

Planning Staff Analysis

MPA24-0004a/Hummingbird Lane Extension

City Council District #2

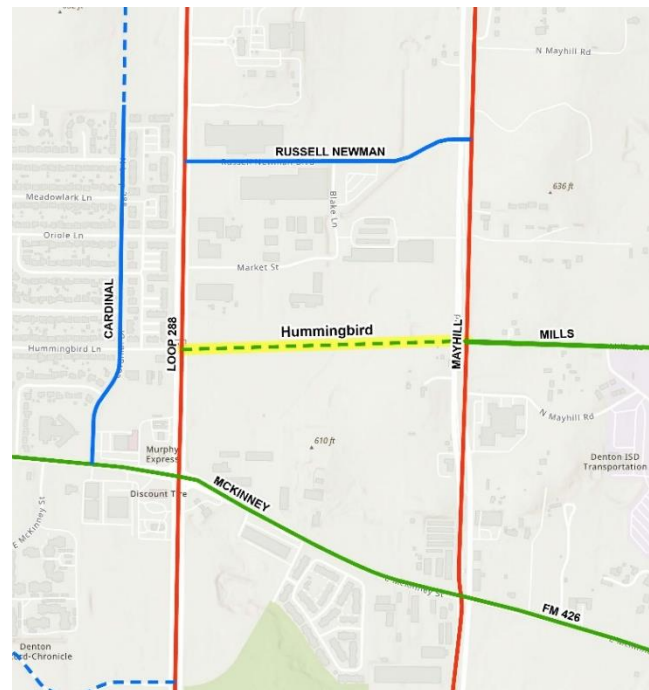
REQUEST:

Modify the Mobility Plan Thoroughfare Map to change the Hummingbird Lane functional classification from a Secondary Arterial to a Collector.

SITE DATA:

The request includes a future section of Hummingbird Lane that will connect North Loop 288 and Mayhill Road. Currently, Hummingbird Lane west of Loop 288 is classified as a Residential Street, and the future extension of Hummingbird lane is designated as a Secondary Arterial in the 2022 Mobility Plan. Additional area roadways include the following:

- **Loop 288:** Loop 288 is designated as a Primary Arterial on the 2022 Mobility Plan and is a Texas Department of Transportation (TxDOT) roadway. It is a north-south roadway located at the west end of the future extension of Hummingbird Lane.
- **Mayhill Road:** Mayhill Road is designated as a Primary Arterial on the 2022 Mobility Plan. It is a north-south road and located at the east end of the future Hummingbird Lane. This road has two lanes to the northbound and two lanes to the southbound.
- **Russell Newman Boulevard:** Russell Newman is a Collector roadway on the 2022 Mobility Plan, and it is located approximately 0.3 miles north of Hummingbird Lane, between Loop 288 and Mayhill Road. It is approximately the same length as the target road. It passes through an area developed for office and industrial use.
- **McKinney Street:** McKinney Street is a Secondary Arterial on the 2022 Mobility Plan and it is located approximately 0.3 mile south of Hummingbird Lane. It navigates the east-west traffic and provides access to Loop 288 and Mayhill Street.
- **Mills Road:** Mills Road is designated as a Secondary Arterial on the 2022 Mobility Plan. The road is located between Mayhill Road at the east and Trinity Road at the west terminus. This road is located at the eastern extension of the future Hummingbird Lane.



Hummingbird Lane is currently located in an undeveloped area; however, recent plat and zoning approvals indicate that development of commercial and multifamily uses is likely to occur soon.

