

City of McLendon-Chisholm, TX

Planning For The Future



2015 COMPREHENSIVE PLAN

Adopted March 22, 2016





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OVERVIEW

Among the objectives of this comprehensive plan is the preservation of McLendon-Chisholm's rural lifestyle. The City's mission statement establishes the overarching guide for this plan:

"To serve and protect its citizens while preserving our heritage and planning for the future"

The Comprehensive Plan for the City of McLendon-Chisholm is to be used as a guide for future development and redevelopment of the City and as a tool to identify community goals and objectives and to measure the success of the implementation of those community goals and objectives, as well as to provide guidance for the establishment of development regulations. In that vein, elements have been included regarding current land use; future land use; transportation, parks and open space; economic development; public facilities, and housing. An element at the end of the Plan identifies specific actions that need to be accomplished by the City in order to effect the planned outcomes identified in this Plan.

Most of the property in the City is in large lot or agricultural uses. There are a number of subdivisions that provide for a variety of single family detached housing environments, from relatively small lots [Sonoma Verde] to very large lots [Mira Vista] as well as farms and ranches of all sizes.

The City of McLendon-Chisholm is located between the City of Rockwall in Rockwall County and the City of Terrell in Kaufman County. Nearby communities include the City of Heath to the west and south and the cities of Rockwall and Fate to the north and west. Texas State Highway 205 runs through the center of McLendon-Chisholm and connects Rockwall and Terrell. This transportation linkage is bringing residential development and increased population to all of the land along SH 205 and McLendon-Chisholm is no exception. The commercial uses that exist in the City are along this same transportation artery.

The growth in value and numbers of the residential portions of the community has created the need for additional municipal facilities including a new City Hall, expanded fire protection services, and has generated interest in the provision of law enforcement in addition to the protection afforded by the Rockwall County Sheriff's Department.

The national, state and local transportation systems provide relatively convenient access to the community and to surrounding employment centers, shopping, recreation and entertainment.



On October 18, 1969, the two communities incorporated as the City of McLendon-Chisholm. Subsequently, the town has grown steadily, due in no small measure to its proximity to major employment centers and its commitment to a less dense, rural heritage.

MCLENDON-CHISHOLM, TEXAS

The City began as two separate settlements, McLendon's and Chisholm, each of which was named for a prominent landowning family in the early 1850s. McLendon's was named for P. A. McLendon, a local landowner who about 1870 built a combination store, cotton gin, and blacksmith shop that remained in continuous operation until 1975. A schoolhouse and church were constructed at the same time. A post office was opened in 1880 and remained in operation until 1905. By 1896 the farm settlement had 150 residents and nine businesses.

Chisholm derived its name from Enoch Parson Chisholm, who settled on 200 acres in 1856, and from his brother, B. Frank Chisholm, a colonel in the Civil War. Enoch was not only a farmer and landowner, but a licensed preacher in the Methodist Episcopal Church, South, as well. He organized the Chisholm Methodist Church in his home in 1871 and by 1875 had constructed a small chapel, called Chisholm Chapel by the congregation, which was still standing in the 1980s. The community had two small school buildings, which were combined to form Berry Creek Academy in 1886. In 1898 this school had four rooms, four teachers, and 301 students; it was the second-largest school in the county. A Chisholm post office was opened in 1891 and remained in operation until 1905. The community's first store was built in 1890.

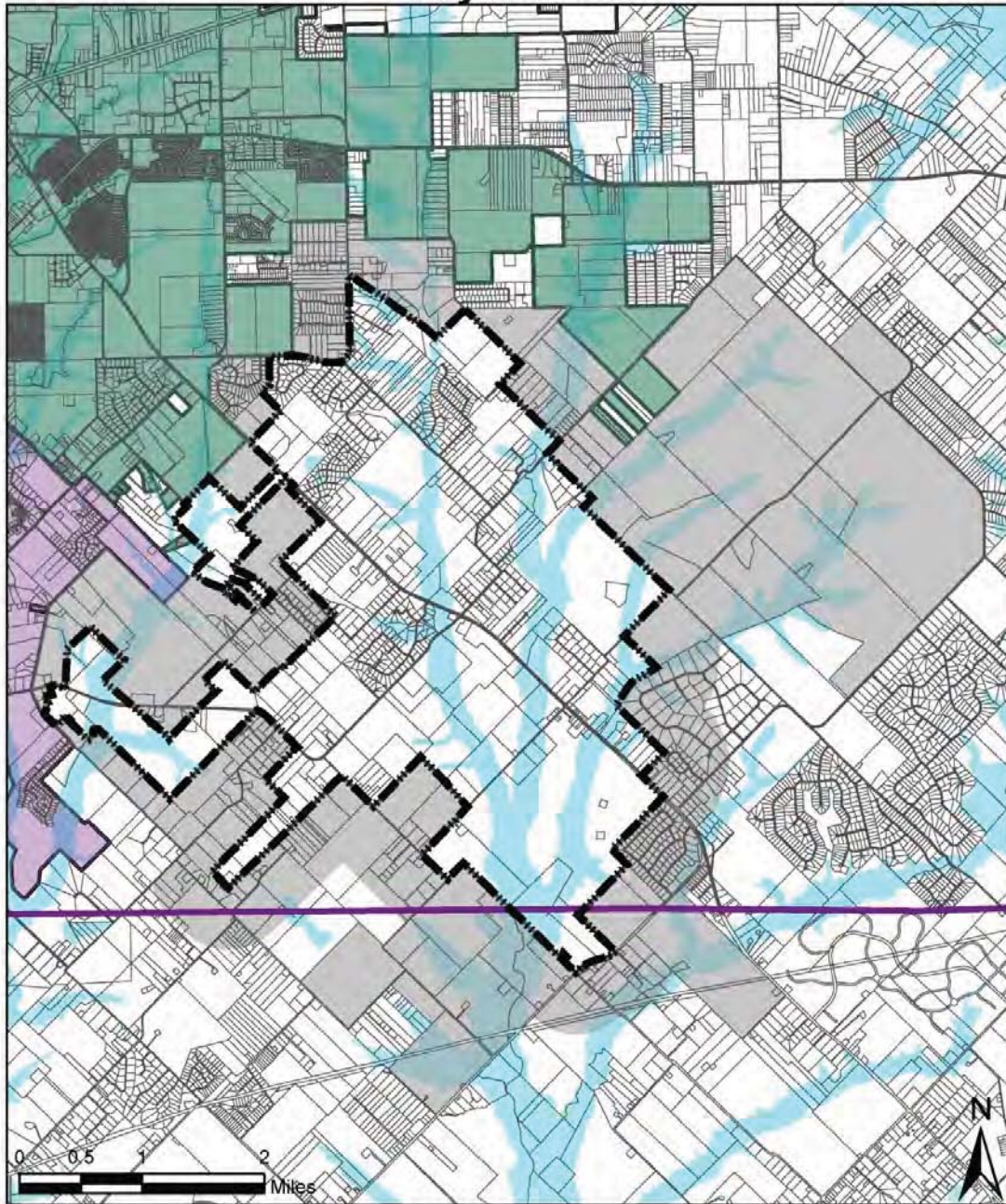
LEGISLATIVE AUTHORITY

Chapter 213 of the Texas Local Government Code establishes the foundation for the adoption of the Comprehensive Plan. The purpose of the Comprehensive Plan is to promote sound development of the municipality and to promote the public health, safety and welfare.

