

Transportation Commission



December 12, 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 improvement and TxDOT projects
2. Future Transportation Commission Dates
3. Future Agenda Items
4. January Work Topics

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 November 14, - Consider approval of the minutes from November 14, 2023.

F. REGULAR ITEM(S)

1. Scenic Thoroughfare Plan Amendment - Public Hearing to consider a request to keep Scenic Drive as a Rural Collector street as shown on the Town's Thoroughfare Plan. Scenic Road runs from Cross Timbers Road (FM 1171) to Wichita Trail.

G. WORK SESSION

1. Sharing of information related to School Crossing Guard Index (SCGI) data collection for the Fall 2023 semester.

H. 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: December 7, 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



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

6:30 p.m.

DRAFT MINUTES

A. CALL TO ORDER

Chair Chris Reed called the regular meeting to order at 06:30 PM.

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

Chris Reed, Chair, Place 6
Michelle Jackson, Vice Chair, Place 2
Ron Hogue, Place 3
Jason Huse, Place 4
Erica Mulder, Place 5
Charlie Landry, Place 7
John Corbett, Place 9

with the following member(s) absent:

Bjorn Vandug, Place 1
Bob Morreira, Place 8, Alternate

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

Matthew Hotelling, Assistant Director of Public Works/Transportation
Thomas Peppers, Graduate Traffic Engineer
Tina Wells, Administrative Secretary
Clay Riggs, Director of Public Works

B. PLEDGE OF ALLEGIANCE TO THE AMERICAN FLAG

Chair Chris Reed led the pledge.

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 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.

Chair Chris Reed opened the meeting for Public Comments not pertaining to an Agenda Item at 6:31pm

Names listed below don't necessarily reflect the order in which each person spoke and all addresses are located in Flower Mound unless otherwise indicated.

	Speaker name and address	Subject (as written on the form)
1.	Stepahnie Dellaria 3601 Rollings Oaks Dr.	Public comment on Rolling Oaks Dr. & Sterling Safety Concern
2.	Doug Leanard 3608 Rolling Oaks Dr.	Public comment on Rolling Oaks Safety
3.	Diana Leonard 3608 Rolling Oaks Dr.	Public comment on Safety for Rolling Oaks Dr.
4.	Penny Zhang 3305 Wembley Circle	Rolling Oaks Dr.
5.	* Beth Soderbey 3100 Wager	Safety concern on Rolling Oaks Drive
6.	* Bill Preston 1124 Lopo Road	Safety concern on Rolling Oaks Drive & Sterling
7.	* Amy Watkins 2004 Reserve	Safety concern Rolling Oaks Drive & Sterling
8.	Tara Hogoboom 3601 Burlington Dr.	Support for safety concern on Rolling Oaks & Sterling
9.	Patrick Gahan 3221 Kiley Lane	Support for safety concern on Sterling Pkwy & Rolling Oaks Drive

** Indicates person did not wish to speak*

Chair Chris Reed closed the Public Comments at 6:44PM

D. ASSISTANT DIRECTOR REPORT

Matt Hotelling gave a presentation identifying or noting:

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.

ACTION: Charles Landry moved to approve E.1. as presented in the agenda caption. Erica Mulder seconded the motion.

AYES: Charles Landry, John Corbett, Marie Jackson, Ron Hogue, Jason Huse, Erica Mulder

NAYS: None

ABSTAIN: None

RESULT: 6 : 0

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.

Vice Chair Michelle Jackson and Commissioner Erica Mulder recused themselves from participation in this item (Conflict of Interest per Local Government Code Chapter 171).

Staff Presenter

Matt Hotelling, Assistant Director of Public Works/Transportation, gave a presentation with the following items included and answered questions:

- Background - Kirkpatrick Phase III
- General Location

- Detailed Location
- Thoroughfare Plan
- Options/Recommendation

Chair Chris Reed opened the Public Hearing Comments at 7:12PM.

Names listed below don't necessarily reflect the order in which each person spoke and all addresses are located in Flower Mound unless otherwise indicated.

	SUPPORT	OPPOSITION	QUESTIONS OR COMMENTS ONLY
1.		Carol Minters 3704 Golden Aspen	Opposition to Kirkpatrick Phase III
2.		Lori Story 1505 Redwood Crest Lane	Kirkpatrick expansion
3.		Winona L. Hackler 923 Summer Trail	I <u>do not</u> want the bridge
4.		Marlene Owen 1331 River Oaks Dr.	Opposition to Kirkpatrick Phase III
5.		Chad Connell 1421 Wood Creek Dr.	MTP Kirkpatrick
6.		Sam Paschall 1333 River Oaks Drive	Opposition to Kirkpatrick Phase III
7.		Donna Armstrong 3516 Golden Aspen Dr.	MTP Kirkpatrick Lane
8.		Douglas Addison 1512 Rustic Timbers	Opposition to Kirkpatrick Phase III
9.		Gloria Vargo 1312 Rustic Timbers Lane	MTP Kirkpatrick Lane Phase III DO NOT EXTEND, Option 4 Remove
10.		Kriste Jordan Smith 1000 Laurel Oak Drive	MTP Kirkpatrick Lane
11.		Beth Soderberg 3100 Wager	We <u>do not</u> want the bridge
12.		Brenda Sharp 3600 Golden Aspen Dr.	Kirkpatrick extension Opposition to building the extension

13.		Doug Sharp 3600 Golden Aspen Drive	F1 Kirkpatrick extension/ Don't want the Kirkpatrick extension
14.		Pamela Paschall 1333 River Oaks Dr.	Opposition to Kirkpatrick Phase III
15.		Elena Johnson 1314 Blairwood Dr.	Kirkpatrick Rd. / Opposition of expansion
16.		Raghu Kulkarni 805 Blue Sky Lane	Opposition to Kirkpatrick Phase III
17.		Dan Stroud 1402 River Oaks Dr.	Opposition to Kirkpatrick Phase III
18.		Steve Carpenter 3812 Oak Park Drive	Opposition to Kirkpatrick Phase III
19.		Leonard Kivett 3512 Golden Aspen	Opposition to Kirkpatrick Phase III
20.		Bill Preston 1124 Lopo Rd.	DO NOT WANT THE KIRKPATRICK BRIDGE
21.		Nikki Sontag-Northrup 3500 Golden Aspen Dr.	Kirkpatrick (Do not want)
22.		*Stepahnie Dellaria 3601 Rolling Oaks Dr.	I oppose Kirkpatrick extension3
23.		*Tara Hogoboom 3601 Burlington Dr.	Opposition Kirkpatrick Lane
24.		*Patrick Gahan 3221 Kiley Ln.	Opposition for Kirkpatrick extension 3
25.		*G. Minters 3700 Golden Aspen Dr.	Opposition Kirkpatrick 3
26.		*Bette Kivett 3512 Golden Aspen Dr.	Opposition Kirkpatrick
27.		*Janice Carpenter 3812 Oak Park Dr.	I am against the bridge expansion
28.		*Stephen Northrup 3500 Golden Aspen Dr.	Kirkpatrick (Do not want)
29.		*Greg Hull 1227 River Oaks Dr.	I do <u>not</u> want the bridge
30.		*Connie Hull 1227 River Oaks Dr.	I do <u>not</u> want the bridge

31.		*Bob Armstrong 3516 Golden Aspen	Opposition to Kirkpatrick Phase III
32.		*Robert Tedder 4012 Oak Grove Ct	Opposition to Kirkpatrick Phase III
33.		*Janice Tedder 4012 Oak Grove Ct	Opposition to Kirkpatrick Phase III
34.		*Richard Vargo 1312 Rustic Timbers Lane	MYP Kirkpatrick Lane DO NOT WANT THE ROAD BUILT
35.		*Cindy Wohlgemuth 3504 Golden Aspen Dr.	Opposition for Kirkpatrick expansion
36.		*Mitch Wohlgemuth 3504 Golden Aspen Dr.	Oppose expansion
37.		*Amy Watkins 2004 Reserve Ct	DO NOT WANT THE KIRKPATRICK BRIDGE
38.		*Diana Leonard 3608 Rolling Oaks Dr.	Do not want the Kirkpatrick Bridge, I oppose the Bridge on Kirkpatrick
39.		*Julianne Soderberg 3100 Wager Rd.	We <u>do not want</u> the bridge
40.		*Randall Soderberg 3100 Wager Rd.	We <u>do not want</u> the bridge
41.		*Ronda Keahey 1307 River Oaks	Opposition Kirkpatrick Lane Bridge

* Indicates person did not wish to speak

Chair Chris Reed closed the Public Hearing Comments at 8:35PM

OPTIONS PRESENTED: The following Options were presented for Recommendation.

