

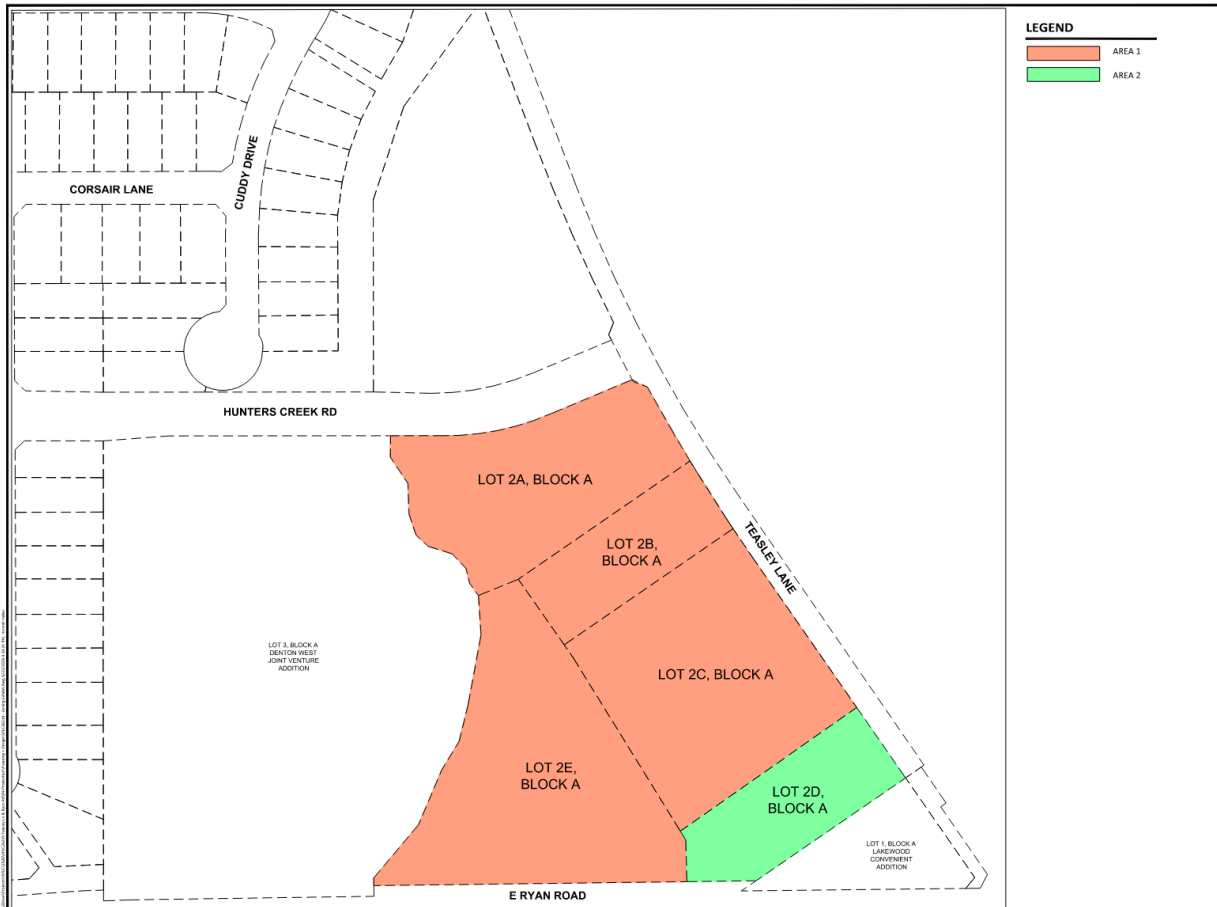
Planning Staff Analysis

PDA26-0004/Denton West Joint Venture

City Council District #4

REQUEST:

Amend an existing Overlay Planned Development-Suburban Corridor (PD-SC) District to add Automotive Repair Shop, Minor to the permitted uses to one lot (Area 2, shaded green and labeled as Lot 2D below) and modify the accesses standards to facilitate commercial development. The permitted uses on the remainder of the lots within the PD Overlay are not proposed to change (Area 1 shown in orange and labeled as Lots 2A, 2B, 2C, and 2E).



