

Planning Staff Analysis

Z25-0012a / N Loop 288 MN to SC Rezone

City Council District #2

REQUEST:

Rezone approximately 1 acre of land from Mixed Use Neighborhood (MN) zoning district to Suburban Corridor (SC) zoning district generally located south of Loop 288 Service Road and North of Randall Street, approximately 800 feet west of E. Sherman Drive, in the City of Denton, Denton County, Texas.

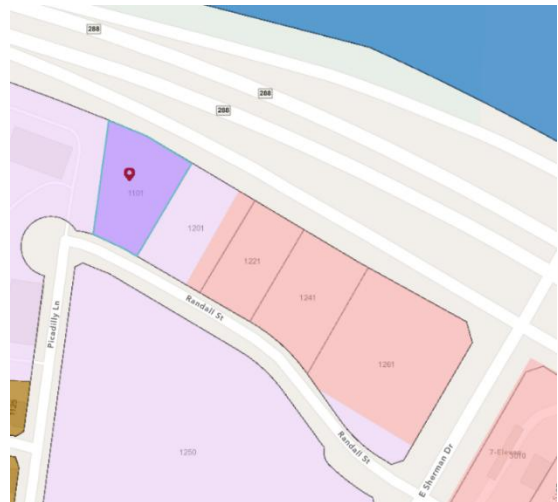
STAFF RECOMMENDATION:

Staff recommends **approval** of the rezoning of approximately 1 acre of land to SC district as it complies with the criteria in Section 2.4.5.E of the Denton Development Code (DDC) for approval of all applications, and Section 2.7.2.D of the DDC for approval of a Zoning Map Amendment (Rezoning).

SITE DATA:

The 1.001-acre lot is currently undeveloped. In 2016, a plat was approved for the subject property as part of Sherman Crossing Addition Phase 1. Earlier this year, a replat was approved to further subdivide the addition. Today, the subject property is platted as Lot 5, Block A, Sherman Crossing Addition Phase 1.

The property is bordered to the north by the Loop 288 Service Road, a TXDOT roadway, and to the south by Randall Street, a City of Denton residential street. The property immediately to the east is split-zoned MN and Suburban Corridor (SC) and is concurrently pursuing a zoning change to straight SC zoning. Property further east of the adjacent lot is similarly zoned SC and is actively undergoing development review for a mix of commercial uses. West of the subject site is zoned MN and is occupied by multifamily use.



A 15-inch sanitary sewer line and 12-inch water line parallel the property to the west, with the water line turning to the east and continuing in the Randall Street right-of-way. A drainage culvert exists on the western edge of the property in a 30-foot drainage and utility easement, established in 2018 by separate instrument. A 20-foot drainage and utility easement exists at the front of the property along the Loop 288 frontage road, and an 8-foot public utility easement exists at the rear of the property along Randall Street. There is no Environmentally Sensitive Area or FEMA Floodplain on the subject site.

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SURROUNDING ZONING AND USES:

Northwest: Zoning: Loop 288 Service Road ROW and Public Facilities (PF) Use: DISD Athletic Field	North: Zoning: Loop 288 Service Road ROW and PF Use: DISD Athletic Field	Northeast: Zoning: Loop 288 Service Road ROW and PF Use: DISD Athletic Field
West: Zoning: Mixed-Use Neighborhood (MN) Use: Multifamily	SUBJECT PROPERTY	East: Zoning: Active Rezoning (Z25-0016) from split zoning MN and Suburban Corridor (SC) to SC Use: Undeveloped
Southwest: Zoning: Randall Street ROW and MN Use: Multifamily	South: Zoning: Randall Street ROW and MN Use: Multifamily	Southeast: Zoning: Randall Street ROW and MN Use: Multifamily

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 2.7.2.D of the DDC applies to this rezoning 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 zoning requests.

2. *Prior Approvals*

The subject property was annexed into the City of Denton in 1982 and assigned the placeholder zoning designation of Agriculture (A) before being rezoned to Planned Development (PD-39) at the same meeting. This zoning was changed to Neighborhood Regional Mixed Use (NMRU) with the adoption of the 2002 Development Code because no development had occurred within the earlier PD and this transitioned to

Mixed Use Neighborhood (MN) with the adoption of the current Denton Development Code in 2019.

In 2016, a plat was approved for the subject property as part of Sherman Crossing Addition Phase 1. On April 15, 2025, a replat was approved to further subdivide the addition. Today, the subject property is platted as Lot 5, Block A, Sherman Crossing Addition Phase 1. This rezoning does not conflict with any prior approvals.

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

The decision-making authority:

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

Staff has not identified any competing goals, policies, or strategies pertinent to this rezoning request.

