

Transportation Commission



November 14, 2023
Town Hall
2121 Cross Timbers Road
Flower Mound, TX 75028

6:30 p.m.

AGENDA

A. CALL TO ORDER

B. PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

C. PUBLIC COMMENT

The purpose of this item is to allow the public an opportunity to address the Board/Commission regarding any item on this agenda that is not a "Public Hearing." Issues regarding daily operational or administrative matters should first be dealt with by calling Town Hall at 972- 874-6000 during business hours. To speak to the Board/Commission during public comment, please fill out a comment form, which is located in the lobby of Town Hall.

In accordance with the Texas Open Meetings Act, the Board/Commission is restricted from discussing or acting on items not listed on the agenda.

- Speakers are limited to 3 minutes; a tone will sound at 30 seconds left and when time has expired, and times may be adjusted by the Chair depending on the number of speakers.
- Speakers must address their comments to the Board/Commission.
- Please state your name and address when speaking.

D. ASSISTANT DIRECTOR REPORT

1. Update status report on operational issues, capital improvements and TxDOT projects
2. Future Transportation Commission Dates
3. Future Agenda Items
4. Review of NTTA TMC Tour

E. CONSENT ITEM(S)

This part of the agenda consists of non-controversial, or "housekeeping" items required by law. Items may be removed from Consent by any Commissioner by making such request prior to a motion and vote.

1. Consider approval of the minutes from 10/10/2023. - Consider approval of the minutes from October 10, 2023.

F. REGULAR ITEM(S)

1. MTP Kirkpatrick Lane - Public Hearing to consider a request for a Master Plan Amendment to amend Section 7.0, Thoroughfare Plan, by amending the Master Transportation Plan regarding the section of Kirkpatrick Lane between Everett Drive to Garden Ridge Boulevard. The unbuilt section of Kirkpatrick Lane is known as Kirkpatrick Phase III.

G. ADJOURN

I do hereby certify that the Notice of Meeting was posted on the bulletin board at the Town Hall for the Town of Flower Mound, Texas, in a place convenient and readily accessible to the general public at all times and said Notice was also posted on the Town's website in accordance with GC Section 551.056 on the following date and time: November 10, 2023 at 5:30p.m., at least 72 hours prior to the scheduled time of said meeting.

Tina Wells, Administrative Secretary

The Flower Mound Town Hall and Jody Smith Hall are wheelchair accessible. Requests for accommodation or interpretive services must be made 48 hours prior to this meeting by contacting Town Hall at 972.874.6000. Additional time limits will be provided for members of the public that need to address the Town Council through a translator.

Transportation Commission



October 10, 2023
Town Hall
2121 Cross Timbers Road
Flower Mound, TX 75028

6:30 p.m.

DRAFT MINUTES

A. CALL TO ORDER

Commissioner Reed called the meeting to order at 06:31PM.

The Transportation Commission met in a regular meeting with the following members present:

Bjorn Vandug, Place 1
Michelle Jackson, Place 2
Jason Huse, Place 4
Erica Mulder, Place 5
Chris Reed, Chair, Place 6
Charlie Landry, Place 7
Bob Morreira, Place 8, Alternate
John Corbett, Place 9, Alternate

with the following member(s) absent:

Ron Hogue, Place 3

constituting a quorum with the following members of the Town Staff participating:

Matthew Hotelling, Sr. Engineering Transportation Manager
Tina Wells, Administrative Secretary

B. PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

C. PUBLIC COMMENT

The purpose of this item is to allow the public an opportunity to address the Board/Commission regarding any item on this agenda that is not a "Public Hearing." Issues regarding daily operational or administrative matters should first be dealt with by calling Town Hall at 972- 874-6000 during business hours. To speak to the Board/Commission during public comment, please fill out a comment form, which is located in the lobby of Town Hall.

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- Speakers must address their comments to the Board/Commission.
- Please state your name and address when speaking.

NONE PRESENT

D. COMMISSION MEMBER INTRODUCTIONS

1.
 - Bjorn Vandug - Place 1
 - Michelle Jackson - Place 2
 - Ron Hogue - Place 3
 - Jason Huse - Place 4
 - Erica Mulder - Place 5
 - Chris Reed - Place 6
 - Charles Landry - Place 7
 - Bob Morreira - Place 8 (Alternate)
 - John Corbett - Place 9 (Alternate)

E. ELECTIONS

1.
 - Chair (conducted by the Assistant Director of Public Works)
 - Vice Chair

ACTION:	Commissioner Reed moved to nominate himself for Chair position. Commissioner Vandug seconded the motion.
AYES:	Commissioners Vandug, Jackson, Huse, Mulder, Reed, Landry, Corbett
NAYS:	None
ABSTAIN:	None
RESULT:	7 : 0