SITE DATA:

The 9.6-acre subject site is located west of Teasley Lane between Hunters Creek Road and East Ryan Road. It is platted into five lots, two of which have been developed with Drive-Through Restaurants. Three undeveloped lots remain: one large lot which fronts on Ryan Road and abuts a multifamily residential development to the west and two which front on Teasley Lane.

The general area's street network includes a variety of roadway types:

- **Teasley Lane (FM 2181):** Teasley Lane is a north-south road owned and maintained by TxDOT. Per the 2022 Mobility Plan, Teasley Lane is an existing Primary Arterial roadway. Primary Arterials require 135 feet of right-of-way dedication and are constructed with six travel lanes. Currently, Teasley Lane is constructed with six travel lanes, a center median, and a five-foot-wide sidewalk along both the east and west sides of the roadway. The subject site has approximately 740 feet of frontage along Teasley Lane.
- **Hunters Creek Road:** Hunters Creek Road is an east-west Residential Street serving Phase 3 of the Teasley Trails Subdivision. While not specifically identified as a Collector

on the 2022 Mobility Plan map, it functions as a Collector for Teasley Trails and connects the neighborhoods to Teasley Lane. Collectors require at least 65 feet of right-of-way. Hunters Creek is a 65-foot-wide right-of-way constructed with 2 travel lanes. A traffic signal at the intersection of Teasley Lane and Hunter’s Creek is currently under construction.

- **East Ryan Road:** East Ryan Road is located just south of the subject site. Per the 2022 Mobility Plan, Ryan Road is a Secondary Arterial roadway. Secondary Arterials require 110 feet of right-of-way dedication and are constructed with four travel lanes. Currently, Ryan Road is a variable-width right-of-way constructed with two travel lanes, separate directional lane at the Teasley Lane intersection, and noncontinuous 5-foot-wide sidewalks along both the north and south side of the roadway. Widening of approximately two miles of Ryan Road from a two-lane road to a three-lane road is expected to begin in 2027 or 2028. The new configuration will include a center turn lane so motorists may move out of travel lanes to decelerate or stop in anticipation of left-hand turns.

SURROUNDING ZONING AND USES:

Northwest: Hunters Creek Road Zoning: Planned Development – Residential 6 (PD-R6) Use: Single-family residential	North: Hunters Creek Road Zoning: Public Facilities Use: Future Fire Station #6	Northeast: Teasley Lane Zoning: Residential 4 (R4) Use: Single-family residential
West: Zoning: Planned Development – Mixed-Use Neighborhood (PD-MN) Use: Multifamily residential	TRACT 2	East: Teasley Lane Zoning: Residential 4 (R4), Residential 7 (R7), & Public Facility (PF) Use: Single-family residential, utility, & Nelson Elementary School
Southwest: Ryan Road Zoning: Residential 2 (R2) Use: Outdoor storage facility	South: Ryan Road Zoning: Residential 4 (R4) and Suburban Corridor (SC) Use: Single-family residential and Retail	Southeast: Zoning: Suburban Corridor (SC) & Mixed-Use Neighborhood (MN) Use: Automotive fuel sales & Retail

CONSIDERATIONS:

A. Section 2.4.5.E of the DDC provides approval criteria applicable to all applications.

1. *General Criteria*

a. *Unless otherwise specified in this DDC, City review and decision-making bodies must review all development applications submitted pursuant to this subchapter for compliance with the general review criteria stated below.*

The review criteria were applied as required.

b. *The application may also be subject to additional review criteria specific to the type of application, as set forth in sections 2.5 through 2.9.*

Section 2.7.3.D of the DDC applies to this PD amendment request. An analysis of this request per those criteria can be found below in Consideration B.

