

AGENDA ITEM

TO: City Council

THROUGH: Michael Quint, Director of Planning
Brandon Opiela, Planning Manager

FROM: Samantha Pickett, Planner I

SUBJECT: Consider/Discuss/Act on the Request by JBI Partners, Inc., on Behalf of GA Land Development, L.P., for Approval of Preliminary-Final Plat for 441 Single Family Lots, 1 Multi-Family Residential Lot, and 18 Common Areas (Southern Hills at Craig Ranch), Being Fewer than 136 Acres, Located Approximately 240 Feet East of Custer Road and Approximately 325 Feet South of Collin McKinney Parkway

APPROVAL PROCESS: The City Council is the final approval authority for the proposed preliminary-final plat.

STAFF RECOMMENDATION: Staff recommends denial of the proposed preliminary-final plat (and associated variances) due to lack of conformance with the Subdivision Ordinance and the City of McKinney's Comprehensive Plan.

The following variances are being requested by the applicant:

1. Approval of a variance to Section 142-105 (Improvements) of the Subdivision Ordinance waiving the requirement to dedicate 120 feet of right-of-way for a master planned major arterial roadway (Future Craig Ranch Parkway), as shown on the City's Comprehensive Plan - Master Thoroughfare Plan.
2. Approval of a variance to Section 142-105 (Improvements) of the Subdivision Ordinance waiving the requirement to construct four lanes of a master planned major arterial roadway (Future Craig Ranch Parkway), as shown on the City's Comprehensive Plan - Master Thoroughfare Plan.
3. Approval of a variance to Section 142-105 (Improvements) of the Subdivision Ordinance waiving the required maximum street tangent length of 600 feet.
4. Approval of a variance to Section 142-105 (Improvements) of the Subdivision Ordinance allowing deviation from the street section requirements prescribed by the City's Street Design Manual, to allow for a varying right-of-way width which accommodates a gatehouse.

However, if the proposed preliminary-final plat is approved with the variances requested by the applicant, the following conditions of approval should also apply:

1. The applicant satisfy the conditions as shown on the Standard Conditions for Preliminary-Final Plat Approval Checklist, attached.

Prior to filing the plat for record:

2. The applicant revise the plat to show required the detention, subject to the review and approval of the City Engineer.
3. The applicant revise the plat to provide street names for all unnamed streets.
4. The applicant submit a modified development agreement subject to the review, approval, and execution by the City of McKinney.

APPLICATION SUBMITTAL DATE: March 10, 2014 (Original Application)
March 24, 2014 (Revised Submittal)
April 7, 2014 (Revised Submittal)
June 5, 2014 (Revised Submittal)
June 9, 2014 (Revised Submittal)
June 10, 2014 (Revised Submittal)

ITEM SUMMARY: The applicant is requesting to subdivide approximately 135.98 acres of land into 441 single family detached residential lots, 1 multi-family residential lot, and 18 common areas, located approximately 240 feet east of Custer Road and approximately 325 feet south of Collin McKinney Parkway.

As proposed, the applicant has provided a layout that is not in conformance with the Street Design Manual, Master Thoroughfare Plan of the City's Comprehensive Plan, and the requirements of an associated development agreement with the City. As such, the applicant has requested a number of variances from the City's Subdivision Ordinance. Each of the requested variances has been discussed in greater detail below. Additionally, the applicant has requested that the associated development agreement and offsite portions of right-of-way be modified, but cannot be acted on with this request as it is not a part of the preliminary-final plat.

Typically, preliminary-final plats are considered by the Planning and Zoning Commission; however this plat has bypassed the Planning and Zoning Commission and is being considered by the City Council instead because the applicant has requested variances to requirements of the Subdivision Ordinance. Per the Subdivision Ordinance, only the City Council can grant a variance.

PLATTING STATUS: The subject property is currently unplatted. Subsequent to the approval of the preliminary-final plat, a record plat or plats, subject to review and

approval by the Director of Planning, must be filed for recordation with the Collin County Clerk, prior to issuance of a building permit (residential lots) or a Certificate of Occupancy (non-residential lots).

However, in order to subdivide the subject property as proposed by the applicant, several variances to the requirements of the Subdivision Ordinance are being requested and are indicated below:

