

ORDINANCE NO. 3917

AN ORDINANCE OF THE CITY OF MESQUITE, TEXAS, AMENDING THE MESQUITE COMPREHENSIVE PLAN BY MODIFYING THE MAPS IN PART IV THAT DESIGNATE CERTAIN AREAS AS APPROPRIATE FOR NEIGHBORHOOD CONVENIENCE RETAIL SERVICES AND ADDING A NEW SECTION IN PART III THAT ESTABLISHES POLICIES FOR THE DEVELOPMENT OF GATEWAYS; REPEALING ALL ORDINANCES IN CONFLICT WITH THE PROVISIONS OF THIS ORDINANCE; PROVIDING FOR A SEVERABILITY CLAUSE; AND DECLARING AN EMERGENCY.

WHEREAS, the *Mesquite Comprehensive Plan* (the "Plan") requires amendment from time to time in order to remain relevant and useful as a guide to the future growth, revitalization and renewal within the City of Mesquite and its extraterritorial jurisdiction; and

WHEREAS, in the spring of 2007, the City Council approved a series of neighborhood plans containing strategies for neighborhood revitalization and some of those strategies require the modification of areas that are appropriate for neighborhood convenience retail services; and

WHEREAS, the *Sherwood Forest Neighborhood Plan*, which represents the consensus of residents of the Sherwood Forest neighborhood, recommends the expansion of neighborhood retail opportunities along Scyene Road and the elimination of the neighborhood retail designation at the corner of Peachtree Road and S. Sam Houston Road; and

WHEREAS, to implement the strategies in the *Sherwood Forest Neighborhood Plan*, the "Community Business North" and the "Neighborhoods North" maps contained in Part IV of the Plan must be amended accordingly; and

WHEREAS, the major entrances into the City can serve as gateways with distinctive, memorable features that give visitors a favorable impression of the community and that impact the decisions of non-residents and potential employers looking to relocate; and

WHEREAS, gateways can take diverse forms, such as entertainment venues, scenic vistas or natural preserves, mixed-use activity centers, monuments of cultural or historic significance, and districts defined by impressive architecture; and

WHEREAS, the current Plan does not adequately address gateway concepts nor does it provide sufficient guidance or flexibility to create and implement more progressive gateway strategies, and further the Plan designates certain land uses in its major business corridors that are inimical to the goals of gateway design and the "Business Corridors" map contained in Part III of the Plan must be amended accordingly; and

WHEREAS, the Community Development Department and the Planning and Zoning Commission have examined the need to modify the *Mesquite Comprehensive Plan* as stated herein, and following a public hearing at which all interested parties were given the opportunity to provide testimony and present written evidence, the Commission voted to recommend certain amendments to the Plan and to the affected maps; and

WHEREAS, the Texas Local Government Code, Section 211.004, provides that local zoning regulations must be adopted in accordance with a comprehensive plan, and it is deemed prudent to amend the Mesquite Comprehensive Plan in advance of future changes, if any, in the zoning of property within the Sherwood Forest neighborhood or the gateways as described.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MESQUITE, TEXAS:

SECTION 1. That the *Mesquite Comprehensive Plan* is hereby amended by adopting revisions to the "Community Business North" and the "Neighborhoods North" maps in Part IV, attached hereto as Exhibit "A," which designate certain areas as appropriate for neighborhood convenience retail services.

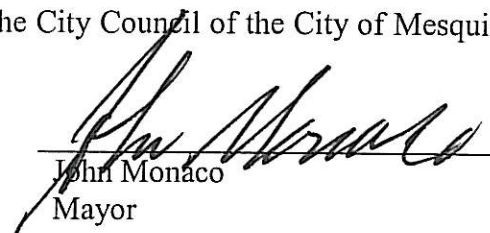
SECTION 2. And further, that the *Mesquite Comprehensive Plan* is hereby amended by adding a new section entitled "Development Areas: GATEWAYS" in Part III, and by adopting revisions to the "Business Corridors" map in Part III that designates certain areas as future gateways, all attached hereto as Exhibit "B."