- 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 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.

ACTION:

John Corbett moved to approve F.1. option 3 as follows: Remove 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. Furthermore, it is recommended to remove the Kirkpatrick and Garden Ridge signals from the Capital Improvement Plan (CIP). It is recommended 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. **John Corbett** seconded the motion. Second made by Jason Huse. **AMENDMENT TO ACTION:** Motion made by John Corbett to remove the stub out from Orion Court and to have the gate replaced with a brick wall. Second, made by Jason Huse.

AYES:

John Corbett, Ron Hogue, Jason Huse,

NAYS:

Charles Landry

RECUSED:

Michelle Jackson, Erica Mulder

RESULT:

3 : 1 : 2

G. ADJOURN

Chair Chris Reed made a motion to adjourn the meeting at 8:50p.m. on November 14, 2023. Second, made by Commissioner Ron Hogue and all are in favour.



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

DATE: December 12, 2023
FROM: Matthew Hotelling, Assistant Director of Public Works/Transportation
ITEM: **Public Hearing to consider a request to keep Scenic Drive as a Rural Collector street as shown on the Town's Thoroughfare Plan. Scenic Road runs from Cross Timbers Road (FM 1171) to Wichita Trail.**

BACKGROUND: This request is the second request to change the cross-section of Scenic Drive along this stretch of roadway. The first request was in September 2016. The request in 2016 was to remove the bike lanes from the Rural Collector Cross-Section designation. The cross-section of a Rural Collector has a combination shoulder and bike lane. Removing the bike lane would only remove the pavement markings and signage in relation to the bike lane and the shoulder would remain. This application was denied as part of that application. A link to the September 2016 Transportation Commission can be found at the following link. <https://flowermoundtx.new.swagit.com/videos/240173>. An excerpt from the September 2016 meeting is attached. The vision for the bike lane network in this area was to provide an area that, when completed by the Hike and Bike Trail along Cross Timbers Road, would provide a circuit for bike riders to use. The Wichita Trail area near this location is the first bike lanes in this area of Town. If a change is made, the bike lane connection would be disjointed.

Currently, there is an application for a residential development adjacent to Scenic Drive on the west side from Wichita Trail to the northern 90-degree bend. As part of this development request, a traffic impact analysis (TIA) was completed. One portion of that study was to look at the cross-section of Scenic Drive. The portion of the TIA that is regarding the Scenic Drive cross-section has been added to this report. The recommendation for Scenic Drive is to keep the Rural Collector designation on the Town's Thoroughfare Plan.

In August 2023, Town Council asked staff to look at the possibility of being able to reduce the cross-section of Scenic Drive. There are a couple of ways of creating a smaller cross-section. One way is to do a modified cross-section, like the modified Urban Collector for Sagebrush west of Long Prairie Road (FM 2499). This cross-section was modified (ROW remained the same) from the standard Urban Collector cross-section, even though on the Thoroughfare Plan, it continued to be identified as an Urban Collector. The same can be done for Scenic Drive. Possible ways of modifying Scenic Drive would be to narrow the bike lanes, narrow the travel lanes or modify the parkway width. There are studies that indicate that a narrower travel lane will help control traffic speeds and theoretically make them safer. Narrower lanes, however, have the disadvantage of having less space for a vehicle to maneuver, especially in bends of the roadway. Too narrow lanes cause many drivers to be uncomfortable, much like the bends currently on Scenic Drive. This can cause drivers to shy away from the ditch line and stay along the center line of the roadway. Bike lanes could be reduced to 4 feet in width, like the bike lanes on Canyon Falls. In general, that makes bicyclists more uneasy about riding in the bike lane. It is generally better than having no bike lane.

Based on the location of the roadway as far as elevation, the larger parkway that is associated with the Rural Collector may be able to be modified depending on the amount of drainage flow. This

reduction may allow for less grading and allow for fewer trees to be removed as part of road construction. Currently, there are no plans for construction of this roadway. In general, the amount of grading and parkway width needed to convey drainage is determined at the time that the roadway is designed. Based on conversations with responsibility for drainage, it is likely that the drainage area for Scenic Drive will ultimately be less than required by the typical section for a Rural Collector. A 6 to 7 foot reduction in the parkway will make the Rural Collector cross-section feel more like a Local Residential Estate cross-section but would have bike lane connectivity.

BOARD REVIEW/CITIZEN FEEDBACK: The Transportation Commission reviewed a similar request in September 2016.

ALTERNATIVES:

- Keep Rural Collector cross-section.
- Modify Rural Collector cross-section - Similar to Sagebrush Drive, a modified cross-section can be considered. A modified cross-section would not change the ROW requirements or classification on the Thoroughfare Plan but would provide further guidance to staff when the roadway is under design. Considerations for possible reduction in cross-section include narrowing of the travel lanes, narrowing of the bike lanes and narrowing of the parkway on either side of the roadway. Based on the TIA, the volume of vehicular traffic can be handled by a two-lane roadway. Some of these considerations would be determined at the time of design, such as parkway width.
- Remove Rural Collector cross-section.

FISCAL IMPACT: N/A

N/A

LEGAL REVIEW: An ordinance will ultimately be required prior to Town Council to change the Thoroughfare Plan section of the Town's Master Plan. No ordinance was written for this agenda item.

ATTACHMENTS:

1. TRC Excerpt September 2016
2. Excerpt from Smith Tract TIA
3. 2023 Thoroughfare Plan

DRAFT MOTION: Move to approve as presented in the agenda caption.



TRANSPORTATION COMMISSION AGENDA ITEM NO. 2

REGULAR ITEM

DATE: September 13, 2016

FROM: Matthew J. Hotelling, P.E., PTOE, Traffic Engineer

ITEM: **Public Hearing to consider a request for a Master Plan Amendment (MPA16-0006 – Smith Tract) to amend Section 7.0, Thoroughfare Plan, by amending the Rural Collector cross-section for Scenic Road, Cardinal Road, Rocky Point Road, and Shiloh Road adjacent to the Smith Tract to remove the bike lane designation. The property is generally bounded by Cross Timbers Road (FM 1171), Scenic Road, Cardinal Road, Rocky Point Road, and Shiloh Road.**

BACKGROUND INFORMATION: The applicant has three applications in with the Town: a Master Plan Amendment (MPA16-0005) to amend section 5.0 of the Parks and Trails Plan, a Master Plan Amendment (MPA16-0006) to amend section 7.0 of the Thoroughfare Plan, and a Master Plan Amendment (MPA16-0007) to amend section 9.0 of the Wastewater Plan. Only one application (MPA16-0006) will need consideration from the Transportation Commission. The applicant is requesting that the Town amend section 7.0 of the Thoroughfare Plan to remove the bike lane designation from the Rural Collector Cross Section for those streets that are adjacent to the Smith Tract. The applicant is indicating that these requirements do not benefit the property and have prevented development. The vision for the bike lane network in this area was to provide an area that when completed by the Hike and Bike Trail along Cross Timbers Road would provide a circuit for bike riders to use. The Wichita Trail area near this location is the first bike lanes in this area of Town. If the applicants request is granted, it would leave a 5 foot shoulder which could be used by bicyclists but just not designated as an official bike lane. If the applicants request is granted, it would leave disjointed bike lanes designations through this area.

