

A RESOLUTION OF THE CITY OF GRAND PRAIRIE, TEXAS, ADOPTING THE HOUSING ANALYSIS POLICY AND GUIDELINES FOR THE CITY OF GRAND PRAIRIE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, a diverse and high-quality housing stock is an essential component of a desirable, vibrant, and economically-healthy city; and

WHEREAS, a high demand for housing exists within the City of Grand Prairie, owing to its location within the Dallas-Ft. Worth metro and its quality schools, parks, community facilities, and employment opportunities; and

WHEREAS, investment and reinvestment in housing, including “infill” housing, can provide an economic stimulus to declining neighborhoods once these neighborhoods have entered a disinvestment phase; and

WHEREAS, housing construction has occurred in both undeveloped “greenfield” areas and in existing developed areas of the City of Grand Prairie; and

WHEREAS, the City of Grand Prairie has seen a 50% increase in multi-family units added to its housing stock over the last five years, with a particular concentration along major freeway corridors such as Interstate 20 and State Highway 360; and

WHEREAS, the City of Grand Prairie is projected to increase its share of renter-occupied households by 5% between 2010 and 2025; and

WHEREAS, the City Council finds that homeownership is desirable for building personal wealth and stabilizing communities by encouraging economic investment in property; and

WHEREAS, the City Council recognizes that rapidly-increasing housing costs across the state of Texas have made renting more desirable than homeownership for many households; and

WHEREAS, the City Council recognizes that a high proportion of homeowners and residents in the City expend 50% or more of their household income on housing-related and transportation costs, which negatively impacts quality of life for these homeowners and residents; and

WHEREAS, the City Council recognizes that the above factors have increased the market demand for renter-occupied housing in various forms, from high-density multi-family to medium-density detached rental communities; and

WHEREAS, the City Council wishes to avoid creation of isolated residential areas that are inconvenient to services and amenities such as retail, schools, parks, or areas of employment, or that are difficult for emergency responders to access; and

WHEREAS, the City Council wishes to preserve areas for commercial development, especially near high-traffic corridors and intersections; and

WHEREAS, the City Council finds that increasing housing density in close proximity to non-residential resources such as jobs, shopping, recreation, and other daily needs provides a

substantial decrease in per-household resource consumption, including water consumption and vehicular trips, and thereby decreases household costs without disrupting existing neighborhoods;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND PRAIRIE, TEXAS:

SECTION 1. That the Housing Analysis Policy and Guidelines is hereby adopted in the form and substance attached hereto as Exhibit "A".

SECTION 2. That this resolution shall be and become effective immediately upon and after its adoption and approval.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF GRAND PRAIRIE, TEXAS, ON THIS THE 17TH DAY OF AUGUST 2021.

EXHIBIT “A”

HOUSING ANALYSIS POLICY AND GUIDELINES FOR THE CITY OF GRAND PRAIRIE

The City Council declares that future residential development, including residential development accomplished by rezoning property that is either not designated as a residential district or by rezoning property from a lower-density residential district to a higher-density residential district, shall conform with the guidelines listed herein below.

If a proposed housing development does not conform to the guidelines listed herein, the City Council may deny a zoning change in favor of other more appropriate development, especially if an alternative development scheme will more fully contribute to the principles and guidelines listed herein by increasing the city’s share of jobs, retail, parks, trails, or other community resources to support future housing needs.

I. CITY-WIDE HOUSING GUIDELINES

The City Council of the City of Grand Prairie finds that housing across the city should conform to the guidelines listed below:

1. **New housing should be appropriate to the context of its surroundings.** New housing should be compatible with the form and density of adjacent residential development and be easily accessible by vehicle, bicycle, and walking to services and amenities, including but not limited to: public parks, public trails, schools, libraries, community centers, other public resources, areas of multi-sector employment, retail, restaurants, grocery stores, or other similar resources. Housing should not only be convenient to high-speed roadway connections, especially those that will probably carry residents outside of the city of Grand Prairie or that will not increase convenient access to the resources listed above.
2. **New housing should correspond to new or existing commercial development.** New housing, particularly high-density housing, should not only increase the resident population and number of units in the city but should also be built in the context of new or existing commercial, retail, office, or other non-residential development that adds to the city’s share of jobs and attractions. New housing that is built next to vacant commercial or non-residential tracts should be avoided.
3. **No one housing type should constitute a disproportionate share of new housing construction.** No substantial “gaps” in the city’s housing profile should exist and development should be incentivized where it fills an area of housing need without unduly concentrating a particular housing type. While new housing construction should align with market demand, a high concentration of a single type of housing can create or worsen

economic disparities, can lead to rapid population growth or decline based on demographic changes over time, and produce a vicious cycle of neglect and disinvestment over time with no corresponding mechanism for incremental reinvestment over multiple generations.

