



AGENDA
PLANNING & ZONING COMMISSION REGULAR MEETING
THURSDAY, OCTOBER 3, 2019
1371 WEST FM 550 - MCLENDON-CHISHOLM, TEXAS 75032
6:30 PM

Page

- | | |
|---------|--|
| | 1. CALL TO ORDER |
| | 2. INVOCATION AND PLEDGE OF ALLEGIANCE TO U.S. AND TEXAS FLAGS |
| | 3. ITEMS FOR CONSIDERATION |
| 3 - 9 | 3.1. Minutes of August 15, 2019 Planning & Zoning Commission Meeting
August 15, 2019 P&Z Draft Minutes |
| 10 - 24 | 3.2. Public hearing, discussion and action regarding a request by Anthony Crowley on behalf of Ty Davenport, seeking approval of a Final Plat for Davenport Estates, 6.188 acres, part of Rockwall CAD Parcel ID No. 11452, K Latham Survey, Tract 67, generally located on Smith Road, south of FM 550.
City Planner Report - Davenport Estates Final Plat
City Engineer's Report |
| | 3.3. Schedule Future Agenda Items. |
| 25 - 68 | 3.4. Discussion regarding review of the City's Comprehensive Plan including evaluating the current vision/mission statement.
Staff Report - Evaluating Comprehensive Plan
Comprehensive Plan Approved 2016
Zoning Map May 2019
City Limit/ETJ Map March 2019
Future Land Use Map December 2017 |
| | 4. ADJOURN |

I, Lisa Palomba, do hereby certify that the above Notice of Meeting of the Planning & Zoning Commission of McLendon-Chisholm, Texas was posted on or before 5:00 p.m., September 26, 2019 on the outside bulletin board at City Hall, a place convenient and readily accessible to the public at all times.



**Planning & Zoning Commission
City of McLendon-Chisholm, Texas
Regular Meeting Minutes
Thursday, August 15, 2019**

The Planning & Zoning Commission of the City of McLendon-Chisholm convened in Regular Session on Thursday, August 15, 2019, at City Hall, 1371 West FM 550, McLendon-Chisholm, Texas, with the following members present:

Members Present:	Robert Rhode	Chairperson
	Lesley Schwalje	Vice Chairperson
	Jody Wright	Commissioner
	Daniel Tucker	Commissioner
	Tommy Baugh	Commissioner
	Daniela Swindoll	Commissioner (Alternate-Not Voting)

Members Absent:	Jason Linscott	Commissioner (Alternate)
-----------------	----------------	--------------------------

Staff Present:	Lisa Palomba	City Administrator/City Secretary
	Karl Crawley	City Planner (Masterplan)

1. CALL TO ORDER

Chairperson Rhode called the meeting to order at 6:30 p.m.

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

Chairperson Rhode provided the Invocation and led the Pledge of Allegiance to the U.S. and Texas Flags.

3. ITEMS FOR CONSIDERATION

3.1. Consider approval of Minutes for May 16, 2019 Planning & Zoning Commission Regular Meeting

MOTION: Approval minutes of May 16, 2019 as presented.

MADE BY: Commissioner Baugh
SECONDED BY: Commissioner Wright
APPROVED: Unanimously by members present

3.2. Consider approval of Minutes for July 18, 2019 Planning & Zoning Commission Regular Meeting

MOTION: Approval minutes of July 18, 2019 as presented.

MADE BY: Commissioner Baugh
SECONDED BY: Commissioner Wright
APPROVED: Unanimously by members present

3.3. Public hearing, discussion and action considering the application of J.K. Webb Properties requesting an amendment to the existing Kingsbridge Planned Development Office 1 Zoning District to change the rear building setback to 15' and to allow a maximum lot coverage requirements of 80% for a purchasing office to be built. The property location is described as 1.065 acres, also described as 5763 South State Highway 205, as described in Exhibit D of the Kingsbridge Planned Development District, McLendon-Chisholm, requested by Kevin Webb.

City Planner, Karl Crawley, presented the following report:

APPLICANT: J. K. Webb Properties
5763 South State Highway 205
Rockwall, Texas 75032

LOCATION: 5763 South State Highway

ZONING: PD (Kingsbridge)

REQUEST: The applicant requests approval of an amendment to a portion of the existing Planned Development District for Office (PD-01)

PROPERTY OWNER: J. K. Webb Properties
5763 South State Highway 205
Rockwall, Texas 75032

REPRESENTATIVE: Kevin Webb

BACKGROUND INFORMATION:

The request site is a portion of the larger PD for Kingsbridge which contains approximately 227 acres of land. Contained in the overall PD are separate Land Use Classifications which were established with defined areas in Exhibits attached to the PD. This site is located in the area designated as Office (PD-O1) and contains approximately 13.34 acres of land as described in Exhibit D in the PD.

The PD-O1 area is defined as permitting the development of low intensity office buildings and associated accessory uses. Land uses allowed in PD-O1 are those

allowed in the City's O1 zoning district. The development standards are defined in the PD. The O1 area of this PD allows a maximum height of 35 feet and a maximum lot coverage of 50% of the lot area which includes buildings, parking spaces or other impervious materials.

The existing Zoning Ordinance for the City of McLendon Chisholm defines lot coverage as "the percentage of the total lot area of a lot occupied by the base (first story or floor) of buildings located on a lot." This definition differs from that contained in the existing PD. The proposed amendment would create a new tract within the PD-01 portion of the large Kingsbridge PD that would be regulated separately from the remainder of the existing PD-O1 tract.

The proposed subarea would allow lot coverage by the same standards as the O1 District in the remainder of McLendon Chisholm. The maximum lot coverage in the O1 District is 40% and would be defined as in the zoning ordinance, i.e. limited to area of the first floor of the building. The existing PD-O1 tract established development standards based on those in an O1 District with some exceptions which the existing development and proposed new building must currently follow. Included in your docket material is a Site Plan for illustrative purpose only. The PD requires a Site Plan to be reviewed by the P&Z and approved by the City Council prior to the issuance of a building permit. The attached Site Plan does not contain enough information to qualify as a Development Plan and one will be required prior to issuance of a building permit. The existing PD has its own development standards and therefore the commercial development standards contained in Section 4-13 do not apply in this instance.

The proposed development of an additional office building is appropriate at this location. The existing land use to the northwest is a commercial development, the Oasis Beach and Tennis Club; the other surrounding areas are undeveloped and either are contained in the same PD-O1 tract or outside the City limits. The scale of the proposed office building is of the same character as the existing building and will blend in with the surroundings. The proposed change in development standards for lot coverage is in keeping with that allowed in the existing O1 district found in the Zoning Ordinance.

COMPREHENSIVE PLAN: The Future Land Use Map of the Comprehensive Plan (see attached) recommends Commercial uses for this Site. The requested amendment complies with the Comprehensive Plan.

STAFF RECOMMENDATION: APPROVAL.

The proposed new 'subarea' within the PD-O1 portion of the larger Kingsbridge PD is appropriate for this location and the proposed office building is of the scale of the existing building.

Amending conditions for PD-O1; Subarea 1 within the PD-O1 for the Kingsbridge PD will consist of Lot 1, Block A of Kingsbridge Phase 2A.

Existing Office (PD-O1) regulations:

Buildings, structure and land within the O1 Area shall be developed in accordance with area and dimensional regulations as provided in the O1 District, with the following exceptions:

- a. **Maximum height:** 35 feet
- b. **Maximum lot coverage:** 50% of the lot area is the maximum area to be covered by buildings, parking spaces or other impervious materials, except that Subarea 1 within the O1 Area will have a maximum lot coverage of 40% as defined in the zoning ordinance of the City of McLendon-Chisholm.
- c. In Subarea 1, those provisions contained in the Zoning Ordinance, Section 4-13 Commercial Development Standards, E.1. Building Form for maximum single floor area and maximum length of any building wall do not apply.
- d. In Subarea 1, parking must comply with Section 6-7 Off-street parking and loading requirements, except for the use listed as Other Office or Professional Business must provide parking at a ratio of one space per 330 sq. ft. of floor area.

Vice Chairperson Rohde opened the public hearing.

Commissioner Wright asked for clarification that maximum lot coverage in this district is 50%?

City Planner Crawley stated she is right, he did put 40% in there.

Vice Chairperson Schwalje had two questions. Just to clarify, what we are voting on tonight is only for this lot, or is it for the office use of the whole PD.

City Planner Crawley clarified that is it is just for this lot.

Donnie Evans, Altura Homes. We envision that building to be very similar to the building we have right now.

Commissioner Wright asked if this is on the street, correct? It is on 205?

Mr. Evans stated yes, it is.

Commissioner Wright confirmed that it will be comparable as you are entering that subdivision.

Mr. Evans confirmed.

Commissioner Wright stated she is looking at the lighting. She wants to confirm it is fully shielded with 80-degree cutoff. She wants to make sure she understands that the neighborhood behind this property will be protected. She asked for somebody to explain exactly what that 80-degree cutoff means and how this potentially could impact homeowners in and around the area.

Mr. Evans stated he does not think anything they do will affect anything around any particular area. They have very low lighting around the eaves of the building which he doesn't see as any more than a normal residential would do.

Commissioner Wright asked where the off-street parking is? Is that actually located in the Kingsbridge neighborhood or what are we referring to in the paper where it says off-street parking?

Mr. Evans pointed out that they have a diagram that shows the off-street parking.

City Planner Crawley stated all the parking around those two buildings is considered off-street parking.

Commissioner Wright asked if this usage is for professional office, right? Is that what it's designated for?

Evans - Yes. We're going to have our office and bring in a title company out there too.

Chairperson Rohde closed the public hearing at 6:49 p.m.

MOTION: Approval of an amendment to the existing Kingsbridge Planned Development Office 1 Zoning District to change the rear building setback to 15' and to allow a maximum lot coverage requirement of 80% (40% as defined in the McLendon-Chisholm Zoning Ordinance) for a purchasing office to be built.

MADE BY: Vice Chairman Schwalje

SECONDED BY: Commissioner Wright

APPROVED: Unanimously by members present

3.4. Discussion and action regarding a Development Plan and Landscape Plan for property related to the application of J.K. Webb Properties requesting an amendment to the existing Kingsbridge Planned Development Office 1 Zoning District for a purchasing office to be built. The property location is described as 1.065 acres, also described as 5763 South State Highway 205, as described in Exhibit D of the Kingsbridge Planned Development District, McLendon-Chisholm, requested by Kevin Webb.

City Planner, Karl Crawley, presented the following staff report:

APPLICANT: J.K. Webb Properties
5736 South State Highway 205
Rockwall, TX 75032

LOCATION: 5763 South State Highway 205

ZONING: PD (Kingsbridge)

REQUEST: The applicant requests approval of a Development Plan and Landscape Plan for a portion of the existing Planned Development District for Office (PD-O1)

PROPERTY OWNER: J.K. Webb Properties
5763 South State Highway 205
Rockwall, TX 75032

REPRESENTATIVE: Kevin Webb

BACKGROUND INFORMATION:

The request site is a portion of the larger PD for Kingsbridge which contains approximately 227 acres of land. Contained in the overall PD are separate Land Use Classifications which were established with defined areas in Exhibits attached to the PD. This site is located in the area designated as Office (PD-O1) and contains approximately 13.34 acres of land as described in Exhibit D in the PD.

The PD-O1 area is defined as permitting the development of low intensity office buildings and associated accessory uses. Land uses allowed in PD-O1 are those allowed in the City's O1 zoning district. The existing PD (and amendment proposed by the applicant) requires approval of a Development Plan and Landscape Plan by the City Council after a recommendation by the Planning and Zoning Commission.

The proposed Development Plan calls for a new one-story office building with approximately 7200 square feet of floor area. The proposed Plan complies with the parking requirements in the existing Zoning Ordinance and the setbacks in both the existing Zoning Ordinance and as proposed in the amendment.

The proposed Landscape Plan delineates the existing landscaping/trees on the site and added landscaping in conjunction with the proposed building.

The proposed development of an additional office building is appropriate at this location. The existing land use to the northwest is a commercial development, the Oasis Beach and Tennis Club; the other surrounding areas are undeveloped and either are contained in the same PD-O1 tract or outside the City limits. The scale of the proposed office building is of the same character as the existing building and will blend in with the surroundings. The proposed change in development standards for lot coverage is in keeping with that allowed in the existing O1 district found in the Zoning Ordinance.

COMPREHENSIVE PLAN: The Future Land Use Map the Comprehensive Plan (see attached) recommends Commercial uses for this Site. The requested amendment complies with the Comprehensive Plan.

STAFF RECOMMENDATION: APPROVAL.

The proposed new 'subarea' within the PD-O1 portion of the larger Kingsbridge PD is appropriate for this location and the proposed office building is of the scale of the existing building.

MOTION: APPROVE AN AMENDMENT TO THE EXISTING KINGSBRIDGE PLANNED DEVELOPMENT OFFICE 1 ZONING DISTRICT FOR A PURCHASING OFFICE TO BE BUILT.

MADE BY: Vice Chairperson Schwalje
SECONDED BY: Commissioner Baugh
APPROVED: Unanimously by members present

3.4. Schedule Future Meetings

Commissioner Wright expressed her thoughts that they need to create a vision statement regarding the Comprehensive Plan.

City Planner Crawley defined a visioning statement and asked if that is the direction they want to go. He can provide samples of visioning statements.

Commission Baugh asked about the Comprehensive Plan.

Commission Wright asked what can go into a visioning statement.

City Planner Crawley discussed the Comprehensive Plan and the visioning statement.

The Commission directed Palomba to place Comprehensive Plan discussion on the next agenda which is scheduled for September 19, 2019

4. ADJOURN

There being no further business to discuss, the meeting was adjourned at 7:06 p.m.

ATTEST:

APPROVED:

Lisa Palomba, City Secretary

Robert Rohde, Chairman



PLANNING AND ZONING COMMISSION CITY OF MCLENDON-CHISHOLM, TEXAS

DATE: October 3, 2019

APPLICANT: Anthony Crowley
1121 Dallas Dr. Ste. 6
Denton, TX 76205

LOCATION: Smith Road & FM 550 / Rockwall County ID# 11452

ZONING: AG District

REQUEST:

Approval of a final plat of a 6.88-acre property to construct a single-family residence on the portion of the property zoned A District with frontage on Smith Road.

PROPERTY OWNER: Ty Davenport
1730 S. Hwy 205
McLendon-Chisholm, TX 75032

REPRESENTATIVE: Anthony Crowley

STAFF RECOMMENDATION: APPROVAL, the plat meets all the technical requirements and complies with zoning and subdivision regulations.

CONDITIONS:

Prior to the issuance of any authorization for construction of infrastructure, drainage, or structures, the final civil engineering plans be reviewed and approved by the City's Engineer.

BACKGROUND INFORMATION:

The proposed final plat consists of one proposed lot of record in the A District. The applicant has conveyed the purpose of the plat is to create one legal building site for a single-family residence. In the A District, Single Family is an allowed use. The width of the parcel existed before the adoption of the Zoning Ordinance in 2007, and as such, is legal non-conforming. The proposed plat complies with the following zoning regulations of the A District:

DEVELOPMENT STANDARD	A DISTRICT (minimum)	PROPOSAL
Lot area	2.5 acres	5.981 acres*
Lot width	300 feet	299.6 feet**
Lot depth	200 feet	898.7 feet

*Excludes 0.206-acre portion of property to be dedicated to the city for Smith Road.

