



AGENDA
PLANNING & ZONING COMMISSION REGULAR MEETING
THURSDAY, SEPTEMBER 9, 2021
1371 WEST FM 550 - MCLENDON-CHISHOLM, TEXAS 75032
7:00 PM

Page

1. CALL TO ORDER

2. INVOCATION AND PLEDGE OF ALLEGIANCE TO U.S. AND TEXAS FLAGS

3. CITIZEN COMMENTS

4. ITEMS FOR CONSIDERATION

4.1. Election of Chairman and Vice Chairman

3 - 12

4.2. Discussion and action regarding the request of Keiffer Living Trust for approval of a replat for a two-lot subdivision totaling 10 acres of land, located at 4047 West FM 550, McLendon-Chisholm, Texas and acceptance of a 10-foot right of way dedication for the future expansion of FM 550 adjacent to the subject property.

[Staff Report](#)

13 - 37

4.3. Discussion and action regarding the request of Pamela C. Bazzell for a replat of four [4] residential lots [Lots 10, 11, 25, and 26, Frontier Meadows subdivision] and a 15-foot wide by 387 foot long portion of Frontier Trail [fenced, gated, and being used as the private driveway for the house being claimed through adverse possession] into one 25.892 acre residential lot.

[Staff Report](#)

4.4. Presentation and discussion regarding Comprehensive Plan update.

5. PUBLIC HEARING

- 38 - 113 5.1. The Planning & Zoning Commission will hold a public hearing to receive input on the proposed McLendon-Chisholm Comprehensive Plan, 2021-2040
[Comprehensive Plan](#)

6. ADJOURN

As authorized by Section 551.071 of the Texas Government Code, this meeting may be convened into closed Executive Session in order to see confidential legal advice from the City Attorney on any agenda item herein.

I, Rochelle Green, do hereby certify that the above Notice of Meeting of the City Council of McLendon-Chisholm, Texas was posted or before 5:00 p.m., September 3, 2021 on the outside bulletin board at City Hall, a place convenient and readily accessible to the public at all times.



PLANNING AND ZONING COMMISSION – CITY OF MCLENDON-CHISHOLM, TEXAS

DATE: September 2, 2021

APPLICANT: Luke Keiffer

LOCATION: 4047 W. FM 550, McLendon-Chisholm, Texas

PLANNING AND ZONING COMMISSION MEETING – September 9, 2021

REQUEST:

The applicant is requesting approval of a re-plat for a two-lot subdivision totaling 10 acres of land, located at 4047 West FM 550, McLendon-Chisholm, Texas and acceptance of a 10-foot right of way dedication for the future expansion of FM 550 adjacent to the subject properties.

PROPERTY OWNER: Keiffer Living Trust

REPRESENTATIVE: Luke Keiffer

STAFF RECOMMENDATION: Approval

BACKGROUND INFORMATION:

The subject property is a ten [10] Acre tract of land located at 4047 W. FM 550. [Rockwall CAD No. 21930]. This is currently a platted lot identified as Lot 1, Block A, Samples Subdivision. The requested replat provides for new Lot 1 and Lot 2, Block A, Samples Subdivision and a right of way dedication of 10 feet for the future expansion of FM 550.

The applicant requested a variance to the required street frontage for proposed lot 2 and the Board of Adjustment approved the requested 51.91-foot reduction to the required 300 feet of frontage subject to the condition that the applicant submit a replat for the property and provide the dedication of right of way for the future widening of FM 550.

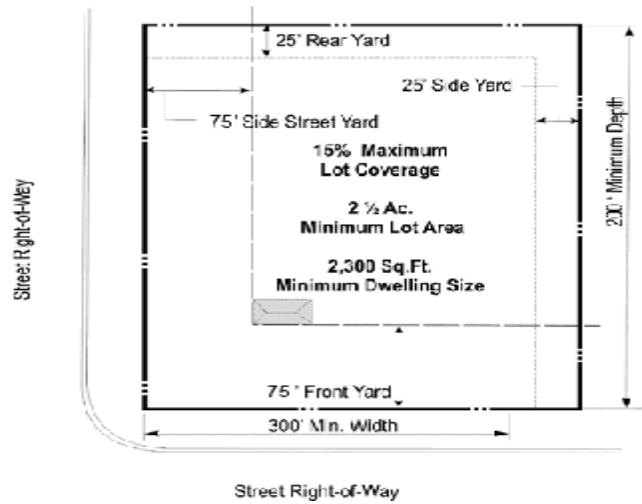
The proposed two and one-half acre lot [Lot 1] will contain more than the required 300-foot minimum frontage on the public right of way. The larger lot [Lot 2] has two points of connection with the right of way separated by Lot 1 and the combined frontages of Lot 2 does not provide for the 300 feet of street frontage. The ordinance does not require that the 300 feet be contiguous, so a combination of linear frontages on the same lot would satisfy the code requirement if they equal 300 feet. In this case, the total combined linear footage adds up to 248.09 linear feet, leaving the lot 51.91 feet short of the required 300 feet.

[illegible]

Page 4 of 113

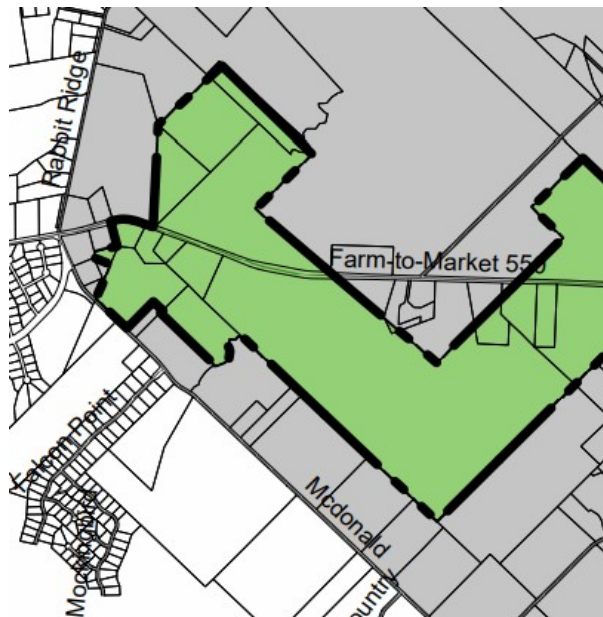
Zoning:

The zoning envelope for the Agriculture zoning district is shown in the graphic below.



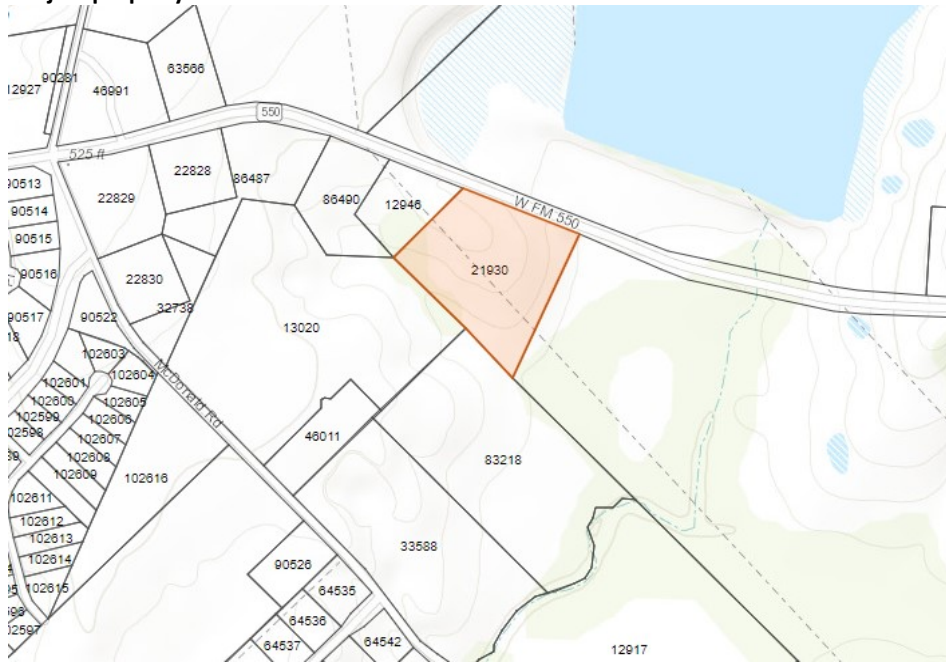
The Agriculture zoning district requires a minimum residential lot size of 2.5 acres of land and minimum lot frontage of 300 feet adjacent to the street right of way.

Zoning map:



The subject property is a ten-acre platted lot located on the south side of FM 550 just east of Rabbit Ridge Road. [See the attached Rockwall CAD map with the subject property outlined in orange].

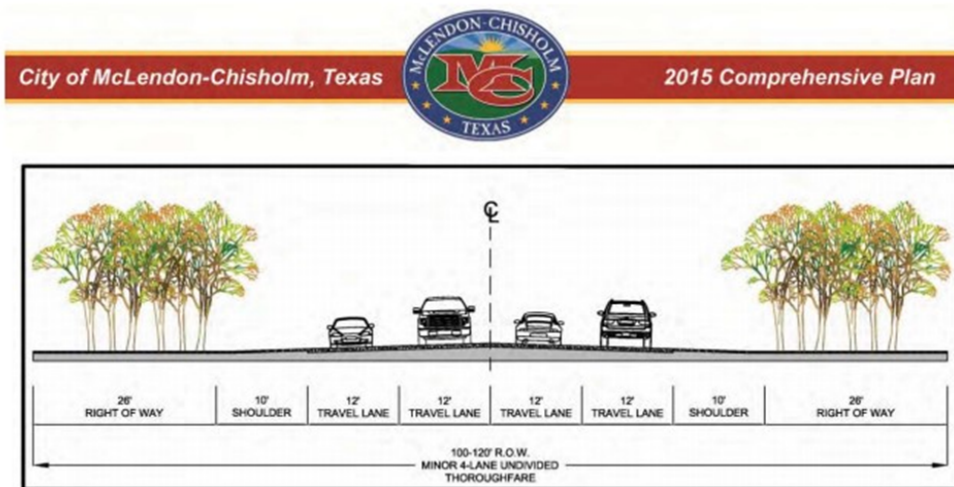
Rockwall CAD map with Property ID #21930
Subject property location on W. FM 550



THIS AREA INTENTIONALLY LEFT BLANK

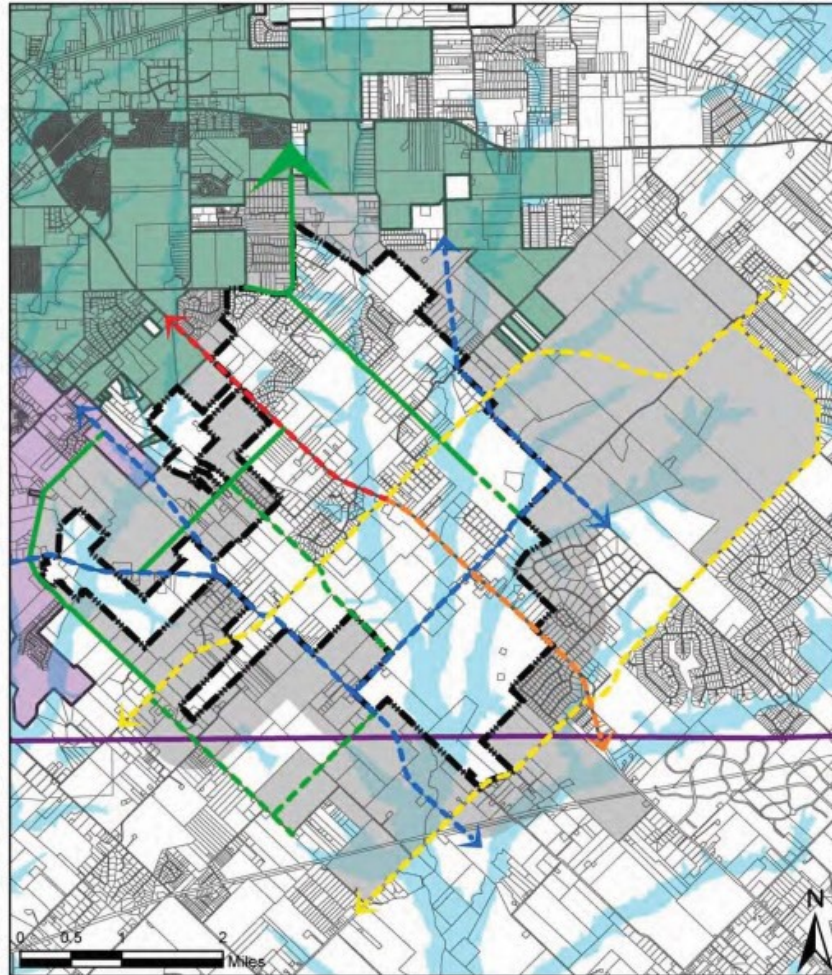
Thoroughfares/streets:

FM 550 is a two-lane undivided thoroughfare. The Thoroughfare Plan calls for FM 550 to be a four-lane undivided thoroughfare with a right of way of 100 to 120 feet. Rockwall County maps show the existing right of way to be 80 feet adjacent to the subject property. When the property is re-platted into two lots, the City will require an additional 10 feet of right of way between the existing right of way and the new property lines.



THIS AREA INTENTIONALLY LEFT BLANK

City of McLendon-Chisholm Thoroughfare Plan June 2015



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

SUBDIVISION ORDINANCE FINAL PLAT SECTION

(b) Final plat. After approval of a preliminary plan by the city council, a final plat, prepared by a registered engineer and bearing his seal, shall be submitted to the city council by filing in the office of the city secretary. Such plat shall have all changes and alterations made on it that were required on the previously submitted preliminary plan.

(1) Sheet size and scale. All final plats shall be drawn in India ink or comparable on tracing cloth or plastic tracing sheets 24 inches by 30 inches and to a scale of one inch equals 100 feet or in accordance with the county final plat requirements. Where more than one sheet is required, an index sheet of maximum size 18 inches by 27 inches shall be filed showing the entire subdivision.

(2) The final plat shall contain the following information.

(A) Existing features inside subdivision.

(i) The existing boundary lines with accurate distances and bearings of the land to be subdivided. Boundary lines shall be drawn in heavy [lines] for easy identification.

(ii) The location of existing watercourses, railroads, and other similar drainage and transportation features.

(iii) True bearings and distances to the nearest established street lines, official monuments, or subdivision corners.

(iv) The location and width of existing streets, alleys, easements, rights-of-way, buildings, and structures to be retained.

(v) Topographical information with contour lines at one-foot intervals.

(vi) An accurate location of the subdivision in reference to the deed records of the county which shall include the volume and page of the deed of the property to be subdivided.

(B) Existing features outside subdivision.

(i) The name and property lines of adjoining subdivisions and of the adjoining property owners, together with the respective plat or deed references.

(ii) The name and location of adjacent streets, alleys, driveways, easements, watercourses, etc.

All lines outside of subdivision boundaries shall be dashed.

(C) Streets, alleys, easements. Engineering construction standards for inspections are set forth in [appendix 1](#).

The lines and names of all proposed streets or other ways or easements to be dedicated to public use shall be shown on the final plat with the following engineering data:

(i) For streets. Complete curve data (delta, length, radius, tangent, point of curve, point of reverse curve, point of tangent) shown on the centerline on each side of street; length and bearings of all tangents; dimensions from all angle points and points of curve to an adjacent side lot line.

(ii) For watercourses and easements. Drainage easements will be provided covering all land within the subdivision that is subject to inundation by a 100-year storm. Lots that are adjacent to a major watercourse will show minimum finish flood elevations two feet above the calculated 100-year flood elevation.

(D) Lots and blocks. The lines and numbers of all proposed lots and blocks with complete bearings and dimensions for front, rear and side lot lines, and area of each lot.

(E) Reservations. The use and property dimensions of all special reservations, including sites for schools, churches, and parks.

(F) Monuments and control points.

(i) The description and location of all permanent survey monuments and control points.

(ii) Suitable primary control points to which all dimension bearings and similar data shall be referred. Dimensions shall be shown in feet and decimals of a foot.

(iii) Reference to source of bearing for legal description.

(iv) Reference to existence of any floodplain indication on FEMA map.

(G) Key map. A key map showing relation of subdivision to well-known streets in all directions to a distance of at least one mile.

(H) Title, etc. The date, scale, north point and subdivision title, name and address, and seal of engineer.

(I) Dedications and certificates. Such dedications and certificates as are applicable.

(i) A certificate of dedication of all streets, public highways, alleys, parks, utility easements, and other land intended for public use forever, signed by the owner or owners and by all other parties who have a mortgage or lien interest in the property and acknowledged before a notary public. All deed restrictions that are to be filed with the final plat shall be shown or filed separately.

(ii) A waiver of claim for damages against the city occasioned by the establishment of grades or the alteration of the surface of any portion of existing streets and alleys to conform to the grades established in the subdivision.

(iii) Certification by a registered engineer or a licensed state land surveyor, duly licensed by the State of Texas, to the effect that the plan represents a survey made by him, and that all the necessary survey monuments are correctly shown therein.

(iv) The following certificates shall be placed on the final plat, in a manner that will allow the filling in of the certificate by the proper party:

“1. Approved:

Mayor

Date

2. Acknowledged:

This approval shall be invalid unless the approved Final Plat for such Addition is recorded in the office of the County Clerk of Rockwall County, Texas within ninety (90) days from said date of final approval.

Witness my hand this _____ day of _____, 20_____.

City Secretary, City of McLendon-Chisholm, Texas”

(J) Special restrictions. Where restrictions of use of land, other than those given in these regulations, are to be imposed by the owner/subdivider, such restrictions shall be placed on the final plat or on a separate instrument filed with the plat.

(K) Tax certificates showing that all ad valorem taxes have been paid are to be submitted concurrent with the final plat.

(3) Submission. The city shall be furnished with ten legible prints and the original tracing of the final plat at least ten but not more than 21 consecutive calendar days before the next available meeting of the planning and zoning commission at which such final plat is to be considered. One additional copy of the final plat together with engineering plans shall be submitted to city staff for review at least ten days prior to the submission of the final plat to the city council. A final plat filed prior to the 21st day preceding the next succeeding regular meeting of the commission may be considered as having been filed on the 21st day preceding the meeting. A final plat filed within ten days of the next succeeding regular meeting shall be considered as having been filed on the 21st day preceding the second succeeding regular meeting. A plat which is not accompanied with the prescribed filing fees will not be considered as having been filed.

(4) Approval. Final approval will expire one year after the city council action granting approval of any final plat unless that plat has been filed for record, except that if the owner/subdivider shall apply in writing prior to the end of such one-year period, stating reasons for needing the extension, this period may at the discretion of the city council be extended for another year but not beyond that period. The owner/subdivider may obtain approval of a portion or a section of a subdivision for which tentative or conditional approval was obtained on a preliminary plan provided he meets all the requirements of this article with reference to such portion or section in the same manner as is required for a complete addition. The final plat shall not be filed of record until the subdivision has been constructed and accepted by the city.

(5) The owner/subdivider may, at his option, elect to combine his preliminary plan and final plat of a subdivision whenever the tract of land:

(A) Is to be resubdivided without a change of street locations, or is so situated that the pattern of streets in said tract is predetermined by streets of immediately adjacent adjoining recorded subdivisions;

(B) The proposed development will be of the same use and of comparable density as adjacent existing or contemplated development; and

(C) Is a minimum of two and one-half acres in total area.

THIS AREA INTENTIONALLY LEFT BLANK



PLANNING AND ZONING COMMISSION – CITY OF MCLENDON-CHISHOLM, TEXAS

DATE: September 1, 2021

APPLICANT: Pamela C. Bazzell

LOCATION: 100 Serene Haven, McLendon-Chisholm, Texas

COMMISSION HEARING DATE: September 9, 2021

REQUEST:

The applicant is requesting a replat of four [4] residential lots [Lots, 10, 11, 25 and 26, Frontier Meadows subdivision] and a 15 foot wide by 387 foot long portion of Frontier Trail [fenced, gated, and being used as the private driveway for the house being claimed through adverse possession] into one 25.892 acre residential lot.

PROPERTY OWNER: Pamela C. Bazzell

REPRESENTATIVE: Pamela C. Bazzell

STAFF RECOMMENDATION: Approval

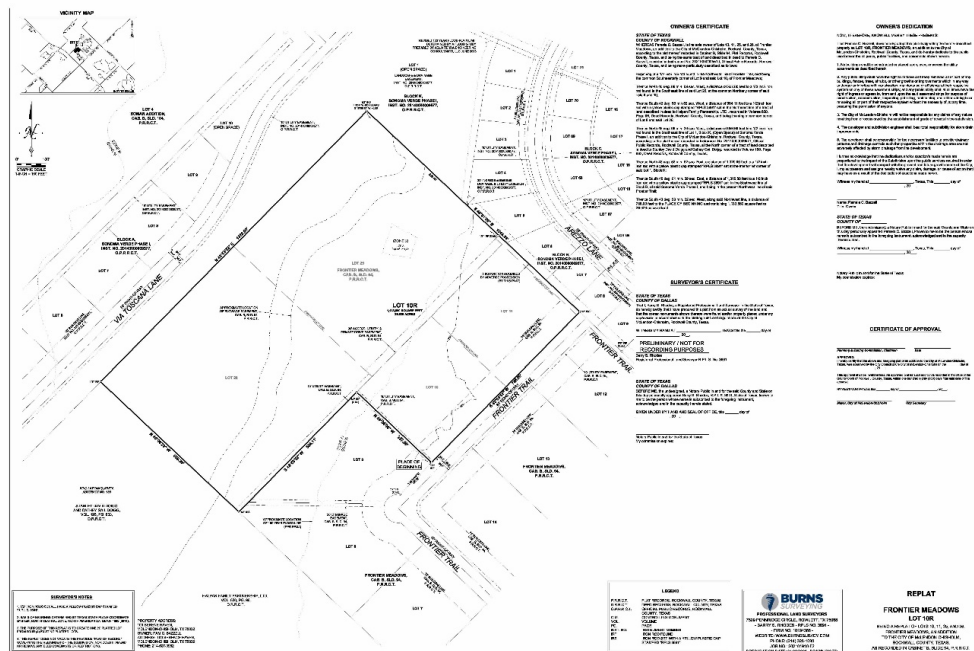
BACKGROUND INFORMATION:

The subject property is located at the northwesterly portion of Frontier Trail. It is currently comprised of four residential lots and a 15 foot wide driveway [part of the platted Frontier Meadows right of way providing access to the current Lot 25].

The zoning district designation for the subject site and surrounding area is SF 2.5. This zoning district requires a minimum lot size of 2.5 acres of land. The total acreage of the proposed replat of the existing four lots into one lot is a little less than 26 acres of land. The replatted property will have a front yard adjacent to Frontier Trail for the entirety of current Lots 10 and 11.

The new lot will be identified as Lot 10R of the Frontier Meadows subdivision. This application is being considered as a final plat subsequent to the provision of the Subdivision Regulations providing that the preliminary and final plats may be combined as shown highlighted in yellow in the Final Plat requirements shown later in this report.

[Note: The applicant made a request to the Board of Adjustment regarding accessory structures to be located within the front yard of the replatted property. The staff report for that request is attached at the end of this report to provide additional information regarding this property. The Board of Adjustment approved the two variances requested.]

Requested replat

Zoning Map



Inclusion of the 15 foot by 387 foot portion of the current Frontier Meadows subdivision shown as part of the access to the existing lot 25 is based upon the fact that this 15 foot access has been used by Lot 25 since construction of the house in 2008 and has been gated to restrict access to the right of way since that time.

Adverse possession requirements in the State of Texas: According to Texas Civil Practice & Remedies Code, Section 16.026, the claim of adverse possession may be claimed following at least ten [10] years of care of the property. In this case, the property has been gated and cared for by the owner of Lot 25 since at least 2008, more than 10 years.

Final plat. After approval of a preliminary plan by the city council, a final plat, prepared by a registered engineer and bearing his seal, shall be submitted to the city council by filing in the office of the city secretary. Such plat shall have all changes and alterations made on it that were required on the previously submitted preliminary plan.

(1) Sheet size and scale. All final plats shall be drawn in India ink or comparable on tracing cloth or plastic tracing sheets 24 inches by 30 inches and to a scale of one inch equals 100 feet or in accordance with the county final plat requirements. Where more than one sheet is required, an index sheet of maximum size 18 inches by 27 inches shall be filed showing the entire subdivision.

(2) The final plat shall contain the following information.

(A) Existing features inside subdivision.

(i) The existing boundary lines with accurate distances and bearings of the land to be subdivided. Boundary lines shall be drawn in heavy [lines] for easy identification.

(ii) The location of existing watercourses, railroads, and other similar drainage and transportation features.

(iii) True bearings and distances to the nearest established street lines, official monuments, or subdivision corners.

(iv) The location and width of existing streets, alleys, easements, rights-of-way, buildings, and structures to be retained.

(v) Topographical information with contour lines at one-foot intervals.

(vi) An accurate location of the subdivision in reference to the deed records of the county which shall include the volume and page of the deed of the property to be subdivided.

(B) Existing features outside subdivision.

(i) The name and property lines of adjoining subdivisions and of the adjoining property owners, together with the respective plat or deed references.

