

## **PLANNING AND ZONING COMMISSION DRAFT MINUTES SEPTEMBER 8, 2014**

PUBLIC HEARING AGENDA Item #8- Z140901/SU140901/CP140901 - Zoning Change/Specific Use Permit/Concept Plan - Avera (City Council District 1). Chief City Planner Jim Hinderaker presented the case report and a Power Point presentation to approve Zone Change from Planned Development 196 (PD-196) to a Planned Development for Light Industrial (LI) uses, a Specific Use Permit for Outside Storage, and a Concept Plan for a 345,150 square-foot distribution center on 18.82 acres AND an amendment of the Master Transportation Plan related to the extension of Daja Lane to January Lane. The subject properties (Joseph C Reed Abst 1729 TR 4.3, 4.5 and TR 4.6, P H Ford ABST 1711 TR 3 and TR 3.5) are located on the northwest corner of N Highway 161 and January Ln and within the SH-161 Overlay District. The agent is Rick Kight, Avera Companies, the owner is David O'Connor, Series Trust 120402, Lauren Butler, Pooled Funds Trust, Durward Moore, Grand Prairie Seriest Trust 2003-1, Durward Moore, 19th Street Trust, and C.M. Edwards, Daisy Field Trust.

Mr. Hinderaker stated the applicant requests approval of a Planned Development (PD), Specific Use Permit, and Concept Plan, as well as a Master Transportation Plan amendment, to change the existing permissible uses of the property from commercial and general retail uses to industrial warehouse uses, with outside storage, intended to specifically allow for an approximate 350,000 square foot industrial warehouse facility with outside storage on 18.82 acres located at the NW corner of January Lane and S.H. 161. The proposed Master Transportation Plan amendment is to eliminate the proposed future extension of Daja Lane through the subject property to January Lane.

Mr. Hinderaker stated proposed 345,150 square foot warehouse is intended to house a single tenant, but will be designed to house up to three tenants. To accommodate the potential for multi-tenant use, the warehouse façade will include three distinct office entrances and approximately 46 south facing dock doors. The façades of the building will be a combination of concrete tilt wall, glass, stone and metal accent panels in keeping with the design standards of the S.H. 161 Corridor Overlay. Access is proposed from both January Lane and from the S.H. 161 Frontage Road. However, according to the applicant, the S.H. 161 Frontage Road access will be limited to passenger vehicles. It is expected that truck traffic will enter and exit the facility via January Lane and travel to and from the facility primarily uses S.H. 16. Outdoor storage is limited to truck and trailer parking. The facility will have 34 trailer parking spaces located at the south side of the building running parallel with January Lane. An additional 187 passenger vehicle parking spaces are also proposed that are located primarily along the east and west sides of the building. The proposed parking slightly exceeds the number of parking spaces required based on the proposed size and use of the facility.

Mr. Hinderaker stated a key transportation issue that must be addressed for the continued viability of the proposed development is the fact that the Grand Prairie Thoroughfare Plan recommends that Daja Lane should be extended from its current termination to January Lane. This roadway extension would divide the subject property in half thus preventing this development from moving forward. The applicant has requested that the city consider an amendment to the Thoroughfare Plan to eliminate this extension. To that end, the applicant commissioned Larry W. Cervenka, P.E. of Binkley & Barfield / C & P Consulting Engineers to

generate a thoroughfare study to determine if the extension of Daja Lane is necessary. The report recommended that Daja Lane should not be extended, but rather should terminate in a cul-de-sac. The City Transportation Department is supportive of the findings of the consultant, and recommends that the Grand Prairie Thoroughfare Plan be amended as such.

Mr. Hinderaker stated according to the applicant, for security purposes the property will be fully enclosed with a perimeter fence and security gates at all access points. On-site security guards may be provided depending on the needs of future tenants. Additional, to mitigate potential issues with the neighboring residential developments to the west and north, the applicant is proposing the use of wing wall on the west and east sides of the building to buffer the any noise produced by the trucks in the loading areas. The required 30-foot landscape buffer between all parking and drive areas and the right-of-way lines along public streets is provided along January Lane and S.H. 161 Frontage Road. Additional, a 15-foot landscape buffer is provided along the west and north property lines that abut residentially zoned properties. Please note, as is consistent with conceptual plans, the submitted fencing and landscaping information is not complete nor a detailed representation of the minimum requirements. The applicant has indicated that it is there intend to fully comply with the minimum standards of the UDC and 161 Corridor Overlay. A dumpster screening enclosure is proposed to be located at the northwest corner of the property.