SECTION 3. That all ordinances, or portions thereof, of the City of Mesquite in conflict with the provisions of this ordinance, to the extent of such conflict are hereby repealed. To the extent that such ordinances or portions thereof not in conflict herewith, the same shall remain in full force and effect.

SECTION 4. That should any word, sentence, clause, paragraph or provision of this ordinance be held to be invalid or unconstitutional, the remaining provisions of this ordinance shall remain in full force and effect.

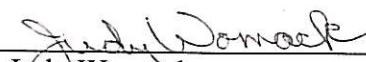
SECTION 5. That the present ordinances of the City of Mesquite are inadequate to provide for the proper protection of the public interest, comfort and general welfare of the City of Mesquite, creates an urgency and emergency for the preservation of the public health, safety and welfare, and requires that this ordinance shall take effect immediately from and after its passage and publication of said ordinance, as the law in such cases provides.

DULY PASSED AND APPROVED by the City Council of the City of Mesquite, Texas, on the 3rd day of December, 2007.



John Monaco
Mayor

ATTEST:



Judy Womack
City Secretary

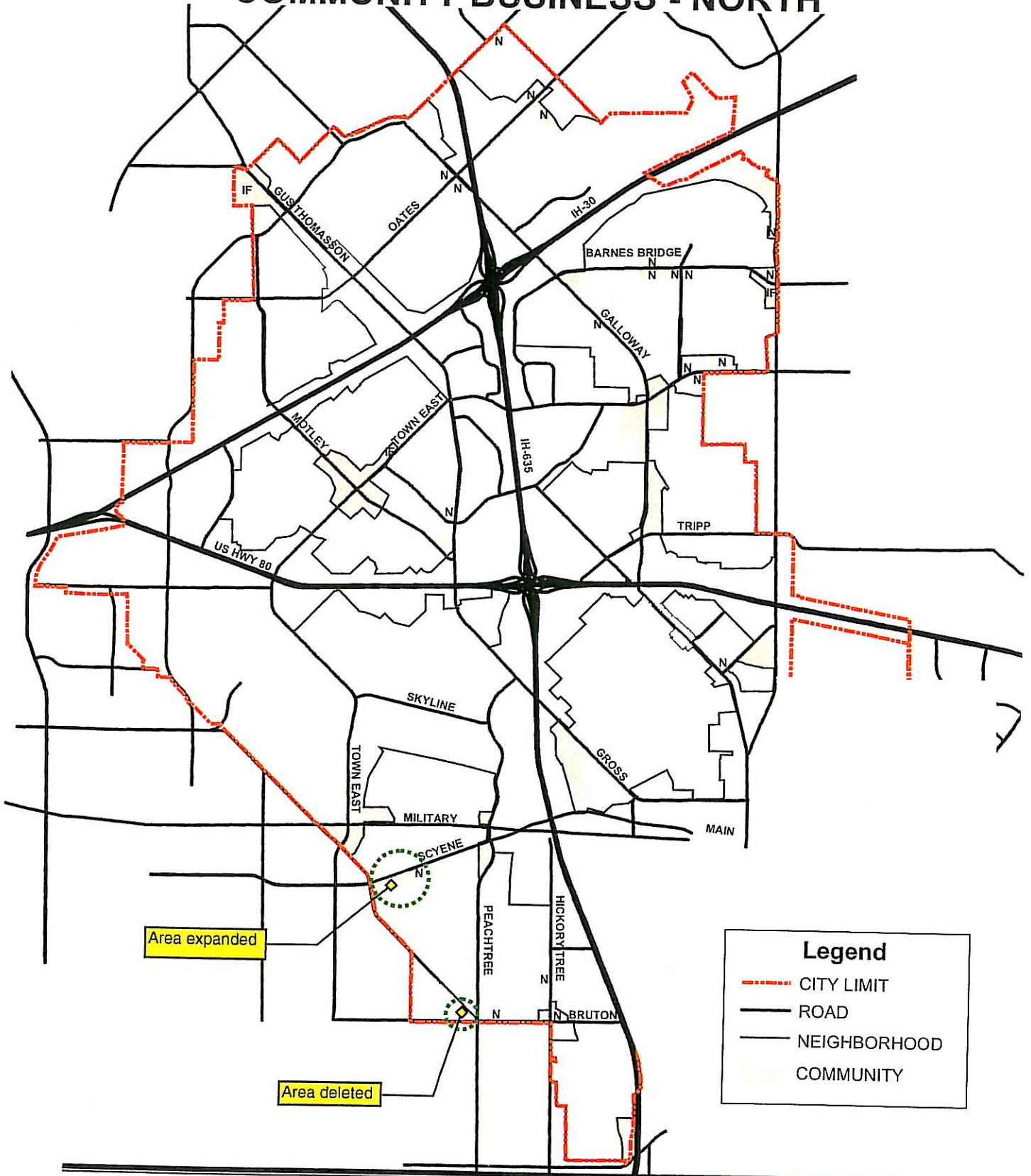
APPROVED:



B. J. Smith
City Attorney

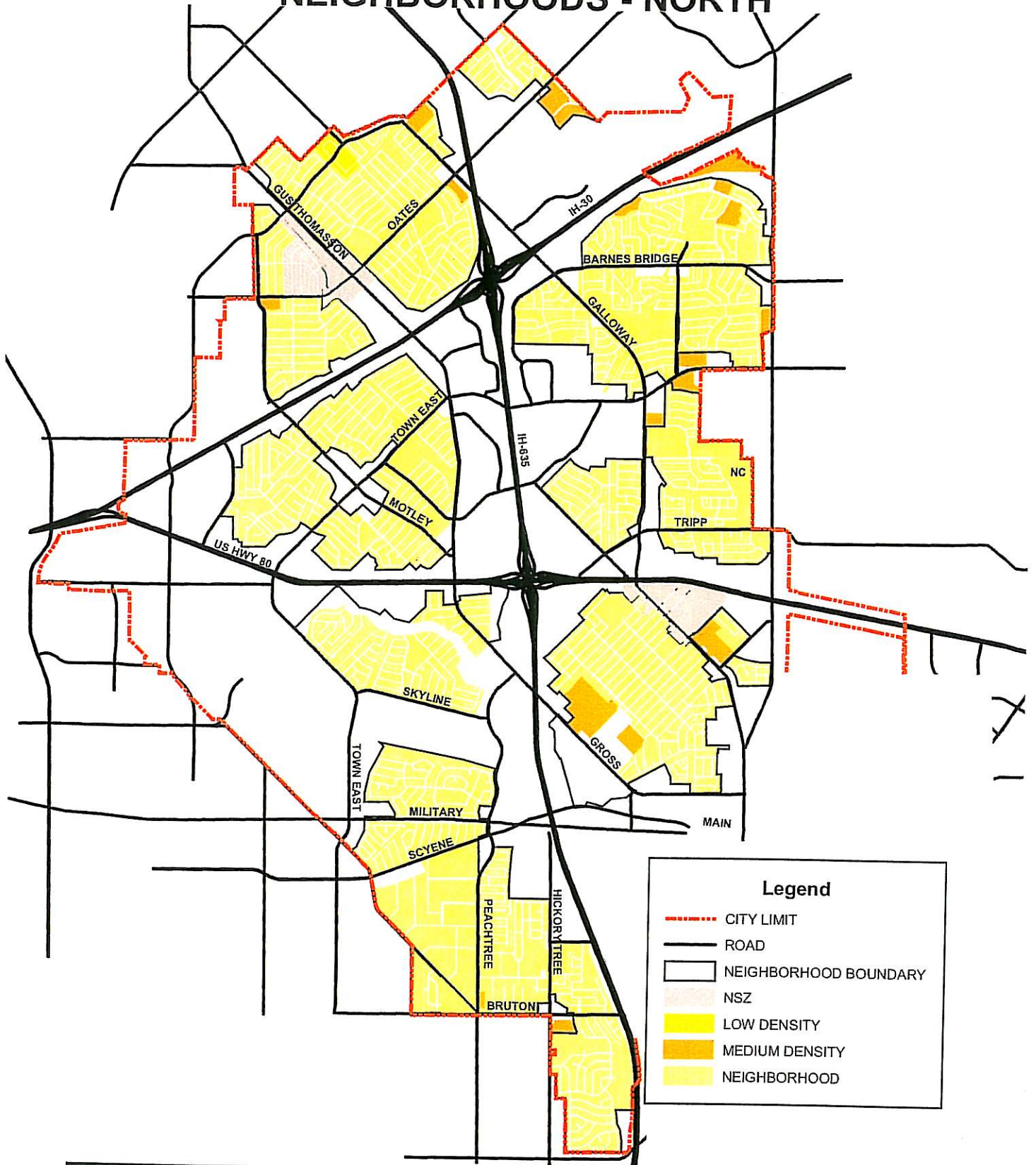
Low Intensity
DEVELOPMENT AREAS

COMMUNITY BUSINESS - NORTH



Low Intensity
DEVELOPMENT AREAS

NEIGHBORHOODS - NORTH



Development Areas BUSINESS CORRIDORS

Revised

The Business Corridors are multi-faceted, diversified commercial areas accommodating both regional and community business services, including highway-related uses for visitors to the City. Specific areas may also accommodate light industrial activities, generally on a smaller scale. Many corridor areas lie in close proximity to neighborhoods and warrant some limitations on how property is utilized. The areas designated Business Corridor include the portions of I-30 and US Highway 80 which are not part of the Regional Retail and Entertainment Corridor designation or Gateway areas.

US Highway 80 and I-30 were both major influences in the early suburban development of Mesquite in the 1950's and 1960's and much of the development along the western segments of these corridors occurred during that time period. The result is older uses which were built under less stringent standards when aesthetics were not an objective. Many of the structures have transitioned from their original purpose to other uses, or the structures are currently vacant or have been demolished, and are awaiting either creative reuse or redevelopment.

Although much of the development is older, these corridors have continued to attract new uses, as well as redevelopment or rehabilitation of older properties. In many segments of the corridors, however, aesthetic appeal and careful facility maintenance is lacking, thereby creating a less than positive image along the very corridors which carry visitors and residents alike through the City. An enhancement study of all the corridors, or selected segments, could be useful in identifying strategies for both public and private improvements and beautification, as well as standards for new construction which may occur in the corridors.

I-30 EAST CORRIDOR

The corridor area along I-30 to the east of LBJ Freeway contains significant tracts of undeveloped land. Development that has occurred is relatively new. This I-30 section includes some medical offices near Galloway and residential uses east of Northwest Drive, but remains largely vacant. Two properties in this segment present special development concerns.