- c. *If there is a conflict between the general review criteria in this section and the specific review criteria in sections 2.5 through 2.9, the applicable review criteria in sections 2.5 through 2.9 controls.*

There are no conflicts between the general criteria and the criteria specific for PD requests.

2. *Prior Approvals*

In summary, the area at the northwest corner of Teasley Lane and East Ryan Road was zoned in 2008 to Neighborhood Residential Mixed-Use District. The zoning was modified in 2014 to add overlay conditions which had the effect of limiting multifamily uses and freezing commercial uses and development standards under the 2002 Denton Development Code.

The subject property was rezoned in 2023 to allow additional commercial uses typically found at other similar intersections along the southern Teasley Lane corridor, but with some restrictions on more intensive commercial uses. This allowed the area to develop in a manner consistent with current site design standards, the Future Land Use Map, and the established uses along the Teasley Lane corridor.

3. *Consistent with the Comprehensive Plan and Other Applicable Plans*

The decision-making authority:

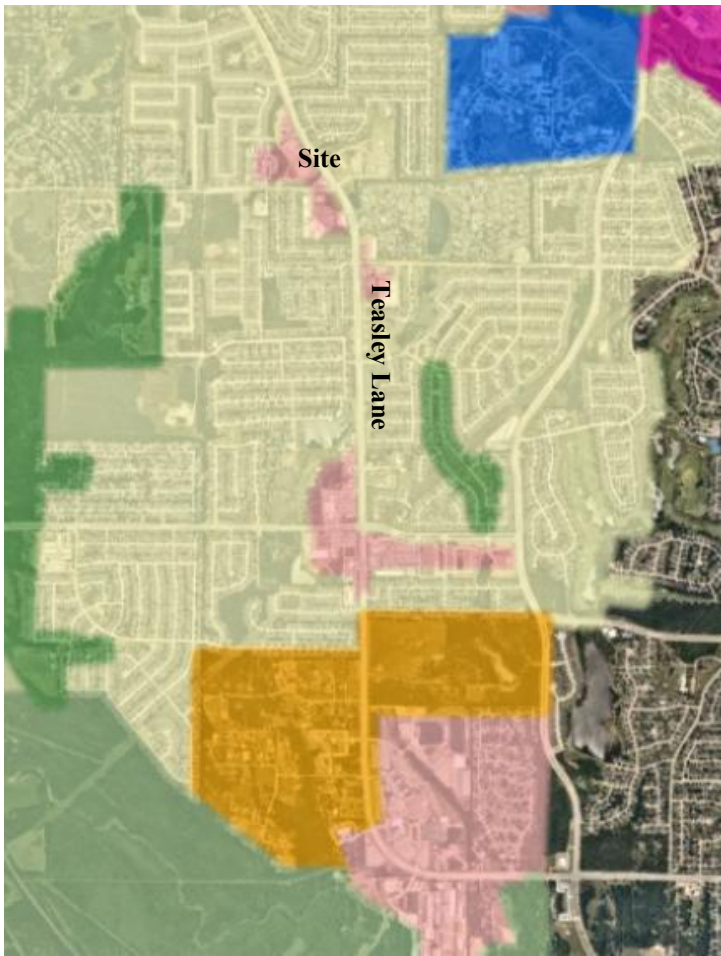
- a. *Shall weigh competing goals, policies, and strategies.*

There are no competing goals, policies, or strategies. The proposed amendment to the Planned Development with a Suburban Corridor base district (PD-SC) conforms to the Denton 2040 Future Land Use Map (Exhibit 5) and goals related to context-sensitivity. Given the 2022 Mobility Plan roadway classifications for Teasley Lane and East Ryan Road, the most appropriate land uses for this corridor will remain commercial, including auto-oriented uses in appropriate locations. Therefore, the applicant's request to add Automotive Repair Shop, Minor and to modify access standards is consistent with the goals of the Denton 2040 Comprehensive Plan and meets the other criteria for approval.

- b. *May approve an application that furthers the overall goals of the Comprehensive Plan even if the development does not match the future land use designation in the Comprehensive Plan.*

The Future Land Use Map (FLUM) designation for the subject property is Community Mixed Use with surrounding Low Residential.

