

ZONING

Case Coordinator: Michael McCauley

GENERAL PROJECT INFORMATION

SITE ZONING: (LI) Light Industrial, (LR-2) Local Retail, (HC) Heavy Commercial, and (O-2) Office Districts

	<u>SURROUNDING ZONING</u>	<u>SURROUNDING LAND USES</u>
NORTH	(LR-2) Local Retail District, (MF-18) Multi-Family Residential District, (HC) Heavy Commercial District, and (LI) Light Industrial District	Commercial, industrial and apartments
SOUTH	(SF-7/14) Single-Family Residential District	Single-family residential subdivisions
EAST	(SF-7/14) Single-Family Residential District and (LI) Light Industrial District	Single-family residential subdivisions and light industrial
WEST	(SF-7/14) Single Family Residential District and (MF-18) Multi-Family Residential District	Single-family residential subdivisions and apartments

REQUEST: Approval to establish a Redevelopment Overlay District (Josey – Belt Line Redevelopment Overlay District) for defined corridors along Josey Lane and Belt Line Road

PROPOSED USE: Commercial and Industrial

ACRES/LOTS: Approximately 125 acres/117 lots

LOCATION: Sections of Josey Lane and Belt Line Road as shown on the attached boundary map

HISTORY: Many of the developed properties are considered legal, non-conforming developments and do not meet today’s ordinances.

COMPREHENSIVE PLAN: Medium Intensity Commercial, Industrial, Low Intensity Office and Low Intensity Commercial

TRANSPORTATION PLAN: Josey Lane and Belt Line Road are designated as (A6D) Six-Lane Divided Arterials

OWNERS: Multiple ownerships

REPRESENTED BY: Michael McCauley/City of Carrollton

STAFF ANALYSIS

PURPOSE

To apply a redevelopment overlay district in order to remove obstacles to future property redevelopment and rehabilitation, improve the visual character and sustain property values, and create incentives to encourage private reinvestment in property and site improvements.

BACKGROUND AND EXISTING CONDITIONS

- Development along this section of Josey Lane and Belt Line Road began approximately 50 years ago and is an older, but relatively stable commercial corridor, which has experienced some need for consistent rehabilitation.
- The proposed district boundary consists of commercial shopping centers as well as some stand-alone single commercial development.
- Although the corridor has a commercial theme for the most part, there are some light industrial uses throughout.
- Most of the properties in the proposed overlay district are non-conforming today due to many absences, which include insufficient landscaping, percentage of exterior brick/stone content, signage, parking and screening.

USES

- Prohibited use shall be Used Car Dealers (indoors and outdoors).
- Drive-Through Windows shall be allowed as part of an approved business.

ELEMENTS TO CONSIDER

When the Josey Lane – Belt Line Road Corridor Zoning Overlay concept was presented to the Redevelopment Sub-Committee earlier this year, the limits of the proposed overlay were defined as commercial and industrial properties fronting on Josey Lane from Keller Springs Road to the city's southern boundary near Spring Valley Road, and commercial and industrial properties fronting on Belt Line Road from Josey Lane to Marsh Lane.

Since many of the industrial properties consist of large, deep tracts, staff included only 150 feet of the property depth fronting on Josey Lane and Belt Line Road within the overlay district. This distance will still provide visual improvements along the roadway where needed.

Staff and the Re-Development Sub-Committee have explored concepts for creating an incentive package for repair, rehabilitation and re-development in the city's two older business corridors. The proposal recommends three tiers of zoning overlay to address the various stages of property redevelopment and rehabilitation. The three tiers are redevelopment (tear down and rebuild), rehabilitation and occupancy inspection (change of tenant). Allowances include reduced exterior

masonry on rehabilitation projects, reduced parking on developed lots, reduced building setbacks and increase lot coverage; all allowances will allow a greater chance for adaptive reuse of selected properties. The following three tiers illustrate the current and proposed design standards.

REDEVELOPMENT (TEAR DOWN AND REBUILD)

ZONING			
	CURRENT	RECOMMENDED	REASON
1. Minimum front setback	50 feet	30 feet	To allow a larger building envelope
2. Minimum side setback	15 feet	<ul style="list-style-type: none"> • 10 feet next to a street • Internal setback comply with building code 	
3. Minimum rear setback	Minimum 10 feet	<ul style="list-style-type: none"> • 10 feet next to single family • Rear setback to comply with building code 	
4. Height limit	2 stories/25 feet	30 feet	To allow additional height and variations
5. Maximum building coverage	Varies 45%/65%	70%	To add uniqueness to building design
6. Dumpster enclosure	Masonry with metal gate	Wood board-on-board with cap	Provides adequate screening
7. Rooftop painting	Allowed	<ul style="list-style-type: none"> • Prohibit on sloped shingle asphalt roof • Allowed on metal roof 	Aesthetics
8. Parking required based on use	<ul style="list-style-type: none"> • Office: 1/350 • Retail: 1/250 • Restaurant without drive-thru: 1/125 • Restaurant with drive-thru: 1/150 	<ul style="list-style-type: none"> • Office: 1/500 • Retail: 1/350 • Restaurant without drive-thru: 1/200 • Restaurant with drive-thru: 1/250 	Reduction due to site limitations

