

I. INTRODUCTION

PURPOSE OF THE PLAN

The *Comprehensive Plan* is a statement of Community values, ideals and aspirations about Carrollton's future environment, and serves as the official policy of the City regarding physical development. It is a guide for future decisions by the City. The Plan is used for such purposes as the following:

Planning is the triumph of logic over dumb luck.

Anonymous

To help set priorities for capital improvement expenditures;

As a guide for the acquisition and development of sites for community facilities;

As a guide for the acquisition and protection of major open space;

As a response to the Texas Local Government Code stating that zoning regulations should be adopted in accordance with a *Comprehensive Plan*;

As a basis for zoning and subdivision regulations;

As a guide for preparation of detailed physical plans for sub-areas of the City; and

To help guide the establishment of programs and policies by which the City will achieve the type of development reflected in this Plan.

Undoubtedly, the City will face new issues which are either not contemplated in this Plan, or which are in conflict with the Plan. As conditions change, the Plan should be revisited and amended to reflect the conditions at that point in time. It should be a dynamic guide to help citizens and officials guide Carrollton's future.

CARROLLTON PLANNING HISTORY

Location

Carrollton is located midway between downtown Dallas and the City of Denton. About half of the City is in northwest Dallas County, and half in southeast Denton County. A small portion is in southwest Collin County.

A developed "inner-ring suburb" of Dallas, Carrollton is abutted by other established cities — Farmers Branch to the south, Coppell to the west, Lewisville to the north and Plano and Addison to the east.

