

Planning and Zoning Commission Requests for Information

Note: This is a working draft of pending Planning and Zoning Commission items and is subject to change without notice.

Request		Request Date	Status
Provide an update on sidewalk requirements for development and the provision of sidewalks in developed areas.	Rozell	12/13/17	See attached memo dated January 10, 2018.
Provide an update on parking – specifically, changes to minimum and maximum requirements.	Beck	12/13/17	A memo dated January 9, 2018 will be provided.
Provide information on the bike mobility plan.	Smith	12/13/17	See attached memo dated January 10, 2018.
Provide work session on updates to the Transportation Criteria Manual as well as perimeter street improvements, roadway impact fees, and Traffic Impact Analysis requirements.	Strange	12/13/17	A work session presentation will be scheduled for January 24, 2018.
Provide an update on the future mobility for Bonnie Brae Street and Scripture Street.	Ellis	10/11/17	Provided on October 25, 2017.
Coordinate with Rezoning Committee to align FLUP to zoning map	Rozell	8/9/17	See attached memo dated November 29, 2017.
Provide an overview of current requirements for providing recycling containers in commercial developments	Ellis	6/15/17	Staff to present at an upcoming work session.
Discuss options on how to improve safety at rail crossings	Rozell	6/15/17	Engineering staff states RR crossings are designed, owned and operated by railroad companies which are governed by FRA (Federal Railroad Administration). Changes or improvements would have to be reviewed and approved by all agencies/owners involved.
Discuss subdivision plats	Ellis	6/15/17	This will be further discussed with DDC Update Module II
Tree Code *What is the status of the tree code?	Beck	6/15/17	Staff to present at an upcoming work session.
Hold a work session to explore the option of including financial impact analysis to staff reports	Strange	4/12/17	The Legal Department will present at an upcoming work session.
Provide an update on staff initiated Small Area Plans and clarify the process of proposing small area plans.	Ellis/Rozell	4/12/17	A memo was provided on November 29, 2017.

Planning and Zoning Commission Requests for Information

Note: This is a working draft of pending Planning and Zoning Commission items and is subject to change without notice.

Request		Request Date	Status
Provide an update on the signage and notification requirements for zonings/rezonings.	Ellis	3/17/17	A memo was provided on November 29, 2017.
Hold a builder and developer workshop on development process.	Hudspeth	3/17/17	Workshop held on April 27, 2017.
Provide clarification on what type of discussion is allowed in work session.	Ellis	1/25/17	The Legal Department will address at an upcoming work session.
Clarify if fees related to Historic Landmark Commission items may be waived.	Rozell	1/25/17	A memo was provided on November 29, 2017.
Provide a training for commissioners on the Gas Well ordinance.	Leal	11/30/16	The Legal Department will present at an upcoming work session.
Provide clarification on when sidewalks are required for development.	Rozell	11/30/16	Sidewalks are typically required at the site plan review.
Re-evaluate roadway impact fees and other ESA mitigation obligations for required city improvements.	Strange/ Rozell	10/26/16	Staff to present at an upcoming work session.



MEMORANDUM

DATE: November 29, 2017
TO: Planning and Zoning Commission
FROM: Richard Cannone, Interim Planning Director
SUBJECT: Status of Planning and Zoning Commission Rezoning Subcommittee

The purpose of this memo is provide an update to the Planning and Zoning Commission regarding the status of the Planning and Zoning Commission Rezoning Subcommittee.

After the Subcommittee was created a series of meetings were held. The first meeting involved the appointment of a chair and vice chair, explaining their roles and procedures, and receiving a report regarding criteria for identifying properties for city initiated re-zonings. The next following meetings involved staff presentations regarding a list of properties identified by staff as potential city initiated re-zonings. The Subcommittee met from March to July 2016.

On August 16, 2016, the City Council held a work session regarding a list of properties identified by staff as potential city initiated re-zonings. The Council was concern about rezoning properties that could potentially be considered “down zoning.” They also were concerned that the Planning and Zoning Commission Rezoning Subcommittee was providing direction to staff that may not be in line with the direction of City Council. After the work session, it was determined that staff would schedule a joint meeting with the Council and Subcommittee. The subject joint meeting was never scheduled and the Subcommittee has not met since July 2016.

Please contact Ron Menguita at (940) 349-8328 if you have any questions or require additional information.

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MEMORANDUM

DATE: January 10, 2018
TO: Planning and Zoning Commissioners
FROM: Richard Cannone, Interim Planning Director
SUBJECT: Bicycle & Mobility Plans

Based upon the request made at the December 13, 2017 Planning and Zoning Commission meeting, several items related to bicycle mobility have been gathered and attached to this memo.

The City's Mobility Plan is an element of the Denton Plan 2030, which was adopted in 2015. The Mobility Plan is a map that outlines the classification of existing and future roadways. Details related to the intended building-out conditions of these roadway classifications are provided in the Transportation Criteria Manual. This manual is currently being updated, and will be brought forward as a Work Session item to the Planning and Zoning Commission in the coming weeks. The draft manual can be found on the City's website at this location:

<https://www.cityofdenton.com/news-events/notices/notice-of-public-comment-period-for-amendments-d>

The Bike Plan is a further component of the Mobility section of the Denton Plan 2030. The full Bike Plan is available on the City's website at this location:

<https://www.cityofdenton.com/government/strategic-initiatives/city-planning>.

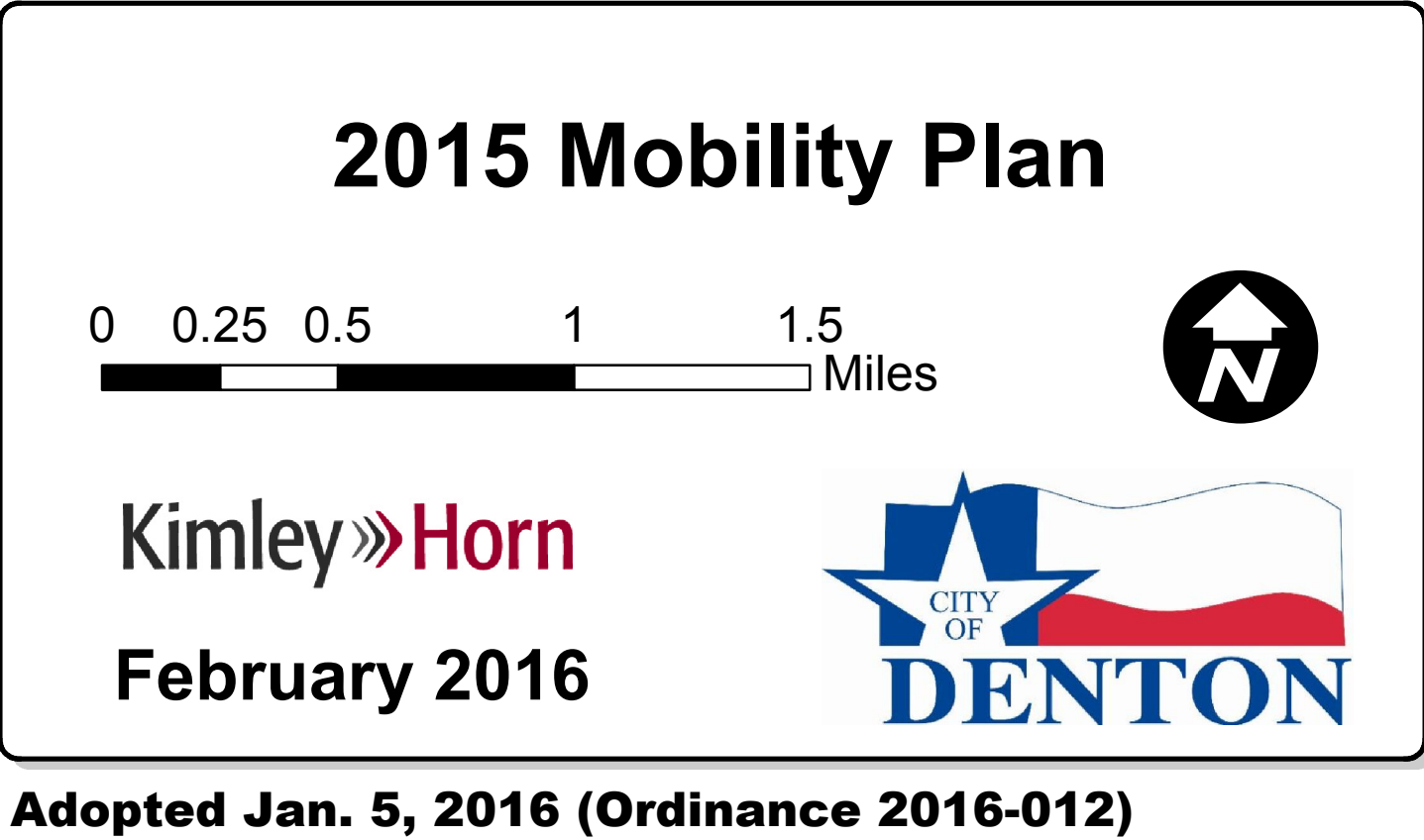
The map portion of the Bike Plan is attached. Also attached are slides from a presentation given the City Council last August, which provide an overview of both the Mobility Plan and the Bike Plan.

