

SUMMARY OF TEXT CHANGES

Three new transit center districts will be established - Downtown Carrollton, Trinity Mills, and Frankford (North Carrollton Station) Transit Center Districts. The same sections and content in Article XX (TC) Transit Center District were utilized for each of the three transit center districts. The text was amended pertinent to the respective districts. The proposed amendments would divide Article XX into four parts – for each of the three new districts, and a fourth part for the Transit Center land use chart.

What specific changes are proposed?

- A decrease in the required parking established in Downtown Carrollton and Trinity Mills Transit Center Districts for retail and office uses. Standard parking requirements, regulated in the Comprehensive Zoning Ordinance, will apply in the Frankford Transit Center District.
- Allow LED lighting, currently not allowed in the Transit Center Districts.
- All three transit center districts would contain language matching all other zoning districts pertinent to activities in an enclosed building and location of utilities, which are adopted in all other zoning districts.

DOWNTOWN CARROLLTON

Downtown Carrollton Transit Center (DTC) will maintain the existing four sub-districts of Urban Core, Urban General, Urban Fringe, and Historic Square. The proposed amendments to the regulations include the following:

- Propose increased the maximum height in the Historic District sub-district from three-stories to four-stories. The minimum height will remain at the currently adopted 2-stories.
- Added burnished block to allowable ground floor exterior materials. The minimum overall exterior walls are proposed to be reduced from 85 percent to 70 percent brick, stone or cultured stone, or burnished block. The minimum ground floor exterior materials will remain at 100 percent brick, stone or cultured stone, or burnished block.
- Created a process for remodels and reuse of existing buildings. All rehabilitations of existing buildings shall be reviewed by the City Manager or designee and by the (TOD) Transit Oriented Development Subcommittee.
- Minor and major modifications are clarified, as current regulations do not clearly define these terms. Development plans will continue to be reviewed by staff (City Manager or designee), except when modifications are major. Major modifications will require action by the TOD Subcommittee and review by Planning and Zoning Commission, and final approval by City Council.
- The character streets have been updated to reflect amendments to the Transportation Plan approved by City Council in 2014.

TRINITY MILLS TRANSIT CENTER

Trinity Mills Transit Center (TMTC) standards propose a separate type of transit center district, and no longer an Urban Core sub-district.

- TMTC proposes regulations to allow high-density employment centers including office towers with multifamily, commercial, retail, restaurant, entertainment, and hotels.
- TMTC provides updated purposes and intent related to the request for qualifications (RFQ) and pending request for proposal (RFP) related to the desired dense employment center.

- TMTC has a minimum height of six-stories, instead of the standard four-stories currently required in the Urban Core.
- Since Trinity Mills is planned to become an employment center with high-density office, exterior building walls would be allowed to be glass curtains and burnished block, in addition to brick and stone.
- Encourages a streetscape integrated with the dense office buildings to allow commercial retail, restaurant, and services, similar to Cityline in Richardson.
- Until a catalyst project is established and specific development regulations adopted, all proposed development in the interim will require special development plans (SDP) requiring approval by the City Council, following review by the Planning and Zoning Commission. Once the catalyst project development plan is in place, the regulations can be amended for the Trinity Mills Transit Center throughout to match the theme.

FRANKFORD TRANSIT CENTER (NORTH CARROLLTON)

The character of Frankford Road, near the North Carrollton DART station is primarily retail and multifamily. The Frankford Transit Center regulations shall incorporate PD-188 standards in its entirety. Some items already included in PD-188 to be adopted in the Frankford Transit Center include:

- Special Use Permit required for multifamily uses.
- Overall minimum 85 percent brick, stone or cultured stone, or stucco required for exterior walls.
- Removal of the required parallel sidewalks from Trade Center Drive to the Indian Creek Golf Club along Frankford Road.

TRANSIT CENTER DISTRICT LAND USE CHART

The fourth and final part provides a land use chart. Part 4 adds land uses for Trinity Mills and Frankford Transit Center. There were some uses provided and removed in response to changes to the Transit Center District standards and in consistency with Article V Use of Land and Structures provided in the Comprehensive Zoning Ordinance.