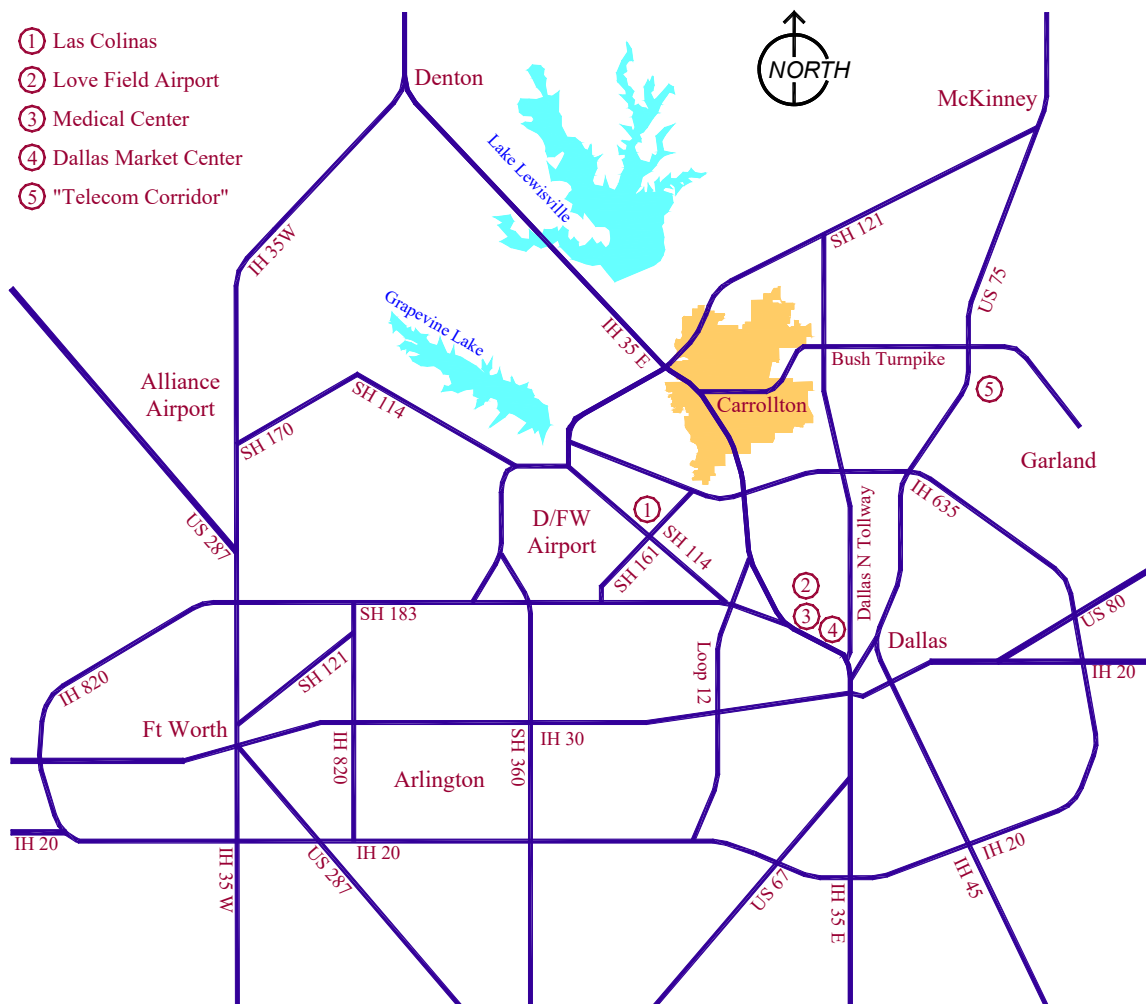
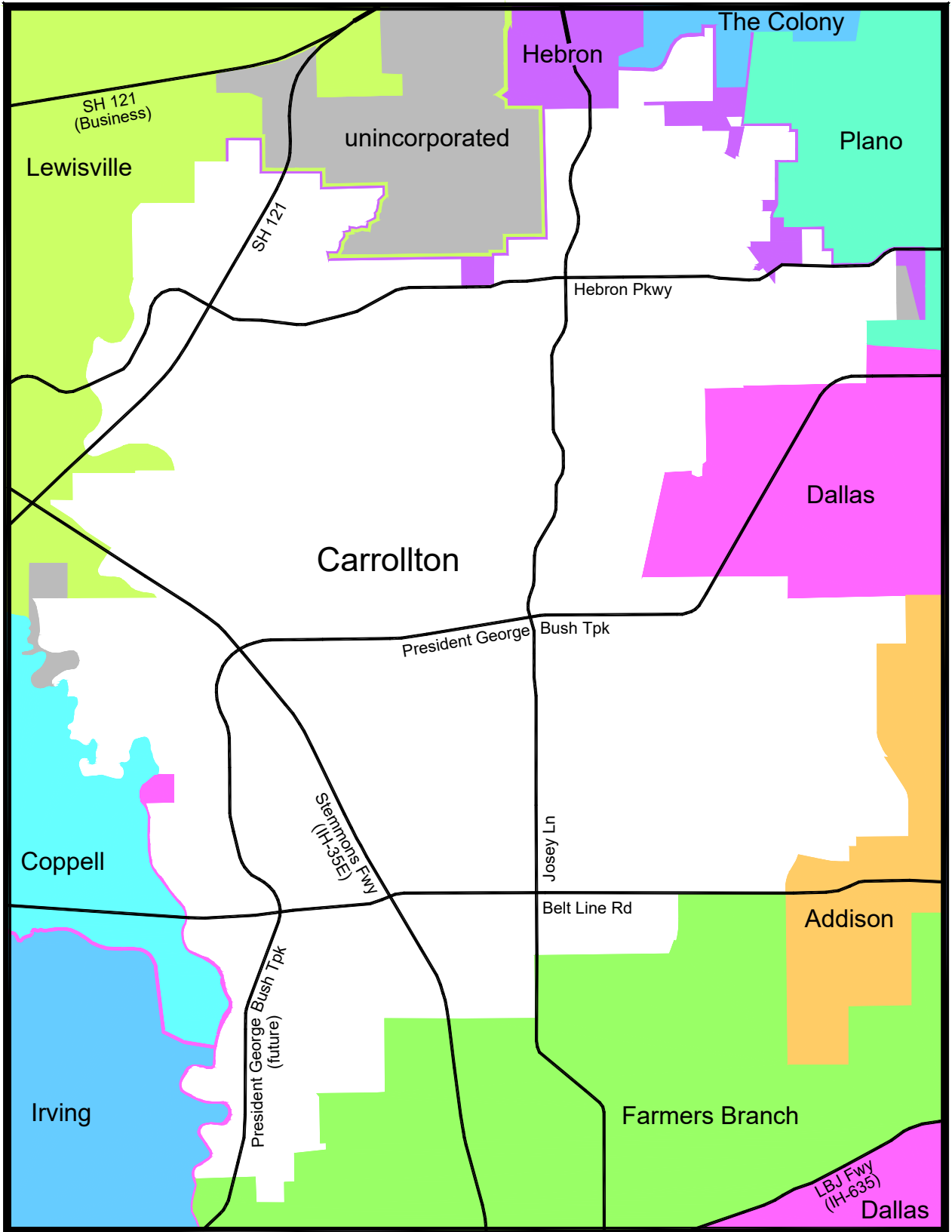


FIGURE 1: GENERAL LOCATION IN THE METROPLEX

FIGURE 2: CARROLLTON AND ADJACENT CITIES



Politics

The City of Carrollton is a Home Rule municipality with a council-manager form of government, operating under a City charter adopted in 1961. The City Council is made up of a mayor and seven council members. All are elected at-large, and serve three-year, staggered terms.

Carrollton is subject to three counties (Dallas, Denton and Collin), and four school districts (Carrollton-Farmers Branch, Lewisville, Coppell and Dallas Independent School Districts).

Transportation

Carrollton is crossed by three major highways: Stemmons Freeway (IH-35E), State Highway 121 (SH-121) and the President George Bush Turnpike (PGBT).

In addition, the Dallas North Tollway (DNT) is one mile east of the Carrollton City limits, and provides direct access to downtown Dallas. LBJ Freeway (IH-635) is two miles south of the City and provides access to Interstate Highways 20, 30 and 45, as well as U.S. Highways 67, 75, 80, and 175.