- (ii) The name and location of adjacent streets, alleys, driveways, easements, watercourses, etc.

All lines outside of subdivision boundaries shall be dashed.

- (C) Streets, alleys, easements. Engineering construction standards for inspections are set forth in [appendix 1](#).

The lines and names of all proposed streets or other ways or easements to be dedicated to public use shall be shown on the final plat with the following engineering data:

- (i) For streets. Complete curve data (delta, length, radius, tangent, point of curve, point of reverse curve, point of tangent) shown on the centerline on each side of street; length and bearings of all tangents; dimensions from all angle points and points of curve to an adjacent side lot line.

- (ii) For watercourses and easements. Drainage easements will be provided covering all land within the subdivision that is subject to inundation by a 100-year storm. Lots that are adjacent to a major watercourse will show minimum finish flood elevations two feet above the calculated 100-year flood elevation.

- (D) Lots and blocks. The lines and numbers of all proposed lots and blocks with complete bearings and dimensions for front, rear and side lot lines, and area of each lot.

- (E) Reservations. The use and property dimensions of all special reservations, including sites for schools, churches, and parks.

- (F) Monuments and control points.

- (i) The description and location of all permanent survey monuments and control points.

- (ii) Suitable primary control points to which all dimension bearings and similar data shall be referred. Dimensions shall be shown in feet and decimals of a foot.

- (iii) Reference to source of bearing for legal description.

- (iv) Reference to existence of any floodplain indication on FEMA map.

- (G) Key map. A key map showing relation of subdivision to well-known streets in all directions to a distance of at least one mile.

- (H) Title, etc. The date, scale, north point and subdivision title, name and address, and seal of engineer.

- (I) Dedications and certificates. Such dedications and certificates as are applicable.

(i) A certificate of dedication of all streets, public highways, alleys, parks, utility easements, and other land intended for public use forever, signed by the owner or owners and by all other parties who have a mortgage or lien interest in the property and acknowledged before a notary public. All deed restrictions that are to be filed with the final plat shall be shown or filed separately.

(ii) A waiver of claim for damages against the city occasioned by the establishment of grades or the alteration of the surface of any portion of existing streets and alleys to conform to the grades established in the subdivision.

(iii) Certification by a registered engineer or a licensed state land surveyor, duly licensed by the State of Texas, to the effect that the plan represents a survey made by him, and that all the necessary survey monuments are correctly shown therein.

(iv) The following certificates shall be placed on the final plat, in a manner that will allow the filling in of the certificate by the proper party:

“1. Approved:

Mayor

Date

2. Acknowledged:

This approval shall be invalid unless the approved Final Plat for such Addition is recorded in the office of the County Clerk of Rockwall County, Texas within ninety (90) days from said date of final approval.

Witness my hand this _____ day of _____, 20_____.

City Secretary, City of McLendon-Chisholm, Texas”

(J) Special restrictions. Where restrictions of use of land, other than those given in these regulations, are to be imposed by the owner/subdivider, such restrictions shall be placed on the final plat or on a separate instrument filed with the plat.

(K) Tax certificates showing that all ad valorem taxes have been paid are to be submitted concurrent with the final plat.

(3) Submission. The city shall be furnished with ten legible prints and the original tracing of the final plat at least ten but not more than 21 consecutive calendar days before the next available meeting of the planning and zoning commission at which such final plat is to be considered. One additional copy of the final plat together with engineering plans shall be submitted to city staff for review at least ten days prior to the submission of the final plat to the city council. A final plat filed prior to the 21st day preceding the next succeeding regular meeting of the commission may be considered as having been filed on the 21st day preceding

the meeting. A final plat filed within ten days of the next succeeding regular meeting shall be considered as having been filed on the 21st day preceding the second succeeding regular meeting. A plat which is not accompanied with the prescribed filing fees will not be considered as having been filed.

(4) Approval. Final approval will expire one year after the city council action granting approval of any final plat unless that plat has been filed for record, except that if the owner/subdivider shall apply in writing prior to the end of such one-year period, stating reasons for needing the extension, this period may at the discretion of the city council be extended for another year but not beyond that period. The owner/subdivider may obtain approval of a portion or a section of a subdivision for which tentative or conditional approval was obtained on a preliminary plan provided he meets all the requirements of this article with reference to such portion or section in the same manner as is required for a complete addition. The final plat shall not be filed of record until the subdivision has been constructed and accepted by the city.

(5) The owner/subdivider may, at his option, elect to combine his preliminary plan and final plat of a subdivision whenever the tract of land:

(A) Is to be resubdivided without a change of street locations, or is so situated that the pattern of streets in said tract is predetermined by streets of immediately adjacent adjoining recorded subdivisions;

(B) The proposed development will be of the same use and of comparable density as adjacent existing or contemplated development; and

(C) Is a minimum of two and one-half acres in total area.



BOARD OF ADJUSTMENT – CITY OF MCLENDON-CHISHOLM, TEXAS

DATE: August 23, 2021

APPLICANT: Pamela C. Bazzell

LOCATION: 100 Serene Haven, McLendon-Chisholm, Texas

BOARD HEARING DATE: August 30, 2021

REQUEST:

The applicant is requesting variances to locational requirements for accessory structures. Specifically, to construct two accessory structures in the front yard of a primary residential structure; and secondly the ability to construct two accessory structures within the 100 year flood plain contrary to the decision of the City's Flood Plain Administrator.

PROPERTY OWNER: Pamela C. Bazzell

REPRESENTATIVE: Pamela C. Bazzell

STAFF RECOMMENDATION: As related to variance **Request #1:** Approval. The location of the proposed accessory structures conform to the requirements of the Powers of the Board to permit variances:

1. Permit a variance in the yard requirements of any district where there are unusual and practical difficulties or unnecessary hardships in the carrying out of the provisions due to an irregular shape of the lot or topographical or other conditions, provided such variance will not seriously affect any adjoining property or the general welfare.
2. Authorize, upon appeal, whenever a property owner can show that a strict application of the terms of this ordinance relating to the construction or alteration of buildings or structures will impose upon him unusual and practical difficulties or particular hardship, such variances from the strict application of the

terms of this ordinance as are in harmony with its own general purpose and intent, but only when the board is satisfied that granting of such variation will not merely serve as a convenience to the applicant, but will alleviate some demonstrable and unusual hardship or difficulty so great as to warrant a variance from the comprehensive plan as established by this ordinance and at the same time, the surrounding property will be properly protected.

STAFF RECOMMENDATION: As related to variance **Request #2:** Approval, subject to the following conditions:

- The applicant provides documentation from a registered professional engineer that shows that the addition of the two structures within Zone A as identified by the FEMA map, will not increase the water level during the 100 year flood event;
- The applicant applies for the required Flood Plain Development Permit.
- The applicant provides designs for the accessory buildings that conform to the requirements of Sections 3.04.063 and 3.04.092 of the City of McLendon-Chisholm Code of Ordinances

BACKGROUND INFORMATION:

The subject property is located at the northwesterly portion of Frontier Trail. It is currently comprised of four residential lots. [NOTE: the applicant has applied for a residential replat of the four properties to combine them into one residential lot and that application will be heard in early September 2021].

The zoning district designation for the subject site and surrounding area is SF 2.5. This zoning district requires a minimum lot size of 2.5 acres of land. The total acreage of the proposed replat of the existing four lots into one lot is a little more than 26 acres of land. The replatted property will have a front yard adjacent to Frontier Trail for the entirety of current Lots 10 and 11.

The applicant has indicated that the two new accessory structures will provide storage for materials and equipment needed to maintain the 26 acres of land.

The variances that are being requested are as follows:

1. The ability to construct two new accessory structures between the existing street frontage and the front of the house; and
2. The ability to constructed two new accessory structures within the FEMA designated 100 year flood plain.

THIS AREA INTENTIONALLY LEFT BLANK

Request #1, background and requirements:

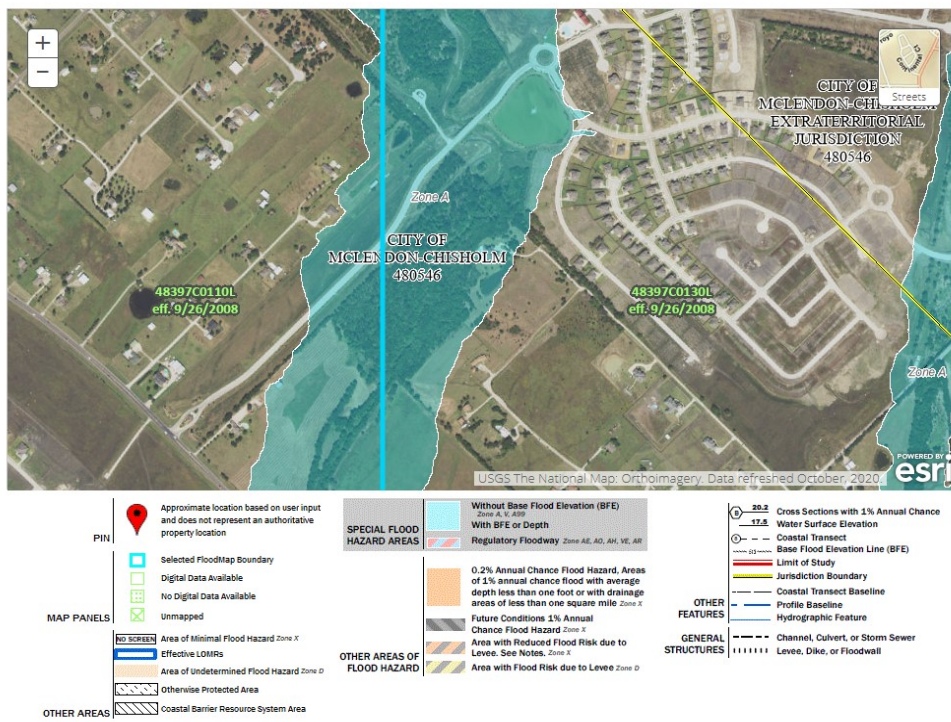
Zoning Map



Section 4-3 of the McLendon-Chisholm Zoning Ordinance:

“E. Accessory building and structure regulations. All regulations for accessory building or accessory structures shall be in compliance with [section 6-3](#), Accessory building regulations.”

Section 6-3 of the McLendon-Chisholm Zoning Ordinance:



Chapter 3 of the McLendon-Chisholm Code of Ordinances; BUILDING REGULATIONS: Subsection 3.04, FLOODS AND STORMWATER, regulates construction in the FEMA designated flood plain [Zone A]. The attached FEMA flood plain map shows the location of the proposed accessory structures to be located in the area identified as Zone A.

The house pad site was removed from the flood plain in 2008 with an approved letter of map revision.

THIS AREA INTENTIONALLY LEFT BLANK

Page 2 of 2		Date: June 11, 2009	Case No.: 09-06-2165A	LOMR-F
-------------	--	---------------------	-----------------------	--------



Federal Emergency Management Agency

Washington, D.C. 20472

LETTER OF MAP REVISION BASED ON FILL DETERMINATION DOCUMENT (REMOVAL)

ATTACHMENT 1 (ADDITIONAL CONSIDERATIONS)

LEGAL PROPERTY DESCRIPTION (CONTINUED)

COMMENCING at the easternmost lot corner; thence S88°31'48"W, 280.98 feet; thence S18°20'30"W, 74.52 feet; thence N81°09'49"W, 98.54 feet; thence N19°17'09"E, 109.35 feet; thence S60°39'20"E, 97.18 feet to the POINT OF BEGINNING

FILL RECOMMENDATION (This Additional Consideration applies to the preceding 1 Property.)

The minimum NFIP criteria for removal of the subject area based on fill have been met for this request and the community in which the property is located has certified that the area and any subsequent structure(s) built on the filled area are reasonably safe from flooding. FEMA's Technical Bulletin 10-01 provides guidance for the construction of buildings on land elevated above the base flood elevation through the placement of fill. A copy of Technical Bulletin 10-01 can be obtained by calling the FEMA Map Assistance Center toll free at (877) 336-2627 (877-FEMA MAP) or from our web site at <http://www.fema.gov/mit/tb1001.pdf>. Although the minimum NFIP standards no longer apply to this area, some communities may have floodplain management regulations that are more restrictive and may continue to enforce some or all of their requirements in areas outside the Special Flood Hazard Area.

PORTIONS OF THE PROPERTY REMAIN IN THE SFHA (This Additional Consideration applies to the preceding 1 Property.)

Portions of this property, but not the subject of the Determination/Comment document, may remain in the Special Flood Hazard Area. Therefore, any future construction or substantial improvement on the property remains subject to Federal, State/Commonwealth, and local regulations for floodplain management.

ZONE A (This Additional Consideration applies to the preceding 1 Property.)

The National Flood Insurance Program map affecting this property depicts a Special Flood Hazard Area that was determined using the best flood hazard data available to FEMA, but without performing a detailed engineering analysis. The flood elevation used to make this determination is based on approximate methods and has not been formalized through the standard process for establishing base flood elevations published in the Flood Insurance Study. This flood elevation is subject to change.

This attachment provides additional information regarding this request. If you have any questions about this attachment, please contact the FEMA Map Assistance Center toll free at (877) 336-2627 (877-FEMA MAP) or by letter addressed to the Federal Emergency Management Agency, 3601 Eisenhower Avenue, Suite 130, Alexandria, VA 22304-6439.


 William R. Blanton Jr., CFM, Chief
 Engineering Management Branch
 Mitigation Directorate

Page 1 of 2		Date: June 11, 2009		Case No.: 09-06-2165A		LOMR-F		
		Federal Emergency Management Agency Washington, D.C. 20472						
		LETTER OF MAP REVISION BASED ON FILL DETERMINATION DOCUMENT (REMOVAL)						
COMMUNITY AND MAP PANEL INFORMATION				LEGAL PROPERTY DESCRIPTION				
COMMUNITY	CITY OF MCLENDON-CHISHOLM, ROCKWALL COUNTY, TEXAS			A portion of Lot 25, Frontier Meadows, as shown on the Plat recorded as Document No. 48154 in Cabinet B, Slide 94, in the Office of the County Clerk, Rockwall County, Texas The portion of property is more particularly described by the following metes and bounds:				
	COMMUNITY NO.: 480546							
AFFECTED MAP PANEL	NUMBER: 48397C0130L DATE: 9/26/2008							
FLOODING SOURCE: HACKBERRY CREEK				APPROXIMATE LATITUDE & LONGITUDE OF PROPERTY: 32.848, -96.372 SOURCE OF LAT & LONG: PRECISION MAPPING STREETS 7.0 DATUM: NAD 83				
DETERMINATION								
LOT	BLOCK/ SECTION	SUBDIVISION	STREET	OUTCOME WHAT IS REMOVED FROM THE SFHA	FLOOD ZONE	1% ANNUAL CHANCE FLOOD ELEVATION (NAVD 88)	LOWEST ADJACENT GRADE ELEVATION (NAVD 88)	LOWEST LOT ELEVATION (NAVD 88)
25	--	Frontier Meadows	--	Portion of Property	X (unshaded)	497.9 feet	--	498.0 feet
Special Flood Hazard Area (SFHA) - The SFHA is an area that would be inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year (base flood).								
ADDITIONAL CONSIDERATIONS (Please refer to the appropriate section on Attachment 1 for the additional considerations listed below.)								
LEGAL PROPERTY DESCRIPTION ZONE A FILL RECOMMENDATION PORTIONS REMAIN IN THE SFHA								
This document provides the Federal Emergency Management Agency's determination regarding a request for a Letter of Map Revision based on Fill for the property described above. Using the information submitted and the effective National Flood Insurance Program (NFIP) map, we have determined that the described portion(s) of the property(ies) is/are not located in the SFHA, an area inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year (base flood). This document revises the effective NFIP map to remove the subject property from the SFHA located on the effective NFIP map; therefore, the Federal mandatory flood insurance requirement does not apply. However, the lender has the option to continue the flood insurance requirement to protect its financial risk on the loan. A Preferred Risk Policy (PRP) is available for buildings located outside the SFHA. Information about the PRP and how one can apply is enclosed. This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Map Assistance Center toll free at (877) 336-2627 (877-FEMA MAP) or by letter addressed to the Federal Emergency Management Agency, 3601 Eisenhower Avenue, Suite 130, Alexandria, VA 22304-6439.								
 William R. Blanton Jr., CFM, Chief Engineering Management Branch Mitigation Directorate								

Sec. 3.04.033 Statement of purpose

It is the purpose of this division to promote the public health, safety and general welfare and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

- (1) Protect human life and health;
- (2) Minimize expenditure of public money for costly flood-control projects;
- (3) Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
- (4) Minimize prolonged business interruptions;
- (5) Minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets and bridges located in floodplains;
- (6) Help maintain a stable tax base by providing for the sound use and development of floodprone areas in such a manner as to minimize future flood blight areas; and
- (7) Ensure that potential buyers are notified that property is in a flood area.

Sec. 3.04.034 Methods of reducing flood losses

The following methods are hereby adopted to reduce flood losses:

- (1) Restrict or prohibit uses that are dangerous to health, safety or property in times of flood, or cause excessive increases in flood heights or velocities;
- (2) Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- (3) Control the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of floodwaters;
- (4) Control filling, grading, dredging and other development which may increase flood damage;
- (5) Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands.

Sec. 3.04.036 Lands to which this division applies

This division shall apply to all areas of special flood hazard within the jurisdiction of the city. (Ordinance 97-1, art. 3, sec. A, adopted 1/13/97; Ordinance 2008-11, art. 3, sec. A, adopted 9/9/08; 2007 Code, sec. 42-6)

Sec. 3.04.038 Establishment of development permit

A floodplain development permit shall be required to ensure conformance with the provisions of this division. (Ordinance 97-1, art. 3, sec. C, adopted 1/13/97; Ordinance 2008-11, art. 3, sec. C, adopted 9/9/08; 2007 Code, sec. 42-8) [Note: in order for the applicant to request a floodplain development permit, she must have received the requested variance approval from the Board of Adjustment].

Sec. 3.04.064 Variance procedures

The procedures for acquiring a variance shall be as follows:

- (1) The appeal board, as established by the city council, shall hear and render judgment on requests for variances from the requirements of this division.
- (2) The appeal board shall hear and render judgment on an appeal only when it is alleged there is an error in any requirement, decision, or determination made by the floodplain administrator in the enforcement or administration of this division.
- (3) Any person or persons aggrieved by the decision of the appeal board may appeal such decision in the courts of competent jurisdiction.
- (4) The floodplain administrator shall maintain a record of all actions involving an appeal and shall report variances to the Federal Emergency Management Agency upon request.
- (5) Variances may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places, without regard to the procedures set forth in the remainder of this division.
- (6) Variances may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing the relevant factors in [section 3.04.063](#)(2) of this division have been fully considered. As the lot size increases beyond the one-half acre, the technical justification required for issuing the variance increases.
- (7) Upon consideration of the factors noted above and the intent of this division, the appeal board may attach such conditions to the granting of variances as it deems necessary to further the purpose and objectives of this division ([section 3.04.033](#)).
- (8) Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.
- (9) Variances may be issued for the repair or rehabilitation of historic structures upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure.

(10) Prerequisites for granting variances:

(A) Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.

(B) Variances shall only be issued upon:

(i) Showing a good and sufficient cause;

(ii) A determination that failure to grant the variance would result in exceptional hardship to the applicant; and

(iii) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.

(C) Any application to which a variance is granted shall be given written notice that the structure will be permitted to be built with the lowest floor elevation below the base flood elevation, and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation.

(11) Variances may be issued for new construction and substantial improvements and for other development necessary for the conduct of a functionally dependent use provided that:

(A) The criteria outlined in subsection (1) through (9) of this section are met; and

(B) The structure or other development is protected by methods that minimize flood damages during the base flood and create no additional threats to public safety.

Sec. 3.04.092 Specific standards

In all areas of special flood hazards where base flood elevation data has been provided as set forth in [section 3.04.037](#), [section 3.04.062](#)(8), or [section 3.04.093](#)(3), the following provisions are required:

(1) Residential construction. New construction and substantial improvement of any residential structure shall have the lowest floor (including basement), elevated to two feet above the base flood elevation. A registered professional engineer, architect, or land surveyor shall submit a certification to the floodplain administrator that the standard of this subsection as proposed in [section 3.04.063](#)(1)(A), is satisfied.

(2) Nonresidential construction. New construction and substantial improvements of any commercial, industrial or other nonresidential structure shall either have the lowest floor (including basement) elevated to two feet above the base flood level or together with attendant utility and sanitary facilities, be designed so that below the base flood level the structure is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads

and effects of buoyancy. A registered professional engineer or architect shall develop and/or review structural design, specifications, and plans for the construction, and shall certify that the design and methods of construction are in accordance with accepted standards of practice as outlined in this subsection. A record of such certification which includes the specific elevation (in relation to mean sea level) to which such structures are floodproofed shall be maintained by the floodplain administrator.

(3) Enclosures. New construction and substantial improvements, with fully enclosed areas below the lowest floor that are usable solely for parking of vehicles, building access or storage in an area other than a basement and which are subject to flooding shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs for meeting this requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum criteria:

- (A) A minimum of two openings on separate walls having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided.
- (B) The bottom of all openings shall be no higher than one foot above grade.
- (C) Openings may be equipped with screens, louvers, valves, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.

Thoroughfares/streets:

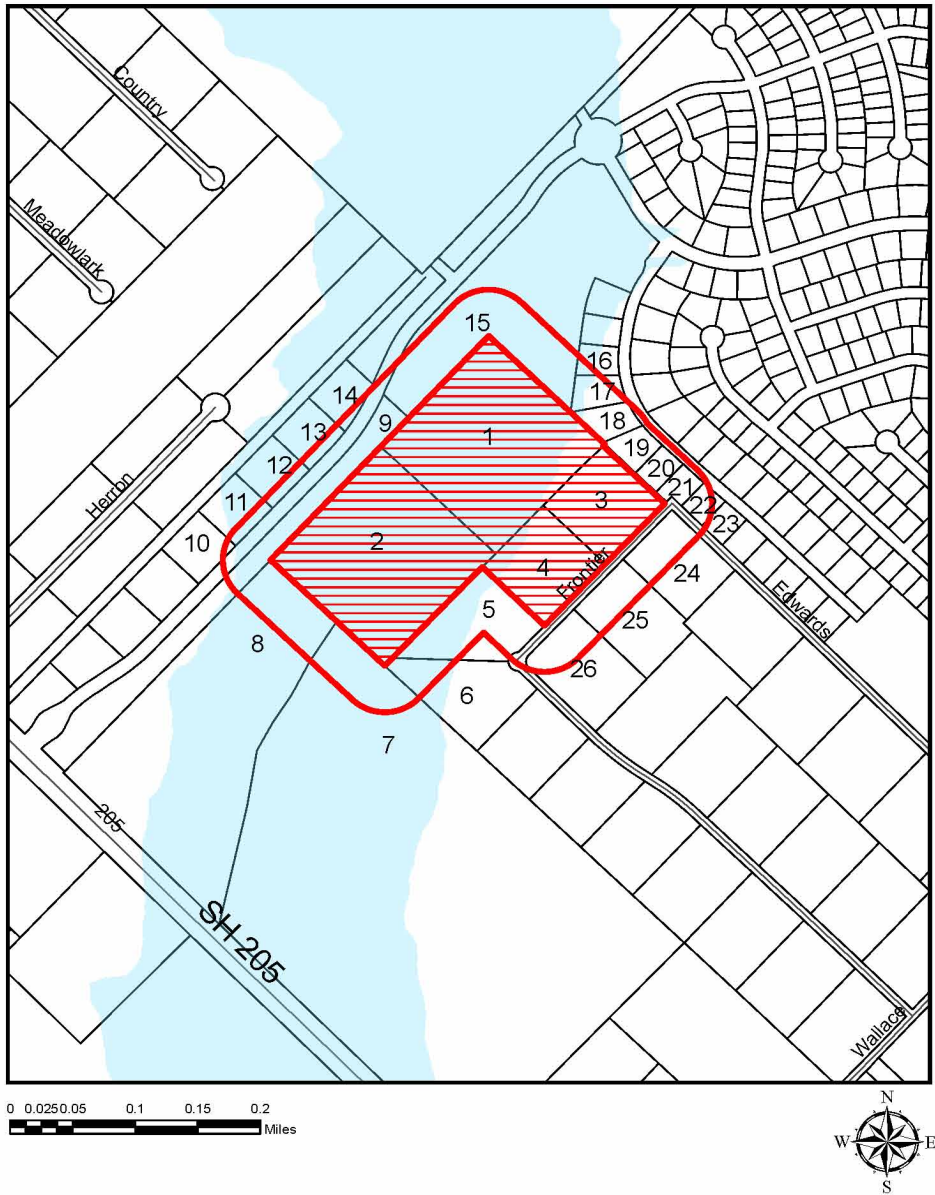
The subject properties front on Frontier Trail, a local street that provides access to the residential properties in the Frontier Meadows subdivision. A small portion of the Frontier Trail access easement provides direct driveway access to Lot 25 which is the lot that has the existing house. Current lots 10 and 11 are directly adjacent to Frontier Trail.