Certain housing types, such as high-density multi-family, can also impact the future construction of other housing types such as low or medium-density residential units if those units cannot be appropriately buffered. New housing construction should therefore be diverse, allowing for the construction of units, densities, and ownership structures that provide opportunities for residents of all incomes and demographic profiles to live and work in Grand Prairie during various life stages.

Zoning changes should be avoided when those changes would favor one or a handful of housing types to the exclusion of other types in the same location or would concentrate a disproportionate share of a single housing type in a way that is substantially inconsistent with the city's overall housing profile.

Where future undue concentration of a housing type is difficult to predict, the City Council should require that the area be master-planned to show the relative locations of different residential and non-residential building types so that potential negative effects of development can be avoided or mitigated.

4. **Housing should not be proposed or constructed in areas that are impacted by threats or nuisances.** Threats or nuisances may include effects of industrial or heavy transport operations that involve loading and frequent movement of large trucks or rail cars, that create sounds that are shown to routinely exceed acceptable levels, that produce ejection of particulate matter into the air, or that involve the use of bright lighting that is visible from the property line of that use.

A grade separated highway or interstate may also be considered a threat or nuisance unless the negative effects on housing proposed along or near the frontage of the highway or interstate is mitigated by the presence of one or more public parks, the preservation of existing trees, or by a buffer of appropriate non-residential uses between the proposed residential use and the highway or interstate. One or more of these features should exist at the time the residential use is constructed and not subsequent to construction of the residential, so that residents will not at any time be exposed to the impacts of the highway or interstate.

5. **Neighborhoods should be allowed to evolve incrementally, especially when they have reached a stage of disinvestment.** Because neighborhood blight is often a function of exhausted resources, particularly in areas that lack good access to plentiful or good-paying jobs, residents are forced to expend too much of their resources simply getting by, with no

time or income left over to maintain their property. Some residents are forced to leave these neighborhoods, leaving an opening for acquisition by an absentee investor, gentrification, vacancy, or further decline.

When this pattern begins to occur in areas that are not subject to restrictive covenants, incremental density increases should be allowed, such as allowing construction of accessory units, or splitting larger lots into multiple smaller lots (particularly on corner or “end cap” lots) that will increase the value of property and spur investment in declining neighborhoods without displacing of existing residents.

6. **Infill housing should be appropriate to the form and style of the existing neighborhood.** New residential development in existing residential neighborhoods and subdivisions should be done appropriately without drastically changing the form or function of the neighborhood. Infill housing should be encouraged to mimic the materials, colors, and architectural style of surrounding homes, where an established vernacular exists.

In areas without an established style or where homes are already “eclectic” in appearance, wide latitude should be given to construct housing that fits market demand, as long as housing is designed in a way that will contribute to the character of the neighborhood and provide a high-quality product in keeping with the City’s design guidelines.

Standalone high-density development should be avoided unless developed in the context of an existing residential or commercial area and in such a way that it will contribute appropriately to the stability and character of the area and surrounding neighborhoods.

7. **New housing should reduce the economic burden on the resident.** The prevailing development pattern in the post-World War II era has largely assumed that the value of property will be captured in the amenities on the property itself, including the housing unit, yards, landscaping, driveways, and sidewalks. However, the burden of maintaining the value of the property is placed almost entirely on individual property owners.

To mitigate the effects of individual property neglect on new residential neighborhoods, particularly those that are not constructed as “high-end”, luxury, or gated communities, developers should be incentivized to concentrate amenities and open spaces where use and maintenance can be shared by the entire neighborhood, or where existing public parks and amenities exist and are easily accessed by the new neighborhood. Amenities in this sense may be thought of as both yards and open space and the homes themselves. Proportionately, the share of those amenities that are located on private individual lots should be reduced where the market does not demand them or where they will constitute a financially disproportionate maintenance burden on future owners.