ALTERNATIVES OR OPITONS: The Commission may wish to recommend the bike lanes remain in the cross section for these streets adjacent to the Smith Tract or removed from these streets while remaining a 5 foot shoulder.

ATTACHMENTS:

1. Applicant Letter of Intent
2. Vicinity Map Exhibit
3. Thoroughfare Plan
4. Correspondence

RECOMMENDATION: Move to recommend to Town Council an amendment to the Thoroughfare Plan to remove the bike lane designation from the roadways adjacent to the Smith Tract generally bounded by Cross Timbers Road (FM 1171), Scenic Road, Cardinal Road, Rocky Point Road, Sunset Trail, and Shiloh Road.

- OR -

Move to recommend to Town Council an amendment to the Thoroughfare Plan to retain the bike lane designation on the roadways adjacent to the Smith Tract generally bounded by Cross Timbers Road (FM 1171), Scenic Road, Cardinal Road, Rocky Point Road, Sunset Trail, and Shiloh Road.

Letter of Intent

Master Plan Amendment request for 482.16 acres of property located at the southeast corner of Shiloh Road and F.M. Highway 1171 (“Property”)

a) State why the applicant is proposing to change the land use for the subject property.

The applicant is not proposing a change of land use at this time. The existing land use is agricultural.

b) Specify the existing zoning district(s).

The Property is currently zoned within the Agricultural (A) district. The Property is also located in the Cross Timbers Conservation Development District as designated in the Town’s SMARTGrowth program. This district is currently governed by the Town’s conservation development standards.

c) Define acreage of subject property.

The property that is the subject of this Master Plan Amendment request is approximately 482.16 acres, as more particularly described in Exhibit A attached hereto.

d) Specify any special considerations (i.e. requested waivers from the standard zoning districts, variances, unique characteristics of the property).

Parks and Trails Plan Amendment

The Town’s Parks and Trails plan shows a series of trails, including an equestrian trail to be located through the Property. The equestrian trails provide no benefit to the Property unless an equestrian development is proposed. There are no future plans to develop such an equestrian development; thus, the proposed trail is a significant restriction that has prevented development of the Property. The property owner requests removal of this equestrian trail because it does not provide any benefit to the Property.

Likewise, the bike lane and paved multi-use trail that are shown through the Property and along the Property boundary do not benefit the Property. Further, these trails have made future development of the Property cost-prohibitive. See *Town of Flower Mound v. Stafford Estates, L.P.*, 71 S.W.3d 18 (Tex. App.—Fort Worth 2002) aff’d, 135 S.W.3d 620 (Tex. 2009). Moreover, the cost associated with the proposed trails is not proportionate to any development on the Property. Due to the reasons stated herein, the property owner requests an amendment to the Parks and Trails Plan to eliminate all of the proposed trails and bike lanes shown on the Parks and Trails Plan through and along the boundary of the Property, more specifically shown on the Master Plan Amendment Exhibit included with this application.

Sewer Master Plan

The service area boundary shown on the Wastewater Service Area Exhibit of the Town's Wastewater Plan does not encompass the Property. Its boundary only extends to a small portion of the 482.16 acres. Thus, the service area boundary is insufficient to provide the Property with continuous or adequate sewer service.

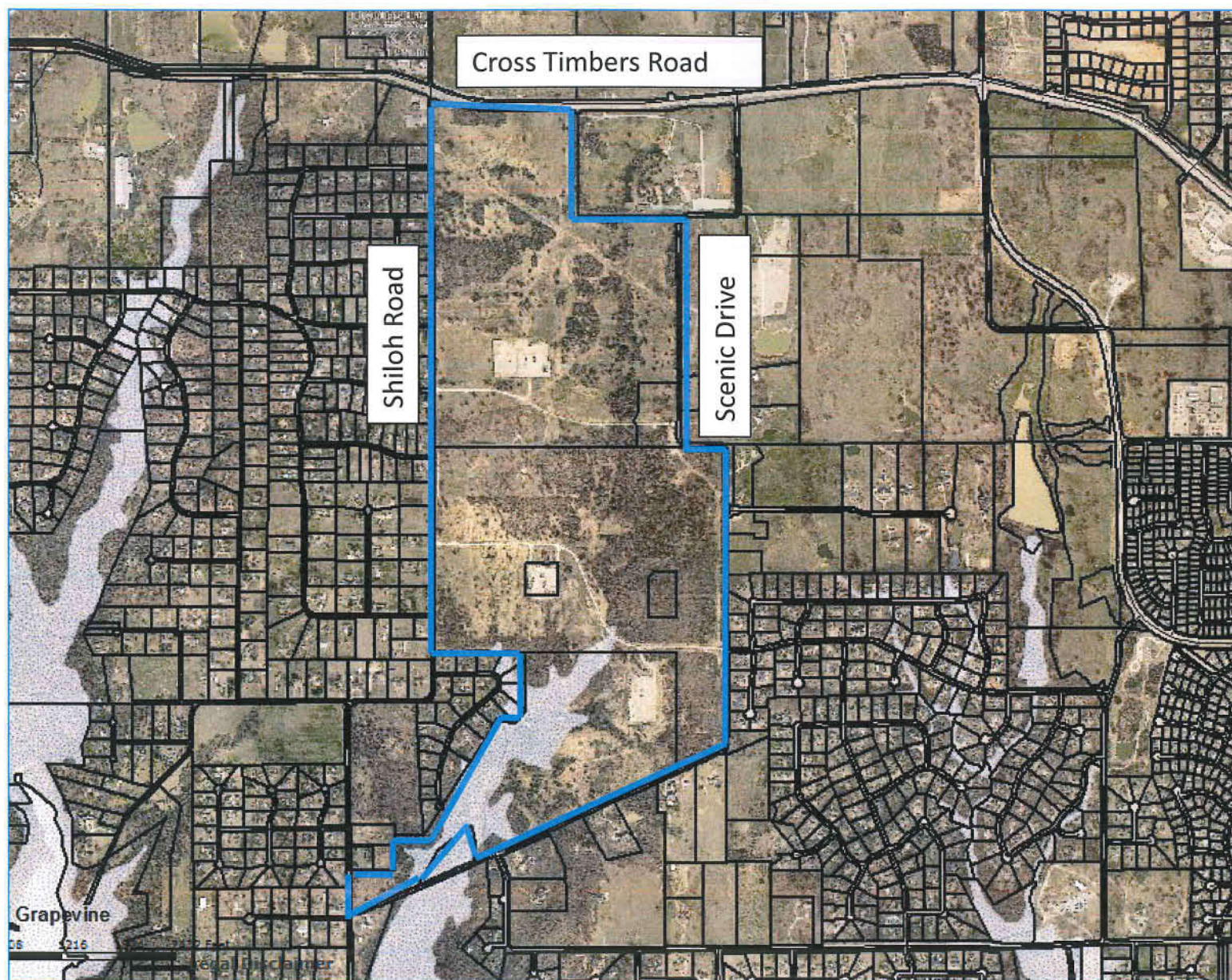
Without centralized sewer service, the property owner would be required to use an on-site septic system for any development. As far back as 1994, the Town stated that this area has "a severely limited suitability for septic fields." From an environmental perspective, a septic system is typically less desirable than a sewer system. For example, "if a septic system does not function properly, it may discharge a significant amount of untreated wastewater directly to soils underlying groundwater."¹ Contaminants found in the untreated wastewater could include pathogens such as bacteria and viruses as well as household chemicals. Additionally, septic systems are unable to treat some household cleaning products effectively because of their chemical make-up. These untreated chemicals can cause groundwater contamination to surrounding properties and natural ecosystems. A centralized sewer system is preferable because there is less risk to groundwater contamination. This is particularly significant in light of the Property's close proximity to Lake Grapevine.