This Comprehensive Plan does not and shall not constitute zoning regulations or establish zoning district boundaries within this municipality.



City of McLendon-Chisholm City Limits



This map was created using Rockwall and Kaufman County GIS data and FEMA GIS data. This map does not represent an on the ground survey.



DEMOGRAPHICS AND PROJECTIONS

The City of McLendon-Chisholm has grown from its humble beginnings as two farming communities to an attractive residential community providing a variety of housing options, while attempting to maintain a housing inventory that is more focused on larger lots and encouraging a more rural atmosphere. This commitment to larger lots, that is lots that are an acre and one-half or larger, has a built in population regulator.

POPULATION

The average household in McLendon-Chisholm had a little over three persons according to the 2010 U.S. Census. In 2013 the average household had 3.25 people. Population is growing in McLendon-Chisholm, and historically has been at a more manageable rate than some of the surrounding communities. However, there a couple of large subdivisions that could change the population dramatically.

The City's population in 1990 was 548 according to the 1990 US Census. The population in 2000 according to the U.S. Census Bureau was 914. In 2010 the population grew to 1,373. In 2013 the estimated population was 1,669. Using this extrapolation the estimate for city population in 2015 is 1,866 and by 2020 could reach as many as 2362. If this trend were to continue, the population in 2030 would be 4203.

Growth of residential uses and families within the corporate limits continues to grow, in the 2010 Census the average family size was 3.0 people per household. In 2013 it is estimated to have increased to 3.25 people per household. It is likely that the household size will continue to increase as a younger population continues to move into the City.

Noteworthy in this analysis are two large residential developments that may have significant impact on population: one is the Sonoma Verde development that, upon completion of the last phase, allows as many as 1,095 homes and has the potential to increase the City's population by 3,558. The other potential development is Triple Creek Ranch Planned Development that could add as many as 1,867 residential units to the community and those additional homes could add another 6,067 people to the City. Given the existing population of around 1,866, the City's population could easily exceed 11,000 at build out of those two subdivisions.

Both the Sonoma Verde and Triple Creek development plans call for smaller lots that have off-site sanitary sewer systems provided for the communities, whereas, most of the rest of residential development in the City relies upon on-site sanitary sewer systems.



In addition to the already approved developments within the City limits, there is a substantial portion of the extra territorial jurisdiction that may provide increased residential and commercial growth opportunities. Some of those potential developments are expected to have off-site sanitary sewer capacity. Increases in population based upon growth in the extra territorial jurisdiction have not been factored into this projection, but could have profound impact on the future of the City.

In 2010 the Census showed that the general population was 94.4 percent white, 6.6 percent Hispanic and 2.0 percent black. In 2015 just under 90 percent of the population is white with about 6.6 percent Hispanic, 2.0 percent black with the remaining population a variety of ethnicities. The population that is other than white, black or Hispanic is increasing as the population in the City increases.

Property values in McLendon-Chisholm have steadily increased since incorporation, even in some difficult economic times. Over the last seven years property values for properties developed with residential uses that are not farming or ranching uses on an acre and one-half or more have increased an average of fifteen percent per annum. This increase has occurred while the national economy has struggled. However, larger acreages with or without residential uses have not had similar property value increases.

FAMILY INCOMES

Family income in 2000 was \$81,079 and in 2013 family incomes have increased to \$117,794. That is an increase of \$36,715 and a little over 44 percent in a thirteen year period. The City has been experiencing an increase in the number of professionals over the last 15 years. It is likely that the average family income will continue to increase.

EDUCATION LEVELS

97.4 percent of all citizens over the age of 25 have completed high school.
29.0 percent of all citizens over the age of 25 have earned a bachelor's degree
13.0 percent of all citizens over the age of 25 have earned a graduate or higher degree

As the population continues to increase, it is projected that the educational levels will continue to improve.



CURRENT LAND USES

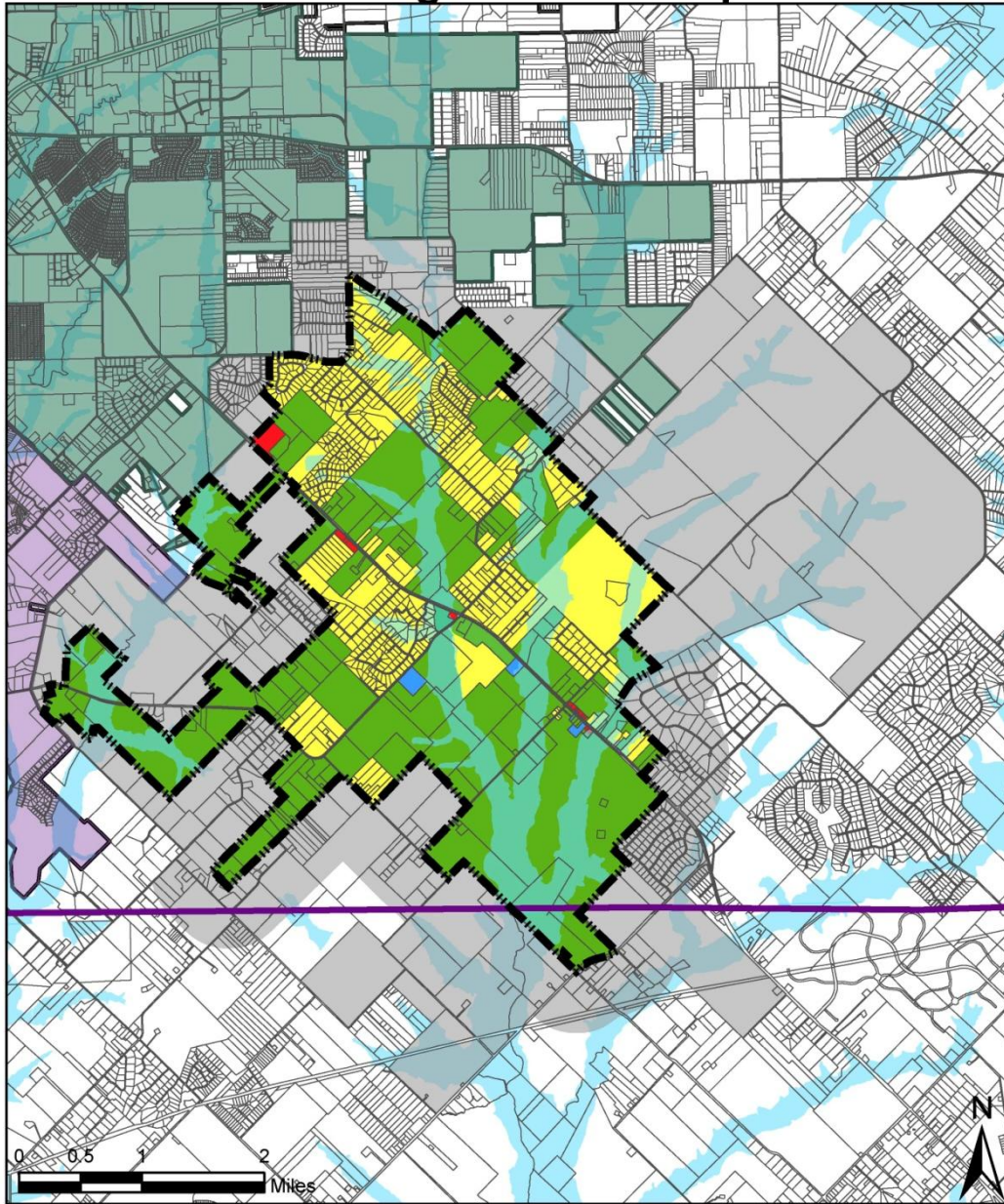
Two windshield surveys were conducted and aerial photographs were examined to identify existing land uses. The City has rolling topography with large open expanses of pastureland and a number of drainage areas [floodplains and creeks] coursing through the area from northeast to southwest. There are large areas of agricultural uses including farming and ranching. Currently, retail and other commercial uses are located along SH 205. The bulk of the development in the community is agricultural and residential. [See the existing land use map for more specifics regarding how land is being used in the City]

