

ZONING CHANGE

Case Coordinator: Michael McCauley

GENERAL PROJECT INFORMATION

SITE ZONING: PD-44 for the (HC) Heavy Commercial District.

	<u>SURROUNDING ZONING</u>	<u>SURROUNDING LAND USES</u>
NORTH	(SF-7/14) Single-Family Residential District	Single-Family Residential Subdivision
SOUTH	PD-44 for the (HC) Heavy Commercial District	President George Bush Turnpike (PGBT)
EAST	PD-44 for the (HC) Heavy Commercial District	PGBT and Kelly Boulevard
WEST	PD-44 for the (HC) Heavy Commercial District	Burlington Northern Santa Fe Railroad

REQUEST: Approval to amend PD-44 and rezone from (HC) Heavy Commercial District to (SF-5/12) Single-Family Residential District, to provide conceptual plans and development standards for a 61-lot single-family residential subdivision.

PROPOSED USE: Single-family residential subdivision

ACRES/LOTS: Approximately 8.36 acres / 1 tract (61 residential lots proposed)

LOCATION: 2415 East Trinity Mills Road (Northwest Corner of PGBT and Kelly Boulevard)

HISTORY: PD-44 was adopted in 1975 and amended in 1978 for this tract. The property is a remnant tract created when the President George Bush Turnpike (PGBT) right of way and toll road was constructed separating it from a larger tract to the south.

COMPREHENSIVE PLAN: Office – Low Intensity. A companion case (PLMA 2026-078) proposes changing the land use designation to Single-Family Residential.

TRANSPORTATION PLAN: President George Bush Turnpike (PGBT) is designated as an Arterial – Controlled Access Highway.

OWNER: Harlan Properties, Inc.

REPRESENTED BY: Tom Dayton / Johnson Volk Consulting, Inc.

STAFF ANALYSIS

PROPOSAL AND ZONING

This is a request to amend PD-44 and rezone from (HC) Heavy Commercial District to (SF-5/12) Single-Family Residential District, to provide conceptual plans and development standards for a 61-lot single-family residential subdivision.

A companion application, Case No. PLMA 2026-078 Kelly Cove (Comp Plan), amends the Future Land Use Map (FLUM) changing the designation from “Low Intensity Office” to “Single-Family Residential”.

ELEMENTS TO CONSIDER

1. The property and assigned PD-44 (HC) Heavy Commercial District zoning is a remnant tract that was cut off when the President George Bush Turnpike (PGBT) was constructed. The subject property, as a result, is challenging to develop due to its shallow north to south depth along westbound Trinity Mills Road.
2. The property is adjacent to the Morningside single family subdivision.
3. The proposed rezoning request amending PD-44 changing the zoning to single-family would align with the Comprehensive Plan upon City Council’s approval of the Future Land Use Map amendment.
4. To develop the property to single family, with the limitations of the property dimensions, a planned development zoning district was necessary establishing development regulations and providing concept plans.
5. Development regulations proposed provides customized standards to accommodate homes while providing quality enhancements.
 - a. Minimum lot area shall be 3,285 square feet in lieu of the required 5,000 square feet.
 - b. Minimum floor area of dwelling area shall be 1,800 square feet in lieu of the minimum 1,200 square feet.
 - c. Minimum lot width shall be 45 feet instead of the minimum 50 feet.
 - d. Minimum lot depth shall be 55 feet for 83-foot-wide lots and 73 feet for 45-foot-wide lots instead of the minimum 90 feet.
 - e. Minimum depth of front setback shall be 10 feet in lieu of 20 feet.
 - f. Minimum distance of garage from public right-of-way shall be 20 feet, in lieu of 18 feet.
 - g. The development shall have a maximum of 61 single-family residential lots.
 - h. The PD provides minimum architectural features for the home.

- i. All lots will be front-loaded and will not need alley access.
 - j. The PD proposes a prohibition of carports.
6. The proposal does not provide roadway access to and from the existing single-family neighborhood to the north. Vehicle access is solely from E. Trinity Mills Road.
 7. The Fire Department supports the two access points off E. Trinity Mills Road.
 8. A traffic study was submitted and approved by Transportation Engineering.
 9. A deceleration lane is provided at the eastern access point on East Trinity Mills Road in accordance with the City's storage and transition length requirements. The deceleration lane and roadway access is subject to TxDOT approval.
 10. Detention requirements will be addressed with a timing study submitted by the applicant when they submit a Preliminary Plat application.
 11. The applicant conducted a neighborhood meeting with the adjoining subdivision HOA to the north.
 12. A public comment card was received and one person spoke at the Planning and Zoning Commission meeting.

CONCLUSION:

Because of the site's size, shape and surrounding uses, businesses allowed in the (HC) Heavy Commercial District may adversely impact the residential properties to the north. Staff believes a PD is necessary to accommodate single family detached which would be most compatible with the existing residential neighborhood to the north. Therefore, staff believes the proposed zoning change is appropriate.