1. Approval of a variance to Section 142-105 (Improvements) of the Subdivision Ordinance waiving the requirement to dedicate 120 feet of right-of-way for a master planned major arterial roadway (Future Craig Ranch Parkway), as shown on the City's Comprehensive Plan - Master Thoroughfare Plan.
 - The Subdivision Ordinance requires that all streets, right-of-way improvements, and other related roadway improvements conform to the requirements of the City's Street Design Manual, which in turn states that all plans shall comply with the current Master Thoroughfare Plan (MTP).
 - The MTP currently identifies the need for a north-south major arterial roadway (Future Craig Ranch Parkway) to move traffic efficiently along Custer Road, Collin McKinney Parkway and State Highway 121 (Sam Rayburn Tollway), and to act as a regional reliever arterial to help reduce existing and anticipated traffic congestion along Custer Road, between State Highway 121 and Collin McKinney Parkway near the subject property.
 - Staff has significant concerns that traffic congestion will continue to increase on Custer Road, between Collin McKinney Parkway and State Highway 121 without the dedication and construction of the master planned roadway, which is discussed in greater detail in the Access/Circulation section of the report below.
 - Future Craig Ranch Parkway, a north-south, 6-lane, major arterial roadway (120' wide right-of-way), has been shown on the Master Thoroughfare Plan since adoption in 2004.
 - Staff recommends denial of this variance request.
2. Approval of a variance to Section 142-105 (Improvements) of the Subdivision Ordinance waiving the requirement to construct four lanes of a master planned major arterial roadway (Future Craig Ranch Parkway), as shown on the City's Comprehensive Plan - Master Thoroughfare Plan.
 - Similar to the previous variance request, the Subdivision Ordinance requires that all streets, right-of-way improvements, and other related

roadway improvements conform to the requirements of the City's Street Design Manual, which in turn states that all plans shall comply with the current Master Thoroughfare Plan (MTP).

- The master planned roadway (Future Craig Ranch Parkway) plans for the construction of 4 lanes initially, with an ultimate 6-lane configuration. As proposed, the development provides two, 2-lane roadways into the subdivision, and does not provide continuous travel lanes running through the development between State Highway 121 and Collin McKinney Parkway, in accordance with the Master Thoroughfare Plan. The applicant has proposed two, 2-lane residential collectors, which terminate at the north and south ends of a linear open space running through the middle of the single-family residential lots. As such, Staff has significant concerns with the ability of the proposed street layout to serve the regional circulation needs of the surrounding areas as originally planned for in the Comprehensive Plan. Staff has further concerns that the proposed layout will encourage traffic to divert onto residential streets.
 - Staff believes that a 4-lane roadway is needed to support the regional traffic demand in this area. The connection to State Highway 121 allows for the roadway to relieve congestion on Custer Road from State Highway 121. While the 4-lane option is desired by Staff, a continuous 2-lane option would be better than the discontinuous route shown on the proposed plat. A continuous 2-lane option might not provide the needed capacity, but would prevent the traffic from diverting onto the residential streets within the proposed neighborhood. In a continuous 2-lane scenario, Staff would recommend the pavement width be reduced to 24'-27' with roundabouts located at the intersections of the Street E/Craig Ranch Parkway, Street G/Craig Ranch Parkway, and Street T/Craig Ranch Parkway.
 - Staff recommends denial of this variance request.
3. Approval of a variance to Section 142-105 (Improvements) of the Subdivision Ordinance waiving the required maximum street tangent length of 600 feet.
- Within the proposed single family portion of the subdivision, the applicant has proposed multiple streets with straight sections exceeding the maximum tangent length of 600 feet per the City's Street Design Manual. Staff is concerned that without proper curvature of the roadways, average travel speeds within the subdivision will be increased, leading to decreased safety levels.
 - Staff recommends denial of this variance request.

4. Approval of a variance to Section 142-105 (Improvements) of the Subdivision Ordinance allowing deviation from the street section requirements prescribed by the City’s Street Design Manual, to allow for a varying right-of-way width which accommodates a gatehouse.
 - The applicant has proposed flares in the right-of-way width at the north and south ends of the subdivision in order to construct two gatehouse structures in common areas within the right-of-way at both entrances of the proposed subdivision. These gatehouses are also illustrated on the attached concept plan (for informational purposes only), showing the street pavement widths in conjunction with the non-standard right-of-way circling the feature. Staff is not supportive of this request, as the gatehouse features and common areas are not in keeping with the intended traffic patterns set forth by the Master Thoroughfare Plan.
 - Staff recommends denial of this variance request

Additionally, the subject property is subject to a development agreement (Third Amendment to Chapter 380 Economic Development Program and Agreement for Craig Ranch “VCIM II”), further stipulating the conditions for the roadway construction of Craig Ranch Parkway (attached). The agreement states, “the full right-of-way for Craig Ranch Parkway shall be dedicated concurrently with the approval of the first preliminary-final plat for any development within the “Development Zone.”” The agreement further states, “In addition to such dedication, the Owner shall construct a 2-lane segment of Craig Ranch Parkway from Collin McKinney to the Sam Rayburn Tollway” and that the “additional lanes of Craig Ranch Parkway will be constructed at such time as a traffic impact analysis, requested by the City and funded by Owner, indicates that additional lanes are required to serve the traffic volumes utilizing Craig Ranch Parkway.” As proposed, the applicant will be unable to satisfy the terms of the existing development agreement and requires a future amendment to the development agreement subject to the review and approval of the City Council, prior to filing the plat for record.

The City Council has the authority to grant variances as outlined in the Subdivision Ordinance such as when there are special circumstances or conditions affecting the property in question, enforcement would deprive the applicant of a substantial property right, or that the variance, if granted, will not be detrimental to the public welfare. Pecuniary interests standing alone shall not be justification for granting a variance.