Current Land Use Distribution

LAND USE	SQUARE MILES
Agriculture	8.34
Institutional	0.05
Commercial	0.06
Low Density Residential	4.15
Total	12.6



City of McLendon-Chisholm Existing Land Use Map



Legend

- McLendon-Chisholm City Limits
- McLendonChisholm ETJ
- Streets
- Agriculture
- Institutional
- Commercial
- Low Density Residential
- City of Heath
- City of Rockwall

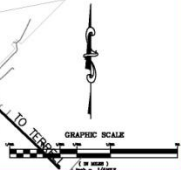
This map was created using Rockwall and Kaufman County GIS data and FEMA GIS data.
This map does not represent an on the ground survey.



CITY OF McLENDON-CHISHOLM ZONING MAP ROCKWALL & KAUFMAN COUNTY, TEXAS



OFFICIAL ZONING MAP OF
McLENDON-CHISHOLM
APPROVED FEBRUARY 09, 2011
SIGNED MAYOR
GARY MOODY



Legend

- | | | | |
|--|--|--|-------------------------------------|
| AG | Agricultural District | CP | Commercial Planned Center District |
| SF5 | Single Family Residential (5 Acre Lot) | O1 | Office District |
| SF2.5 | Single Family Residential (2.5 Acre Lot) | O2 | Office District |
| SF1.5 | Single Family Residential (1.5 Acre Lot) | LI | Light Industrial District |
| MH | Manufactured Home District | PD | Planned Development District |
| NC | Neighborhood Commercial District | ETJ | Extra Territorial Jurisdiction Area |
| GB | General Business District | | |

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THIS MAP IS THE PROPERTY OF THE CITY OF McLENDON-CHISHOLM AND IS NOT TO BE REPRODUCED BY ANY MEANS, MECHANICAL OR DIGITAL, WITHOUT WRITTEN CONSENT OF THE CITY. THIS MAP WAS PREPARED FOR AND INTENDED TO BE A GENERAL GUIDE ONLY. DUE TO GRAPHIC REQUIREMENTS, SOME AREAS ARE NOT TO AN EXACT SCALE. FOR ACTUAL BOUNDARIES, SEE THE ORDINANCE IN QUESTION.



FUTURE LAND USES

An issue consistently mentioned by City residents is the preservation of the rural nature of McLendon Chisholm. Additional residential and commercial development within the City will change many aspects of the City's character. Residents hold the desire to ensure that as future development decisions are made such that new development and change will be compatible with the qualities of the community today. Through the maintenance of predominantly rural residential development and limiting commercial development to the primary corridors through the City, McLendon Chisholm intends to balance its rural nature with competitive market pressure for new development.

GOALS

- A. Preserve the rural character of the City by ensuring that single family developments have a maximum residential density of one residential unit for every one and one-half acres of gross land area.
- B. Provide appropriate locations for higher density residential, attached single family, and retirement housing.
- C. Encourage retail development in areas where there are high traffic volumes and accessibility.
- D. Preserve the rural character by maintaining a balance between the expanding urban area and the rural nature of the community.
- E. Ensure housing development is compatible with existing and adjacent land uses and has access to community features and natural features.
- F. Expand and diversify the City's commercial and sales tax base by appropriate commercial development as depicted on the Future Land Use Map.

