



INFORMATION MEMORANDUM

TO: Mayor and City Council

FROM: Charles S. Cox
City Manager

DATE: September 3, 2019

SUBJECT: Conduct a public hearing and consider adopting Ordinance No. 3590 for a Specific Use Permit and associated Detailed Site Plan for an enclosed vehicle storage facility on a 3.9-acre lot located at 13342 Midway Road, at the southeast corner of Midway Road and McEwen Road; and take appropriate action.

Background:

The subject 3.9-acre property is located at the southeast corner of Midway Road and McEwen Road. The site is occupied by a vacant 105,000 square foot, two-story showroom/warehouse building and associated surface parking. The applicant is proposing a phased development. Phase 1 will involve renovation and expansion of the existing building to be used as an enclosed vehicle storage units. Phase 2 will include construction of a new two-story, 36,000 square foot building which will add additional enclosed vehicle storage units.

The subject property is located within the Light Industrial (LI) zoning district, which requires approval of a Specific Use Permit (SUP) for enclosed vehicle storage.

Subject Property:

Site acreage: 3.9 acres

Location: 13342 Midway Road

Proposed Development:

The proposed development is a two phased development. The phase 1 consist of the adaptive reuse of the existing 105,000 square foot, two-story showroom/warehouse building into an enclosed vehicle storage facility. An addition of 4,550 square feet and a rooftop terrace is proposed on the

northeast corner of the building. The building (building 1) proposes 65 private vehicle storage units and a clubhouse on the second floor. A vehicle ramp is proposed on the east side of the building that will connect to a proposed elevated drive on the south side of the building, which will allow for vehicle access to the units on the second floor. A new drive is also proposed below the elevated drive, on the south side of the building to allow access to units on the first level.

The existing surface parking is proposed to be modified in order to renovate the existing building and allow for the installation of a controlled gated entry from McEwen Road. 43 surface parking spaces along the east and south side of the building and a few along McEwen Road are proposed to be removed to ensure vehicle circulation on the site. The existing drives that provide cross access to the property to the east will be maintained. Additionally, a 6-foot wide sidewalk is proposed along McEwen Road and will connect to the existing sidewalk on Midway Road.

Phase 2 is the construction of a two-story, 36,000 square foot building, on the east side of the property, which will require the removal of approximately 52 surface parking spaces. This building (building 2) will contain 24 private vehicle storage units. Elevated drives are proposed on the north and south sides of the new building to provide access to units on the second floor. These elevated drives will extend to connect to the existing building, to the west, via an elevated ramp. Surface drives will also be provided below the elevated drives to provide access to units on the first floor.

The cross access to the development to the east will be maintained. The drive on the north side of building 2, parallel with McEwen Road, will be relocated further south creating a larger landscape area between the street and the drive. Additional parking will also be provided with phase 2 on the north side of the building.

Adjacent Zoning Districts and Land Uses:

Direction	Zoning District	Land Use
North	Light Industrial (LI)	Office/warehouse; across McEwen Road
South	Planned Development District No. 66 (PD-66)	Retail and services
East	Light Industrial (LI)	Self-storage facility
West	Planned Development District No. 90 (PD-90)	Multi-family residential; across Midway Road

Access:

The proposed development will be accessible from the following streets:

- McEwen Road – The existing driveway access will remain and the shared access to the property to the east will be maintained. This driveway also allows for internal circulation and will serve as the primary entrance to the site. A controlled access gate is proposed approximately 68 feet from the street right-of-way. Vehicles that are denied access will be able to use the cross access and exit the site using the cross access with the property to the east.

- Midway Road – The existing driveway access will be maintained but will be gated and be an exit only.

Parking:

The CZO does not provide a minimum off-street parking requirement for enclosed vehicle storage uses. Parking for new and unlisted uses can be determined by the Director of Planning.