Attachments:

- Mobility Plan
- Bike Plan Map
- City Council Presentation – Mobility and Bike Plan Overview

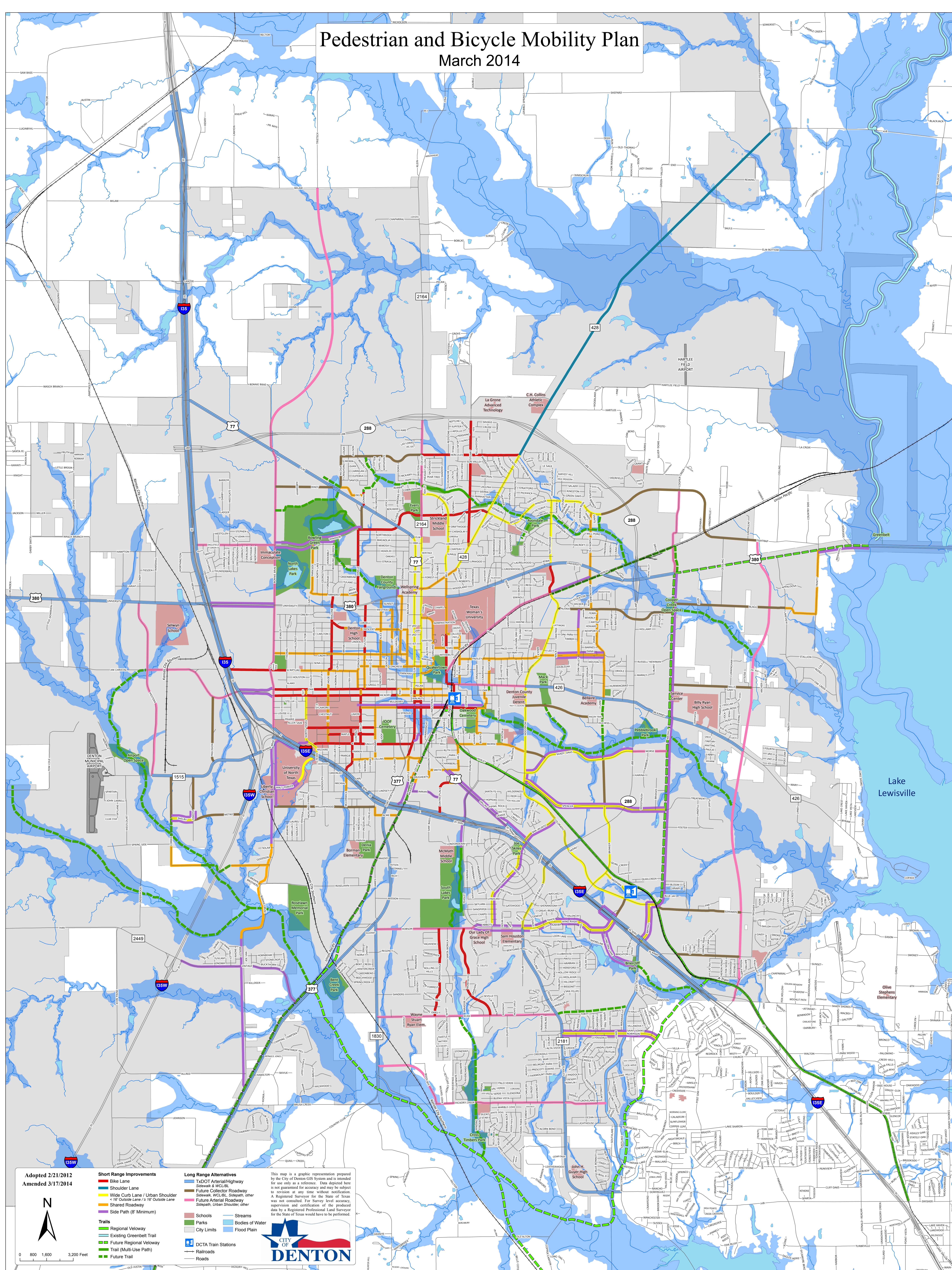
OUR CORE VALUES

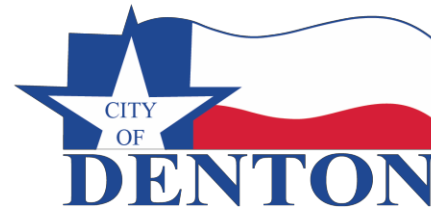
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Pedestrian and Bicycle Mobility Plan