- Community Mixed Use is intended to promote a mix of uses, of which various commercial uses remain predominant, but where residential, service, and other uses are complementary. The intent is to encourage infill and redevelopment for a more diverse and attractive mix of uses over time. It often applies to areas along key corridors, particularly at signalized and arterial intersections.
- Low Residential is intended for predominantly single-family neighborhoods with densities up to five dwellings per acre.



The pattern of situating Community Mixed Use (pink shading) either at intersections or along Primary Arterials with adjacent Low Residential (yellow shading) is a pattern that is repeated along Teasley Lane, see map, left.

The zoning pattern along Teasley Lane is consistent with the FLUM, and suburban scale commercial uses have developed within the Community Mixed Use designated areas. These uses include grocery stores, shopping centers, drive-through restaurants, automotive fuel sales, and minor automotive repair shops.

The proposed PD amendment meets the intent of the FLUM in both use and development scale. The proposal would facilitate the development of an additional service option in a growing suburban area, consistent with the FLUM and existing commercial development along Teasley Lane.

Preferred Land Preservation Plan

The site does not contain any areas identified on the Preferred Land Preservation Map.

4. *Compliance with this DDC*

- a. *The proposed development shall comply with all applicable standards in this DDC, unless the standard is to be lawfully modified.*

This request is for an amendment to a PD-SC District. The proposed Development Standards provided in Exhibit 6 indicate an intent to develop in accordance with the 2019 DDC and impose additional use restrictions as well as additional development standards outlined in the document, which are further summarized in the table in Exhibit 1.

- b. *Compliance with these standards is applied at the level of detail required for the subject submittal.*

Compliance with the DDC has been analyzed at the level of detail necessary for an Overlay Planned Development. Other departments (Engineering, Solid Waste, Denton Municipal Electric, and Fire) reviewed the proposal for conceptual land use conformance with coexisting plans and goals. Subsequent development will be subject to the appropriate applications, development standards, and review processes of the DDC.

5. *Compliance with Other Applicable Regulations*

The PD regulations document indicates that development on the subject site shall comply with all provisions of the 2019 DDC and imposes additional restrictions and standards. Further, the development will be required to comply with the City's criteria manuals for roadway, utility, and drainage improvements, as well as TxDOT requirements.

6. *Consistent with Interlocal and Development Agreements*

There are no interlocal or development agreements applicable to the site.

7. *Minimizes Adverse Environmental Impacts*

There are no Environmentally Sensitive Areas on the subject property, and the site must comply with the City's requirements for storm water management and tree preservation during the review process.

