



CITY OF GRAPEVINE, TEXAS  
SPECIAL JOINT MEETING OF  
CITY COUNCIL AND PLANNING AND ZONING COMMISSION  
TUESDAY, MARCH 27, 2018

THE REC OF GRAPEVINE  
STEWART HALL  
1175 MUNICIPAL WAY, GRAPEVINE, TEXAS

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5:30 p.m.	Dinner
6:00 p.m.	Joint Special Meeting

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**CALL TO ORDER: 6:00 p.m.**

**JOINT CITY COUNCIL AND PLANNING AND ZONING COMMISSION WORKSHOP:**

1. City Council and Planning and Zoning Commission to conduct a Joint Workshop to discuss the Dallas Road Corridor Planning.

**ADJOURNMENT**

In accordance with the Open Meetings Law, Texas Government Code, Chapter 551, I hereby certify that the above agenda was posted on the official bulletin boards at Grapevine City Hall, 200 South Main Street and on the City's website on March 23, 2018 by 5:00 p.m.

*Tara Brooks*  
Tara Brooks  
City Secretary



If you plan to attend this public meeting and you have a disability that requires special arrangements at the meeting, please contact the City Secretary's Office at 817.410.3182 at least 24 hours in advance of the meeting. Reasonable accommodations will be made to assist your needs.

MEMO TO: HONORABLE MAYOR, CITY COUNCIL MEMBERS AND  
PLANNING AND ZONING COMMISSION

FROM: BRUNO RUMBELOW, CITY MANAGER <sup>BR</sup>  
SCOTT WILLIAMS, DEVELOPMENT SERVICES DIRECTOR

MEETING DATE: MARCH 27, 2018

SUBJECT: WORKSHOP — PRESENTATION FOR THE DALLAS ROAD  
CORRIDOR PLANNING

With the Grapevine Main/Hotel Vin project under construction, there will be increased development pressure along the Dallas Road corridor. Several properties have already been purchased, and the owners are (so far) waiting to see what planning decisions are made by the City. It is almost certain that more property will be purchased with the intent of developing for uses normally associated with Transit Oriented Development. It is also possible that some property owners could develop their sites by right as allowed by current zoning. This could result in missed opportunities for both the property owner and the (tentatively named) "Transit District". However, if a Master Plan overlay is placed over the boundaries of the district, then property owners could benefit from the ability to develop in a manner consistent with Transit Oriented Development, resulting in enhanced land use, which benefits everyone. Lastly, the presence of an overlay allows developers to have clear knowledge of expectations/opportunities early in their site selection process.

At the February 6, 2018 joint workshop, Council and the Planning and Zoning Commission agreed that there was not really a "unified vision" of what they wanted in the Transit District. Since that time, the Planning and Zoning Commission has held its own workshop, and produced a list of concepts that they feel are important to the district (these are attached). Staff has asked Tim Baldwin of Rocky Mountain Transportation Planners (Mr. Baldwin has been involved with the T and TexRail project since its inception) to facilitate a second joint workshop. Mr. Baldwin will provide an overview of the important elements in Transit Oriented Development, illustrate what has worked in other areas, and most importantly, gather input from Council and the Commission. Staff understands that some Council Members and Commissioners are familiar with the elements contained in the presentation. However, some members may not be, and could benefit from the background information. Additionally, examples of what is successful elsewhere does not in any way mean that Grapevine should do it that way. The background and examples are simply a review to stimulate discussion and hopefully emerge with important concepts that can be incorporated into an overlay.

Significant work has already been accomplished:

- City Council and Planning and Zoning identified the boundaries for the district, and agreed that further study and planning would be required in this area
- A grant has been received to connect the city's hike and bike trail from Ball Street to Texan Trail, running the length of Dallas Road. This will aid in pedestrian access along the north side of Dallas Rd.
- Council has approved funding for major improvements to Dallas Road itself, including narrowing the road, but keeping the same number of lanes, installing medians and crosswalk enhancements, lighting, etc. This should calm traffic and could significantly improve the ability for pedestrians to cross what was once the barrier of Dallas Road.
- Through the recent Multi-Family Design Standard exercise, a Future Land Use Map Overlay has been placed within the boundaries of the Transit District. This overlay specifies single uses that are generally permitted within our commercial and office zoning districts, and requires residential uses to be a component of a nonresidential development in order to comply with the Master Plan.
- Also through the Multi-Family Design Standard process, very strict and distinct architectural and site standards were adopted as a Master Plan overlay for Multi-Family projects within the district.

If the Commission and Council wish to proceed with an overlay, it does not need to be a lengthy or complicated process. As already mentioned, much work has been done. The next steps could be as simple as:

- A brief regulating document similar to a zoning district (concept statement/appropriate uses, setbacks, height, densities, etc.)
- Design standards that could be similar in format to the very successful Multi-Family Design Standards that were recently adopted.