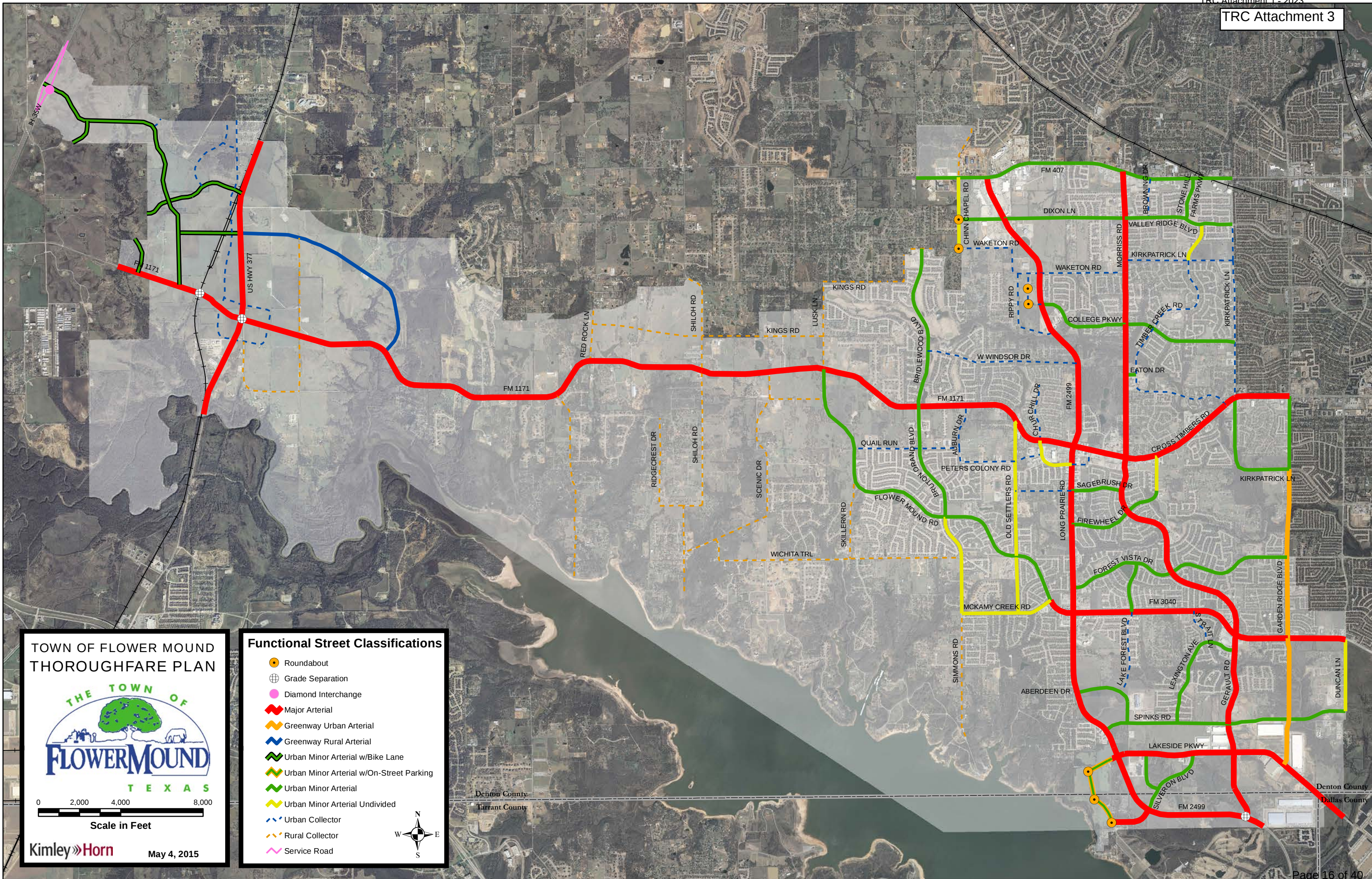
Moreover, sewer systems are more equipped to withstand periods of heavy rainfall or inclement weather. Septic systems are not as well equipped to handle these storms, resulting in overflow of contaminants – another cause of groundwater and surface water pollution. In addition to threatening surrounding ecosystems, this contamination can threaten public health because diseases from pathogens can be spread through surface water or mosquitoes that breed in areas where sewage contaminants are spread. Finally, improperly treated sewage can create increased nitrates in the water supply. The increase in nitrates can cause an escalation in plant growth in nearby lakes and streams that can create dead zones lacking in riparian life. For all of the reasons stated above, centralized sewer service is preferable than a septic system for provision of wastewater treatment on the Property. An amendment to the Town's Wastewater Plan is necessary for the Property to have adequate provision of sewer service.

The boundaries of the Wastewater Service Area are not sacrosanct as the Town has amended these boundaries from time to time. Based upon the Town's Wastewater Service Area Exhibit, it appears that the Town recently amended its sewer service boundary area to add three tracts that were located within the Cross Timbers Conservation Development District. The property owner requests that the Town treat this Property similarly by amending its service area boundary to include all of the Property so that adequate sewer service may be provided.

¹ John J. Schwartz, Ann T. Lemley, Kalpana Pratap, Household Chemicals and Your Septic System: Fact Sheet 16, Cornell Cooperative Extension, College of Human Ecology, December 2004.

Smith Tract Master Plan Amendment – Vicinity Map





TOWN OF FLOWER MOUND
THOROUGHFARE PLAN

0 2,000 4,000 8,000
Scale in Feet

KimleyHorn May 4, 2015

Functional Street Classifications

- Roundabout
- Grade Separation
- Diamond Interchange
- 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

Matthew Hotelling

From: Madeline Haynie <[REDACTED]>
Sent: Tuesday, August 30, 2016 6:11 AM
To: Cindi Price
Subject: Proposed Changes - Smith Property

I am opposed to the proposed changes to the Master Plan relative to the Smith property. As such plans mature, it is always difficult to preserve their integrity. Please add my objection to those of my neighbors in this last green area of our town.

Madeline Haynie

Matthew Hotelling

From: Joel Loeb <[REDACTED]>
Sent: Tuesday, August 30, 2016 11:56 AM
To: Doug Powell; Cindi Price; Jade Olson
Cc: Sue L Halsey; [REDACTED] [REDACTED] [REDACTED]
Subject: Smith Property (Shiloh Road Area/Cross Timbers) Master Plan Amendment Requests

I have noticed the signs around the large 3 parcel Smith property regarding a Master Plan Amendment request. Apparently the landowners have hired attorneys to attempt to change the Master Plan on these properties without ever filing a Development Plan. This is a very unusual approach and if approved could cause irreparable harm to the current Cross Timber Conservation Development District guidelines. If successful, many other landowners would then begin to take this back-door method of changing the master plan. I am concerned with protecting the current Conservation District Development guidelines and I am opposed to ANY development that would impact the current protection.