CONSIDERATIONS:

A. Section 2.7.1.D of the DDC provides the criteria for approval of Comprehensive Plan Amendments:

1. An application for a Comprehensive Plan amendment may be approved by the City Council only following a determination that the proposed amendment is consistent with the overall purpose and intent of the Comprehensive Plan and that any one of the following criteria has been met:

a. *There was an error in the original Comprehensive Plan adoption;*

There was not an error in the original 2022 Mobility Plan adoption.

b. *The City Council failed to take into account then-existing facts, projections, or trends that were reasonably foreseeable to exist in the future;*

The City Council did not fail to take into account the existing facts, projections, or trends.

c. *Events, trends, or facts after adoption of the Comprehensive Plan have changed the City Council's original findings made upon plan adoption; or*

Since the adoption of the comprehensive plan, the development requests and growth in the area have increased. Recently, a 360-unit multifamily development has been approved to be built along the target road. Along with that, other residential, restaurant, and commercial developments are anticipated to be located on both sides of the future extension of Hummingbird Lane. Given the mixture of uses in development along this future roadway, it is necessary to downgrade the target road from a Secondary Arterial to a Collector to allow a lower speed limit for short-distance trip generators and provide safe access for residents to these amenities. Considering the new changes in the area surrounding the target road, this proposal is aligned with the Multimodal Vision Zero Plan and primarily the Context Sensitive Design.

d. *Events, trends, or facts after adoption of the Comprehensive Plan have changed the character or condition of an area so as to make the proposed amendment necessary.*

See response to c. above as it is applicable to this criterion.

2. In addition to the above-listed criteria, any proposed amendment is subject to the following additional review standards:

a. *That the amendment is not in conflict with any portion of the goals and policies of the plan.*

The proposed Mobility Plan amendment to the Thoroughfare Plan and Thoroughfare Plan Map to change the future Hummingbird Lane roadway classification from Secondary Arterial to a Collector is not in conflict with the Comprehensive Plan and is specifically consistent with the following goals in the Denton 2040 Comprehensive Plan:

M-1: Provide for the safe, efficient movements of motor vehicles, bicycles, and pedestrians in a sustainable way that complements Denton’s planned growth strategy.

Changing and downsizing the current proposed Secondary Arterial road classification to Collector functional classification will help future development along the corridor to connect the adjacent road networks and surrounding neighborhoods with a safe and efficient speed. The short length of the target road can’t provide adequate distance for a Secondary Arterial speed limit, which is between 35 to 40 mph. Therefore, proposed Collector is a more appropriate classification for this road.

Additionally, the proposed Collector roadway classification will ensure sufficient right-of-way width to accommodate safe streets for bicycles and pedestrians, moving people in a safe and efficient manner through a future mixed-use area.

For east-west traffic movement, McKinney Street is located a short distance from future Hummingbird Lane as a Secondary Arterial. McKinney Street is constructed with four lanes and a middle left turn lane which provides a better, more efficient option to navigate the traffic and provide access to Loop 288 and Mayhill Rd as the Primary Arterials for the south-north traffic.

In addition to Comprehensive Plan Goal M-1 discussed above, the proposed amendment is consistent with the intent of the Future Land Use Map, connecting neighborhoods with necessary commercial and service development.

The proposed amendment is also consistent with the following goals outlined in the 2022 Mobility Plan:

Goal 5: Ensure Coordination Between Land Use and Circulation

- Objective 5A: Coordinate land use policies and development activities that support a sustainable transportation system.

The Future Land Use map shows that the target road is located in a Community Mixed Use (Shaded in light pink) land use area, and it is adjacent to Moderate Residential land use (shaded in orange) on both sides around Loop 288 and Mayhill Rd. The existing Hummingbird Lane, from Mockingbird to Loop 288, is located within a Low residential area and serves as a local road. A Residential or a Collector roadway needs approximately 1.25 to 0.75 mile long and it carries lower traffic volumes with lower speeds and provide more access to residences and businesses.



Mills Road is the west extension of the proposed Hummingbird Lane corridor and is located in a Low Residential land use area. Mills Road is a 1.4-mile road and functions as a Secondary Arterial classification. Typically, the roadways that are longer than a mile function as a throughput facility with elevated speeds and lesser access to the businesses and no frontage to homes.