March 2014





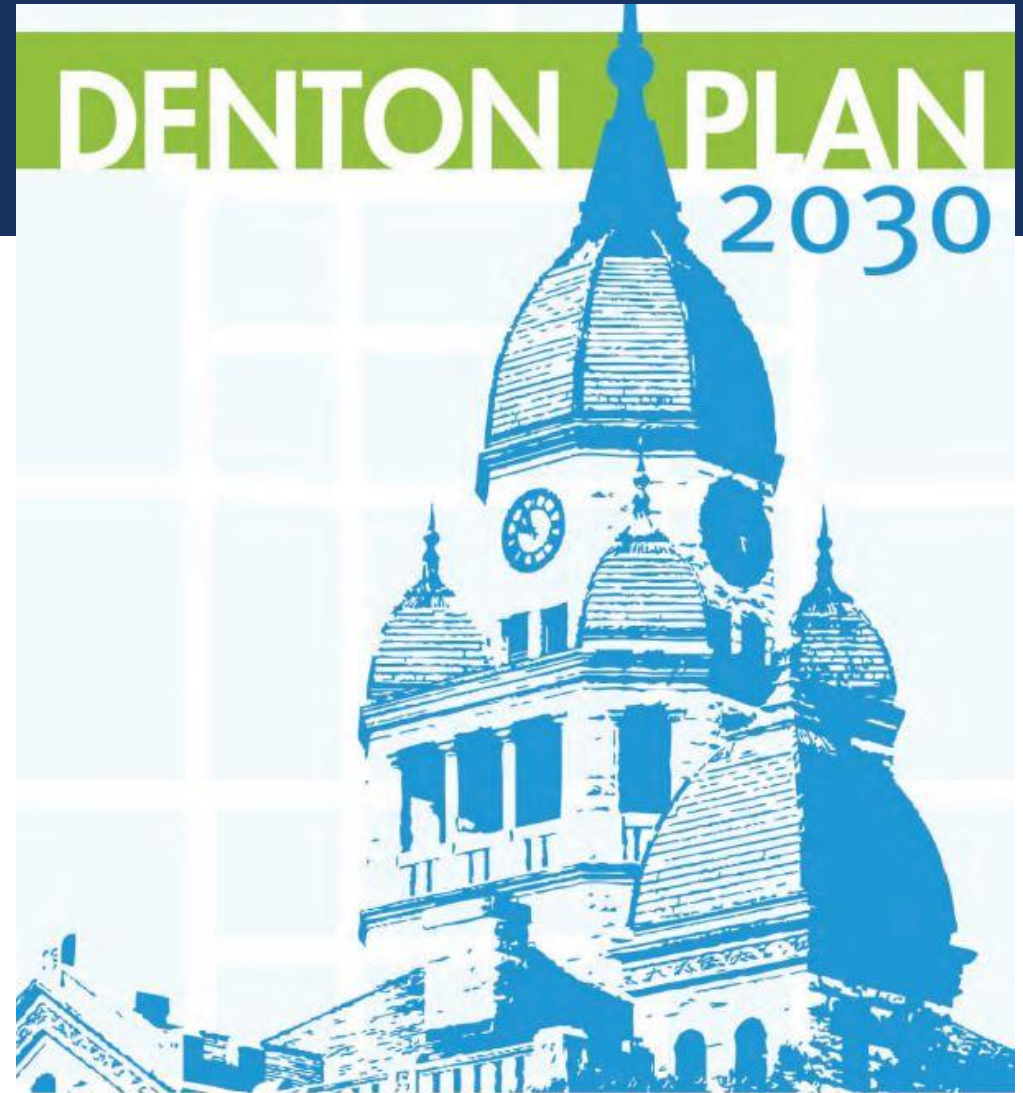
Mobility and Bike Plan Overview

Denton City Council

August 15, 2017

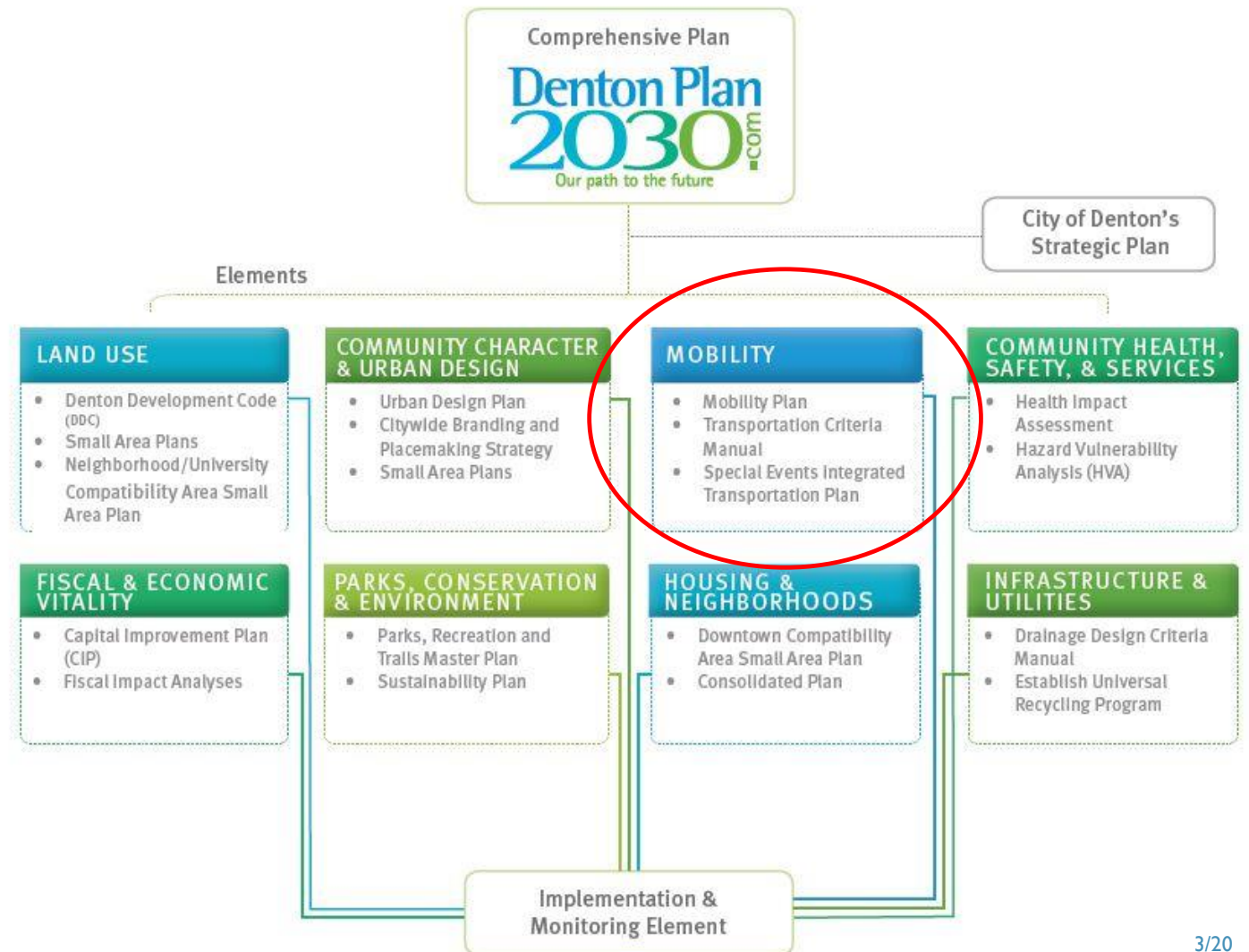
BACKGROUND

- Citywide Comprehensive Plan
- Serves as an Overarching Framework and Guide
- Adopted February 2015
- Is Comprised of Eight Distinct Elements



ELEMENTS

- The Mobility Element is one of Eight Elements of the Denton Plan 2030



MOBILITY ELEMENT

Component of the Denton 2030 Plan that focuses on the Circulation System with four primary goals

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

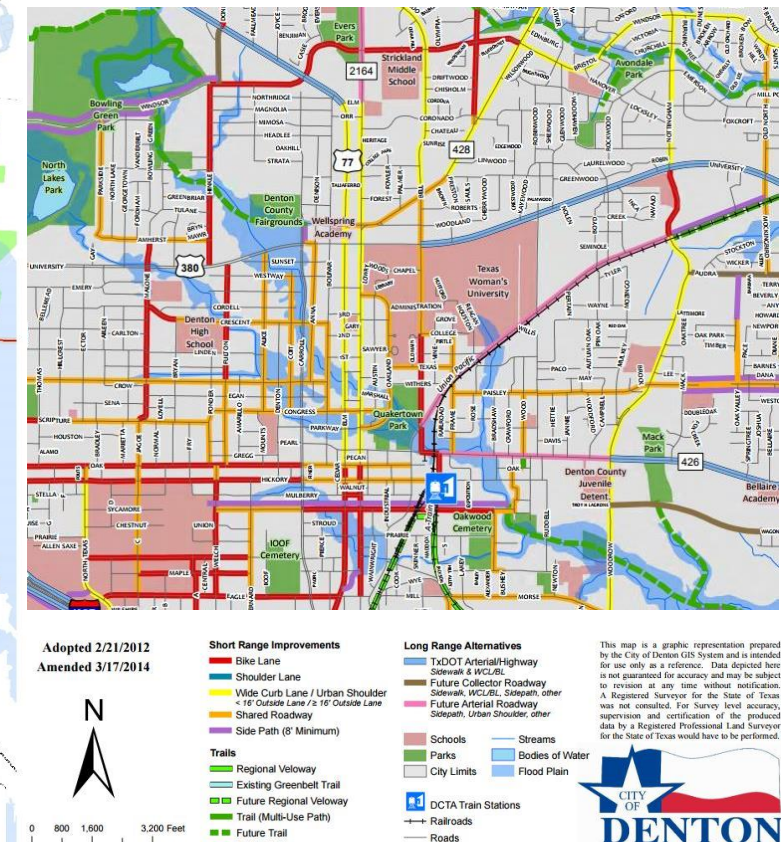
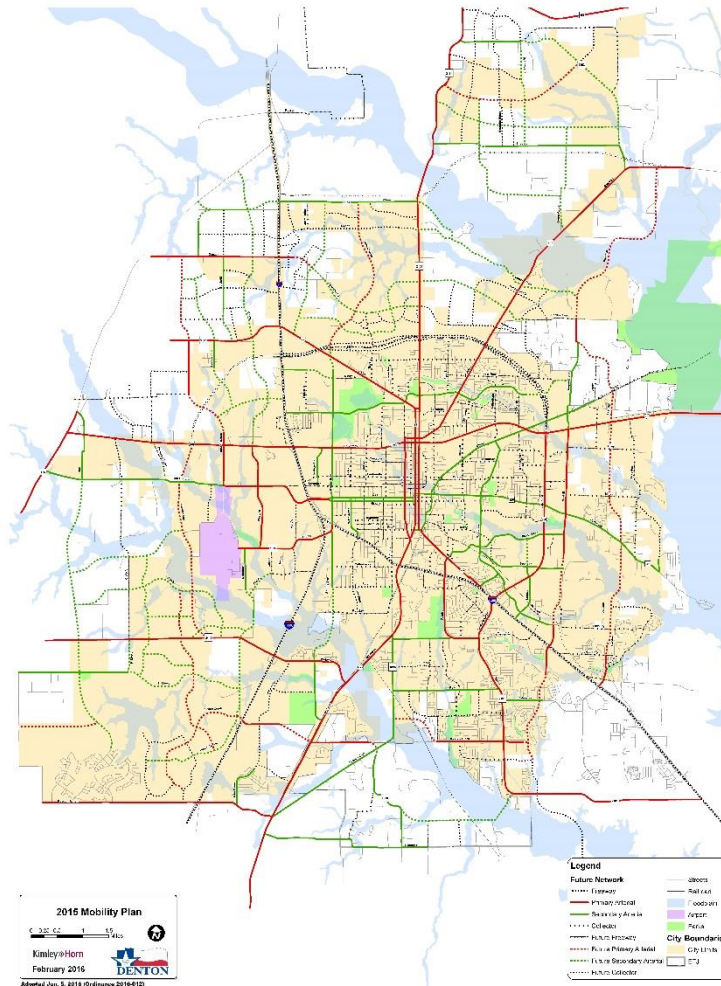
GOAL M-2: Enhance Denton's economy by supporting the city's freight network.

GOAL M-3: Create a transportation network where residents can walk, bicycle, and use other forms of non-motorized transportation for exercise, recreation, and to get to daily destinations.

GOAL M-4: Create an environment where transit is convenient and safe for travel both within Denton and to the rest of the region.

- Roadway Component – Mobility Plan

- Transit Component



MOBILITY PLAN – OVERVIEW

- Roadway network plan
- All Streets are categorized into functional classifications based on
 - Use
 - Roadway Characteristics
 - Average daily traffic volumes (ADT)
- Street are Classified into the following types
 - Neighborhood (Local) Streets
 - Collector Streets
 - Secondary Arterials
 - Primary Arterials

MOBILITY PLAN – CLASSIFICATION

Neighborhood (Local) Streets

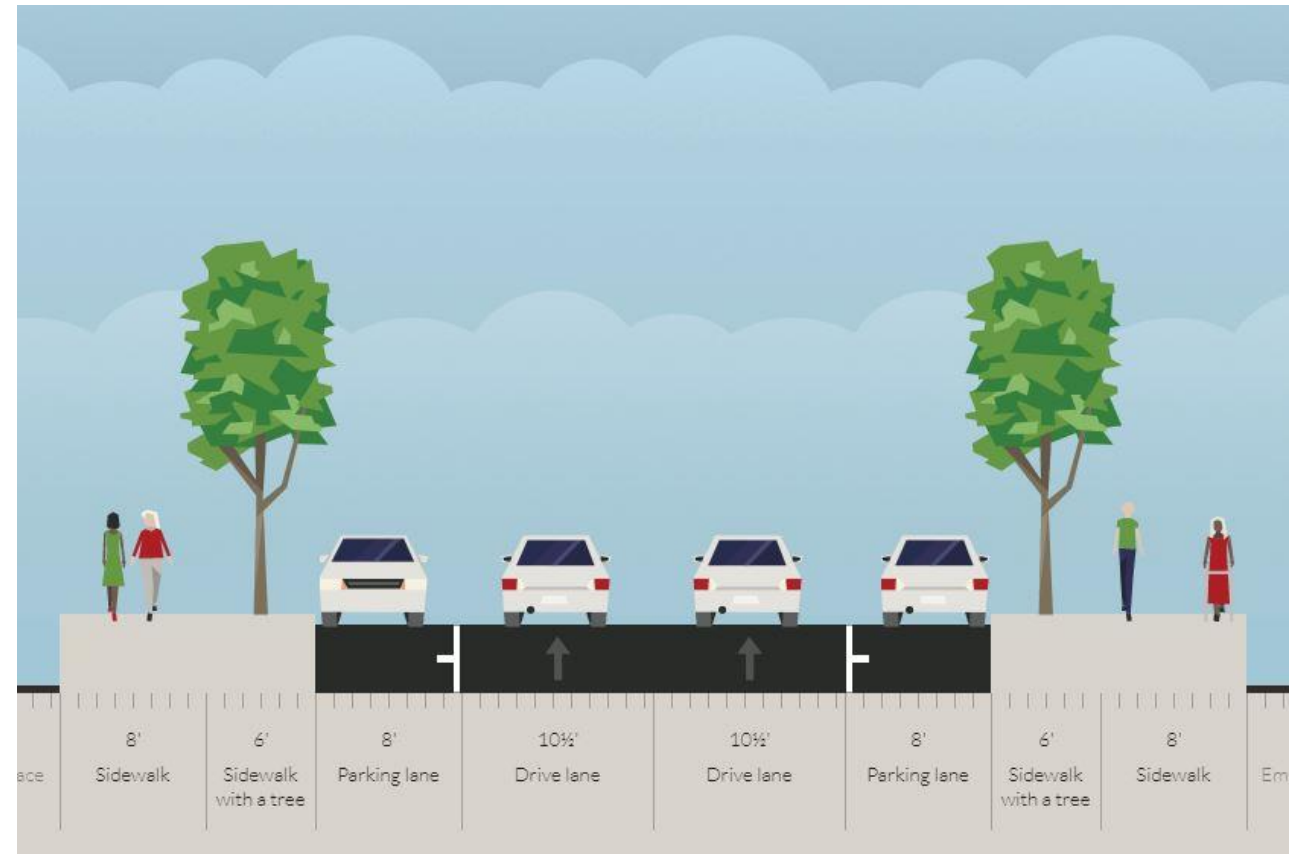
- Primary access between the Development/Subdivision and the Arterial/Collector system
- Design ADT between 400 – 1,500 vehicles per day
- Right of Way – 50 feet
- Two lane (one lane each direction) facility