## Concepts Emerging From 2008 Town Hall Meetings

In March and September of 2008, when it appeared that commuter rail in Northeast Tarrant County would become a reality, two "Town Hall" meetings were held to gather input from citizens, business owners/operators, and other stakeholders relative to development around the future commuter rail station. Some of the concepts that emerged from these meetings were:

- Draw on the area's agricultural, railroad and arts heritage to create a distinctive place for residents and visitors alike
- Opportunities for retail, but most of it should be concentrated within one block of Main Street, so as not to dilute downtown pedestrian activity
- Continue eclectic appearance of Main Street with diverse mix of architectural styles
- Provide streetscape enhancements including widened sidewalks, trees, lighting enhancements, etc. to extend Main Street south, and east and west along Dallas Road.

Planning and Zoning Commission Transit Oriented development Workshop, February 15, 2018

The Planning and Zoning Commission met on February 15<sup>th</sup> to discuss their vision for the Dallas Road Transit Corridor, with intent for the majority of the discussion to initially focus on uses. Staff explained that given the short time frame before commuter rail was operational and the Grapevine Main/Hotel Vin project was finished, the scope of work would necessarily be scaled back from the initial expectations. Staff explained that the discussion would be broken into a series of workshops, with the initial Planning and Zoning February 15th meeting being to establish a big picture consensus on land uses. The following meeting would be a joint workshop with Council, to be held at the REC. This meeting would include Tim Baldwin of Rocky Mountain West Planners, who would present several case studies of successful transit oriented development projects. The presentation of these case studies would not be intended to provide direction on how grapevine should develop, but just to show some successful projects that might stimulate ideas and discussion. It is hoped that the result of this workshop will be that the Commission and Council will reach an agreement on their vision of uses, and also begin discussion of the physical form that the district will take. Following these two meetings, it is then anticipated that Craig Melde of ArchiTexas, and his team will then begin to work with P&Z/Council on design standards. These design standards as well as the appropriate uses, would then be incorporated into an overlay to be placed within the boundaries of the district.

There was discussion regarding B&D Mills, and it was recognized that this is a very important component of the Dallas Road Corridor. It was agreed that it would be helpful if the owner of the Mills, Bill Deacon, could be involved in the discussion. Bob Farley, Economic Development Director, informed the Commission that Frost Bank was talking about redeveloping their property at the corner of Dallas Rd and William D. Tate Ave. The Commission recognized that it was important to develop the overlay so that Frost would have a guideline to work from. The now vacant Police building was also discussed. Mr. Farley noted that he had received many inquiries from residential developers for this property. The Commission agreed that this was a very important site, and that it warranted close study. They acknowledged that there had been previous discussions regarding an educational component for this building/property, and that this would be a very desirable and appropriate use. The Commission also mentioned that mixed use on this property could be possible, with perhaps the educational use as well as brownstone/townhouse type product.

The Commission also extensively discussed the importance of how parking is handled. It was universally agreed that there should be minimal surface parking, and that any surface parking should be screened, preferably behind buildings. The use of several shared parking sites, spread throughout the district, would minimize vast parking lots, and stimulate walkability, which is a key component of a transit oriented development. The group also felt that it could be beneficial if each developer paid a fee to the city to be used

for shared parking structures/sites.

The Commission addressed residential development. They acknowledged that multi-family uses were a necessary part of the district, but emphasized their desire to see a wide range of different residential options, including brownstone/townhouses. There was a desire to have an owner occupied component, and there was mention of the possibility of an area dedicated to 'tiny houses'. The Commission emphasized the importance of having the residential nodes spread throughout the district, and not grouped in just a few areas.

Regarding nonresidential uses in general, the commission felt that it was very important to have a mix of uses, and that these mixed uses could be in different buildings, different properties, and within individual buildings (horizontal and vertical mixed uses). There were strong feelings that the City should make every effort to attract a market/grocer. The group felt that it was very important to not adversely affect the Main Street businesses, so the retail/restaurant uses should be unique, perhaps both in design as well as product. There were ideas such as a "European style market" such as the old Dallas Olla Podrida (Olla Podrida was similar to a miniature mall, filled with small retail shops and studios), and a multi-tenant dining concept similar to Trinity Groves in Dallas. The Commission was very enthusiastic about the idea of a dense, urban office campus as being a valuable contributor to our transit district. Above all, the Commission felt that the uses must be in the right proportions, and that there not be a single dominant type of business.

Finally, some of the Commissioners felt that a sketch (or series of sketches) of a master plan could help to define the best location for the best uses. There was also a suggestion that design exercises involving citizens and/or property owners could be helpful. It was also agreed that in order to get many of the unique and unusual uses that would be desired, the City should be prepared to incentivize projects.