Please accept this message as a formal registration of this citizen's great concern and opposition as noted above.

Joel Loeb
3404 Raintree Dr.
Flower Mound, TX. 75022
[REDACTED]

Sent from my iPhone. J. Loeb

Matthew Hotelling

From: Peggie Kimberlin <[REDACTED]>
Sent: Tuesday, August 30, 2016 1:27 PM
To: Cindi Price; Doug Powell; Jade Olson
Subject: Smith Property (Shiloh Road Area/Cross Timbers) Master Plan Amendment Requests

I have noticed the signs around the large 3 parcel Smith property regarding a Master Plan Amendment request. Apparently the landowners have hired attorneys to attempt to change the Master Plan on these properties without ever filing a Development Plan. This is a very unusual approach and if approved could cause irreparable harm to the current Cross Timber Conservation Development District guidelines. If successful, many other landowners would then begin to take this back-door method of changing the master plan. I am concerned with protecting the current Conservation District Development guidelines and I am opposed to ANY development that would impact the current protection. Please accept this message as a formal registration of this citizen's great concern and opposition as noted above.

Peggie Kimberlin
3400 Mesa Dr.
Flower Mound, TX 75022
[REDACTED]

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, August 31, 2016 9:53 AM
To: John Habern; Matthew Hotelling; Robert Pegg
Cc: Doug Powell
Subject: FW: Master Plan Change

In case you weren't copied...

Cindi Price
 Executive Assistant
 Development Services
 972-874-6311

From: Sam Morehouse [[mailto:](#) 
Sent: Wednesday, August 31, 2016 7:29 AM
To: Cindi Price
Subject: Master Plan Change

I have noticed the signs around the large 3 parcel Smith property regarding a Master Plan Amendment request. Apparently the landowners have hired attorneys to attempt to change the Master Plan on these properties without ever filing a Development Plan. This is a very unusual approach and if approved could cause irreparable harm to the current Cross Timber Conservation Development District guidelines. If successful, many other landowners would then begin to take this back-door method of changing the master plan. I am concerned with protecting the current Conservation District Development guidelines and I am opposed to ANY development that would impact the current protection.

Please accept this message as a formal registration of this citizen's great concern and opposition as noted above.

Sam Morehouse
3415 Mesa Dr.

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, August 31, 2016 9:54 AM
To: Matthew Hotelling; Robert Pegg
Subject: FW: Sept. 1 meeting

FYI.

Cindi Price
 Executive Assistant
 Development Services
 972-874-6311

From: jena toich [<mailto:> 
Sent: Tuesday, August 30, 2016 9:32 PM
To: Jade Olson; Cindi Price; doug.powel@flower-mound.com
Subject: Sept. 1 meeting

Hi,
 My name is Jena Toich. I reside at 7408 Bolo Lane in Flower Mound. I am so fortunate to live in the Cross Timbers area.

I am unable to attend, but I have comments about the Master Plan Amendments.

Please note that my comments are in regards to a meeting this Thursday Sept 1 at 6:30 p.m. at town hall with the Parks/Arts/Library Board on whether to waive the requirement for trails, even though the Town is working to expand its parks and trails.

THREE Master Plan Amendments are requested:

1) Bring in municipal sewer
 Although sewer is a highly contentious topic, I have no opinion here.

2) remove the trails requirement
 I am opposed to removing the trails requirement.

3) remove the bike lanes requirement for Shiloh/Cardinal/Scenic roads (entire perimeter)
 I oppose removing the bike lane requirement.

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, August 31, 2016 10:05 AM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: Master PlanAmendments for Shiloh Rd at 1171

With all of these messages, please check to see if you've already received. You can delete duplicates. Without seeing your name, I just want to make sure. Thanks.

Cindi Price
 Executive Assistant
 Development Services
 972-874-6311

From: Melanie De Leon [<mailto:>]
Sent: Wednesday, August 31, 2016 9:42 AM
To: Cindi Price
Subject: Fwd: Master PlanAmendments for Shiloh Rd at 1171

|

-----Original Message-----

From: Melanie De Leon <[\[redacted\]](mailto:)>
 To: doug.powell <doug.powell@flower-mound.com>; cindiprice <cindiprice@flower-mound.com>; parks <parks@flowermound.com>
 Sent: Wed, Aug 31, 2016 9:40 am
 Subject: Master PlanAmendments for Shiloh Rd at 1171

Dear Mr. Powell, Ms. Price and Flower Mound Parks,

I am writing this letter to you to let you know of my disapproval of the Master Plan Amendments for Shiloh Rd at 1171. The integrity of the Cross Timbers has been maintained by limiting density and prohibiting sewer. This also preserves natural surface areas that absorb storm water. This area is highly sought after for its natural and almost pristine beauty and incredible wildlife.

It is our understanding that a Development Plan has never been submitted. The landowners have hired attorneys to attempt to change the Master Plan on these properties without ever filing a development plan. Flower Mound has maintained its value and reputation of being one of the best cities to live in. Please let's not change! I am begging you to make this proposal like any other and follow the rules. Its impact on us (the neighbors), wildlife, storm water and values will be devastating.

V/R
 Melanie DeLeon
 Realtor
 Citiwide Properties
 [redacted]
 3214 Lakewood Lane
 Flower Mound, TX 75022

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, August 31, 2016 12:30 PM
To: John Habern; Matthew Hotelling; Robert Pegg
Cc: Doug Powell; Chuck Russell
Subject: FW: Shiloh Road Land

-----Original Message-----

From: Rubyann Darnell [[mailto:](#) 
Sent: Wednesday, August 31, 2016 12:23 PM
To: Cindi Price
Subject: Shiloh Road Land

Please don't let them get around our Master Plan, it was voted on years ago for a reason, like this one.

Thanks,
Gordon J. and Rubyann T. Darnell
6409 Red Bud Drive
Flower Mound, TX 75022

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, August 31, 2016 1:43 PM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: Master Plan Amendments for Shiloh Rd at 1171

From: [REDACTED] [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Wednesday, August 31, 2016 1:15 PM
To: parks@flowermound.com; Cindi Price; Doug Powell
Subject: Master Plan Amendments for Shiloh Rd at 1171

All,

I am writing this letter to you to let you know of my DISAPPROVAL of the Master Plan Amendments for Shiloh Rd at 1171.

PLEASE ensure the our wonderful community is the primary concern.

The integrity of the Cross Timbers has been maintained by limiting density and prohibiting sewer. This also preserves natural surface areas that absorb storm water.

This area is highly sough after for its natural and almost pristine beauty and incredible wildlife.

It is our understanding that a Development Plan has never been submitted. The landowners have hired attorneys to attempt to change the Master Plan on these properties without ever filing a development plan.

Flower Mound has maintained its value and reputation of being one of the best cities to live in. Please lets not change! I am begging you to make this proposal like any other and follow the rules.

Its impact on us (the neighbors), wildlife, storm water and values will be devastating.

Andy Hughes
 Concerned Neighbor

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, August 31, 2016 3:36 PM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: Smith Property Master Plan Amendment Requests (Shiloh Rd at FM1171)

From: Emil Soleyman [<mailto:> 
Sent: Wednesday, August 31, 2016 3:28 PM
To: Doug Powell; Cindi Price; Jade Olson
Subject: Smith Property Master Plan Amendment Requests (Shiloh Rd at FM1171)

My wife and I noticed the signs around the Smith property regarding the Master Plan Amendment request. We have noticed that the landowner(s) want to change the Master Plan on these properties without ever filing a Development Plan. This is a very unusual approach and if approved could cause irreparable harm to the current Cross Timber Conservation Development District guidelines. It will open the door to other landowners to take a similar approach and thus compromising the integrity of the Cross Timbers District.