II. SECTOR-SPECIFIC HOUSING GUIDELINES

The City Council of the City of Grand Prairie finds that housing within the sectors shown in Attachment “1” should conform to the guidelines listed below:

1. North Sector

- a. Because much of this sector is developed as industrial, the potential for negative impacts is high and any residential development should be carefully planned to avoid impacts and nuisances;
- b. Housing should be concentrated where it will provide access to jobs and the existing amenities in the corridor, particularly near the City’s existing parks, the regional trail along the Trinity River, and schools;
- c. The City should not allow density increases without a corresponding increase in services and amenities or improved access to existing services and amenities. Access to SH 161, SH 360, or IH-30 should not, by itself, be seen as an amenity;
- d. The large majority of the market supply for high-density housing in this sector should be directed towards the IH-30 and Belt Line intersection and to the north along SH 360 near the Trinity River where development can occur within the appropriate mixed-use context and with improved access to jobs and other amenities.

2. Urban Core

- a. Housing development should align with the Downtown Master Plan with density gradually increasing from the Approach Zone to the center of downtown;
- b. As a possible exception to a., higher-density uses are appropriate near the interchange of SH 161 and Main Street or Jefferson Street if corresponding commercial/retail development is provided before or simultaneous to residential construction;
- c. Housing proposed along Main Street should incorporate commercial elements on the ground floor in keeping with existing development;
- d. The City should financially incentivize construction of residential development along Main Street and Jefferson Street in the urban core until the market begins to supply appropriate levels of residential product.

3. Central Sector

- a. As the largest economically-depressed area of the city, housing in this sector should be developed in a way that is respectful of existing neighborhoods and will not displace existing residents over time;
- b. Large density increases should be avoided where there is not a corresponding increase in services that are lacking in the area, such as parks, grocery stores, and quality restaurants;

- c. Redevelopment and reconstruction of homes and neighborhoods in this sector should be encouraged and incentivized through reduced permit fees, expedited approvals, or City-matching funds as available for homes that are in keeping with existing residences;
- d. In appropriate commercial areas along Main Street and Jefferson Street, high-density residential may be allowed, particularly where there is a high degree of connectivity to downtown or other destinations and resources, potential nuisances such as industrial or non-conforming uses will be addressed or mitigated, or the development can serve to create or enhance a “gateway” along these thoroughfares.

4. South Central Sector

- a. Future development should be concentrated in “nodes” along Pioneer Parkway, generally consisting of the areas near Asia Times Square, the Carrier Parkway intersection, and the Belt Line Road intersection;
- b. As the area possesses one of the highest concentrations of employment and neighborhood and regional-serving retail, and as an area where the median year built for residential units is ten years older than the overall City-wide median year built, the City should consider incentivizing new residential construction in this area if the new construction is consistent with the characteristics of existing residential development;
- c. Because this area has the highest share of residents who walk to work, the City, in partnership with developers, should avoid or eliminate connectivity barriers that make it difficult to reach jobs or services in the area by means other than a car;
- d. The City should continue to pursue development that will increase and retain quality jobs in the sector, particularly along Pioneer Parkway, in and around Epic Central, and at the Mayfield and SH 360 intersection near Grand Prairie Municipal Airport, where there is currently a large amount of vacant commercial land.

5. IH-20 Corridor

- a. Because recent residential development in this sector has been highly concentrated around the SH 161 and IH-20 interchange, market supply should be directed to other areas;
- b. Remaining undeveloped parcels along SH 161 and IH-20 should be reserved for office, retail, restaurants, and other destination uses to support and complement the environment created by the City’s investment in Epic Central;
- c. Remaining undeveloped parcels along IH-20, Belt Line Rd, and Lake Ridge Parkway should not be primarily convenience-based but should contribute to and respond to the assets of the southern half of the city, including its proximity to lakes, parks, and recreational opportunities. As such, development should be destination-oriented, consisting of specialty retail and high-quality hospitality uses;
- d. As two of Grand Prairie’s “gateways” along a major national corridor, the interchanges of IH-20 and Great Southwest Parkway and Belt Line Road should be developed in a way that features very high-quality design and destination appeal.

Where residential development is a component of development in these locations, it should be highly integrated and accessible to commercial uses in a way that contributes to day and nighttime activity at these locations, including horizontal mixed use where it can be incentivized or supplied by the market. Standalone multi-family development in these areas should be highly discouraged.

6. Far South Sector

- a. Supply of high and medium-density residential product should be restricted unless corresponding commercial and recreational amenities are constructed at the same time, including grocery stores, retail, quality restaurants, and access to public parks and trails;
- b. The City should reserve remaining Lake Ridge Parkway frontage for retail and commercial uses;
- c. Development south of Joe Pool Lake should correspond to the recommendations of the 360 Southgate Plan.

Attachment 1 – Housing Analysis Zones 21