ACTION:	Chair Reed moved to nominate Commissioner Jackson as Vice Chair. Commissioner Vandug seconded the motion.
AYES:	Commissioners Corbett, Landry, Mulder, Huse, Jackson, Vandug
NAYS:	None
ABSTAIN:	None
RESULT:	6 : 0

F. ASSISTANT DIRECTOR REPORT

1. Update status report to operational issues, capital improvements and TxDOT projects
2. Future Transportation Commission Dates
3. Future Agenda Items
4. Boards/Commissions Annual Training - October 12 at Town Hall
5. Boards/Commissions Annual Banquet - October 24
6. NTTA TMC Tour

G. CONSENT ITEM(S)

This part of the agenda consists of non-controversial, or “housekeeping” items required by law. Items may be removed from Consent by any Commissioner by making such request prior to a motion and vote.

1. Minutes from August 8, 2023 - Consider approval of the minutes from August 8, 2023
ACTION: Commissioner Landry moved to approve as presented in the agenda caption. Vice Chair Jackson seconded the motion.
AYES: Commissioners Vandug, Huse, Mulder, Landry, Corbett & Vice Chair Jackson
NAYS: None
ABSTAIN: None
RESULT: 6 : 0

H. WORK SESSION

1. High Speed Enforcement Area - Discussion regarding the High Speed Enforcement Area program

I. ADJOURN

Chair Reed adjourned the meeting at 7:31 p.m. on Tuesday, October 10, 2023, and motion made by Vice Chair Jackson and all were in favor.



TRANSPORTATION COMMISSION AGENDA F.1. REGULAR ITEM(S)

DATE: November 14, 2023
FROM: Matthew Hotelling, Assistant Director of Public Works/Transportation
ITEM: **Public Hearing to consider a request for a Master Plan Amendment to amend Section 7.0, Thoroughfare Plan, by amending the Master Transportation Plan regarding the section of Kirkpatrick Lane between Everett Drive to Garden Ridge Boulevard. The unbuilt section of Kirkpatrick Lane is known as Kirkpatrick Phase III.**

BACKGROUND: The area known as Kirkpatrick Phase III is an unbuilt section of Kirkpatrick Lane between Spanish Oak Drive and Blue Sky Lane. This section of Kirkpatrick Lane has been delayed over several years without going to construction due to the large cost of the project because of the bridge structure that needs to be built and the crossing of the floodplain. With last year's Denton County bond election, funds were made available to build the bridge. The amount of funds not covered by the Denton County bond election, the Town has collected Impact Fees that would cover the remaining cost of the project without using any general funds or using debt.

Kirkpatrick Lane has been on the Town's Thoroughfare since 1985. In 1985, Kirkpatrick Lane was classified as a Major Thoroughfare (6 lane divided). On the 1985 plan, Kirkpatrick Lane went from the City of Lewisville (Garden Ridge Blvd) to FM 407 (Justin Road). In 2000, the classification of Kirkpatrick Lane was changed from a Major Thoroughfare to an Urban Minor Arterial (4 lane divided, south of FM 1171) and an Urban Minor Arterial Undivided (4 lane undivided, north of FM 1171). The Kirkpatrick Lane limits remained from the City of Lewisville (Garden Ridge Blvd) to FM 407 (Justin Road). In 2003, the last change to Kirkpatrick Lane was completed. The area south of FM 1171 remained as an Urban Minor Arterial (4 lane divided). However, the north side of FM 1171 was changed to an Urban Collector (2 lane undivided) and stopped at Valley Ridge Boulevard instead of FM 407 (Justin Road). The most current Master Transportation Plan was adopted in April of 2023, and remains in the same configuration as 2003. The 2017 Denton County Thoroughfare Plan also indicates Kirkpatrick as a 4-lane divided roadway.

There are several benefits of the connection of Kirkpatrick III in this area of town. The Timber Valley Neighborhood to the east receives a lot of cut through traffic that would be virtually eliminated with the connection of Kirkpatrick III. The mobility of traffic in both the north/south direction and the east/west direction would be improved in this area. The connection of Kirkpatrick III would allow for an ease of flow from Valley Ridge to Garden Ridge. This connection leads to both I 35E and Business 121 to the east and connect to Lakeside via Garden Ridge to the south. The connection of Kirkpatrick III would improve emergency response, both Police, Fire and EMS to areas south of Kirkpatrick Lane. This connection would have the potential of reducing the large queue at Vickery Elementary by adding a third direction for access, even though all students come from the east of Garden Ridge.