Given the unique nature of the use, enclosed vehicle storage, the applicant provided parking information from other locations constructed in the Dallas-Fort Worth area. The parking for those projects were 1 space per 2,000 square feet of building area, not including the parking within the vehicle storage units.

Required Parking Ratio per CZO	Total Minimum Parking Required	Total Parking Provided	Type of Parking Provided	Complies
Phase One: • 1 space/2000 SF	55	211	Surface parking	Yes
Phase Two: • 1 space/2000 SF	73	90	Surface parking	Yes

Site Landscaping:

% Required per Zoning	% Provided	Location Provided	Complies
5%	23% (Phase 1)	Landscaping will be maintained throughout the site, including existing street trees and within the existing parking area. Additional landscaping is proposed along Midway Road and McEwen Road and on the south side of the building. Landscaping includes Texas Red Oak trees, Cedar Elm trees, and Nellie R. Stevens Holly.	Yes
	18% (Phase 2)	Additional landscaping is proposed with phase 2 along McEwen Road and proposed parking area.	Yes

The subject property has 35 existing trees (ornamental and shade trees) throughout the site. Phase 1 of this development proposes the removal of 7 trees to construct the new drive on the south side of building 1. The trees proposed to be removed consist of Crepe Myrtles and Yaupon Holly trees.

Phase 2 proposes to remove 17 existing trees located within the existing surface parking area to the east of building 1. These trees are proposed to be removed for the construction of building 2 and a new surface parking area.

The applicant is proposing to mitigate the removal of existing trees by planting new trees throughout the site. Additionally, all existing trees will be protected with a 4' fence and metal post, extending the width of the tree's dripline, during construction.

Street Trees Required:

Street Name	Minimum Number Required	Number Provided	Tree Variety/Type	Complies
Midway Road	11	11	Cedar Elm and Crape Myrtle trees	Yes
McEwen Road	21	21	Existing Live Oak, Cedar Elm, Crape Myrtle, and Texas Red Oak trees	Yes

Buildings Elevations:

The City's Code of Ordinances requires that a minimum of each exterior facade be a minimum 75% masonry (enforceable prior to September 1, 2019). The proposed building facades reflect the following masonry types and percent provided.

Building 1 (Phase 1)			
Building Façade	Masonry Type Provided	Total % Provided	Complies
North	Brick	80%	Yes
South	Brick	75%	Yes
East	Brick	78%	Yes
West	Brick	79%	Yes

Building 2 (Phase 2)			
Building Façade	Masonry Type Provided	Total % Provided	Complies
North	Brick	77%	Yes
South	Brick	77%	Yes
East	Brick	85%	Yes
West	Brick	75%	Yes

Other Items for Consideration:

Floor plans were provided by the applicant to illustrate the proposed interior configuration of buildings 1 and 2. The applicant has indicated that it is the developer's intent to sell each unit and the development to be maintained by a property owners association.

Building 1 will consist of 65 units, 34 units on the first floor and 31 on the second floor, and a clubhouse on the second floor. The clubhouse is intended to be a common area for the owners of the units within the vehicle storage facility and will provide stair access to the rooftop terrace. A service elevator is also proposed on the northeast corner of building 1 to the proposed balcony. Building 2 is proposed to have 24 units, 12 units on each floor. Units within buildings 1 and 2 will range in size from 1,385 to 1,222 square feet and will be 26 feet wide to allow for the storage of at least two vehicles. Most units, with the exception of the 34 units on the first floor of building 1, will have a mezzanine ranging in size from 407 to 451 square feet. Stairs are proposed to be provided for the mezzanine area within each unit. Additional features within the unit may be constructed by the future owner with approval of a Building Permit.

