

ARTICLE 3.6 "LC-1-2000" LIGHT COMMERCIAL BUSINESS DISTRICT REGULATIONS

- A. **Use Regulations:** In a LC-1-2000 Light Commercial Business District, no land and no building shall be erected or converted to any other use than permitted as per ARTICLE 4.1. Further, no land shall be used and no building shall be erected or converted for use as a private residence. Traffic generated by the uses will be passenger vehicles, trucks, and commercial vehicles necessary for normal conducting of business. In a Light Commercial Business District, a Specific Use Permit is required for any business. Industrial, commercial or high traffic uses, however, are not encouraged. Some types of uses of property and buildings in a Light Commercial Business District follow:
- (a) Radio, television or microwave tower.
 - (b) Storage facilities.
 - (c) Any use allowed under General Business.
- B. **Building Requirements:**
- (1) **Minimum Size:** The minimum floor area of the main building shall be a two thousand, square feet (2,000 sq. ft.) area, which excludes porches, breeze-ways, attached garages, and servant's quarters.
- C. **Area Regulations:**
- (1) **Front Yards:** All buildings shall set back from the street right-of-way line to provide a front yard having not less than thirty feet (30') in depth.
 - (2) **Side Yard:** No side yard specified except where the uses abuts upon a district boundary dividing such district from a residential district in which even a minimum ten foot (10') side yard shall be provided on the side adjacent to such residential district.
 - (3) **Lot Area:** The minimum lot area of any lot shall be fourteen thousand, five hundred and twenty square feet (14,520 sq. ft.).
 - (4) **Rear Yard:** There shall provide an alley, service court, rear yard, or combination thereof not less than thirty feet (30') in width.
- D. **Area For Off-Street Parking:** The building shall provide a yard (parking) area adequate to meet off-street parking requirements. No on-street parking shall be allowed in the City of Hackberry.
- E. **Uses Permitted:** The uses permitted under this section shall be conducted in such a manner that no noxious odor, fumes or dust will be emitted beyond the property line of the lot on which the property of the use is located.
- F. **Specific Requirements:**
- (1) **No semitrailers, truck-tractors or trailers** with axles of which carry a load of 16,000 pounds or more each may be parked or stored on any property within the city limits.
 - (2) **Fencing, Screening** - A non-transparent (solid) fence of a minimum height of six feet (6') and a maximum of eight feet (8') is required. The height required is determined by the Code Enforcement Officer based on the area and proposed use of the property.
 - (3) **Paving** – Concrete paving is required for all parking and open storage areas with a concrete drive from the street to the facility. The concrete must be maintained at a standard that is visually aesthetic and in good repair, prohibiting conditions, including but not limited to, pot holes, exposed rebar, and large cracks.

(i) **Two Year Variance - Surface Course Paving** – Parking lots other than nonpermanent lots (i.e.: temporary seasonal, etc.) which are allowed a variance from “F (3)” above for a maximum period of two years for open storage areas and access driveways from the street to the facility, shall be surfaced with one of the following:

1. Portland cement concrete pavement, 5 inches (125 mm) thick.
2. Asphaltic concrete pavement, 6 inches (155 mm) thick.
3. Three-inch (75 mm) asphaltic concrete surface on a 4-inch (100 mm) crushed rock or recycled concrete base course.
4. Modular pavers, open landscape paving blocks, pervious asphalt surfaces with sub-drains or other permanent surfacing approved by the City Engineer.

It should be noted that the above surfacing sections are intended only to serve as minimum standards for primary use by automobile traffic. In parking lots and drive areas where moderate to heavy truck traffic is anticipated, the structural capacity of the surfacing shall be analyzed and the pavement structure designed accordingly. Such instances may require thicker or reinforced sections and special subgrade treatments. Also, the City Engineer may require an adjustment of the product thickness, soil sampling and testing, compaction testing, or other testing as may be necessary for the project and its specific location.

Upon completion of all parking lot, open storage areas, and driveway projects, the contractor is required to submit Material Safety Data Sheets (MSDS) for any asphaltic materials used in the project as well as the amount used (including added kerosene or other cutting agents).

