

Planning Staff Analysis

MPA25-0004/ Future extension of C Wolfe Road between US 380 and Jackson Road

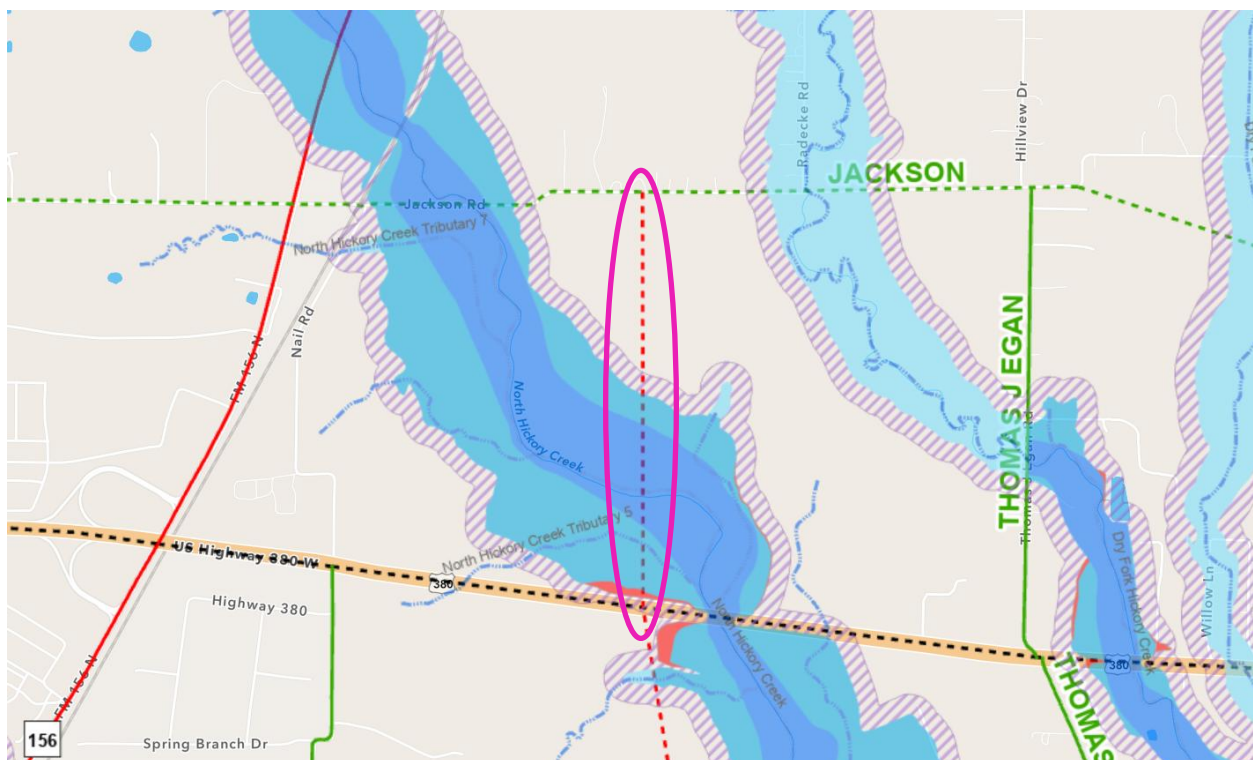
City Council District #3

REQUEST:

Hickory Grove Multifamily Development proposes an amendment to the Thoroughfare Map component of the City's Mobility Plan. The amendment seeks to remove the planned future extension of C Wolfe Road as a primary arterial roadway between US 380 and Jackson Road.

SITE DATA:

The 2022 Mobility Plan proposes extending C Wolfe Road from Jackson Road to the north and FM 2449 to the south, classifying it as a Primary Arterial. Today the road is built from FM 2449 at the south end to Jim Christal Road on the north end. The specific section of C Wolfe Road mentioned in this amendment is located approximately 0.8 miles west of FM 156 (Primary Arterial) and about 0.7 miles west of Thomas, situated between US 380 to the north and Jackson Road to the south. The Hickory Grove Multifamily Development, located at the corner of US 380 and the future extension of C Wolfe Road, has requested an amendment to the Mobility Plan to remove the proposed extension of C Wolfe Road between US 380 and Jackson Road. The proposed roadway to be removed from the Mobility Plan is highlighted in pink on the map below.



The reasons for this request are as follows: The proposed road is located within the North Hickory Creek floodplain zone, which would lead to negative environmental impacts in the area in order to build a bridge road through/across the floodplain. Additionally, the adjacent development, “Hickory Grove MUD,” has already established a north-south connection for local access via Golden Hoof Drive, which is developed as a Collector. Furthermore, with FM 156 serving as a Primary Arterial Road to the west and Thomas J. Egan as a Secondary Arterial Road to the east, there is enough road capacity to accommodate north-south traffic without the need for this new road.