Based on the Town's traffic model, the amount of traffic using this section of Kirkpatrick Lane would be less than 5,000 vehicles per day (vpd). Based on the counts at FM 1171 and Kirkpatrick, the current volumes are roughly ~3,100 vpd (1,800 northbound; 1,300 southbound). Based on previous traffic counts in this area, another roughly 1,000 additional trips would be added, plus the cut through

traffic from the Timber Valley neighborhood and any trips that would be added from navigation systems that would show this as a preferred route. These volumes would be similar to the volumes experienced on College Parkway which has the same classification.

BOARD REVIEW/CITIZEN FEEDBACK: Kirkpatrick III has been brought forward to the Transportation Commission by residents in the past. No action was taken at those meetings. No citizen correspondence to date.

ALTERNATIVES: The Commission has several options for this Master Plan Amendment. They are as follows:

Option 1. Status quo. Keep Kirkpatrick Lane as is. This recommendation would have the added portion of whether to proceed with the Kirkpatrick III project or not.

Option 2. Keep the Kirkpatrick Lane connection, however, reduce the number of lanes through the Kirkpatrick III section. This recommendation would have the added portion of whether to proceed with the Kirkpatrick III project with the reduced scope of the project or not.

Option 3. Remove the Kirkpatrick III section completely. Furthermore, reduce the classification of the remaining sections of Kirkpatrick from Everett Drive to Spanish Oak to an Urban Collector; and reduce the classification of Kirkpatrick Lane from Blue Sky Lane to Garden Ridge Boulevard to an Urban Collector. An Urban Minor Arterial Divided will no longer be necessary without the connection. All turn lanes at street intersections or school driveways would remain. Furthermore, recommend removing the Kirkpatrick and Garden Ridge signal from the Capital Improvement Plan (CIP). This signal will no longer be needed on the CIP without the connection. To reduce confusion, recommend that a street name change for the segment of Kirkpatrick Lane between Blue Sky Lane and Garden Ridge Boulevard come back as a future Transportation Commission agenda item if option 3 is approved in accordance with Section 90-320 of the Code of Ordinances.

Option 4. Same as option 3 but extend the reduced classification of Kirkpatrick Lane to FM 1171 (Cross Timbers Rd). Therefore, Kirkpatrick Lane will be consistent throughout the Town. Turn lanes at the various intersections would remain.

All options may include the added recommendation of removing the stub out from Orion Court that was planned to connect to Kirkpatrick and the recommendation to have the gate replaced with a brick wall.

FISCAL IMPACT: N/A
N/A

LEGAL REVIEW: N/A

ATTACHMENTS:

1. Thoroughfare Plan - 2023
2. Thoroughfare Plan - 1985
3. Thoroughfare Plan - 2000
4. Thoroughfare Plan - 2003

DRAFT MOTION: Move to recommend to Planning and Zoning; and Town Council Option ____

TOWN OF FLOWER MOUND THOROUGHFARE PLAN



0 1,500 3,000 6,000
Scale in Feet

Kimley»Horn

April 3, 2023

Functional Street Classifications

- Roundabout
- Diamond Interchange
- Grade Separation
- Major Arterial
- Greenway Urban Arterial
- Greenway Rural Arterial
- Urban Minor Arterial w/Bike Lane
- Urban Minor Arterial w/On-Street Parking
- Urban Minor Arterial
- Urban Minor Arterial Undivided
- Urban Collector
- Rural Collector
- Service Road
- MU - Arterial
- MU - Collector
- MU - Couplet
- MU - Dam Road



EXISTING LAND USE

The purpose of the existing land use survey is to document the current supply of housing, retail, schools, parks public facilities, etc. Unlike the current zoning map the existing land use survey shows what is actually built and in use. The survey indicates past growth patterns and future growth trends. By utilizing the land use survey as a planning tool it is possible to identify areas that should be preserved/protected, areas of environmental sensitivity or areas of specific uses which are overbuilt. Once these areas are identified it helps to form a base which, along with the zoning map, can be used to help "plan" future land uses, densities/intensities and proper infrastructure to adequately serve all of the residents of Flower Mound. A survey of existing land uses in Flower Mound shows that a large percentage of the town is undeveloped — approximately 84% or 16,570 acres of the city's total 19,670 acres. That figure does not include 1,147 acres of government park land along the shoreline of Lake Grapevine, which is considered developed. The majority of developed area contains single family detached housing ranging in density from .5 units per acre in some SF-E areas to 5.5 units per acre in some Planned Developments.

Currently there is only one existing multi-family area, The Timber Ridge complex on Timber Creek Drive. Most of the existing retail facilities are located along 3 major thoroughfares: F.M. 1171 between Garden Ridge and F.M. 2499, F.M. 407, and F.M. 2499 just south of F.M. 1171.

Commercial and light industrial uses dominate F.M. 407 between Chinn Chapel and Morris Roads. The few areas of heavy industrial are scattered in the southeast section of the city in the airport flight noise zone 'B'. The following is a breakdown of the existing land uses, categorized by zoning classification and percentage of each land use that is developed.

