

City Council District #2

The Craver Ranch Development requested to modify the Thoroughfare Map of the 2022 Mobility Plan, including but not limited to modifications to the roadway alignment of the future east west connection in Craver Ranch. The general location of the target road is located south and west of FM 2153, east of FM 2164, north of Gribble Springs Road and Shepard Road in the City of Denton.

The proposed Craver Ranch development contains approximately 2,499.35 acres from Agriculture Future Land Use designation to Master Planned Community Future Land Use designation, generally located west and south of FM 2153, east of FM 2164, and north of Gribble Springs Road and Shepard Road in the City of Denton.

The targeted future Secondary Arterial stretches approximately 3.4 miles in an east west direction, linking FM 2153 to FM 2164. It would be situated about 1 mile from FM 2153 to the north and 1.1 miles from Shepard Road to the south. At the eastern end of the proposed road, there is a crossing with a future north south road. The crossing happens at the Culp Branch Lake, and this section of the proposed roadway would encroach onto a floodplain and riparian buffer, which poses risks and potential adverse environmental impacts.



The surrounding roadway network includes:

- **FM 2153:** FM 2153 is a secondary arterial road located to the north and east of the Craver Ranch Development.
- **FM 2164:** FM 2164 is a primary arterial road that runs north-south at the western end of Craver Ranch.
- **Gribble Spring Road:** Gribble Spring Road is a secondary arterial that runs east-west. It begins at FM 2164 and continues eastward until it reaches Shepard Road.
- **Shepard Road:** Shepard Road is an extension of Gribble Spring Road, connecting to FM 2153. This secondary arterial lies along the southern border of Craver Ranch.

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 shifting the proposed Secondary Arterial alignment.

- 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 the Culp Branch Lake 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 compared to the alternative location proposed at a narrower part of 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 Comprehensive 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 is adjacent to a lake and stream. Construction could negatively impact local ecosystems and water quality.

2) There will be a huge financial burden on the Craver Ranch Development to build a bridge at the future north south and east west intersection.

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.

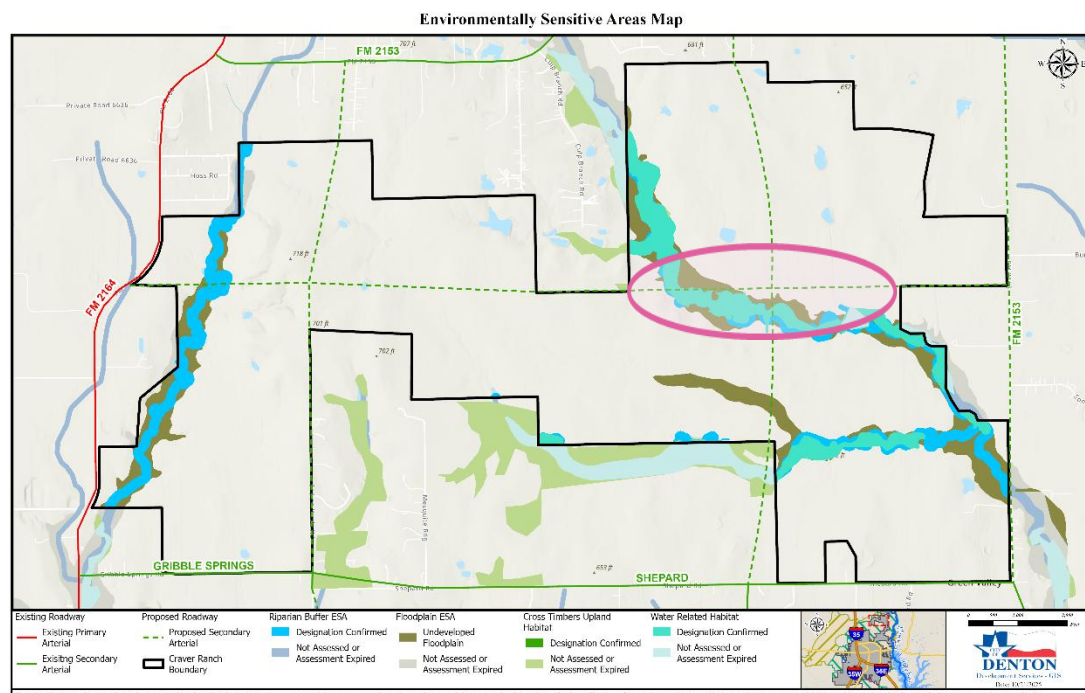
2. In addition to the above-listed criteria, any proposed amendment is subject to the following additional review standards:

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 below, provided as Exhibit 6, illustrates that realigning the future east-west road at its intersection with the future north-south road over Culp Branch Lake and Creek aligns with Denton’s planned growth strategy. This realignment 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 pond and floodplain, and supports sustainable practices that protect local ecosystems.

