

IH35 Corridor Plan Amendment to the Comprehensive Plan

Background

The corridor plan for the IH35 corridor is an amendment to the Burleson comprehensive plan. Generally, the purpose of a corridor plan is to set forth a community's goals and recommend actions that will make the community a good place to live, work, and visit. The plan is a strategy to ensure that the community grows in an orderly, well thought out fashion and that the needs of the community will be met. The plan is a living document that provides continual guidance for the work of the community's leaders and staff. Municipal decisions need to be weighed against the values and ideas set forth in the overall plan to ensure that the community is heading in the right direction.

Interstate 35 extends approximately nine (9) miles through Burleson from just north of Alsbury Boulevard to south of FM 917. Most of the development of highway frontage has occurred north of Hidden Creek Parkway. The frontage south of Hidden Creek Parkway has seen some development or redevelopment, but most of the properties exist as they were when they were annexed in 2002. The annexed area along IH35 south of Briar Oaks Road is about 1,000 feet wide.



The nine-mile corridor is on a major north-south transportation route through North Central Texas. Locally, IH35 connects Burleson with Fort Worth to the north and Alvarado to the south. On a regional scale, Burleson has direct connections to Austin, San Antonio, Denton and Oklahoma City on the IH35 corridor. The IH35 corridor has national importance as well, running from Laredo, Texas, to Duluth, Minnesota.

The Burleson comprehensive plan and the Burleson 20/20 RE-Vision both reference IH35 as an important asset to the local economy. Specifically, the plans contain the following:

Goal 1. Support efforts to modify and improve surface transportation along the Interstate 35W corridor within the corporate limits of the City of Burleson.

1a. Establish policies and action items which will enable the I-35W corridor to meet current and future urban traffic demands, while improving the safety to the motoring public and encouraging economic development with improved access to business.

1b. Encourage the relocation of the on and off ramps as is deemed appropriate on the I-35W freeway.

1c. Encourage roadway construction and development such that the access and circulation flow on and off of the freeway is significantly improved.

1d. Support and promote improved access on the freeway service roads on both sides of I-35W from Alsbury to Renfro by connecting the east and west service roads.

Summary of Corridor Plan

The document contains both text and maps. The text includes a description of the corridor, a listing of goals, citizen input, and implementation methods. The maps include a description of the corridor, as well as proposed land use maps of special planning areas that are critical to the development of the corridor. The plan also recommends the location of new highway ramps and other roadways adjacent to the corridor to improve traffic circulation and promote development of property. The plan serves as a policy document to guide decisions on development, land use and transportation issues.

The IH35 corridor plan is designed to accomplish the following general goals:

1. Shape the future physical arrangement of the community by encouraging the development at appropriate locations along the corridor.
2. Establish a community vision for the IH35 corridor.
3. Ensure economic stability and predictability in development patterns.
4. Prepare for future demographic and economic changes.
5. Provide opportunities for citizen input regarding public issues through meetings and other interaction.
6. Avoid future surprises by understanding the assets and liabilities that presently exist in the corridor.
7. Provide guidance for making decisions regarding land use, zoning changes, subdivision development, and other economic development activities.
8. Provide information to the citizens, developers and public regarding the community's goals and expectations for development in the corridor.
9. Provide a legal basis for the adoption of zoning and land use controls in the area to protect the integrity of development and neighborhoods in the corridor.
10. Support applications for transportation funding participation by the North Central Texas Council of Governments for the construction of arterial streets and sustainable development.

The corridor plan includes numerous maps, which are the primary method of describing the recommended land uses in the corridor. The maps also show the configuration of existing access ramps for the freeway, as well as other ramps that could be considered in the future. Recommended roadways adjacent to the corridor are also shown.

Special Planning Areas

The maps also include five special planning areas, in which more detailed land planning efforts have been considered. These areas are strategic to the future economic development of the corridor in Burleson. Each area is described below.