** Legal non-conforming.

Planning and Zoning Commission recommended approval and the **City Council** approved the Preliminary Plat.

STAFF RECOMMENDATION: APPROVAL.

The final plat meets all technical requirements and complies with all zoning and subdivision regulations. Staff recommends approval subject to the conditions listed below.

NOTE: This item was supposed to be held on September 19, 2019; however, there was no Quorum at the hearing in the mentioned meeting. Therefore, it was scheduled for October 3, 2019.

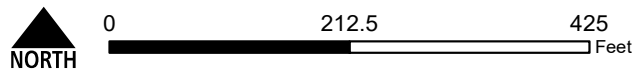
CONDITIONS:

1. Access: The proposed plat would leave a 3.85-acre remainder not part of the proposed plat. In order to ensure future access to this remainder, the applicant has agreed to dedicate a 20-foot wide access easement, by separate instrument, from the remainder parcel to FM 550. Said easement must be recorded by separate instrument at Rockwall County, and the recordation information must be cited on the final plat. It is the city's understanding that the remainder parcel will be incorporated into adjacent parcels and will have permanent access to public right-of-way in the future. **This condition has been met per the attached recorded Access Easement.**
 2. Engineering/Utility Connection: Prior to the issuance of any authorization for construction of infrastructure, drainage, or structures, the final civil engineering plans be reviewed and approved by the City's Engineer.
 3. Thoroughfare/Streets: The applicant is dedicating 30 feet of property to the centerline to align with a proposed right-of-way of 60 feet for Smith Road. The right-of-way dedication will leave 5.981 acres for private development. **This condition has been met.**
-

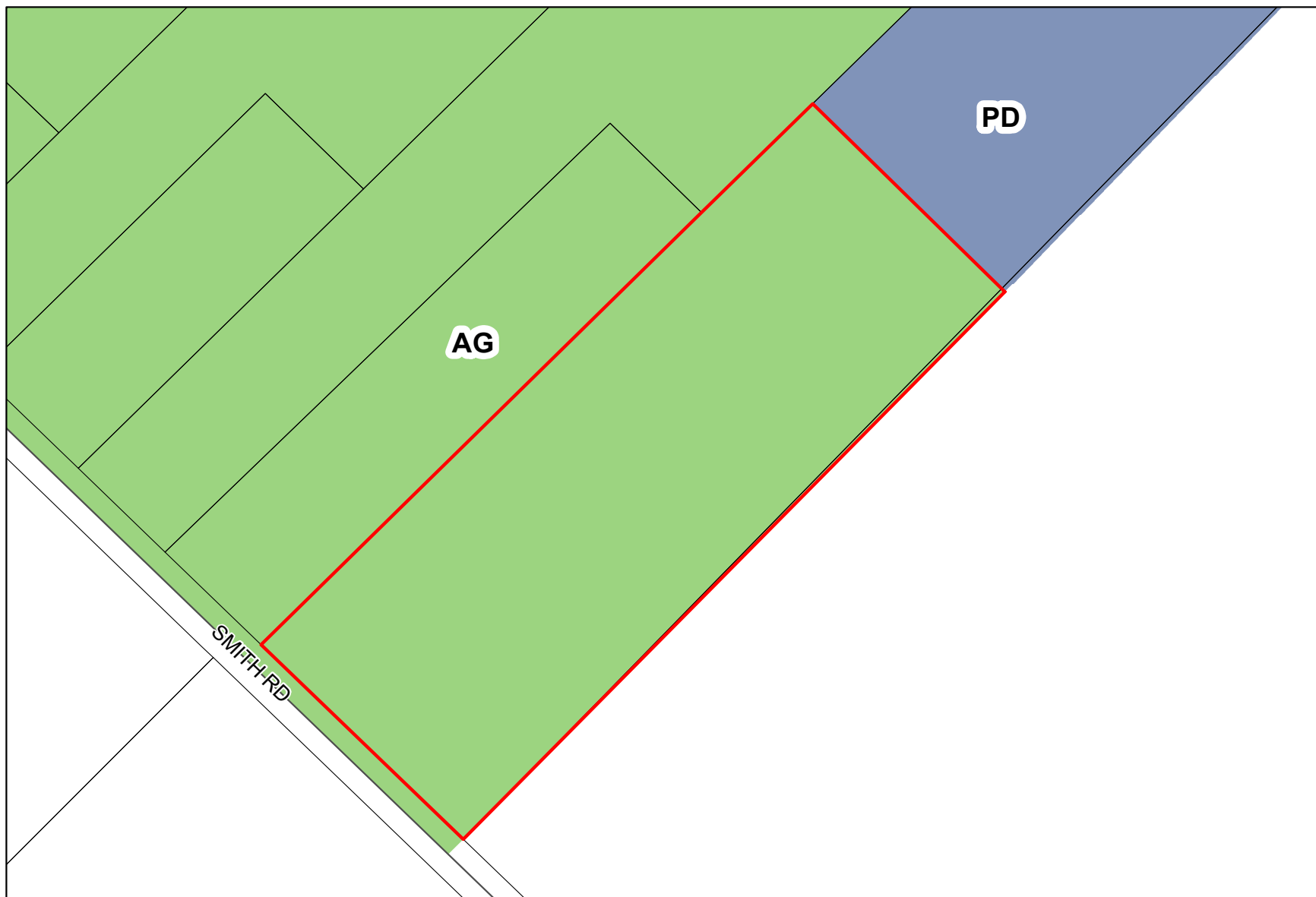


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

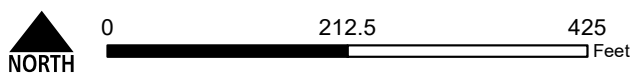
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the ground survey and represents only the approximate relative location of property boundaries. (Texas Government Code § 2051.102)



**Aerial
Davenport Plat**



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. (Texas Government Code § 2051.102)



Zoning Map
Davenport Plat



CITY OF McLENDON-CHISHOLM
PLAT APPLICATION

Application Date: 08.30.19

Items Submitted. Check all that Apply:

- ☐ Preliminary Plat: \$175 per lot + \$10 per acre (acreage rounded to the nearest whole acre) + ALL Consultant Costs
- ☒ Final Plat: \$150 per lot + \$10 per acre (acreage rounded to the nearest whole acre) + ALL Consultant Costs
- ☐ Replat/ Amended Plat: \$150 per lot + \$10 per acre (acreage rounded to the nearest whole acre) + ALL Consultant Costs
- ☐ Digital Copy of Submitted Plat/Plan (required)
- ☐ Site Plan
- ☐ Concept Plan
- ☐ Planned Development
- ☐ Vacation of Plat

General Information:

Addition Name (if platted): Davenport Estates Current Zoning: AG

No. of Acres: 6.188 No. of Lots: 1 Proposed Zoning: AG

General Location of Property: Smith Road & FM 550

Proposed Use for Property: AG/Single Family Residence

Applicant Name: Anthony Crowley

Company: Crowley Surveying

Address: 1121 Dallas Dr. STE 6 City, State, Zip: Denton, TX 76205

Phone(s): 469-850-2757 Email: acrowley@crowleysurveying.com

Owner Name: Ty Davenport

Address: 1730 S. Hwy 205 City, State, Zip: McLendon-Chisolm, TX 75032

Legal Description of the Property: A0133 K LATHAM, TRACT 67, ACRES 10

County Parcel ID: 11452

Other Information: Anthony Crowley is authorized to be the agent/applicant

Page 1 of 2

Waiver

I agree to waive, and do hereby waive, the statutory time limit for plat approval in accordance with Section 212.009 of the Local Government Code. Yes X No

Signature: Anthony Ray Crowley

Development Fees

The City recognizes that professional guidance is necessary when undertaking any land use project including platting, zoning or Board of Adjustment applications. Therefore, the City will provide a one-hour or 2 one-half hour complimentary professional consultation with the City Planner and/or City Engineer. These complimentary consultation(s) will be arranged by City Staff. Limit of one complimentary consultation per property.

The applicant must pay the actual fee (very small & simple projects) or deposit the estimated fee with the City prior to the consultants beginning work on their application. Should the actual consultant cost exceed the estimate, the applicant will be required to deposit additional monies with the City before work on their application continues. Unused deposit monies will be refunded to applicant within 60 days of project conclusion.

ALL Consulting Costs - Includes City Planning, City Engineer, Legal Fees and any other outside Consultant costs incurred by the City. All outstanding fees must be paid by the applicant prior to their application being placed on the agenda of the Planning & Zoning Commission, City Council or BOA, nor will building permits be issued with fees outstanding.

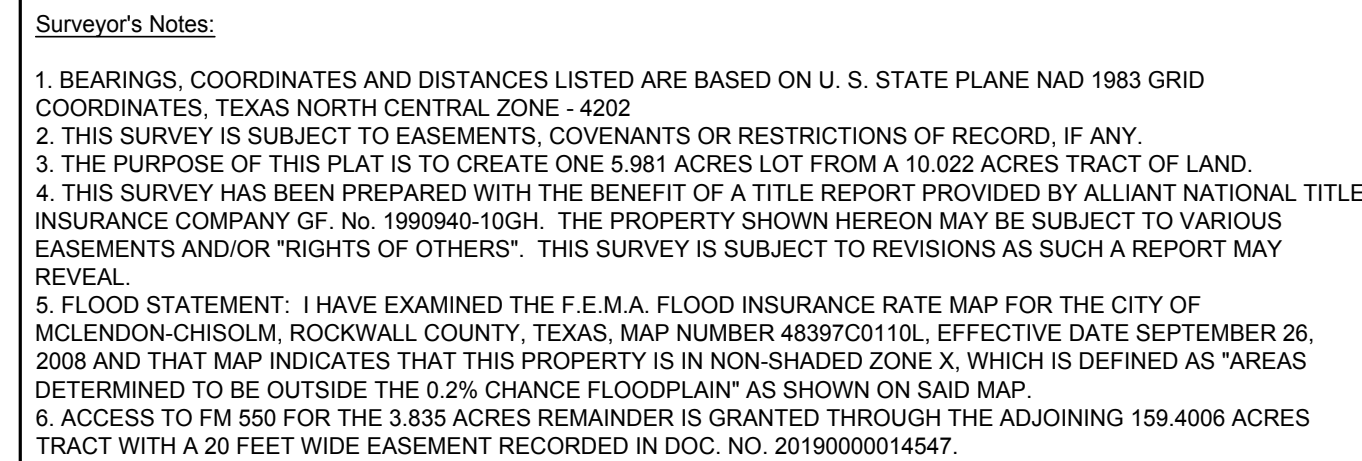
I hereby certify that I am the owner, or duly authorized agent of the owner, for the purpose of this application. All information submitted herein is true and correct and the application fee of \$ 220 to cover the cost of this application, has been paid to the City of McLendon-Chisholm on this 12TH day of JULY, 2019.
\$500 RECEIVED

Further, I hereby certify that I understand and agree to the development and consulting fees and costs as stated above and agree to pay all outstanding fees and costs to the City prior to the application being placed on the agenda for consideration by the Planning & Zoning Commission and/or City Council.

Signature of Applicant: Anthony Ray Crowley

(Seal)

City Secretary: _____



_____ = SUBJECT TRACT BOUNDARY

■ = 1/2" IRS W/
AN ALUMINUM CAP
STAMPED "RPLS 6484"

() = CALL FROM RECORD AS NOTED

○ = MONUMENT FOUND AS NOTED

 = RIGHT-OF-WAY
DEDICATED BY THIS PLAT



DATE 7/11/2019		SCALE - 1" = 100'	
OWNER: TY DAVENPORT 1730 S STATE HIGHWAY 205 McLendon-Chisolm, TX 75032		ANTHONY RAY CROWLEY, R.P.L. # 6484 CROWLEY SURVEYING 1121 DALLAS DRIVE, SUITE 6 DENTON, TEXAS 76205 FRN: 10194203 (469) 850-2757 OFFICE (940) 567-2155 FAX	



20190000014547 1/3 EASEMENT 08/23/2019 03:31:07 PM

EASEMENT

STATE OF TEXAS

§

Know All Men By These Presents:

COUNTY OF ROCKWALL

§

§

Date:

August 23, 2019

Grantor:

The Chiefton 2X Limited Partnership

Grantor's Mailing Address:

**1730 Highway 205 South
Rockwall, Texas 75032
Rockwall County**

Grantee:

Tyrone E. Davenport and wife, Cheryl Anne Davenport

Grantee's Mailing Address:

**1730 Highway 205 South
Rockwall, Texas 75032
Rockwall County**

Consideration:

The sum of Ten Dollars (\$10.00) cash in hand paid and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Grantor has Granted Sold and Conveyed this Right of Way and Easement and by these presents do Grant, Sell and Convey unto said Grantee his heirs and assigns the free and uninterrupted use, liberty, privilege and easement of passing in, upon and across a called 159.4006 acres tract recorded in Volume 4464, Page 283 of the Official Public Records of Rockwall County, Texas

Easement:

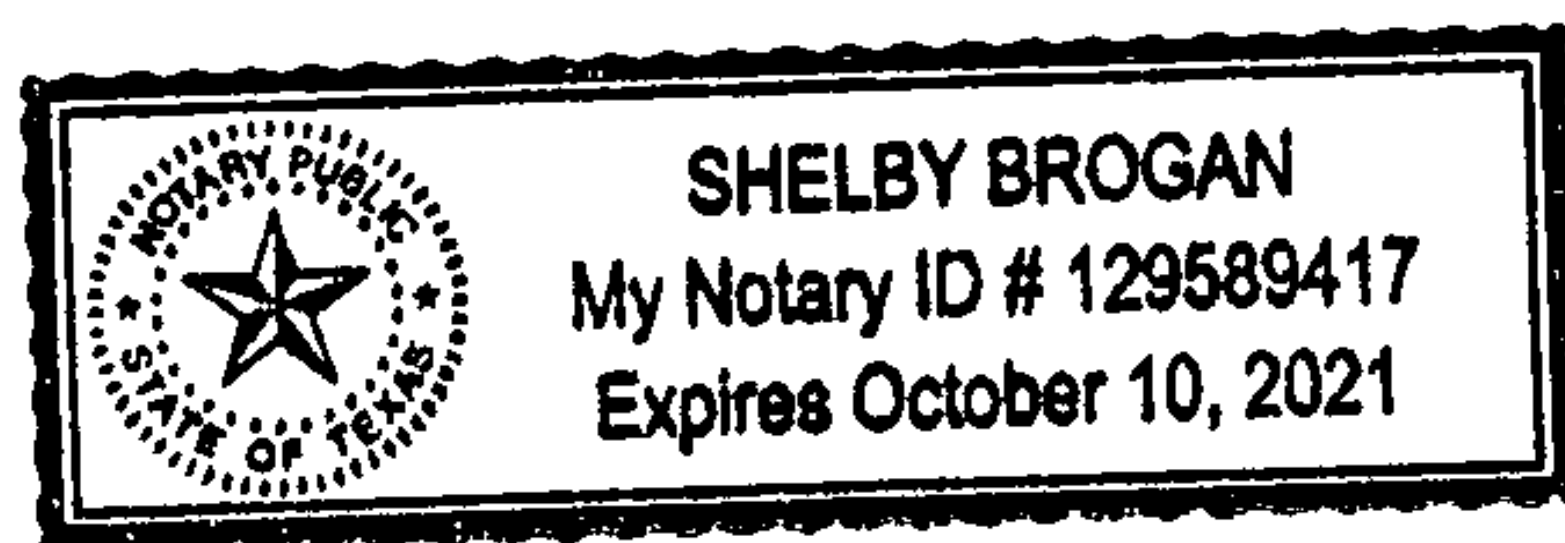
A 1.46 acres 20 feet wide access easement across that certain lot, tract or parcel of land situated in the KING LATHAM SURVEY, ABSTRACT NO. 133, Rockwall County, Texas, and being in a called 159.4006 acres tract of land described in a Special Warranty deed from Tyrone E. Davenport and Cheryl Anne Davenport to The Chiefton 2X, LP, dated March 8, 2006 and being recorded in Volume 4464, Page 283 of the Official Public Records of Rockwall County, Texas, and said 1.46 acres easement being described in Exhibit "A" attached hereto and made a part hereof.

