



City of Denton

City Hall
215 E. McKinney Street
Denton, Texas
www.cityofdenton.com

AGENDA INFORMATION SHEET

DEPARTMENT: Department of Development Services

DCM: Cassey Ogden

DATE: June 11, 2025

SUBJECT

Hold a public hearing and consider making recommendation to the City Council, regarding a City-initiated Comprehensive Plan Amendment to modify the Thoroughfare Map of the 2022 Mobility Plan, including but not limited to removing and realigning a proposed extension of Underwood Road between FM 1515 (Airport Road) and Springside Road, removing an east-west extension of future Corbin Road from Springside Road to existing north-south Corbin Road, and reclassifying portions of Corbin Road and Springside Road. The general area of change is located east of the City of Denton Airport, and west of I-35 W in the City of Denton, Denton County, Texas. (MPA25- 0001a, Underwood, Corbin, and Springside, Sahar Esfandiyari).

BACKGROUND

The purpose of this agenda item is to amend the City's adopted Mobility Plan 2022. This is a City-initiated request. In short, the Mobility Plan is a component of the Denton 2040 Comprehensive Plan, which establishes the future roadway, pedestrian, and bicycle networks to ensure adequate connectivity and efficient movement throughout the city. Specifically, this request includes following components (see also map on next page):

1. Removing a portion of future Underwood Road, extending from FM 1515 to Springside Road, and instead realigning Underwood Road to align with Westcourt Road.
2. Removing the proposed realignment of future Corbin Road as shown on the Mobility Plan, extending west from the existing north-south segment of Corbin Road to Springside Road.
3. Extending the functional classification of the north-south segment of Corbin Road, southward to the intersection with the east-west segment of Corbin Road, as a Collector roadway.
4. Downgrading the functional classification of Springside Road from a Secondary Arterial to a Collector.

The items listed above are proposed in one amendment to the Mobility Plan because all involved roads are in close proximity to each other, situated primarily between the airport and I-35W. The Mobility Plan 2022 originally aimed for the proposed future Underwood Road, Corbin Road, and Springside Road to enhance both north-south and east-west connectivity. However, following a thorough study of the area and recent development, staff recommends these changes be made to the Mobility Plan to mitigate potential environmental impacts and to improve accessibility and safety.

- Guide transportation investments by outlining the community's vision for future connection points, policy directives, and mobility goals.
- Ensure the City's plans coordinate with TxDOT and the County transportation initiatives.

The Mobility Plan has three major elements: it determines roadway alignments with the Thoroughfare Map (location, connection points), it determines the needed right-of-way (width of the road), and it develops the roadway design standards (the types of road classifications). In order to stay relevant, the plan should be modified and updated regularly, either in response to a specific concern or as part of the City's comprehensive planning efforts.

PROPOSAL

Following is a summary explaining each of the area roads proposed to be modified.

1. Removing a portion of Future Underwood Road

Existing Underwood Road runs north-south from its current northern terminus of Springside Road to its southern terminus at FM 2449. However, according to the Mobility Plan, the ultimate configuration of Underwood Road will stretch from Airport Road (FM 1515) to the north to the future extension of H. Lively Road to the south. The section of Underwood Road recommended for removal under this Mobility Plan amendment is located between Airport Road and Springside Road, crossing the Dry Fork Hickory Creek. Therefore, staff recommends modifying the Mobility Plan's Thoroughfare Plan Map to remove this portion of Underwood Road as shown on the map above (and in Exhibit 5) and instead realigning it with Westcourt Road north of Springside Road as shown in Exhibit 6.

The reasons for this request are:

- Building bridges necessitates the localized removal and disturbance of the vegetative buffer, known as the Riparian Buffer, which protects the stream. This buffer offers important ecological services, including bank stabilization, pollutant sequestration to prevent contamination of the water, support for local wildlife, and economic benefits through cost avoidance and community wellness.
- There is a mature bottomland hardwood forest along the stream's floodplain that would need to be cleared. In addition to the ecological services mentioned, this bottomland hardwood forest is an especially valuable resource for local wildlife.
- This section of Underwood Road is located approximately 0.25 miles from two other north-south roadways, Corbin Road, a Collector, and Westcourt Road, a Secondary Arterial. Both of these roads can adequately accommodate traffic even without this segment of future Underwood Road, thereby making it unnecessary to create the ecological disturbances noted above in order to have adequate mobility options in this area.