1. Spinks Airport. The Spinks Airport Area special area plan seeks to take advantage of the proximity of Spinks Airport to Burleson. The airport is a public general aviation airport, and

serves as a regional hub for transportation and business in northern Johnson County and southern Tarrant County. The airport property covers 822 acres and is owned and operated by the City of Fort Worth. The area around the airport is envisioned to be a corporate and hospitality mixed-use environment that provides areas for offices, corporate centers, commercial and retail uses. The future expansion plans for Spinks Airport could generate attention by businesses desiring to locate near an airport. The special area plan proposes the extension of Stone Road and Hurst Road south to East Renfro Street, opening up areas along both roads for appropriate development. The floodplain area of Village Creek would serve as natural open space that would provide a visual amenity in the area.

2. E Renfro Street / Hurst Road. The E Renfro Street/Hurst Road area includes property south of E Renfro Street and west of Hurst Road, extending south of Hidden Creek Parkway. The overall area is intended for commercial, office, educational and institutional development, with limited areas for industrial and higher density residential projects. The intersection of Hidden Creek Parkway and IH35 provides a natural location for commercial and retail development, with the southeast corner providing expansive views to the north and west due to its higher elevation. A large percentage of the land north of Hidden Creek Parkway is owned by the Burleson Independent School District and the Southwestern Union Conference of the Seventh Day Adventist Church. Opportunities exist for the redevelopment of existing property and the development of vacant property into commercial and office areas, with some areas available for heavy commercial or industrial development. The plan proposes the addition of two new access ramps to IH35 to serve the future intersection of Hulen Street.
3. Hidden Creek Destination Center. The Hidden Creek Destination Center plan area provides a distinctive opportunity to provide a mixed-use place that includes civic, convention, hospitality, entertainment, retail, mixed residential and other lifestyle destinations. This plan area includes Hidden Creek Golf Course and park related facilities north of Hidden Creek Parkway, and extends south almost to the Briar Oaks Road bridge. The golf course is located in the area, and provides an amenity compatible with hotels and convention/meeting space, as well as potential residential uses. The plan map shows one of many ways to create a mixed-use type environment along this part of the corridor.
4. Business Park. A business park on IH35 has been shown on future land use maps in Burleson for many years. The special plan area proposed for the business park expands on that idea to take advantage of its location on Interstate Highway 35 so that a mix of businesses, light industrial facilities, warehouses and showrooms can be provided in a flex-space environment with good access from all parts of the region. The area is bounded by Bethesda Road on the north, Briar Oaks Road on the west, and extends just south of County Road 711. A north-south major collector roadway in the area and a County Road 711 bridge over IH35 would provide traffic circulation and access to the properties. It should be noted that much of the property in this special plan area is located outside the city limits in the extra territorial jurisdiction.
5. FM 917 Interchange. The intersection of FM 917 and IH35 is the southernmost major intersection on the corridor in Burleson. FM 917 is a major regional highway interchange that provides connections from IH35 east to Mansfield and west to Godley. The area is envisioned to be an office, commercial and residential mixed-use environment, and in the long term could become a significant commercial and retail location. A north-south major

collector roadway on both sides of IH35 would provide traffic circulation and access to the properties. One of these roadways is an extension of one that is part of the Business Park plan area. The other roadway would connect to the extension of County Road 711 over IH35. It should be noted that much of the property in this special plan area is located outside the city limits in the extra territorial jurisdiction.

Implementation of the plan primarily would be through the establishment of an overlay zoning district. The overlay district would establish a set of urban design and development standards for the development of properties within the overlay district. It also will enable Burleson to proactively anticipate and coordinate with the Texas Department of Transportation (TxDOT) all current, anticipated and new improvements to IH35 so that the City may best leverage development opportunities along the I-35W Corridor. The overlay zoning district is a separate agenda item on the March 13 joint public hearing.

Citizen Input

The planning process must have a strong citizen participation component, which recognizes the role residents can play in defining Burleson's future direction. Citizen comments and input will help elected and appointed officials identify ways to maintain and improve the quality of life that the citizens of Burleson have come to enjoy.

Three different methods were used to seek input from citizens and land owners in the corridor. Each one is described in more detail below.