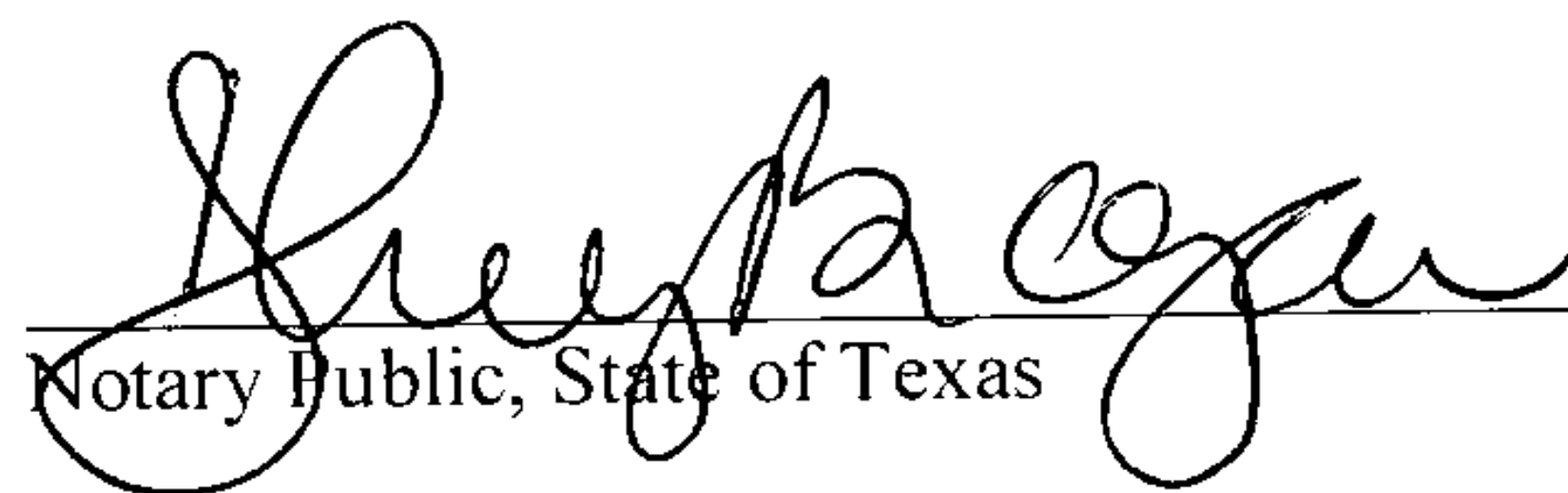

Tyrone E. Davenport

(Acknowledgment)

STATE OF TEXAS
COUNTY OF ROCKWALL

This instrument was acknowledged before me on the 23rd day of August 2019, by
Tyrone E. Davenport.



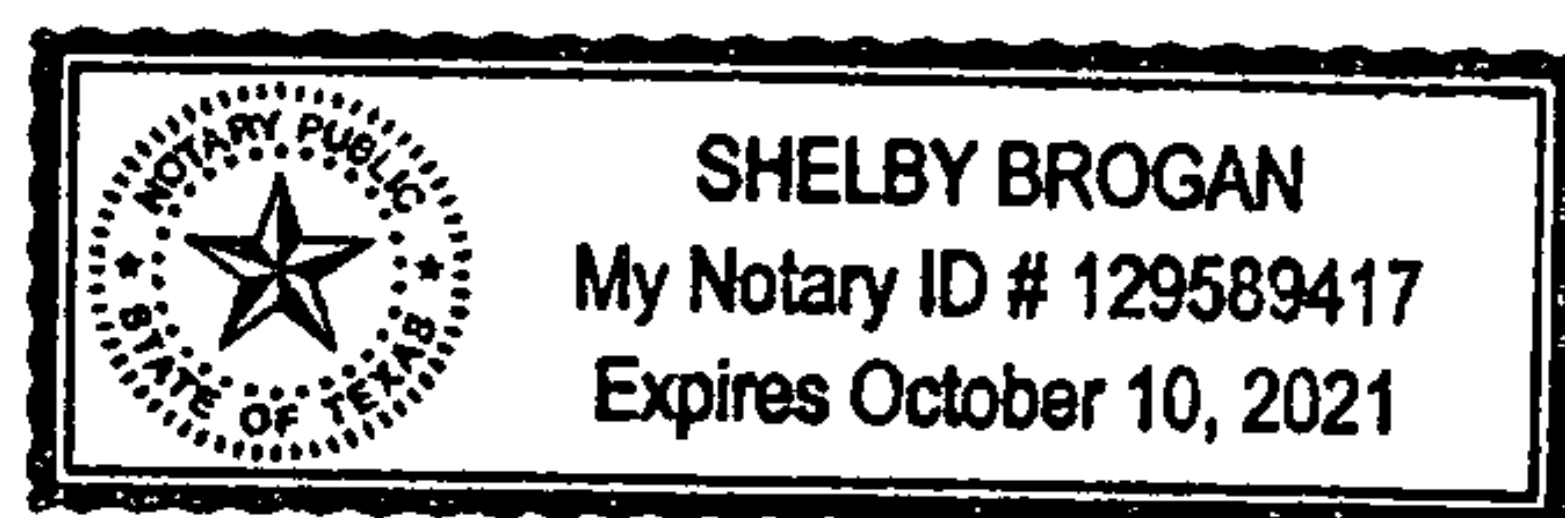

Notary Public, State of Texas

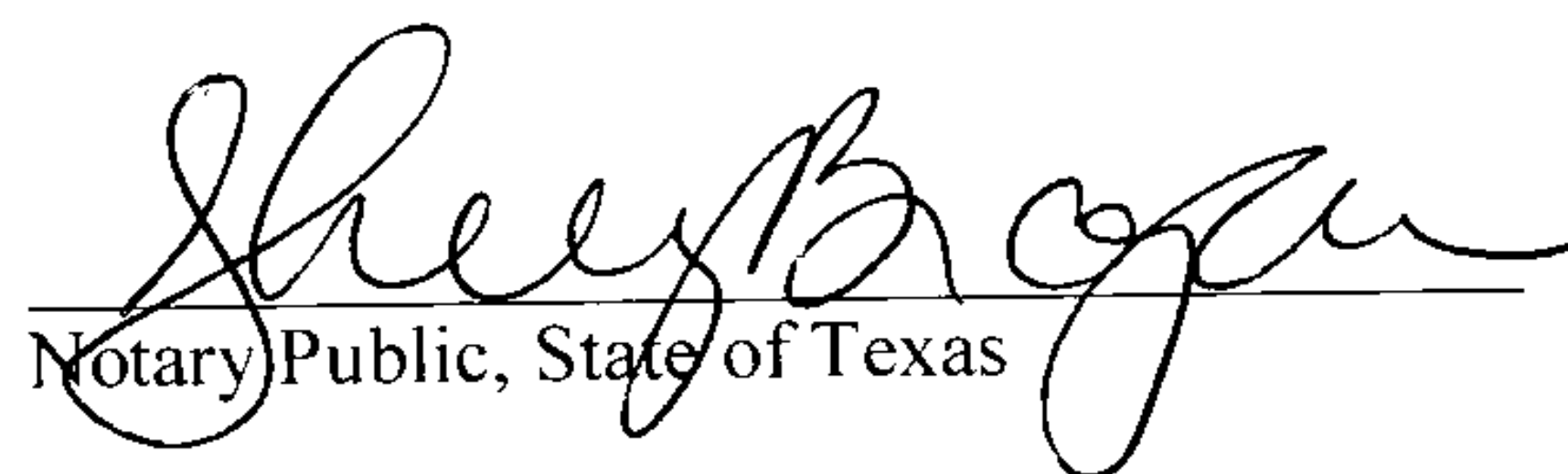

Cheryl Anne Davenport

(Acknowledgment)

STATE OF TEXAS
COUNTY OF ROCKWALL

This instrument was acknowledged before me on the 23rd day of August 2019, by
Cheryl Anne Davenport.




Notary Public, State of Texas

AFTER RECORDING RETURN TO:

The Chiefton 2X Limited Partnership
1730 Highway 205 South
Rockwall, Texas 75032
Rockwall County

EXHIBIT "A"
20 FOOT ACCESS EASEMENT

BEING a 1.46 acres 20 foot wide access easement across that certain lot, tract or parcel of land situated in the KING LATHAM SURVEY, ABSTRACT NO. 133, Rockwall County, Texas, and being a part of a 159.4006 acres tract of land as described in a Special Warranty deed from Tyrone E. Davenport and Cheryl Anne Davenport to The Chiefton 2X, LP, dated March 8, 2006 and being recorded in Volume 4464, Page 283 of the Official Public Records of Rockwall County, Texas, and being more particularly described as follows:

BEGINNING at a 1/2" iron rod found for corner in the southeast right-of-way line of F.M. 550, said point being at the west corner of said 159.4006 acres tract of land;

THENCE N. 45 deg. 00 min. 00 sec. E. along said right-of-way line, a distance of 20.00 feet;

THENCE S. 44 deg. 47 min. 44 sec. E. a distance of 1458.89 feet;

THENCE N. 45 deg. 05 min. 25 sec. E. a distance of 212.97 feet;

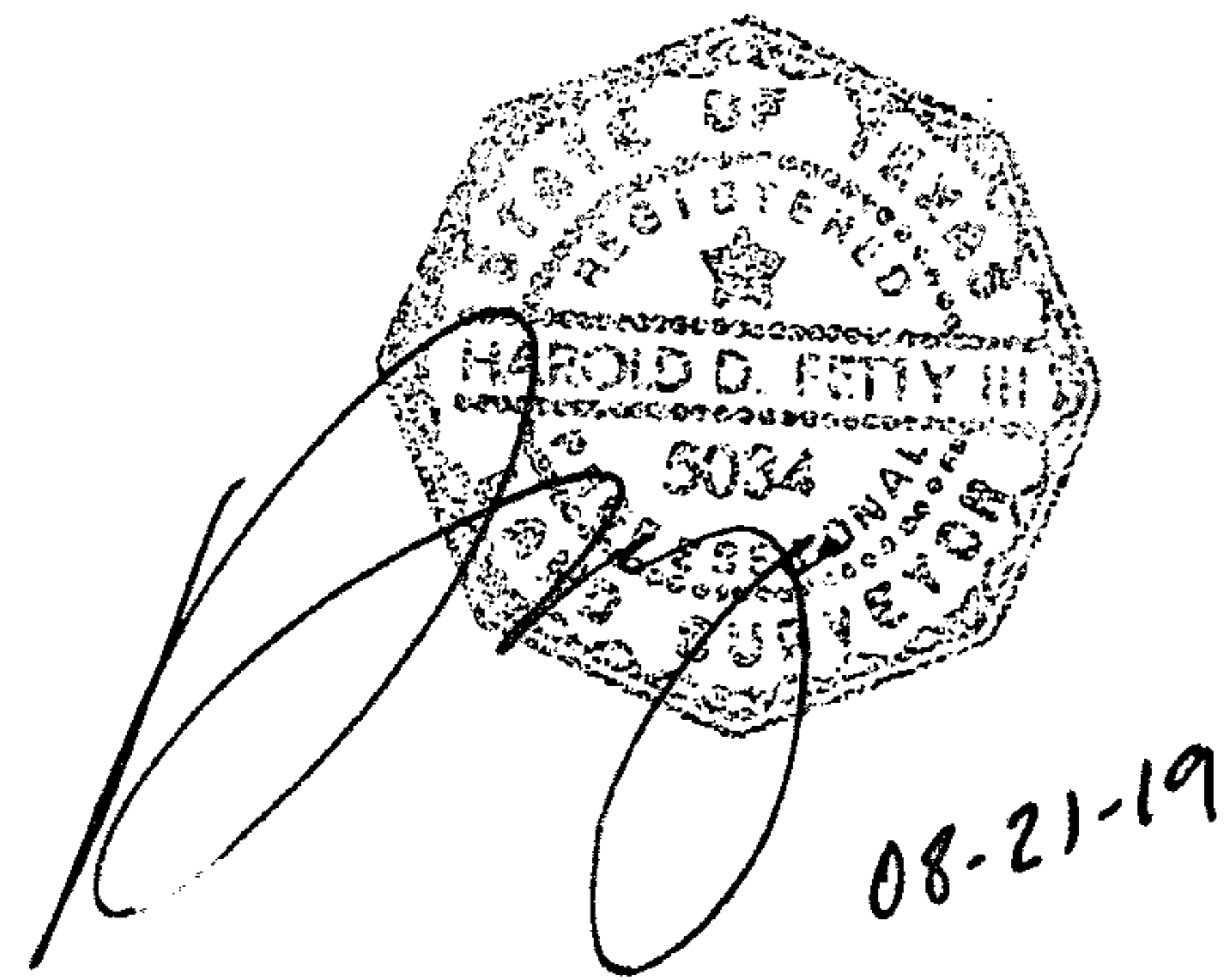
THENCE S. 44 deg. 44 min. 43 sec. E. a distance of 1514.42 feet to a point in the southeast boundary line of said 159.4006 acres tract of land;

THENCE S. 45 deg. 15 min. 03 sec. W. a distance of 20.00 feet to a 3/8" iron rod found at a steel fence post for corner at the south corner of said 159.4006 acres tract of land;

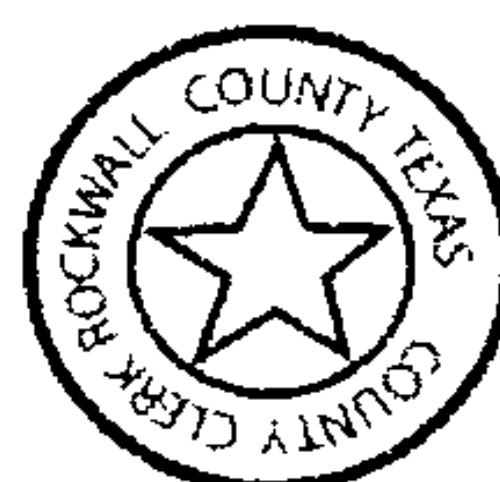
THENCE N. 44 deg. 44 min. 43 sec. W. along the southwest boundary of said tract, a distance of 1494.36 feet to a 1" iron pipe found for corner;

THENCE S. 45 deg. 05 min. 25 sec. W. a distance of 212.95 feet to a 1/2" iron rod found for corner;

THENCE N. 44 deg. 47 min. 44 sec. W. along the southwest boundary of said tract, a distance of 1478.86 feet to the POINT OF BEGINNING and containing 1.46 acres in said easement.