THIS AREA INTENTIONALLY LEFT BLANK

The City sent notices to property owners within 200 feet of the subject property and have not received any responses in support of the request nor any responses in opposition to the request.



City of McLendon-Chisholm
Property ID: 16648, 16649,
16633, 16634



Notification:



100 Serene Haven – 200' Notification

1. Pamela C Bazzell
100 Serene Haven
McLendon Chisholm, TX 75032
2. Pamela C Bazzell
100 Serene Haven
McClendon Chisholm, TX 75032
3. Pamela C Bazzell
100 Serene Haven
McClendon Chisholm, TX 75032
4. Pamela C Bazzell
100 Serene Haven
McClendon Chisholm, TX 75032
5. Nichols Lee Chatham & Darlene Null
PO Box 2336
Rockwall, TX 75087
6. York Quentin Glen & Tiffany Lynn
PO Box 384
Rockwall, TX 75087
7. Halpain Family Partnership LTD
951 S. State Highway 205
Rockwall, TX 75032
8. Doigg Stanley David Et Ux
651 S. Highway 205
Rockwall, TX 75032
9. Land Solutions SV LLC
15441 Knoll Trail Drive
Dallas, TX 75248
10. Land Solutions SV LLC
15441 Knoll Trail Drive
Dallas, TX 75248

11. Land Solutions SV LLC
15441 Knoll Trail Drive
Dallas, TX 75248
12. Land Solutions SV LLC
15441 Knoll Trail Drive
Dallas, TX 75248
13. Land Solutions SV LLC
15441 Knoll Trail Drive
Dallas, TX 75248
14. Land Solutions SV LLC
15441 Knoll Trail Drive
Dallas, TX 75248
15. Sonoma Verde Homeowners Association Inc.
8360 E. Via de Ventura
Scottsdale, AZ 85258
16. Lockwood Kendall
1315 Arezzo Lane
Rockwall, TX 75032
17. Pribbenow Glynn David and Ginella Marie
1321 Arezzo Lane
Rockwall, TX 75032
18. Adebisi Adetola G and Jose Felipe Bemudez Saenz
1327 Arezzo Lane
Rockwall, TX 75032
19. Medina Abraham Medina and Jocelyn Prill-Medina
1333 Arezzo Lane
Rockwall, TX 75032
20. Metz Tanner Jeffrey and Emily Rebecca
1339 Arezzo Lane
McLendon Chisholm, TX 75032
21. Lavandowski John P & Cindy L
1345 Arezzo Lane
McLendon Chisholm, TX 75032

22. Oberhansley Nokuthula Shamiso and Luke
1351 Arezzo Lane
Rockwall, TX 75032
23. Langer Ashley Ann and Armando Jaramillo Jr
1357 Arezzo Lane
Rockwall, TX 75032
24. Shenandoah Real Estate Trust
681 Frontier Trail
McLendon Chisholm, TX 75032
25. Hinojosa Lucio and Rosa Yesenia Reyes
507 Martinique Avenue
Dallas, TX 75223
26. Garcia Veronica and Juan
1829 Mercury
Garland, TX 75040

THIS AREA INTENTIONALLY LEFT BLANK

Powers of the Board:

G. Variances. The board shall have the power to authorize upon appeal in specific cases such variances from the terms of this ordinance as will not be contrary to the public interest where, owing to special conditions, a literal enforcement of the provisions of this ordinance will result in unnecessary hardship and so that the spirit of this ordinance shall be observed and substantial justice done, including the following:

1. Permit a variance in the yard requirements of any district where there are unusual and practical difficulties or unnecessary hardships in the carrying out of the provisions due to an irregular shape of the lot or topographical or other conditions, provided such variance will not seriously affect any adjoining property or the general welfare.
2. Authorize, upon appeal, whenever a property owner can show that a strict application of the terms of this ordinance relating to the construction or alteration of buildings or structures will impose upon him unusual and practical difficulties or particular hardship, such variances from the strict application of the terms of this ordinance as are in harmony with its own general purpose and intent, but only when the board is satisfied that granting of such variation will not merely serve as a convenience to the applicant, but will alleviate some demonstrable and unusual hardship or difficulty so great as to warrant a variance from the comprehensive plan as established by this ordinance and at the same time, the surrounding property will be properly protected.
3. The board shall have the power to hear and decide appeals where it is alleged there is error of law in any order, requirements, decision or determination made by the mayor or his/her designee in the enforcement of this ordinance. Except as otherwise provided herein, the board shall have, in addition, the following specific powers:
 - (a) To permit the erection and use of a building or the use of premises for railroads if such uses are in general conformance with the master plan and present no conflict or nuisance to adjacent properties.
 - (b) To permit a public utility or public service or structure in any district, or a public utility or public service building of a ground area and of a height at variance with those provided for in the district in which such public utility or public service building is permitted to be located, when found reasonably necessary for the public health, convenience, safety, or general welfare.
 - (c) To grant a permit for the extension of a use, height or area regulation into an adjoining district, where the boundary line of the district divides a lot in a single ownership on the effective date of this ordinance.
 - (d) To permit the reconstruction of a non-conforming building which has been damaged by explosion, fire, act of God, or the public enemy, to the extent of more than 50 percent of its fair market value, where the board finds some compelling necessity requiring a continuance of the nonconforming use.
 - (e) To waive or reduce the parking and loading requirements in any of the districts, when (i) the character or use of the building is such as to make unnecessary the full provision of parking or loading facilities; or (ii) when such regulations would impose

an unreasonable hardship upon the use of the lot. The board shall not waive or reduce such requirements merely for the purpose of granting an advantage or a convenience.

(f) A written application for variance shall be submitted together with the required fee, accompanied by an accurate legal description, maps, site plans, drawings and any necessary data, demonstrating:

(g) That special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures, or buildings in the same district;

(h) That literal interpretation of the provisions of this ordinance would deprive the applicant of rights commonly enjoyed by other properties in the same district under the terms of this ordinance;

(i) That the special conditions and circumstances do not result from the actions of the applicant;

(j) That granting the variance requested will not confer on the applicant any special privilege that is denied by this ordinance to other lands, structures or buildings in the same district; and

(k) No non-conforming use of neighboring lands, structures, or buildings in the same district and no permitted use of lands, structures, or buildings in other districts shall be considered grounds for the issuance of a variance.

THIS AREA INTENTIONALLY LEFT BLANK



MCLENDON-CHISHOLM COMPREHENSIVE PLAN 2021-2040

City of McLendon-Chisholm

1371 W FM 550
Rockwall, TX 75032

(972)-524-2077

www.McLendon-Chisholm.com



McLendon-Chisholm Comprehensive Plan

Table of Contents

Acknowledgements and Credits.....	5
Mayor and Council.....	5
Planning and Zoning Commission.....	5
Comprehensive Plan Advisory Committee	5
City Staff.....	6
Project Consultants.....	6
Overview.....	7
Chapter 1: Introduction & Plan Context.....	8
Comprehensive Plan Purpose.....	8
Brief History of McLendon-Chisholm	8
Context for Planning	9
City Government	9
New Development and the ETJ.....	11
Demographics and Population.....	12
Population Growth	12
Property Values.....	13
The People of McLendon-Chisholm: Consumer Profiles	14
Community Engagement.....	15
Project Timeline.....	16
Community Survey.....	16
Community Forums.....	17
Vision Framework.....	21
Deeply Passionate About.....	22
The Best At	23
Fuels Economic Engine	24
Chapter 2: Fiscal & Economic Vitality.....	26
Feedback Summary	26
Existing Conditions	26
Analysis.....	28



Vision.....	28
Actions.....	28
Chapter 3: Land Use & Design.....	31
Feedback Summary	31
Existing Conditions	32
Analysis.....	35
Vision.....	36
Agriculture	39
Existing Neighborhoods.....	40
Heritage Center	41
SH 205 Corridor.....	41
Neighborhood Mixed-Use	42
Master Planned Community	43
Floodplain.....	44
Overall Land Use and Design Policies.....	45
Chapter 4: Mobility & Connectivity.....	47
Feedback Summary	47
Existing Conditions	48
Rockwall County Outer Loop.....	48
SH 205.....	48
Vision.....	49
Functional Classifications.....	50
Actions and Policies.....	54
Chapter 5: Public Utilities & Services.....	56
Feedback Summary	56
Existing Conditions	56
Utilities	56
Services	57
Analysis.....	60
Utilities	60
Services	60
Vision.....	61



Actions.....	61
Chapter 6: Implementation & Monitoring	63
Key Partners.....	63
Financing.....	63
Action Prioritization.....	64
Usage, Updates, and Amendments	64
Appendix	65
A. ESRI Tapestry Segments in McLendon-Chisholm	65
Soccer Moms.....	65
Professional Pride	69
Green Acres.....	73



Acknowledgements and Credits

We wish to acknowledge the following who were instrumental in guiding the Comprehensive Plan process. Also, thank you to the community of McLendon-Chisholm for their vision and contributions to this plan.

Mayor and Council

Keith Short, Mayor
Lorna Kipphut, Mayor Pro Tem
Norman Willis, Place 2
Trudy Woessner, Place 3
Brian Davis, Place 4
Dan Tucker, Place 5

Planning and Zoning Commission

Lesley Schwalje, Chairperson
Mark Kipphut
Robert Rohde
Daniela Swindoll
Shari London
Jody Wright, Alternate
Brad Martin, Alternate

Comprehensive Plan Advisory Committee

Mark Kipphut, Chairman
Shari London
Christian Giadolor
Gary Nickel
Frances Egan
Rebecca Freeze
Stephen Doll
Michael Davis
Ashley Maxfield
Bob Hermann
Chris Dorward
Beverly Stibbens



City Staff

Lisa Paloma, City Administrator
Shelly Green, City Secretary
Judy Hamby, Administrative Assistant
Jim Simmons, Fire Chief
Mark Woodruff, Code Enforcement
Michael Halla, City Attorney

Project Consultants

Kimley-Horn:
Abra Nusser, AICP
Madison Graham, AICP
Jake Gutekunst, P.E.
Jade Broadnax, AICP
Jaric Jones





Overview

McLendon-Chisholm is a one-of-a-kind city, with residents who fiercely try to protect a peaceful way of life and wide open, green spaces. This Comprehensive Plan was created by the community utilizing relevant information from the previous Comprehensive Plan adopted in 2016, feedback from multiple sources outlined in the pages that follow, and the direction provided by the Comprehensive Plan Advisory Committee (CPAC).

The Comprehensive Plan for the City of McLendon-Chisholm is a guide for future development and redevelopment of the city and a tool to adopt policies and take actions in line with an envisioned future shared by the community. Most of the property in the City is in large lot residential, undeveloped, or agricultural uses. There are multiple subdivisions that provide for a variety of single family detached housing neighborhoods, from relatively small lots (ex. some as small as approximately 7,500 square feet in Sonoma Verde) to very large lots (ex. some as large as five acres or more), as well as a wide variety of properties for farms, ranches, and agricultural uses.

The City of McLendon-Chisholm is located between the City of Rockwall in Rockwall County and the City of Terrell in Kaufman County (the city limits and ETJ are almost all within Rockwall County, but a small portion in the south is within 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. State Highway 205 (SH 205) runs through the center of McLendon-Chisholm and connects Interstate 30 in Rockwall and US Highway 80 in Terrell. This transportation linkage is bringing traffic, development, and increased population to all of the land along SH 205 and McLendon-Chisholm is no exception. The commercial uses in the city are mainly along SH 205, and this corridor holds the city's best location potential for sales tax-generating uses (ex. shopping, dining, etc.).

The growth in value and numbers of the residential portions of the community has been significant. Over the last several years, the new growth and the evolution of McLendon-Chisholm as a city has resulted in new municipal facilities, including a new City Hall and a Public Safety Building, expanded fire protection services, and interest in the potential provision of law enforcement (in addition to the protection afforded by the Rockwall County Sheriff's Department) and in the potential of parks, recreation, and trails.

The national, State and local transportation systems provide relatively convenient access to the community and to surrounding employment centers, shopping, recreation, and entertainment. The city has steadily grown, due in no small measure to its proximity to major employment centers, its location within drivable commuting distance to and from Dallas, and its commitment to maintain a less dense, rural lifestyle.



Chapter 1: Introduction & Plan Context

Comprehensive Plan Purpose

The purpose of this Comprehensive Plan is to preserve characteristics that are valuable to the community while creating a vision for the near-term future of McLendon-Chisholm, as well as almost 20 years into the future through year 2040. The Comprehensive Plan will be utilized by the City Council, the Planning and Zoning Commission, and City Staff to implement the actions contained herein, which will bring the community closer to its Vision. Specific objectives the Comprehensive Plan should accomplish include:

- Identify desired current and future public services, including essential services, and seek to deliver them efficiently;
- Encourage the development and implementation of public and private investment strategies;
- Minimize potential conflicts between existing and future land uses;
- Manage growth in an orderly manner;
- Ensure cost-effective public investments; and
- Ensure future decisions are data driven and rational for the benefit of the overall community.

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, consistent with the authority provided to the City within the Texas Local Government Code.

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

Brief History of McLendon-Chisholm

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. Over the 19th Century, two prominent families emerged from Enoch Parson Chisolm, a farmer, landowner, and Methodist preacher, and P.A. McLendon, the landowner and businessman who advanced the area by building a cotton gin, blacksmith shop, and combination store. The area steadily grew with the addition of two community schools, a post office, and a few small businesses. The City was incorporated in 1969 after the residents decided to seek rural zoning protections for their territory. Today McLendon-Chisholm boasts a large amount of property dedicated to large-lot single-family homes or agricultural/open space land uses.

Context for Planning

City Government

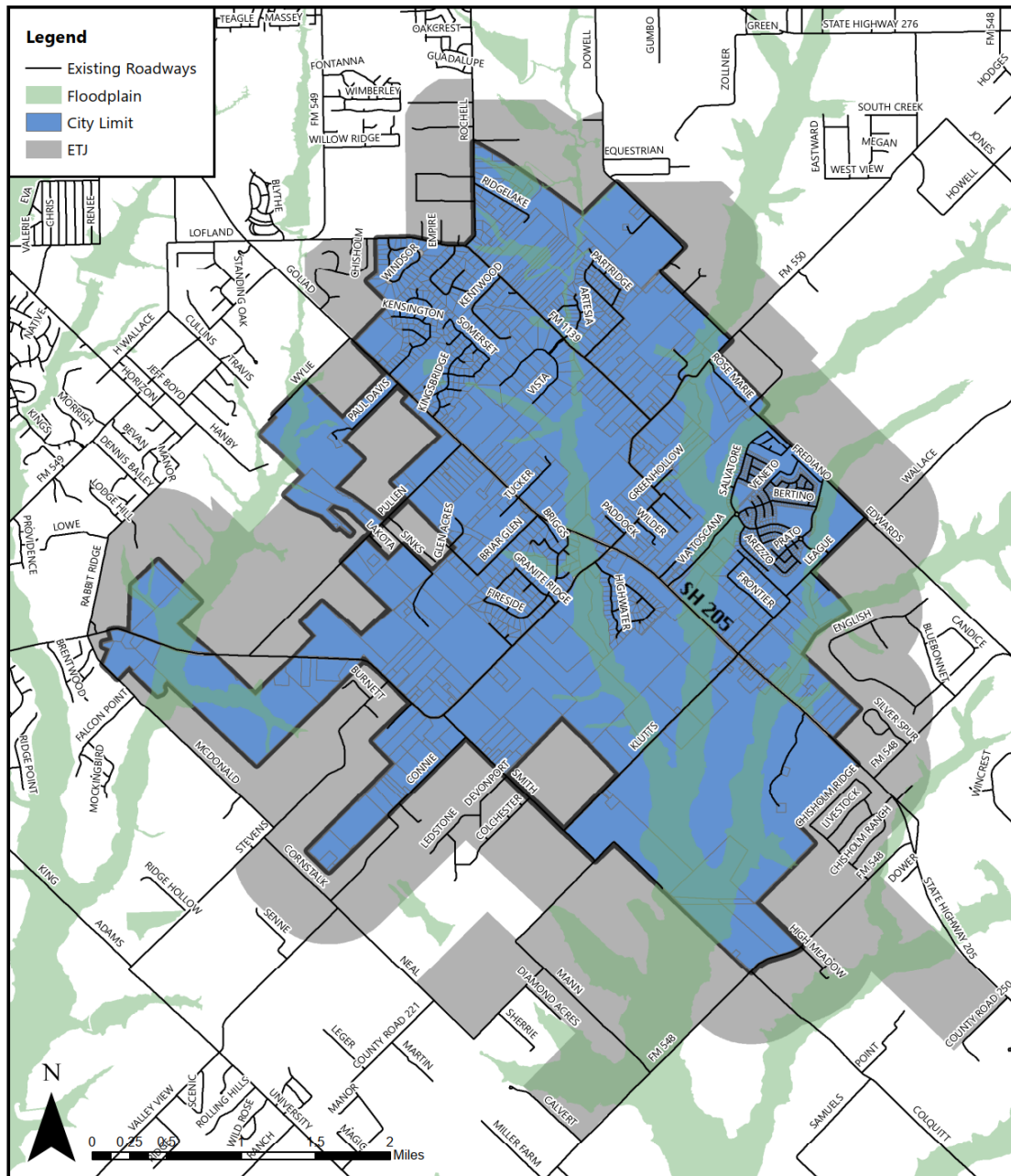
McLendon-Chisholm is a Type A General Law form of government in Texas, and this Comprehensive Plan's legal authority is bound by the McLendon-Chisholm city limits and its Extraterritorial Jurisdiction (ETJ) as displayed on the map on the following page. There are different levels of authority and governance associated with the city limits versus the ETJ, and the City's zoning cannot be applied to the ETJ—only within the city limits.





Study Area

Source: Kimley-Horn, 2021





New Development and the ETJ

Recent legislative changes at the State level have amended the powers of cities and the way that cities may annex and plan. Annexation is the process of how cities may expand their boundaries into their Extraterritorial Jurisdiction (ETJ) or within a mutually agreed upon area between jurisdictions. What was once a voluntary or involuntary process, annexation now largely requires the property owner to request the annexation or for provisions within a previously executed non-annexation agreement to trigger annexation.

While some developments or property owners may not choose to be within the city's limits, there are positives to being annexed within cities. Services such as law enforcement, centralized sewer, parks, and recreation (just to name a few) are not currently offered by the City, but they could be in the future. The McLendon-Chisholm ETJ is partially controlled by Rockwall and Kaufman Counties for several administrative processes, including site development permitting within the ETJ, and areas within the city limits receive some services from the respective Counties as well, such as the Rockwall County Sheriff.

Recent legislative changes have also increased powers of municipal utility districts (MUD's) and other special districts and lessened the powers of cities. Whereas the City had leverage to more easily necessitate developments to come into the city limits if they were proposed in its ETJ before, and thereby be able to control the developments on its fringes, cities are now required to pick between two non-preferred options when development is proposed in the ETJ (where a MUD is now commonly proposed since the changes) as outlined below:

1. MUD or special district outside of the city limits: Allow the MUD to develop outside of the city's limits while those residents enjoy all of the City's amenities and publicly available infrastructure (ex. roads, etc.) without paying any City property taxes, and the City will have no guarantee of the development's design or infrastructure quality.
2. Development inside the city limits with incentives: Negotiate with the developers to annex and construct the development inside the city limits, usually utilizing an incentive package as leverage, and then be forced to stretch way past where development should be with services and infrastructure extensions (ex. fire protection/stations, trash service, roads, sewer capacity, etc.) but securing the property tax and *some control* of the design of the development and its infrastructure. Under this option, negotiations are limited, and lot sizes can be requested but are usually smaller than half an acre and market driven.

Developments coming in under these two non-preferred options, either partially or completely within the ETJ, have fueled wide confusion within the community about why and how smaller lots were approved contrary to the 2016 Comprehensive Plan's policy of 1.5-acre minimum lot size. The smaller lots would have, and will almost certainly be, in the location in question in these scenarios, regardless of what the City wants or requests, under the lessening authority provided to cities in Texas by the State. In McLendon-Chisholm, where police and centralized sewer are not currently provided by the City (outside of the limited capacity on the North Texas Municipal Water District's Buffalo Creek Interceptor Line), and water-related leverage is also not available since the City is not the water provider within the city limits or ETJ, the smaller lots are even more difficult to control than in other cities in Texas with more services to negotiate with as leverage.



Until such a time that McLendon-Chisholm adds City services, such as municipal police protection, water and sewer, and parks and recreation, McLendon-Chisholm's negotiation leverage with developers will remain limited. There may be times when it is in the City's best interest to compromise on lot sizes, density, or other requirements or standards when negotiating with developers who control large tracts, either partially or entirely within the city's ETJ, in an attempt to obtain a greater outcome overall (ex. amenities provided, design considerations, school sites, etc.), but that does not mean that the City cannot ask for the vision that McLendon-Chisholm wants to see in its undeveloped areas.

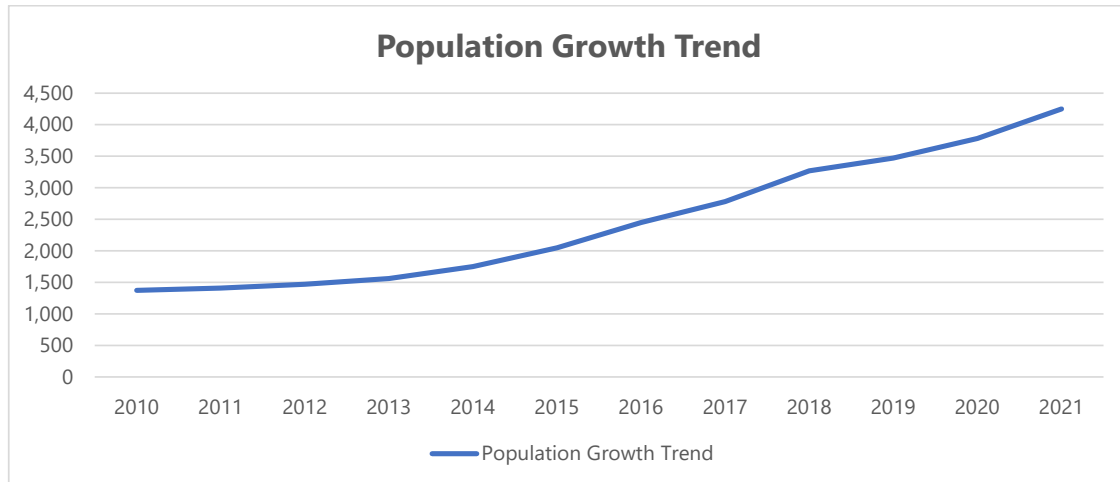
Demographics and Population

Population Growth

The City of McLendon-Chisholm has grown from its humble beginnings as two farming communities to an attractive residential community, while attempting to maintain a housing inventory that is more focused on larger lots and encouraging a more rural atmosphere. Although some lots smaller than one acre are zoned and could potentially be constructed, most community members would like for any new residential development to be on a minimum of one acre lots or at a maximum of one dwelling unit per acre (see *Land Use & Design* for more details).

Population is growing rapidly in McLendon-Chisholm, although it is at a slower rate than some of the surrounding communities. The region as a whole is urbanizing, and growth is pushing out from the cores of Dallas and Fort Worth to find open land. There are a few large tracts of land undergoing active planning by their property owners for development 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 2020, the North Central Texas Council of Governments (NCTCOG) estimated population was 3,780, and January 1, 2021's estimate was 4,250 (NCTCOG population estimates are utilized to have a more accurate and local estimate of population). Within approximately one year, the population increased by 12.4 percent. Between 2010 and 2020, the population more than doubled. Growth of residential uses and families within the city limits and the ETJ continues to grow. As the city continues to grow, the City wants to remain committed to a balance of governing policies and land use to ensure McLendon-Chisholm remains a highly sought-after community that provides a rural retreat from the growing urbanization across DFW.

Shown on the following page is a graph illustrating the past growth trends for McLendon-Chisholm using NCTCOG annual population estimate data.

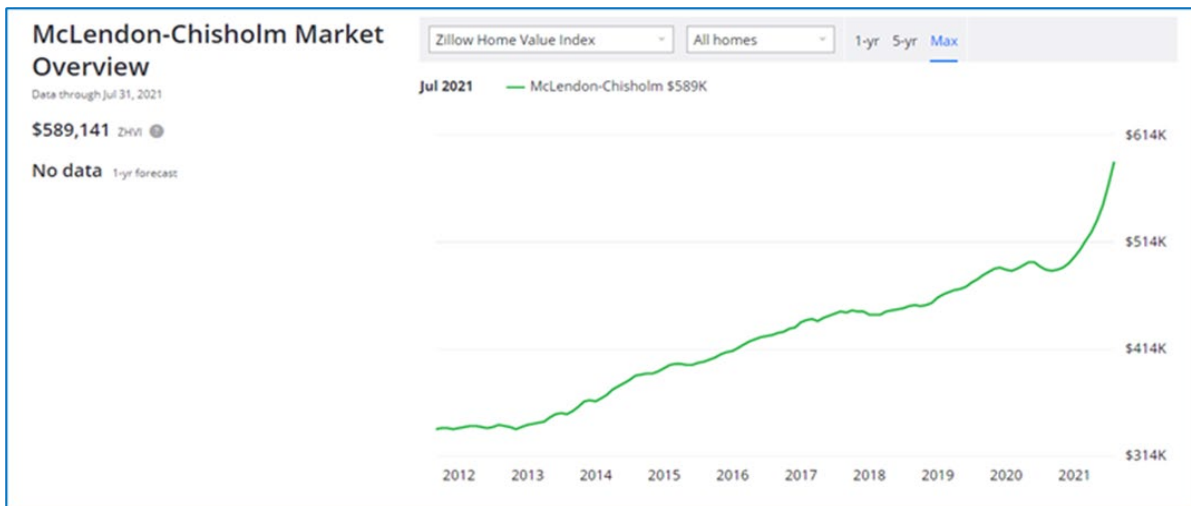


In the 2010 Census, the average persons per household (PPH) was 3.0, and in 2019, it was down slightly to 2.92. In addition to the already approved developments within the city limits, there is a substantial portion of the ETJ that will likely result in increased residential and commercial growth inside or outside of the city's limits due to very limited authority of the City to control it (see previous section regarding the State restricting City authority more and more with each legislative session), and some of that development is in active planning stages by developers and property owners.