The requested SC district complies with the future land use designation of Community Mixed Use, as discussed further below in 3b, and with the following goals, policies, and action items of the Comprehensive Plan.

GOAL LU-1: Grow Compactly: Achieve sound, sustainable growth in compact development patterns with balanced land uses planned in coordination with transportation and infrastructure systems.

Action Item 2.2.2: Revise zoning districts for consistency with future land use designations.

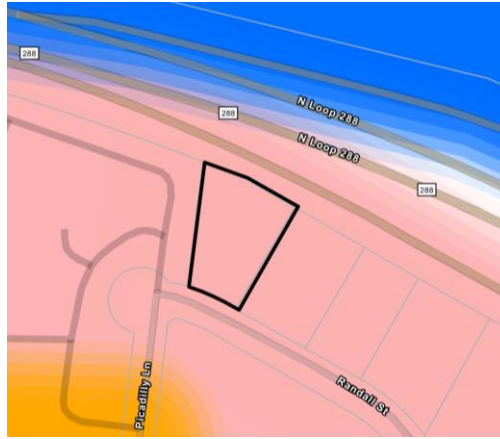
Policy Item 3.2: Ensure the development of new workplaces that are close to and complement surrounding residential, civic, and recreational land uses.

GOAL FEV-2: Improve the City's job-to-worker ratio by increasing the number of jobs available to the resident workforce and local graduates.

The proposed rezoning from MN to SC district provides less residential and slightly more commercial development opportunities, increases workforce opportunities, and supports adjacent residential uses with residential-serving uses (i.e. restaurants, retail, and personal service uses) designed to be compatible with the Loop 288 frontage.

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.*

Per the Future Land Use Map in the Comprehensive Plan, the subject property is designated as Community Mixed Use (see image below and provided as Exhibit 5). The description for the Future Land Use designation is provided below.



Community Mixed Use Future Land Use Description:

“Promotes a mix of uses, of which various commercial uses remain predominant, but where residential, service, and other uses are complementary. Examples include residential units over commercial uses or a wider array of economically viable uses to replace obsolete uses such as former car sales lots and vacated big box stores. Such areas also may represent opportunities for higher density and mixed housing types, without impacting, nearby single-family neighborhoods.”

Both the existing MN zoning district and the proposed SC district could be consistent with the Community Mixed Use Future Land Use designation; however, the proposed SC district prioritizes commercial uses, prohibiting lower-density residential uses, such as single-family detached dwellings, which would be inappropriate in this area.

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.*

Any future development on this site will comply with applicable standards in the DDC, including, but not limited to, minimum lot size and dimensions, building coverage, access, parking, tree preservation, landscaping, screening, and buffering.

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

Typically, a rezoning to one of the DDC’s established districts does not include a full review of all development standards. If the proposed rezoning to SC district is approved, prior to any future development of the site, a detailed site plan and engineering plan review will be required to verify compliance with all applicable DDC standards.

5. *Compliance with Other Applicable Regulations*

If the proposed rezoning to SC district is approved, prior to any future development of the site, a detailed review will be conducted to ensure compliance with other applicable regulations.

6. *Consistent with Interlocal and Development Agreements*

There are no interlocal or development agreements for the subject property.

7. *Minimizes Adverse Environmental Impacts*

There are no ESAs or FEMA floodplain on the subject property. Prior to development, a Tree Survey and Preservation Plan and a detailed drainage review will be required.

8. *Minimizes Adverse Impacts on surrounding Property*

The property immediately to the east is split-zoned MN and Suburban Corridor (SC) and is concurrently pursuing a zoning change to straight SC zoning. Property further east of the adjacent lot is similarly zoned SC and is actively undergoing development review for commercial uses. Therefore, this request will minimize adverse impact on property to the east as it will provide a seamless zoning designation for the block, ensuring consistent design and dimensional standards are applied to all of the lots fronting Loop 288 and Randall Street. Existing and proposed multifamily uses are to the west and south of the subject site. This proposal minimizes adverse impacts on this property by minimally changing the allowed uses; the same or similar standards for compatibility buffers, lighting, etc. would apply under SC as apply today under MN zoning.

Nonetheless, any development of the subject property would be subject to the City's landscaping, tree preservation, and drainage criteria. A Traffic Impact Analysis, reviewed by the City Traffic Engineer, is also required for developments that meet the criteria set forth in the City of Denton Design Criteria Manual where a significant increase in traffic is proposed.

9. *Minimizes Adverse Fiscal Impacts*

The requested rezoning and proposed commercial use are expected to generate a net general fund impact of \$755,800 over the next 40 years. Therefore, the request is expected to minimize adverse fiscal impact to the City. See Exhibit 10 for the analysis summary.