EXISTING LAND USE TABLE

TYPE OF LAND USE	ZONING CLASSIFICATION	LAND ZONED FOR EACH USE	LAND DEVELOPED	% DEVELOPED
SINGLE FAMILY RESIDENTIAL	SF-E	1366	452	33%
	SF-1	168	168	100%
	SF-2	139	139	100%
MEDIUM DENSITY RESIDENTIAL	SF-3	2397	462	19%
	SF-A	716	15.5	2.2%
	2F	51	0	0%
MULTIFAMILY RESIDENTIAL	MH	56	52	93%
	MF 1/MF 2	343	11.6	3.4%
RURAL RESIDENTIAL	"A"	11,457	242	2.1%
	C1/C2	77	12.7	16%
	R1/R2	480	6.9	1.4%
SERVICE/COMMUNITY LAND USES	0	315	24.5	7.8%
	11/12	530	37.8	7.1%
	Water Rec. Parks/Schools	1147	1147	100%
		428	149	35%

Housing has dominated the development in Flower Mound and the single family home is the most common form of housing. Approximately 87% of Flower Mound residents live in single family dwellings. Following is a table of Flower Mound's housing stock showing the different housing types, densities, units and population.

The current Flower Mound zoning map shows 21 different zoning classifications. The zoning classification with the greatest amount of land is 'A' Agriculture containing 11,457 acres, 58.4% of the town's area. In recent years much of the agricultural zoning has been changed to more intensive zoning classifications as Flower Mound has experienced a trend toward urbanization. One of the greatest concerns of the residents of Flower Mound has been the preservation of the rural flavor and character of the town while encouraging a healthy growth of the population and tax base. The "A" Agricultural districts have traditionally been viewed as temporary holding areas — preserving them until they can be zoned to more intensive urban/sub-urban zoning classifications. One purpose of this master plan update was to provide a plan that would serve as a guideline for zoning decisions. A large percentage of the 11,457 acres of "A" zoning will likely be re-zoned to urban zoning classifications in the next few years. Obviously with this large amount of area there must be a healthy mix of zoning. By using the existing zoning map as a guide we have planned appropriate infill areas between those currently zoned for non-agricultural land uses. With proper infill zoning and development Flower Mound will continue to strengthen a healthy tax base, infrastructure, housing stock, school and park system, and thoroughfare system. The existing zoning of Flower Mound is critical in terms of determining future zoning decisions. The following table has broken down the existing zoning by classification, total acreage and percentage of land.

EXISTING ZONING

ZONING CLASSIFICATION	TOTAL ACREAGE	% OF LAND AREA OF TOWN
SF-E	1366	6.9%
SF-1	168	.8%
SF-2	139	.7%
SF-3	2397	12.2%
SF-A	716	3.6%
2F	51	.3%
MH	56	.3%
MF 1/MF 2	343	1.7%
O	315	1.6%
R1/R2	480	2.4%
C1/C2	77	.4%
11/12	530	2.7%
Water Recreation	1147	5.8%
Parks/Schools/Public Lands	428	2.2%
Agriculture	11457	58.4%
TOTAL	19670	100%

With the existing zoning if all land inside the city limits were developed including the "A" district (at a density of .5 units/acre) the total population of Flower Mound would be 79,858.

EXISTING HOUSING STOCK

HOUSING TYPE	ZONING CLASSIFICATION	DEVELOPED ACREAGE	DENSITY	UNITS	POPULATION	% OF POPULATION
LOW DENSITY SINGLE FAMILY	SF-E	452	1.0	452	1,229	10.6%
	SF-1	168	1.5	252	685	5.9%
	SF-2	139	2.7	375	1,020	8.8%
MEDIUM DENSITY	SF-3	462	5.5	2,541	6,912	60%
	'A'	242	.5	121	329	2.9%
	SFA	15.5	8.0	125	340	2.9%
HIGH DENSITY	2F	52	6.0	291	698	6.1%
	MH	56	12.0	160	320	2.8%
	MF 1/MF 2	11.6	2.8	4,317	11,533	100%
TOTAL		1542.1				

FLOWER MOUND QUICK FACTS

EXISTING HOUSING

ZONING CLASSIFICATION	HOUSING TYPE	TOTAL UNITS	DENSITY	POPULATION
SF-E	Single Family	452	1.0	1,229
SF-1	Single Family	252	1.5	685
SF-2	Single Family	375	2.7	1,020
SF-3	Single Family	2541	5.5	6,912
SF-A	Single Family Attached	125	8.0	340
MH	Single Family	291	6.0	698
MF	Multifamily	160	12.0	320
'A'	Single Family	121	.5	329
TOTAL 1985		4,317		11,533