Below is a list of uses and ideas, in no particular order, that came from the meeting:

- Grocery/Market
- Educational Use
- Police storefront
- Urban type office campus
- Wine/Beer/Distillery uses, especially if grouped into a "pavilion" type of concept
- Artisan studios, shops
- Small, multi-tenant, "European style" retail market
- Public space/plaza to be provided by developers of projects (multiple small greenspace areas throughout the district)
- Bicycle shop, bike related uses
- Parking structures
- Residential above mixed uses on lower floor(s)
- Unique, multi-tenant restaurant grouping
- Theater/ arts facility

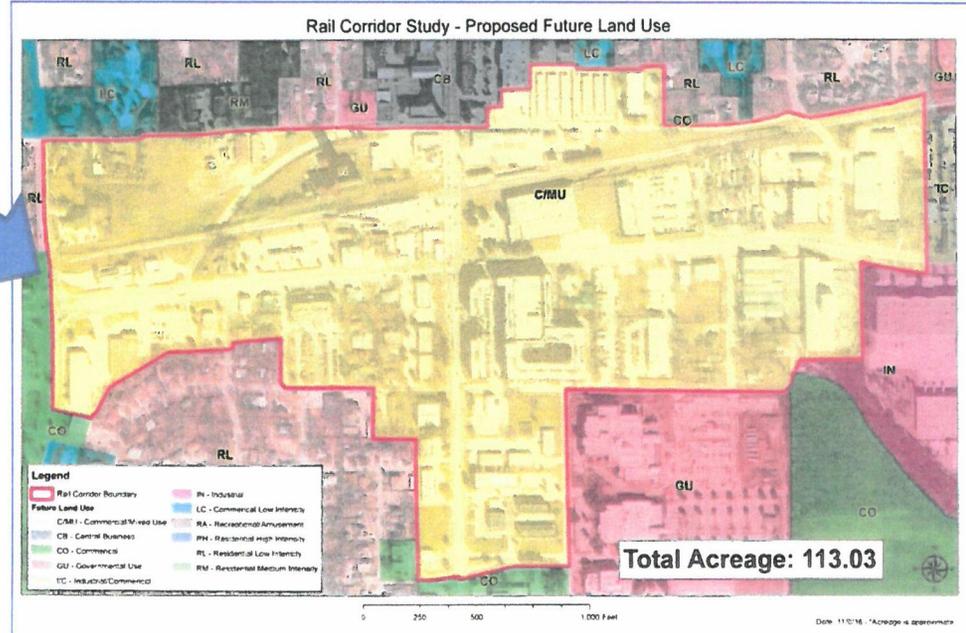
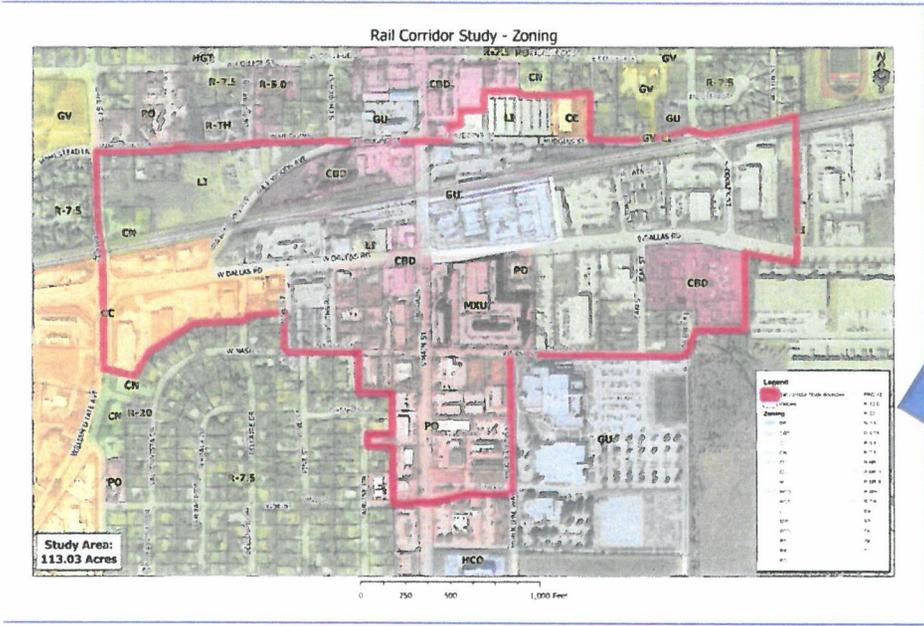