The surrounding roadway network includes:

- **US-380:** US 380 also known as University Drive, is a TxDOT road designated as a Primary Arterial that facilitates east-west traffic flow in the City of Denton. This road located to the south of the target road.
- **FM 156:** FM 156 is a north south Primary Arterial that is located about 0.8 miles west of the target road.
- **Jackson Road:** Jackson Road is an east west Secondary Arterial that is located to the north of the target road.
- **Thomas J Egan:** Thomas J Egan is a north south Secondary Arterial that is located 0.7 miles east of the target road.

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. This application is the result of a much more refined and detailed study of conditions in the subject area, which show benefits to removing a portion of future extension of C Wolfe Road.

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

Per the Plan, part of determining future roadway alignments is supposed to consider the location of existing roadways, property boundaries, and environmental features such as slope and floodways. While the floodplain within this area existed prior to drafting and adopting the 2022 Mobility Plan, it does not appear that this section of the floodplain was considered with regard to the proposed location of this roadway. Recent development applications and inquiries in the area have brought to light the significant implications that a road crossing at North Hickory Creek would have in this area.

Building the target future road at the location currently shown on the Thoroughfare Plan will potentially negatively impact the surrounding environment due to its location within the floodplain.

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 2022 Mobility Plan, the area has experienced significant growth, leading to deeper analysis of the 2022 Mobility Plan, resulting the following conclusions:

- 1) Environmental factors are critical, as the proposed road crosses over a floodplain, and construction could negatively impact local ecosystems and water quality.
- 2) Since the adoption of the 2022 Mobility Plan, the Hickory Grove MUD has been established and started construction. A Collector Road, Golden Hoof Drive, has been built as a part of that development and serves as a north-south connection between Thomas J Egan and FM 156, making the connectivity that the northern extension of C Wolfe Road would provide redundant.

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 Map 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.

The Environmentally Sensitive Area (ESA) map, as shown in Exhibit 6, illustrates that removing the future extension of C Wolfe Road between US 380 and Jackson Road over North Hickory creek aligns with Denton's planned growth strategy. Removing the target portion prioritizes the safe and efficient movement of motor vehicles, bicycles, and pedestrians. Additionally, this change will minimize disruption to natural features, such as the adjacent floodplain, and supports sustainable practices that protect local ecosystems.

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

Goal 5: Ensure Coordination between the Land Use and Circulation Systems

- Objective 5B: Establish strategies and processes that allow large developments to analyze and mitigate traffic impacts and infrastructure needs.
Strategy 5.11: Consider the needs of the transportation and infrastructure system early for large developments and coordinate with developers to design projects that minimize traffic impacts and infrastructure demands and implement complete streets wherever feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.

The removal of the future extension of the C Wolfe Road will not negatively affect the existing land uses and circulation systems. Also, the existing adjacent roadway network such as FM 156 and Thomas J Egan provides enough capacity to handle traffic circulation. Also, the adjacent development to the east, “Hickory Grove,” has already established a north-south connection for local access as Golden Hoof Drive.

- 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 Hickory Grove Multifamily Development proposal will ensure adequate connectivity, accessibility, 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 proposed changes by The Hickory Grove Multifamily Development are compatible with the land use goals.

- 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.*

The future extension of the C Wolfe between US 380 and Jackson Road is approximately 0.8 miles east of FM 156 Primary Arterial and about 0.7 miles west of Thomas J. Egan Secondary Arterial Road. Additionally, Hickory Grove, a residential development is located to the east of the target road. By removing the target road, the city can ensure that development patterns are more in line with existing traffic capabilities, improving safety while minimizing unnecessary crossings without compromising access to vital transportation routes. This amendment ultimately supports a more effective land use strategy that reflects the current and future needs of the community.

- 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 proposed modification to the Mobility Plan would not negatively alter the existing land use pattern.
 - 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 Mobility Plan Amendment is not anticipated to result in any adverse environmental impacts. Furthermore, the proposed Mobility Plan Amendment will minimize adverse environmental impacts by removing the target road and avoiding road construction within the floodplain.
 - iv. *Adversely impacting existing uses because of increased traffic on existing systems.*
The proposed amendment is not anticipated to generate additional traffic on existing systems. Given the proximity of FM 156 Primary Arterial, Thomas J. Egan Secondary Arterial Road, and Golden Hoof Drive, there will be adequate roadway capacity in area to accommodate north-south traffic.
- 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.*

The future C Wolfe between US 380 and Jackson Road connection crosses over North Hickory Creek floodplain. To prevent environmental interferences and avoid construction of an unnecessary road section through the floodplain, the developer requests minimizing potential adverse environmental impacts by avoiding road construction in this area.