

**COMPREHENSIVE PLAN
TRANSPORTATION PLAN AMENDMENT**

Case Coordinator: Michael McCauley

REQUEST: This is a request for an amendment to the Transportation Plan and Transportation Plan Map of the Carrollton Comprehensive Plan to remove the future expansion of Capital Parkway, a (A4D) four-lane divided arterial roadway, from the subject property. The future expansion for Capital Parkway is from Sandy Lake Road northward to Dickerson Parkway.

HISTORY: The current Transportation Plan was adopted by Resolution No. 2672 in 2003 as part of the Carrollton Comprehensive Plan.

**COMPREHENSIVE
PLAN:** Commercial – High Intensity

ZONING: (FWY) Freeway and (LI) Light Industrial Zoning Districts

PROPERTY OWNER: Steve Taber / SW Taber 2018 LP

REPRESENTED BY: Jared Earney / Kimley-Horn

STAFF ANALYSIS

BACKGROUND – GENERAL

This is a request for an amendment to the Transportation Plan and Transportation Plan Map of the Carrollton Comprehensive Plan to remove the future expansion of Capital Parkway, a (A4D) four-lane divided arterial roadway, from the subject property. The future expansion for this section of Capital Parkway is from Sandy Lake Road northward to Dickerson Parkway.

The prior Thoroughfare Plan was developed in 1982. It was the result of staff analysis of existing conditions. Traffic volumes were then projected from those existing estimates. Using these projected volumes, the "ultimate" thoroughfare network for the City was developed.

The TRANPLAN computer model was used in developing the current Plan. This traffic forecasting program incorporates population and employment estimates to project the distribution and volume of traffic on the City's streets. These projections were then used to develop a transportation network, including thoroughfare location and number of lanes necessary, to accommodate the projected traffic volumes. The TRANPLAN model will assist in implementing the Future Land Use and Transportation Plans by assessing potential traffic impacts of projects before they occur.

The Thoroughfare Plan, designed to provide a sound transportation framework to accommodate development, is one of two components of the Transportation Plan, the other is the Transit Plan. Basically, the Thoroughfare Plan addresses the street network and traffic circulation in the city by analyzing existing conditions and established design criteria. This Plan consists of a network of existing and planned arterials and collectors designed to accommodate the traffic demand within Carrollton. In the long term, a balance between the transportation system and land use patterns (and development) must be provided if efficient community development is to be achieved.

Under the Transportation Goals, Objectives & Policies in the Transportation Plan, two policies should be noted relating to the applicant's request:

Policy T1.14 Amendments to the Transportation Plan map should be allowed between citywide updates only when essential for land development and when supported by a study of the operational and fiscal impacts of the proposed change.

Policy T1.15 Amendments to the Transportation Plan map should not be allowed solely as a means of mitigating the negative traffic impacts of a proposed zoning change, but rather for their effect on the entire transportation network.

Even though a complete Traffic Impact Analysis (TIA) is required when a change to the Transportation Plan map is proposed, the applicant submitted an incomplete TIA. Staff recommended the applicant postpone their request until such time they could provide a complete TIA, but the applicant chose not to provide a complete TIA as requested by Transportation Engineering. A complete TIA is necessary to analyze current traffic patterns to understand existing and future conditions, and how the removal of a future roadway (Capital Parkway) would affect

Case No. PLTRA 2025-100 SW Nursery's Transportation
Thoroughfare Plan Amendment

traffic patterns and existing and future land uses in the vicinity, such as the District 35E site (former NTTA site).

CONCLUSION

From the information provided in the Staff Analysis section of this report, staff cannot support the applicant's request without the merits of a complete traffic study demonstrating removal of the Capital Parkway arterial roadway, north of Sandy Lake Parkway, as viable. Therefore, staff recommends denial.