

Future Land Use Amendment

Case Coordinator: Loren Shapiro

GENERAL PROJECT INFORMATION

Land Use: Currently outside the city limits (no future land use or zoning); Annexation was considered at public hearings on November 1st and November 15th, 2016, with final action and ordinance adoption by City Council on December 6, 2016

SURROUNDING ZONING

SURROUNDING LAND USES

NORTH	(CC) Corporate Commercial	Hospital/Medical
SOUTH	PD-193 for the (CC) Corporate Commercial	Undeveloped
EAST	PD-179 for the (SF-5/12 and SF-PH) Single-Family Detached Residential	Undeveloped
WEST	Town of Hebron/PD-193 for the (CC) Corporate Commercial	Warehouse/Storage and Warehouse/Office

REQUEST: Request to amend the future land use from Medium Intensity Office to Single-Family Detached

PROPOSED USE: Single-Family Detached

ACRES/LOTS: 13.7 acres/1 lot

LOCATION: South side of Parker Road, near the southwest intersection with Dozier Road

HISTORY: The property is currently in the Town of Hebron and mostly vacant.

COMPREHENSIVE PLAN: Medium Intensity Office

TRANSPORTATION PLAN: Parker Road is designated as an (A6D) Six-Lane Divided Arterial.

OWNER: Dozier, Culpepper, Luman, and Shearin

REPRESENTED BY: Taylor-Duncan Interests, Inc.

STAFF ANALYSIS

PROPOSAL/REQUEST

- The applicant is requesting a change in the land use designation totaling approximately 13.7-acres from Medium Intensity Office uses to Single-Family Detached use.
- The applicant plans to develop a single-family detached.
- A companion annexation request is on this agenda for the subject property. The annexation is required prior to City Council taking action on this Comprehensive Plan amendment.
- A companion zoning change request is on this agenda (11-16Z2 Trails at Arbor Hills - Zoning). The zoning request would create a new planned development district (PD) based on the (SF-5/12) Single-Family Residential District with modified development standards.

SITE ELEMENTS

- The subject property is capable of being served by Carrollton's water and sewer system.
- Access into the site would be from Parker Road to the north and Dozier Road to the east.
- Parker Road abutting the subject tract is in the Town of Hebron. Parker Road is a state road and is currently under construction. At some point in the future, Parker Road may be annexed into Carrollton.
- Parker Road is under construction by TxDOT. The right-of-way will meet the Thoroughfare Plan upon completion.
- There is a warehouse/storage/office and nursery to the west of the subject property in the Town of Hebron.

COMPREHENSIVE PLAN ELEMENTS

The Comprehensive Plan describes the Single-Family Detached Residential category as follows:

Single-Family Residential (0-6 Dwelling Units Per Net Acre). This category represents conventional single-family detached development, where basic neighborhood units would be created through the inclusion of schools, churches, and public parks. When land within developed areas is dedicated to rights-of-way, easements, parks, etc., the typical development density is between three and five dwelling units per acre. Appropriate zoning districts may include Single-Family (SF-12/20) through (SF-6.5/12) Single-Family Patio Home (SF-PH), and Planned Development (PD) with one or more of these uses.

(Note: The (SF-5/12) Single Family Residential District is essentially equivalent to the (SF-PH) Patio Home District in the Comprehensive Zoning Ordinance.)

URBAN FORM

LU-8 Encourage mixed-uses and urban housing within a five-to-ten-minute walk from the downtown area.

This site is not near downtown Carrollton. Accordingly, high-density, mixed uses are probably not appropriate at this location.

LU-9 As conditions change and alternative land uses are considered, stable single-family neighborhoods should be preserved.

Existing single-family developments are to the northwest (Austin Waters), east (Villas at Parker), and south along Plano Parkway (Mustang Park).

LU-10 Infill development that is compatible and complementary with the character of the surrounding neighborhood or area should be encouraged.

While not technically “infill,” the subject site is in an area of transition from very low density, semi-rural mixed uses to a more conventional suburban development pattern. Development as proposed would be in accordance with longer term changes happening in the immediate area.

LU-14 "Urban" residential development should be concentrated in areas with transit, retail and employment opportunities within easy walking distance.

This site is not near any transit stations. Accordingly, “urban” residential uses are probably not appropriate at this location.

INFILL RESIDENTIAL AND COMMERCIAL

LU-29 Ensure that existing neighborhoods are well maintained by:

- a. Utilizing code enforcement in combination with community groups to ensure that properties do not negatively affect surrounding areas.
- b. Maintaining landscaping and buffering requirements between residential and incompatible land uses, as set out in the Zoning Ordinance.
- c. Maintaining infrastructure (such as roads, drainage, parks, and sidewalks) in older areas in good condition to encourage a similar level of maintenance of private properties.

The zoning regulations proposed and subdivision design and engineering will ensure minimal impacts.

LU-30 Ensure that infill land uses are compatible with the area by either being similar to surrounding uses, or by being supportive to the neighborhood.

The proposed single-family detached would be compatible with the surrounding land uses and anticipated residential to be developed nearby.

URBAN CENTERS

UD-8 Development standards should be established for "urban center" areas that reflect an urban "walkable" style of development.

and

UD-10 Work with property owners to ensure that pedestrian-oriented, mixed-use development occurs within approximately one-half mile of transit stations. This may include:

- a. Retail uses at ground level along pedestrian corridors
- b. Establishing incentives and programs for this style of development
- c. Purchasing key parcels of land on an opportunity basis

This site is not near a transit station. Accordingly, high-density, mixed uses are probably not appropriate at this location.

CONCLUSION

The proposed change in the land use designation is appropriate and consistent with the pending single family zoning.