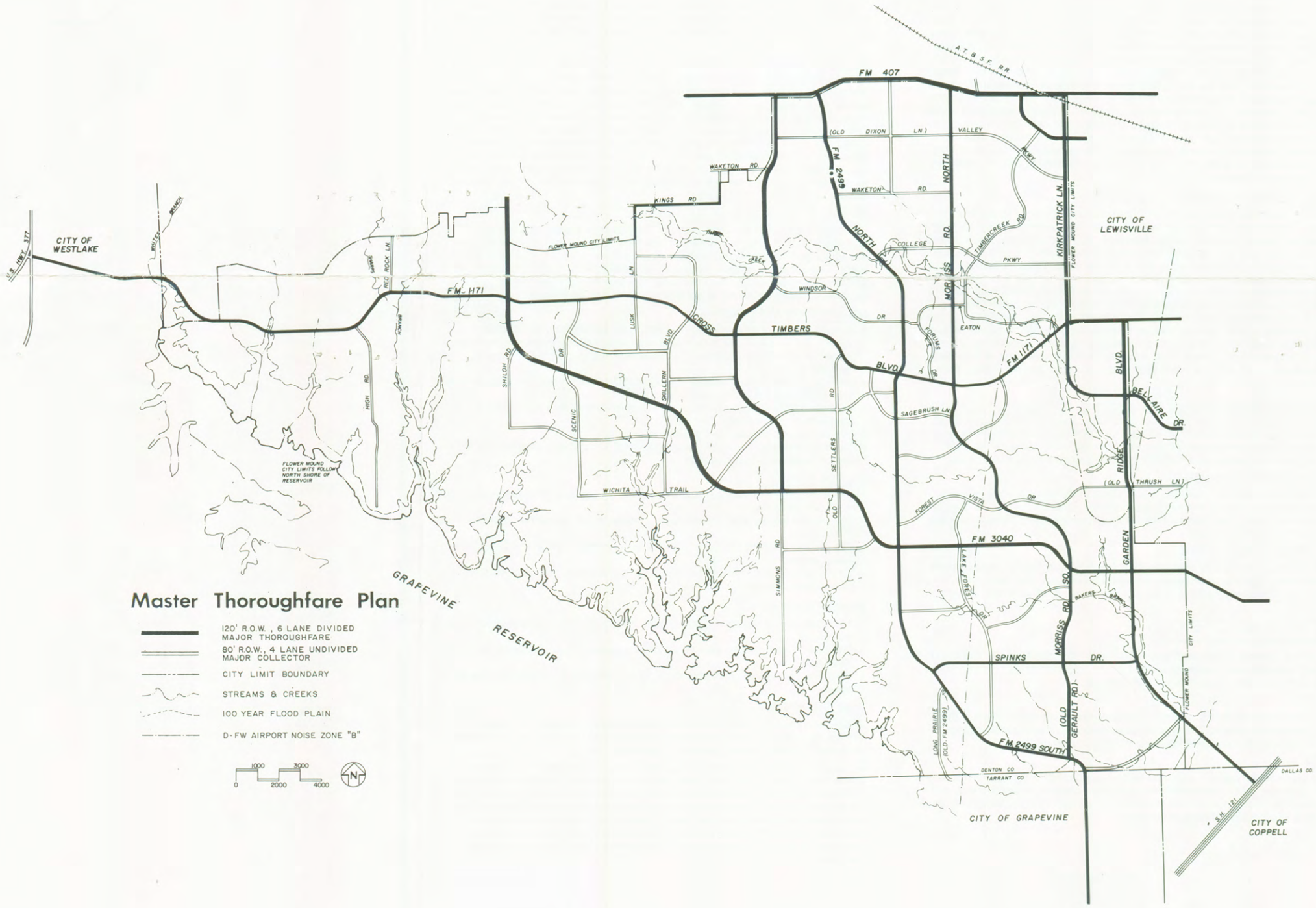
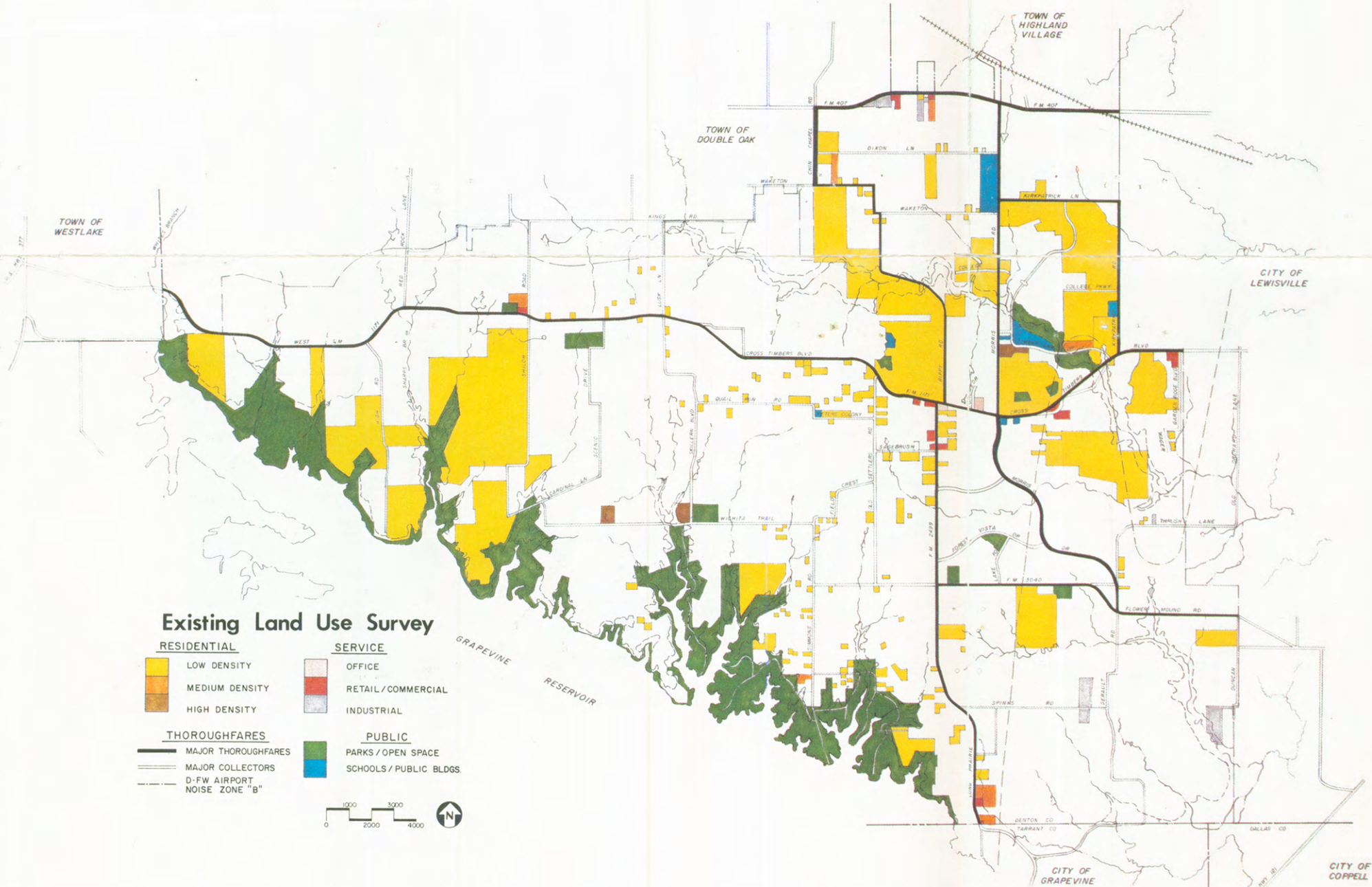
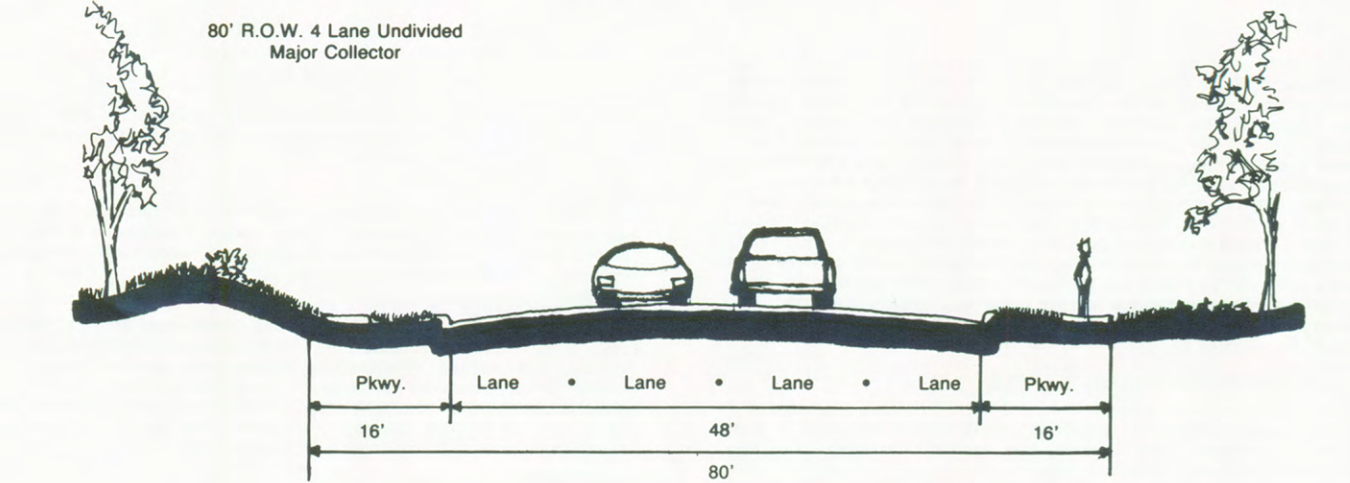