A population of more than 25,000 by 2040 is not out of the question without unanticipated measures by State officials to give cities back powers to control growth in the ETJ, and the City should actively start communicating the complexities in the ETJ to community members to manage expectations, as well as establishing standard Master Planned Community design and engineering requests of developers. This exponential growth is not consistent with what the community is expecting or what it wants, but it is the reality of what is on the horizon. The City can control all land wholly within the city limits, however, with full zoning powers.

Property Values

Property values in McLendon-Chisholm have steadily increased since incorporation, even in some difficult economic times. According to Zillow.com in 2021, "The typical home value of homes in McLendon-Chisholm is \$589,141. This value is seasonally adjusted and only includes the middle price tier of homes. McLendon-Chisholm home values have gone up 20.6% [between 2020 and 2021]," and they have skyrocketed since 2013, and especially since 2020, as reflected in data shown from Zillow.com on the following page.



The People of McLendon-Chisholm: Consumer Profiles

Knowing who lives in McLendon-Chisholm is important to understand just what actions the City and community members may want to take over the coming years. Provided below is a summary of McLendon-Chisholm's Tapestry Segments by ESRI. People have unique needs, spending patterns, and backgrounds, and understanding those profiles of the city's residents inform the customization of the Plan to who lives in the city. Tapestry Segmentation classifies US neighborhoods into 67 unique segments based on demographics and socioeconomic characteristics. There are three main ESRI Tapestry Segments represented in McLendon-Chisholm, including Soccer Moms, Professional Pride, and Green Acres. The descriptions are broad generalizations, and more information on each can be found in Appendix A. Below are summaries of each segment from ESRI:

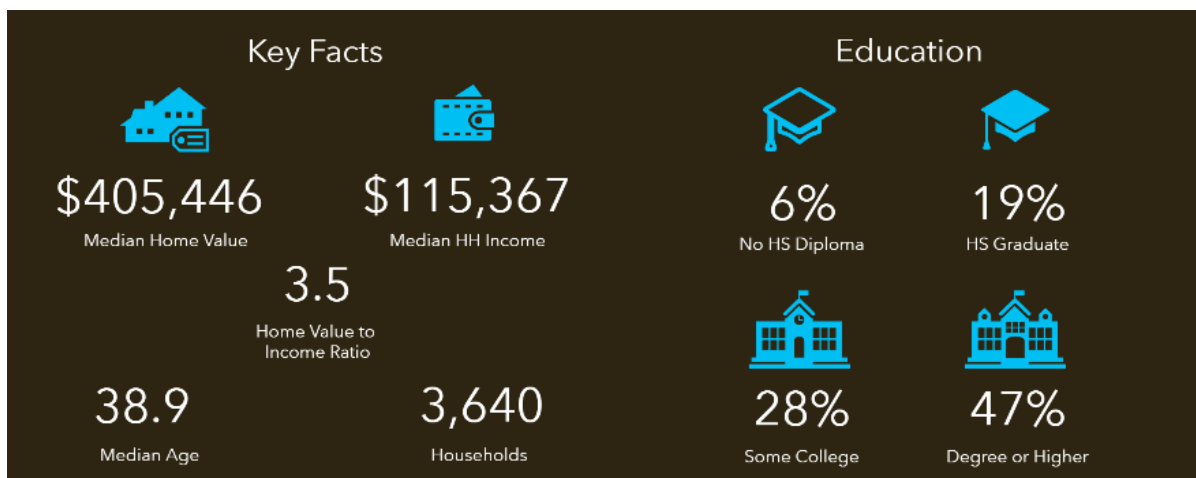
1. **Soccer Moms:** Soccer Moms is an affluent, family-oriented market with a country flavor. Despite its name, this category includes more than just moms—it includes men who fit the demographic as well. Residents are partial to new housing away from the bustle of the city but close enough to commute to professional job centers. People in this category typically enjoy more suburban environments to escape the hectic pace of being in families with two working parents and growing children. They favor time-saving devices, like banking online or housekeeping services, and family-oriented pursuits.
2. **Professional Pride:** Professional Pride consumers are well-educated, career professionals that have prospered through the Great Recession. To maintain their upscale suburban lifestyles, these goal-oriented couples work, often commuting far and working long hours. However, their schedules are fine-tuned to meet the needs of their school age children. They are financially savvy; they invest wisely and benefit from interest and dividend income. So far, these established families have accumulated an average of 1.6 million dollars in net worth, and their annual household income is more than twice the US average. They take pride in their newer homes and spend valuable time and energy upgrading them.



Their homes are furnished with the latest in-home trends, including finished basements, or separate areas of the house here in Texas, equipped with home gyms and in-home theaters.

3. Green Acres: The Green Acres lifestyle features country living and self-reliance. People in this category are avid do-it-yourselfers, maintaining and remodeling their own homes, with all the necessary power tools to accomplish the jobs. Gardening, especially growing vegetables, is also a priority, again with the right tools, tillers, tractors, and riding mowers. Outdoor living also features a variety of sports: hunting and fishing, motorcycling, hiking, camping, and golf. Self-described conservatives, residents of Green Acres remain pessimistic about the near future yet are heavily invested in it.

Provided below are additional characteristics of the local population per ESRI in 2021:



McLendon-Chisholm's residents are well-educated, actively engaged, and have personal incomes and home values well above County, State and National averages.

Community Engagement

Community Engagement is an essential part of the development of the Comprehensive Plan. The planning process involved extensive collaboration with the community through a Community Survey, an in-person Community Forum, a Digital Community Forum, stakeholder interviews, three meetings with the Comprehensive Plan Advisory Committee (CPAC), and several meetings with the Planning and Zoning Commission and City Council. CPAC also met informally throughout the duration of the project with groups of local citizens, led by the CPAC Chairman. Each section of the Comprehensive Plan starts with a brief summary of the community feedback about the section topic but does not represent the totality of feedback on each issue. Provided on the next page is an illustrative timeline of the planning process, which was completed in approximately six months from start to finish.



Project Timeline

Community Survey
• Active on the Digital Project Hub from March 29 – April 20, 2021 • Community Survey Report produced
CPAC Meeting 1
• April 12, 2021 • Covered comprehensive planning process and gathered feedback
Community Forums
• In-Person Community Forum occurred on May 15, 2021 • Digital Community Forum was active on the project website from May 17 – May 23, 2021
CPAC Meeting 2
• June 23, 2021 • Discussed Vision Statement, draft Future Land Use Plan, and draft Master Thoroughfare Plan
Stakeholder Interviews
• Occurred between April and June 2021 • 10 Stakeholder interviews completed
TxDOT Focus Group
• June 9, 2021 • Discussed design and options relating to SH 205 expansion
CPAC Meeting 3
• July 12, 2021 • Discussed draft Comprehensive Plan Concepts and Highlights
P&Z and City Council Meetings
• Multiple meetings with elected and appointed officials were held throughout the planning process.

Community Survey

A Community Survey was completed to better understand the community's perceived strengths, weaknesses, opportunities, and threats of McLendon-Chisholm, as well as levels of satisfaction, communication preferences, and general feedback. The Community Survey was open for three weeks and gathered 343 total responses (nine percent of the population), which is very high compared to the healthy city minimum response rate of two percent.



McLendon-Chisholm is a community with high levels of satisfaction that takes pride in the city's rural/country lifestyle and the extensive open space and undeveloped agricultural land. Major strengths of McLendon-Chisholm reported by the Community Survey include the rural/country feel, large lot residential properties, and public safety. As the city continues to grow, attracting new businesses is seen as a positive, but respondents want growth to be done in a planned and strategic way. Respondents were worried that current infrastructure and utility constraints could hinder growth in the future and want the City to stay on top of public safety, planning, and fiscal sustainability. Respondents wanted more restaurants, a grocery store, and retail so that travelling outside of town to run basic errands is not necessary.

Many Survey respondents were open to new businesses but ultimately do not want the city to lose its small-town, rural feel. SH 205 was at top of mind on respondents, and it is a desired improvement in terms of capacity, design, and adjacent development. Parks and recreation, including trails and bike lanes, was highly desired among many Survey respondents. McLendon-Chisholm has some opportunities to explore common ground on what is desired for the City to provide, what the services or improvements cost, and the methods to fund them. Below is an illustrative and generalized summary of the top Strengths, Weaknesses, Opportunities, and Threats identified in the Survey:



TOP STRENGTHS

- 1 RURAL/ COUNTRY FEEL/ OPEN SPACE
- 2 LARGE LOT RESIDENTIAL/ LOW DENSITY
- 3 PUBLIC SAFETY (INCL. NEW FIRE DEPT. UPGRADES)



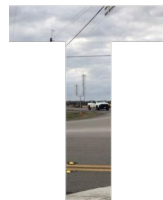
TOP WEAKNESSES

- 1 INFRASTRUCTURE (INCL. DRAINAGE, ROADS, & TRAFFIC)
- 2 LAND USE MIX/ LACK OF COMMERCIAL
- 3 GROWTH/ DEVELOPMENT/ PLANNING



TOP OPPORTUNITIES

- 1 LAND USE MIX/ MORE COMMERCIAL
- 2 AMENITIES/ PARKS/ RECREATION
- 3 INFRASTRUCTURE (INCL. DRAINAGE, ROADS, & TRAFFIC)



TOP THREATS

- 1 INFRASTRUCTURE (INCL. DRAINAGE, ROADS, & TRAFFIC)
- 2 SMALLER RESIDENTIAL LOT SIZES/ HIGHER DENSITY
- 3 OVER-DEVELOPING/ OVER-POPULATING

Community Forums

Two Community Forums were held, including one in-Person Community Forum and one digital Community Forum which took place on www.PlanMCTX.com. Several stations in both Community Forums summarized information about the project to orient attendees as they walked in and online attendees when they visited the digital Community Forum.



The in-person Community Forum was held on May 15, 2021, at McLendon-Chisholm City Hall from 10:00 am to 2:00 pm, come-and-go. 54 people signed in for the in-person event, but it is suspected that more people attended and did not sign in. Some stations asked participants to collaborate and identify priorities, place a dot on a map for location-based feedback, and/or write a comment response or start a discussion. Other stations were informative on several themes that emerged from the 2021 Community Survey including (but not limited to):

- Lot Size and Density:
 - This station focused on the relationship between lot size and open space by presenting two development patterns that offer the same number of lots in each subdivision but utilize minimum lot size or maximum density.
 - There was a strong positive association with low density development.
 - Concerns with the maximum density approach related to potential development in the future happening in reserved green space, and discussion with facilitators outlined options to mitigate this concern, such as zoning and deed restrictions.
 - Strong positive association with the green spaces and tree preservation opportunities with the maximum density approach.
- Parks and Recreation:
 - The in-person Community Forum attendees voted 31 to 11 in favor of a need for city parks, greenspaces, and gathering spaces. If parks were to be developed, people prefer to include walking trails, bike paths, connectivity of neighborhoods, water features, and children's equipment. Of the responses gathered, some comments were:
 - A desire for smart fiscal spending
 - Require commercial development to incorporate green spaces
 - Wait to develop City parks until the tax revenue is generated to maintain them
 - Town square park development is desirable
 - Utilizing parks in the surrounding areas is sufficient
 - Utilizing private residences for open space is preferred
 - The comments above are a sampling and do not represent consensus or frequency of comments.
- Mobility Priorities:
 - The Mobility Jars of the Future activity was designed to gather the community's priorities for mobility, connectivity, and transportation.
 - Participants discussed the traffic on State Highway 205 and its impact on their commute to work and regular trips to amenities and destinations within the area. Generally, people were interested in expansion of the road network so long as it limited congestion and was safe for passengers.
 - The top three priorities identified from this activity include (1st) Commuter Delay and (tied for 2nd) Health & Safety and Recreation



- Public Safety and Emergency Services:
 - McLendon-Chisholm currently relies on a limited staff of full-time firefighters and does not currently pay for police coverage, although the County Sheriff has been serving the community for years. McLendon-Chisholm currently relies on a limited staff of full-time firefighters and does not currently pay for police coverage, although the County Sheriff has been serving the community for years. Participants were presented with three options to consider for addressing public safety service in the future, and feedback reflected support for the City entering into a paid contract for Police services with the County or similar arrangement, but some wrote in comments about smart City spending and expressed wanting a gradual transition to the City creating a Department of Public Safety and cross-training employees to serve Police, Fire, and EMS purposes, so that the City can create a Public Safety department without a perceived sudden increase on taxpayers.
- Popular Destinations:
 - Most respondents indicated that they choose to shop and eat out in Rockwall and Heath. Sit down and family style restaurants, as well as grocery stores and home improvement stores were popular. Some other destinations near McLendon-Chisholm were the Chisholm Country Store and Café, and Italian Village.
 - Attendees for the in-person Community Forum came from various parts of the city and ETJ and represented most developed areas and indicated they work in Dallas, Plano, DFW, Las Colinas, Rockwall, and Rowlett. The second most popular working location was from home.

The online Community Forum was held on May 17-23, 2021, on www.PlanMCTX.com. The Forum was set up to complement, not duplicate, the in-person Forum. The Forum was interactive and engaging and addressed the most prominent challenges and popular topics that emerged from the 2021 Community Survey and first Comprehensive Advisory Committee meeting including (but not limited to):

- Downtown Development:
 - Respondents primarily supported a Downtown, and feedback generally noted a Downtown designed for McLendon-Chisholm should:
 - Locate along SH 205 and FM 550
 - Tie in the rural nature and environment
 - Include small and unique shops and uses
 - Feedback noted creating a special destination for the community that is successful without having to attract large crowds, including:
 - Small shops and businesses
 - Gathering spaces and trails
 - Local events and traditions
- Housing:
 - The Minimum Lot Size and Maximum Density board from the in-Person Community Forum was provided with a housing survey. Each question included a comment box for each respondent to describe why they chose their specific answer.



- Many respondents liked the rural feel of larger lots and natural, preserved open land. Many respondents expressed a strong desire to preserve a country feel and sought to reduce traffic, maintain high property values, and keep crime low. Most respondents preferred to see no increase in housing density, while some were open to the idea if administered properly.
- Location-Based Feedback:
 - The Collaboration Map in the digital Community Forum included the opportunity to add specific comments on geographic locations within McLendon-Chisholm. This map provided a space for participants to comment on something they like, something they think needs improvement, a comment or idea, and/or an area specific comment. Below are some topics within each category from the Collaboration Map that were discussed by participants:
 - Something I like:
 - Low density residential
 - Sustainable agricultural businesses including plant nursery and tree farm
 - Privately owned open/green space
 - Comment or Idea:
 - Grocery store
 - Small, local shops
 - Low density residential
 - Needs Improvement:
 - Residential developers leaving roads in poor condition
 - Public road maintenance
 - Private road maintenance assistance
 - Area Specific Comment:
 - FM 550 at SH 205 – dining, coffee shop, retail, outdoor farmers market
 - Better signage for businesses along SH 205
 - Ensure new developments are low density



Vision Framework

The Vision Framework, or Vision Statement, for a comprehensive plan is a key result from the planning process. In McLendon-Chisholm, the following factors informed the Vision Framework:



The Vision Framework contains three components, or “spheres”: what McLendon-Chisholm is deeply passionate about, what it can be the best at, and what fuels the City’s economic engine. Decisions and priorities for McLendon-Chisholm should be evaluated utilizing the Vision Framework. Where developments, actions, expenditures, and priorities are at the intersection of the spheres, lies the most effectiveness.



Comprehensive Plan Vision Framework



Provided below are short explanatory statements for each of the Vision Framework elements. The statements are meant to provide elaboration but not entirely describe all facets of each item. The Vision Framework should grow and evolve with McLendon-Chisholm, and conversations should continue about its contents to further refine the vision together over the coming years.

Deeply Passionate About

Rural Heritage, Green Spaces & Natural Areas

Green spaces and natural areas are critical to our rural and country atmosphere that we treasure. We will preserve our agricultural land, green spaces, and natural areas to stay true to our rural heritage and the original reason that McLendon-Chisholm decided to incorporate.

Neighborly Kindness

We care about being hospitable. We feel that being kind and helpful to keep the small-town feel we have is essential. Policies and development should foster high quality and family-oriented neighborhoods.



Maintaining Country Feel

McLendon-Chisholm is full of wide-open areas, and we aim to support developments that promote the character of the existing community. The design of our community should showcase country living and our rural atmosphere and have limited commercial development.

Low Density Residential Development

Ensuring that new residential development or redevelopment is at least one-acre lot sizes (exclusive of floodplain or rights-of-way) or a maximum of one dwelling unit per acre (depending on which Future Land Use Designation) is very important to us. We do not want McLendon-Chisholm to be overcrowded.

Being Great Fiscal Stewards

The City will spend money wisely on services necessary to continue the McLendon-Chisholm way of life. Limited government spending on essential expenditures, in addition to strategic economic development efforts to sustain revenues, is key to our success.

Community Safety & Security

We are passionate about the safety and security in McLendon-Chisholm. We support providing a safe environment for all that live, work, or visit here.

The Best At

Planned & Controlled Development

Development will be consistent with the community's existing character, look, and feel or otherwise positively contribute to the McLendon-Chisholm brand. Agriculture, farmland, and green spaces will be preserved, and we will apply our vision to potential developments within and outside the city limits to ensure we are always pushing for the best quality we can get.

Peaceful & Quiet Retreat from Urban Life

We will continue to be an oasis from the more urban environments. Our way of life places high value on space, nature, and serenity.

Dark Sky Community Designated

Our rural and country feel will be best protected by ensuring that we become designated as a Dark Sky Community. The IDA's Five Principles for Community Outdoor Lighting will be required and applied. *(further described below)*

Scenic City Certified

We strive to become certified as a Scenic City through earning points for standards relating to landscaping, tree planting, and sign regulation. This differentiator will promote the beauty of our community and will contribute to maintaining the city's rural heritage and charm. *(further described below)*

Grassroots Community Events

As a community of limited spending, our residents, organizations, and businesses take pride in hosting events for the community through independent efforts, in partnership with the City through advertisement on City mediums as applicable. Our events positively contribute to our quality of life and community bonds.



Transparency & Community Engagement

We value sharing our story within the community and beyond, as well as providing meaningful collaboration and feedback opportunities. We provide timely, accurate, and relevant information proactively for the community to keep informed on City matters.

Fuels Economic Engine

Conservative Spending

The City will continue to be conservative in spending of taxpayer funds. Priorities consistent with our Vision will be assessed on an annual and longer-term outlook to ensure fiscal vitality.

Brand & Identity

McLendon-Chisholm will emphasize the City brand by creating gateway features and branding elements that highlight our rural Texas traditions. The City's brand show cases who we are, our identity, through development, improvements, design, and communications.

Country Living Activity Centers

Small pockets of peaceful, quiet, and charming activity will provide opportunities for commercial or gathering spaces. Country Living Activity Centers can take the form of a small park, a plaza, an open pavilion, or a small group of shops or businesses (among other options).

Commercial Opportunities along SH 205 and FM 550

SH 205 and FM 550 will be the main locations for commercial uses, although mixed uses are encouraged as described further in the plan throughout other areas. Commercial development should be modest, quaint, and small.

Diversified Tax Base

We diversify our tax base by encouraging small, locally-owned businesses and other desirable uses to locate in McLendon-Chisholm to complement our predominately residential uses. Diversifying the tax base can reduce burden on residential taxpayers and contribute to a great quality of life for residents and visitors alike.

Data-driven Decision-making

We will utilize data, including community feedback and collaboration, as policies and issues are developed and addressed. We recognize that injecting data and tangible feedback into our conversations will better inform our decisions for maximum efficiency and greatest resident satisfaction.

As part of the Vision Framework, "Dark Sky Community Designated" and "Scenic City Certified" are two application processes and associated standards that the City can pursue to achieve some of its objectives relating to agricultural heritage, safety, and rural/country feel. Provided below are summaries of each:

Dark Sky Community Designated

The International Dark-Sky Association (IDA) is an organization aimed to reduce light pollution in city night skies. Their International Dark Sky Places designation is a program that encourages communities, parks, and protected areas around the globe to protect and preserve dark sites through responsible lighting policies and public education. An IDA International Dark Sky Community is a town, city, municipality, or other legally organized community that has shown



exceptional dedication to the preservation of the night sky through the implementation and enforcement of a quality outdoor lighting ordinance, dark sky education and citizen support of dark skies. Dark Sky Communities excel in their efforts to promote responsible lighting and dark sky stewardship and set good examples for surrounding communities.

The IDA has five principles for community outdoor lighting to reduce light pollution:

1. Install lighting only when and where it is needed.
2. Shield your lights so they shine down on the ground, which reduces harmful glare and decreases skyglow.
3. Light should be no brighter than necessary.
4. Use controls such as timers, dimmers, and motion sensors on outdoor lights.
5. Use warm color lights where possible. Limit the use of harmful blue wavelength lighting.

Source: [International Dark-Sky Association](#)

Scenic City Certified

The mission of the Scenic City Certification Program is to support and recognize Texas municipalities that implement high-quality scenic standards for public roadways and spaces. The Scenic City Certification Program provides a proven, highly regarded tool to Texas cities for assessment, evaluation, and recognition of infrastructure standards. The benefits of becoming Scenic City Certified include obtaining expert third-party evaluation of existing standards, forming a basis for continual review and analysis of development plans, creating a platform to educate citizens on the impact of local regulations, and supporting economic development efforts. Any Texas city can apply to become Scenic City certified through a review of municipal infrastructure ordinances as they relate to public roadways and public space. Official certification can be earned by cities through assessments relating to the three major categories in the Program:

- Landscaping,
- Tree planting, and
- Sign regulation.

Source: [Scenic City Certification Webpage](#)



Chapter 2: Fiscal & Economic Vitality

Feedback Summary

Fiscal and economic vitality are important to the community. Strategically placed commercial development is desired along SH 205 and FM 550, most community members prefer mostly large lot residential development throughout the city to remain fairly rural and to preserve the existing open space. Conservative spending and prudent use of taxpayer dollars was a frequent theme that came up throughout the planning process. Some community members have expressed concerns about new residents who could move into McLendon-Chisholm and how they could affect the city, their property values, and potential overcrowding, although approximately 63 percent of the 2021 Community Survey respondents moved to the city within the last six years. Key tenets of economic and fiscal vitality were discussed in the planning process, such as housing diversity, growth in the core, diversification of the tax base, and mixed-use development, but there is significant resistance to fully implement these concepts for fear of losing or adversely affecting McLendon-Chisholm's green spaces and rural feel.

