

COMMUNITY PROJECT/REZONING

Ordinance Fact Sheet

Case No. CD-CPC-2020-00098 Rezoning

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Ordinance Number

Brief Title

A request to approve a Development Plan and Preliminary Plat for Project Fairway area of about 94.08 acres generally located at northeast corner of Botts Rd and Andrews Rd in District M1-5. (CD-CPC-2020-00125)

Details

Location: 14901 Botts Rd, or generally located at the northeast corner of Botts Rd and Andrews Rd
Reason for Legislation: Development Plans require ordinance approval by the City Council.
At its September 1, 2020 meeting, the City Plan Commission recommended approval with conditions.
EXISTING CONDITIONS The site is currently undeveloped.
NEARBY DEVELOPMENTS North: M-150 Highway and undeveloped land East: Industrial/Manufacturing and Warehouse/Distribution uses South: stormwater detention facility and undeveloped land West: Industrial/Manufacturing and Warehouse/Distribution uses
MAJOR STREET PLAN This project site's western property line fronts on to Botts Rd which is classified as a "Thoroughfare" by the City's Major Street Plan, requiring between 100 and 120 feet of right-of-way.
KEY POINTS <ul style="list-style-type: none"> The proposed development consists of one 4-story warehouse and distribution building of a 2,800,000+ sq ft The site is centrally located in the undeveloped portion of the I-49 Industrial Center (formerly called the CenterPoint Intermodal Facility).
PLAN REVIEW The Development Plan proposes a 2,800,000+ sq ft shipping, warehouse, and distribution facility. The building is composed of tilt-up concrete panels with a grey and teal blue color scheme. The primary entrances have been enhanced with additional windows and architectural façade changes to add depth to the large facades. The facility is 4 commercial stories tall with an overall height of approximately 68ft. The proposed parking (vehicle use areas) exceed the minimum parking requirements of the city's parking

Positions/Recommendations

Sponsors	Jeffrey Williams, AICP, Director Department of City Planning & Development
Programs, Departments or Groups Affected	6 th District (Bough, McManus)
Applicants / Proponents	Applicant David Lotz Continental Consulting Engineers, Inc. City Department City Planning & Development Other
Opponents	Groups or Individuals Basis of Opposition
Staff Recommendation	<input checked="" type="checkbox"/> For <input type="checkbox"/> Against Reason Against
Board or Commission Recommendation	City Plan Commission (6-0) 09-01-20 By Allender, Baker, Beasley, Enders, Hill, Sadowski <input type="checkbox"/> For <input type="checkbox"/> Against <input type="checkbox"/> No Action Taken <input checked="" type="checkbox"/> For, with revisions or conditions (see details column for conditions)
Council Committee Actions	<input type="checkbox"/> Do Pass <input type="checkbox"/> Do Pass (as amended) <input type="checkbox"/> Committee Sub. <input type="checkbox"/> Without Recommendation <input type="checkbox"/> Hold

regulations, but are based on anticipated on-site employees and the amount for freight trucking required for the facility (see further analysis of parking below).

The proposed development predominately complies with the regulations in the Zoning and Development Code and the recommended land uses of the Martin City Area Plan.

Requested Deviations

None

Boulevard and Parkway Standards (88-323)

The standards are not applicable because the site is not located adjacent to or within 150ft of Park, Parkway, or Boulevard.

Parkland Dedication (88-408)

No residential uses are proposed therefore parkland dedication is not required.

Parking and Loading Standards (88-420)

The proposed vehicle parking and freight truck parking far exceed the minimum parking requirements of the city's Zoning and Development Code.

- Vehicle Parking. The warehouse and distribution land uses requires 1 parking space per 4 employees. The proposed number of vehicle parking spaces is 1,798, which is based on the anticipated employee parking demand.
- Freight Truck Parking. The city's regulations do not stipulate a minimum or a maximum number of parking spaces for freight trucks. Rather it is based on the anticipated depend of this business. 203 freight truck parking spaces are proposed with an additional 64 land banked for future expansion.
- Short-term bicycle parking. The city

	<input type="checkbox"/> Do not pass
Policy or Program Change	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Operational Impact Assessment	n/a

Finances

Cost & Revenue Projections – Including Indirect Costs	n/a
Financial Impact	n/a
Funding Source(s) and	n/a

regulations required 117 short-term bicycle parking based on the land use and size of the development. The applicant is proposing 51 short-term bicycle parking spaces. The city's parking regulations allow the applicant to request an Administrative Adjustment for alternate compliance to the city's standard parking regulations. The plan shall comply with the required number of bicycle parking spaces or submit for this administrative application for review and consideration by staff.

- Long-term bicycle parking. The city regulations required 45 long-term bicycle parking based on the land use and size of the development. The applicant is proposing 28 long-term bicycle parking spaces. The city's parking regulations allow the applicant to request an Administrative Adjustment for alternate compliance to the city's standard parking regulations. The plan shall comply with the required number of bicycle parking spaces or submit for this administrative application for review and consideration by staff.

Subject to the recommended conditions/plan corrections, the applicant's request conforms to the applicable provisions of this section.

Landscape and Screening Standards (88-425)

A landscape plan is required with any Development Plan application that includes site improvements.

Perimeter vehicular use area landscaping is required with the construction of any new or major expansion of a vehicular use area. The proposed landscaping plan does comply with the city's screening requirements.