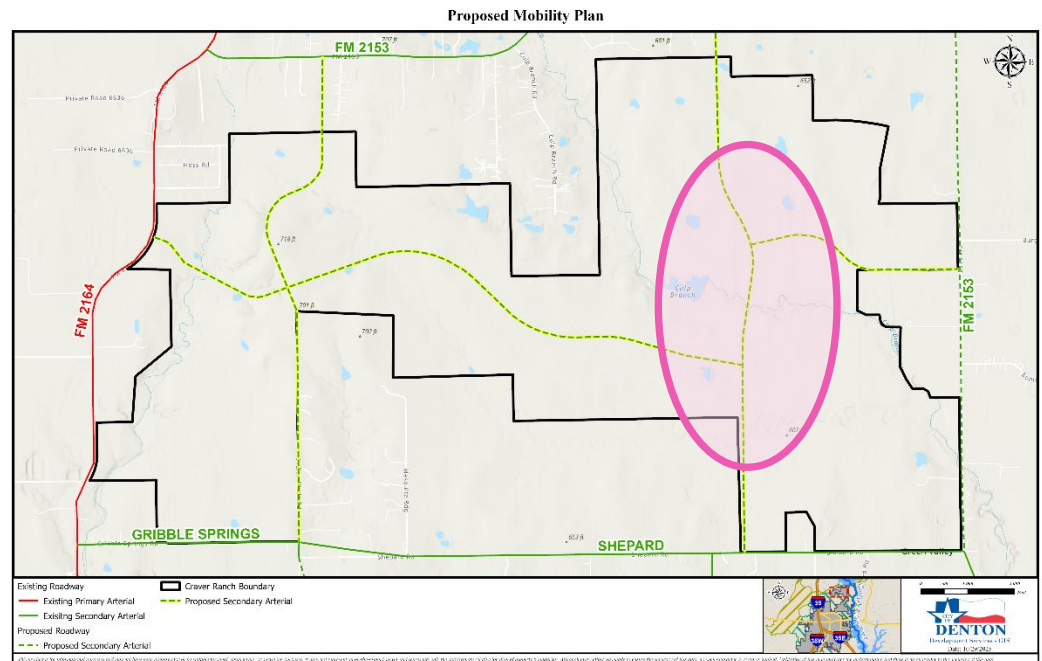


Goal 5: Ensure Coordination between the Land Use and Circulation Systems

- **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 street wherever feasible. Alternatively, address transportation and infrastructure system impacts through the implementation of development agreements.

The realignment of the Future east-west Secondary Arterial as depicted in Exhibit 4 will not negatively affect the existing land uses and circulation systems. Since the road is located within a single development, the realignment will have no impact on the surrounding area. Additionally, the existing adjacent roadway network has sufficient capacity to manage traffic circulation effectively as illustrated by the Traffic Demand Model (See Exhibit 7).



- 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 Craver Ranch 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 proposed changes by Carver Ranch 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.*

Currently, the future east west road crosses the floodplain at the intersection with the future north south road. By realigning the intersection, the development pattern and road configurations will provide more safety while minimizing unnecessary crossing without compromising access to vital transportation routes or impeding east west connection in the area. This amendment ultimately supports a more effective traffic flow 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. The proposal is being requested concurrently with a proposed amendment to the Future Land Use Map and a change in zoning for a new Planned Development that includes residential and commercial land uses.

- 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 realigning the Future Secondary Arterial to avoid road construction within the floodplain.

- iv. *Adversely impacting existing uses because of increased traffic on existing systems.*

The proposed amendment is not expected to increase traffic on existing systems. Realigning the future east-west connection will not affect the road classification. Having two three-way intersections instead of one four-way intersection may slow down traffic, which is more suitable given the development pattern of residential and commercial land uses.

- 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 east-west connection crosses over Culp Branch Lake and the floodplain. To prevent environmental interferences and other issues, the developer requests minimizing potential adverse environmental impacts by avoiding road construction in this area.