STREET CLASSIFICATION

Collector Streets

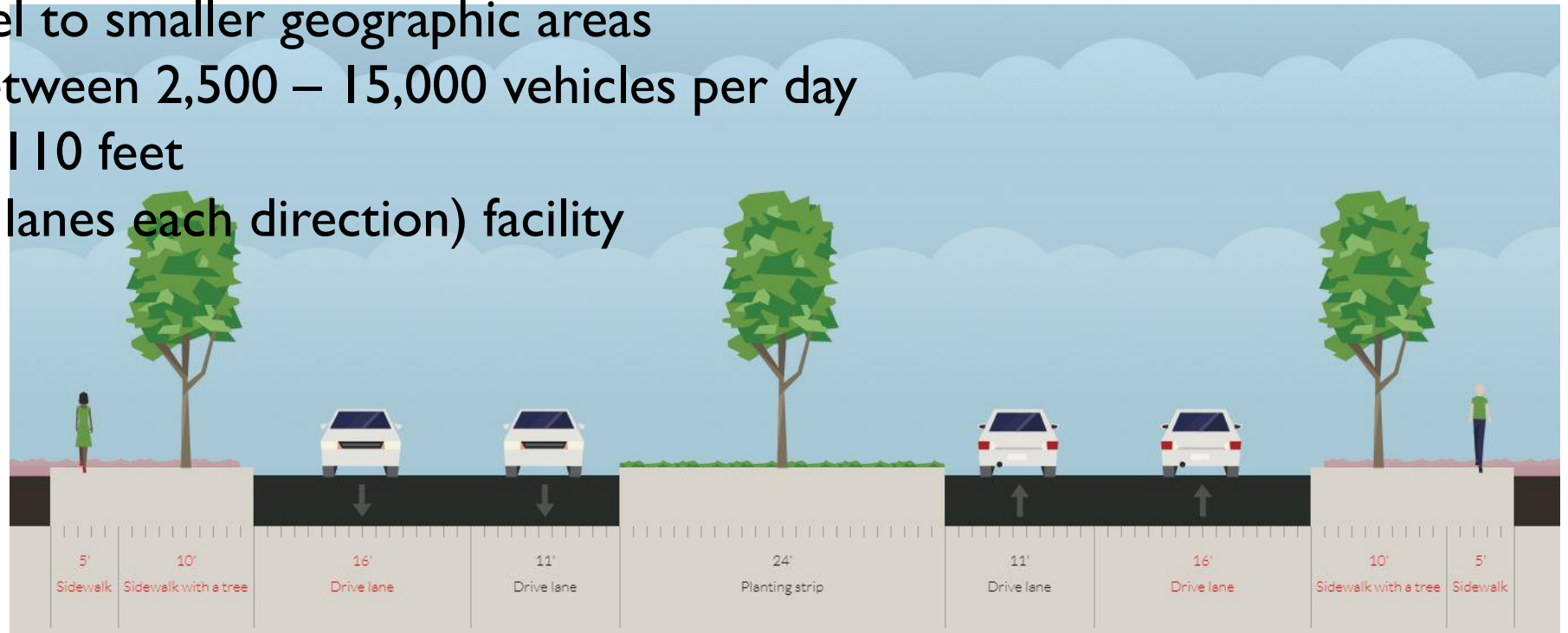
- Channels traffic from neighborhoods or between primary & secondary arterials
- Design ADT between 1,000 – 8,000 vehicles per day
- Right of Way – 65 to 70 feet
- Two lane (one lane each direction) facility



STREET CLASSIFICATION

Secondary Arterials

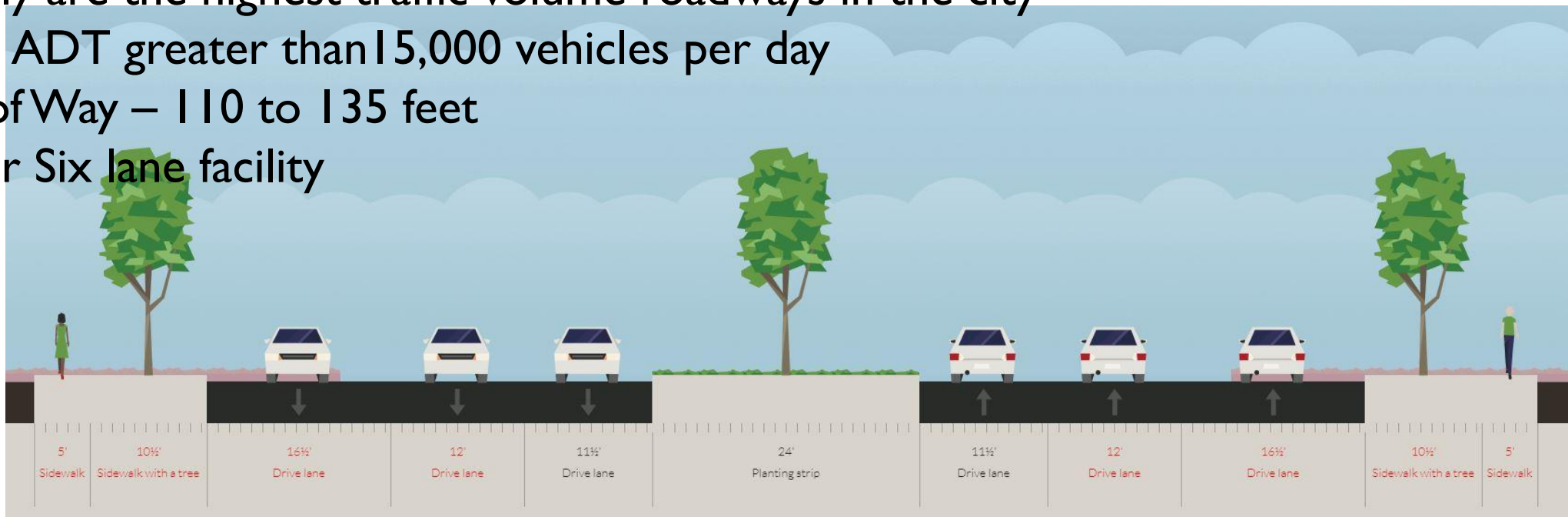
- Connects primary arterials to collector streets and local streets
- Distribute travel to smaller geographic areas
- Design ADT between 2,500 – 15,000 vehicles per day
- Right of Way – 110 feet
- Four lane (two lanes each direction) facility



STREET CLASSIFICATION

Primary Arterials

- Provide major traffic movements within the City
- Typically are the highest traffic volume roadways in the city
- Design ADT greater than 15,000 vehicles per day
- Right of Way – 110 to 135 feet
- Four or Six lane facility



MOBILITY PLAN – UPDATE

- Typically Mobility Plans are updated every 5 years
- Last update was completed and adopted in January 2016 as part of the Roadway Impact Fee Program.
- Reasons for updating the plan
 - To upgrade or downgrade streets based on their functionality and projected traffic volumes.
 - To improve feasibility of constructing new street by changing alignment.
 - To add new streets to serve new annexed areas.
 - To add/remove/modify streets and their alignment based on new development.