## Downtown Grapevine Transit-Oriented Development:



Ideas for a Transit-Oriented Community

# Initial decisions already made....



# Initial decisions already made....

- Commercial mixed use – land use categories
- Multi-family design standards



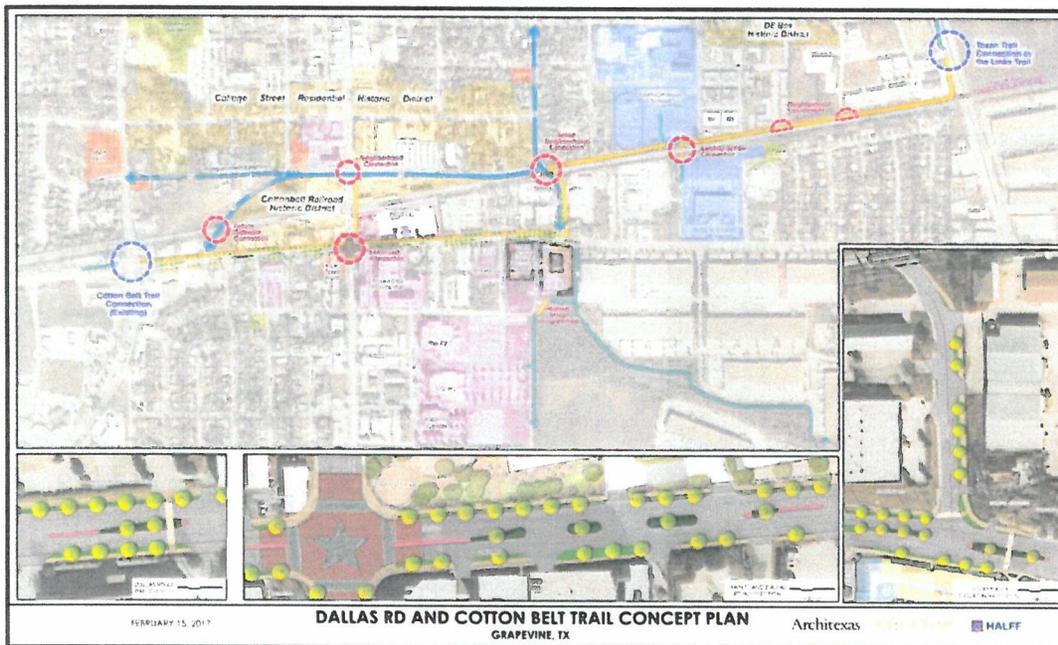
## C/MU Uses as of 1/17/2017

Commercial/Mixed Use

<p><b>One or more of the following:</b></p> <ul style="list-style-type: none"> <li>“CC” Community Commercial</li> <li>“GV” Grapevine Vintage</li> <li>“CN” Neighborhood Commercial</li> <li>“PO” Professional Office</li> <li>“HC” Highway Commercial</li> <li>“HCO” Hotel/Corporate Office</li> <li>“PCD” Planned Commerce Development</li> </ul> <ul style="list-style-type: none"> <li>“BP” Business Park</li> <li>“RA” Recreation/Amusement</li> <li>“CBD” Central Business District</li> <li>“CN” Neighborhood Commercial</li> <li>“PO” Professional Office</li> </ul> <ul style="list-style-type: none"> <li>“HC” Highway Commercial</li> </ul>	<p><b>Two or more of the following: (residential uses are only appropriate when they are a component of a non-residential development)</b></p> <ul style="list-style-type: none"> <li>“R-TH” Townhouse</li> <li>“R-MF” Multifamily</li> <li>“R-5.0” Zero-Lot-Line</li> <li>“R-3.5” Two-Family</li> <li>“R-3.75” Three and Four-Family</li> <li>“CC” Community Commercial</li> <li>“GV” Grapevine Vintage</li> </ul> <ul style="list-style-type: none"> <li>“CN” Neighborhood Commercial</li> <li>“PO” Professional Office</li> <li>“HC” Highway Commercial</li> <li>“HCO” Hotel/Corporate Office</li> <li>“PCD” Planned Commerce Development</li> </ul> <ul style="list-style-type: none"> <li>“BP” Business Park</li> <li>“RA” Recreation/Amusement</li> <li>“CBD” Central Business District</li> </ul>
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# Initial decisions already made....

- Hike-and-Bike Trail
- Dallas Rd. Improvements



# Good "bones" in place....



# Lessons Learned from Other TODs

## Good examples to study:

- Pasadena, CA
- Denver/Boulder/  
Longmont, CO
- Portland, OR
- New Jersey Transit  
Villages
- Concord, MA



## Lessons Learned from Other TODs

- Ensure zoning and design standards are in place to provide the right kind of development you want