Mr. Hinderaker stated the Development Review Committee recommends approval of the Zone Change, Specific Use Permit, Concept Plan, and Master Transportation Plan amendment subject to staff comments.

Commissioner Womack noted there are concerns with traffic along January Lane, would the access onto this development come from S.H. 161 and could the operational plan have some type of verbiage regarding no truck traffic to the west.

Mr. Hinderaker stated there was some discussion with the developer they are proposing to utilize S.H. 161, but the verbiage could be added to the operational plan noting no truck traffic to the west on January Lane.

Chairman Garrett noted there were no questions for staff, opened the public hearing, and asked for speakers.

Rick Kight with Avera Companies, 7880 San Felipe, Suite 250, Houston, TX was present representing the case and to respond to questions from the Commission. Mr. Kight said they currently have several projects in the DFW area. Traveling west along January Lane as a truck driver does not make sense when they have S.H. 161 and Great Southwest Parkway. To mitigate potential issues with the neighboring residential developments to the west and north they are proposing the use of wing wall on the west and east sides of the building to buffer any noise produced by the trucks in the loading areas.

Chairman Garrett noted several speaker cards submitted in opposition to this request.

Dudley & Martha Harvey, 2309 January Lane, Grand Prairie, TX stepped forward in opposition to this request. Mrs. Harvey noted their home is located three houses down from the corner of

January Lane and Dallas. Her concern is the traffic and 18-wheelers that travel up and down January Lane even though there is a sign prohibiting 18-wheelers they still travel down the street at high speed. She said the police officers monitor this location, but do not enforce the sign with the 18-wheelers. Mrs. Harvey said she has complained to the Transportation department several times, her concern is the additional accumulation of traffic this facility would bring to the area she cannot even go out to get her mail without fearing she will be run over by these trucks.

Commissioner Gray stated City Council listens to what is being said, and if the Police do not honor the signs, he assures her she is speaking to the right people.

Richard & Jennifer Martin, 634 Dallas Ave., Grand Prairie, TX stepped forward in opposition to this request. Mrs. Martin stated she has been rear ended, their home has been hit, and they have paid to have their driveway widen in order for them to be able to get out of their own driveway and park at their own home, because of the 18-wheelers traveling down their street. She said they have placed boulders at the corner of their home so they can feel safe. Traffic is a major concern.

Commissioner Motley stated he understands their concern we seem to have a law enforcement problem and street problem in this area.

Chairman Garrett stated there has been a study conducted on the type of business for this area and the study shows this use would be permissible at this location.

Max Coleman, 9 Heritage Court, Grand Prairie, TX stepped forward in opposition to this request. Mr. Coleman stated he owned a trucking company for 12 years and a truck driver would avoid paying a toll where they can and S.H. 161 is a toll way. His concern is the noise these trucks would bring to the area Council just revoked an SUP for trucks idling at night while parking. He said a good engineer would not have any entrances on January Lane and should put in a road leading to S.H. 161. He said truck drivers do not pay attention to no parking signs.

Jim Koch, Engineer with Pacheco Koch, 8350 N. Central Expressway, #1000, Dallas, TX representing the applicant, said because of the grade on this property is would not be feasible adding a road onto the premises for this location.

There being no further discussion on the case, Commissioner Arredondo moved to close the public hearing and recommend approval of case Z140901/SU140901/CP140901 per staff's recommendations. The action and vote being recorded as follows:

Motion: Arredondo

Second: Philipp

Ayes: Arredondo, Garrett, Gray, Johnson, Motley, Philipp, Spare, and Womack

Nays: None

Approved: **8-0**

Motion: **carried.**