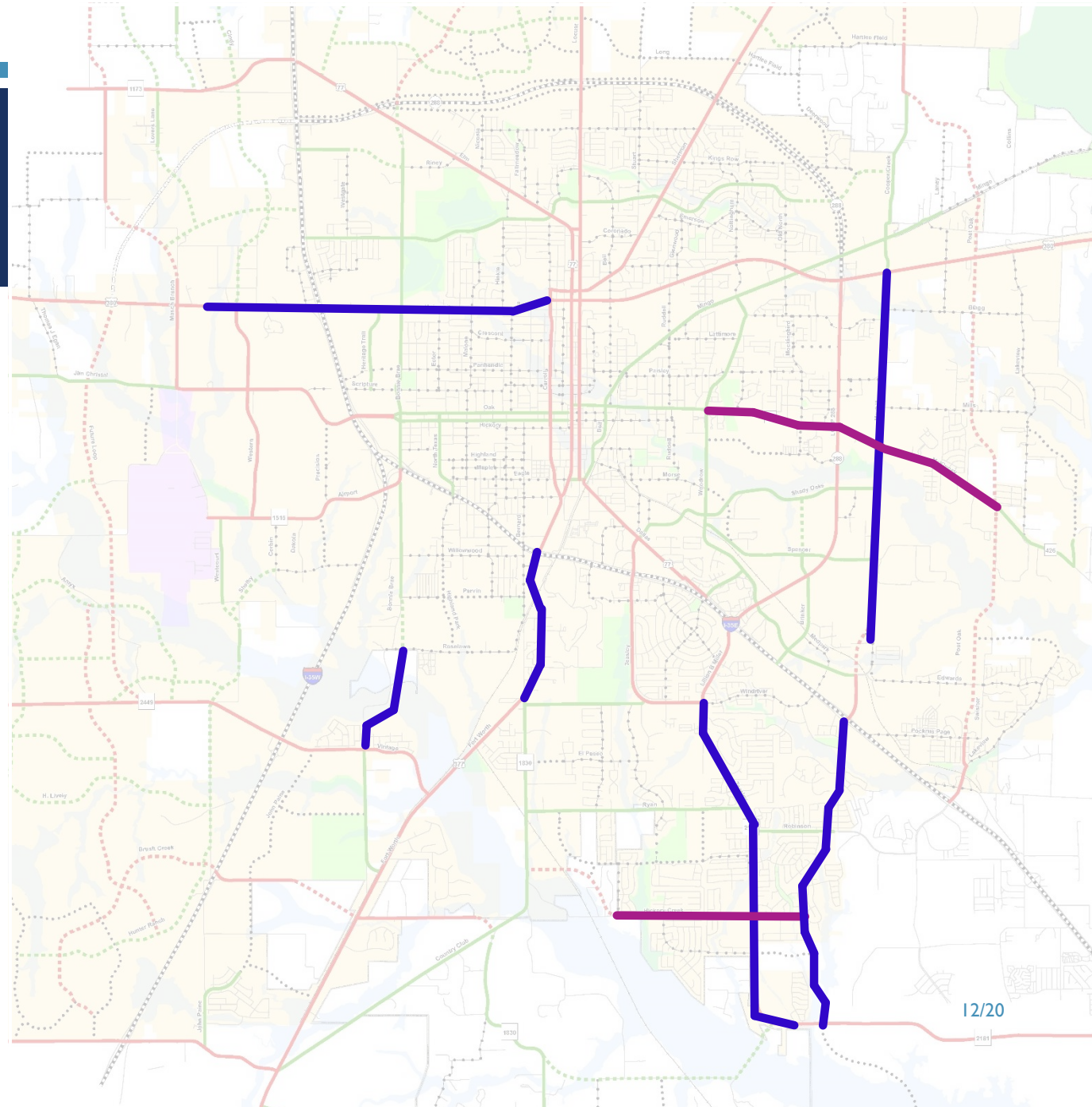
COMPLETED AND NEAR-TERM PROJECTS

Completed/Starting Construction

- US 380 (University Drive)
- US 377 (Fort Worth Drive)
- FM 2181 (Teasley Lane)
- FM 2499 (State School Road)
- Mayhill Road
- Bonnie Brae Street

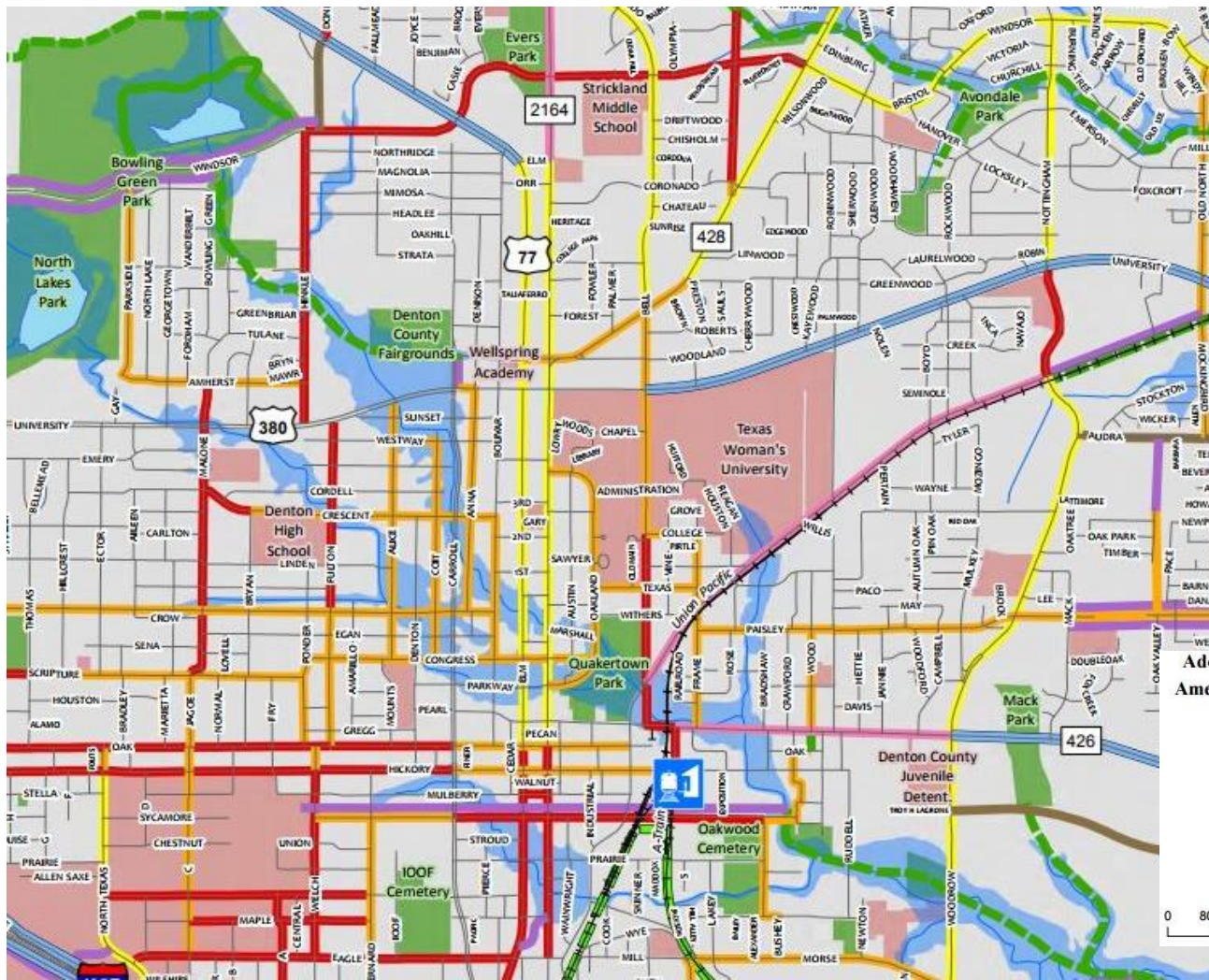
Under Design (Near Term)

- Hickory Creek Road
- McKinney Street

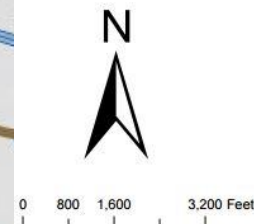


THE BIKE PLAN

- Goal M-3 of Mobility Element; Focus on Active Transportation
- Guides City in development of bike network
- Designates what type of facility



Adopted 2/21/2012
Amended 3/17/2014



Short Range Improvements

- Bike Lane
- Shoulder Lane
- Wide Curb Lane / Urban Shoulder
- Shared Roadway
- Side Path (8' Minimum)

Trails

- Regional Velway
- Existing Greenbelt Trail
- Future Regional Velway
- Trail (Multi-Use Path)
- Future Trail

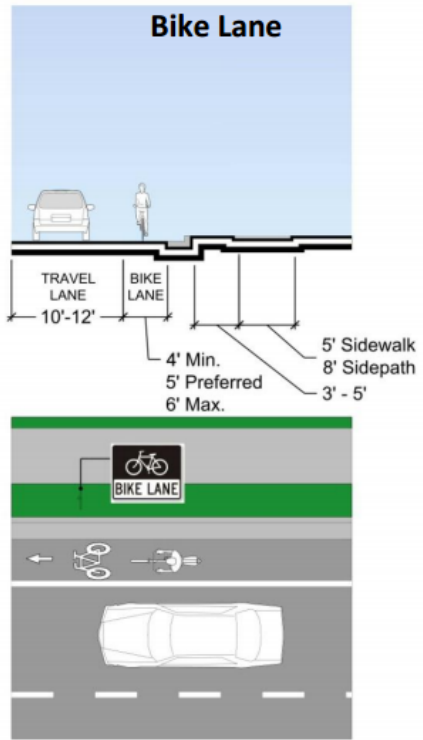
Long Range Alternatives

- TxDOT Arterial/Highway
- Future Collector Roadway
- Future Arterial Roadway

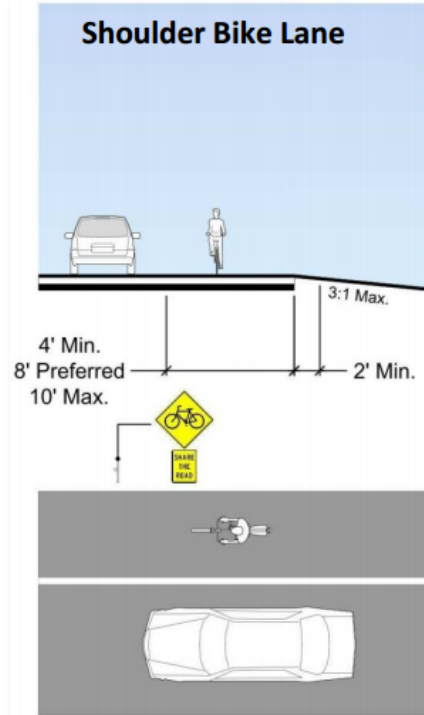
- Schools
- Parks
- City Limits
- Streams
- Bodies of Water
- Flood Plain
- DCTA Train Stations
- Railroads
- Roads

This map is a graphic representation prepared by the City of Denton GIS System and is intended for use only as a reference. Data depicted here is not guaranteed for accuracy and may be subject to revision at any time without notification. A Registered Surveyor for the State of Texas was not consulted. For Survey level accuracy, supervision and certification of the produced data by a Registered Professional Land Surveyor for the State of Texas would have to be performed.