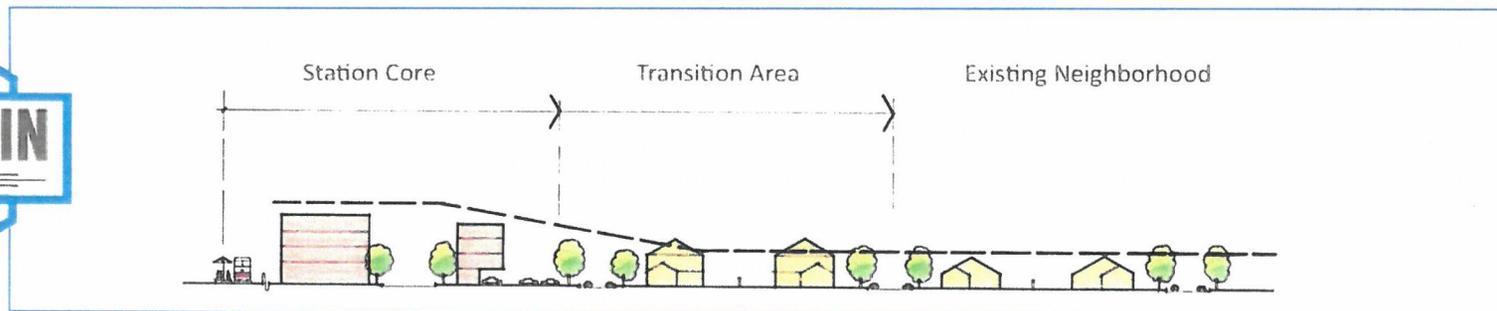
## Lessons Learned from Other TODs

- Allow incremental development to meet market demand
- Make the development a destination, not just an origin



# Lessons Learned from Other TODs

- Ensure good transition to surrounding neighborhoods
- Provide transit-supportive retail uses for commuters
- Develop good identity and branding



# Lessons Learned from Other TODs

- Incorporate civic and community uses
- Integrate greenspace and stormwater management into design
- Focus on small-scale neighborhood-serving retail and commercial



# First, a refresher: What is transit-oriented development?

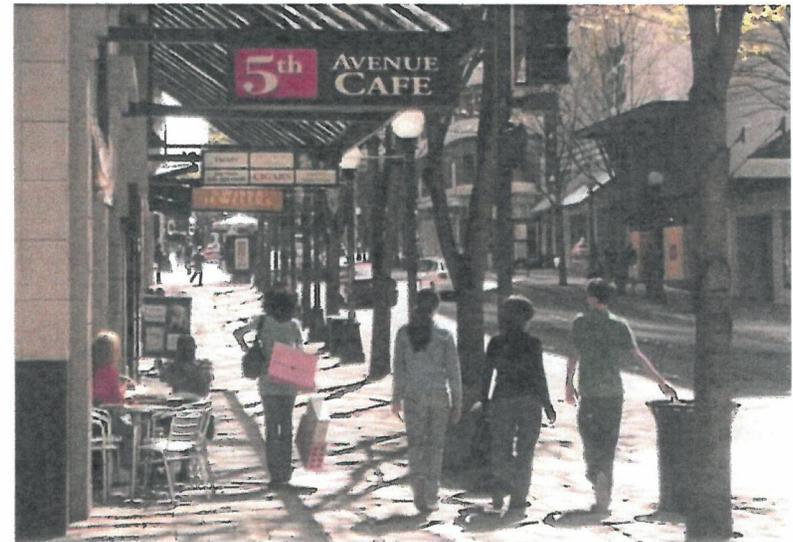
- A mix of uses



## First, a refresher:

# What is transit-oriented development?

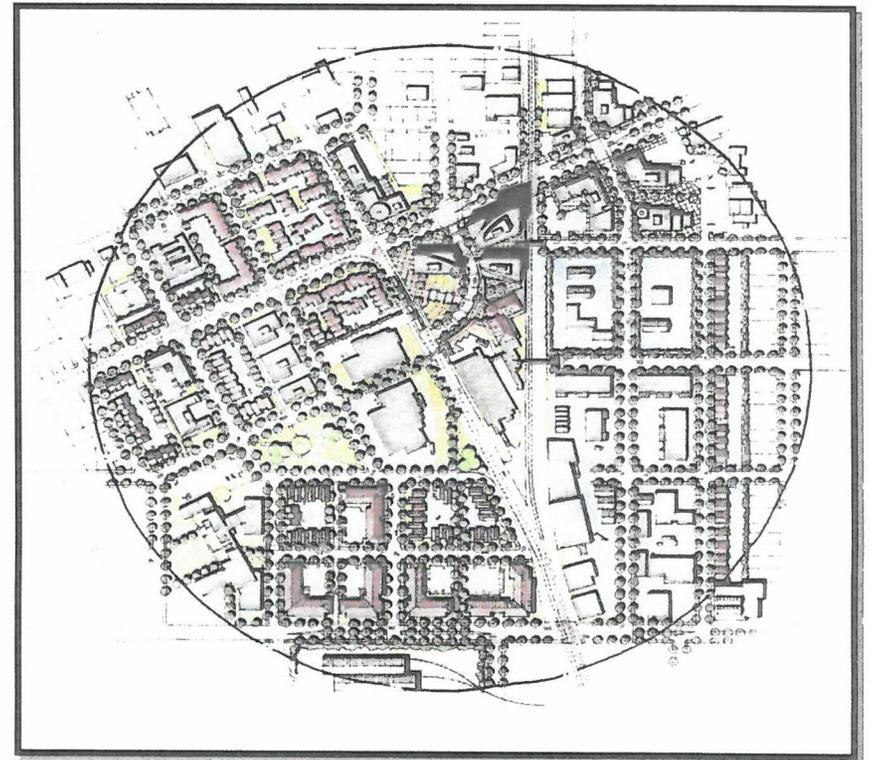
- A mix of uses
- Walkable: pedestrian- and bicycle-oriented