Notably, the landowner wants to:

- 1) Bring in municipal sewer (currently prohibited)
- 2) Remove the trails requirement
- 3) Remove the bike lanes requirement for Shiloh/Cardinal/Scenic roads (entire perimeter)

This landowner joined with 2 other large landowners in 2001 in a failed attempt to sue the Town in order to bring sewer and high density/commercial to this area. (Smith/Wilson/Bunn vs. the Town of Flower Mound). He is now attempting to do so by using loopholes in the 2013 Master Plan Amendment.

My wife and I are against this action as are our neighbors. We wholeheartedly disagree with this amendment request and advise the town to decline it.

Thanks,
 Emil Soleyman-Zomalan
 Paulin Soleyman

6601 Stonehill Ct
 Flower Mound, TX 75022

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, August 31, 2016 4:06 PM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: Cross Timbers Conservation District

From: Debbie Chester [<mailto:> [REDACTED]]
Sent: Wednesday, August 31, 2016 3:46 PM
To: Cindi Price
Subject: Cross Timbers Conservation District

Dear Ms. Price.

We chose to build our home near Shiloh Road over 20 years ago because the community shared our respect for the land and the natural environment it provided. Over the years the Master Plan for Flower Mound has continued to be amended and threatens to forever alter the rural-like community we love.

We implore you to **reject** the altering of the requirements for development of the Shiloh/Cardinal/Scenic area. Trails, safe bike lanes. larger home lots and open land spaces are essential to preserving the Flower Mound community we call home. Please, consider the long term ramifications of further alterations.

Respectfully.
 Chuck and Debbie Chester

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, August 31, 2016 4:23 PM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: PALS Agenda Item No. 3

From: Ruland, Patrick [[mailto:](#) [REDACTED]]
Sent: Wednesday, August 31, 2016 4:08 PM
To: Doug Powell; Jade Olson; Cindi Price
Cc: [REDACTED]
Subject: PALS Agenda Item No. 3

PALS Board,

I intend to be in attendance at tomorrow night's hearing. I have not seen the developer's proposed land development plan (if there is one), but I have a few comments I would like to share if there is not enough time to speak.

1. Town growth doesn't always have to mean placing more people in less space.
2. I, and many of our neighbors, are in support of the Parks and Trails Master plan for the following reasons:
 - a. Connectivity of west to east communities
 - b. Safe outdoor and recreational "avenues" that does not require crossing busy traffic on FM 1171
 - c. Maintaining low density residential use in the area rather than industrial/commercial development
3. Lastly, and may be most important, this tract of land is high ground with its surface run-off eventually depositing into Lake Grapevine. Understanding these are sandy loam soils, overdevelopment with hard surface streets, walks and driveways will only contribute to sand deposits into the Lake. The transmission of soils will also effect already established properties along the southern drainage areas. This is evidenced by all the rain over the past 16 months and the reduction of drainage capacity in neighborhood gullies west of Shiloh Rd.. Although grass as groundcover can be placed, the sandy loam soils still move beneath them in heavy rainfall so if development is allowed, entire lot soil preparation/conservation and run-off methodologies should be required for responsible storm water collection and to preserve our lake's capacity.

Please feel free to share these thoughts with anyone you see necessary, or you may contact me on my personal cell phone at [REDACTED]

Best regards,

Patrick W Ruland, AIA
 Frontier Drive Resident

Matthew Hotelling

From: Cindi Price
Sent: Thursday, September 01, 2016 9:50 AM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: Upcoming vote comments

From: Ron Huebner [<mailto:> [REDACTED]]
Sent: Thursday, September 01, 2016 9:15 AM
To: Cindi Price
Subject: Upcoming vote comments

I am a resident of Flower Mound and reside at 3908 Sunnyview Lane. Though I will be out of town during the September 1st meeting of the Parks/Arts/Library Board I understand there will be a vote concerning Master Plan Amendments. I believe that the business concerns that are currently attempting to develop Flower Mound are in fact degrading the quality of living for most residents who live in my neighborhood. The original Master Plan is being changed by business interests, not the resident's interest. What good is a Master Plan if it is constantly being changed to suit the needs of Business interests. I would also argue that the current "Growth" model that the city apparently has adopted is essentially unsustainable without destroying the quality of life we now enjoy. Growing to fulfill tax revenue so that we can support more growth is NOT development in the eyes of many, including myself. It is a recipe for making Flower Mound into another Plano or Frisco and THAT will definitely not be "progress".

I see that the following Amendments to the are being considered:

THREE Master Plan Amendments are requested:

- 1) Bring in municipal sewer (currently prohibited)
- 2) remove the trails requirement
- 3) remove the bike lanes requirement for Shiloh/Cardinal/Scenic roads (entire perimeter).

Please note that I am definitely opposed to allowing any of the Amendments to be allowed. I am especially opposed to bringing in municipal sewer.

The integrity of the Cross Timbers has been maintained by limiting density and prohibiting sewer. Sewer limitation is a popular planning tool for limiting density in sensitive and scenic areas. This also preserves natural surface areas that help absorb stormwater.

Matthew Hotelling

From: Cindi Price
Sent: Thursday, September 01, 2016 9:58 AM
To: Matthew Hotelling
Cc: LauriAnn Cash
Subject: FW: Master Planning Amendments request - Smith Tract

From: LauriAnn Cash
Sent: Thursday, September 01, 2016 7:18 AM
To: John Habern; Matthew Woods; Robert Pegg
Cc: Doug Powell; Chuck Russell; Cindi Price; LauriAnn Cash
Subject: FW: Master Planning Amendments request - Smith Tract

From: [REDACTED] [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Wednesday, August 31, 2016 4:23 PM
To: planning
Subject: Master Planning Amendments request - Smith Tract

In regards to:

MPA16-0005 SMITH TRACT - TRAILS PZ MEETING 10/10/2016 TC MEETING 10/17/2016
 I would like all trails to remain in the plan. These trails are essential to the Master Plan trail systems which includes paved, multi use and equestrian. One omission will greatly affect and devalue the Master Plan.

MPA16-0006 SMITH TRACT - THOROUGHFARE PZ MEETING 10/10/2016 TC MEETING 10/17/2016

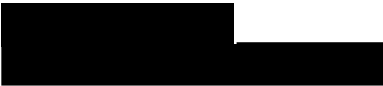
I would like the requirement for bike lanes to remain in the plan. This is essential to the safety of bike riders, walkers and motorists. Eliminating this requirement would just be ridiculous.

MPA16-0007 CHUCK RUSSELL SMITH TRACT - WASTEWATER

The move from a septic system to sewer would only be necessary if the land were to be a high density neighborhood, which it is NOT. No need for sewer over septic.

The above amendment requests would allow this land to be over developed, high density with very few safety and recreational amenities. That is not the Town of Flower Mound's Master Plan goal.

Susan Bodenmiller
 Charles Bodenmiller
 7007 Woodridge drive 75022
 [REDACTED]



Matthew Hotelling

From: Cindi Price
Sent: Thursday, September 01, 2016 9:51 AM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: Master plan amendment concerns

-----Original Message-----

From: [REDACTED] [[mailto:\[REDACTED\]](mailto:[REDACTED])]
Sent: Thursday, September 01, 2016 9:44 AM
To: Doug Powell; Cindi Price; Jade Olson
Subject: Master plan amendment concerns

We're strongly OPPOSED to the attempt to bypass the normal Master Plan for any reason. We understand progress, but we believe following the Master Plan is vital to keeping Flower Mound a great place to live now and in the future! Flower Mound is a very active community, and the attempt to eliminate Equestrian, Walking, and Bicycle Trails & Paths is wrong. The Smith property is surrounded by horse property which is our heritage, and the terrain in our area lends itself to great riding, walking & cycling.