Filed and Recorded
Official Public Records
Shelli Miller, County Clerk
Rockwall County, Texas
08/23/2019 03:31:07 PM
\$34.00
20190000014547



September 12, 2019

Lisa Palomba, TRMC
City Administrator/City Secretary
City of McLendon-Chisholm
1371 West FM 550
McLendon-Chisholm, Texas 75032
972-524-2077

12377 Merit Drive, Suite 700
Dallas, TX 75251
(P) 214.739.4741
(F) 214.739.5961
Texas Reg. No. F-356
TBPLS Reg. No. 100189-00
www.ndmce.com
WBE/HUB

**RE: Davenport Estates Final Plat
City of McLendon-Chisholm
NDM# - 19020A2.06**

Good afternoon Lisa,

Regarding the approval of the Final Plat for the Davenport Estates, we have comments that need to be addressed and are provided.

Crowley Surveying will need to complete the following:

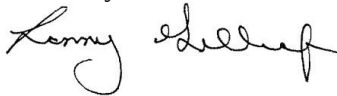
1. Please include all of the Vesting Deed area in the plat. Create a north lot (the 3.385 acre remainder) as Lot 2, Block A. Otherwise the remainder does not conform to TEXAS LOCAL GOVERNMENT CODE (Chapter 212 - Municipal Regulations) and the 5 acre minimum. This is also to the Davenport's benefit for anything later and permitting, etc. Update Total Acreage and all corresponding information. Please provide closure report in next submittal.
2. Include noting any set corners that the plat is creating (Right-of-Way Dedication, New Platted Lots, etc.) or set reference rods.
3. How was the Right-of-Way (ROW) established that shows the new ROW Dedication? Please incorporate the entire ROW and centerline into the plat.
4. Provide adjoining deeds or plats, boundary lines and sufficient monumentation to show no overlaps or gaps. The subject property may not exist in harmony with the ROW or adjoining and this can possibly lead to an eventual conflict if not resolved, and worse, litigation.
5. Detail all encroachments and protrusions, if any. A statement of apparent encroachments listing [if needed] (1) all apparent encroachments in an alphabetical or numbered listing, (2) a written description of the improvement that is apparently encroaching and the measured maximum extent, (3) whether the improvement apparently encroaching is from the subject property onto an adjoining property or from an adjoining property onto the subject property, and (4) correspond to a circled identifier on the survey. This needs to be shown on the Plat.
6. Please use attached Owners Dedication. (Word Document Provided)
7. Add 75' Building Line front setback at Smith Road Frontage and side setbacks, based on Zoning Ordinance (Zoning AG) Item 24 on attached Final Plat Checklist. Include Final Plat Checklist on next submittal.
8. The 20' Access Easement on the north side of tract says 20 feet but distance noted at 10 feet. Please show correct dimension.

Lisa Palomba, TRMC
City Administrator/City Secretary
City of McLendon-Chisholm
September 12, 2019
Page 2

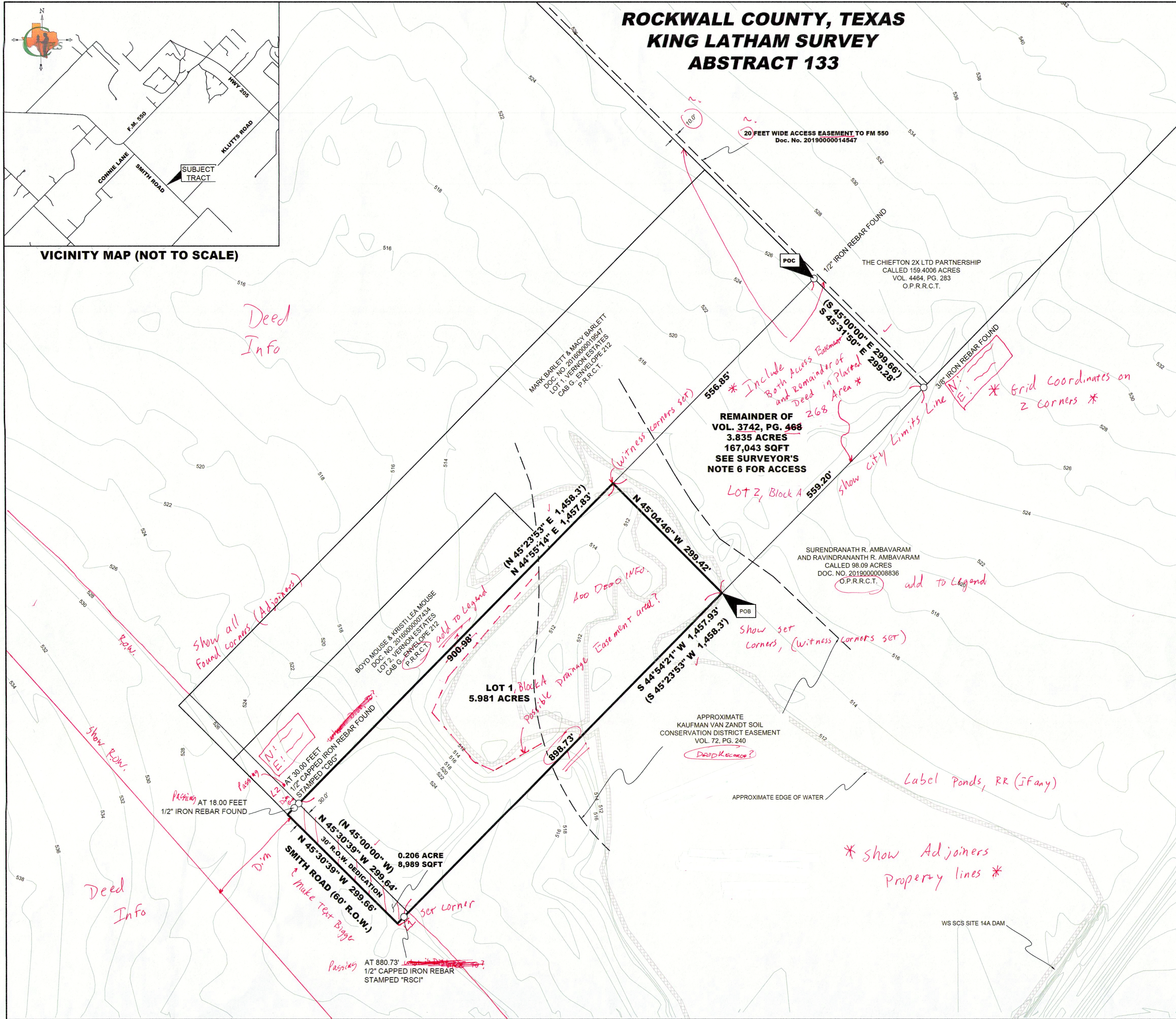
9. Add bearings and distances to ROW Dedication and make bold to easily identify Dedication. Please add bearing and distance to a line table. (How was the 30 foot ROW take determined? Was this required by the City? Is there an existing ROW take already?)
10. Vesting Deed information does not match deed provided. Please Clarify Instrument Number and also add Instrument Number and Official Public Records, Rockwall County, Texas, to legend. (see attached markup)
11. Please address Items on the Final Plat Checklist.

To summarize, we are of the opinion that the Final Plat for Lot 1, Block A, Davenport Estates Addition, must have these items completed before final approval. NDM cannot give final approval until these items are addressed. Once these comments have been addressed, the plat can be approved.

Sincerely,

A handwritten signature in black ink, appearing to read "Lonny Gillespie". The signature is fluid and cursive, with the first name "Lonny" being more prominent than the last name "Gillespie".

Lonny Gillespie, RPLS
Director of Survey Services
Nathan D. Maier Consulting Engineers, Inc.



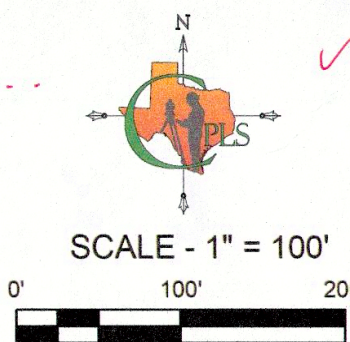
Surveyor's Notes:

1. BEARINGS, COORDINATES AND DISTANCES LISTED ARE BASED ON U. S. STATE PLANE NAD 1983 GRID COORDINATES, TEXAS NORTH CENTRAL ZONE - 4202
2. THIS SURVEY IS SUBJECT TO EASEMENTS, COVENANTS OR RESTRICTIONS OF RECORD, IF ANY.
3. THE PURPOSE OF THIS PLAT IS TO CREATE ONE 5.981 ACRES LOT FROM A 10.022 ACRES TRACT OF LAND.
4. THIS SURVEY HAS BEEN PREPARED WITH THE BENEFIT OF A TITLE REPORT PROVIDED BY ALLIANT NATIONAL TITLE INSURANCE COMPANY OF No. 199040-10GH. THE PROPERTY SHOWN HEREON MAY BE SUBJECT TO VARIOUS EASEMENTS AND/OR "RIGHTS OF OTHERS". THIS SURVEY IS SUBJECT TO REVISIONS AS SUCH A REPORT MAY REVEAL.
5. FLOOD STATEMENT: I HAVE EXAMINED THE F.E.M.A. FLOOD INSURANCE RATE MAP FOR THE CITY OF MCLENDON-CHISOLM, ROCKWALL COUNTY, TEXAS, MAP NUMBER 4637C0110L, EFFECTIVE DATE SEPTEMBER 28, 2008 AND THAT MAP INDICATES THAT THIS PROPERTY IS IN NON-SHADED ZONE X, WHICH IS DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% CHANCE FLOODPLAIN" AS SHOWN ON SAID MAP.
6. ACCESS TO FM 550 FOR THE 3.835 ACRES REMAINDER IS GRANTED THROUGH THE ADJOINING 159.4006 ACRES TRACT WITH A 20 FEET WIDE EASEMENT RECORDED IN DOC. NO. 20190000014547.

LEGEND

- = SUBJECT TRACT BOUNDARY
- = 1/2" IRS W/ AN ALUMINUM CAP STAMPED "RPLS 6484"
- () = CALL FROM RECORD AS NOTED
- = MONUMENT FOUND AS NOTED
- ▨ = RIGHT-OF-WAY DEDICATED BY THIS PLAT

O.P. R.R. CT = OFFICIAL PUBLIC RECORD
V.R.R. CT = VENDOR RECORD



STATE OF TEXAS §
COUNTY OF ROCKWALL §
WHEREAS, Ty Davenport and Cheryl Davenport are the owners of the land described, as follows:
All that certain 6.188 acres tract or parcel of land being situated in the King Latham Survey, Abstract 133, in Rockwall County, Texas and being same called 10.03 acres tract described in a General Warranty Deed to Ty Davenport and Cheryl Davenport, as recorded in Vol. 3742, Pg. 268 of the Official Public Records of said county and said 6.188 acres tract being described by metes and bounds, as follows:
COMMENCING at a 1/2 inch iron rebar found for the north corner of said 10.03 acres tract and the south corner of Lot 1 of the Vernon Estates recorded in Cab. G, Envelope 212 of the Plat Records of said county, on the southwest line of a called 159.4006 acres tract recorded in Vol. 4464, Pg. 283 of said Official Public Records (NOTE: BEARINGS ARE BASED ON U. S. STATE PLANE NAD 1983 COORDINATES, TEXAS NORTH CENTRAL ZONE - 4202);
THENCE South 45°31'50" East, along said southwest line, a distance of 299.28 feet to a 3/8 inch iron rebar found for the east corner of said 10.03 acres tract and the south corner of said 159.4006 acres tract, on the northwest line of a called 98.09 acres tract recorded in Doc. No. 20190000008836 of said Official Public Records;
THENCE South 44°54'21" West, along said northwest line, a distance of 559.20 feet to the POINT OF BEGINNING, said point being submerged in water at the time of this survey;
THENCE South 44°54'21" West, along said northwest line, at 880.73 passing an iron rebar with a cap stamped "RSCI", found for reference, continuing in all, a total distance of 898.73 feet to a point in Smith Road, for the south corner described herein;
THENCE North 45°30'39" West, along said road, a distance of 299.66 feet to the west corner described herein;
THENCE North 44°55'14" East, leaving said road, at 18.00 feet passing a 1/2 inch iron rebar found, at 30.00 feet passing an iron rebar with a cap stamped "CBG", found on the northeast line of said road, continuing along the southeast line of said Lot 2 and the southeast line of said Lot 1, a total distance of 900.98 feet to a point submerged in water at the time of this survey;
THENCE South 45°04'46" West, a distance of 299.42 feet the POINT OF BEGINNING and containing 6.188 acres of land of which 0.206 acre is dedicated for right-of-way purposes leaving a net acreage of 5.981 acres.
NOW, THEREFORE, KNOWN ALL MEN BY THESE PRESENTS:
That TY DAVENPORT & CHERYL DAVENPORT are the owners of said tract and do hereby adopt this plat designating the herein above described property as DAVENPORT ESTATES an addition to the City of McLendon-Chisolm, Texas, and do hereby dedicate to the public use forever the streets and easements shown. No buildings shall be placed upon, over or across the utility easements as described herein. Said utility easements being hereby reserved for the use and accommodation of all public utilities desiring to use or using same. All public utilities shall have the right to remove and keep removed all of parts of any buildings, fences, trees, shrubs, or growths which may in any way, endanger or interfere with construction, maintenance, or efficiency of its respective system on the utility easements. All public utilities shall at all times have the full right to ingress and egress to and from and upon the said utility easements for the purpose of constructing, reconstruction, inspecting, patrolling, maintaining and adding to or removing all or part of its respective systems without the necessity of at any time, procuring the permission of anyone. Any public utility shall have the further right of ingress and egress to private property for the purpose of reading meters and any maintenance and service required or ordinarily performed by that utility. The City of McLendon-Chisolm will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grades of streets in this addition. No house, dwelling unit, or other structures shall be constructed on any lot, in this addition by the owner or any other person until such time as the developer has complied with all requirements of the Platting Ordinance of the City of McLendon-Chisolm, regarding such improvements with respect to the entire block on the street or streets on which the property abuts, including sewers, all according to the specifications of the City of McLendon-Chisolm.
Witness, my hand, this _____ day of _____
By: _____
STATE OF TEXAS §
COUNTY OF ROCKWALL §
BEFORE ME, the undersigned authority, a notary public in and for said county and state, on this day personally appeared TY DAVENPORT & CHERYL DAVENPORT owners, known to me to be the persons whose names are subscribed to the foregoing instrument and acknowledged to me that they executed the same for the purpose and considerations therein expressed.
Given under my hand and seal of office, this _____ day of _____
Notary Public in and for the State of Texas
KNOW ALL MEN BY THESE PRESENTS:
That I, Anthony Ray Crowley, do hereby certify that I prepared this plat from an actual survey of the land and that the corner monuments shown hereon were found under my personal supervision in accordance with the platting rules and regulations of the City of McLendon-Chisolm, Texas.
Anthony Ray Crowley, Registered Professional Land Surveyor No. 6484
ACKNOWLEDGED
I, hereby certify that the above and foregoing plat of DAVENPORT ESTATES an
Addition in the City McLendon-Chisolm on the _____ day of _____, 2019
This approval shall be invalid unless the approved plat for such addition is recorded in the Office of the County Clerk of Rockwall County, Texas, within one hundred twenty (120) days from the date of final approval. An extension may be granted by the Said Addition shall be subject to all the requirements of the Platting Ordinance of the City of McLendon-Chisolm, Texas.
Witness my hand this _____ day of _____, 2019.
City Secretary, City of McLendon-Chisolm, Texas
FINAL PLAT
DAVENPORT ESTATES
LOT 1, Block A
KING LATHAM ABST. No. 133
AN ADDITION TO THE CITY OF MCLENDON-CHISOLM,
ROCKWALL COUNTY, TEXAS
CONTAINING 6.188 ACRES OF LAND
DATE 7/11/2019 SCALE - 1" = 100'
OWNER: TY DAVENPORT
1730 S STATE HIGHWAY 205
McLendon-Chisolm, TX 75032
CROWLEY SURVEYING
1121 DALLAS DRIVE, SUITE 6
DENTON, TEXAS 76205
FRN: 10194203
(469) 850-2757 OFFICE
(940) 567-2155 FAX