Existing Conditions

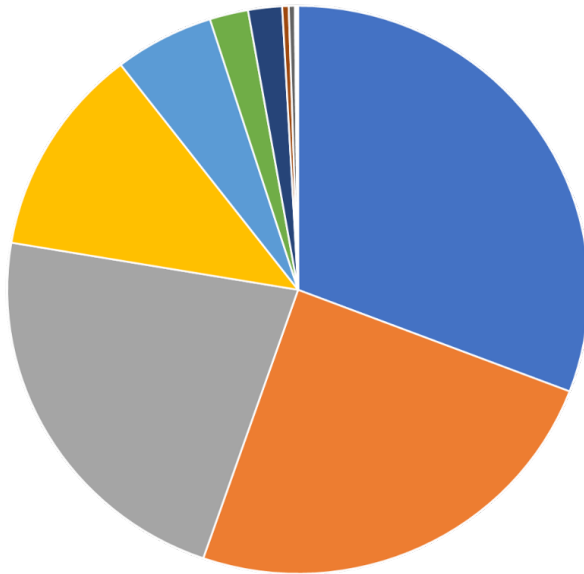
Below is a list of observations made from the existing conditions of McLendon-Chisholm's economic and fiscal conditions:

- The tax base is heavily reliant on a fairly homogenous, single-family residential housing type.
- Economic development expenditures are limited due to the property tax refund program with sales tax revenue.
- Sales tax revenue is constrained due to limited commercial zoning and development.
- The growth rate is uncontrolled due to limited authority of cities in Texas to influence development partially or completely in the ETJ.
- Existing zoning does not permit or encourage market adaptation to community vision for diversification of tax base.
- Approximately 80 percent of City expenditures are dedicated to operation of limited essential services for the city, with 20 percent dedicated to capital expenses, debt services, and occupancy expenditures.
- The largest revenue the City has is from property taxes and building permit income, followed by sales tax revenue. The top three categories make up approximately 85 percent of the City's total revenue budget. Sales tax comprises approximately 16 percent of the City's revenue, but 25 percent of sales tax revenue is dedicated for property tax relief.
- The City does not have centralized sewer and it does not own/operate its own water supply and service. Purchasing the Certificate of Convenience and Necessity (CCN) and providing the associated infrastructure assets to own the water supply and service would cost significantly and would necessitate capital construction and growth in City Staff numbers to manage the various components of the system, billing, construction, and maintenance. Similar constraints are present relating to providing centralized sewer in terms of cost, construction, growth in City Staff numbers, etc. The City is exploring logistics, costs, and operational considerations to mitigating current water and sewer challenges,

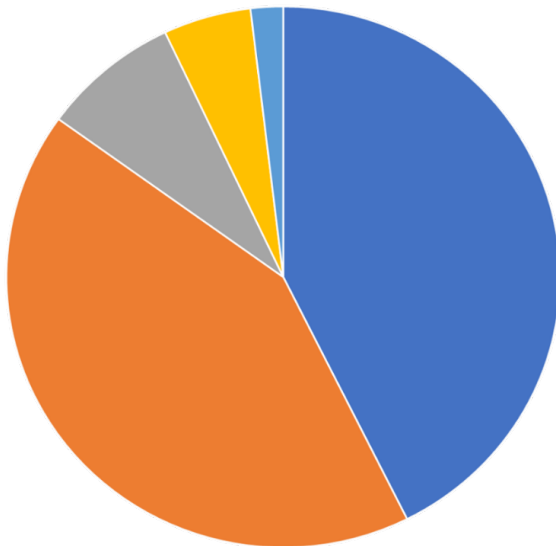


including purchasing the associated CCN's, which may be necessitated to serve existing and future residents and businesses.

McLendon-Chisholm FY 2021-2022 Approved Budget Summary



McLendon-Chisholm Fiscal Year 2022 Revenue			
Pie Chart Color	Revenue Item	Dollar Amount	Percentage
Blue	Ad Valorem Tax	\$ 1,113,267.00	30.8%
Orange	Sewer Utility Revenue	\$ 883,569.00	24.5%
Gray	Building Permit Income	\$ 808,000.00	22.4%
Yellow	Sales Tax Revenue	\$ 430,000.00	11.9%
Light Blue	Franchise Income	\$ 200,000.00	5.5%
Green	County Contract	\$ 77,500.00	2.1%
Dark Blue	Development Income	\$ 68,000.00	1.9%
Brown	Septic Fees	\$ 13,000.00	0.4%
Dark Gray	Interest Income	\$ 12,161.00	0.3%
(N/A)	Hotel Occupancy Tax	\$ 3,400.00	0.1%
(N/A)	Credit Card Fee Revenue	\$ 1,750.00	0.0%
(N/A)	Food Enforcement	\$ 1,200.00	0.0%
Total:		\$ 3,611,847.00	100%



McLendon-Chisholm Fiscal Year 2022 Expenditures			
Pie Chart Color	Revenue Item	Dollar Amount	Percentage
Blue	Operating Expenditures	\$1,243,549.00	42.6%
Orange	General & Administrative Expenditures	\$1,234,448.00	42.3%
Gray	Capital Expenditures	\$235,000.00	8.1%
Yellow	Debt Service	\$149,463.00	5.1%
Light Blue	Occupancy Expenditures	\$55,300.00	1.9%
Total:		\$2,917,760	100%



Analysis

Although several of the “fiscal rules of thumb” are not consistent with community feedback, there were some areas of consensus when it comes to fiscal matters. It will be important for McLendon-Chisholm to implement other areas of this Plan, such as rezoning consistent with the updated Future Land Use Plan, for maximum fiscal benefit. In terms of water and sewer service, adequate fire flows for water service can potentially be affected if water supply for residents and the city overall are not addressed. Insurance rates for residents and growth control can be positively impacted by securing water service and infrastructure at a minimum.

Vision

McLendon-Chisholm promotes a civic lifestyle that encourages community activities and interactions, connecting residents through digital, cultural, and social interactions. To achieve this, community differentiators have been identified to carry this vision. The vision for Fiscal and Economic Vitality incorporates the City’s community differentiators identified in the Vision Framework, including:

- Planned and Controlled Development: Growth will be strategically placed along key corridors to preserve existing open space and agricultural land uses that exist throughout the city;
- Peaceful and quiet retreat from urban life – maintaining a rural lifestyle by developing in a low density and low intensity;
- Grassroots community events; and
- Governmental transparency and community engagement.

McLendon-Chisholm will implement best practices, such as allowing mixed-use zoning to benefit from higher revenues per acre. Mixed land uses, either in one building or on one property, encourage walkable development, reduce automobile dependency, and reduce traffic congestion. The City will be able to gather higher sale tax revenues from local businesses and boutiques that are supported by the people who live nearby.

McLendon-Chisholm will focus commercial growth in the core of the city along key corridors. SH 205 will be widened in the future, and once that project is complete, the City can capitalize on regional traffic by lining the street’s frontage with modest businesses that provide a quaint and country feel. Focusing commercial growth and activity nodes on the City’s main corridors (SH 205 and FM 550) will diversify the tax base and bring additional sales tax revenues to the City to reduce burdens on residential tax payers and provide stability during times of economic instability.

Actions

- Planned and Controlled Development
 - Develop a set of standards that are typical for developments proposed partially or completely within the ETJ, including parkland dedication and development requirements, internet fiber,



walkability and connectivity, water supply/service, sewer treatment/service, and illustration of compliance with the Vision Framework.

- Create a Heritage Park using the City land around City Hall for a communal gathering space.
 - With each year's annual budget process, include an evaluation of the desired set of City services and improvements for the next five years as part of a long-range budget outlook. The five-year evaluation should include a Capital Improvements Program (CIP) for any large/expensive City construction or equipment. Assistance from a consulting planner and engineer may be required for associated technical components and cost estimates.
 - Create an economic development policy and strategies to bring in at least 10 new businesses consistent with the Vision Framework by 2031 ("**10 in 10**").
 - Establish a set of tools, in consultation with the City Attorney, that the City can utilize in negotiations with developments partially or completely within the ETJ.
- Peaceful and Quiet Retreat from Urban Life
 - Develop a City slogan compatible with "quiet rural living" in McLendon-Chisholm (or something similar to reflect the essence of McLendon-Chisholm) for use in City-wide brand and identity efforts.
 - Revise the zoning and subdivision ordinances to promote the sustained preservation of peaceful quality of life and rural elements, such as:
 - Ecological diversity through green infrastructure and restoration of environmentally sensitive areas regulations;
 - Tree preservation and native plant list for residents to use and developers to follow;
 - Dark sky lighting standards consistent with pursuing the associated Dark Sky Community Designation;
 - Flexibility in administrative approval for emerging low-intensity agricultural industry uses, such as limited scale aquaponics, clean/light industrial, and agricultural research uses; and
 - Regulations consistent with pursuing Scenic City Certification.
 - Apply for Dark Sky Community Designation upon completion of associated ordinance updates.
 - Apply for Scenic City Certification upon completion of associated ordinance updates.
- Grassroots Community Events
 - Establish a Community Events Committee to lead planning and implementation efforts for four community-led events per year.
 - Re-establish at least one signature community event celebrating the city's rural heritage or relating to an agritourism experience (ex. pumpkin patch or Christmas on the Farm, etc.).
- Transparency and Community Engagement
 - Formalize a tradition to hold two Town Hall meetings per year to discuss community happenings and answer questions, to include streaming online.
 - Upgrade the audio/visual equipment and associated software in City Hall to improve sound and video quality for streaming public meetings live and on-demand online.



- Create a list of homeowner's association and neighborhood group leaders to be registered with the City and contacted directly, concurrent with public notice, when significant public hearing items are on the agenda for any board or commission.
- Establish an online suggestion form on the City website and respond to and discuss comments regularly with City Leadership as applicable.



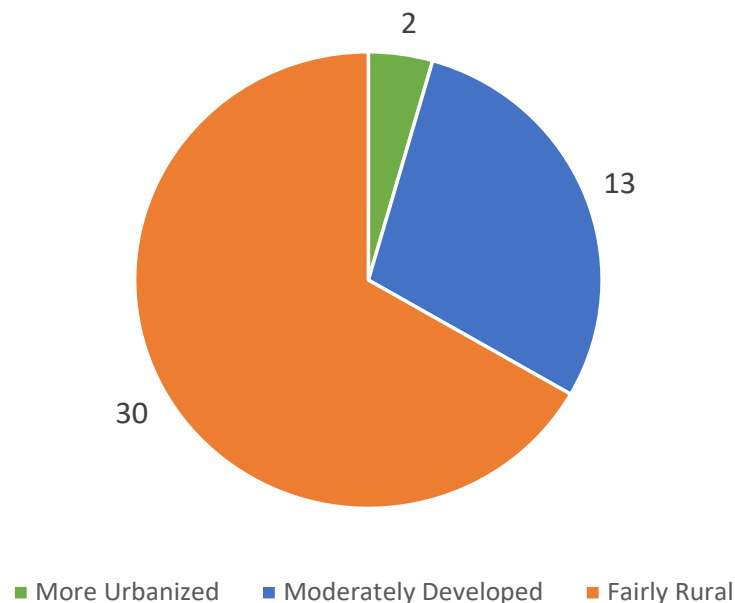
Chapter 3: Land Use & Design

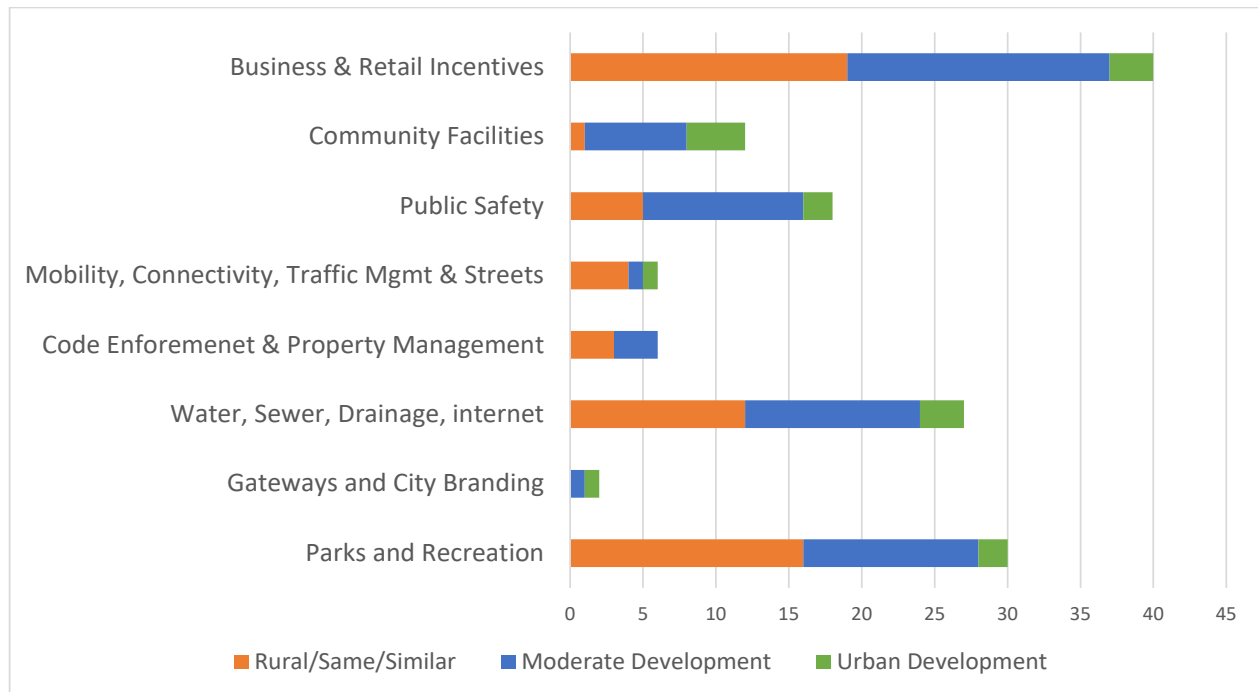
Feedback Summary

As McLendon-Chisholm continues to grow, it's important to plan for what level of development the community wants and what associated priorities are desired to fund with limited resources. The "McLendon-Chisholm has Choices" activity held at the in-person Community Forum was an interactive activity that asked participants to choose their preferred level of urbanization for McLendon-Chisholm and that provided a corresponding number of coins for illustrative spending. This station helped to represent the varying level of City tax dollars that can be generated based on level of development and choices of services and amenities the City can fund based on each to help connect expectations with development choices. Participants were asked to choose "Fairly Rural (two coins in a coin pack)," "Moderately Developed (four coins in a coin pack)," or "More Urbanized (eight coins in a coin pack)" for levels of development intensity.

The top priority identified for funding, once the levels of development were selected by the participants, was "Business & Retail Incentives," and second was "Parks & Recreation." The spending priorities do not coincide with most urgent priorities for essential services, such as infrastructure maintenance, utilities, and public safety so continued expectations management is essential moving forward. Results of this activity are shown below. The first pie chart shows the level of urbanization coin packs that were chosen, and the second graph shows the results of how participants distributed their funds.

McLendon-Chisholm has Choices Engagement Results





Another feedback opportunity in the Digital Community Forum asked residents' opinions on a future Downtown for McLendon-Chisholm. Respondents primarily supported a Downtown, and feedback generally noted a Downtown designed for McLendon-Chisholm should be located along SH 205 and/or FM 550, tie in the rural nature and environment, and include small and unique shops and uses. Another question asked what types of land uses would be desirable for a future Downtown if it were in a location that is appropriate, and it is designed well. Feedback noted creating a special destination for the community that is successful without having to attract large crowds, including small shops and businesses, gathering spaces and trails, and local events and traditions.

Most residents of McLendon-Chisholm would like to see the City stay a low-density, residential community. There is significant passion surrounding the preservation of green and open spaces to maintain a *Peaceful and Quiet Retreat from Urban Life*. The top opportunity in the Community Survey was diversifying the land use to add more commercial and retail opportunities with integrated and open gathering spaces for residents. Overall community feedback seeks to keep McLendon-Chisholm a rural community with low-density residential developments and plenty of open space that concentrates commercial growth on mixed-use land uses along key corridors, including SH 205 and FM 550.

Existing Conditions

The City has rolling topography with large open expanses of pastureland and a number of drainage areas (floodplains and creeks). There are large areas of agricultural uses, including farming and ranching, and also



large undeveloped areas. Retail and other commercial uses are mainly located along SH 205, but there are not very many of them. The development pattern is predominately agricultural, undeveloped, and large lot residential.

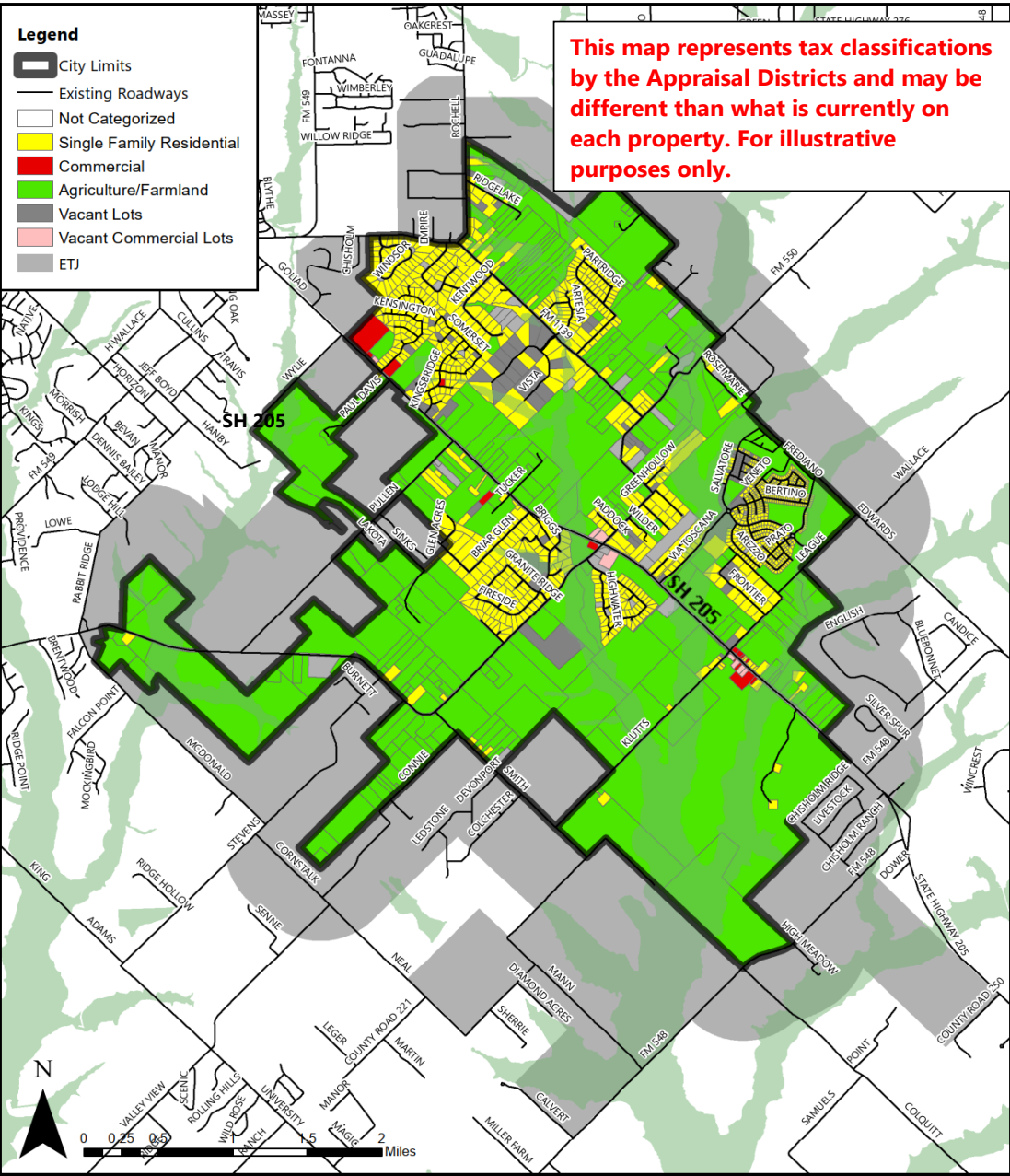
2021 Rockwall County Appraisal District data was used to display state code land uses for the parcels within the City Limits. Below is a table summarizing the existing land use mix percentage, along with a map on the following page displaying the City's existing land use categories per Rockwall and Kaufman County Appraisal Districts:

2021 Existing Land Use Mix		
Land Use	Parcel Count	Square Miles
Single Family Residential	1293	2.40
Commercial	15	0.08
Agriculture/Farm	302	9.17
Vacant Lots	143	0.43
Vacant Commercial Lots	9	0.03
Not Categorized	44	0.30
Total	1806	12.41



Existing Land Use

Source: Rockwall Central Appraisals District, 2021





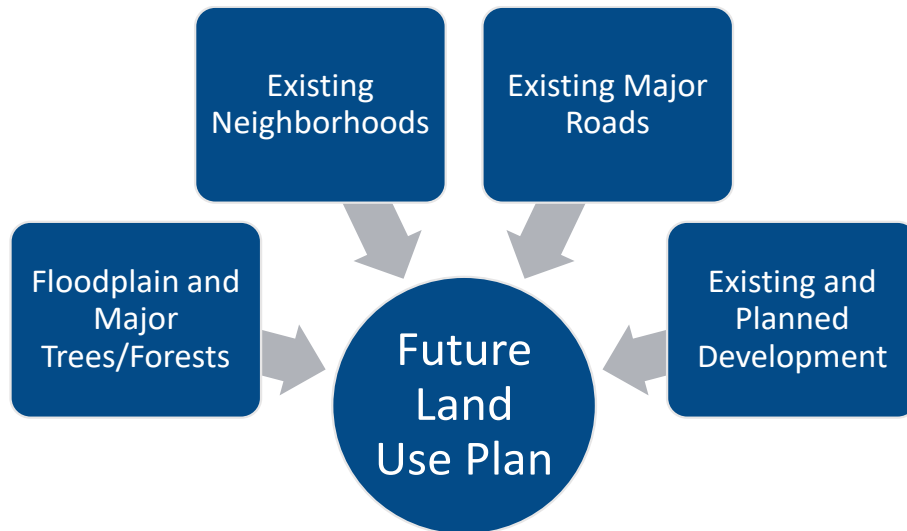
Analysis

Existing floodplain and heavily wooded forest areas will remain undeveloped in the Future Land Use Plan (FLUP). Residents of McLendon-Chisholm are deeply passionate about green spaces and natural areas, as noted in the Vision Framework. In the FLUP, these areas will be designated and protected to remain natural areas vital for the ecosystem of the City. Rockwall and Kaufman Counties require a lot size of at least one acre for on-site sewage/septic permits, down from one-and-a-half acres minimum in years past. Existing residential neighborhoods will be designated as Existing Neighborhoods on the FLUP. Doing this will protect existing residents and homeowners from redevelopment inconsistent with their neighborhood in the future. Clear direction from the public feedback reflects focusing future growth along key corridors in McLendon-Chisholm. SH 205 and FM 550 are the major thoroughfares in the city, so commercial and mixed-use developments should be concentrated along these roads. Future development plans, approved or not approved at the time of this Comprehensive Plan, have been considered for the FLUP. A vision for the future has already been established in these areas, and these plans will be conceptually incorporated into the overall vision of the City.

The prevalent housing type is detached single family dwellings located mostly on larger lots, farms, and ranches. Over the course of the Comprehensive Plan Update, the Planning and Zoning Commission, the City Council, and the Comprehensive Plan Advisory Committee (CPAC) considered different housing types. As a result of these continuing discussions, the CPAC agreed that McLendon-Chisholm will maintain a maximum residential density of one dwelling unit per acre, exclusive of floodplains and rights-of-way, while encouraging development of multiple-acre lots to maintain the city's open spaces and rural appeal. This standard will help to preserve floodplains, green spaces and large lot, rural, country estates within undeveloped areas of the city, which distinguishes McLendon-Chisholm as a place of unique attributes, vistas, and high quality of life. Within some Future Land Use Designations, there is a minimum lot size of one acre, and maximum density is not utilized, which was done to blend differing community feedback while also applying best practices for green space preservation.



Vision



McLendon-Chisholm's Future Land Use Plan incorporates feedback heard through the public engagement process and is applied through multiple principles including, but not limited to:

- Moving toward a design-based Future Land Use Plan through:
 - Having a focus on height, intensity, and function first instead of rigid use parameters only;
 - Allowing for a strategic, branded, and low-intensity mixture of uses in undeveloped areas to allow the market to innovate and to diversify the tax base, realizing there are many ways to get a rural/country feel with future development;
 - Focusing on protecting existing neighborhoods; and
 - Developing compatibly with surrounding development and in a manner responsive to market needs while putting current residents first.
- Protecting green spaces and natural systems by:
 - Preserving floodplains; and
 - Providing green space buffers and beautiful screening and landscaping with new development;
- Blending mobility and future land use together to create high quality design and reduce commuter delay so that McLendon-Chisholm can:
 - Understand the function of regional corridors; and
 - Capitalize on key intersections and encourage nodes of potential activity.

An issue consistently mentioned by City residents is the preservation of the rural nature of McLendon-Chisholm. 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.



The McLendon-Chisholm Future Land Use Plan (FLUP) is pictured on the next page. A description of each Future Land Use Designation is provided after the FLUP and should be utilized when considering development proposals and updating zoning districts. Following the Future Land Use Designations, policies are provided for overall evaluation of development proposals and other land use and design improvements.



McLendon-Chisholm is a predominately residential community where individuals and families come together to prosper and to enjoy a slower, more rural, and traditional Texas lifestyle. The residents prefer the look and feel of a community that embraces open spaces, with large country estates with varied size, type, views, and orientation of homes. Non-residential, including commercial, should be distinctively rural Texas architecture, pedestrian-oriented, and have trails that connect to adjacent properties and neighborhoods. Low intensity building heights with mass and scale respectful to existing surrounding development and properties. The Future Land Use Plan incorporates six types of development: Agriculture, Existing Neighborhoods, Heritage Center, SH 205 Corridor, Neighborhood Mixed-Use and Master Planned Community.

Important note regarding residential densities and lot sizes:

The Future Land Use Designations have a variety of residential intensity standards that are different from each other intentionally. There are four main categories:

- (1) Minimum lot size of one acre, exclusive of floodplains and rights-of-way (Master Planned Community),

Intended to be the majority of new development in McLendon-Chisholm in predominately residential areas.

- (2) Maximum density of one dwelling unit per acre, exclusive of floodplains and rights-of-way (SH 205 Corridor, Neighborhood Mixed-Use, and Heritage Center),

Designed for areas of low intensity commercial or mixed-use development to provide very limited residential uses in a commercial-type context.