We're for limiting density, and prohibiting sewers in our area per the Master Plan so that we keep the country feel which is why we moved from the east side of town 18 years ago.

We've lived in Flower Mound for 20 years, and have been through the growth struggles of the past that effected our School System, Taxes, and TRAFFIC. Traffic has progressively gotten worse again over the past couple of years, and it shouldn't take us 29 minutes to go 10 miles from the West side to 2499 & 121 during rush hour every morning. That doesn't take into account completion of the future developments already approved and not built or the 2499/35E connector project.

Flower Mound needs to stop approving future developments until they can figure out a way to improve traffic flow throughout the town - especially on 2499. No matter how beautiful and great Flower Mound may be, it's not worth living here if it takes forever to get in & out of town!!!

Lloyd & Mary Beth Collins
 4005 Ada Dr.

Matthew Hotelling

From: Cindi Price
Sent: Thursday, September 01, 2016 12:41 PM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: change to master plan at shiloh and crosstimbers

From: [REDACTED] [[mailto:\[REDACTED\]](#)]
Sent: Thursday, September 1, 2016 12:09 PM
To: Doug Powell
Subject: change to master plan at shiloh and crosstimbers

I vote NO to this idea. We do not want high density homes or apartments in this area (Shiloh at Cross Timbers Road). Please do not change the Flower Mound Master Plan in order to accomodate those (Smith Estate, etc.) trying to change it . Kathy Menninga 6417 Frontier Dr Flower, Mound, TX 75022

Matthew Hotelling

From: Cindi Price
Sent: Thursday, September 01, 2016 2:15 PM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: Smith Property Amendments

-----Original Message-----

From: Mark Van Tilburg [<mailto:> 
Sent: Thursday, September 01, 2016 1:55 PM
To: Cindi Price; Jade Olson; Doug Powell
Subject: Smith Property Amendments

Doug, Cindi & Parks Board,

I am traveling on business and will not be able to attend this evenings' meeting. My wife and I are residents of Bolo Lane and have been active in objecting to prior attempts to amend the CTCD master plan. We have to admit that this latest effort, especially considering the attempt to bypass the normal development and planning process, is not only frustrating but disrespectful to the residents and our past efforts to maintain the quality of life that we enjoy and have a right to maintain. This attempt should not be given a platform and those making it should be told in no uncertain terms that neither it, or future attempts will be entertained or tolerated by The Town.

Thanks,
Mark
Sent from my iPhone

Matthew Hotelling

From: Cindi Price
Sent: Thursday, September 01, 2016 2:40 PM
To: John Habern; Matthew Hotelling; Robert Pegg
Subject: FW: TRUE CONCERN OVER MASTER PLAN AMENDMENT REQUEST @ SMITH PROPERTY!!

From: Janie and Trent Cragin [<mailto:>]
Sent: Thursday, September 01, 2016 2:18 PM
To: Doug Powell; Cindi Price; Jade Olson
Subject: TRUE CONCERN OVER MASTER PLAN AMENDMENT REQUEST @ SMITH PROPERTY!!

My family and I moved to Flower Mound (from Frisco) in 2002 because we respected the town of Flower Mound for it's "smart growth" and it's adherence to some very important land conservation values. We share these very important values. The Cross Timbers Conservation district is the true essence of the town, and it is worth protecting and fighting for. There is no reason why a landowner cannot work within the limitations of this plan. Why should Flower Mound even listen to a developer/owner who doesn't even submit a Development Plan? This is absolutely unacceptable, and would only set up an opportunity for others to do the same.

In 2001, 1 acre, true-conservation clustered lots were a highly incentivized option to encourage preservation (while still allowing 2 acre non-conservation lots).

In 2013, the town council approved 1/2 acre non-conservation lots (with up to 25% increase in residential density), but fortunately, did not approve sewer expansion.

IN 2016, WE HAVE A REAL OPPORTUNITY TO PROTECT THE CONSERVATION DISTRICT FOR THE FUTURE OF OUR TOWN! THIS IS NOT THE TIME TO MAKE CONCESSIONS FOR OWNERS/DEVELOPERS THAT WE WILL NEVER GET BACK! WE ONLY GET A SHOT AT THIS ONCE. THEN POOF, NO MORE LAND TO TALK ABOUT, ONLY HOW TO HANDLE THE EXTRA HIGH DENSITY WITH ROADS AND INFRASTRUCTURE.

NO MORE LOOP-HOLES FOR DEVELOPERS. DEVELOPERS CAN RESPECT OUR CROSS TIMBERS CONSERVATION DISTRICT JUST LIKE WE DO.

THIS IS ALL WE HAVE LEFT.

In addition, if we truly continue to respect the adherence of the values of the Cross Timbers Conservation district, we all will receive the benefit of the beauty, the integrity of the town ideals, and the future of economic values that will be a successful case study for future areas of growth.

Thank you for taking the time to hear my response to the Master Plan Amendment Request.

Sincerely,

Janie Cragin
3812 Valley View Lane
Flower Mound, TX 75022

!

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, September 07, 2016 2:01 PM
To: Matthew Hotelling; Robert Pegg
Subject: FW: Master Plan Amendment on Smith Tract

I don't believe I forwarded this message. Please check. It references PALS, but speaks to all three requests. I have one other one I'll forward next.

Cindi Price
 Executive Assistant
 Development Services
 972-874-6311

From: Jessica Elliott [<mailto:> 
Sent: Thursday, September 01, 2016 4:58 PM
To: Doug Powell; Jade Olson; Cindi Price
Cc: Adam Elliott
Subject: Master Plan Amendment on Smith Tract

Hi Doug, Cindi and PALS,

My husband Adam and I are unable to attend tonight's city hall meeting to voice our concerns, but we are highly opposed to amending the master plan to remove trail and bike lane requirements on the property.

We recently moved to Flower Mound from Dallas, and I even called the city to inquire about the Smith property before closing on our home (this proposal was not yet in the works). We moved here for the GREEN space and acreage, and because we thought Flower Mound was one of the last cities in the Dallas working to preserve land.

While I understand development is inevitable, keeping with the standards of the master plan only makes sense to preserve this scared aspect of Flower Mound and to keep our developments unique and unlike Frisco or every other Dallas city. It seems a sneaky approach to ask for the removal of these items before bringing forward a plan. I'm not opposed to all development -- but there are ways to do it right.

If we conserve more green space now, Flower Mound will ultimately be a more valuable place to live, as others, like us, move from the city to have some quiet. I hope you'll take my words into consideration -- and hope to meet you soon. I'll be in attendance at upcoming meetings.

Thank you for your time,

Jessica

--

Jessica Elliott
 Freelance Writer/Editor
 c
 Dallas, TX

Matthew Hotelling

From: Cindi Price
Sent: Wednesday, September 07, 2016 2:01 PM
To: Matthew Hotelling; Robert Pegg
Subject: FW: Smith Tract MPA

From: Terry O'Neal [[mailto:](#) [REDACTED]]
Sent: Friday, September 02, 2016 4:30 PM
To: Doug Powell; Cindi Price; Jade Olson
Subject: Smith Tract MPA

Hi All - I just wanted to add myself to the list of folks who disapprove of the Master Plan Amendments that have been requested in reference to the "Smith Tract":

MPA16-0005
 MPA16-0006
 MPA16-0007

These areas need to remain non-municipal sewer, and I would like to see the trails, both current and future remain as planned.