FACILITY TYPES



- 10' to 12' Wide
- Speed Limit 35 MPH or less
- Local or Collector Street
- Bike Lane signs and striping
- Both directions, typical unless one-way



- 4' to 10' Wide, increasing with speed limit
- Speed Limit 40 MPH or more
- Rural Arterial section
- Bicycle Warning and Share the Road signs
- Both directions, typical

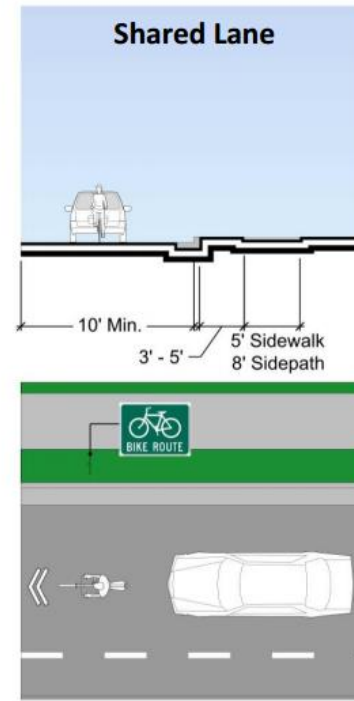
Bike Lane – dedicated travel lane for person on a bike



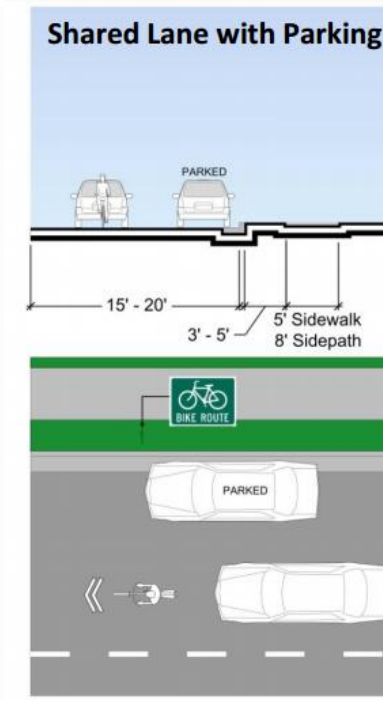
FACILITY TYPES

Shared lanes – “sharrow” or wide curb lane

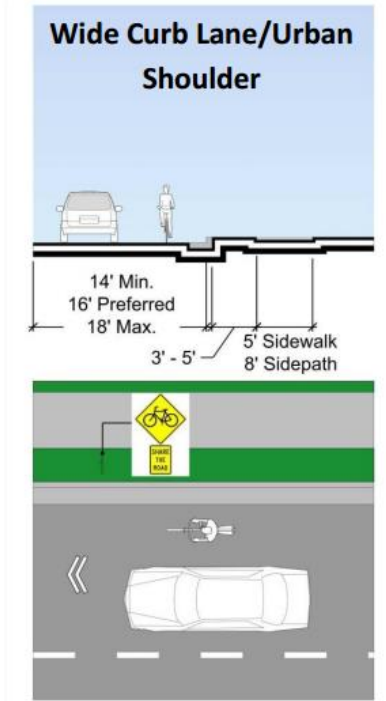
Sharing of travel lane



- 10' to 13' Wide
- Speed Limit 35 MPH or less
- Local or Collector Street
- Use “Sharrow” as Needed
- Bike Route signs
- Bikes May Use Full Lane signs, as needed
- Both directions, typical

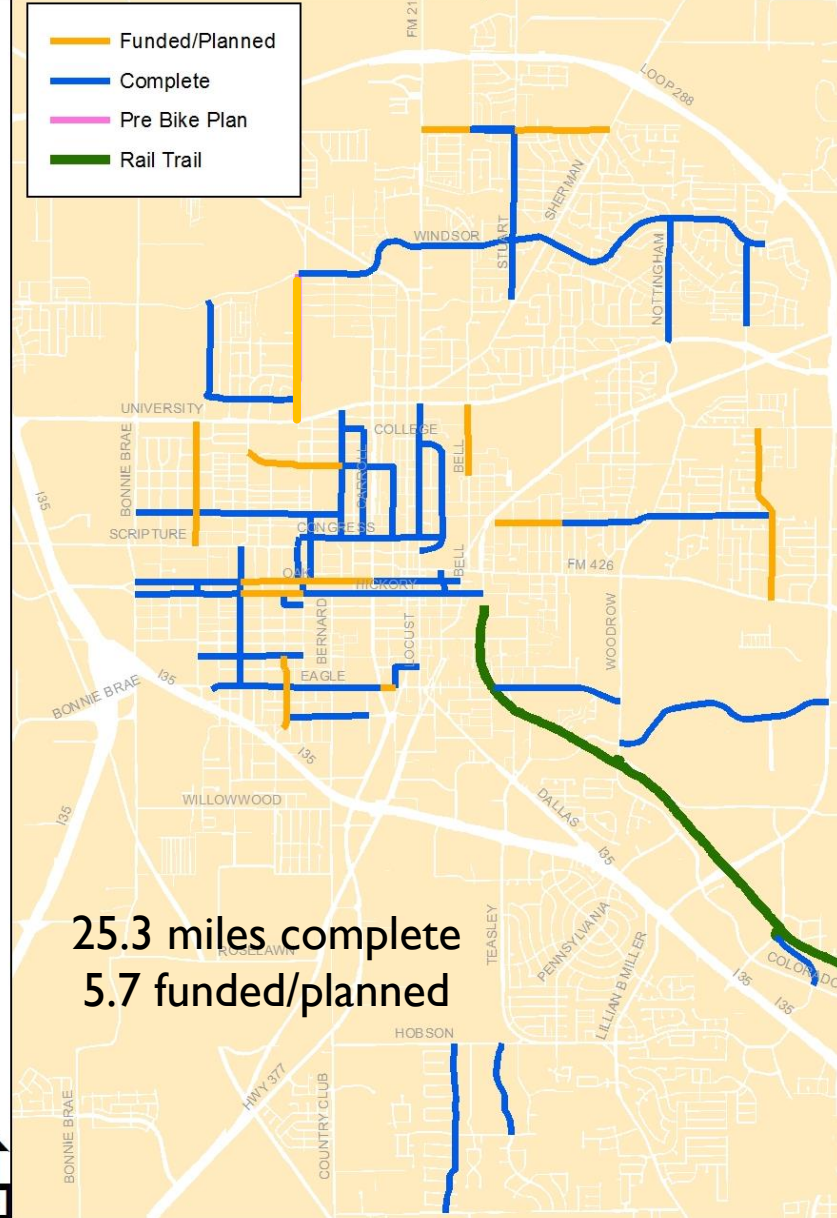
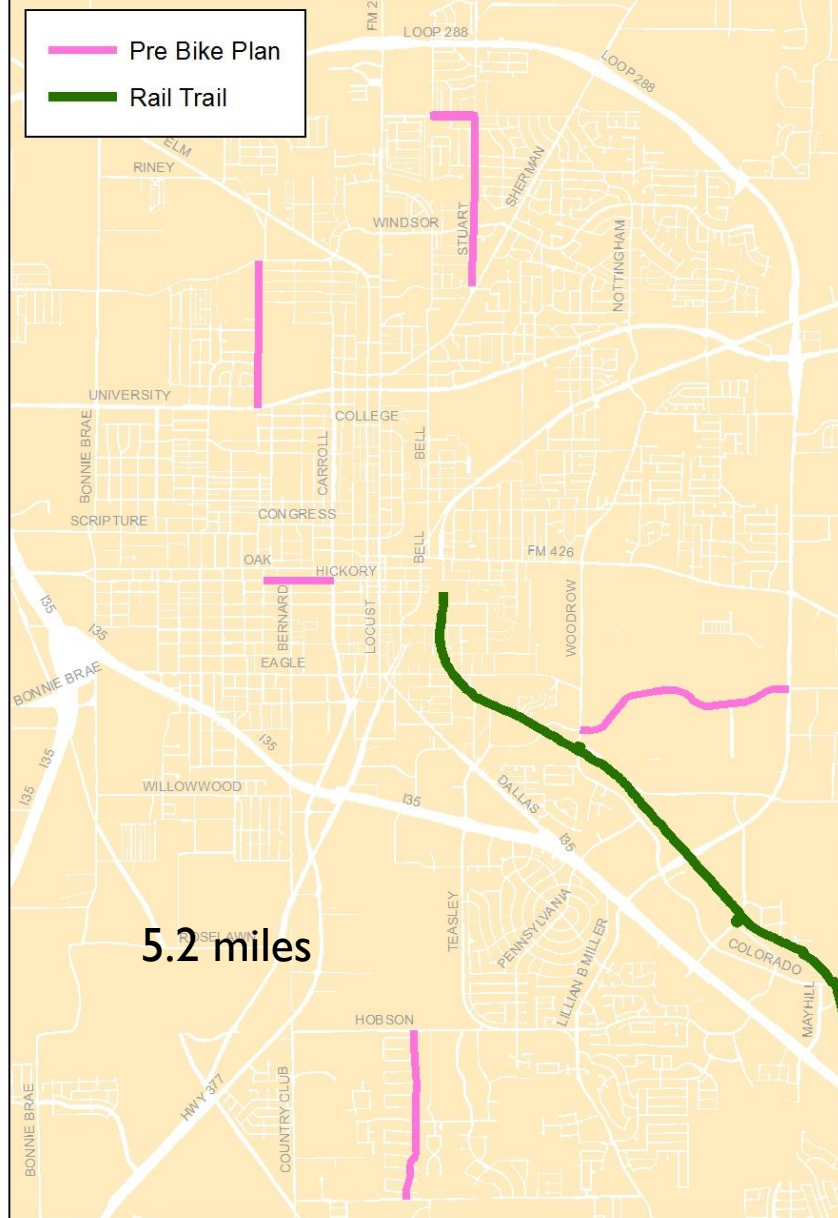