- (3) Maximum density of one dwelling unit per five acres, exclusive of floodplains and rights-of-way (Agriculture), and

Intended to allow for innovative and traditional revenue streams on a farm but not intended to be a housing development or neighborhood.

- (4) Consistent lot size and development pattern within an existing neighborhood (Existing Neighborhood).

New homes or lots must be generally consistent in lot size, height, and setbacks to maintain the neighborhood's character.

Agriculture

This Future Land Use Designation is predominantly farm land or agriculture-related uses that preserve McLendon-Chisholm's rural/country feel and heritage.



Anticipated Land Uses:

- Detached single family residential dwellings associated with the farm or use and meant for operation owner-type occupants only;
- Parks, trails, crops, livestock areas, open/green space, and/or ponds or creeks;
- Accessory commercial uses associated with farming, agriculture, or agritourism, such as farm-to-table restaurants, farm-related event space or shops, produce stands, horse riding, or bed-and-breakfasts; and/or
- Agriculture and farm-related uses, including raising cattle, horses, sheep, donkeys, chickens, goats, etc., along with the shelters or barns to house them, as well as crop fields and the necessary barns for storage equipment.

Desired Development Characteristics:

- Maximum density of one dwelling unit per five acres for residential uses, exclusive of floodplain and rights-of-way.
- Future construction or activity should be rural in nature and related directly to the farm or agriculture primary use.
- Barns and other accessory structures are expected and should be compatible and high-quality architecture designed to contribute to the McLendon-Chisholm brand.
- Texas native landscaping, rural appeal, and green spaces with trees and attractive amenities.
- Maximum two stories.

Existing Neighborhoods

This future land use designation is predominantly comprised of low-density, single family, detached, residential dwellings in established residential neighborhoods, serviced by one or more shared roads for each neighborhood.

Anticipated Land Uses:

- Detached single family residential dwellings;
- Parks, trails, open/green space, and shared ponds or creeks; and/or
- Neighborhood-oriented, low-intensity commercial in specific instances when compatible with adjacent residential uses.

Desired Development Characteristics:

- Reflects residential density for existing land use within each neighborhood with overall development not to exceed a maximum density of one dwelling unit per acre, exclusive of floodplains and rights-of-way. Drainage areas and waterways should be within HOA-maintained common areas and not included on individual lots where applicable. Future construction or activity should be consistent with what is existing in the neighborhood as it relates to lot size, height, setbacks, and character.
- Accessory structures are anticipated but should respect the existing look and feel of the neighborhood and be in the rear of existing structures if installed.



- New low intensity home occupation uses, in residential structures, may be acceptable if allowed in the governing zoning district, when compatible with adjacent residential uses in noise, activity, smell, and traffic and when not associated with storage of business-related vehicles or outside storage of business-related items. Where Existing Neighborhoods are located near future commercial or mixed-use areas, sensitive transitions between the uses should be provided to preserve and protect the character of the Existing Neighborhood, but sidewalk and trail connections should be constructed where possible/relevant to contribute to walkability and bikeability.
- Texas native landscaping, rural appeal, and green spaces with trees and attractive amenities.
- Maximum two stories for non-residential uses, regardless of existing structures or uses.

Heritage Center

This Future Land Use Designation is located on land with the new City Hall and Fire Station, in addition to private and School District-owned land and is intended to be a node of development that showcases the City's *Rural Heritage, Green Spaces, and Natural Areas* in a *Country Living Activity Center*.

Anticipated Land Uses:

- Institutional uses associated with the City, County, and/or School District;
- Mixed-use development (combinations of residential, office, restaurant/retail, entertainment, and arts/culture) with a rural/country feel;
- Uses relating to McLendon-Chisholm's heritage and/or history or arts and culture; and/or
- Parks, trails, open/green space, and ponds or creeks.

Desired Development Characteristics:

- Maximum density of one dwelling unit per acre for residential uses, exclusive of floodplains and rights-of-way. Drainage areas and waterways should be within HOA-maintained common areas and not included on individual lots where applicable.
- Conservation development that groups buildings/structures and provides beautiful green/natural areas which showcase McLendon-Chisholm's *Country Feel*.
- Development that *Diversifies the Tax Base* and provides areas for people to enjoy *Grassroots Community Events* or entertainment.
- Extensive, shaded, lighted, and landscaped trail system to connect the Country Living Activity Center.
- One story typical with two stories maximum.

SH 205 Corridor

This Future Land Use Designation is the heart of McLendon-Chisholm's commercial development opportunities, intended to preserve the rural/country feel and capture valuable sales tax dollars along the regional corridor of State Highway 205, which connects Highway 30, Highway 80, future Rockwall County Outer Loop, and other corridors through McLendon-Chisholm.



Anticipated Land Uses:

- Mixed-use development (combinations of residential, office, restaurant/retail, entertainment, and arts/culture) with a rural/country feel;
- Sales tax-generating uses (ex. restaurant, retail, etc.);
- Boutique tourism/destination uses (ex. bed and breakfasts, travel-related, farm experiences, etc.);
- Entertainment uses that provide fun and relaxing experiences; and/or
- Parks, trails, open/green space, and ponds or creeks.

Desired Development Characteristics:

- Maximum density of one dwelling unit per acre for residential uses, exclusive of floodplains and rights-of-way. Drainage areas and waterways should be within HOA-maintained common areas and not included on individual lots where applicable.
- Main Street-type development that provides pleasant walkability with a *Brand & Identity* consistent with McLendon-Chisholm.
- Peaceful and quiet design that *portrays a retreat from urban life* through various elements, such as water features, calm colors, sophisticated architecture, and luxurious "off spots" for informal sitting, dining, and/or people watching.
- Development that *Diversifies the Tax Base* and provides areas for people to enjoy *Grassroots Community Events* or entertainment.
- Extensive, shaded, lighted, and landscaped trail system to connect destinations and neighborhoods.
- One story typical with two stories maximum.
- Design should portray a country feel design and, when appropriate, transitions are made to surrounding properties.
- Residential protections that create a buffer between incompatible uses and any associated nuisances through the utilization of walls, landscaping, setbacks, etc.
- Existing residential structures can remain indefinitely as long as they are not vacated for longer than six months or building code-type issues necessitate demolition or like action. Existing residential properties can rebuild their homes and other continuation of their residential use when present with associated communication to the City.
- Large building footprint buildings should be prohibited in order to protect the quaint and rural feel of the city.

Neighborhood Mixed-Use

This Future Land Use Designation is intended to serve McLendon-Chisholm residents with low-intensity, neighborhood-oriented mixed uses.

Plan Highlight:

- The SH 205 Corridor and Neighborhood Mixed-Use future land use designations are similar in that they are intended to be commercial in nature, but a major difference is that Neighborhood Mixed-Use is lower intensity and is intended to be resident-serving, whereas the SH 205 Corridor can have



more entertainment-focused development and is intended to capture regional sales tax dollars, in addition to serving residents.

Anticipated Land Uses:

- Mixed-use development (combinations of residential, office, restaurant/retail, entertainment, and arts/culture) with a rural/country feel;
- Sales tax-generating uses that serve McLendon-Chisholm residents (ex. restaurant, retail, etc.);
- Professional services, small retail, and low impact enterprises;
- Low intensity commercial development consistent with the current neighborhood character; and/or
- Parks, trails, open/green space, and ponds or creeks.

Desired Development Characteristics:

- Maximum density of one dwelling unit per acre for residential uses, exclusive of floodplains and rights-of-way. Drainage areas and waterways should be within HOA-maintained common areas and not included on individual lots where applicable.
- Uses should be low intensity and neighborhood-scale.
- Main Street-type development that provides pleasant walkability with a *Brand & Identity* consistent with McLendon-Chisholm. Peaceful and quiet design that portrays a retreat from urban life through various elements, such as water features, calm colors, sophisticated architecture, and luxurious "off spots" for informal sitting, dining, and/or people watching.
- Compatible development that *Diversifies the Tax Base* and provides areas for people to enjoy *Grassroots Community Events* or entertainment where the noise or activity can be appropriately distanced and/or mitigated from residential uses.
- Extensive, shaded, lighted, and landscaped trail system to connect destinations and neighborhoods.
- One story typical with two stories maximum. Design should portray a country feel design and, when appropriate, transitions are made to surrounding properties.

Master Planned Community

This Future Land Use Designation is for areas anticipated to develop as planned developments or master planned communities of varying sizes, types, and uses.

Anticipated Land Uses:

- Primarily single family residential uses with some limited areas of mixed-use development (combinations of residential, office, restaurant/retail, entertainment, and/or arts/culture) with a rural/country feel;
- Farming or agrihood-type uses;
- Conservation development with predominately single family residential structures (i.e. country estate residences) with one or more neighborhood centers for gathering space, parks, and/or low-intensity commercial uses; and/or
- Parks, trails, open/green space, and ponds or creeks.



Desired Development Characteristics:

- Maximum density of one dwelling unit per acre for residential uses, exclusive of floodplains and rights-of-way. Drainage areas and waterways should be within HOA-maintained common areas and not included on individual lots where applicable.
- Preserve open space and make it an integrated part of the neighborhood, including use of floodplains and existing greenbelts to create attractive common areas that showcase a rural feel;
- Minimum 150-foot lot width for residential uses;
- Where commercial uses are included, at least 75 percent of gross land area per development should be residential and/or green space/floodplain/park;
- Peaceful and quiet design that portrays a retreat from urban life through various elements, such as water features, calm colors, sophisticated architecture, and luxurious "off spots" for informal sitting, dining, and/or people watching.
- Development that *Diversifies the Tax Base* and provides areas for people to enjoy *Grassroots Community Events* or entertainment where the noise or activity can be appropriately distanced from residential uses.
- Extensive, shaded, lighted, and landscaped trail system to connect destinations and neighborhoods.
- One story typical with two stories maximum.

Floodplain

The Floodplain Future Land Use Designation protects green areas and environmentally sensitive areas near creeks, lakes, ponds, and waterways.

Anticipated Land Uses:

- Undeveloped or restored land for open/green space;
- Passive recreational uses;
- Parks, trails, open/green space, and ponds or creeks; and/or
- Multi-functional drainage features that provide green infrastructure, stormwater management/filtration, creature habitat, and/or recreation purposes.

Desired Development Characteristics:

- No new vertical structures permitted without an associated building permit in compliance with floodplain standards. New construction in the floodplain is strongly discouraged unless structure is open-air without impervious surface on the foundation. Passive park and recreation amenities are acceptable.
- Peaceful and quiet design that portrays a retreat from urban life through various elements, such as water features, country feel, enjoyable recreation, and luxurious "off spots" for informal sitting, nature experiences, and/or people watching.



Overall Land Use and Design Policies

Provided below are standards to be utilized in the review of development proposals and improvements within the city, in addition to those provided within each Future Land Use Designation above and other components of the Plan contained herein. The City and the development community should consider the entire Comprehensive Plan as a vision and utilize the policies below to further guide decisions for McLendon-Chisholm's future:

- A. Proposed developments should generally conform to the Comprehensive Plan.
- B. Lots larger than one acre are highly encouraged with new development.
- C. Positively contribute to the City's character and vision through design and land use.
- D. Incorporate existing natural systems, such as mature trees and green infrastructure, into design elements. Ensure new development preserves and enhances all floodplain, creeks, and high-quality tree stands/wooded areas.
- E. Provide elements and design that can positively contribute to the rural and country feel.
- F. Provide multimodal connections, such as trails and sidewalks throughout the development and to any adjacent properties. Ensure new development provides a continuous pedestrian and biking system, extensive landscaping consistent with native Texas foliage, and access between properties.
- G. Promote tree preservation and landscaping to positively contribute to McLendon-Chisholm's green spaces.
- H. Provide high quality and unique development, including amenities, that promotes the uniqueness of the City.
- I. Encourage low intensity retail, restaurant, entertainment, and office uses along SH 205 and FM 550, in addition to modest and quaint pockets in master planned communities, as outlined in each associated Future Land Use Designation or the particular property or properties.
- J. Ensure new development is compatible with existing and adjacent land uses in terms of height, noise, traffic, and screening.
- K. Preserve agricultural or heritage-related resources whenever and wherever possible. Partner with developers and property owners to encourage highlighting these resources for the community. 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.
- L. Providing and maintaining green zones and buffers to protect established residential areas.

When a request for development is inconsistent with the Future Land Use Plan (FLUP), a request to the City must first be made to amend the FLUP with an associated public hearing at the Planning and Zoning Commission with a recommendation to approve or deny and then an associated public hearing by the City Council to approve or deny the request. The amendment must wait for the annual Comprehensive Plan review described below, to be incorporated in an associated community forum for public review. Then, if the FLUP is amended, the application may be submitted for development consideration.

Further, if a request to change zoning is inconsistent with the Comprehensive Plan, the applicant should request a Comprehensive Plan amendment. If the Comprehensive Plan is amended by the City Council, then the applicant should request a change in zoning that is consistent with the amended Comprehensive Plan.



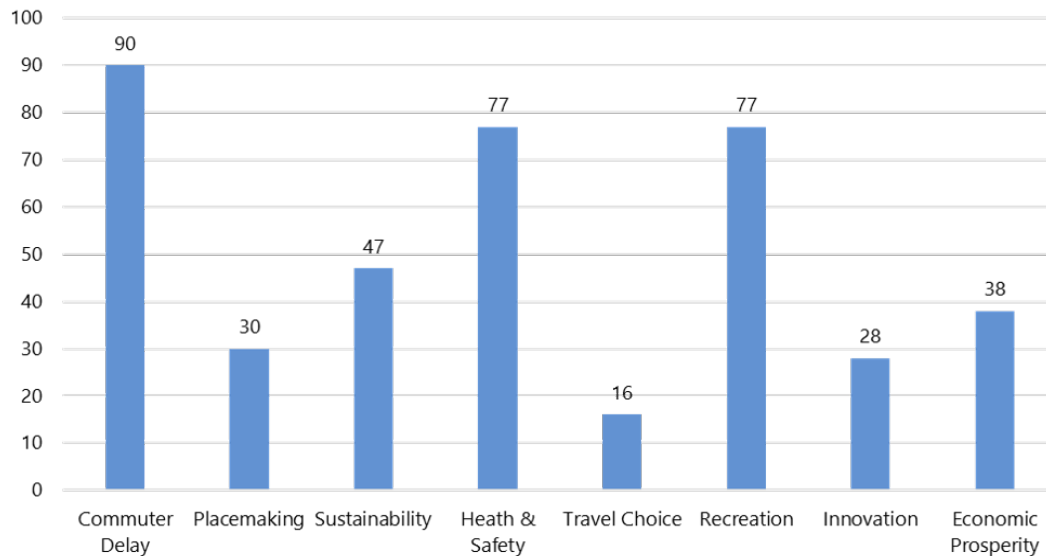
Future updates to the plan will ensure the City's vision remains focused on the will of the residents and those updates should include feedback from the community, City staff, members of City commissions and committees, and governmental associations, including County working groups and other entities. The Comprehensive Plan will be reviewed annually, but not later than August of each calendar year, by the Planning and Zoning Commission, and the findings will be forwarded to City Council for recommendations of changes. Should any changes be proposed by a property owner, developer, or the City, a community forum or town hall meeting will be held to discuss the changes and understand any community feedback.



Chapter 4: Mobility & Connectivity

Feedback Summary

Reduction of commuter delay is the top mobility priority for many residents in McLendon-Chisholm. The Community Survey identified infrastructure (including drainage, roads, and traffic) as the number one weakness and threat in the community, with comments throughout the planning process regarding congestion and safety issues on State Highway 205 during daily trips to essential services and work. The same concerns about the mobility network were communicated by Survey respondents as an opportunity for improvement with many requesting that the local road network be built out to handle any future traffic that might be generated with a growing population. When asked to prioritize City spending on mobility topics at the in-person Community Forum, attendees selected addressing Commuter Delay, Health & Safety, and Recreation for the top three options.





Existing Conditions

McLendon-Chisholm is comprised of a mix of roads operated and maintained by Texas Department of Transportation (TxDOT), the City of McLendon-Chisholm and private neighborhood streets that are the responsibility of various homeowners associations (HOA's). Many of the local city and HOA roads will need to be repaired or need maintenance work within the next five years. Throughout the planning process, maintenance concerns for City and private streets were brought up multiple times, and it is clear that there is no dependable upkeep of private streets in many, if not most, of the subdivisions with this responsibility.

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.

Rockwall County Outer Loop is a seven-mile segment of the regional Outer Loop project being completed by North Texas counties. It will be a six-lane, divided, controlled-access highway with continuous frontage roads, and allowance for additional lanes in the future from FM 1138 in Collin County to SH 276. The project alignment generally runs north-south, just outside the eastern side of McLendon-Chisholm's ETJ. FM 550 is anticipated to be the main east-west connection between McLendon-Chisholm and future Rockwall County Outer Loop to the east.

SH 205 is a highway that connects IH 30 to the north and US 80 to the south through McLendon-Chisholm. It is currently constructed as a two-lane rural section roadway with no median or shoulder. The thoroughfare is under 60 percent design by the Texas Department of Transportation (TxDOT) as of 2021, with plans for an urban curbed designed six-lane highway with a median through McLendon-Chisholm. TxDOT has plans to widen SH 205 from US 80 in Terrell to the junction of SH 205 at John King Boulevard (South Goliad Streets), which will pass through the cities of Rockwall, McLendon-Chisholm and Terrell. It is possible that TxDOT will stripe the facility as a four-lane highway with wide shoulders and then restripe it as a six-lane facility when demand requires it, but it is unclear from conversations with TxDOT when the demand would reach that point and if it already has. The project also includes rebuilding and replacing all existing traffic lights. A new traffic light is being discussed for the entrance of Sonoma Verde (SH 205 at Via Toscana Lane), and there will be 10-foot wide sidepaths on both sides of the roadway.

TxDOT's SH 205 expansion project presents a significant opportunity for the City of McLendon-Chisholm if immediate action is taken to influence the design of the ultimate roadway. All TxDOT improvement projects must dedicate one percent of the total project budget to aesthetic improvements as requested by cities within the project boundary. The City should continue to coordinate with TxDOT in order to come to an agreement about potentially constructing aesthetic improvements, specifically at the intersection of SH 205 and FM 550, within the median, and along the sidepaths. Constructing a unique and pedestrian-oriented crosswalk at the intersection of SH 205 and FM 550 would further attract unique development and could serve as a branding opportunity for McLendon-Chisholm. Funding has not yet been allocated to construct the project, but construction is expected to begin by 2025 or possibly earlier if funding is obtained.



Vision

The Thoroughfare Plan is a blueprint that establishes a set of terminology, standards, and general principles that guide decision-making for roadway planning, funding, construction/reconstruction, operation, and maintenance of the City's primary roadway system, regardless of ownership/maintenance. As a long-range planning tool, it is intended to identify the envisioned primary roadways for the next 20 years and establish a desirable thoroughfare system for undeveloped areas and redevelopment areas based on anticipated development patterns with the goals of safety and reduction of commuter delay.

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. Over the long term, the Master Thoroughfare Plan (MTP) also minimizes the cost of building roads and their impact on adjacent properties since they are thoughtfully designed and planned instead of reactionary as development comes in. Land use decisions and the transportation system are directly linked to one another. Failure to consider the current and future transportation requirements as the city develops would be a critical mistake, from which the City might never be able to fix. Administratively, the Thoroughfare Plan serves a number of functions and purposes as described below.

Functions:

- Identifies general alignment of thoroughfares. Alignments are subject to change when the roadway goes under design.
- Specifies right-of-way requirements and protects right-of-way through the zoning, platting, and building permit processes.
- Identifies the relative importance of thoroughfares and their role in providing mobility.
- Establishes a philosophy for the development of the thoroughfare system on a citywide basis and for particular areas with special concerns.

Purposes:

- To facilitate communication between City Staff, elected and appointed officials, land developers, property owners, 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 community members and stakeholders in making decisions about the location of their homes or businesses and the future uses of property.
- To incrementally remove sharp turns in existing roadways where possible.
- To add connections around natural features, existing homes, and along parcel/tract lines where possible to reduce commuter delay.
- To upgrade roads where right-of-way and/or pavement exists and function necessitates improvements.
- To provide more walking and biking opportunities through infrastructure improvements.



- To partner with surrounding communities, Rockwall County, Kaufman County, and the North Central Texas Council of Governments to develop and implement transportation systems that positively affect the City of McLendon-Chisholm and others.
- Provide transportation solutions that contribute to the overall health, safety, and welfare of people who live, visit, or travel to/through McLendon-Chisholm.

Functional Classifications

Functional Classifications are groupings of roadway types 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 identifies the role 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 Classifications used in this Plan and are summarized as follows:

1. Arterial streets provide the links between areas of the city. 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.

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.

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 location, function, and connections they are intended to serve.

Principal Arterials

Principal arterial streets are the backbone of the City's street system, in this case FM 550 and FM 548. Although SH 205 is functioning as the city's most major Principal Arterial currently, it is slated to become a highway within the plan horizon and is therefore designated as such on the Master Thoroughfare Plan (MTP). They



serve the major centers of "to and through" and traffic coming to and from adjacent cities via McLendon-Chisholm residents, visitors, or commuters who may not even stop in McLendon-Chisholm. Principal Arterials 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 (existing and future) and to areas outside the city. Geometric design and traffic control measures are used to enhance the movement of through traffic on these roadways, 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 to reduce commuter delay and provide trip efficiency.

Minor Arterials

Minor arterial streets interconnect with and augment the Principal Arterial network. If Principal Arterials are the backbone of the system, Minor Arterials are the limbs. They serve traffic within smaller geographic areas of influence, accommodate trip lengths of moderate length, and offer greater opportunities for emphasis on land access more than the Principal Arterials. These roadways carry significant through traffic volumes and are needed to provide route and spacing continuity for the arterial system. Minor Arterials are the most significant opportunities to reduce commuter delay, per the community's stated priorities, within the system, outside the expansion and improvement of SH 205 by TxDOT.

Collector Thoroughfares

The Collector street system provides both land access service and traffic circulation around and between residential neighborhoods and commercial/industrial areas, and Collectors can also provide main "to and through" in large developments or subdivisions. They differ from the Arterial system in that Collectors distribute trips from the arterials to the local street system and vice versa. Conversely, Collectors also take traffic from local streets in neighborhoods and channel it into the Arterial system. Collectors should accommodate short trip lengths, and do not typically extend across Arterial thoroughfares, except in certain circumstances, or carry a high percentage of through trips. These roadways can serve as a "relief valve" when the Arterial system is congested.

Local Streets

While local streets are not a part of the Master Thoroughfare Plan (MTP), they do provide the single most important part of the transportation system: they provide access to and from neighborhoods and other developments to connect with the Arterial 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.