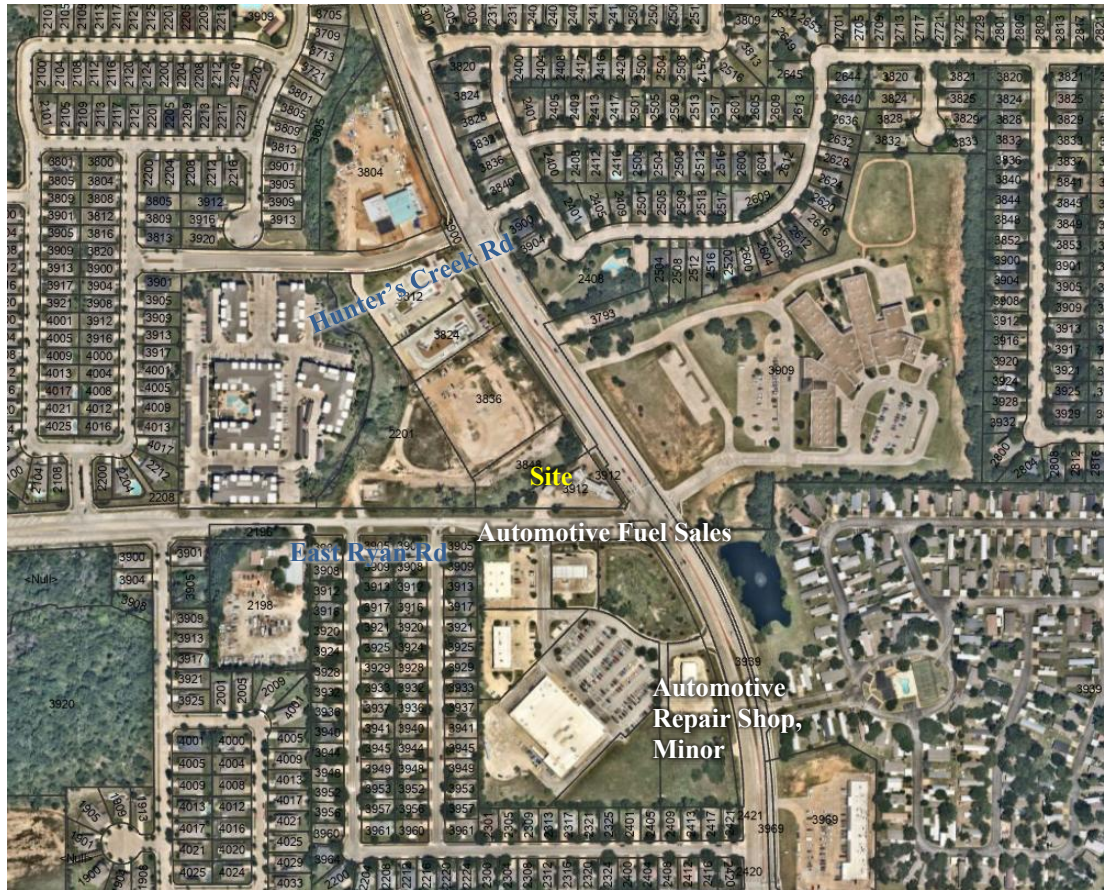
8. *Minimizes Adverse Impacts on Surrounding Property*

Automotive Repair Shop, Minor uses can create potential impacts, particularly related to noise and visual compatibility. For this reason, it is typically found along larger corridors, in commercial centers, and near employment areas. The original PD-SC Development Standards prohibited this use to minimize potential impacts, particularly for the commercial lots located near Hunter's Creek Road. However, due to Area 2's location near the intersection of Teasley Lane and Ryan Road, approximately 600 feet south of Hunter's Creek Road, it is not anticipated to create adverse impacts on the Teasley Trails Phase 3 neighborhood located to the west/northwest.

For the residential neighborhood southwest of the site, there are a few factors which will limit the potential impacts. First, Area 2 includes 104 feet of frontage on East Ryan Road, indicating that any development will be oriented toward Teasley Lane. Second, the Denton Development Code requires landscaping along all roadways, including street trees and one screening element (berm, additional trees, shrubs, or low screening wall), which will mute the potential impacts. Third, due to the lot's size and configuration, it is likely that any bays would be oriented toward the northwest or southeast, directing any noise away from nearby homes.

Finally, Area 2 is adjacent to an existing Automotive Fuel Sales use and approximately 700 feet north of an existing Automotive Repair Shop, Minor use, indicating the proposal is consistent with the area's existing uses and would not introduce new activities to the area.

An aerial map of the area is shown below.



9. *Minimizes Adverse Fiscal Impacts*

Due to the existing development in the PD-SC, the limited nature of the amendment and the location along a TxDOT roadway, a full fiscal impact analysis was not completed for the subject site. However, the developer would be required to provide the infrastructure necessary to support the development and pay impact fees in accordance with the City's fee schedule.

10. *Compliance with Utility, Service, and Improvement Standards*

This proposed rezoning will not negatively affect utilities, services, or other improvements, as the subject property will be served by existing utilities and infrastructure.