- 16' to 20' Wide, including gutter parking area
- Speed Limit 35 MPH or less
- Local or Collector Street
- Use “Sharrow” as Needed
- Bike Route signs
- Both directions, typical



- 14' to 16' Wide, plus gutter width, max of 18'
- Speed Limit 35 MPH or less
- Collector or Arterial Street
- Use “Sharrow” as Needed
- Bicycle Warning and Share the Road signs
- Both directions, typical

Denton Bike Infrastructure: 2012-present



COMPLETED PROJECTS

Fulton St



Oak St



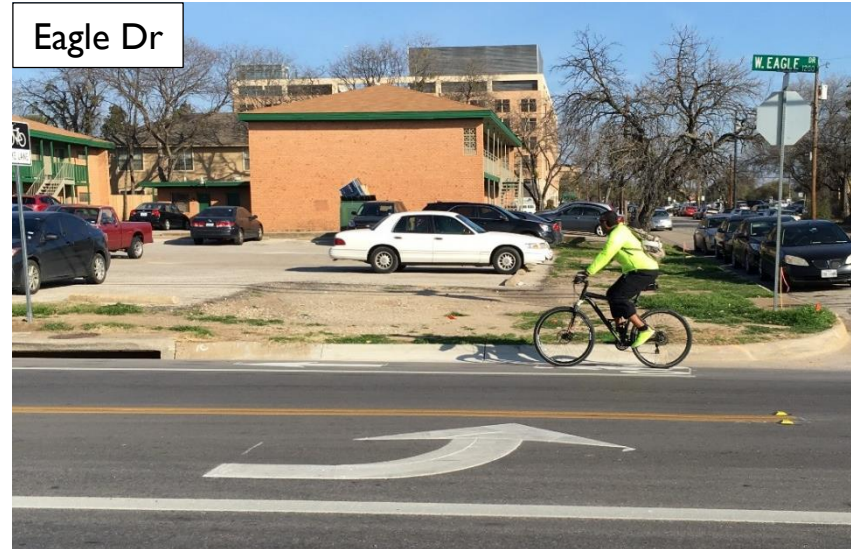
Highland Dr



Paisley St



Eagle Dr



Oak St



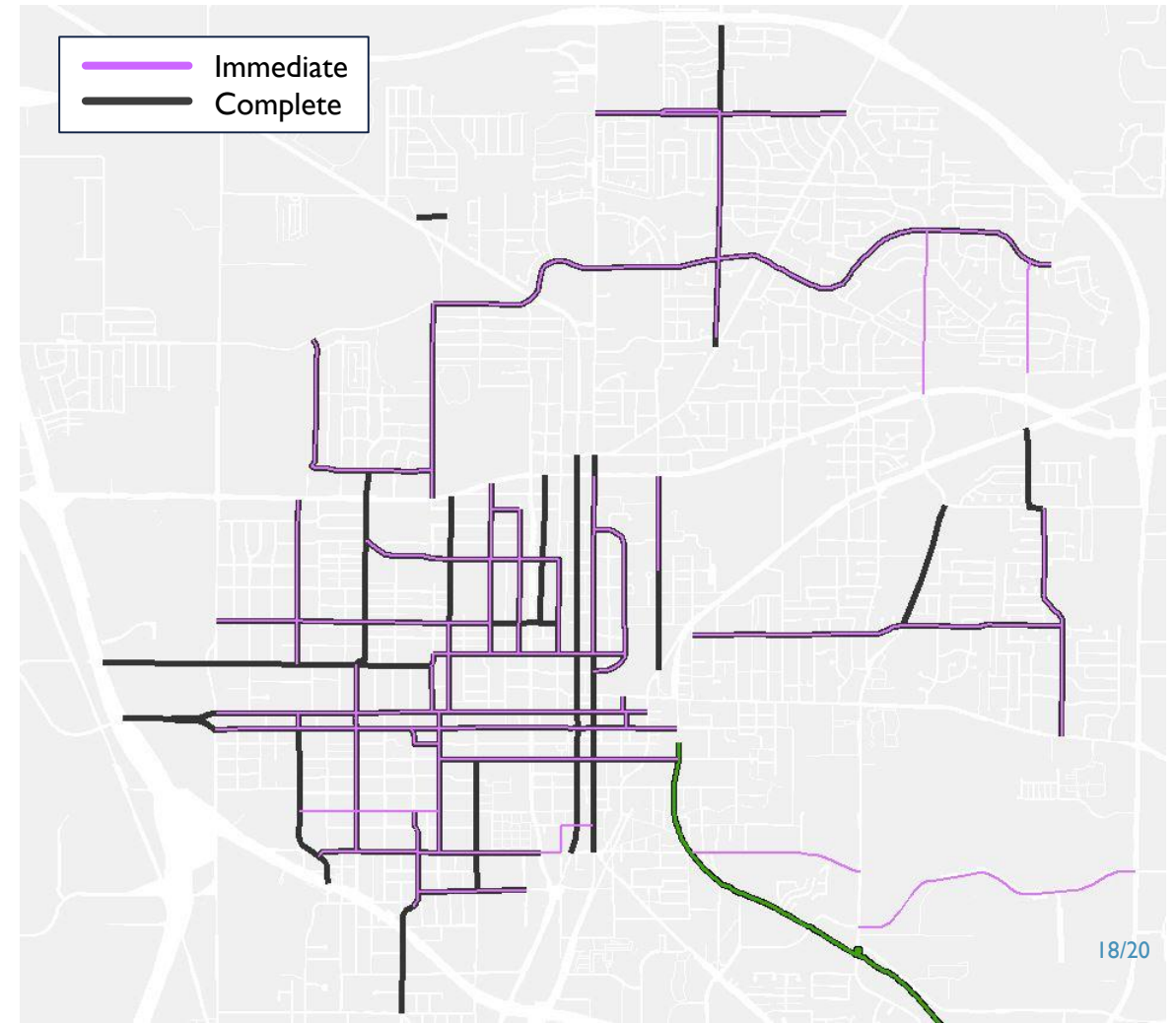
Windsor



COMPLETED PROJECTS

Facility Type	Miles
Sharrows and signs	12
Bike lane	9
Other	4

Timeline	Total miles	Completed miles
Immediate	40	25
Short-range	39	6
Long-range	53	2 (funded, not complete)



STRATEGIC PLAN

Key Focus Area 5

SUSTAINABLE & ENVIRONMENTAL STEWARDSHIP

Strategic Outcome #3:

Increase Denton's bike and pedestrian mode share from 4.7 to 7.0 percent of total commuters by 2020.

(Dataset: American Community Survey census data)

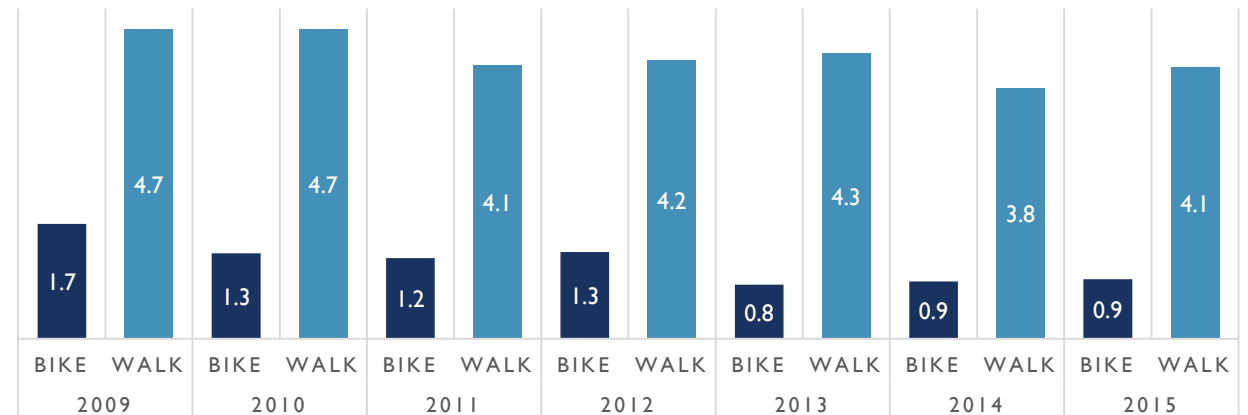
Key Action Step	Department	Target Date
Continue implementation of Bike Plan	Transportation	Ongoing

Tracking Our Performance

The department below is responsible for the Key Performance Indicators and targets corresponding to Strategic Outcome #3.

Department	Key Performance Indicator	2016-17 Target
Transportation	Number of Active Transportation safety and education activities, events, and initiatives	12
	Number of Active Transportation promotional events	10
	Centerline miles of on-street bike infrastructure, such as bike lanes and sharrows	7
	Number of trail and bikeway network gaps removed	4
	Number of sidewalk disconnects/gaps removed	4
	Number of transit stops with improved pedestrian and bicycle access	8

DENTON BIKE AND WALK MODE SHARE 2009-2015



QUESTIONS / DISCUSSION

- Julie Anderson, Bike and Pedestrian Coordinator
- Pritam Deshmukh, Traffic Engineer
- Mark Nelson, Transportation Director



MEMORANDUM

DATE: January 10, 2018
TO: Planning and Zoning Commissioners
FROM: Richard Cannone, Interim Planning Director
SUBJECT: Sidewalks

Based upon the request made at the December 13, 2017 Planning and Zoning Commission meeting, below is a summary of sidewalk development in Denton.