LANDSCAPING/ BUFFERING			
	CURRENT	RECOMMENDED	REASON
1. Screening adjacent to residential	Masonry	Minimum wood board-on-board with cap	Provides adequate screening
2. Landscape buffer adjacent to street right-of-way	15 feet (average)	10 feet average with no area less than 3 feet in depth	To allow greater building envelope and maintain corridor aesthetics
3. Trees	Two 3 inch caliber shade trees for each 100 linear feet of frontage	One 3 inch caliber shade tree per 100 linear feet	Provides adequate landscaping
	Three 3 inch ornamental trees for each 100 linear feet of frontage	Two 3 inch ornamental trees per 100 linear feet of frontage	
4. Shrubs	Thirty-four 5 gallon evergreen shrubs for each 100 linear feet of frontage	If parking lot is not adjacent to a street, shrubs may be deciduous and may be used as foundation plantings rather than buffer plantings. If shrubs are used as foundation plantings, shrubs shall be planted no greater than 30 inches on center	To allow greater design choices
5. On site landscaping	10%	5%	To allow greater design flexibility
6. Parking lot landscaping	9 feet in width	Parking lot islands may be 4 feet in width. Islands shall not be required when the parking spaces are located behind the main building	

DRIVEWAY			
	CURRENT	RECOMMENDED	REASON
1. Internal Storage/ queuing	15 feet if less than 50 parking spaces. 33 feet if between 51-100 parking spaces	23 feet minimum	To match reduced landscape buffer
2. Drive Approach Radius	20 feet minimum	15 feet minimum if not used in conjunction with fire lane	Allows for greater parking design and maintains safety
3. Drive Approach width	24 feet minimum	20 feet minimum if not used in conjunction with fire lane	
4. Number of allowed driveways	1 driveway per 200 feet of street frontage	Require closure of existing driveways that are not in compliance with the ordinance	
5. Distance from the intersection	Minimum 150 feet from the intersection	Reduce degree of nonconformity	

SIGNAGE			
	CURRENT	RECOMMENDED	REASON
1. Sign setback	25 feet from back of curb	15 feet from back of curb	Increased visibility incentive
2. Sign height	6 feet	4 feet	Tradeoff for a reduced setback
3. Sign area	60 square feet	40 square feet	
4. Sign construction	Brick/stone with a minimum of 8 inches of surround	Brick/stone with a minimum of 6 inches of surround	Maintains aesthetics

STORM WATER			
	CURRENT	RECOMMENDED	REASON
1. Detention	Required when site is greater than 1.0 acre	Reduce requirement to maintain existing conditions	Increase lot coverage

REHABILITATION

ZONING			
	CURRENT	RECOMMENDED	REASON
1. Minimum brick or stone content	Nonconforming	Allow for 80% stucco or EIFS through a development plan review	Allow for greater design flexibility and encourage refurbishing
2. Glare (light)	Not required	Shielded	Continued control of outdoor glare (light)
3. Rooftop screening	Not required	Required if more than 50% of the site is improved	Maintain corridor aesthetics
4. Rooftop painting	Allowed	<ul style="list-style-type: none"> • Prohibit on sloped shingle asphalt roof • Allowed on metal roof 	Aesthetics
5. Dumpster enclosure	Masonry with metal gate	All existing dumpsters shall be required to have a minimum wood board-on-board with cap	Provides adequate screening

LANDSCAPING/BUFFERING			
	CURRENT	RECOMMENDED	REASON
1. On-site landscaping	Not required	Arborist may invoke an agreement to plant trees in the R.O.W. (license agreement)	Enhanced corridor beautification

PARKING			
	CURRENT	RECOMMENDED	REASON
1. Parking lot surface; restriping the parking area	Not required	Repair pot-holes; restripe parking spaces & any applicable fire lanes	Improve safety and visual by refreshing the site

CERTIFICATE OF OCCUPANCY

The life cycle of a Certificate of Occupancy, initiated by an application to move into an existing building or space as is, with no changes made to the building.

CURRENT:

Plan review of an occupancy application includes compliance with the following:

- Use Matrix in accordance with the provisions of the applicable Articles of the Comprehensive Zoning Ordinance – is the use allowed within the specific zoning district?
- Life safety requirements
- Building code and other applicable codes
 - Specific changes that may be due to a change in occupancy
- Parking ratio

Inspection of an occupancy application includes compliance with the following:

- Life safety requirements
- Building code and other applicable codes
 - Electrical code
 - Plumbing code
 - Egress requirements in building
- Check for unpermitted or uninspected construction

Code Enforcement activity addressed through routine inspections, not initiated by a Certificate of Occupancy:

- Window signage
- Illegal signage
- Dead landscaping
- Dilapidated building

PROPOSED:

Provide the applicant a proactive joint inspection of the entire property with both Building Inspection and Code Enforcement staff to provide the applicant with a list of necessary improvements.

A Temporary Certificate of Occupancy will be issued for a maximum of 6 months to allow property owner time to make repairs and bring the development into compliance:

- Replace dead or missing landscaping
- Remove illegal and/or obsolete signage

- Repair and/or restripe parking lot surface
- Verify proper location of and enclose dumpsters with appropriate screening materials
- Correct any lighting/glare issues not in compliance with January 2017 requirement
- Install rooftop screening for illegally installed equipment
- Check building for proper maintenance and sealing against weather

CONCLUSION

Establishing a Redevelopment Overlay District along these two corridors will remove obstacles to future property redevelopment and rehabilitation, improve the visual character and sustain property values, and create incentives to encourage private reinvestment in property and site improvements.