Internal vehicular use area landscaping is required with the construction of any new or major expansion of a vehicular use area. The proposed landscaping plan does comply with the city's requirements for internal vehicular use area landscaping.

Street trees are required are required with any Development Plan application. The proposed plan does comply with the city's street tree requirements.

Subject to the recommended conditions/plan corrections, the applicant's request conforms to the applicable provisions of this section.

Outdoor Lighting Standards (88-430)

A lighting plan is required with Development Plan

**Appropriation
Account Codes**

applications that propose vehicular use areas with lighting. A lighting plan has been provided which shows compliance to the lighting requirements of the city's Zoning and Development Code.

The applicant's request conforms to the applicable requirements of this section.

Sign Standards (88-445)

A sign plan is required to be submitted with Development Plan applications, especially with proposed signage that exceeds the city's base sign regulations within the Zoning and Development Code.

The proposed plans request 2 to 3 over-sized monument signs to be placed at the 3 drive entrances to the site (2 along Botts Rd on the west and 1 along Andrews Rd to the east). Specialized signage requests may be reviewed and approved through a Council Approved Sign Plan, a Special Use Permit, or potentially a variance application. Over-sized monument signs typically are reviewed as part of a Special Use Permit. The proposed signage will need to submit a companion application for grant these monument signs in their current form.

The applicant's request does not conform to the applicable requirements of this section. The proposed monument signs require a supplemental companion application in order to be approved.

Pedestrian Standards (88-450)

The standards of this section apply because said improvements are required with any site improvements.

The applicant's request conforms to the applicable requirements of this section.

PLAT REVIEW

The Development Plan application is also severing as a new Preliminary Plat for the area.

Subdivision Standards (88-405)

The proposed Preliminary Plat complies with the section requirements of 88-405 and will make necessary infrastructure improvements as a part of the plat.

Requested Waivers

None. The proposed development is compliant with the Lot and Building Standards of the M1-5 zoning district and city wide subdivision infrastructure requirements.

To recommend or approve a waiver or modification of subdivision design and improvement standards, the city plan commission

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and city council must determine that all of the following conditions exist:

88-405-25-C-1. That there are special circumstances or conditions affecting the property;

Not applicable.

88-405-25-C-2. That the waiver or modification is necessary for reasonable and acceptable development of the property in question and is not a greater modification or waiver than is required to allow reasonable and acceptable development of the subject property; and

Not applicable.

88-405-25-C-3. That the granting of the waiver or modification will not be detrimental to the public welfare or injurious to other property in the vicinity in which the subject property is situated.

Not applicable.

PLAN ANALYSIS

In order to be approved, the plan must comply with all of the following criteria:

88-516-05-A. The plan must comply with all standards of this zoning and development code and all other applicable city ordinances and policies.

The proposed Development Plan complies with the city's Zoning and Development Code as well as the recommended land uses of the Martin City Area Plan.

88-516-05-B. The proposed use must be allowed in the district in which it is located.

The proposed warehouse and distribution facility does comply with the permitted uses of the M1-5 zoning district.

88-516-05-C. Vehicular ingress and egress to and from the site, and circulation within the site, must provide for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways.

The proposed access drives on to the public right-of-way of Botts Rd and Andrews Rd, and internal circulation is compliant with city standards.

88-516-05-D. The plan must provide for safe, efficient, and convenient non-motorized travel opportunities, being pedestrian and bicycle movement, on the subject site.

The proposed plan provides appropriate pedestrian connections and completes a majority of the public sidewalk infrastructure in the area. The proposed plan provides appropriate circulation for all modes of transportation.

88-516-05-E. The plan must provide for adequate utilities based on City standards for the particular development proposed.

There are adequate utilities to serve the proposed development.

88-516-05-F. The location, orientation, and architectural features, including design and material, of buildings and other structures on the site must be designed to be compatible with adjacent properties.

The proposed 2,800,000+ sq ft building does follow design cues of the area and makes proper architectural fenestrations given the size of the building.

88-516-05-G. Landscaping, berms, fences and/or walls must be provided to buffer the site from undesirable views, noises, lighting or other off-site negative influences and to buffer adjacent properties from negative influences that may be created by the plan.

The proposed development meets the landscaping requirements of the Zoning and Development Code.

88-516-05-H. The design of streets, drives, and parking areas within the project should result in a minimum of area devoted to asphalt or other impervious surfaces consistent with the needs of the project and city code requirements.

The proposed parking and truck parking areas do exceed the minimum parking requirements of the Zoning and Development Code. However, the applicant has shown the number of employees on site and amount of freight truck movement necessitate the shown parking paved areas.

88-516-05-I. The plan must identify trees to be removed and trees to be preserved during the development of the subject property with the goal of saving trees that are not required to be removed for the development of the property.

There are not existing mature trees on site.

PROFESSIONAL STAFF RECOMMENDATION

City Planning and Development Staff **recommends approval subject to the following conditions** for the Development Plan Case No. CD-CPC-2020-00125 based on the application, plans, and documents provided for review prior to the hearing.

See City Plan Commission Staff report for more information and additional detailed analysis.

Fact Sheet Prepared By: **Date:** 09/11/2020

Christopher Hughey, AICP
Staff Planner

Initial Application Filed: July 17, 2020

Reviewed By: **Date:** 09/11/2020

Joseph Rexwinkle, AICP
Division Manager
Development Management

City Plan Commission: September 1, 2020

Revised Plans Filed: August 20, 2020

Reference Numbers:

Case No.'s CD-CPC-2020-00125