Carrollton is seven miles northeast of the Dallas-Fort Worth International (DFW) Airport (providing national and international air service), and 12 miles northwest of Love Field (providing regional air service). Addison Airport, a general aviation airport, is immediately east of the Carrollton City limits in the Town of Addison.

Carrollton is served by Dallas Area Rapid Transit (DART), which provides local and commuter bus service throughout the Dallas area. DART plans to build a light-rail transit (LRT) line from downtown Dallas through Carrollton, to be completed by 2010.

Carrollton is crossed by three railroad lines: the Union Pacific, Cotton Belt, and Burlington Northern & Santa Fe Railroads.

History

In 1841, a contract was signed between the Republic of Texas and a land promotion company to colonize what are now Dallas, Collin, Grayson, and parts of Ellis and Wise Counties. The first settlement by Peters Colony, as the corporation was called, was on Farmers Branch Creek where Farmers Branch Elementary School sits today.

In 1844, Alexander Wilson (A.W.) Perry brought his family to this area from Greene County, Illinois. The Perry family is credited with being the "first" settlers of what would eventually become Carrollton, and acquired significant land in the area.

On January 26, 1878, the Dallas & Wichita Railroad filed a plat for "Carrollton" on land donated for a town and railroad depot site by A.W. Perry. A post office was established on May 16, 1878.

Conventional wisdom is that the name "Carrollton" was chosen to commemorate Carrollton, Illinois, the town from which many of these founding families had moved. However, among the twenty original petitioners of the Peters Colony Corporation was Daniel Carroll, who had a leadership role in the company, and whose name may have had some influence.



DOWNTOWN SQUARE

By 1885, the town was a shipping center for grain, had steam-powered cotton gins and flourmills, two churches, and a school.

In 1888, the Cotton Belt Railroad arrived, crossing the Dallas and Wichita Railroad. Also, this year, Jay Gould bought the unfinished Dallas & Wichita and extended the line to Denton (subsequently, he sold the line to the Missouri, Kansas & Texas Railroad which more recently became the Union Pacific). With this, Carrollton began developing as a shipping center for livestock, grain, cotton, and cottonseed. The population of the community was about 150.

Because the community had not developed in accordance with the 1878 Dallas & Wichita Railroad plat, a plat filed by brothers John Simeon and George Franklin Myers on December 3, 1900 formed what would become the "town square" area of Carrollton.

In 1903, the St. Louis & San Francisco Railroad (now known as the Burlington Northern & Santa Fe Railroad) came through town. With this, Carrollton was crossed by three railroads – a rarity which solidified Carrollton's growth into a commercial, marketing, and trading center. This same year, the Bank of Carrollton opened for business.

In 1912, the J. Fred Smith Gravel Company, Inc. was organized. Gravel mining developed into a major industry, so that by the late 1940's, Carrollton was known as a "grain and gravel town."

On June 14, 1913, the citizens of the community voted to incorporate. The same year, commercial electricity became available when a private generating plant went into operation.

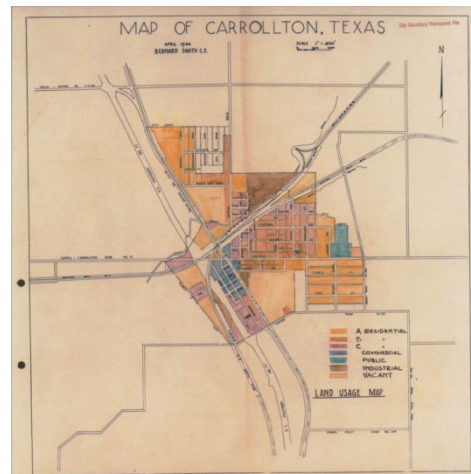
In 1924, the Dallas-Denton Interurban Railway electrified the "Katy" Railroad, and began electric passenger train service. This service made it more convenient for the first "commuters" to live in Carrollton and work in Dallas, or attend school in Denton.

In the thirties, Carrollton solidified its position as a trade and marketing center for its immediate area, and continued slow, steady growth. The East Texas oil field, discovered in 1930, buffered the region's economy from the full brunt of the Depression. Through the thirties and forties, wealthy Dallas oil men (such as "Colonel" W.C. Josey) began to buy land in the Carrollton area, converting it from working farms and ranches to "show farms" and weekend and summer retreats.

In the years after World War II, Carrollton prospered and began to change from an agricultural community to a more industrial one. The first "major" industry to locate in Carrollton was National Metal Products (later Inca Metal Products), in 1946. An industrial district developed around their three-acre site, along the west side of U.S. 77 (later IH-35E), between Crosby and Belt Line Roads.

By the mid-1950's, Carrollton was on the periphery and within an easy commute of a booming post-war Dallas. The community attracted people to new subdivisions being built in and around it. The first Carrollton "shopping center" (Carrollton Highlands, now Carrollton Park) was built at the intersection of Josey Lane and Belt Line Road in 1959.

Over the next thirty years, development accelerated. The population of the City more than doubled in the fifties, more than tripled in the sixties, nearly tripled in the eighties, and more than doubled in the nineties.



1946 ZONING MAP