For new, green-field development, the requirements for sidewalks are determined at the time of platting when right-of-way is obtained from a property for internal and perimeter streets. The width of sidewalk required depends upon the classification of the associated street. All street sections, residential and otherwise, require sidewalks along both sides of the road. These sidewalks are required to be constructed as properties develop. For single-family subdivisions, the developer escrows funding, and the sidewalks are built as each individual home is constructed.

The process is very similar for infill or redevelopment projects. When infill or redevelopment occurs, sidewalks may be required to be added or improved on a property. Typically this only occurs for non-residential or multifamily development; a single-family residential lot being replatted or redeveloped may not be required to construct a sidewalk.

In many of the older parts of town, sidewalks may be missing or may be much narrower than is required because the development of these sites pre-dates the current standards and redevelopment is not actively occurring. The City's 2014 Bond Program allocated approximately \$2,000,000 for the design and construction of various sidewalk projects through 2020. As part of the City's Capital Improvement Program, a list of priority sidewalk projects was established by the Engineering Department and presented to the Council Mobility Committee and Citizens Bond Committee. The list is considered a "living document" and is updated as priorities and needs change. A copy of the list is attached. To date, eight sidewalk projects from the list have been completed.

The request made on December 13 specifically referenced Scripture Street. West of Bonnie Brae Street, in the vicinity of Rayzor Ranch, sidewalks are existing on the south side of the road. On the north side, sidewalks are being added with the development of each parcel in and around Rayzor Ranch. East of Bonnie Brae the presence of sidewalks is intermittent. As properties along this street are redeveloped, sidewalks will be required as part of the development to fill in these gaps. At this time, no plans for the City to construct sidewalks along Scripture Street are known.

Attachments:

- 2014 Bond Election Miscellaneous Sidewalks Project List

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2014 Bond Election Miscellaneous Sidewalks

Identified Sidewalk Projects List

	DESCRIPTION	PROJECTED COST	STATUS	Budget	Cost
COMPLETE					
1	Highland Street at Bernard	\$6,000.00	Completed March 2017	\$ 6,000.00	\$ 4,460.23
2	South side of Hickory Street from Railyard development to Exposition Street	\$35,000.00	Completed March 2017	\$ 35,000.00	\$ 15,274.81
3	West side of Bell Ave. from McKinney St. east to sidewalk at Mingo Rd.intersection.	\$50,000.00	Completed May 2017	\$ 140,000.00	\$ 136,531.40
4	North side of Paisley St. from Mack Dr. to Summer Oaks	\$20,000.00	Completed September 2017	\$ 28,000.00	\$ 26,730.34
5	West side of Mack Dr. from Paisley St. south to existing sidewalk	\$15,000.00	Completed September 2017	\$ 60,000.00	\$ 52,164.71
6	West Side of Loop 288 to driveway at Denton Crossing ("Chipotle connection")	\$25,000.00	Completed September 2017	\$ 25,000.00	\$ 22,082.75
7	McCormick from Willowood to Oakwood	\$16,000.00	Completed September 2017	\$ 16,000.00	\$ 15,298.23
8	North side of Windsor from Mesquite east to Elm Street.	\$120,000.00	Complete December 2017	\$ 114,585.22	\$ 43,158.17
				\$ 424,585.22	\$ 315,700.64
UNDER CONSTRUCTION/READY TO LET					
9	East side of Oakland Street - Second drive south of McKinney to Oak Street	\$45,000.00	PO ready, awaiting schedule from Floyd Smith	\$ 45,000.00	
10	North side of Congress from Carroll east to existing sidewalk	\$5,000.00	PO ready, awaiting schedule from Floyd Smith	\$ 5,000.00	
11	South side of McKinney St. at City Hall West between Elm St. and Cedar St.	\$35,000.00	PO ready, awaiting schedule from Floyd Smith	\$ 5,000.00	
12	North side of Mulberry from Carroll east to existing sidewalk	\$5,000.00	PO ready, awaiting schedule from Floyd Smith	\$ 5,000.00	
OTHER PROJECTS FUNDED FROM BOND ELECTION FUNDS					
	West and east sides of Stuart Rd. from Windsor Rd. to Sun Valley Dr.	\$245,000.00	Project part of TA-Set Aside Safe Routes to School award funding. Will be reimbursed 80% of costs. Design to begin once project is included in the Statewide TIP and contract signed with TxDOT (expected March 2018).	\$ 190,577.00	
	Sidewalks around Wilson and Pecan Creek Elementary schools	\$100,284.00	Funded through CMAQ funds. Federal funding \$376,896, TxDOT in-kind \$26,932, CoD \$100,284	\$ 100,284.00	
TOTAL				\$ 190,577.00	

These projects ready to be bundled to a contractor to design and construct	READY TO BE DESIGNED					
		DESCRIPTION	PROJECTED COST	STATUS	Budget	Cost
	1	Austin Street, east side - McKinney to Oak	\$50,000.00	Funded through Traffic Safety Fund	\$ 50,000.00	Traffic Safety Fund
	2	McKinney Street, south side - driveway west of Oakland to Austin	\$85,000.00	Funded through Traffic Safety Fund and FY 15-16 End of Year Funds	\$ 85,000.00	Traffic Safety Fund
	3	Parkway, south side - Elm to Locust	\$125,000.00	Funded through FY 15-16 End of Year Funds	\$ 125,000.00	FY15-16 EOY Funds
	4	McKinney Street, south side - Oakland intersection to approx. 100' west.	\$60,000.00	Funded through Traffic Safety Fund	\$ 60,000.00	Traffic Safety Fund
RANKED WITH COST ESTIMATES						
1	North side of McKinney St. west of Loop 288 (bus stop connection to Fountains of Denton apartment complex)	\$25,000.00	Initial design started; account closed out.	\$ 25,000.00		
2	South side of Londonderry Ln. from Teasley (FM 2181) to Westminster St.	\$55,000.00	Initial design started; account closed out. Coordination with upcoming drainage work.	\$ 55,000.00		
3	North side of Pockrus Page from stubout east of Monte Verde to Swisher Road	\$110,000.00	Survey requested. To be completed by developer??	\$ 110,000.00		
4	East side of Frame St. from McKinney St. north to Paisley St.	\$195,000.00		\$ 195,000.00		
5	East side of Bell Ave. from north of Driftwood Trail across drainage channel.	\$60,000.00		\$ 60,000.00		
6	North side of McKinney St. from Bell Place to Railroad St. and on south side from Railroad St. to Denton County Courts.	\$275,000.00		\$ 275,000.00		
7	East side of Loop 288 from DCTA to Brinker Rd.	\$85,000.00		\$ 85,000.00		
8	Northeast corner of Oak St. and Crawford St. at St. James AME Church	\$20,000.00		\$ 20,000.00		
9	North side of Egan St. from Malone St. to the east	\$45,000.00		\$ 45,000.00		
10	West side of Bernard St. from Parvin St. to Willowwood St.	\$145,000.00		\$ 145,000.00		
11	West side of Nottingham Dr. from Emerson Ln. to Churchill Dr.	\$45,000.00		\$ 45,000.00		
12	East side of Old North Rd. from University Dr. to Windsor Dr.	\$95,000.00		\$ 95,000.00		
13	West side of Old North Rd. from University Dr. to Windsor Dr.	\$155,000.00		\$ 155,000.00		

	14	South side of University Dr. from Nolen Cir.to Old North Rd.	\$210,000.00		\$ 210,000.00	
	15	North side of Mingo Rd. from Ruddell St.to Bell Ave.	\$625,000.00		\$ 625,000.00	

These projects
need to be
provided cost
estimates and
designed.

These projects
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RANKED WITHOUT COST ESTIMATES						
	16	North side of Oakland and Parkway from Elm to Locust				
	17	South side of Oakland and Parkway from Locust to Post Office driveway				
	18	East side of Locust from Parkway to McKinney				
	19	North Side of McKinney from Elm to Bolivar				
	20	East side of Elm from Locust south to first driveway				
	21	North and South side of Pecan from Elm to Locust				
	22	West side of Austin from Oak to Hickory				
	23	North side of Oak from Austin east to driveway entrance				
	24	North and South side of Walnut from Elm to Locust				
	25	North side of Mulberry from Elm east to halfway point of block				
	26	East side of Elm on both sides of intersection with Mulberry				
	27	East side of Industrial from Hickory to Mulberry				
	28	East side of Industrial from Mulberry south to driveway entrance				
	29	North side of Mulberry from Industrial to Russell				
	30	North side of Mulberry from Russell east to halfway point of block				
	31	East and West side of Russell from Mulberry to Hickory				
	32	South side of Mulberry from Russell east to driveway entrance				
	33	East side of McKinney from Bell Place to Railroad				
	34	East and West side of Piner from Oak to Hickory				
	35	West side of Carroll from Hickory to Oak				
	36	Amherst, south side from Parkside to Hinkle		Citizen request 06/24/2017		

37	Emery, fill in gaps from Ector to Malone		Citizen request 05/02/2017		
38	Alice, west side from Westway to Panhandle		Citizen request 05/17/2017		
39	May St, from Henderson to Paisley		Citizen request 09/8/2017		
40	Bell Ave, east side, from Sycamore to Hickory		Citizen request 09/19/2027		
41	Congress, north side, from Carroll west approx. 30' to existing sidewalk		Citizen request 10/12/2017. Cost estimate complete.		
42	Mockingbird, west side, from Paisley to Christopher Drive		Staff observation and Citizen Request at Mockingbird Public Meeting 10/18/2017		
43	Mulberry, north side from Carroll east to existing sidewalk		Staff observation 11/15/2017		
44	Audra, both sides, from Loop 288 to Mockingbird		Citizen request 11/22/17		
OTHER					
	Temporary path - McKinney St. from Loop 288 to Ryan High School		Engineering is working on 3rd party contract for Design-Build of FM426 project. Anticipated to construct sidewalks on at least one side of roadway, approx. Sept '18.	\$ 20,000.00	\$ 18,847.34

Updated January 3, 2018