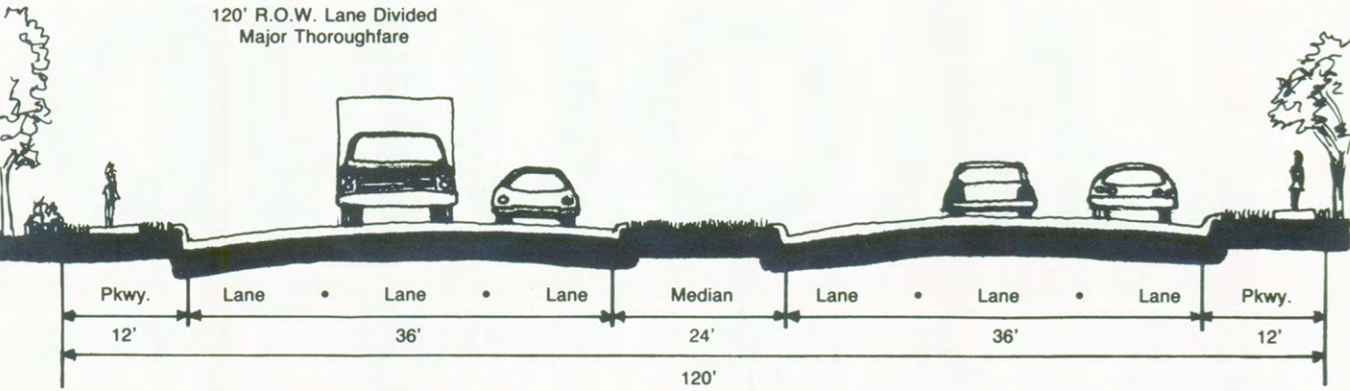
LAND USE	ACREAGE
Housing	1,542
Service (Commercial Industrial, office retail)	81.9
Parks & Recreation	1,296
'A' Agricultural (Vacant)	16,850
ZONING	ACREAGE
Urban zoned	8,213
'A' Agricultural Zoned	11,457