NOW THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

1. That _____ (“Owner”), acting herein by and through its duly authorized officer, does hereby adopt this plat designating the herein described property as, _____, an addition to the City of McLendon-Chisholm, Texas (the “City”), and does hereby dedicate to the City: (i) easements for the purposes shown on this plat and for the mutual benefit, use, and accommodation of all public utility entities including the City providing services to the addition created hereby and desiring to use or using the same, and also an easement and right-of-way, under, across, and upon Block _____, Lot _____, shown hereon for the construction, installation, maintenance, operation, inspection, removal, and reconstruction of the facilities, equipment, and systems of such public utility entities; and (ii) for the use, benefit, and accommodation of the City, an easement and right-of-way, under, across, and upon Block __, Lot __, shown hereon for any purpose related to the exercise of a governmental service or function including, but not limited to, public ingress and egress, fire and police protection, garbage collection, inspection and code enforcement, and the removal of any vehicle or obstacle that impairs emergency access. Owner acknowledges that certain City services shall not be provided on said private streets including, but not limited to, the maintenance or repair of paving or drainage improvements or street cleaning. Except for private streets and related improvements, no buildings, fences, trees, shrubs, or other improvements or growths shall be constructed or placed upon, or across the easements dedicated herein. The City and public utility entities shall have the right to remove and keep removed all or parts of any buildings, fences, trees, shrubs, or other prohibited improvements or growths which may in any way endanger or interfere with their respective easements. In addition, the City shall have the right to remove and keep removed any vehicle or obstacle that impairs emergency access to its easement. The City and public utility entities shall at all times have the full right of ingress and egress to and from their respective easements without the necessity at any time of procuring permission from anyone. The use by the City and public utility entities, of their respective easements shall not unreasonably interfere with the rights of property owners and the homeowners association (the “Association”) in and to Block __, Lot __, shown hereon as set forth in the “Declaration of Covenants, Restrictions, and easements for the _____”, dated, _____, recorded in County Clerk No. _____, Official Public Records of Rockwall County, Texas (the “Declaration”).
2. That the Association agrees to release, indemnify, defend, and hold harmless the City and any governmental entity or public utility entity that owns public improvements within the addition created by this plat (collectively, the “Indemnities”) from and against any claims for damages to the private streets, and related appurtenances (collectively, the “Private Streets”) caused by the reasonable use of the Private Streets by the Indemnities. This paragraph 2 does not apply to damages to the Private Streets caused by the design, construction, or maintenance, or any public improvements owned by any of the Indemnities.
3. That the Association agrees to release, indemnify, defend, and hold harmless the Indemnities from and against any claims for damages to property and injury to persons (including death) that arise out of the use of the Private Streets by the Indemnities and that are caused by the failure of the Association to design, construct, or maintain the Private Streets in accordance with City standards. The indemnification contained in this paragraph 3 shall apply regardless of whether a contributing factor to such damages or injury was the negligent acts or omissions of the Indemnities or their respective officers, employees, or agents.

4. That the owner of each lot shown on this plat agrees to release the Indemnities from claims for damages to property and injury to persons (including death) that arise out of the use of the Private Streets by the Indemnities and that are caused by the failure of the Association to design, construct, or maintain the Private Streets in accordance with City standards.

5. That the obligations of the Association and lot owners set forth in paragraphs 2, 3, and 4 above shall immediately and automatically terminate if and when the streets and other rights-of-way have been dedicated to and accepted by the City.

This plat approved subject to all platting ordinances, rules, regulations, and resolutions of the City of McLendon-Chisholm, Texas.

WITNESS MY HAND, this ____ day of _____, 20____

By: _____

STATE OF TEXAS

COUNTY OF ROCKWALL

BEFORE ME, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose, and consideration therein expressed, as _____ a Texas _____, in its capacity as ____ of _____, a Texas limited partnership, on behalf of said partnership.

GIVEN UNDER MY HAND AND SEAL OF OFFICE this ____ day of _____, 20____

By: _____



City of McLendon-Chisholm

Staff Report

Discussion regarding review of the City's Comprehensive Plan including evaluating the current visioning statement.

DATE:

October 3, 2019

BACKGROUND OF ISSUE:

The City Council has expressed an interest in updating the Comprehensive Plan and is interested in receiving input from the Planning & Zoning Commission regarding identification of items that require updating.

At the August 15, 2019 P&Z Meeting, the Commission expressed interest in starting discussion regarding updating the Comprehensive Plan including review of the visioning statement and possibly making recommendations for amendments and forwarding recommendations to Council.

Although the Plan is dated as adopted in 2016, there have been amendments to the Future Land Use Map, Zoning Map, City Limits/ETJ Map and Thoroughfare Plan which are not reflected in the 2016 plan. The Commission may want to note that at minimum these updates should be reflected in any new document.

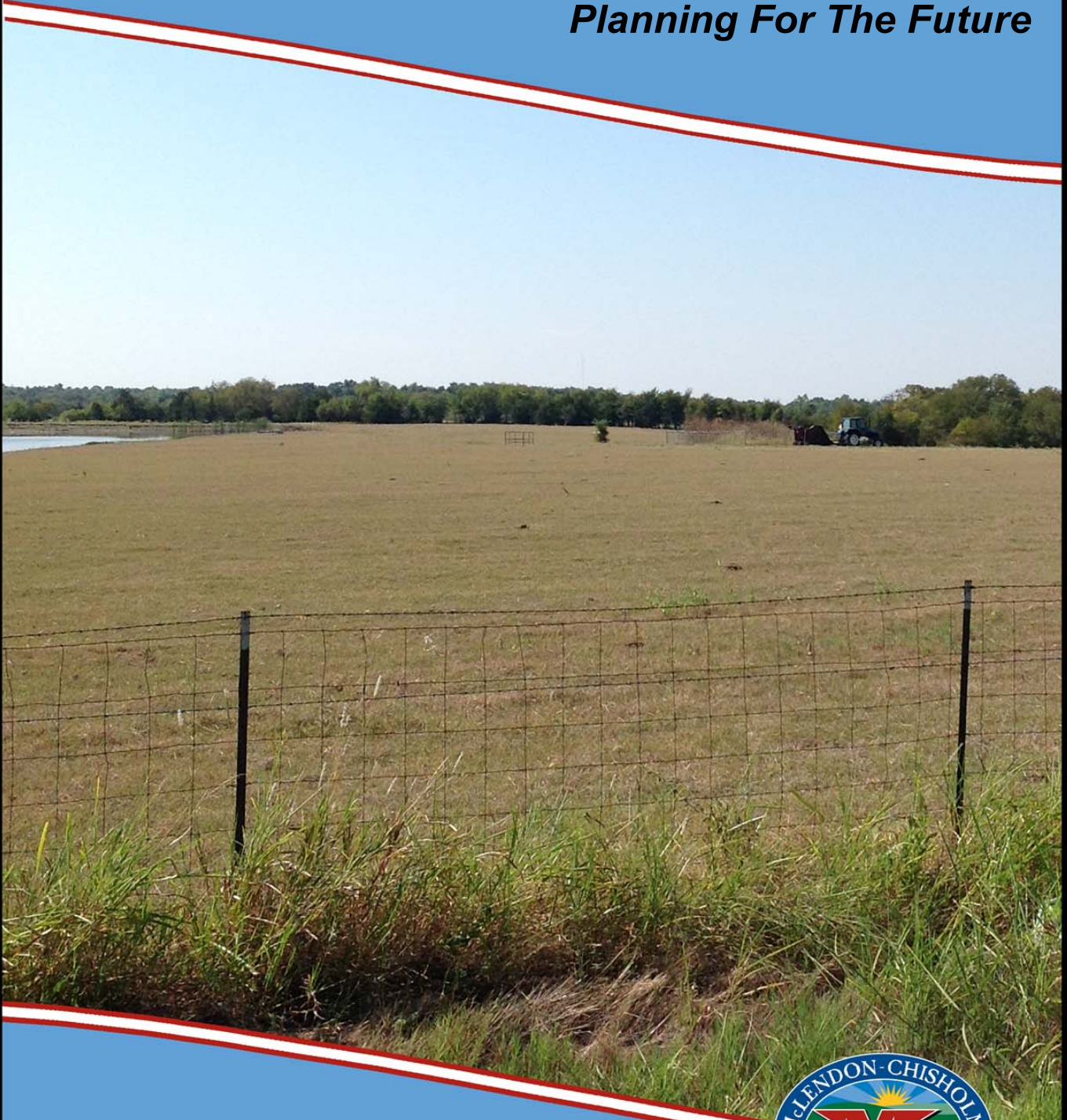
RECOMMENDATION:

Staff recommends allowing the City Planner to guide the Commission through a review of the Comprehensive Plan or sections of the Plan and discuss a plan for thorough review, revision and forwarding recommendations for amendments to Council.

Lisa Palomba, City Administrator

City of McLendon-Chisholm, TX

Planning For The Future



2015 COMPREHENSIVE PLAN

Adopted March 22, 2016



**TABLE OF CONTENTS**

Section 1	Acknowledgements and Credits	Page 1-1
Section 2	Overview	Page 2-1
	Town Limits Map	Page 2-3
Section 3	Demographics and Projections	Page 3-1
Section 4	Current Land Uses	Page 4-1
	Current Land Use Map	Page 4-2
	Current Zoning Map	Page 4-3
Section 5	Future Land Uses	Page 5-1
	Future Land Use Map	Page 5-5
Section 6	Transportation	Page 6-1
	Thoroughfare Plan	Page 6-10
Section 7	Open Space	Page 7-1
Section 8	Community Design Standards	Page 8-1
Section 9	Housing	Page 9-1
Section 10	Public Facilities	Page 10-1
Section 11	Action Plan	Page 11-1
Section 12	Appendix	Page A-1
	Roadway Cross Sections	



ACKNOWLEDGEMENTS AND CREDITS

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

ACKNOWLEDGEMENTS

MAYOR AND COUNCIL

Gary Moody, Mayor
Steve Hatfield, Mayor Pro Tem
Gary Lovell, Council Member
Jack Pullen, Council Member
Patrick Short, Council Member
Jerry Klutts, Council Member
Lee Nichols, Former Council Member

PLANNING AND ZONING COMMISSION

Jay Webb, Chairman
Troy Reich, Vice Chairman
Karla Clark, Commission Member
Jerry Packer, Commission Member
Rhonda Davis, Commission Member

Brian McKinney, Alternate Commission Member
Terrell Miller, Alternate Commission Member
Paul Wilson, Alternate Commission Member

CITY STAFF

Dave Butler, City Administrator
Stephanie Galanides, City Secretary
Deborah Sorensen, Former City Secretary
Dub Douphrate, City Engineer



CREDITS

City-Data.com
Rockwall County
Kaufman County
Rockwall County Appraisal District
Kaufman County Appraisal District
Rockwall Independent School District
Federal Emergency Management Agency
RCH Water Supply Corporation
North Central Texas Council of Governments
State of Texas
Texas Department of Transportation
U.S. Army Corps of Engineers
U.S. Census Bureau
U.S. Fish and Wildlife Service

PROJECT CONSULTANTS

Michael R. Coker Company
3111 Canton Street, Suite 140
Dallas, Texas 75226
214-821-6105
www.cokercompany.com