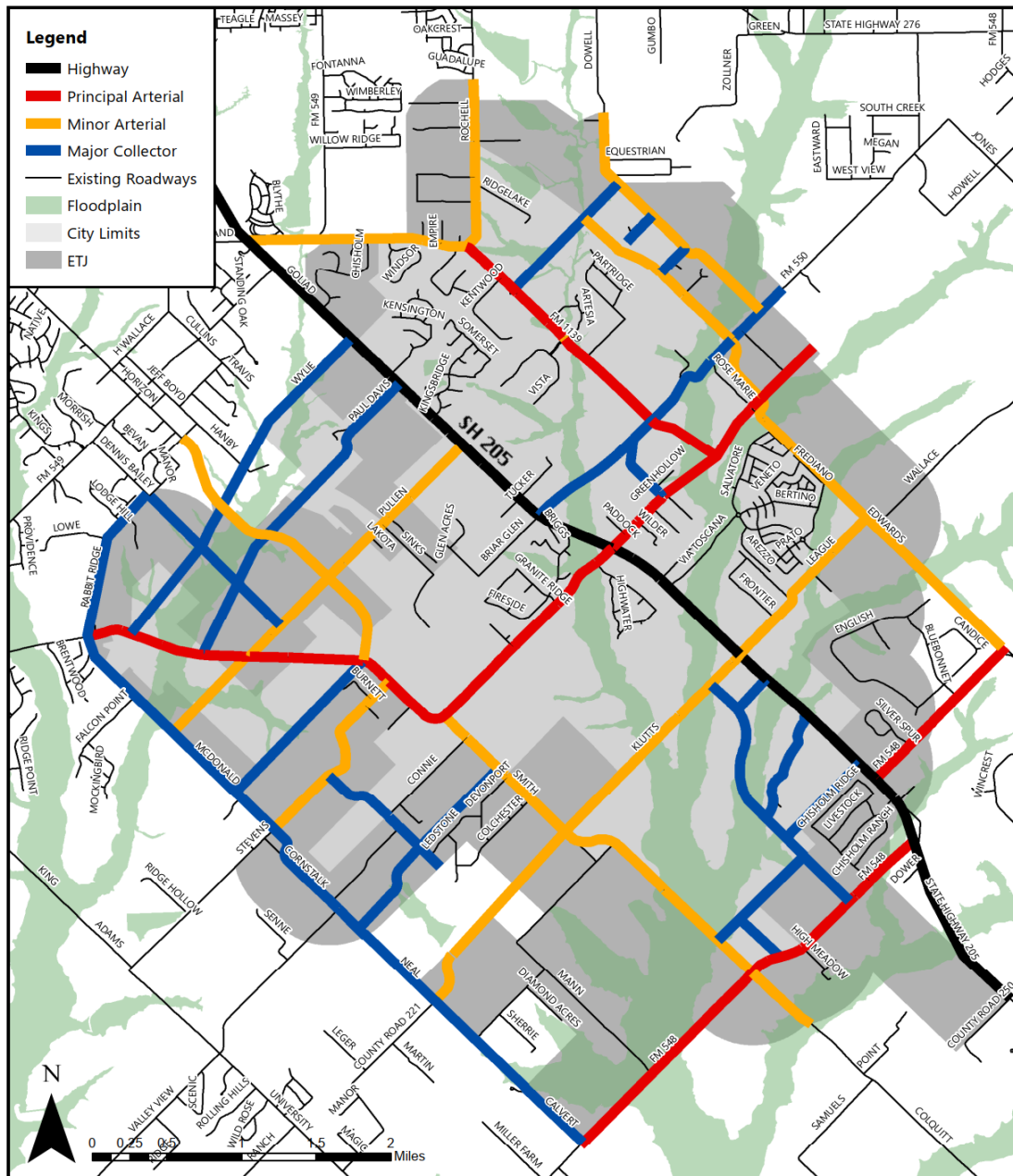
The MTP includes six specific Functional Classifications:

Functional Classifications	Right-of-Way Requirement
Highway, 6 Lane Divided Thoroughfare	150' to 200'
Principal Arterial, 6 Lane Divided Thoroughfare	100' to 150'
Principal Arterial, 4 Lane Divided Thoroughfare	100' to 120'
Minor Arterial, 4 Lane Divided Thoroughfare	100' to 120'
Minor Arterial, 4 Lane Undivided Thoroughfare	100' to 120'
Collector, 2 Lane Undivided Thoroughfare	60' to 80'



Master Thoroughfare Plan

Source: Kimley-Horn, 2021



DRAFT FOR PUBLIC REVIEW – AUGUST 30, 2021 || MCLENDON-CHISHOLM COMPREHENSIVE PLAN | PAGE 53



Actions and Policies

- General Policies for the Master Thoroughfare Plan
 - Whenever a property is being platted or a request is made for a change in zoning, rights-of-way should be requested and required by associated regulations for those roadways shown on the Master Thoroughfare Plan.
 - Master Thoroughfare Plan roadways shall be periodically evaluated for traffic congestion and capacity improvements.
 - Requests for commercial platting should always include fire lanes and mutual access easements to reduce the number of driveways connected to roadways identified on the Master Thoroughfare Plan.
- SH 205-Related
 - Represent to the Rockwall County Road Consortium McLendon-Chisholm design considerations for ensuring State Highway 205 expansion supports the City's vision, goals, and objectives.
 - Coordinate, schedule, and hold a Town Hall Meeting to discuss specific State Highway 205 design features under consideration with the schematic design process.
 - With the assistance of a consultant, prepare a list of design and technical modification requests for TxDOT's expansion of State Highway 205 to reflect the look, feel, and brand consistent with the community's Vision of McLendon-Chisholm.
- Reduce Commuter Delay
 - Revise the Subdivision Ordinance to reduce maximum block length from 1,600 feet to 1,000 feet to promote additional connections and more walkability.
 - Review previously prepared cross sections for relevance and technical applicability in an associated Subdivision Ordinance update. Until that is completed, the cross sections in the 2016 Comprehensive Plan apply.
 - Revise the Subdivision Ordinance to require associated cross section design for the Functional Classifications included in the Master Thoroughfare Plan. (Cross sections will not be included in the Comprehensive Plan moving forward.)
 - With the assistance of a planning and engineering consultant, create a five-year Capital Improvements Plan (CIP) and prioritization matrix that includes any infrastructure, facilities, and large equipment.
 - Establish a Roadway Maintenance Strategy with funding allocated for the entire lifespan of anticipated construction, maintenance, expansion, and replacement of all new City roads as they are constructed, and update the project list every five years, to coincide with the update of the future CIP, to account for inflation, labor, or supply chain cost increases.
 - Prepare a Roadway Impact Fee Study to adopt an associated Roadway Impact Fee.
- Health and Safety
 - Coordinate with developers, homeowner associations, and neighborhood associations to eliminate any overgrown landscaping or neighborhood treatment elements from the sight triangle along all major roadways.



- Revise the Subdivision Ordinance to require a licensed structural and geotechnical engineer review and seal/approve all proposed bridges and culverts for adherence to the most recent Manual for Assessing Safety Hardware (MASH) Standards prior to and after construction.
 - Create a citywide policy to actively reduce the number of 90 degree turns or sharp bends on existing roads that are classified as minor arterials or higher. The policy should also prohibit the construction of sharp turns on new MTP streets.
 - Create a volunteer “Road Planning and Maintenance Working Group” as part of the Roadway Maintenance Strategy to collaborate and assist individual HOA’s with guidance for road design and maintenance standards to promote safe community standards across the city.
- Recreation
 - Revise the Zoning Ordinance and Subdivision Ordinance to require sidewalks on both sides of the street with new development and redevelopment, and a minimum 10-foot wide sidepath with adequate shading and tree foliage on the sides any system roadway on the Master Thoroughfare Plan.
- Branding
 - Design locations and features to brand the two City gateways on State Highway 205 at its north and south ends, in conjunction with applicable Manual for Assessing Safety Hardware (MASH) Standards.
 - Construct two City gateways on State Highway 205 at its north and south ends.

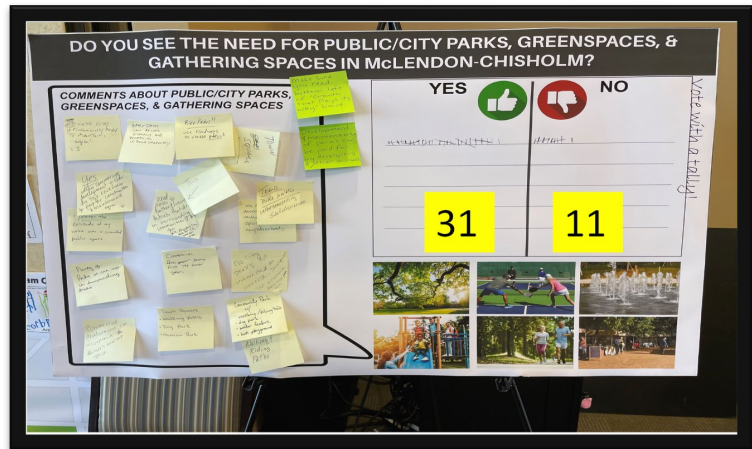


Chapter 5: Public Utilities & Services

Feedback Summary

The planning process brought forward themes of fiscal conservatism and limited government, but there were also themes throughout the planning process via multiple feedback methods noting the need for the City to own and maintain its own sanitary sewer and water. Internet speeds and water pressure were noted in the Community Forum as being less than preferred as well. Levels of satisfaction with infrastructure in McLendon-Chisholm are generally low across all categories including Parks and Recreation, Street Maintenance, Traffic, Drainage and Flooding, and Trails.

While nearly 74 percent of people at the Community Forum saw a need for “public City parks, greenspaces, and gathering spaces,” not all members of the community view it as essential City spending and prefer to put the financial burden on developers to create public gathering spaces for all to enjoy in the future or mention that the large lots of residents should provide ample opportunity for residents to provide their own amenities on their property.



Existing Conditions

Utilities

Water

Existing infrastructure information available for water is limited in McLendon-Chisholm. Water services are not owned or maintained by the City, and service is provided to residents through RCH Water Supply Company, High Point Special Utility District (SUD), or Blackland Water Supply Company, depending on where the property is, and which Certificate of Convenience and Necessity (CCN) applies. Where water supply services are not available, the alternative is to source well water, which is not practical for large water users long term. Water demand is generally high during the summer months due to irrigation of open space and manicured lawns for large lot development in McLendon-Chisholm.



Sanitary Sewer

Sanitary sewer service is available and installed in the Sonoma Verde subdivision through negotiated capacity on the Buffalo Creek Interceptor Line and there is a sewer line in the retail area, but the rest of the city is served by on-site septic systems—there are no Certificates of Convenience and Necessity (CCN) for wastewater within the McLendon-Chisholm ultimate municipal boundary (i.e. within the limits of the ETJ). On-site septic permits through the County require a minimum of one acre of land.

Storm Sewer

Stormwater infrastructure is designed to move stormwater runoff (i.e. rain water) away from residential and paved areas to retention ponds, lakes, creeks, or rivers. Stormwater infrastructure can include curbs, gutters, drains, pipes, or collection systems. Data for existing infrastructure in McLendon-Chisholm is limited, but no known stormwater infrastructure is known of outside visible bar ditches in the city.

Internet

Internet is considered a key part of infrastructure, especially in the adapting virtual environment. Residents and stakeholders noted throughout the planning process the need to improve broadband and internet services and provider options in McLendon-Chisholm.

Services

Police

The City does not have a police department, and police services are currently provided at no direct charge to the City or the residents from the Rockwall County Sheriff's Department. Response times can be long at times and have been noted as a potential challenge to overcome in the future, and there are also questions of County police services without contract or payment long term and associated responsibilities of the County vs. the City. The City does not have routine police patrols or traffic control.

Fire & EMS

Fire and Emergency Medical Services (EMS) are provided to the City of McLendon-Chisholm residents and properties within the ETJ through partnership with the Rockwall County Sheriff's Department, Rockwall County Emergency Medical Services, and the McLendon-Chisholm Fire Rescue. The City Fire Department currently operates as a combination career/volunteer department. A Chief plus six firefighter positions are full-time. Full-time staff is supplemented with part-time and a couple of volunteer staff to meet required standards. Response times and service delivery can be impacted at times by staffing, equipment, facilities, road deterioration, connectivity within the city limits and fire district, and limited funding for serving the unincorporated areas of the fire district. The Fire Station upgrade and service improvement in progress in 2021 has been well received.



Parks & Recreation (including Library Services)

The City does not currently have a parks and recreation department to construct or maintain parks or establish recreational programming. McLendon-Chisholm also does not have a public library, but there is a Rockwall County Library. There are some trails and sidewalks throughout the community, but more trails are of interest, in addition to parks, recreation, and gathering spaces.

Code Enforcement

Code enforcement helps maintain aesthetics and maintenance of neighborhoods and properties, as well as contributes to safety and sanitation/cleanliness. The Homeowners Associations (HOA's) provide oversight in various areas of aesthetics and property maintenance, and the City also has a Code Enforcement Officer on Staff.



Analysis

Utilities

The City does not have centralized sewer and it does not own/operate its own water supply and service. Purchasing the Certificate of Convenience and Necessity and providing the associated infrastructure assets to own the water supply and service would cost significant money and would necessitate capital construction and growth in City Staff numbers to manage the various components of the system, billing, construction, and maintenance. Similar constraints are present relating to providing centralized sewer in terms of cost, construction, growth in City Staff numbers, etc. Aside from the cost, it is becoming increasingly apparent that the City owning and maintaining its water could be on the horizon to maintain safe and adequate service to residents and businesses. As the city grows, additional broadband and internet providers should be explored for residents and businesses.

Services

McLendon-Chisholm has 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 floodplains 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 require the maintenance of these natural drainage facilities.

Floodplain 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 community.

City parks and recreation is considered desirable by many in McLendon-Chisholm, and several stakeholders, survey respondents and Community Forum participants expressed a desire for community gathering spaces that cater to the friendly, hometown spirit present in McLendon-Chisholm. Parkland Dedication and



Development Fees can offset costs and ensure growth pays for itself, and the associated study required can make McLendon-Chisholm eligible for Texas Parks and Wildlife Department (TPWD) Grant funding.

Vision

As of 2021, the City is exploring options and logistics to fully understand what taking and having control of water and sewer would mean (monetarily and operationally). If a city controls their own water and sewer systems, they are better able to control the placement and incentives of future development. They also will be able to charge fees and permitting rights for water, which would help build revenue for the city. Because the City does not control water and sewer, McLendon-Chisholm also cannot prohibit or influence the creation of new CCN or special districts forming within the city limits or ETJ. Therefore, although McLendon-Chisholm has not completed analysis on what it would take to purchase water or sewer systems supply/control/maintenance, the implications to future development could be significant if the ownership/supply is adjusted. To help implement this vision, bi-annual standing meetings with the water and sewer CCNs and associated organizations should be set up to review the status of active infrastructure.

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.

Actions

- With the assistance of a planning and engineering consultant, create a five-year Capital Improvements Plan (CIP) and prioritization matrix that includes any infrastructure, facilities, and large equipment.
- Water
 - Establish bi-annual standing meetings with Highpoint SUD, Blackland WSC, and RCH WSC (separate meetings), in addition to any other utility providers serving McLendon-Chisholm, to discuss anticipated construction, extensions, upgrades, maintenance issues, and economic development priorities.
 - With the assistance of legal counsel, determine the legal authority the City has to get location data for water lines and other water assets owned and maintained by the utility districts and service corporations within the City's limits and ETJ.
 - Research the American Rescue Plan Act and apply for funding for the City. Use funds and partner with Rockwall/Kaufman counties for water/wastewater/broadband improvements.
- Sanitary Sewer
 - Discuss with a legal advisory to learn what authority the City has over their sewer systems.
 - Map existing sewer lines in McLendon-Chisholm.



- Storm Sewer and Drainage
 - Establish an impervious surface ordinance amendment to reduce excessive stormwater runoff and system constraints.
- Internet
 - Evaluate options for Fiber to the Premises/Home (FTTP/FTTH) and Fiber to the Cabinet (FTTC), micro trenching, and pushable fiber and determine the best option for budgetary constraints. Explore options for public-private partnerships with developers, corporations, and providers to expand broadband access across the city.
- Public Safety
 - Utilize the Rockwall County Emergency Services Corporation Board to discuss needed improvements for potential partnership and unified resources to support the City's growing public safety needs.
 - Evaluate County responsibilities for provision of public safety and associated options to provide adequate response times and patrols. Determine appropriate public safety option (ex. contract with the County, City personnel, etc.) accordingly.
 - Evaluate provision of Fire and EMS services outside of the City Limits to analyze financial and service viability. Determine appropriate Fire and EMS level of service, staffing, and funding options and implications accordingly.
 - Review Fire Safety ISO Ranking criteria and determine any improvements that can be made with available resources to improve the City's ISO Ranking. Repeat this action annually with the budget and future CIP process.
- Parks and Recreation
 - Require developers and property owners to include open space within new developments at the time of zoning or subdivision.
 - Identify potential locations where community supported recreational facilities should be located.
 - Identify opportunities to preserve open spaces without incurring continuing municipal operations and maintenance responsibilities.
 - When public schools are constructed within the City limits, provision should be made for co-use of the open spaces and athletic fields provided.
 - 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.
- Code Enforcement
 - 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.



Chapter 6: Implementation & Monitoring

Key Partners

A Comprehensive Plan cannot be implemented without collaboration between key partners. While there are many different individuals, groups, and organizations that contribute to McLendon-Chisholm's success, the following provides a snapshot of those key partners who play vital roles in their area of influence. A list of key partners and collaboration efforts is provided below:

- Rockwall & Kaufman County: Rockwall County are key partnering agencies when it comes to the Comprehensive Plan's implementation, especially when planning areas in McLendon-Chisholm's extraterritorial jurisdiction (ETJ). The city also relies on police and emergency services from Rockwall County, so continued conversations are essential in the long-term success of planning for public safety and city services.
- TxDOT: As SH 205, McLendon-Chisholm's main corridor, is expanded in the upcoming years, continued partnership with TxDOT must occur to negotiate future roadway amenities, such as sidepaths, trails, and driveway connections. When developing along this corridor, coordination is required for continued access and safety.
- NCTCOG/TML: Communication with NCTCOG/TML will allow the city to understand the region's vision for growth so the city can accurately plan for this growth.
- Water Companies (High Point WSC, RCH WSC, and Blackland WSC): The water CCNs should be acknowledged as a key partner due to their control of McLendon-Chisholm's water and wastewater infrastructure and the potential to transition that control in the future.
- McLendon-Chisholm Homeowner Associations (HOAs): Partnerships with McLendon-Chisholm HOAs should be established as neighborhoods continue to build out and provide further phases to the master planned areas. HOAs play a critical role in the provision of the aesthetic maintenance of the community, enforcement, and the education of new residents.

Financing

As seen through the community feedback, many members of the community believe strongly in fiscal conservatism. Financing is crucial to the implementation of the Comprehensive Plan and could pose limitations and delays if not appropriately planned out. Funding can originate from partnerships with private companies and developers, as well as traditional sources such as sales tax and property tax. Below are some specific strategies the City can use to create funding for implementation of the Comprehensive Plan:

- Impact Fees: Impact fees can generate revenue from new development in the city. These fees can be used to fund capital costs, such as roadways or city facilities. This is a useful tool that can help offset or reduce the amount of financial impact to the city as it relates to infrastructure improvements.
- Public Grants and Programs: Grant funding can be a valuable asset to McLendon-Chisholm as it seeks to encourage development projects and continued growth. Several opportunities exist to obtain



funding, such as the American Rescue Plan Act, that can assist the implementation of community-wide projects.

- Capital Improvement Plan (CIP): Many of the public realm initiatives will require capital financing through a bond program (for the purchase of parkland and commercial sites), certificates of obligation (for big spends), or other capital financing. McLendon-Chisholm should create a CIP to provide the opportunity to plan for future infrastructure and facility needs. The CIP should consider appropriate funding mechanisms that provide sustainable spending and are appropriately prioritized to meet the goals of the community. It is essential, from a growth management perspective, to ensure the repair, reconstruction, and expansion of infrastructure to that the community is continually positioned to meet its goals.

Action Prioritization

ACTION PRIORITIZATION MATRIX TO COME IN THE FINAL DRAFT PLAN

Usage, Updates, and Amendments

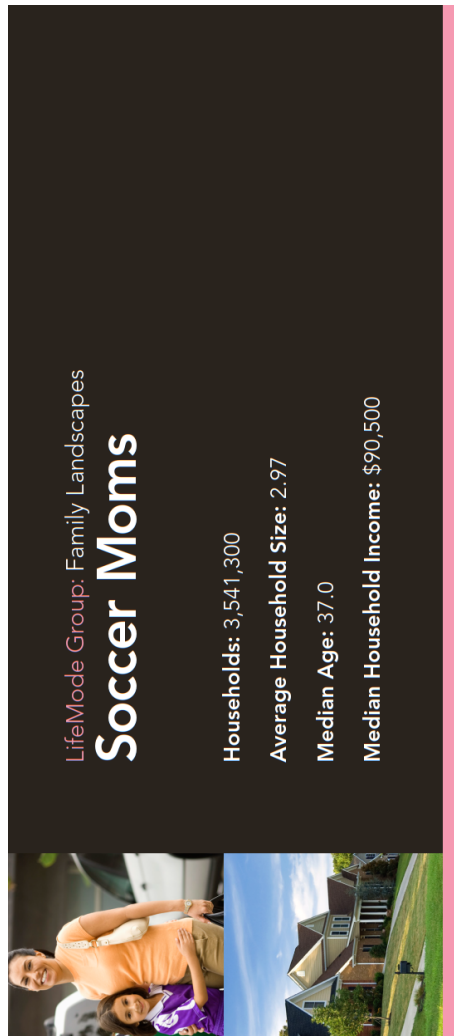
As McLendon-Chisholm continues to grow and attract new development, it is crucial to have the necessary tools to manage development in a way that is aligned with the Vision Framework, Strategies, and Actions of the Comprehensive Plan. Providing regular updates will allow the City to remain resilient and relevant as actions are completed as it grows. It is recommended that updates to the Plan be considered every three years, while the City is experiencing growth, so that the Plan can continue to influence and inform key decisions as they are made. Additionally, to ensure the Plan remains relevant with growth and development trends, the Planning and Zoning Commission and City Council will conduct an annual review process of the Comprehensive Plan's content (see Future Land Use section for more details).

The McLendon-Chisholm Comprehensive Plan was created through a carefully crafted, multi-faceted engagement sequence and collaborations that involved key individuals, stakeholders, community members, and leaders at every level. As updates to the Plan are made, continued community engagement is essential to further that progress to ensure the community's vision for the city is in alignment with the Comprehensive Plan. In addition, as the Plan is implemented, it will be essential to ensure strong leadership at all levels to help realize and sustain the Comprehensive Plan. Ensuring that updates to the Plan captures feedback from multiple sources, is grounded in community input, and is administered through strong leadership will ensure the city's vision remains in focus and is ultimately implemented.



Appendix

A. ESRI Tapestry Segments in McLendon-Chisholm *Soccer Moms*



RE WE?

ns is an affluent, family-oriented market
ry flavor. Residents are partial to new housing
he bustle of the city but close enough to
professional job centers. Life in this suburban
ffsets the hectic pace of two working parents
3 children. They favor time-saving devices,
online or housekeeping services, and
ted pursuits.

OUR NEIGHBORHOOD

- Soccer Moms residents prefer the suburban periphery of metropolitan areas.
- Predominantly single family, homes are in newer neighborhoods, 34% built in the 1990s (Index 236), 31% built since 2000.
- Owner-occupied homes have high rate of mortgages at 68% (Index 164), and low rate vacancy at 4%.
- Median home value is \$257,400.
- Most households are married couples with children; average household size is 2.97.
- Most households have 2 or 3 vehicles; long travel time to work including a disproportionate number commuting from a different county (Index 132).

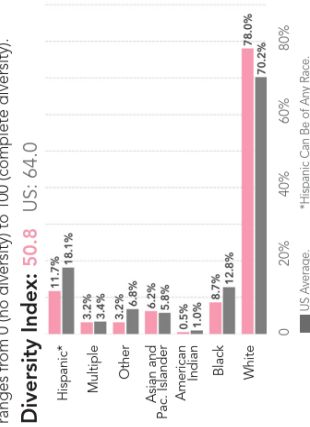
SOCIOECONOMIC TRA

- Education: 40.5% college gradu than 72% with some college ed
- Low unemployment at 3.8%; hig force participation rate at 71%; ; households include 2+ workers i
- Connected, with a host of wirele from iPods to tablets—anything enables convenience, like bankii paying bills, or even shopping o
- Well insured and invested in a re funds, from savings accounts or to stocks.
- Carry a higher level of debt, incl first (Index 149) and second mor (Index 154) and auto loans (Inde

Note: The Index represents the ratio of the segment rate to the US ra
Consumer preferences are estimated from data by ORC MI.

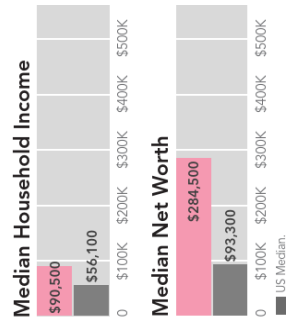


**TAPE
SEGMENT**
esri.com



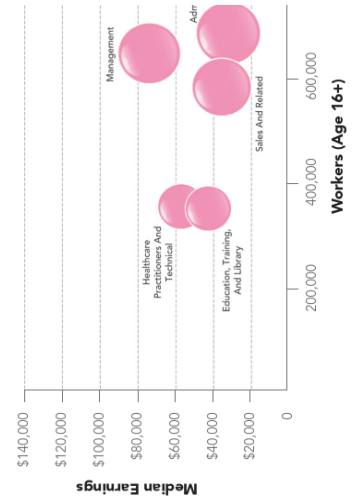
INCOME AND NET WORTH

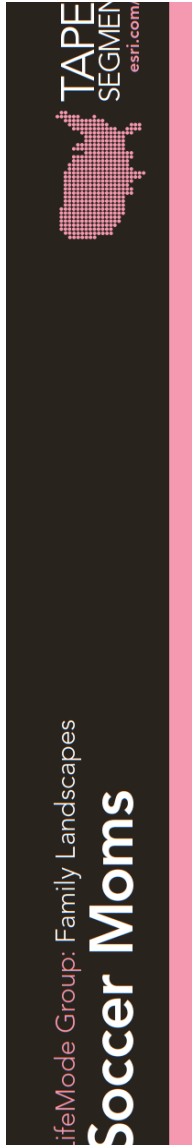
Net worth measures total household assets (h investments, etc.) less any debts, secured (e.g or unsecured (credit cards). Household in net worth are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market by median earnings. Data from the Census Bureau's American Commu-





PROFILE

(Consumer preferences are estimated from data by GfK MRI)

seholds own at least 2 vehicles; the most popular types are minivans and SUVs. ented purchases and activities dominate, like 4+ televisions (Index 154), movie ; or rentals, children's apparel and toys, and visits to theme parks or zoos.

activities and sports are characteristic of life in the suburban periphery. They orting events, as well as participate in them like bicycling, jogging, nd boating.

aintenance services are frequently contracted, but these families also like their ind own the tools for minor upkeep, like lawn mowers, trimmers, and blowers.