POLICIES

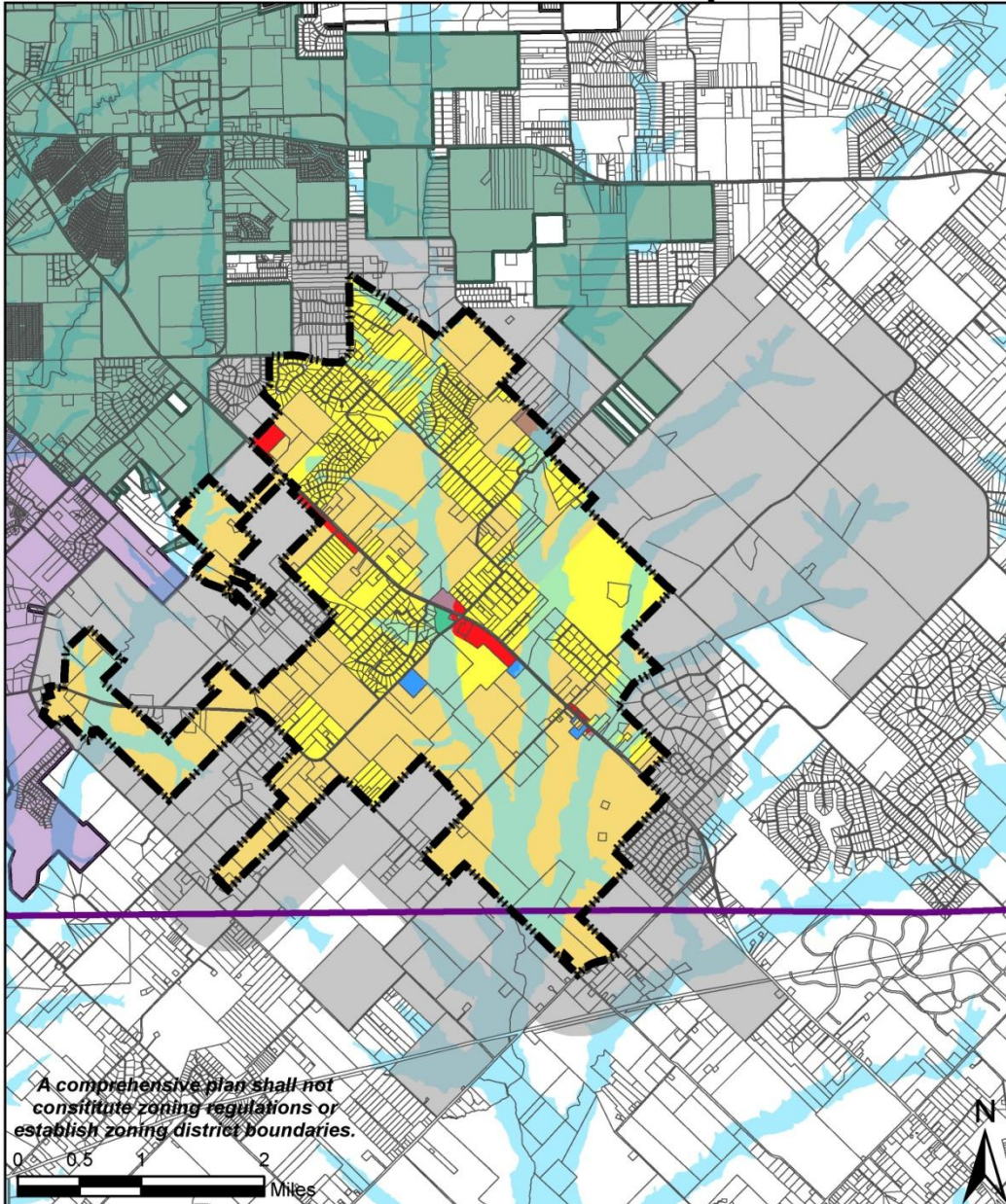
- 1. Existing agricultural resources should be preserved whenever possible.
- 2. New residential construction shall reflect the low density housing of the existing community.



3. Low density residential developments are required to provide a maximum of one residential unit for every one and one-half acres of land which may not include easements, open space, recreation areas, flood plain or environmentally sensitive areas.
4. Rural residential areas shall ensure minimum two and one-half (2.5) acre lot size.
5. Undeveloped residential land shall be developed compatibly with surrounding development and in a manner responsive to market needs.
6. Consider the uniqueness of areas of the community when making land use decisions.
7. Protect low density and rural residential areas from incompatible or higher intensity residential and commercial uses and maintain adequate buffering (use of natural corridors, for example) between such uses.
8. Create a cohesive identity for McLendon Chisholm commercial areas along SH 205 through the use of design guidelines.
9. Identify other commercial areas within the corporate limits that might serve to provide more retail and commercial land use dispersal within the community.
10. Support and promote existing and new businesses that are viable and responsive to the needs of the community.
11. Portions of the City should be reserved for larger lot single family residential development with lots at least two and one-half [2.5] acres in size.
12. When a request for a change in land use is inconsistent with the Future Land Use Map [FLUM], a request to the city council must first be made to amend the FLUM. Then, if the FLUM is amended, the application may be made to change the land use. Further, if a request to change zoning is inconsistent with the Comprehensive Plan, the applicant should request a change in the Comprehensive Plan and if the Comprehensive Plan is amended by the City Council, then the applicant should request a change in zoning that is consistent with the revised Comprehensive Plan.



City of McLendon-Chisholm Future Land Use Map



Legend

McLendon-Chisholm City Limits	City of Rockwall	Agriculture	Multifamily
McLendonChisholm ETJ	CountyLine	Low Density Residential	Institutional
City of Heath	Floodplain	Rural Residential	Commercial

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TRANSPORTATION INCLUDING THOROUGHFARE PLAN

GOAL

To provide a long range plan that provides a transportation system for the citizens of McLendon-Chisholm that efficiently moves vehicular traffic throughout the city.

OBJECTIVES

- A. Provide the functional and the dimensional classifications of roadways throughout the city.
- B. Work with surrounding communities, Rockwall County and the North Central Texas Council of Governments to develop and implement transportation systems that positively affect the City of McLendon-Chisholm.
- C. Provide transportation solutions that contribute to the overall health, safety and welfare of the City.
- D. Identify transportation improvements that positively affect the travelling public within the corporate limits.

POLICIES

- 1. Whenever a property is being platted or a request is made for a change in zoning, property needed for rights of way should be requested for those roadways shown on the Thoroughfare Plan.
- 2. Thoroughfare Plan roadways shall be periodically evaluated for traffic congestion and capacity improvements.
- 3. Requests for commercial platting should always include shared access and cross access easements in order to reduce the number of driveways connected to roadways identified on the Thoroughfare Plan.
- 4. Driveways connected to roadways identified on the Thoroughfare Plan should be minimized to maintain roadway efficiency.



5. When acquiring right of way necessary to comply with the Thoroughfare Plan, care should be taken to minimize the impact on adjacent properties or properties where the proposed roadways will potentially split the property.
6. Revisions should be made to the City of McLendon-Chisholm Subdivision Regulations to reflect modifications to the thoroughfare and local street standards.

DISCUSSION

In practice, the Thoroughfare Plan should be thought of as a blueprint that establishes a set of terminology, standards, and general principles that guide decision-making for all aspects of roadway planning, funding, construction/reconstruction, operation, and maintenance of the City's primary roadway system. Through its adoption, the Council establishes a set of procedures, as well as physical and operational standards that everyone—the single family homeowner, land developer, businesspeople, elected official, and city or other agency staff persons should use in day to day practice to coordinate the development, operation and maintenance of the thoroughfare system.

As a long-range planning tool, it is intended to identify street needs for the next twenty years within the developed area and to establish a desirable thoroughfare system for undeveloped areas and redevelopment areas based on anticipated development patterns.