OVERVIEW

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

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

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

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

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

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

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



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

MCLENDON-CHISHOLM, TEXAS

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

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

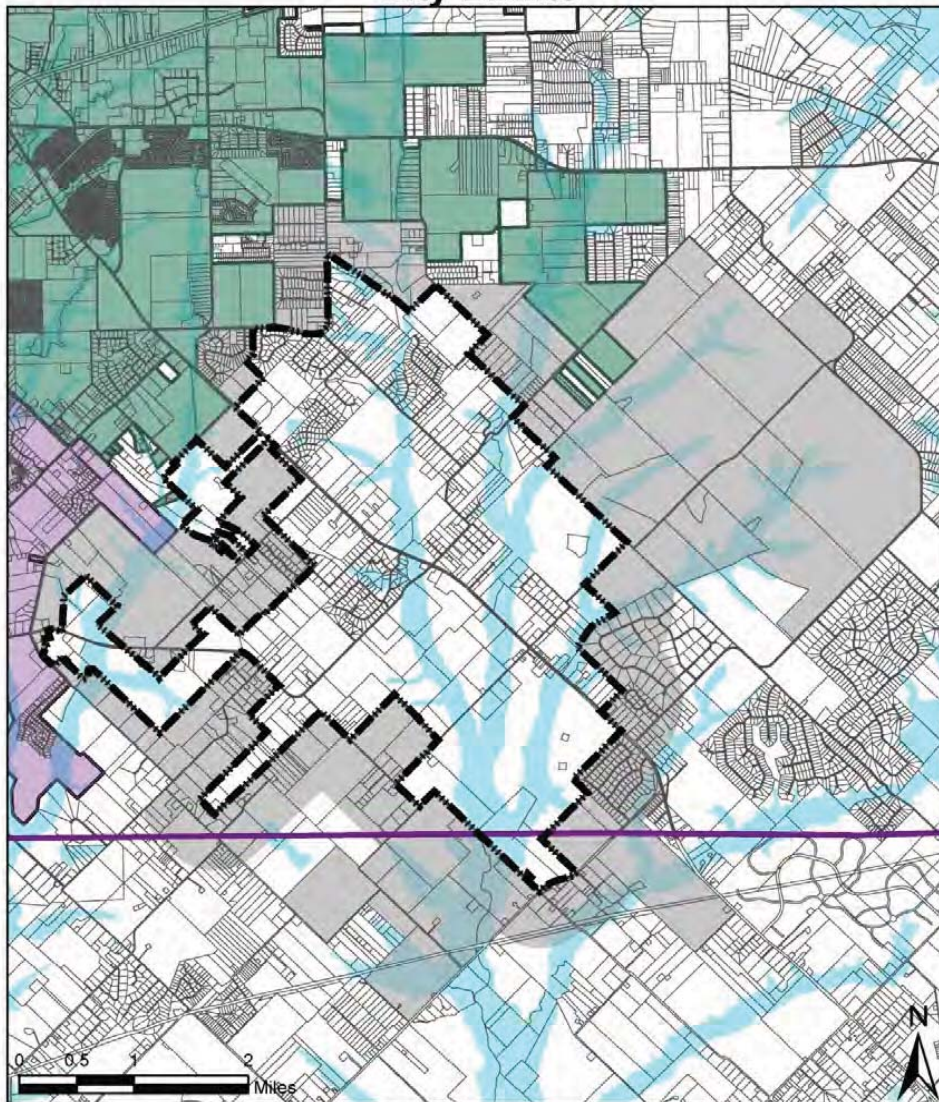
LEGISLATIVE AUTHORITY

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

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



City of McLendon-Chisholm City Limits



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



DEMOGRAPHICS AND PROJECTIONS

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

POPULATION

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

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

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

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

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



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

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

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

FAMILY INCOMES

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

EDUCATION LEVELS

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

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



CURRENT LAND USES

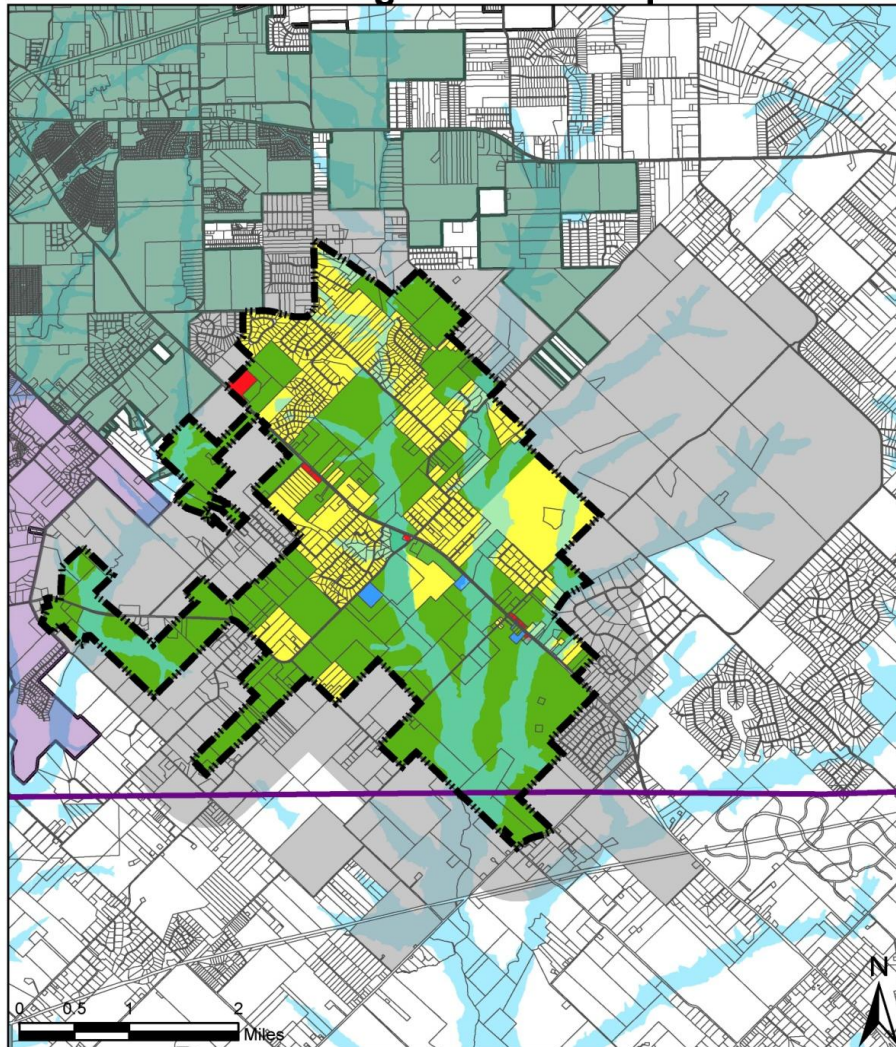
Two windshield surveys were conducted and aerial photographs were examined to identify existing land uses. The City has rolling topography with large open expanses of pastureland and a number of drainage areas [floodplains and creeks] coursing through the area from northeast to southwest. There are large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

Current Land Use Distribution

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



City of McLendon-Chisholm Existing Land Use Map



Legend

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

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



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



Legend

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



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



FUTURE LAND USES

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

GOALS

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

POLICIES

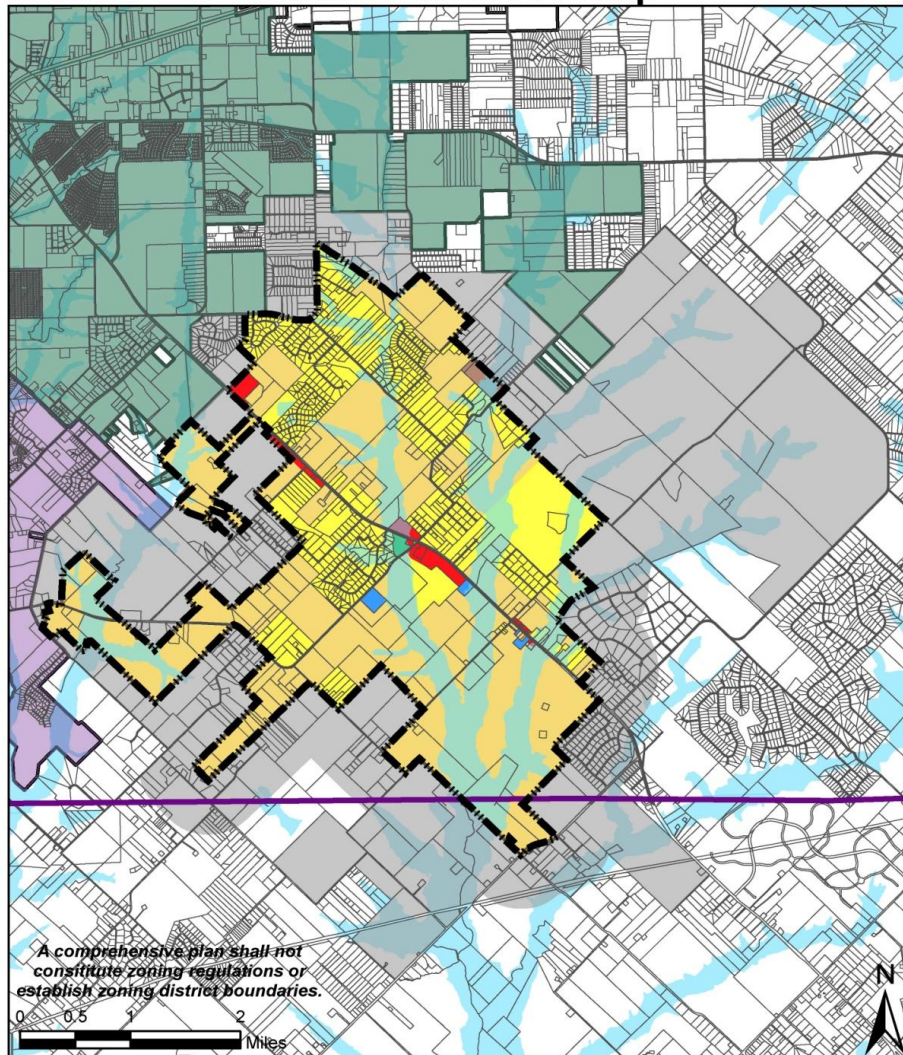
- 1. Existing agricultural resources should be preserved whenever possible.
- 2. New residential construction shall reflect the low density housing of the existing community.



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



City of McLendon-Chisholm Future Land Use Map



Legend

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

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



TRANSPORTATION INCLUDING THOROUGHFARE PLAN

GOAL

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

OBJECTIVES

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

POLICIES

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



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

DISCUSSION

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

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

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

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

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



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

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

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

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

FUNCTIONS:

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

PURPOSE:

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



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

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

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

FUNCTIONAL CLASSIFICATION

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

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

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



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

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

ARTERIAL THOROUGHFARES

The arterial street system is divided into two sub-classifications, "principal" arterials and "minor" arterials. Arterials represent those thoroughfares that are used by the traveling public to travel between neighborhoods and communities within the City. Ideally, arterial thoroughfares define neighborhood boundaries and do not cross into neighborhoods.

The spacing of arterials is closely related to the trip density, including the population density, characteristics of particular areas of the City.

PRINCIPAL ARTERIAL THOROUGHFARES

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

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

MINOR ARTERIAL THOROUGHFARES

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



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

COLLECTOR THOROUGHFARES

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

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

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

Minimum right of way requirements

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



Roadway Capacities

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

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

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

Roadway Design Cross Sections

Roadway cross sections are contained in the Appendix.

DISCUSSION

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

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

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



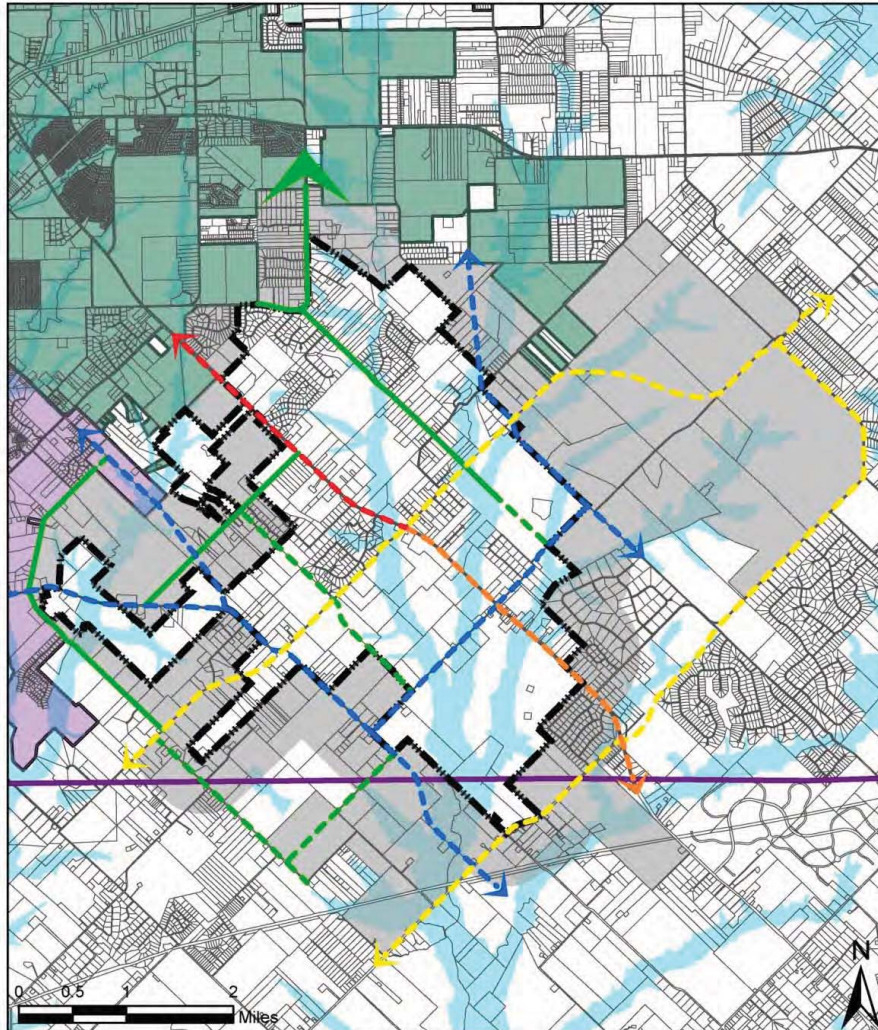
Local streets

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

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



City of McLendon-Chisholm Thoroughfare Plan June 2015



Legend

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

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



OPEN SPACE

GOAL

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

POLICIES

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

NATURAL ENVIRONMENT

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

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



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

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

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



COMMUNITY DESIGN STANDARDS

GOAL

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

Residential

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

Commercial

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

POLICIES

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



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

Commercial Design Standards

BUILDING DESIGN

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

BUILDING FORM

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



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

ARCHITECTURAL FEATURES

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

**EXTERNAL FAÇADE MATERIALS**

The following shall apply to all exterior walls of buildings:

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

EXTERNAL FAÇADE COLOR

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

OFF STREET PARKING AND LOADING REQUIREMENTS

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



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

LANDSCAPING REQUIREMENTS

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



HOUSING ELEMENT

GOALS

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

DISCUSSION

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

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

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

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



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

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



PUBLIC FACILITIES

GOAL

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

POLICIES

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

DISCUSSION

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

One recommendation for new public facilities:

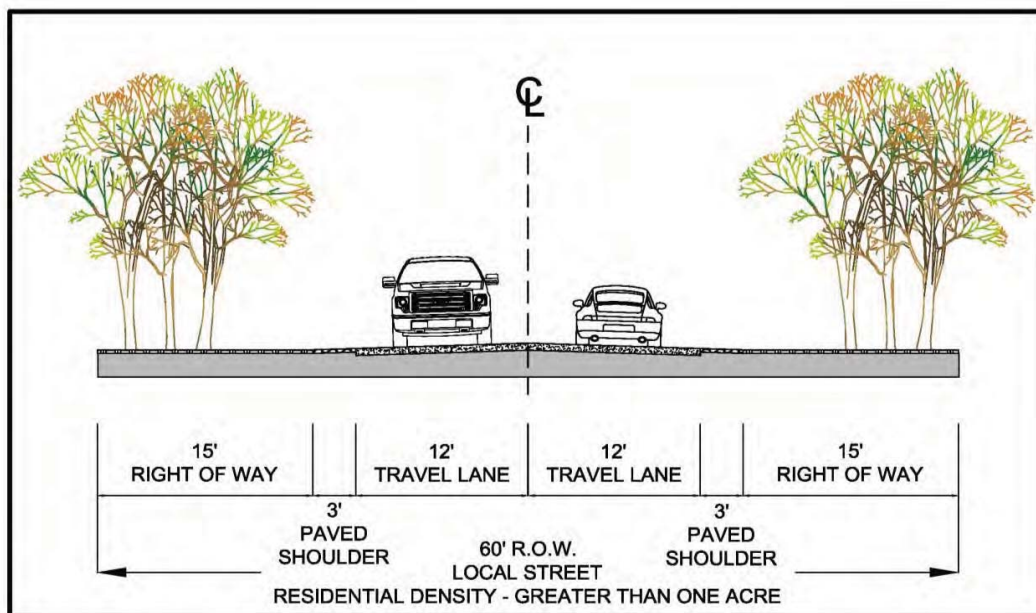
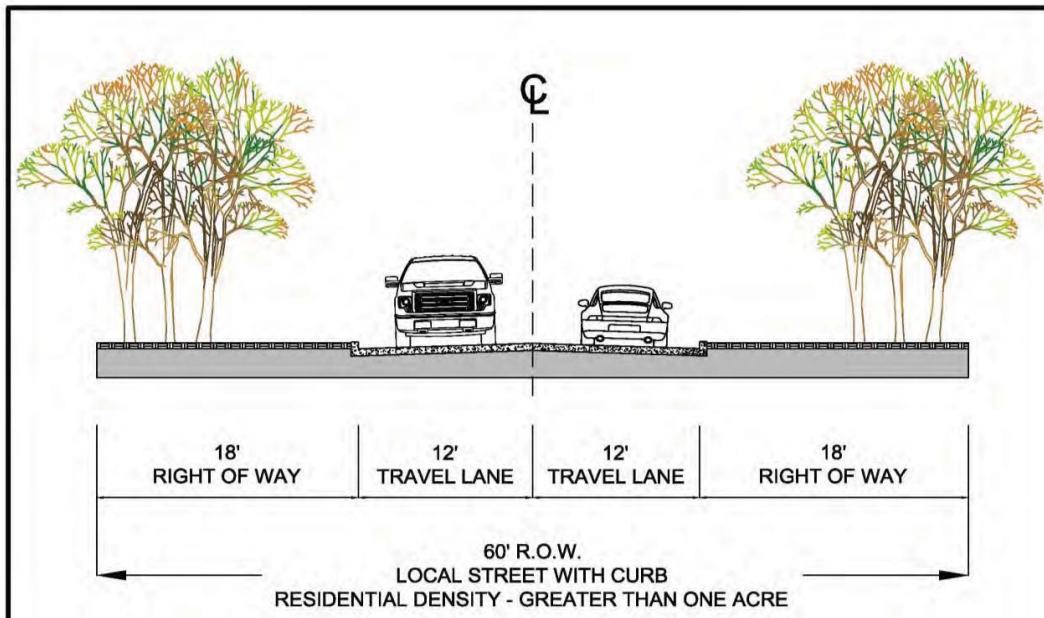
1. The City should consider the construction of a new fire and emergency services facility on property that the City owns.

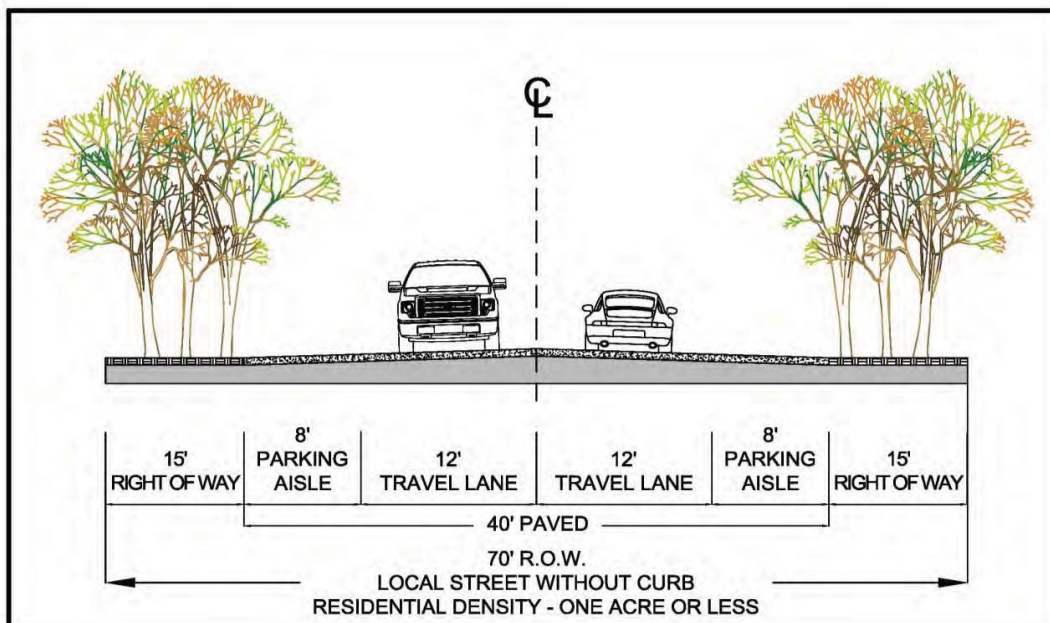
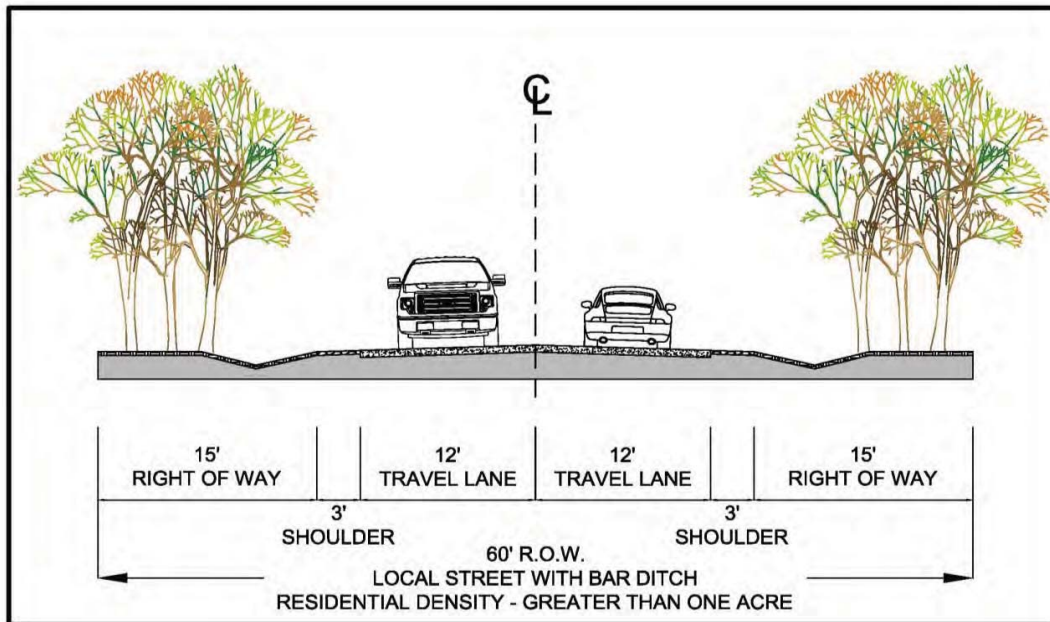


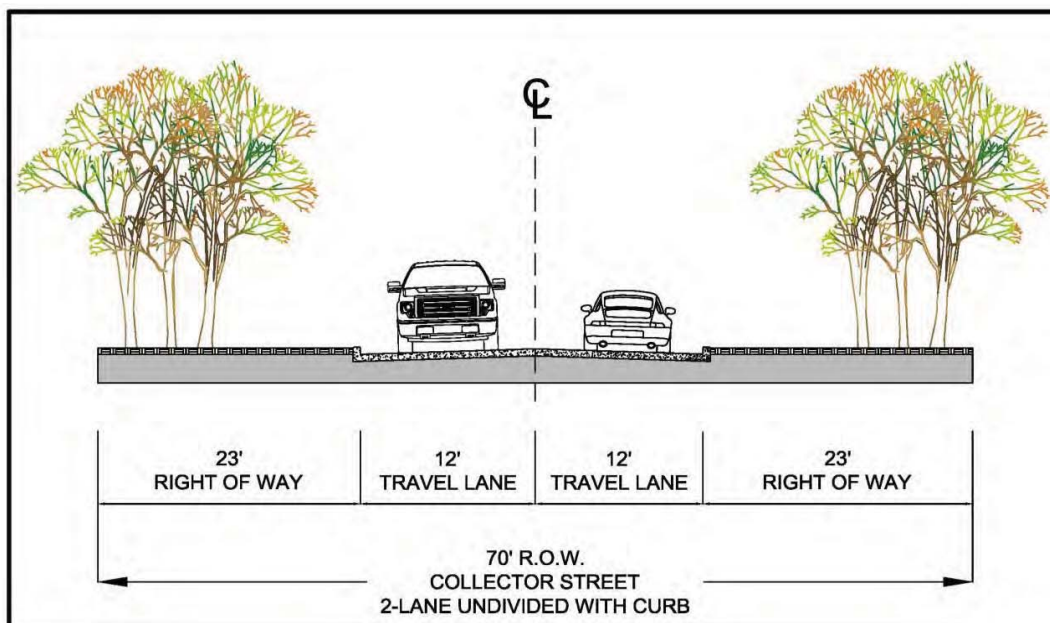
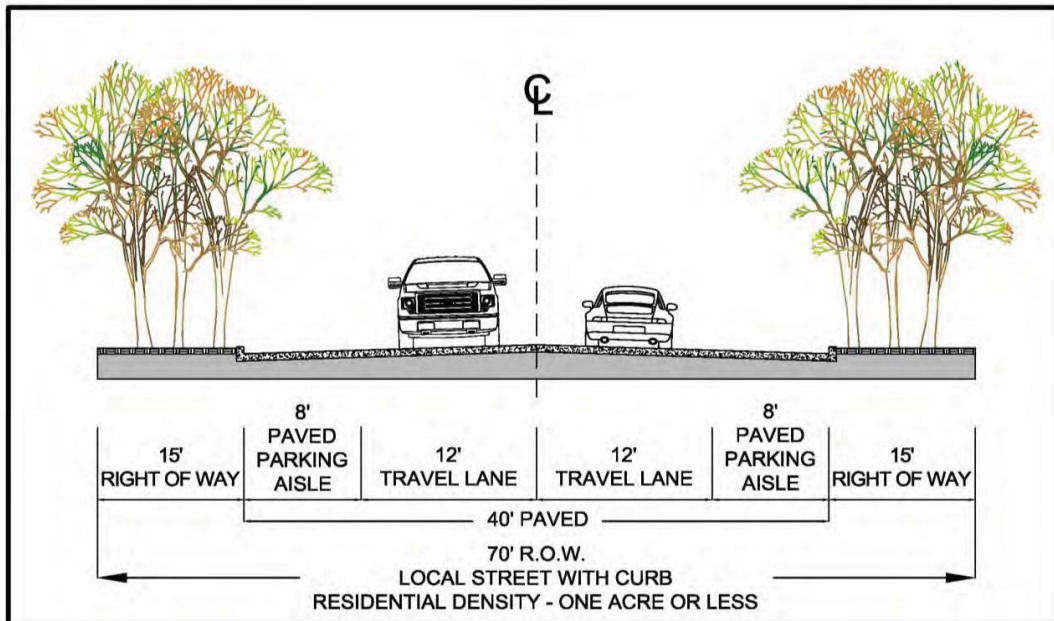
ACTION PLAN

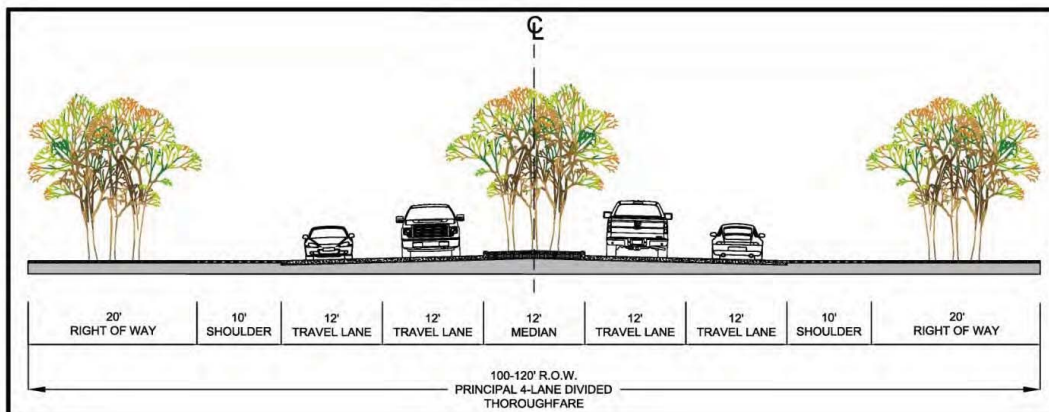
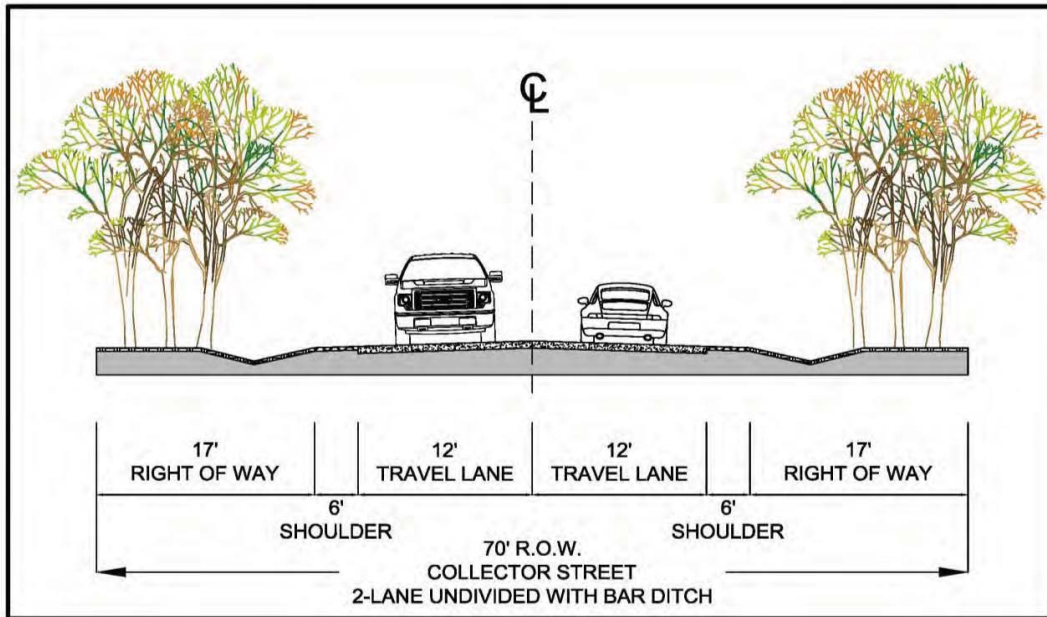
This action plan provides direction to the City staff and leadership for the implementation of a number of the goals, objectives, and policies of the Comprehensive Plan. The Action Plan identifies responsibility and timing for each of the actions.