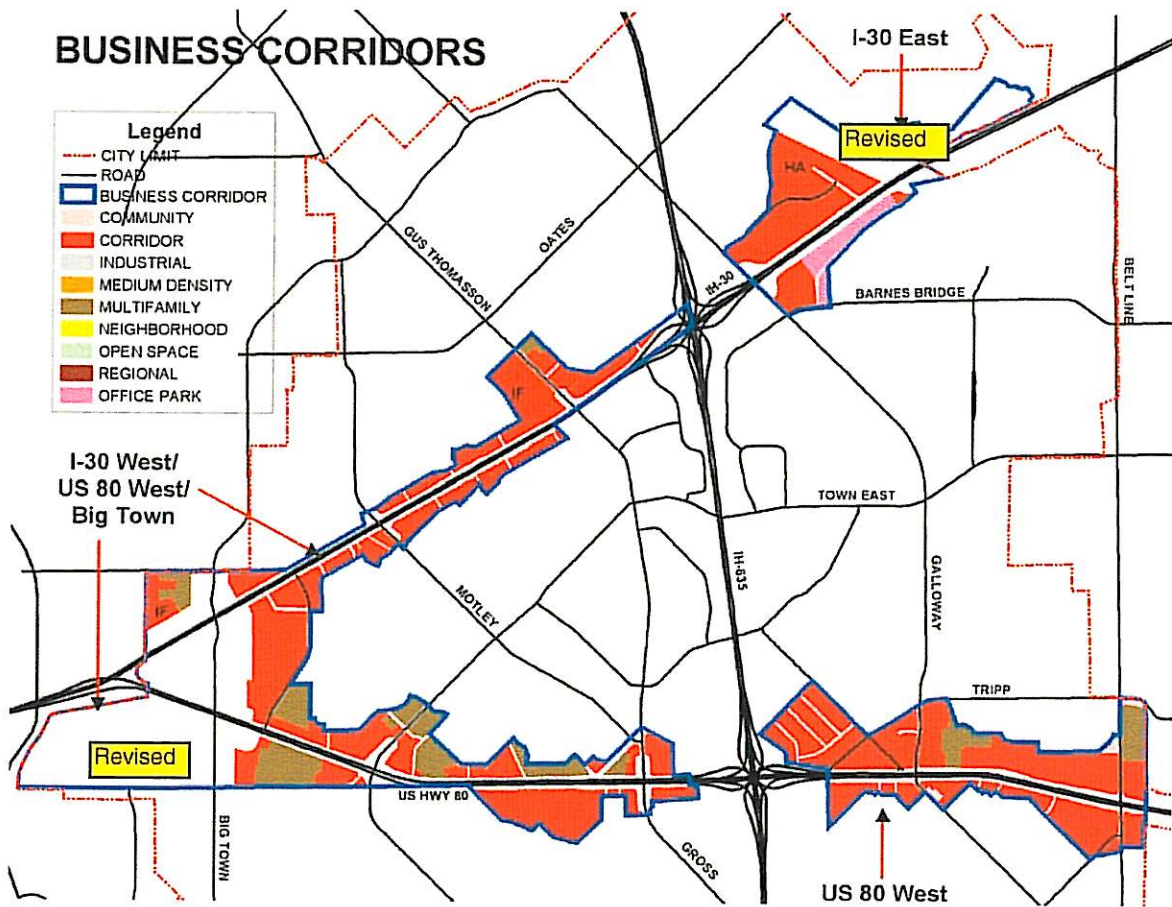
Northwest/Republic Drive

The area generally located northwest of the I-30 and Northwest Drive interchange is rolling land which presents significant topographical challenges to most development. The current business designation occurred in response to a proposed Columbia Hospital project and the anticipated ancillary development. Since the hospital was not built, there is some question whether the entire area is needed or feasible for nonresidential development. The Business Corridor designation continues to identify nonresidential use as the desired development; however, the area is also identified as appropriate for conversion to residential use if appropriate design features and amenities are provided to satisfy the high amenity option criteria.

High Intensity
DEVELOPMENT AREAS

Morningside Drive (28 Acres)

The vacant land between I-30 and Morningside Drive is across a collector street from single family homes. The tract is narrow and has some topographical and drainage issues which complicate development. This tract is designated Office Park with the intent of limiting the type of uses which are accommodated. Although current zoning is under a Planned Development district, the range of permitted uses is quite broad. An overall site plan was approved for development of the entire tract in the 1980's, and the major elements of this layout should be applied as development occurs. With this site plan approval, the number of drives along Morningside was limited, an internal two-way street was required along I-30 and a consistent screening wall design was required, all to minimize the impacts on the neighborhood. The site plan also proposed that the entire section between the Lowe's site and the Jack-in-the Box be limited to garden office uses which were deemed to be most compatible with the residences.



High Intensity
DEVELOPMENT AREAS

US 80 EAST CORRIDOR

The corridor area along US Highway 80 to the east of LBJ Freeway is a freeway section containing both older and more recent construction and including several vacant tracts which will ultimately be developed with corridor business uses. The new construction will assist in enhancing the corridor.