There are a variety of benefits to be derived from thoroughfare planning, but the primary objective is to enable the street system to be developed in a manner which will adequately serve the current and anticipated future travel demands while creating a pleasing and efficient community transportation system. The complexity of the City environment requires that the thoroughfare plan be compatible with and complement other components of the land-use planning and development process

Transportation planning should contribute to the fulfillment of overall community goals, not dictate these goals. If the Thoroughfare Plan and its implementation are responsive to travel needs and reflect community values, then businesses and residents will be able to locate and invest in the City with confidence. They will know how the street system will be operated and that the City and the home owners associations are committed to maintaining adequate levels of mobility. Over the long term, the plan will also minimize the cost of building roads and their impact on adjacent properties.

There is not a public transportation system that serves the City of McLendon-Chisholm, nor are there plans to incorporate a public transportation system into the transportation



system that serves the city. The flexibility and convenience of operating an automobile has contributed significantly to its attractiveness.

The availability of the automobile to the majority of the population permits a wider choice of residential location with respect to employment location. Therefore, continuing reliance on the privately owned automobile/truck will be the transportation system of choice for the foreseeable future. With this caveat in mind, the design of the City's roadway system becomes a critical element in future land use decisions.

Land use decisions and the transportation system are inextricably linked to one another. Failure to take into account the current and future transportation requirements as the City develops would be a critical mistake, from which the City might never recover.

Administratively, the Thoroughfare Plan serves a number of functions and purposes:

FUNCTIONS:

- Identifies general alignment of thoroughfares.
- Specifies right-of-way requirements and protects right of way through the zoning, platting and building permit processes.
- Specifies basic design elements such as pavement width, parkway or shoulder width, and median width.
- Identifies the relative importance of thoroughfares and their role in providing mobility.
- Establishes a philosophy for the development on the thoroughfare system on a citywide basis and for particular areas with special concerns.

PURPOSE:

- To facilitate communication between city staff, elected and appointed officials, land developers, the community and others who may have an interest in the City's transportation system.
- To facilitate effective design, operation, and maintenance of the primary road system which includes the entire roadway system in the City, including local streets.



- To assist citizens in making decisions about the location of their homes or businesses and the future uses of property.

State Highway 205 is the main transportation artery in the City. It bisects the City from northwest to southeast connecting the City to Rockwall on the north and to Terrell on the south. The current status of SH 205 within the City is a two lane undivided roadway with 120 feet of right of way. Other existing roadways that fall comfortably into a classification identifying them as thoroughfares are: FM 1139, FM 550, FM 549, and FM 548, Edwards Road, League Road, Pullen Road, Klutts Road, Sinks Road and Smith Road and are shown on the 2007 McLendon-Chisholm Thoroughfare Plan. Early in 2014 a portion of the proposed Pullen Road between SH 205 and FM 1139 was removed from the Thoroughfare Plan.

[Note: a request has been made to the County to complete the paving of Edwards Road, essentially from League Road to FM 548]

FUNCTIONAL CLASSIFICATION

Functional classification is the process by which streets are grouped into classes, or systems, according to the character of service they are intended to provide. Since most travel involves movement through a network of roads, it is necessary to determine how travel can be channeled within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by identifying the part that any particular road will play in serving the flow of trips through a street network.

There are three distinct elements of every trip on the street network: main movement, distribution/collection and access. These elements translate directly into the functional classes used in this plan.

1. Arterial streets provide the links between areas of the cities. They typically define neighborhoods and serve the main function of movement from one part of the city to another.
2. Collector streets provide the links between the local streets and arterials. They serve the function of collecting or distributing traffic between the arterials and local streets.
3. Local streets are usually contained within a neighborhood and provide access to adjacent property which is the origin or destination of every trip. The local streets serve the function of internal circulation for all types of development.



The purpose of functional classification is to describe how the street network operates by defining the role that each roadway plays in the system. Classification is necessary for communication among engineers/planners, administrators, and the general public. In addition, it provides the framework for monitoring the status of the network, and efficiently allocating available resources to plan, construct, operate, and maintain it.

Related to the idea of functional classification is the dual role that the roadway plays in providing access to property and travel mobility. The primary function of local streets is to provide access to adjacent property, while arterial streets emphasize a high level of mobility for through traffic movement. Regulation of access is necessary on arterials to enhance their primary function of mobility. Collector streets provide a balance between access to adjacent properties and traffic mobility.

ARTERIAL THOROUGHFARES

The arterial street system is divided into two sub-classifications, "principal" arterials and "minor" arterials. Arterials represent those thoroughfares that are used by the traveling public to travel between neighborhoods and communities within the City. Ideally, arterial thoroughfares define neighborhood boundaries and do not cross into neighborhoods. The spacing of arterials is closely related to the trip density, including the population density, characteristics of particular areas of the City.

PRINCIPAL ARTERIAL THOROUGHFARES

Principal arterial streets are the back bone of the City's street system. They serve the major centers of activity and high volume traffic corridors, accommodate the longest trips, and carry a high proportion of total area travel on a small percentage of total system mileage.

The network formed by principal arterials is fully interconnected, and provides links to the freeway system and to areas outside the City. Geometric design and traffic control measures are used to enhance the movement of through traffic on principal arterials, while access to abutting property may be restricted, or managed, to protect the traffic carrying capacity of the roadway. Access to abutting land is subordinate to the provision of travel service for major traffic movements. Access should be controlled and driveways should be minimized along these arterials.

MINOR ARTERIAL THOROUGHFARES

Minor arterial streets interconnect with and augment the principal arterial network. They serve traffic with a smaller geographic area of influence, accommodate trip lengths of moderate length, and offer greater opportunities for emphasis on land access than the



principal system. The minor arterials carry significant through traffic volumes and are needed to provide route and spacing continuity for the arterial system.

COLLECTOR THOROUGHFARES

The collector street system provides both land access service and traffic circulation around and between residential neighborhoods and commercial/industrial areas. They differ from the arterial system in that collectors distribute trips from the arterials the local street system. Conversely, the collector street also collects traffic from local streets in neighborhoods and channels it into the arterial system. Collectors should accommodate short trip lengths, and do not typically extend across arterial thoroughfares or carry a high percentage of through trips. In some circumstances collectors serve as a relief valve when the arterial system is congested. This can be minimized by providing an adequate arterial street system.

