

CLIENT GOALS

- A. Clark Road (*in order of preference*):
1. No connection keeping Clark Road a cul-de-sac (dead-end) street,
 2. Emergency services only gate across the east end of Clark Road on Deer Creek Meadows site,
 3. Speed bumps or other measures on the east end of Clark Road which would strongly discourage Deer Creek Meadows traffic, and
 4. Prohibit connection to Clark Road until McPherson Boulevard is connected to North Crowley Road plus speed bumps or other measures on the east end of Clark Road to discourage Deer Creek Meadows traffic.
- B. Sewer Connection: Clark Road homes would not be required to connect to public sewers or the connection would be at no initial and ongoing cost to Clark Road homeowners.

RESEARCH QUESTIONS & NOTES

Research results appear in **red** below. **Blue text** contains a link to a cited document or website. Questions clients could research are in **green** below. The [City of Fort Worth Subdivision Regulations](#) are referenced below. Clicking on the blue highlighted [Subdivision regulation text](#) will open the document in [Adobe Acrobat](#). Click on the  bookmark icon on the left of the side of the Adobe document and you'll see the bookmarks to the portion of the regulations cited below. Click on a bookmark to go to that place in the regulations. Research questions-notes in **purple** were added to the edition of this ISA.

Plan Commission

1. Research City Plan Commission decision-making history regarding:
 - a. Does the Commission have a history of denying or conditionally approving Preliminary Plans like the one up for consideration on January 23rd?
 - b. If yes then use these prior cases to determine how Clark Road residents should structure their January 23rd testimony to prompt the Commission to deny or conditionally approve.
 - c. Has the Commission ever required an emergency-services-only access gate or other options for preventing excessive cut-thru traffic on neighborhood streets?
 - d. If yes, then cite these prior cases in testimony before the Commission.
 - e. **The documents needed to research decision-making history are not posted on the [Plan Commission webpage](#).**
 - f. CEDS will ask Commission staff person Mary Elliott¹ about decision-minute availability.

¹ Mary Elliott: Mary.Elliott@fortworthtexas.gov 817-392-7844

2. CEDS will ask Commission staff person Mary Elliott² the following questions about opportunities for public testimony before the Plan Commission at the January 23rd hearing:
 - a. Do speakers need to sign-up before hearing begins,
 - b. Time limits, and
 - c. When will the Commission meeting adjourn?
3. Does the protest petition right exist which would require a super majority of Plan Commission members to approve Deer Creek Meadows?
 - a. [Fort Worth Subdivision and Zoning ordinance is silent on this question,](#)
 - b. [City Plan Commission rules of procedure do not reference this right,](#)
 - c. CEDS will pose this question to Texas land use attorneys.

Clark Road

4. Applicant's [Traffic Impact Analysis](#) (TIA):
 - a. Figure 3, on page 8, of the TIA does not show the Clark Road connection. Therefore, the TIA does not address traffic impacts resulting from the Clark Road connection.
 - b. This could be a good reason for the Plan Commission to postpone a vote on January 23rd until the applicant submits a revised TIA addressing Clark Road impacts.
 - c. The [hearing notice](#) states that the Commission hearing will focus on the criteria regarding a Preliminary Plat.
 - d. [Subdivision regulation](#) §31-63, states that a Preliminary Plat shall be in "Conformance with the latest adopted master thoroughfare plan and related street standards as determined by the city traffic engineer;"
 - e. Traffic Impact Studies are required by [Subdivision regulation](#) §31-106 as part of the process for reviewing a Preliminary Plat.
 - f. [Subdivision regulation](#) §31-106(a)(8) indicates Clark Road would be defined as a Urban local (residential street):
 - i. "Urban local residential streets are residential streets, which carry traffic to and from collector and other residential streets. They are likewise comprised of cul-de-sacs and loop streets, which serve low-density residential areas and very limited public facilities, often in conjunction with collector streets. Urban local residential streets are usually of limited length and non-continuous in nature to discourage through traffic."
 - ii. [Subdivision regulation](#) §31-106(a)(8)(b) states "Average traffic volumes on *urban local residential* streets should not exceed 2,500 vehicles per day and are normally in the range of 1,000 vehicles per day."
 - iii. Existing traffic volume:
 - (1) It looks like there's 36 existing homes accessing Clark Road.
 - (2) On average a single-family detached home generates 10 trips per day according to generally accepted [Trip Generation tables](#).
 - (3) Therefore existing Clark Road traffic volume averages 360 trips per day.
 - iv. We could make the case that no more than:

- (1) The number of homes generating 2,140 trips per day (2,500 - 360 = 2,140 trips per day), or
 - (2) 214 Deer Creek Meadow homes should be allowed to access Clark Road (2,140 trips per day ÷ 10 trips/day/home = 214 homes).
 - v. While this is far more traffic than Clark Road home owners wish this logic **may** give the Commission the factual and legal basis for denying approval until the impact is resolved.
 - vi. Such a win at the January 23rd hearing may then give Clark Road residents the leverage needed with the applicant to negotiate a satisfactory solution.
5. CEDS will ask the Fort Worth Deer Creek Meadows case coordinator Alexander Parks² if Clark Road would be opened to Deer Creek Meadows traffic before McPherson Boulevard is fully built and connected to North Crowley Road.
 6. Clients have been told that Fort Worth law requires connecting Clark Road to Deer Creek Meadows roads. This law appears to be [Subdivision regulation](#) §31-102(b)(2) which states:
 - a. “Fragmented street systems impede emergency access and increase the number and length of individual trips. New residential subdivisions shall be designed to coordinate with existing, proposed, and anticipated streets. Local and collector streets shall be extended to the tract boundary to provide future connection with adjoining un-platted lands. In instances where the street stub-out would traverse an adjacent 100-year floodplain, the spacing of the street crossings shall not exceed one-half mile. Where the street crossing is in a public park, the design of the crossing shall provide for pedestrian/bicycle access under the street, unless the depth of the creek below the roadway makes such a grade separation infeasible. Subdivisions shall be designed to connect to adjacent existing stub-out streets as provided on an approved preliminary or final plat. **Subdivisions shall be designed to discourage the use of local streets by non-local traffic while maintaining the connectivity with the surrounding system of roadways.** This can be accomplished using modified grid systems, T-intersections, roadway jogs, or other appropriate traffic calming or roadway design measures.”
 - b. The text highlighted above could provide a basis for calling for an emergency-services-only gate or other measures to discourage through traffic.
 7. Do Clark Road homeowner property lines extend to center of Clark Road? If yes, then their approval may be required to improve the road sufficiently to allow Deer Creek Meadows traffic. If this is the case then Clark Road homeowners may have control over improvements:
 - a. Ask clients for deeds,
 - b. [City of Fort Worth Zoning Map](#) indicates 20-foot wide Clark Road is within an area 60-foot wide but ownership, right-of-way, or easement information is not provided.
 - c. CEDS will pose this question to a Texas attorney and/or civil engineer

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8. **In the Fort Worth Master Thoroughfare Plan (MTP) Clark Road is not shown for improvement on the MTP which likely provides the Plan Commission with more flexibility.**
9. Union Pacific Rail Road McPherson Boulevard crossing:
 - a. According to the [staff report](#) McPherson Boulevard will not connect to the service road on the west side of I-35 because the Union Pacific RR would not allow an at-grade crossing.
 - b. [CEDS has contacted Union Pacific RR officials and is awaiting a response as to whether a McPherson Boulevard at-grade crossing would be acceptable.](#)
 - c. If an at-grade crossing is out then CEDS will seek to determine if Union Pacific would allow a bridge?
 - d. CEDS will ask Fort Worth area traffic engineers if there are any factors making an at-grade crossing or bridge infeasible, and
 - e. [Using Google Earth search along Union Pacific RR tracks in the Fort Worth area for road crossings installed during the last 20 years.](#)
 - f. Existing McPherson Boulevard terminates on the east side of the tracks and clearly was intended to be continued across to the west side of the tracks.
 - i. The [Fort Worth Master Thoroughfare Plan \(MTP\)](#) shows McPherson Boulevard crossing the Union Pacific RR tracks. It is unclear why the crossing was deemed feasible when the plan was adopted but not today in the context of Deer Creek Meadows. CEDS will research this question.
 - ii. The [Fort Worth Street & Transportation Improvements](#) webpage shows the following projects involving a crossing of railroad tracks:
 - (1) [Hemphill Lamar Connector](#) - This project will construct the extension of Hemphill Street from Vickery Boulevard to Lancaster Avenue under the Union Pacific Railroad.
 - (2) [Henderson Street Improvements & Bridges](#) - This project is part of the Trinity River Vision project. It includes design and construction of the three bridges that cross the new Trinity River By Pass Channel and the Fort Worth and Western Railroad at Henderson Street, North Main Street and White Settlement Road. Water, sewer and franchise utilities will also be relocated.
 - (3) [West Risinger Road](#) - Risinger Road from Crowley Road (FM 731) to McCart Avenue will become a new four-lane arterial. A four-lane divided roadway will be constructed from 800 feet east of McCart Avenue to Crowley Road (FM 731). This construction will include a quiet-zone ready railroad crossing, streetlights and a 10-foot, shared-use path.
 - (4) CEDS will seek to determine why Union Pacific apparently consented to these projects but not a McPherson Boulevard crossing.
10. [Ask local fire department chief if:](#)
 - a. [There's a public safety need to access Deer Creek Meadows via Clark Road, and if yes](#)
 - b. [They would support an emergency-services-only access gate.](#)

- c. Do they know of any existing emergency-services-only access gates in Fort Worth?
11. CEDS will ask traffic engineers practicing in the Fort Worth area:
 - a. If emergency-services-only access gates are allowed,
 - b. If not, what other options would they recommend for restricting through-traffic on Clark Road,
 - c. If they agree that Deer Creek Meadows traffic volume would exceed standards of practice, and
 - d. If a McPherson Boulevard bridge over the Union Pacific RR is doable,
 12. CEDS will ask attorneys with a good reputation for helping citizens win similar cases:
 - a. Likelihood of winning an appeal should the Plan Commission vote to approve project without protecting Clark Road residents,
 - b. Does the protest petition right exists requiring a super majority of Plan Commission members to approve Deer Creek Meadows,

Sewers

13. CEDS will ask Fort Worth Deer Creek Meadows case coordinator Alexander Parks³ if would Clark Road home owners be required to connect to sewers.

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