2. Removing the future east-west Corbin Road

The existing east-west Corbin Road begins at Bonnie Brae Street (east of I-35 W). Although currently closed to traffic, it crosses under I-35 W and terminates at the north-south segment of Corbin Road (west of I-35 W). The 2022 Mobility Plan (Exhibit 5) specifies the ultimate configuration of east-west Corbin Road, which is intended to connect to Springside Road (west of I-35W). The segment of Corbin Road being realigned as part of this request lies between north-south Corbin Road and Springside Road. This future segment would cross three residential parcels of land; therefore, staff recommends updating the Mobility Plan's Thoroughfare Plan Map and

remove the future extension of east-west Corbin Road between north-south Corbin Road and future Underwood Road.

The reasons for this request are:

- Extending Corbin Road as a Secondary Arterial through the three existing residential parcels and any future redevelopment of these parcels will disrupt the surrounding properties.
- Springside Road, designated as a collector roadway, is conveniently located in a short distance from the future east-west Corbin. Therefore, removing this section will not significantly impact east-west traffic flow in the surrounding area. This decision will ensure that current traffic conditions are maintained. Furthermore, future industrial traffic will still be effectively accommodated by the nearby collector roadways. These collectors are designed to handle increased traffic demands, ensuring that industrial vehicles can navigate the area without disruption, even in the absence of this secondary arterial.

3. *Extending the functional classification of north-south Corbin Road as a Collector roadway*

The northern terminus of the existing north-south Corbin Road is at Airport Road. However, the southern terminus, between Shelby Lane and Springside Road, is a closed, intermittent gravel road. The 2022 Mobility Plan suggested connecting the east-west segment of Corbin Road as a Secondary Arterial to Springside Road in a curvilinear fashion; however, staff is recommending the removal of that section from the Mobility Plan as noted in 2 above. Instead, staff recommends extending the functional classification of Corbin Road as a Collector, directly south from Springside Road to connect with the east-west Corbin Road. This change is shown on the map above as item 3 and also in Exhibit 6.

The reasons for this request are:

- Collector roadways are designed to efficiently serve the specific access needs of an area by connecting local roads to arterial roads. By prioritizing collector roadways, we ensure that all road users, including heavy vehicles essential for industrial operations, can access properties more conveniently.
- The target area is identified as an industrial land use, where activities can shift and evolve over time, investing in flexible collector roads allows for better adaptability to changing transportation demands without the necessitated over-engineering that comes with secondary arterials. This sustainability in development can lead to more efficient use of public funds, making it a prudent choice for future growth.

4. *Modifying Springside Road functional classification*

The existing Springside Road is situated between existing north-south Corbin Road and Westcourt Road. The 2022 Mobility Plan designated the eastern portion of Springside Road as a Collector (65 feet of total right-of-way (ROW) and 30-35 miles per hour (mph) speed), while the western portion of the road was designated as a Secondary Arterial (110 feet of total ROW and 35 mph speed). After a thorough examination of the area, staff recommends that the Mobility Plan's Thoroughfare Plan Map be updated to classify the entire road as a Collector.

The reasons for this recommendation are:

- The area along Springside Road is undergoing a transformation from its current rural residential status to an industrial land use, as indicated in the Future Land Use Map (FLUM). This shift enhances the needs for accessibility to industrial sites, businesses, and services. A collector road classification would facilitate better movement and connectivity for both local residents and commercial traffic, addressing the evolving demands of the area.
- The combination of rural residential and industrial land uses in this area, along with the mix of heavy commercial vehicles and passenger cars, suggests that a Collector roadway classification with a lower speed limit would be more appropriate. This approach enhances safety for all road users and ensures that the community can effectively coexist with the changing traffic dynamics.
- The existing parallel roads, such as Airport Road (Primary Arterial) to the north and the future extension of east-west Corbin Road (Secondary Arterial) to the south/southwest, will have sufficient capacity to handle east-west traffic.