The Thoroughfare Plan identifies five different types of thoroughfares in and around the City of McLendon-Chisholm:

Thoroughfare	
Principal 6 Lane Divided Thoroughfare	[P6D] Principal Arterial
Principal 4 Lane Divided Thoroughfare	[P4D] Principal Arterial
Minor 4 Lane Divided Thoroughfare	[M4D] Minor Arterial
Minor 4 Lane Undivided Thoroughfare	[M4U] Minor Arterial
Collector 2 Lane Undivided Thoroughfare	[C2U]

Minimum right of way requirements

Classification	Right of Way Requirement in Feet
[P6D] Principal Arterial	100' to 150'
[P4D] Principal Arterial	100' to 120'
[M4D] Minor Arterial	100' to 120'
[M4U] Minor Arterial	100' to 120'
[C2U] Collector	70'



Roadway Capacities

	Typical 24 Hour Volume	Typical 24 Hour Capacity
6 Lane Divided	21,500 vpd	42,000 vpd
4 Lane Divided	14,500 vpd	28,000 vpd
4 Lane Undivided	8,900 vpd	20,000 vpd
2 Lane Undivided	3,600 vpd	10,000 vpd

Source: Institute of Transportation Engineers [ITE] Trip Generation Report, Fifth Edition

Volume is the estimated maximum number of vehicle trips generated in a 24 hour period to provide for reasonable mobility. Capacity is the maximum number of vehicle trips that the roadway can accommodate and mobility is adversely impacted when capacity is reached.

Roadway Design Cross Sections

Roadway cross sections are contained in the Appendix.

DISCUSSION

The current transportation system generally provides sufficient capacity for current levels of development. There are some areas where increased development may have adverse impacts on the capacity of the existing transportation system, for instance FM 1139 tends to be at or over capacity at certain times of the day, but has minimal traffic at other times of the day.

State Highway 205, is the high volume corridor between Terrell and Forney and Heath and Rockwall and is in serious need of increased capacity. The most recent average trip count on SH 205 shows the highway to be over volume and over capacity for a two lane undivided roadway based on ITE volumes and capacities.

The Texas Department of Transportation, Dallas Office which provides mobility services to the City, has indicated that there are no current plans for the widening of SH 205 between FM 549 and FM 548 within the corporate limits of McLendon Chisholm. The lack of sufficient capacity for the length of the highway adversely affects the residents and property owners of the City as well as the rest of the travelling public. However, the right of way needed for a six lane divided thoroughfare is 150 feet according to the Dallas Texas Department of Transportation office.



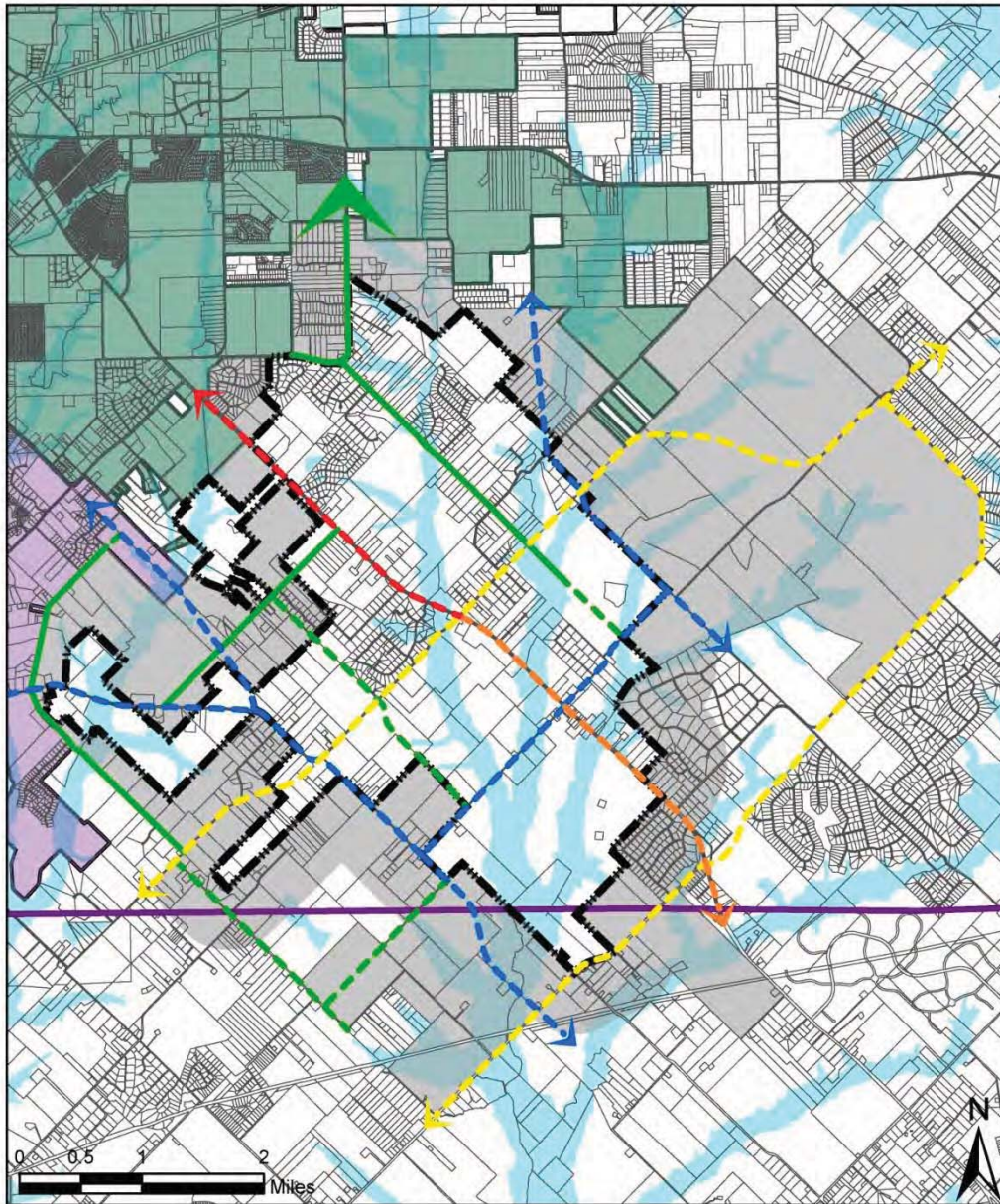
Local streets

While local streets are not a part of the adopted Thoroughfare Plan, they do provide the single most important part of the transportation system, they provide access to and from neighborhoods and other residential and low density developments and provide access to the thoroughfare system. Local streets within the City can be developed with curb and gutter or with shoulders and/or bar ditches depending upon the character of the development. See the local street cross sections in the appendix for residential developments that have density higher than one residential unit to the acre and others for residential densities that at less than one residential unit per acre.

The cross sections for local residential streets provide options for both curbed sections and without curbs and are located in the Appendix.



City of McLendon-Chisholm Thoroughfare Plan June 2015



Legend

- McLendon-Chisholm City Limits
- County Line
- Minor 4-Lane Undivided Thoroughfare
- McLendon-Chisholm ETJ
- Principal 6-Lane Divided Thoroughfare
- Collector 2-Lane Undivided
- City of Heath
- Principal 4-Lane Divided Thoroughfare
- Dashed Thoroughfares Represent Proposed Alignments
- City of Rockwall
- Minor 4-Lane Divided Thoroughfare

This map was created using Rockwall and Kaufman County GIS data and FEMA GIS data.
This map does not represent an on the ground survey.