The landowner has been given several options over the years to keep the lot sizes of any future development to 1-2+ acre residential lots, and that's the only kind of development I'm on board with in this area.

Thank you,
 Terry O'Neal
 [REDACTED]

Thoroughfare Capacity Analysis Results

Table 7 provides the thoroughfare capacity analysis for Shiloh Road and Scenic Drive. Shiloh Road and Scenic Drive were evaluated due the two street's proximity to the development site. Based on information provided in **Table 5**, the maximum hourly service volume along Shiloh Road and Scenic Drive was assumed to be 425 vehicles per lane for a two-lane undivided collector (C2U). As shown in the table, the facilities are anticipated to operate at LOS C or better for all scenarios with, or without, the development in place.

Table 7. Thoroughfare Capacity Analysis

Roadway	Scenario	Segment	Lane Configuration	SMARTGrowth Capacity	Direction	AM Peak Hour			PM Peak Hour			
						Vol	V/C Ratio	Traffic Condition	Vol	V/C Ratio	Traffic Condition	
Shiloh Road	Existing (2023)	North of Drive 1	2 Lane Undivided	425	NB	150	0.35	A-C	121	0.28	A-C	
					SB	67	0.16	A-C	110	0.26	A-C	
		Total			217	0.26	A-C	231	0.27	A-C		
		South of Drive 2			NB	150	0.35	A-C	121	0.28	A-C	
					SB	67	0.16	A-C	110	0.26	A-C	
		Total			217	0.26	A-C	231	0.27	A-C		
	Build Out (2025) Background	North of Drive 1	2 Lane Undivided	425	NB	162	0.38	A-C	131	0.31	A-C	
					SB	72	0.17	A-C	119	0.28	A-C	
		Total			234	0.28	A-C	250	0.29	A-C		
		South of Drive 2			NB	162	0.38	A-C	131	0.31	A-C	
					SB	72	0.17	A-C	119	0.28	A-C	
		Total			234	0.28	A-C	250	0.29	A-C		
	Build Out (2025) Total	North of Drive 1	2 Lane Undivided	425	NB	232	0.55	A-C	177	0.42	A-C	
					SB	96	0.23	A-C	199	0.47	A-C	
		Total			328	0.39	A-C	376	0.44	A-C		
		South of Drive 2			NB	166	0.39	A-C	145	0.34	A-C	
					SB	84	0.20	A-C	127	0.30	A-C	
		Total			250	0.29	A-C	272	0.32	A-C		

Roadway	Scenario	Segment	Lane Configuration	SMARTGrowth Capacity	Direction	AM Peak Hour			PM Peak Hour			
						Vol	V/C Ratio	Traffic Condition	Vol	V/C Ratio	Traffic Condition	
Scenic Drive	Existing (2023)	North of Walsingham Dr.	2 Lane Undivided	425	NB	31	0.07	A-C	28	0.07	A-C	
					SB	39	0.09	A-C	60	0.14	A-C	
		Total			70	0.08	A-C	88	0.10	A-C		
		South of Drive 3			NB	31	0.07	A-C	28	0.07	A-C	
					SB	39	0.09	A-C	60	0.14	A-C	
		Total			70	0.08	A-C	88	0.10	A-C		
	Build Out (2025) Background	North of Walsingham Dr.	2 Lane Undivided	425	NB	34	0.08	A-C	30	0.07	A-C	
					SB	42	0.10	A-C	65	0.15	A-C	
		Total			76	0.09	A-C	95	0.11	A-C		
		South of Drive 3			NB	34	0.08	A-C	30	0.07	A-C	
					SB	42	0.10	A-C	65	0.15	A-C	
		Total			76	0.09	A-C	95	0.11	A-C		
	Build Out (2025) Total	North of Walsingham Dr.	2 Lane Undivided	425	NB	72	0.17	A-C	56	0.13	A-C	
					SB	55	0.13	A-C	108	0.25	A-C	
		Total			127	0.15	A-C	164	0.19	A-C		
		South of Drive 3			NB	37	0.09	A-C	39	0.09	A-C	
					SB	50	0.12	A-C	70	0.16	A-C	
		Total			87	0.10	A-C	109	0.13	A-C		

Thoroughfare Plan Modification

It is understood that as part of the proposed development, there is requested to remove Scenic Drive from the Town's MTP. Scenic Drive is classified as a Rural Collector, which has an 80-foot ROW, two travel lanes, and bike lanes. Although the traffic volumes shown in **Table 7** are relatively low and don't show a need for anything more than a two-lane undivided section, the pavement width is very narrow (18 feet with no shoulders). The Rural Collector cross section is also important to maintain bicycle connectivity and consistency with the Town's *Trails and Bikeways Master Plan*.

Following are recommendations for the Town to consider with the MTP related to Scenic Drive:

- Maintain the Rural Collector designation between Cross Timbers Road and Walsingham Drive.
 - o Traffic volumes along Scenic Road are higher north of Walsingham Drive than south of Walsingham Drive.
- Maintain the Rural Collector designation between Walsingham Drive and Wichita Trail.
- Maintain the Rural Collector designation between Wichita Trail and Rocky Point Road (along Cardinal Road alignment).
 - o Important to provide connectivity between the existing bicycle facility along Wichita Trail and the proposed bicycle facility along Shiloh Road / Rocky Point Road.

More discussion on bicycle facilities is provided later in this memo.

Auxiliary Lane Analysis

Since there are currently left-turn and right-turn lanes at the intersections along Cross Timbers Road, the focus of the auxiliary lane analysis was the proposed driveway connections along Shiloh Road and Scenic Drive.

Turn lane requirements were analyzed at the study intersections for the Build Out (2025) scenario based on the Town of Flower Mound's *Design Criteria* (April 2010). Based on Town's criteria, right and left-turn deceleration lanes will be required at all driveways served by a median opening. Under the same criteria, right-turn lanes will be required at all driveways with a projected peak hour right-turn entering volume of 50 vehicles or greater. Based on the above criteria, auxiliary lanes are not recommended at any of the three driveways with no more than 46 vph making a right-turn into the development.

Access Management

The Town of Flower Mound's Design and Construction Standards contain the Town's *Access Management Policy and Criteria*. The access spacing criteria is based on the functional classification and posted speed of the roadway. For collectors such as Shiloh Road and Scenic Drive, the Town's access spacing criteria is 250 feet. Based on the distances provided, the proposed access locations along Shiloh Road and Scenic Drive meet the Town's access management requirements.

Sight Distance

Field observations were performed to evaluate sight distance at the proposed access locations. A photolog is provided as an **Attachment** that shows the general sight distance at each of the three driveways. The AASHTO Green Book was reviewed to determine stopping sight distance and intersection sight distance requirements for the driveways based on a posted speed of 40 mph for Shiloh Road and a posted speed of 30 mph for Scenic Drive. Based on AASHTO, the design stopping sight distance is 305 feet and the intersection sight distance is 445 feet for 40 mph, while for 30 mph, the design stopping sight distance is 200 feet and the intersection sight distance is 335 feet.

Based on field observations, adequate sight distance is available for Drive 1 and Drive 2 along Shiloh Road. Based on the location of Drive 3 along Scenic Drive, and the curvature in the roadway, the available sight distance is limited to approximately 400 feet. This exceeds the requirements for a 30-mph roadway. It is likely that traffic coming around that curve would be travelling less than the posted 30 mph speed limit (there is an advanced speed advisory sign of 15 mph). With that said, it is assumed that there is adequate sight distance for Drive 3 along Scenic Drive.

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