First, a refresher:

## What is transit-oriented development?

- A mix of uses
- Walkable: pedestrian- and bicycle-oriented
- Compact



## First, a refresher:

# What is transit-oriented development?

- A mix of uses
- Walkable: pedestrian- and bicycle-oriented
- Compact
- Oriented to transit



**First, a refresher:**

## **What is transit-oriented development?**

- **A mix of uses**
- **Walkable: pedestrian- and bicycle-oriented**
- **Compact**
- **Oriented to transit**
- **Viable even without transit**



# What are the public sector benefits of TOD?



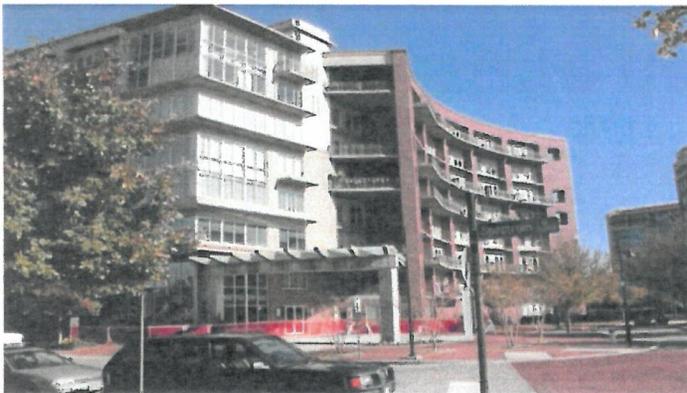
- Increased transit ridership
- Neighborhood revitalization/economic development
- Enhanced land use opportunities
- Ability to ensure the types of developments wanted
- Lower infrastructure costs
- Lower crime (eyes on the street)

## What are the private sector benefits of TOD?

- Increased land value, rents, and real estate performance
- Increased retail sales
- Better access to labor
- Lower parking needs

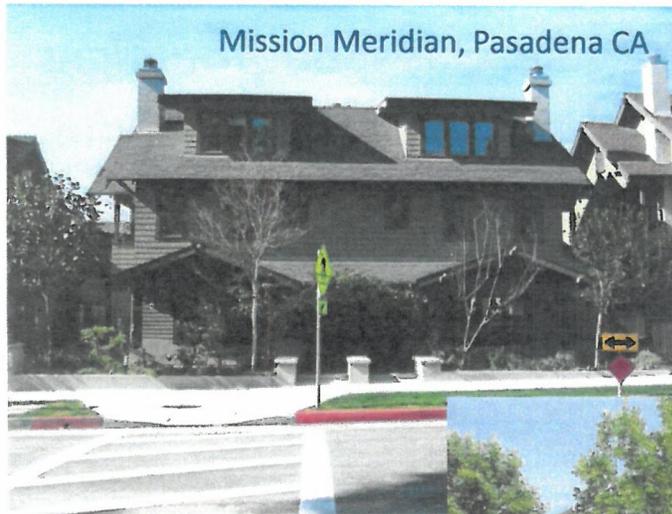


## What are some common TOD myths?



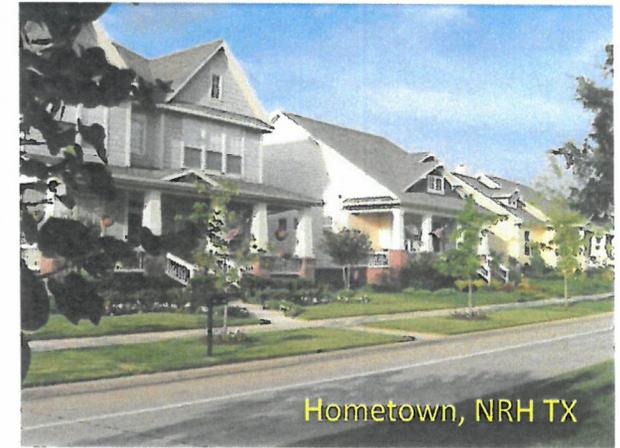
- TOD will increase traffic
- TOD requires very high density
- Residential is always the primary focus
- TOD only works in large cities with light rail or heavy rail
- TOD increases parking demand