OPEN SPACE

GOAL

To provide open space, parks, and recreational opportunities for the citizens of McLendon-Chisholm.

POLICIES

- A. Encourage developers and property owners to include open space within new developments at the time of zoning or subdivision
- B. Identify potential locations where community supported recreational facilities should be located
- C. Identify opportunities to preserve open spaces without incurring continuing municipal operations and maintenance responsibilities
- D. When public schools are constructed within the City limits, provision should be made for co-use of the open spaces and athletic fields provided
- E. It is desirable for the community to provide open space, park environments and recreational opportunities for its citizens. Given the rural nature of McLendon-Chisholm and the continuing focus on larger lot developments and large estates, property owners and developers should provide recreational facilities that include parks and open space and other amenities to the communities that they develop. In many parts of the City the openness and unrestricted vistas are important resources for the citizens.
- F. McLendon-Chisholm consistently reinforces the maintenance of a high quality of life in the City. Further, the community places a high priority on the maintenance of property values and the desire to maintain a rural atmosphere that restricts urbanization [that is a more densely populated community].

NATURAL ENVIRONMENT

McLendon-Chisholm provides environments from rolling hillsides to large open expanses of farm and ranch land to residential subdivisions designed to provide the residents with recreational opportunities. Most developed recreational facilities in the City are privately owned and operated by property owners associations or the private property owners.

At least four major floodways cross the city essentially from the northeast draining to the southwest ultimately ending up in Lake Ray Hubbard. These floodways and floodplains make up about 2.78 square miles of the 12.6 square miles of the City or 22 percent of



the land surface in the City. These floodways and flood plains provide an opportunity to incorporate these mostly undevelopable areas into an open space environment that may support the community as a whole.

These flood prone areas are all owned by individuals or corporations. The City does not hold the title to any flood prone areas nor is it the intent of this Chapter to require conveyance of any property to the City for: parks, open space uses, or storm water management facilities. However, it is the City's intent that these flood prone areas be maintained as positive drainage resources for the community as a whole. An ordinance should be enacted to required the maintenance of these natural drainage facilities.

Flood plain areas should be preserved as open space and natural habitat, but continue to be held in private ownership. Development in the flood plain should be discouraged. Without appropriate funding mechanisms for the continued operation and maintenance of parks and trail systems, the City will continue to rely on property owners and developers to provide recreational opportunities for the citizens of the City.



COMMUNITY DESIGN STANDARDS

GOAL

Create and maintain a vibrant community that retains and improves property values, enhances the quality of life for the citizens, and retains the rural visual feel.

Residential

Residential subdivision design should include curvilinear streets rather than being designed in a grid pattern, depending on the size, topography and location of the property to be subdivided. Designs should include strategies to improve pedestrian and bicycle safety when those methods of transport are using the roadway system.

Commercial

The intent of the Commercial Development Standards is to provide a framework for consistent development in concert with the most efficient and sustainable building methods and with an aesthetically pleasing and cohesive appearance. These standards serve as the Hallmark to those visiting, passing through, or residing in the City of McLendon-Chisholm. In order to ensure that the visual impact of development does not detrimentally affect the area in which it is proposed, landscaping plans, building elevations and site plans are required. Architectural compatibility for commercial development and construction will be reviewed by the Planning and Zoning Commission.

POLICIES

1. Commercial and office sites should include property that is at least 300 feet deep but no less than 150 feet in order to provide for landscaping, parking areas, building walkways that provide for an accessible and comfortable pedestrian experience and necessary loading areas and fire lanes.
2. Parking lot interiors and perimeters should be landscaped to screen automobiles and break-up large areas of pavement.
3. Access to commercial property should not encroach into residential neighborhoods. Primary access is directly from arterial streets.



4. Buffering between single family and commercial uses may consist of landscaping, and/or solid walls. In addition, dumpsters and mechanical equipment areas should be screened.

Commercial Design Standards

BUILDING DESIGN.....

1. The height of new buildings shall not exceed two stories (36 feet maximum) without approval of the Planning and Zoning Commission.
2. Building facades generally respecting pedestrian or human scale design should be incorporated into new development projects.
3. Roof types generally associated with residential buildings such as gable, hip or gambrel are appropriate. Flat roof elements that support HVAC equipment are acceptable, however flat roofs other than those required to support HVAC equipment may only be considered when a request for a Minor Waiver has been approved by the Planning and Zoning Commission.
4. All decorative fixtures, including awnings, signs and lighting, shall be integrated with other design elements of the structures.
5. Building elevations shall be submitted as part of the development application for consideration of the Planning and Zoning Commission. Perspectives, accurate sections or a model of the project may be required to depict the height, mass and scale of the proposed project with respect to its setting and adjacent development.
6. Facades shall generally be built parallel to the street frontage, except at street intersections, where a corner façade containing a primary building entrance may be curved or angled toward an intersection.

BUILDING FORM.....

1. All buildings shall be designed and constructed in tri-partite architecture so that they have a distinct base, middle and top.
2. Buildings which are located on axis with a terminating street or at the intersection of streets shall be considered a Feature Building. Such buildings shall be



designed with features which take advantage of that location, such as an accentuated entry and a unique building articulation which is off-set from the front wall planes and goes above the main building eave or parapet line.

ARCHITECTURAL FEATURES.....

1. All buildings shall be designed to incorporate no less than six (6) of the architectural elements displayed on all sides of the building from the list below:
 - a. Recesses/projections;
 - b. Arcades;
 - c. Peaked roof forms including gables or irregular shaped roofs;
 - d. Arches;
 - e. Outdoor patios;
 - f. Display windows or bay windows;
 - g. Architectural details (such as tile work and moldings) integrated into the building facade;
 - h. Articulated ground floor levels or base;
 - i. Articulated cornice line;
 - j. Integrated planters or wing walls that incorporate landscape and sitting areas;
 - k. Offsets, reveals or projecting rib used to express architectural or structural bays;
 - l. Decorative beams and braces
 - m. Decorative columns
 - n. Varied roof heights;
 - o. Or other architectural features approved by the Planning & Zoning Commission
2. All retail/commercial buildings shall be architecturally finished on all four (4) sides with same materials, detailing, and features
3. All buildings within a common retail/commercial development, as shown on a Concept Plan or Site Plan, shall have similar architectural styles, materials, and colors. Conceptual facade plans and sample boards shall be submitted with the Site Plan application. The purpose of the conceptual facade plan is to ensure consistency and compatibility for all buildings within a single development.