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

All future development of the subject site will be reviewed to ensure compliance with all utility, service, and improvement standards.

11. *Provides Adequate Road Systems*

The subject property has frontage on the Loop 288 Service Road, a TXDOT roadway, and on Randall Street, a residential street per the 2022 Mobility Plan. A Traffic Impact Analysis was submitted and reviewed for the proposed rezoning. When developed, the

site must comply with all applicable standards for drive approaches, driveways, and cross connectivity.

12. *Provides Adequate Public Services and Facilities*

A 15-inch sanitary sewer line and 12-inch water line parallel the property to the west, with the water line turning to the east and continuing in the Randall Street right-of-way. All development shall comply with access, open space, and fire requirements.

13. *Rational Phasing Plan*

There is no phasing plan associated with the zoning change request.

- B. Section 2.7.2.D of the DDC states that an application for a rezoning may be approved based on the following conditions:

- a. *The proposed rezoning is consistent with the Comprehensive Plan.*

As discussed in criterion 3 above, the SC district is consistent with the Future Land Use designation and the goals, policies, and actions of the Comprehensive Plan.

- b. *The proposed rezoning is consistent with relevant Small Area Plan(s).*

There is no small area plan approved for this site.

- c. *The proposed rezoning is consistent with the purpose statement of the proposed zoning district, as provided in Subchapter 3, Zoning Districts.*

Pursuant to Subsection 3.4.1A of the Denton Development Code:

The SC district is intended to provide moderate- to high-intensity commercial, office, and retail uses along high-traffic corridors. The SC district provides elevated building and landscape design, buildings oriented to the street, and appropriate buffering from adjacent neighborhoods. While the SC district is primarily auto-oriented, it provides a safe environment for pedestrians and cyclists.

The proposed rezoning is consistent with the purpose statement of the SC district as the subject site is located within a commercial block at the corner of a Freeway and Primary Arterial roadway, as designated by the City's Mobility Plan, just north of a residential area with multifamily uses. The subject site has double-frontage on Loop 288 and Randall Street, a residential roadway, as designated by the Mobility Plan. While it is anticipated that the majority of users will access the site by car, the City's site design criteria also recognize that it is important that the site be safely designed for pedestrians and cyclists accessing the site from nearby residences, so sidewalk improvements and bicycle parking will be required of any future development.

- d. *There have been or will be significant changes in the area to warrant a zoning change.*

There have not been any significant changes in the area to warrant a zoning change. As discussed in criterion 3 above, both the current MN zoning and proposed SC zoning are appropriate in this area.

- e. *The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.*

The proposed SC zoning is not expected to create adverse impacts to surrounding property. As discussed above, the property immediately to the east is similarly seeking the SC zoning and properties farther east are already zoned SC. Property to the south and west contains multifamily uses. The SC zoning district allows for more auto-oriented uses such as offices, auto-wash and auto-repair but is not expected to adversely impact adjacent multifamily as the variety of permitted uses in SC would offer nearby services, shopping, and employment opportunities for residents.

- f. *Public facilities and services are available to adequately serve the subject property while maintaining adequate level of service to existing development.*

Water and Wastewater

A 15-inch sanitary sewer line and 12-inch water line parallel the property to the west, with the water line turning to the east and continuing in the Randall Street right-of-way. Additionally, water and wastewater tap and impact fees will be based upon the intensity of the development and are required to be paid during permitting.

Roadways

Loop 288 is a TXDOT roadway and any improvement in the right-of-way will require review and approval by TXDOT. Roadway impact fees, which would be paid at the time of any future development, are determined using a proportionality calculation based on the proposed uses and projected vehicle trips. These fees will be assessed based on plans submitted and are used to make roadway system improvements related to the Mobility Plan.

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- g. There was an error in establishing the current zoning district.*

The current zoning district was not assigned in error; however, the transition of zoning in the area has not aligned with the manner in which the area has been subdivided, creating a block that is split zoned with MN and SC zoning. While not impossible, developing a commercial block with these two zoning districts adjacent is difficult as the MN zoning district requires that buildings be pulled close to the street to create a pedestrian atmosphere, while the SC zoning district allows buildings to be pushed back and sites to be designed with front drive aisles. Providing cross-connectivity between the sites is therefore a challenge and the requested rezoning can be reasonably expected.

Furthermore, the MN zoning district is not appropriate for commercial uses fronting on a Freeway service road, as the site design elements would create an unsafe environment that would encourage pedestrian activity along the Freeway while vehicular traffic would be focused on the residential street by nature of the site layout. In this particular location, SC allows for a safer design, pulling the building back from the Loop 288 right-of-way.