As an element of the Comprehensive Plan, amendments to the City's Mobility Plan follow the procedures for Comprehensive Plan Amendments in the 2019 Denton Development Code (DDC) Section 2.7.1.

A full Staff Analysis is provided in Exhibit 2.

OPTIONS

1. Recommend Approval
2. Recommend Approval Subject to Conditions.
3. Recommend Denial
4. Postpone Item.

RECOMMENDATION

Staff recommends approval of the proposal as it complies with the criteria in Section 2.4.5.E of the Denton Development Code (DDC) for approval of all applications, and Section 2.7.1.D of the DDC for approval of a Comprehensive Plan Amendment.

PUBLIC OUTREACH:

Twenty nine (29) notices were sent to property owners within 200 feet of the conceptual roadway alignments. Forty six (46) notices were sent to physical addresses within 500 feet of the conceptual roadway alignments. As of the writing of this report, staff has received 2 questions, 1 letter of support, and no letter of objection for the request. Copies of the responses are provided as part of Exhibit 7.

Staff conducted an in-person community meeting on Wednesday, May 7, 2025, which was attended by five members of the public to discuss the proposed amendments and gather feedback. During the meeting, attendees voiced both their support and their concerns regarding the amendments. One primary concern was the potential construction of a new road adjacent to their properties. Staff addressed these concerns and answered questions.

A notice was published in the Denton Record Chronicle on May 25, 2025.

A notice was published on the City's website on May 20, 2025.

Four (4) signs were posted in the study area on April 28, 2025.

PRIOR ACTION/REVIEW (Council, Boards, Commissions)

Date	Council, Board, Commission	Request	Action
December 15, 1998	City Council	Mobility Plan	Resolution R98-065 replaced 1988 Thoroughfare Plan
December 7, 1999	City Council	The Denton Plan 1999-2020 (Comprehensive Plan)	Approved (99-439)
January 16, 2001	City Council	Mobility Plan Amendment	Approved (2001-036)
January 8, 2002	City Council	Mobility Plan Amendment	Approved (2002-022)
February 3, 2004	City Council	Mobility Plan Amendment	Approved (2004-034)
March 2, 2004	City Council	Mobility Plan Amendment	Approved (2004-061)
November 2, 2004	City Council	Mobility Plan Amendment	Approved (2004-348)
September 12, 2006	City Council	Mobility Plan Amendment	Approved (2006-249)
December 12, 2006	City Council	Mobility Plan Amendment	Approved (2006-345)
September 12, 2007	City Council	Mobility Plan Amendment	Approved (GDP07-0002)
July 19, 2011	City Council	Mobility Plan Amendment	Approved (2011-117)
January 5, 2016	City Council	2015 Mobility Plan	Approved (2016-012)
August 3, 2021	City Council	Mobility Plan Amendment	Approved (CA21-0001a)
March 22, 2022	City Council	Denton 2022 Mobility Plan	Approved (22-513)
June 18, 2024	City Council	Mobility Plan Amendment (MPA24-0001)	Approved
November 19, 2024	City Council	Mobility Plan Amendment (MPA24-0002b)	Approved
November 19, 2024	City Council	Mobility Plan Amendment (MPA24-0004b)	Approved

EXHIBITS

1. Agenda Information Sheet
2. Staff Analysis
3. Future Land Use Map with Proposed Mobility Plan Amendments

4. Roadway Types
5. 2022 Mobility Plan
6. Proposed Mobility Plan
7. Notification Response Map
8. Draft Ordinance

Respectfully submitted:

Farhan Butt, Ph.D., P.E., M. ASCE

Deputy Director of Transportation Services Division

Prepared by:

Sahar Esfandyari, Ph.D., AICP

Senior Transportation Planner