Parking lots receiving a temporary variance from “F (3) - Paving” and nonpermanent parking lots may be temporarily graveled, with the exclusion of white rock, crushed rock and limestone, as approved by the City. The parking lot shall be maintained in a dust-free condition during the two-year period they are permitted. At the expiration of the two-year period, the property shall be paved in accordance with Section (F)- Specific Requirements.

(ii) **Lime Stabilized Subgrade** – The clay subgrade shall be stabilized with hydrated lime in accordance with the requirements of the Texas Department of Transportation Standard Specifications (TxDOT) Item 264. The quantity of lime required must be determined after the site is stripped of loose topsoil and the subgrade soils are exposed. The lime used should be Type A or Type B.

- Type A – Hydrated Lime: Dry material consisting essentially of calcium hydroxide or mixture of calcium hydroxide and an allowable percentage of calcium oxide as listed in the chemical composition chart.
- Type B – commercial Lime Slurry: Liquid mixture consisting essentially of lime solids and water in slurry form. Water or liquid portion shall not contain dissolved material in sufficient quantity to be injurious or objectionable for purpose intended.

- Application and mixing of lime should conform to TxDOT Item 260, acceptable industry standards and local practices.

The subgrade shall be compacted to a minimum density of 95 percent (95%) of the Standard Moisture-Density relation (ASTM D 698) at -1 percent (-1%) to +3 percent (+3%) above the optimum moisture content.

Moist cure for a minimum of three (3) days before placing base or surface course, or opening to traffic. Subgrade may be opened to traffic after two (2) days if adequate strength has been attained to prevent damage. Restrict traffic to light pneumatic rollers or vehicles weighting less than 10 tons.

(iii) **Crushed Limestone Flexible Base** – Crushed limestone shall conform to the requirements of TxDOT 247, and shall be Type A, Grade 2.

- Type A – Crushed stone produced from oversize quarried aggregate, sized by crushing and produced from a naturally occurring source. Crushed gravel or uncrushed gravel shall not be acceptable for Type A material. No blending of sources and/or additive materials will be allowed in Type A material.

Application and grading of the limestone base course must conform to TxDOT Item 247, acceptable industry standards and local practices.

The flexible base shall be sprinkled as required and compacted to a minimum of 95 percent (95%) of the maximum density as determined by the modified moisture/density relation (ASTM D 1557) within two percent (2%) of optimum moisture.

(iv) **Parking Barriers** – Approved barriers include the following types:

1. Poured concrete curb – nominal 6" x 6" (152 x 152 mm) exposed.
2. Fence – minimum 30" (762 mm) height – wire fabric, solid wood, post and rail, etc.
3. Masonry, modular segmental block or concrete wall – minimum 30" (762 mm) height.
4. Beam guardrail.
5. Post and cable guardrail.
6. Precast concrete wheel stop, firmly and permanently anchored.

Other barriers which fulfill the required function may be permitted, subject to approval by the City Engineer.

Barriers must be located to contain the parking within the approved parking lot. When a concrete curb or precast wheel stop is used as a barrier for perpendicular or angle parking, it must be offset at least two (2) feet (0.6 m) from the edge of the parking lot to allow for the front overhang of the vehicle.

(v) **Location** of parking spaces shall allow for emergency vehicle access, and shall be suitably marked by painted lines or other appropriate markings. The paving must be

maintained at a standard that is visually aesthetic and in good repair, prohibiting conditions, including but not limited to, pot holes, exposed rebar, and large cracks.

(vi) **Drainage** - Parking lots shall be designed to properly manage the surface drainage accumulating on and flowing onto the site, and shall be graded and drained so as to dispose of all surface water accumulation in accordance with acceptable engineering practices and shall be subject to approval by the City Engineer. Evidence of poor drainage, which includes ponding (bird baths) or standing water that does drain from the surface of a parking lot, is an unacceptable consequence of poor parking lot construction. New parking lots containing 6,000 square feet (557 square meters) or more and which are located within 150 feet (45.7m) of, or reasonably accessible to, an existing storm sewer or other drainage way, including open channels and creeks, but excluding roadway gutters, the parking lot must be graded and surfaced such that storm water runoff from the site is not allowed to discharge through the driveway approaches onto the public street or other property, but is collected on the site by an internal drainage system located on the site and carried to that existing storm sewer. Use of parking lot surfaces and surrounding landscaped areas to provide storm water detention is encouraged.