11. *Provides Adequate Road Systems*

The subject site is located south of Hunters Creek Road (which serves as an entrance into an existing neighborhood) and is situated between single-family and multifamily developments to the west, and Teasley Lane, a 6-lane divided Primary Arterial to the east. Ryan Road, a 2-lane Secondary Arterial, is located to the south. There is a left-hand turn lane on Teasley Lane that allows for vehicular travel onto Hunters Creek Road, providing east-west connection between the residential neighborhoods to the west and Teasley Lane. A signal is under construction at the Teasley Lane-Hunters Creek Road intersection, and the subject site also has access to Ryan Road. The proposed development is not anticipated to negatively impact surrounding properties as the primary access will be from Teasley Lane.

Additionally, the proposed deviation from DDC Subsections 5.2-2 and 8.3.2A.11 will allow access through a zoning district which does not allow the use (Area 1), maintaining internal circulation for the various uses while limiting the Automotive Repair Shop, Minor in Area 2 only.

Based on the preliminary trip generation counts (83 daily weekday trips, 14 AM peak trips, 13 PM peak trips), Staff anticipates that a Traffic Impact Analysis (TIA) will not be required for the development of this use.

12. *Provides Adequate Public Services and Facilities*

Since the area is already appropriately zoned to support commercial development, the proposed amendment is not anticipated to negatively impact public services and facilities. New development applications must provide proof that existing and/or planned facilities have adequate public service capacity.

13. *Rational Phasing Plan*

The proposed PD Amendment does not have a phasing plan.

B. Section 2.4.5.E of the DDC provides approval criteria applicable to all applications.

1. *Complies with the goals of the Comprehensive Plan;*

As described in Consideration A above, the proposed amendment meets this criterion.

2. *Complies with the goals of relevant Area Plans;*

As described in Consideration A above, there are no area plans applicable to the subject property.

3. *Complies with this DDC, except where modifications are expressly authorized through the PD Regulations Document and PD Development Plan;*

As detailed in Exhibit 6, summarized in Exhibit 1, and described in Consideration A above, the proposed amendment meets this criterion.

4. *Provides a greater level of building design quality, community amenities, and connectivity than would be required if the project were not being developed in a PD District;*

The existing PD-SC District imposes an additional 25-foot setback from Teasley Lane, screening standards, and use restrictions, providing for a greater level of building and site design quality than the base SC district. The proposal would add Automotive Repair Shop, Minor to the permitted uses for Area 2 and modify the access standards to allow all permitted uses in the Overlay to share access, accommodating an auto-oriented use in an appropriate location near the intersection of Teasley Lane and East Ryan Road while maintaining all other Development Standards.

5. *In the case of proposed residential development, that the development will promote compatible buildings and uses and that it will be compatible with the character of the surrounding area;*

No residential uses are proposed to be permitted as part of this PD.

6. *In the case of proposed commercial, industrial, institutional, recreational and other non-residential uses or mixed-uses, that such development will be appropriate in area, location, and overall planning for the purpose intended; and*

As detailed in Exhibit 6, the proposed PD-SC district amendment permits those commercial uses most appropriate for the location and context. The addition of Automotive Repair Shop, Minor, in Area 2 will provide a necessary service near residential areas while maintaining an orientation toward Teasley Lane so that noise or visual impacts will be minimized.

7. *The provisions for public facilities such as schools, fire protection, law enforcement, water, wastewater, streets, public services and parks are adequate to serve the anticipated population within the PD District.*

Subsequent developments shall ensure adequate public facilities are available to serve the subject site. The nonresidential development is not anticipated to add to the school student population, and Fire Station #6 is within a 3-minute drive to the subject site.

8. *The condition and/or restrictions imposed by the PD are necessary and sufficient to address any significantly adverse impacts to surrounding properties or the neighborhood.*

As detailed in Exhibit 6 and described in Consideration A above, the PD-SC Development Standards impose additional buffer requirements adjacent to residential developments and setback from Teasley Lane. The addition of the Automotive Repair Shop, Minor use is limited to one lot which does not abut any single-family lots and is adjacent to an existing automotive use. Consequently, this location indicates that any adverse impacts to surrounding properties or neighborhoods will be minimal.