Goal 8: Promote a Friendly Active Transportation System in Denton

- Objective 8A: Expand, enhance, and protect the existing bicycle network to provide a comprehensive system of facilities, including a spectrum of shared streets, separated lanes, and off-street multi-use trails, to increase connectivity between homes, jobs, schools, transit, and recreational resources in Denton
 - Strategy 8.1: Develop an extensive bicycle and pedestrian backbone network through the use of standard and appropriate innovative treatments.

One primary purpose of the proposal is to create a safe low-speed road for the area's bicycle and pedestrian network by introducing the Collector classification.

- b. *That the amendment constitutes a substantial benefit to the city and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.*

The proposal will ensure adequate connectivity and safety for the current residents and future growth within the broader area.

- c. *The extent to which the proposed amendment and other amendments in the general area are compatible with the land use goals of the plan and that they avoid creation of isolated uses that will cause incompatible community form and a burden on public services and facilities.*

The proposal to change the functional classification of the future Hummingbird Lane extension from North Loop 288 to North Mayhill Rd from a Secondary Arterial to a Collector is compatible with the land use goals as discussed above, as it supports road network connectivity.

- d. *That the development pattern contained in the existing plan does not provide adequate and appropriate optional sites for the use or change being proposed in the amendment.*

Given the existing roadway network, surrounding residential neighborhoods, and upcoming developments, the current Secondary Arterial road classification in the 2022 Mobility Plan would not provide adequate and safe road connection in the area. The rate of speed on a secondary arterial is not appropriate for the short span of the future Hummingbird Lane extension, and a Collector classification can better serve the surrounding local road traffic and provide safety for pedestrians, cyclists, and vehicle users on this road with 30 to 35 mph speeds.

McKinney Street, designated as a Secondary Arterial Roadway, is located within a short distance (0.3 mile) of Hummingbird Lane and is an established corridor that connects downtown to the eastern areas of the City. A variety of commercial, government, institutional, and residential uses are connected by McKinney Street.

The close proximity of these roads, roadway length, and existing development pattern position McKinney Street as a more appropriate east-west corridor for efficient traffic movement and connectivity. Additionally, Russel Newman Boulevard is also located within a short distance on the north side in parallel with the target road. This road can also carry excess east-west traffic movements. Therefore, having the current road classification as a Secondary Arterial will not benefit the roadway capacity, residents, or safe traffic movements.

- e. *That the impact of the amendment, when considered cumulatively with other applications and development in the general area, will not adversely impact the city or a portion of the city by:*
- i. *Significantly altering acceptable existing land use patterns;*
The proposal would not negatively alter the existing land use pattern; rather, at the time of development, the City will be able to acquire the necessary right-of-way to create the future Hummingbird Lane extension safe and efficient to serve all users.
 - ii. *Having significant adverse impacts on public services and facilities that are needed to support the current land use and that cannot be mitigated to the maximum extent feasible;*
The proposal would not significantly adversely impact public services and facilities to support the current and future land use.
 - iii. *Adversely impacting environmentally sensitive areas or resources; or*
The proposed modification to the Mobility Plan would not limit the City's ability to regulate tree preservation or development activity within Environmentally Sensitive Areas.
 - iv. *Adversely impacting existing uses because of increased traffic on existing systems.*
The proposed modification would not impact existing uses, since the area is not developed yet; however, staff will continue to monitor the situation now and, in the future, to ensure residents' concerns are addressed.
- f. *That site conditions, including but not limited to topography, utility corridors/easements, drainage patterns, noise, odors, or environmental contamination, would make development under the current plan designation inappropriate.*

Given the low traffic that will be generated by the anticipated future residential and commercial development and Hummingbird Lane's proximity to McKinney Street as a parallel facility, the current classification would result in an inappropriate road size which may discourage walking and biking. By reducing the functional classification from Secondary Arterial to Collector, the future roadway will provide sufficient capacity to serve the adjacent land uses, but at slower speeds to accommodate all modes of travel.