THOROUGHFARES

The purpose of the master thoroughfare plan is to establish general corridors for major thoroughfares and collectors that will provide an efficient and convenient transportation system throughout the city at its ultimate buildout. This system establishes two classifications of roadways; major arterials with a 120' R.O.W. and major collectors with an 80' R.O.W. Although the thoroughfare plan does not establish corridors for local collectors with a R.O.W. of approximately 60'; these local collectors will be needed and can best be determined on an individual planned development basis. The corridors established on the thoroughfare plan create a general pattern to access all points to the south, southeast and east toward major freeways and employment centers of the metroplex.

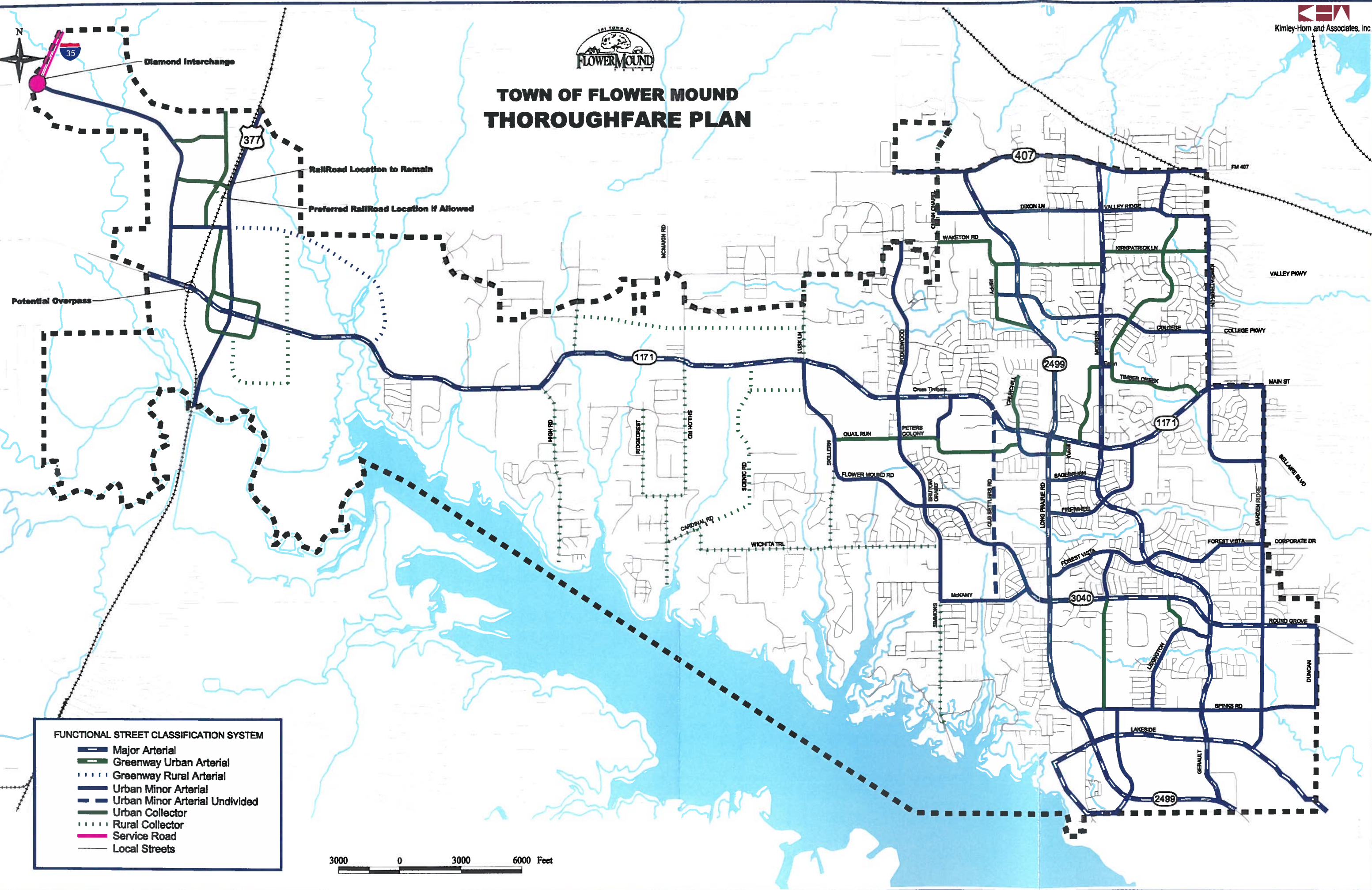
The major arterials of the master thoroughfare plan include F.M. 1171, F.M. 407, F.M. 2499, F.M. 3040, Morris Road, Spinks Road, Garden Ridge Boulevard, Kirkpatrick Lane, the proposed west side

boulevard, and the proposed F.M. 3040 extension to Shiloh Road. These arterials will be the primary traffic movers throughout the city ultimately providing 6, 12' lanes, a 24' median, 12' parkways and left hand turn lanes at controlled major intersections. These major arterials typically have up to 65' setbacks for aesthetics and possible future expansion of road surface. The major collectors are designated primarily for inner city traffic and service to the major arterials. These collectors are found throughout the city and include: High Road, Shiloh Road, Scenic Road, Skillern Boulevard, Wichita Trail, Lusk Lane, Simmons Road, Forest Vista Drive, Dixon Road, Sagebrush Drive, College Parkway and Timber Creek Drive. These collectors typically have an 80' R.O.W., 4 undivided traffic lanes and 16' parkways. In addition to the R.O.W. the collectors have setback requirements averaging 25-50' for aesthetics and possible future expansion.





TOWN OF FLOWER MOUND THOROUGHFARE PLAN



FUNCTIONAL STREET CLASSIFICATION SYSTEM

- Major Arterial
- Greenway Urban Arterial
- Greenway Rural Arterial
- Urban Minor Arterial
- Urban Minor Arterial Undivided
- Urban Collector
- Rural Collector
- Service Road
- Local Streets

3000 0 3000 6000 Feet

Diamond Interchange

Railroad Location to Remain

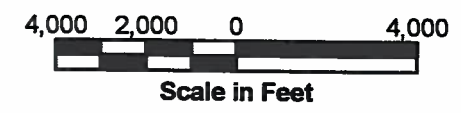
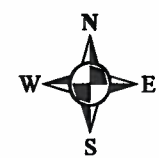
Preferred Railroad Location if Allowed

Potential Overpass

US HWY 377

FM 1171

TOWN OF FLOWER MOUND THOROUGHFARE PLAN



Kirley-Horn and Associates, Inc. JUNE 16, 2003

- Functional Street Classifications**
- Major Arterial
 - Greenway Urban Arterial
 - Greenway Rural Arterial
 - Urban Minor Arterial
 - Urban Minor Arterial Undivided
 - Urban Collector
 - Rural Collector
 - Service Road