SURROUNDING ZONING AND LAND USES:

Subject Property: “PD” – Planned Development District Ordinance No. 2014-01-002 and “REC” – Regional Employment Center Overlay District (Single Family Residential Uses)

North “PD” – Planned Development District Ordinance No. 2003-05-050, “PD” – Undeveloped Land

Planned Development District Ordinance No. 2005-06-066 and "REC" – Regional Employment Center Overlay District (Commercial Uses)

South	"PD" – Planned Development District Ordinance No. 2007-10-107 and "REC" – Regional Employment Center Overlay District (Commercial Uses)	McKinney Crossing	Towne
East	"PD" – Planned Development District Ordinance No. 2014-01-002 (Single Family Residential Uses), "PD" – Planned Development District Ordinance No. 2001-02-017 (Commercial Uses) and "REC" – Regional Employment Center Overlay District	TPC at Craig Ranch Golf Course and Undeveloped Land	
West	"PD" – Planned Development District Ordinance No. 2006-02-018 and "REC" – Regional Employment Center Overlay District (Commercial Uses)	Sonic Drive-In, Wave Wash, National Tire and Battery, QuikTrip, and Undeveloped Land	

ACCESS/CIRCULATION:

Adjacent Streets: Future Craig Ranch Parkway, 120' Right-of-Way, 6-Lane Major Arterial Roadway

Discussion: As discussed above, the applicant has requested a variance to the Subdivision Ordinance providing right-of-way through the proposed subdivision from State Highway 121 (Sam Rayburn Tollway) and Collin McKinney Parkway via local residential streets (50' wide right-of-way) in lieu of the 120' wide master planned right-of-way for Future Craig Ranch Parkway.

The City of McKinney's Comprehensive Plan - Transportation Element (Section 8) identifies the need for a north-south major arterial roadway (Future Craig Ranch Parkway) to move traffic efficiently between Custer Road, Collin McKinney Parkway, and State Highway 121 (Sam Rayburn Tollway) and to act as a regional reliever arterial to help reduce existing and anticipated traffic congestion along Custer Road between State Highway 121 and Collin McKinney Parkway near the subject property. The current level of service is not ideal and Staff anticipates that without the planned right-of-way width (120') and number of lanes (4 lanes initially, with an ultimate of 6 lanes) provided, the level of service on Custer Road may worsen and be inundated with additional traffic congestion.

The applicant has submitted a Traffic Impact Analysis (TIA) to Staff, which Staff reviewed and provided comments back to the applicant. Staff did not feel that the TIA provided conclusive evidence that the required 4 lanes of Future Craig Ranch Parkway were unnecessary and, as such, Staff has significant concerns that traffic congestion will continue to increase on Custer Road between State Highway 121 and Collin McKinney Parkway without the dedication and construction of the planned roadway.

TREE PRESERVATION ORDINANCE: The applicant will be responsible for complying with the Tree Preservation Ordinance, and for submittal of a tree survey or tree preservation plan, as determined by the Arborist. The applicant will also be responsible for applying for all necessary permits for any tree removal that is to occur on site.

PUBLIC IMPROVEMENTS:

Sidewalks: Required along Craig Ranch Parkway and as required per the Subdivision Ordinance

Hike and Bike Trails: Not Required

Road Improvements: All road improvements necessary for this development, and as determined by the City Engineer

Utilities: All utilities necessary for this development, and as determined by the City Engineer

Discussion: Under the requirements of the Subdivision Ordinance, the applicant will be required to construct all necessary public improvements prior to filing the associated plat, unless otherwise specified in an approved facilities agreement.

DRAINAGE: The applicant will be responsible for all drainage associated with the subject property, and for compliance with the Storm Water Ordinance, which may require on-site detention. Grading and drainage plans are subject to review and approval by the City Engineer, prior to issuance of a building permit.

FEES:

Roadway Impact Fees: Applicable (Ordinance No. 2013-11-108) (None due per VCIM Development Agreement)

Utility Impact Fees: Applicable (Ordinance No. 2013-11-109 and Ordinance No. 2013-12-118)

Median Landscape Fees: Applicable if Craig Ranch Parkway is constructed with a median

Park Land Dedication Fees: Applicable

Pro-Rata:

Not Applicable

CONFORMANCE TO THE MASTER THOROUGHFARE PLAN (MTP): The proposed request conflicts with the Master Thoroughfare Plan. As stated above the proposed layout shown on the attached preliminary-final plat does not provide the required right-of-way width for the master planned major arterial roadway (Future Craig Ranch Parkway) through the subject property, in accordance with the Master Thoroughfare Plan.

OPPOSITION TO OR SUPPORT OF REQUEST: Staff has received no comments in support of or opposition to this request.

ATTACHMENTS:

- Standard Conditions for Preliminary-Final Plat Approval Checklist
- Location Map and Aerial Exhibit
- Letter of Intent
- Comprehensive Plan - Master Thoroughfare Plan
- Third Amendment to Chapter 380 Development Program and Agreement for Craig Ranch ("VCIM II")
- Proposed Preliminary-Final Plat
- Concept Plan – Informational Only
- PowerPoint Presentation