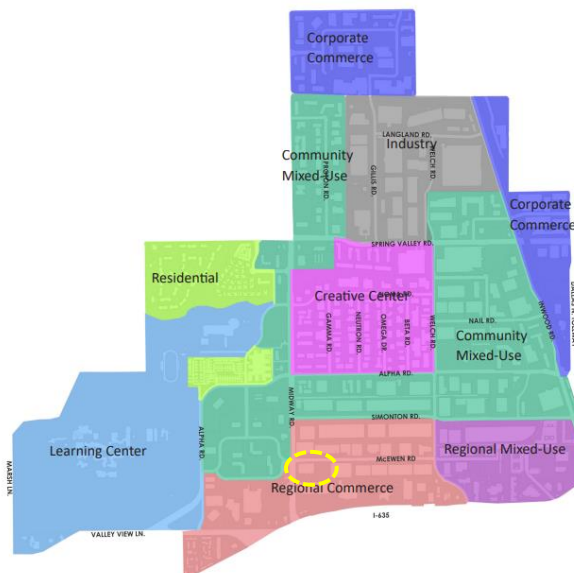
Vehicular access is proposed to each unit via internal and exterior drives (surface and elevated drives). Building 1 shows an entry on the east side of the building for 23 units and a vehicle ramp is proposed on the east side of building 1 to an exterior elevated access drive on the south side of the building. This ramp will allow for access to the second floor of building 1 and 2. Each unit will have an overhead door to an internal or external drive.

Each unit will be for the storage of the future owner's personal vehicles. Vehicle maintenance and repair and overnight stay/residential use will be prohibited. The developer intends to establish covenants, conditions and restrictions as part of the owner's association that would prohibit such use.

Comprehensive Plan Recommendation:

The East Side Area Plan, adopted in 2017, designates the subject property as Regional Commerce on the Future Land Use Map. This land use designation recommends for regional-scale commercial uses, connected with interior district amenities and uses. The Plan recognizes the current vacancies within the area and identifies preferred uses that could capitalize on the desirability of the location, high traffic counts and access to a large trade area. The Plan specifies the following preferred land use types specifically as it relates to the Regional Commerce district (page 85):

- Big box retail stores
- Restaurant
- High density to mid-rise office
- Hotel
- Entertainment
- High quality multi-family housing with ground floor commercial uses



Future Land Use Map - Map 5-1

The area's future land use designation, Regional Commerce, does not support the proposed auto-related land use. The East Side Plan outlines goals and actions for the area, which includes adopting

zoning regulations to encourage complementary uses that provide the desired synergistic land use mix. The Plan also states that auto-related uses are non-preferred uses within the East Side (page 81). The City has historically been sensitive to auto-related uses within the East Side given the adoption of the East Side Business District to the north, which prohibits enclosed vehicle storage in the District. Additionally, City Council has expressed concerns with allowing auto-related uses within the East Side having denied a proposed amendment to the CZO related to vehicle dispatch and storage uses that directly affected the East Side.

The proposed enclosed vehicle storage use does not fulfill the goals of the East Side Plan and is not compatible with the preferred land use types for this area of the East Side. Therefore, the proposed request is not consistent with the East Side Plan recommendation.

Public Response:

On July 26, 2019, 11 zoning notification letters were mailed to the surrounding property owners in addition to both Carrollton-Farmers Branch and Dallas school districts. A zoning notification sign was also placed on the site on the same day. Additionally, the required public hearing notice was published in the Dallas Morning News on August 16, 2019. As of August 27, 2019, staff has received 2 letters in support of this request from property owners within 200 feet of the subject property. Three property owners beyond 200 feet of the subject property have also expressed support of the SUP and proposed development.

Recommendation:

On August 5, 2019 the Planning and Zoning Commission considered this request and unanimously recommended approval of the Specific Use Permit and associated Detailed Site Plan, as presented in Ordinance No. 3590.

Possible Council Action:

1. Motion to adopt Ordinance No. 3590.
2. Motion to adopt Ordinance No. 3590 with the following modifications...
3. Motion to deny Ordinance No. 3590.
4. Motion to continue discussion at the next meeting.