I-30 WEST/ US 80 WEST

The corridor areas along US Highway 80 and I-30 from the I-30 merge east to Gus Thomasson Road/LBJ Freeway, are freeway sections primarily containing older development from the 1950's, 1960's and 1970's along with some more recent construction. Enhancement and/or redevelopment of existing uses will be necessary to substantially improve these corridors, as the amount of land for new projects is limited.

East Meadows Boulevard

The vacant tracts on the west side of East Meadows Boulevard between I-30 and US Highway 80 are part of one of the first Planned Development Districts ever approved in the City. The PD has been dubbed an "open PD" because the ordinance did not specify what uses were to be permitted in the district. In the 1980's, site plans were approved under this zoning for multifamily residential development. The current corridor designation intends to indicate that business use is the preferred land use for this area, and that multifamily development is not considered appropriate. A continuation of the office warehouse-type development which has occurred in the Pyramid Business Park at the north end of East Meadows Boulevard appears to be the most feasible use. This is an area where light industrial uses may be appropriate, as long as an effective transition to the neighborhoods is provided.

Development Areas

GATEWAYS

NEW

Major entryways or gateways to a community provide first and often lasting impressions of a community's character, quality of life, and economic viability to name a few. These impressions can impact the decisions that individuals, families and businesses make regarding relocating to a community; stopping in or returning to a community to visit, shop, dine, or tour attractions; and what they will tell other people about that community. It is important for Mesquite to guide development and the revitalization of its significant gateways to project a progressive image and the spirit of renewal that drives the community.

Development in gateways shall include strong appearance standards. Careful consideration of permitted land uses is also critical. Each gateway will have its own unique set of characteristics that will influence the types of activities that are appropriate.

Gateway districts are appropriate for any of the major entrances into the city. Two gateways are identified as needing special consideration: The area around the former Big Town Mall site, and Interstate 30 in northeast Mesquite. Other gateways should be evaluated and added to this section as deemed appropriate. In particular, as part of the on-going study for Mesquite's Extra-territorial Jurisdiction, one or more gateways should be identified along the I-20 corridor.

BIG TOWN GATEWAY

The junction of I-30 and U.S. Highway 80 is a major gateway to Mesquite from Dallas and other places west. It is also the last impression of Mesquite for westbound traffic before it enters an uninviting, transition corridor in east Dallas.

Although Big Town Shopping Center was the first enclosed shopping mall in the region, changing conditions eroded its retail role. The mall has been demolished, and the site awaits redevelopment. In addition, there are some vacant tracts to the west that have never been developed. With good highway access, the area is an excellent location for destination-type uses. Due to the concentration of industrial and commercial uses in this general area, residential use is not considered appropriate. To create a remarkable impression and reinvigorate the area, any future use must regenerate the high-volume of visitors and patrons that once typified the Big Town Mall. Regardless of the type of use, it must be developed with the highest standards of appearance and give special attention to greening-up an otherwise drab entrance into Mesquite.

I-30 MIXED USE GATEWAY

The eastern entrance to Mesquite along Interstate 30 has several greenfield parcels and other parcels that could be redeveloped. A well-designed gateway at this location with T-5 transect densities and a limited T-6 allocation that produces striking vertical elements can serve to distinguish Mesquite from the low-rise strip development immediately east in Garland. Importantly, a high-quality hotel, retail and employment activity center could provide Dallas County residents with a convenient alternative to the lakeshore developments much farther east. Site design must include an internal street network to maximize value and guard against stripping the Interstate frontage. Opportunities should be explored for linkage to an adjacent DART park-and-ride facility. Activity centers of this sort are also suitable for high-density residential in a mixed-use setting with ground level retail and office uses. Development in this gateway

shall employ new urbanism principles for pedestrian-oriented development and urban civic spaces to provide high aesthetic standards and create the type of dynamic development that progressive cities are moving toward.