EXTERNAL FAÇADE MATERIALS.....

The following shall apply to all exterior walls of buildings:

1. Exterior walls, excluding windows, doors, and other openings, shall be constructed of ninety percent (90%) brick, natural or cast stone, or split face block.
2. The remainder may be constructed of noncombustible materials including exterior stucco. Stucco shall be used only for walls, architectural features, and embellishments not subject to pedestrian contact. Other allowed materials: exterior grade lumber, aluminum and cementitious siding.
3. Unpainted metal, or metal subject to ordinary rusting shall not be used as a building material. Factory finished metal elements as well as metals that develop an attractive oxidized finish, such as copper, galvanized metal, stainless steel or weathering steel, may be used as architectural accents by Minor Waiver approval.
4. Windows and glazing shall be a maximum of 30% of each building elevation.

EXTERNAL FAÇADE COLOR.....

All colors shall match the major material used for the exterior façade or shall be approved by the Planning and Zoning Commission.

OFF STREET PARKING AND LOADING REQUIREMENTS.....

1. Off street parking and loading requirements shall be required as provided for in the zoning ordinance.
2. No more than one row of angled or parallel parking shall be allowed between the primary building and the street right-of-way.
3. Cross access easements shall be required by the City Council at the time of platting but shall be indicated on the site plan to ensure access to future median breaks and to reduce the number of needed curb cuts.



4. Driveways adjacent to roadways identified on the Thoroughfare Plan should be spaced at least 600 feet apart when practical.

LANDSCAPING REQUIREMENTS.....

1. Landscaping shall be required.
2. A landscape buffer-strip shall be a minimum of twenty (20) feet wide and may include a “built-up” berm and/or shrubbery or a combination of both along the entire length of the subject property’s frontage. The minimum required height of the aforementioned berm and/or shrubbery or a combination thereof is thirty (30) inches and shall not exceed a maximum height of forty-eight (48) inches.



HOUSING ELEMENT

GOALS

- A. Identify the types and quality of the current housing stock within the City
- B. Consider other types of housing that would complement the housing environment within the City
- C. Identify areas where other types of housing may be located within the City limits

DISCUSSION

A visual housing resource survey was performed in July 2015. As a result of this visual survey it is apparent that the prevalent housing type is detached single family dwellings located mostly on larger lots, farms, and ranches. There are a number of subdivisions within the City, some having a minimum residential density of no less than one dwelling unit per acre and others where density is four or five dwelling units per acre. Generally, a one acre minimum lot size is required for the installation of an on-site sanitary sewer system [septic system], but the smallest residential zoning district requires a minimum lot size of one and one-half acres.

The residential component of the City is growing at a reasonable rate with some larger subdivisions contemplated or in the planning or development stages. The population of the City is growing and based upon available information, younger families with children are moving to the City.

The overwhelming majority of the housing stock is in good to excellent condition. There are some areas of the City where some older housing stock is in marginal to poor condition. There are a limited number of dwelling units that have been abandoned or that are vacant located within the City. The City should utilize code enforcement to bring these abandoned or substandard structures into compliance with City's zoning regulations and codes.

Over the course of the Comprehensive Plan Update, the Planning and Zoning Commission and the City Council have considered a couple of alternative housing types. Among these other housing types are: multifamily and senior housing. As a result of these continuing discussions, some new housing types have been included in the future land use element of the Comprehensive Plan and have been shown on the new Future Land Use Map [FLUM].



The only alternative housing types that has been included in the Future Land Use element of this plan is multifamily housing. This designation may include single family attached housing as well as apartments. Lastly, a senior housing component has been recommended that is designed for higher density housing that may include attached or detached single family dwellings and apartments for residents 55 years of age or older. However, no location for a senior housing component has been shown of the Future Land Use Map.

A significant portion of the Future Land Use Map recommends single family detached housing located on lots that are an acre and one-half or larger including farms and ranches. While not shown on the Future Land Use Map as a future land use there is strong support for the continuation of the agricultural uses that have been and are located within the corporate limits. [The current land use map is reflective of the actual uses currently in the City]



PUBLIC FACILITIES

GOAL

Provide necessary and desired public facilities to support the current and future residents and property owners of the community.

POLICIES

- A. It shall be the policy of the City to identify necessary and desired public facilities for the City.
- B. When public facilities have been identified and their development and construction has been supported by the community, the City shall include those facilities in a Capital Improvement Program.
- C. When new public facilities are considered, not only the cost of acquisition and construction are to be considered, but also the cost of operating and maintaining those new facilities.
- D. Maintenance, operating, and replacement costs for equipment and facilities shall be evaluated on an annual basis and necessary cost shall be included in the annual budgeting process.
- E. The City shall create a capital improvements program for the acquisition and construction of necessary and desired public facilities.
- F. The City shall proactively work with the independent school districts to capitalize on the design and construction of any new educational facilities within the corporate boundaries of the City.

DISCUSSION

An objective of the City has been to minimize the cost of government while ensuring that necessary and desired services are provided. In that vein, increasing public facilities necessarily become a financial liability that the City views with a very keen eye toward, not only the cost of acquisition and construction, but the cost of operations, maintenance, and replacement equipment.

One recommendation for new public facilities:

1. The City should consider the construction of a new fire and emergency services facility on property that the City owns.



ACTION PLAN

This action plan provides direction to the City staff and leadership for the implementation of a number of the goals, objectives, and policies of the Comprehensive Plan. The Action Plan identifies responsibility and timing for each of the actions.

- A. City staff shall draft zoning regulations that codify the standards for the senior housing zoning district. [Fiscal Year 2016]
- B. City staff shall prepare and recommend adoption and enforcement of an ordinance that is designed to protect the natural drainage channels and creeks within the City. [Fiscal Year 2016]
- C. The City Council and staff shall work with the Texas Department of Transportation and Rockwall and Kaufman Counties to have SH 205 designated a six lane divided thoroughfare with at least three through lanes each way within 150 feet of right of way within the City. [Fiscal Year 2016 and continuing]
- D. The City Council and staff should work with TXDOT, Rockwall County and Kaufman County to increase capacity on SH 205 from Rockwall to Terrell. [Fiscal Year 2016 and continuing]
- E. City Council and staff should continue to work with Rockwall County to finish Edwards Road from League Road to FM 548 with an all-weather driving surface. [Fiscal Year 2016 and continuing]
- F. The City staff should utilize code enforcement to bring abandoned or substandard structures into compliance with City's zoning regulations and codes. [Fiscal 2016 and continuing]
- G. The City Council and staff should consider the creation of a capital improvements program for the acquisition and construction of necessary and desired public facilities.[Fiscal Year 2016]