# TOD trends and ideas: residential



Mission Meridian, Pasadena CA

- Moderate density
- Row homes, garden homes
- Mix of architectural styles



Hometown, NRH TX

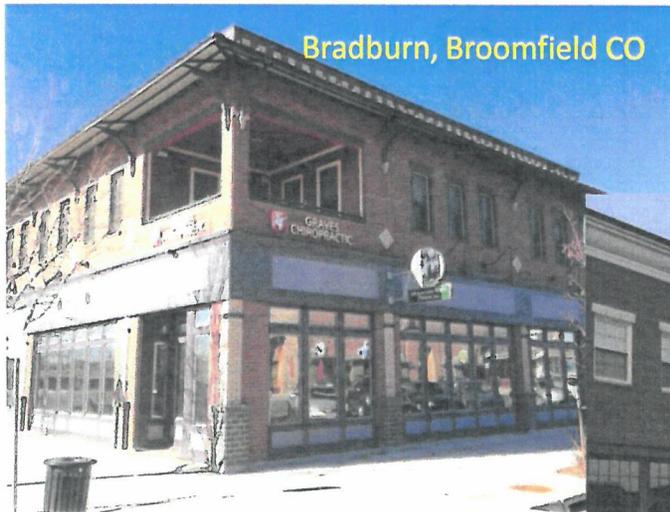


Prospect, Longmont CO



Vellagio, Centennial CO

# TOD trends and ideas: commercial



Bradburn, Broomfield CO



Hudson, OH



Denver, CO

- Small-scale, neighborhood-serving
- Insurance, doctors, dentists, financial

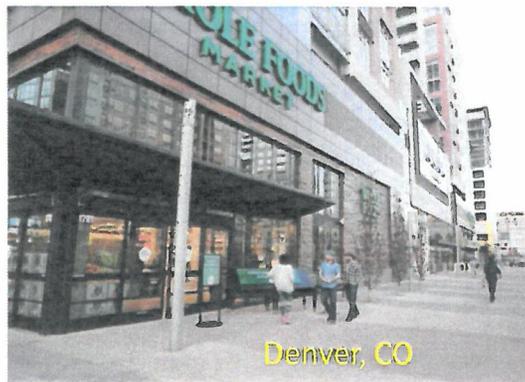
# TOD trends and ideas: corporate offices



- Small-scale corporate campuses
- Convenient to transit

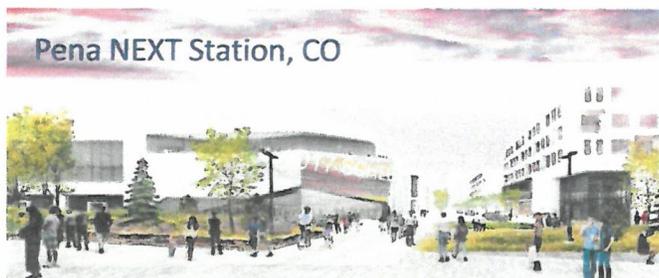
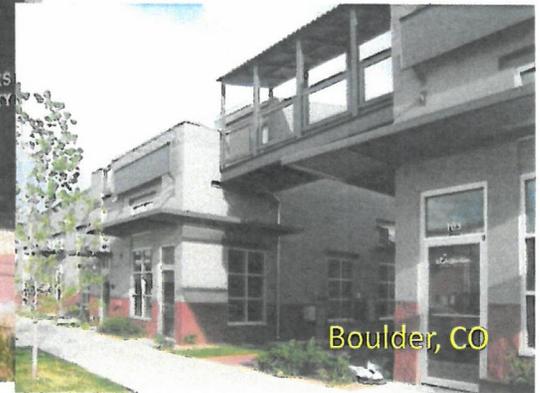
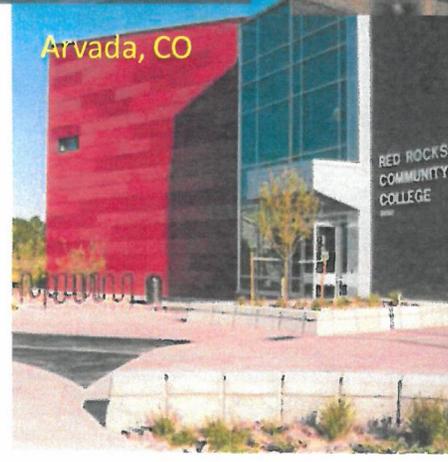
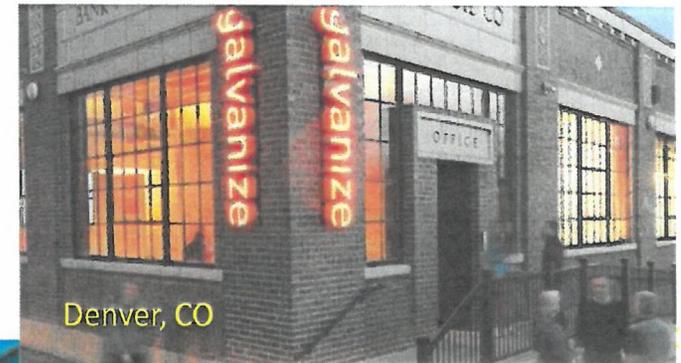
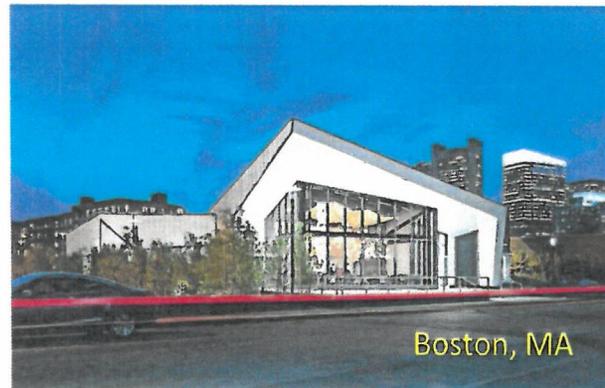
# TOD trends and ideas: retail & restaurants