HOUSING

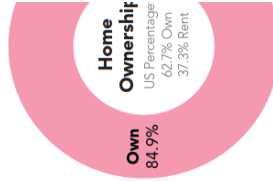
Median home value is displayed for markets that are primary owner occupied; average rent is shown for renter-occupied. Tenure and home value are estimated by Esri. Housing type rent are from the Census Bureau's American Community Sur



Typical Housing:
Single Family

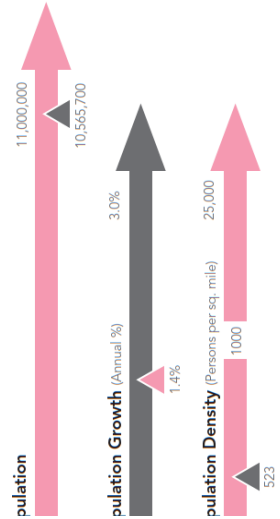
Median Value:
\$257,400

US Median: \$207,300



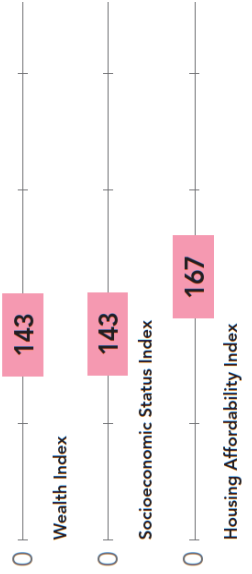
CHARACTERISTICS

on, average annual population change since Census 2010, and average ation per square mile) are displayed for the market relative to the size nong all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

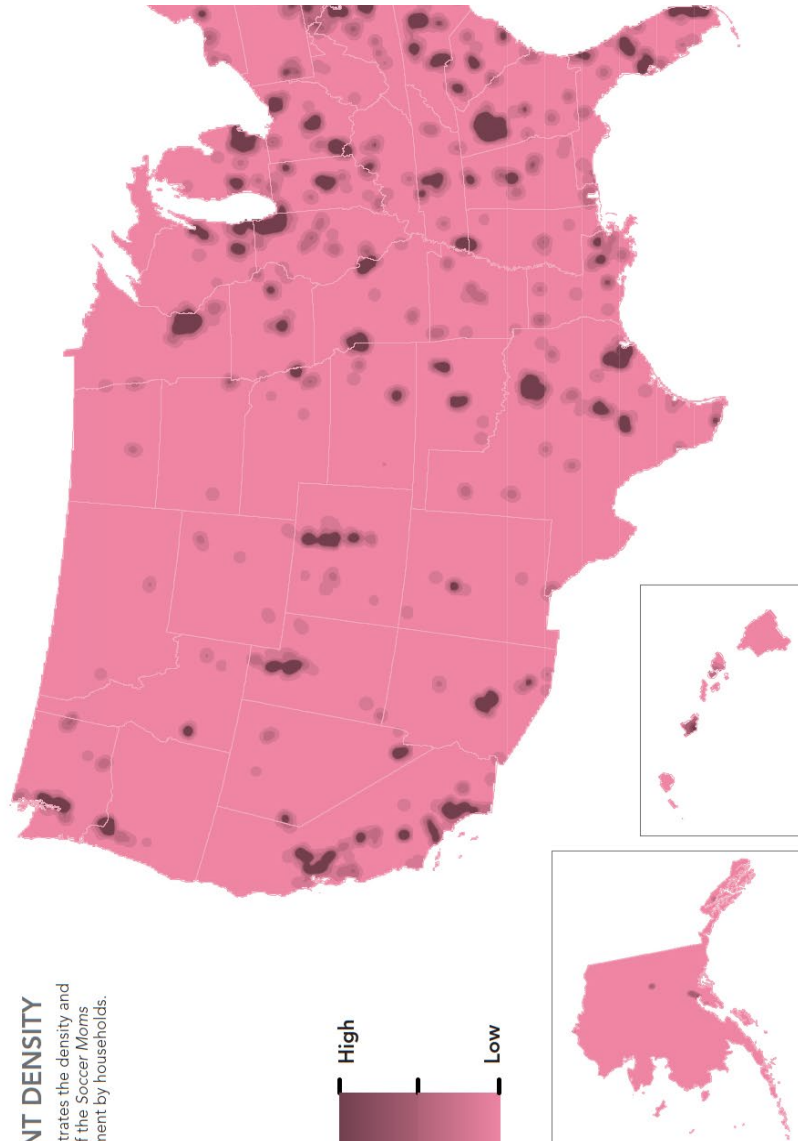
Esri developed three indexes to display average household wealth, socioeconomic and housing affordability for the market relative to US standards.



LifeMode Group: Family Landscapes
Soccer Moms

TAPE
 SEGMENT
 esri.com

VT DENSITY
 illustrates the density and
 of the Soccer Moms
 ment by households.



For more information
 1-800-447-9778
 info@esri.com
esr
 esri.com

We reserved Esri, the Esri globe logo, Tapestry, Bluewin, and arc.com are trademarks, service marks, or registered trademarks of Esri in the United States, the European Community, or other jurisdictions. Other companies and their names may be trademarks, service marks, or registered trademarks of their respective owners.



Professional Pride



LifeMode Group: Affluent Estates

Professional Pride

Households: 1,878,000

Average Household Size: 3.11

Median Age: 40.5

Median Household Income: \$127,000

RE WE?

Pride consumers are well-educated career professionals that have prospered through the Great Recession. To maintain their upscale suburban lifestyles, oriented couples work, often commuting far and long hours. However, their schedules are so busy that they must meet the needs of their school age children. Financially savvy; they invest wisely and benefit from a high rate of return on their investments and accumulated income. So far, these established professionals have accumulated an average of 1.5 million dollars in net worth, and their annual household income runs at twice the US level. They take pride in their newer homes, spend valuable time and energy upgrading. They are furnished with the latest in home trends, including finished basements equipped with home gyms and theaters.



OUR NEIGHBORHOOD

- Typically owner occupied (Index 173), single-family homes are in newer neighborhoods: 59% of units were built in the last 20 years.
- Neighborhoods are primarily located in the suburban periphery of large metropolitan areas.
- Most households own two or three vehicles; long commutes are the norm.
- Homes are valued at more than twice the US median home value, although three out of four homeowners have mortgages to pay off.
- Families are mostly married couples (almost 80% of households), and more than half of these families have kids. Their average household size, 3.11, reflects the presence of children.

SOCIOECONOMIC TRA

- Professional Pride consumers are well-educated, career professionals, qualified in the science, technology or finance fields; they've worked hard to build their professional reputations and start-up businesses.
- These consumers are willing to accumulate wealth in the stock market.
- They have a preferred financial institution; they regularly read financial news, and use the Internet for banking transactions.
- These residents are goal oriented and strive for lifelong earning and learning.
- Life here is well organized; routine is an ingredient to daily life.

Note: The index represents the ratio of the segment rate to the US rate. Consumer preferences are estimated from data by GMR, MRI.

LifeMode Group: Affluent Estates
Professional Pride
 TAPE SEGMENT
 esri.com

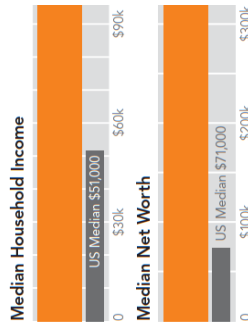
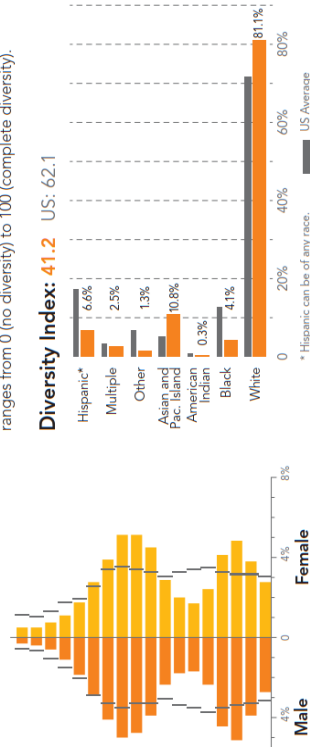
SEX
 (Esri data)

Age: **40.5** US: 37.6

RACE AND ETHNICITY
 (Esri data)

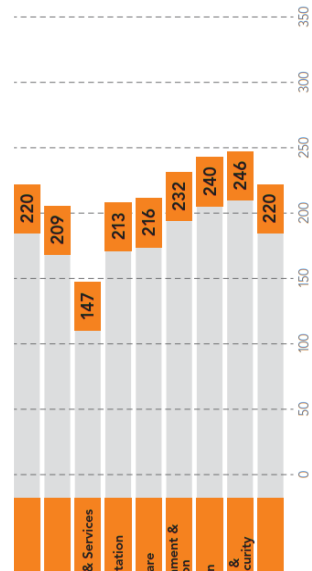
The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 41.2 US: 62.1



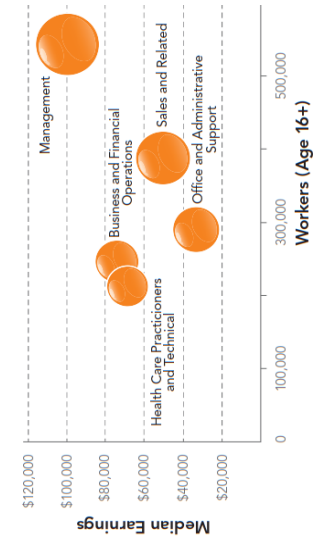
HOUSEHOLD BUDGET INDEX

Compares the average amount spent in this market's household budgets for apparel, etc., to the average amount spent by all US households. An index of 120 shows that average spending by consumers in this market is above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are compared by median earnings. Data from the Census Bureau's American Community Survey.



LifeMode Group: Affluent Estates
Professional Pride
 TAPE SEGMENT
 esri.com

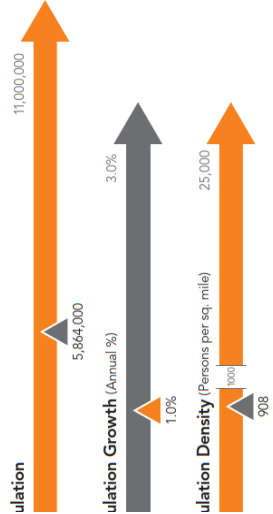
PROFILE

(Consumer preferences are estimated from data by GfK MRI)

luent travelers take several domestic trips a year, preferring to book their
 ets, accommodations, and rental cars via the Internet.
 take pride in their picture-perfect homes, which they continually upgrade. They
 ome Depot and Bed Bath & Beyond to tackle the smaller home improvement
 deling tasks but contract out the larger projects.
 ip with their busy households, they hire housekeepers or professional cleaners.
 are prepared for the ups and downs in life; they maintain life insurance; homeowners
 nsurance; as well as medical, vision, dental, and prescription insurance through work.
 ctively investing for the future; they hold 401(k) and IRA retirement plans, plus securities.
 rs spend on credit but have the disposable income to avoid a balance on their
 ds. They spend heavily on internet shopping; Amazon.com is a favorite website.
 's find time in their busy schedules for themselves. They work out in their home gyms,
 : least a treadmill, an elliptical, or weightlifting equipment. They also visit the salon
 egularly.
 members are avid readers; they read on their smartphones, tablets, and
 but also read hard copies of epicurean, home service, and sports magazines.
 , both young and old, are tech savvy; they not only own the latest and greatest in
 nartphones, and laptops but actually use the features each has to offer.

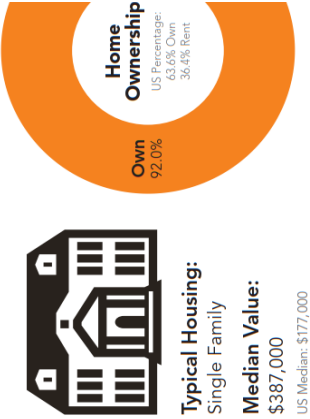
ATION CHARACTERISTICS

on, average annual population change since Census 2010, and average
 ation per square mile) are displayed for the market relative to the size
 nong all Tapestry markets. Data estimated by Esri.



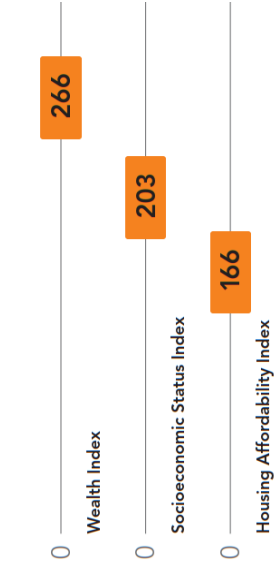
HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and rent are from the Census Bureau's American Community Survey.



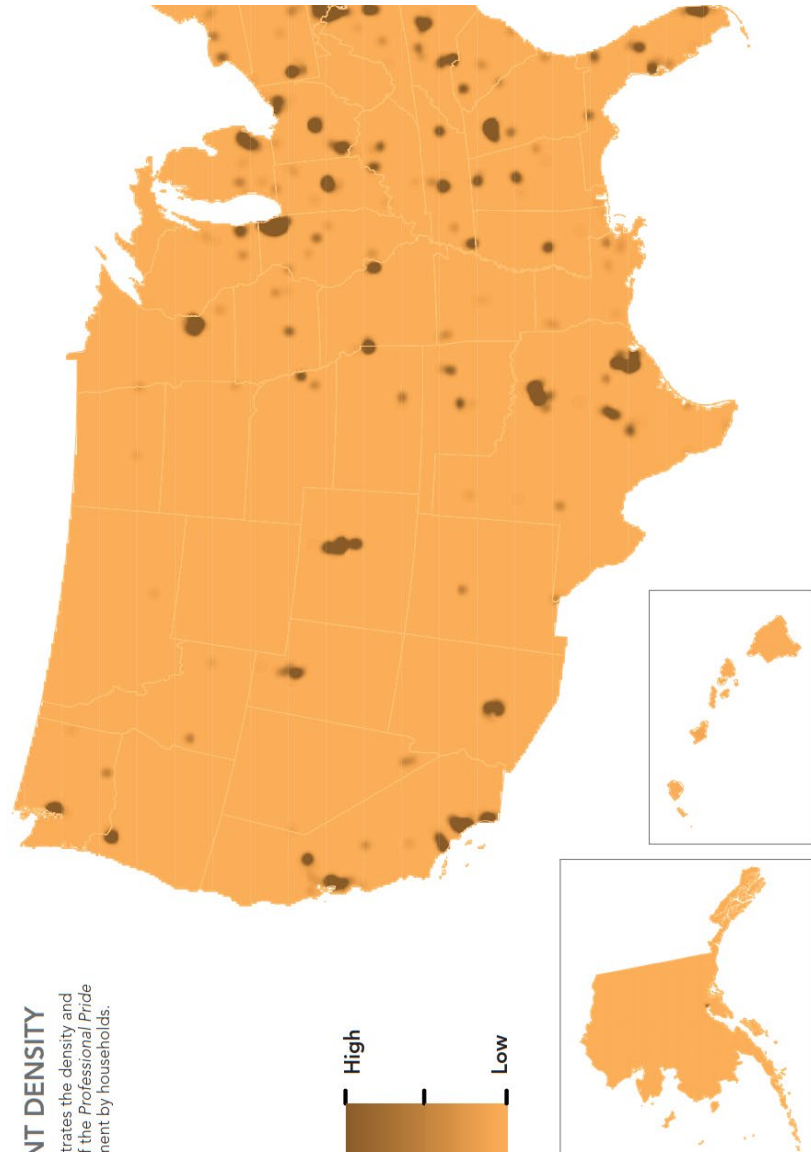
ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.



LifeMode Group: Affluent Estates
Professional Pride
 TAPE SEGMENT
 esri.com

NT DENSITY
 represents the density and
 of the Professional Pride
 ment by households.

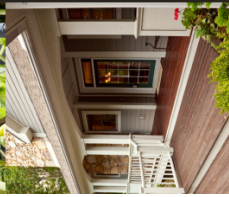


For more information
 1-800-447-9778
 info@esri.com
 esri.com

Esri, the Esri logo, Tapco, @esri.com, and esri.com are trademarks, service marks, or registered marks of Esri Inc. or its subsidiaries in the United States and other countries. Other brands and product names may be trademarks, service marks, or registered marks of their respective mark owners.

Green Acres



LifeMode Group: Cozy Country Living

Green Acres

Households: 3,923,400

Average Household Size: 2.70

Median Age: 43.9

Median Household Income: \$76,800

RE WE?

Acres lifestyle features country living and . They are avid do-it-yourselfers, maintaining their homes, with all the necessary power tools. Gardening, especially growing vegetables and flowers, is a priority, along with the right tools, tillers, and riding mowers. Outdoor living also features a variety of activities: hunting and fishing, motorcycling, hiking, and even golf. Self-described conservatives, Green Acres remain pessimistic about the future and are heavily invested in it.

OUR NEIGHBORHOOD

- Rural enclaves in metropolitan areas, primarily (not exclusively) older homes with acreage; new housing growth in the past 15 years.
- Single-family, owner-occupied housing, with a median value of \$235,500.
- An older market, primarily married couples, most with no children.

SOCIOECONOMIC TRAITS

- Education: More than 60% are college graduates.
- Unemployment is low at 3.8% (Index 107).
- Income is derived not only from wages, but also from self-employment (more of households), investments (27% of households) and increasingly, from retirement.
- They are cautious consumers with a focus on quality and durability.
- Comfortable with technology, more so than a trend: banking or paying bills is convenient; but the Internet is not viewed as entertainment.
- Economic outlook is pessimistic as pessimistic consumers are comfortable with debt as home and auto loans, and investments.

Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by GfK Mill.



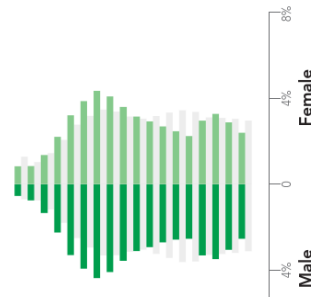
LifeMode Group: Cozy Country Living

Green Acres

TAPE SEGMENT
esri.com

SEX

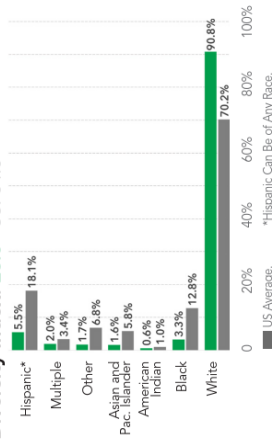
Age: 43.9 US: 38.2



RACE AND ETHNICITY

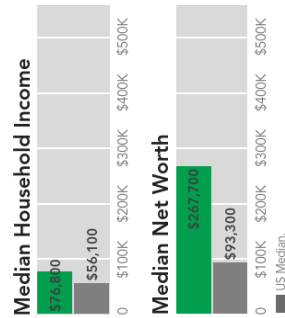
The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 26.0 US: 64.0



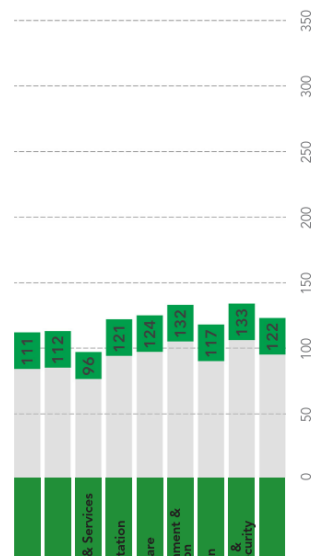
INCOME AND NET WORTH

Net worth measures total household assets (if investments, etc.) less any debts, secured (e.g. or unsecured (credit cards). Household net worth are estimated by Esri.



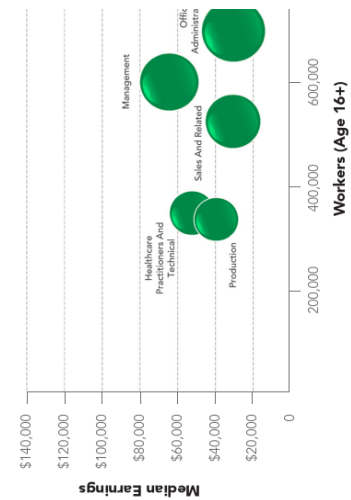
HOUSEHOLD BUDGET INDEX

Compares the average amount spent in this market's household budgets for food, apparel, etc. to the average amount spent by all US households. An index of 100 shows that average spending by consumers in this market is at the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market by median earnings. Data from the Census Bureau's American Community Survey.



LifeMode Group: Cozy Country Living Green Acres

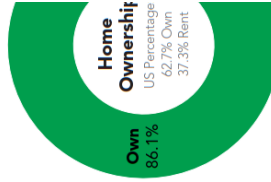


PROFILE (Consumer preferences are estimated from data by GfK MRI)

g choices reflect Green Acres' residents country life, including a variety of from trucks and SUVs to ATVs and motorcycles, preferably late model. ners favor DIY home improvement projects and gardening. choice are provided by satellite service, radio, and television, also with asis on country and home and garden. res residents pursue physical fitness vigorously, from working out on rcise equipment to playing a variety of sports. : are active in their communities and a variety of social organizations, from : to veterans' clubs.

HOUSING

Median home value is displayed for markets that are primary owner occupied; average rent is shown for renter-occupied. Tenure and home value are estimated by Esri. Housing type rent are from the Census Bureau's American Community Sur



Typical Housing:
Single Family
Median Value:
\$235,500
US Median: \$207,300



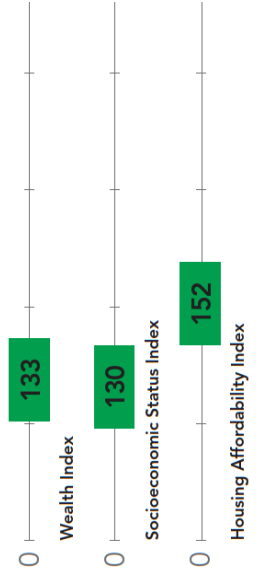
ATION CHARACTERISTICS

on, average annual population change since Census 2010, and average lation per square mile) are displayed for the market relative to the size mong all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

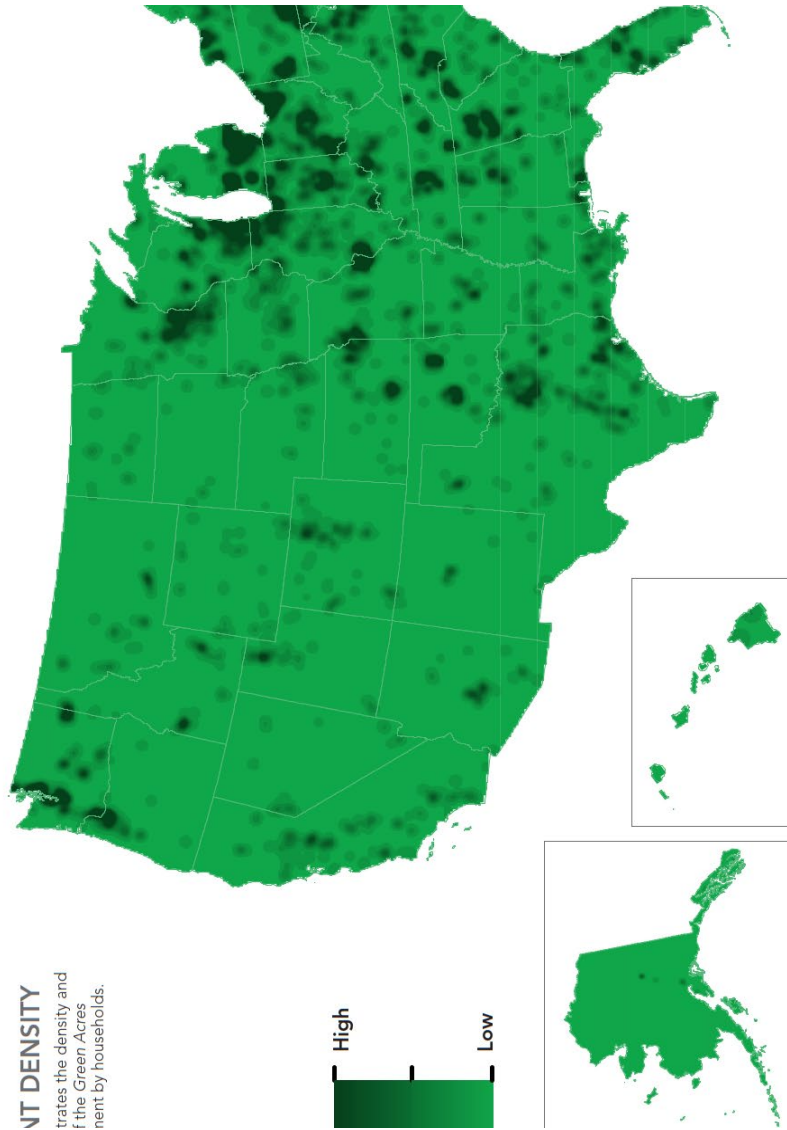
Esri developed three indexes to display average household wealth, socioeconomic and housing affordability for the market relative to US standards.



LifeMode Group: Cozy Country Living
Green Acres

TAPE
 SEGMENT
 esri.com

VT DENSITY
 trates the density and
 f the Green Acres
 nent by households.



For more information
 1-800-447-9778
 info@esri.com
 esri.com

We warrant that the data is accurate as of the date of the data collection. The data is not intended to be used for legal purposes. The data is not intended to be used for legal purposes. The data is not intended to be used for legal purposes.