the Smothermon Tract. Representatives of the Smothermon Tract have been contacted and are in agreement with the proposed Planned Development standards for their property.

Board Review/Citizen Input: The Planning & Zoning Commission held a public hearing on the request at their February 28, 2012 meeting and voted 6-0 to approve the request as outlined in the Outcome Memo. The plan that the Planning & Zoning recommended approval includes structured parking.

Alternatives: The City Council can:

- Approve the amendment and direct staff to prepare an Ordinance;
- Deny the amendment;
- Approve the amendment with conditions and direct staff to prepare an Ordinance; or
- Table for further review.

Financial Considerations: Not applicable.

Legal Review: Not applicable at this time.

Supporting Documents:

- Planning & Zoning Commission Outcome Memo dated February 29, 2012
- Staff report
- Location Map
- Exhibits
- Previously Approved Exhibit (Z07-0008)
- Previously Approved Exhibit (Z07-0026)

Recommendation: Recommended for approval subject to a minimum of 80% of required parking for multifamily developments be structured parking as outlined in the Outcome Memo.