- Neighborhood- serving
- Local ownership
- Small-scale grocery and retail
- Focus on restaurants, brewpubs, wine bars, food halls, “third places”



# TOD trends and ideas: innovation districts

- Educational facilities
- “Smart cities”
- Incubators/co-working spaces
- Live-work spaces
- Creative districts



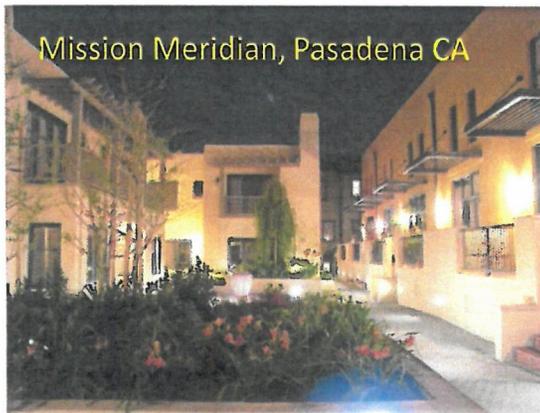
# TOD trends and ideas: healthy communities

- Transit-oriented healthy districts (TOHD)
- Complete streets design (“every street is a complete street”)
- Bicycle and pedestrian facilities
- Fresh local food

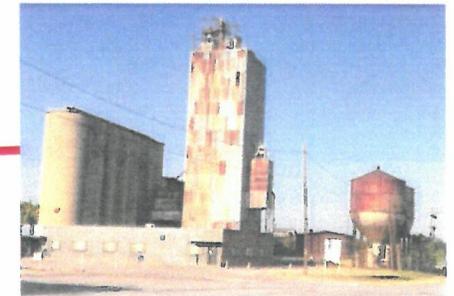
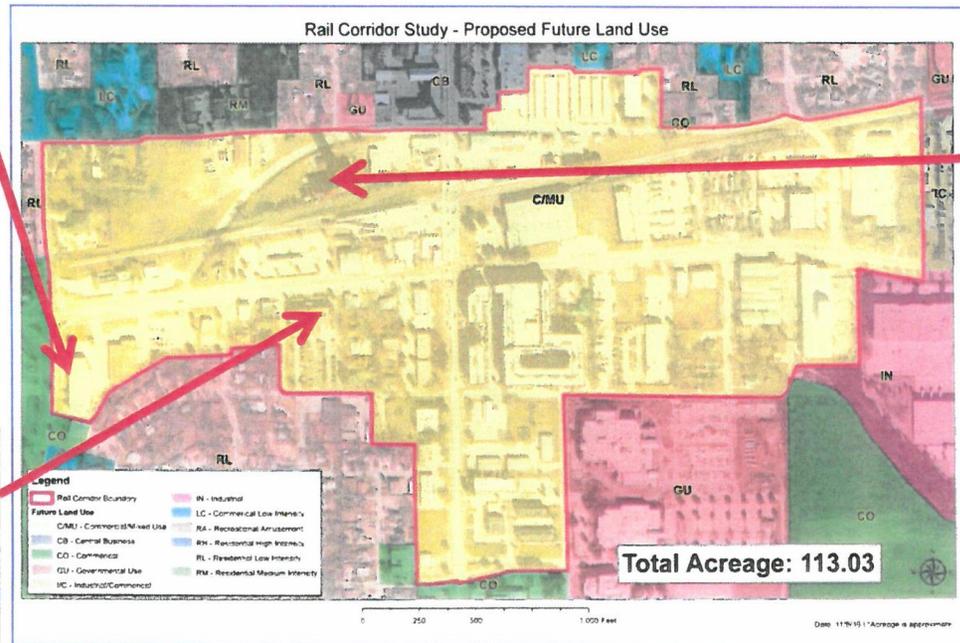


# TOD trends and ideas: community gathering spots

- Integrated into design
- Community arts and performance centers
- Public art
- Public space design standards



# Grapevine opportunity sites?



## Questions for you

- **What is your overall vision for the district?**
- **What is the proper mix of uses (residential, retail, and commercial) for the district?**
- **How much residential density do you prefer?**
- **How strict do you think design standards should be?**

## Questions for you

- **What is your preference for architectural styles? (Historical/neighborhood consistency? A variety?)**
- **Do you have preferences regarding building heights and setbacks?**
- **What types of incentives should be offered to developers?**