Stakeholder meetings

Representatives from Prime Strategies Inc. (PSI) initially met with nine landowners in the corridor in February 2006, at the beginning of the planning process. These initial meetings were intended to allow PSI to learn about the landowner's existing and future plans for the properties prior to the preparation of any draft land use plans. The landowners involved in these meetings included Steve Eisner, Mark Simon (Redman Homes), Rob Orr, Rob Sedwick (Burleson 917 J.V.), David Davenport and George Peavy (Burly Fence), Billy Beacham (Student Discipleship Ministries), Rocky Bransom, Daryl Knutson (Southwest Union Corp of 7th Day Adventists), and Lynn Smith. Other property owners that were invited but unable to meet included George Straughan, Mrs. John Brown, and E.L. Pallmeyer.

Between February 2006 and January 2007, PSI and/or city staff met with these landowners to discuss the progress of the plan and to refine further the special planning areas that affect those properties.

In January 2007, PSI and city staff met with several of the original nine landowners to go over the maps and discuss the potential zoning overlay district. Several changes to the maps and overlay zoning district were made as the result of the meetings.

General public meeting

On February 1, 2007, city staff, PSI and Kimley-Horn hosted an open house and public information meeting about the IH35 corridor study at city hall. The purpose of the meeting was to give residents and property owners an opportunity to review the information, discuss their

specific ideas and concerns with staff, and provide comments on the plans. A postcard notice was mailed to 384 property owners in the corridor. There were 36 people who signed in at the meeting, though staff counted over 50 people in attendance. The turnout shows that there is considerable interest in planning issues related to the IH35 corridor. During the discussions, several property owners suggested changes to the maps, which have been incorporated into the current versions.

Other media

An article about the corridor study was published in the January-February 2007 issue of the *Burleson Progress Report*. The article included a general map of the corridor and the location of the special planning areas.

Information about the corridor study was also posted on the city's website. A copy of a presentation made by PSI to the City Council on November 16, 2006 was also posted to the site.

Specific Goals of the IH35 Corridor Plan

The IH35 Corridor Plan is designed to achieve the goals listed in the following areas.

Land Use

1. Provide a compatible mix of land uses that support and complement the IH35 corridor properties and ancillary development.
2. Encourage a mix of commercial development that will create new jobs, generate direct and indirect tax revenue, attract new residents, and provide new amenities.
3. Encourage the development of higher-density housing options including townhouses, brownstones, condominiums and multi-family dwellings.
4. Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the special area plans.
5. Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.
6. Establish a natural and built environment that enhances the desirability and attraction of the IH35 corridor.
7. Encourage economic vitality and a strong ad valorem and sales tax base to provide for improved city services and additional employment opportunities for current and future residents of Burleson.

Open Space

1. Create a pedestrian network, linking developments with adjacent neighborhoods and other existing and planned trail systems.
2. Integrate public open spaces with private development
3. Encourage access to public and commercial facilities by those who live or work in adjacent areas, without the use of automobiles.

4. To preserve sufficient areas of natural and aesthetic character to provide meaningful relief from urban development.

Transportation

1. Mitigate the impacts of traffic growth, reduce congestion, and improve air quality.
2. Locate and configure parking in ways that will not interrupt street frontages or public open spaces.
3. Provide a hierarchy of local streets that will provide flexibility in circulation options and will be effective in serving a changing range of land uses over time.
4. Dimension streets for their local access functions, using no more land than is necessary.
5. Encourage walking, the use of bicycles and carpooling.

Implementation

1. Provide a legal basis for the adoption of zoning and land use controls in the area to protect the corridor and associated development.
2. Create an overlay zoning district to provide urban design and development standards for properties in the corridor.
3. Anticipate and coordinate with the Texas Department of Transportation (TxDOT) all current, anticipated and new improvements to IH35 so that the City may best leverage development opportunities along the I-35W Corridor.
4. Support applications for transportation funding participation by the North Central Texas Council of Governments for the construction of arterial streets and sustainable development.
5. Incorporate available local, state, and federal funding opportunities to provide sufficient financing for transportation improvements and programs.