

STAFF ANALYSIS

PROPOSAL/REQUEST

- The applicant is requesting a change in the land use designation for two tracts totaling approximately 15.5-acres from Mixed Use and Medium Intensity Office uses to Single Family Detached Residential uses.
- The applicant plans to develop a single family residential subdivision.
- A companion zoning change request is on this agenda (Case No. 02-16Z1 Parker at Dozier - Zoning). Said 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 Culpepper Road to the south.
- Neither Parker Road nor Dozier Road abutting the subject tract are in the City of Carrollton. They are in the corporate limits of the Town of Hebron. As a result, no improvements to either road are proposed in conjunction with the proposed development. At some point in the future, these roadways may be annexed into Carrollton.
- Both roadways already have sufficient right-of-way to meet the long-term plans of the City of Carrollton.
- Parker Road at this location has previously been improved by the State of Texas to its final intended design. Dozier Road appears to be substantially in accordance with construction requirements, other than having "bar ditches" rather than underground storm sewers.
- Culpepper Road abutting the south side of the proposed development is half in Carrollton (north half of roadway) and half in Hebron (south half). The applicant intends to request dis-annexation from Hebron and annexation into Carrollton, in order to have the entire right-of-way in Carrollton. They will then reconstruct Culpepper Road from Dozier Road eastward to a point just beyond the south driveway into the proposed subdivision to meet current City standards.
- The site has gentle topography, sloping generally from the southwest to the northeast.
- There is a "wedge" of property along the south side of Parker Road at the northeast corner of the subject tract which was not annexed into Carrollton when this property was.

The applicant plans to request dis-annexation from Hebron and annexation into Carrollton in order to use this “wedge” as green space and detention for the subdivision.

- There are existing low-intensity commercial uses on the site which would be removed.

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.)

The following policies found in the Comprehensive Plan form the intention of the City Council regarding development issues within the City related to the subject site:

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 east and northeast, on the other side of the Burlington Northern & Santa Fe Railroad (in Plano).

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, and is separated from the existing retail/commercial uses to the north by a six-lane arterial. Accordingly, "urban" residential uses are probably not appropriate at this location.

COMMERCIAL

LU-18 Revitalize aging and under-performing retail areas. Where there is an excess of retail-zoned land, alternate uses should be encouraged.

and

LU-20 The City should avoid strip-zoning thoroughfares with retail uses.

Despite having zoning in place for retail/commercial uses since 1999, it has never developed. City policy is that major retail/commercial uses should be located at major intersections; generally the intersection of two six-lane arterials. Although Parker Road is designated as an (A6D) Six-Lane Divided Arterial at this location, Dozier Road is designated as a "local street." This intersection does not seem appropriate as a major retail node. Additionally, there are existing retail/commercial uses across Parker Road to the north, which may be satisfying market demand for such uses in this immediate area.

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 appears appropriate.