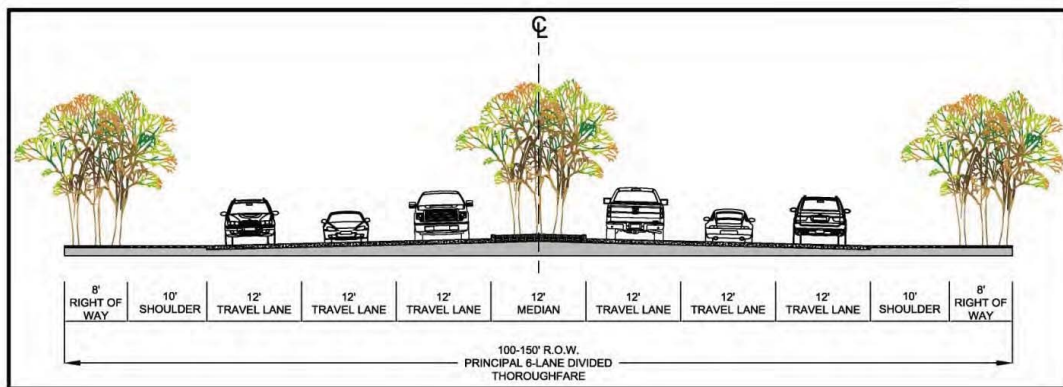
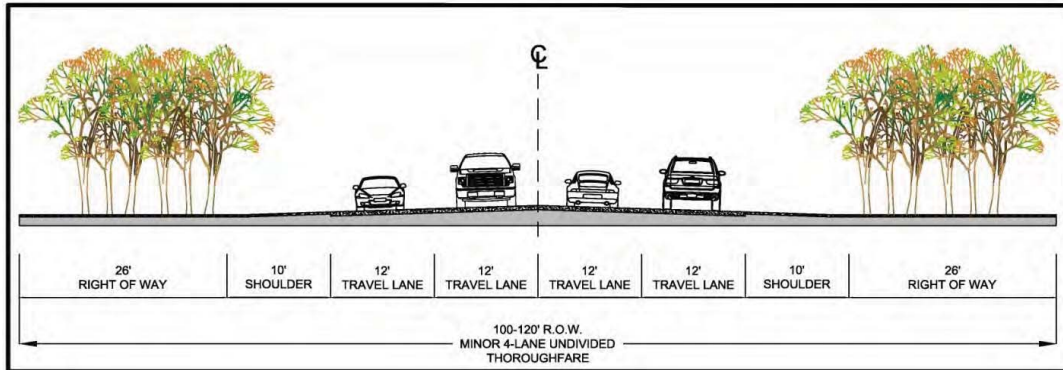
- A. City staff shall draft zoning regulations that codify the standards for the senior housing zoning district. [Fiscal Year 2016]
- B. City staff shall prepare and recommend adoption and enforcement of an ordinance that is designed to protect the natural drainage channels and creeks within the City.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

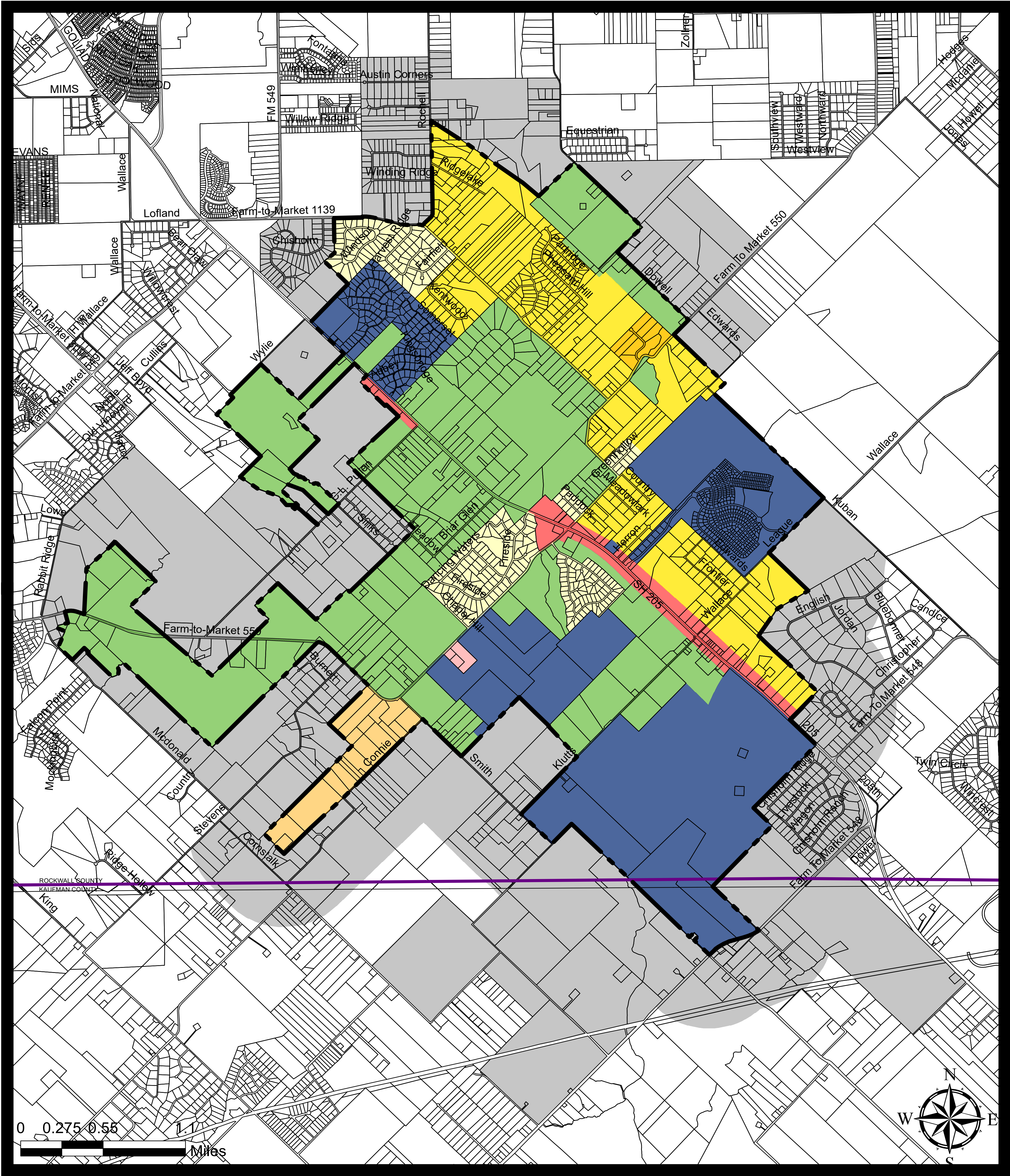












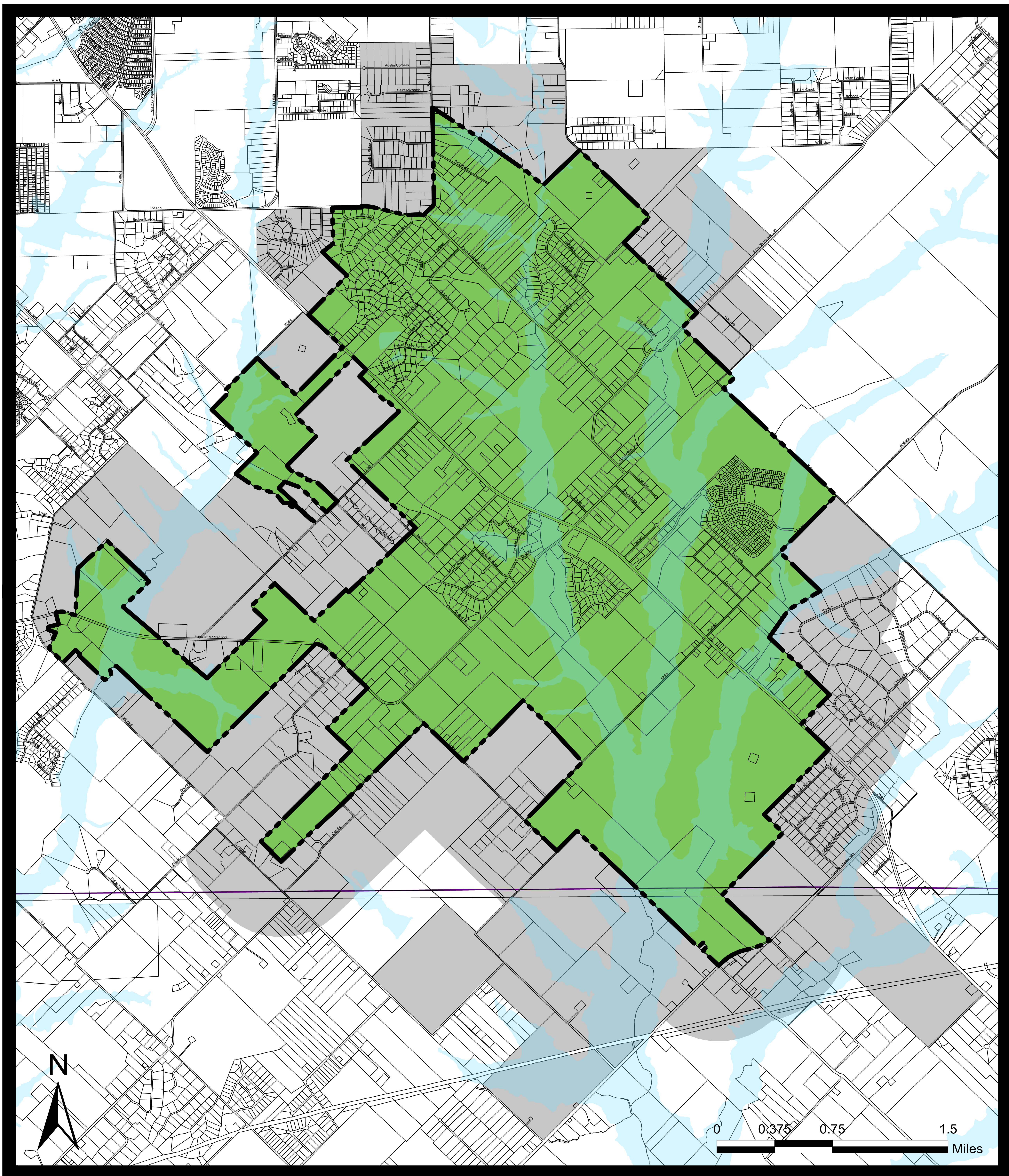
Official Zoning Map
City of McLendon-Chisholm
Approved May 28, 2019
Signed _____
Kieth Short, Mayor

Legend

- | | | |
|-------------------------------|-----------------|--------------|
| McLendon-Chisholm City Limits | SF 1.5 District | O-1 District |
| McLendon-Chisholm ETJ | SF 2.5 District | PD District |
| County Line | SF 5 District | |
| AG District | GB District | |

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. (Texas Government Code § 2051.102)

This map was created using Rockwall and Kaufman County GIS data and FEMA GIS data.



Legend

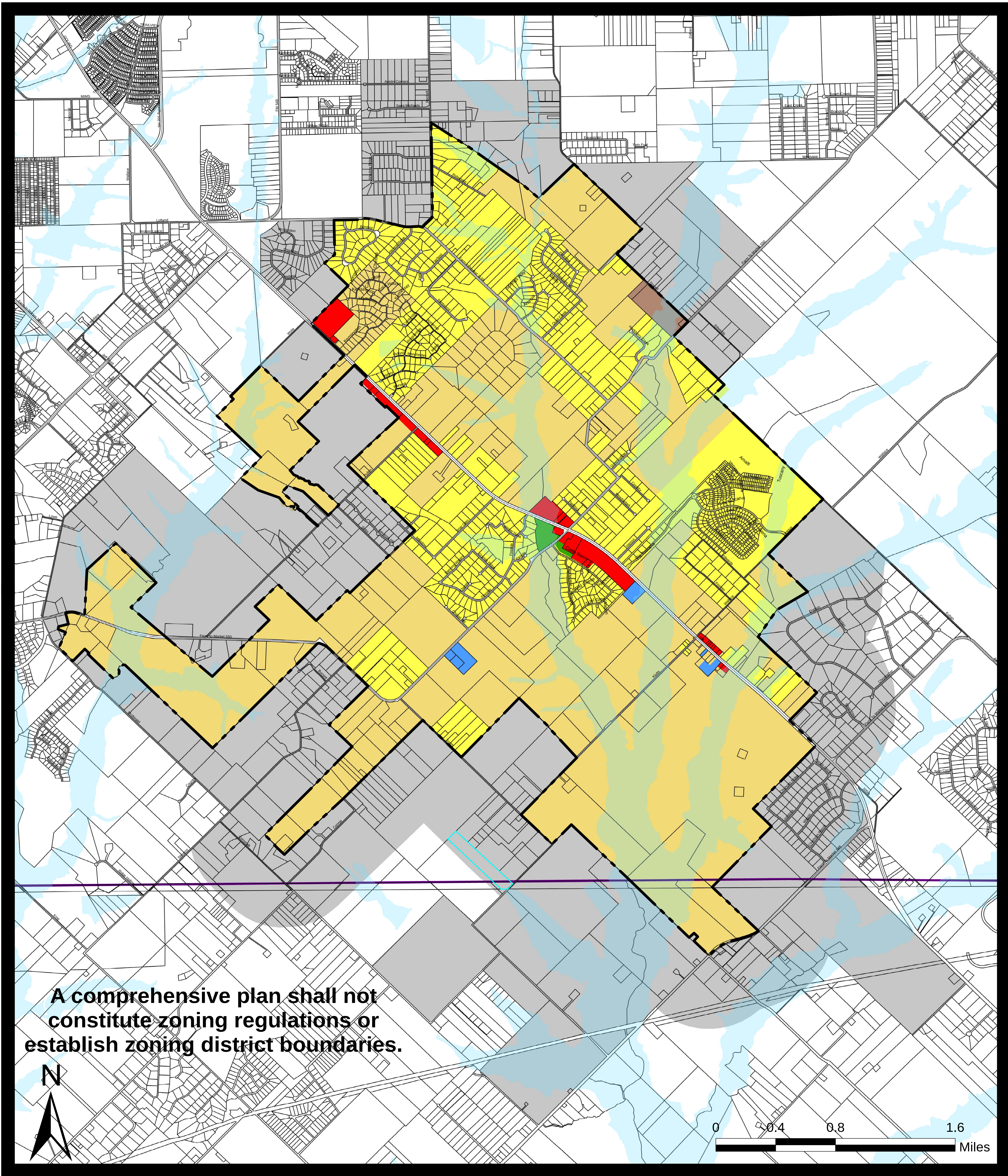
- McLendon-Chisholm City Limits
- McLendon-Chisholm ETJ
- County Line
- Floodplain

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the ground survey and represents only the approximate relative location of property boundaries. (Texas Government Code § 2051.102)

This map was created using Rockwall and Kaufman County GIS data and FEMA GIS data.

City of McLendon-Chisholm Rockwall & Kaufman County Draft City Limits





Legend

	McLendon-Chisholm City Limits		Agriculture		Institutional
	McLendon-Chisholm ETJ		Low Density Residential		Commercial
	County Line		Rural Residential		
	Floodplain		Multifamily		

City of McLendon-Chisholm
Rockwall & Kaufman County
Future Land Use Map
December 2017



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the ground survey and represents only the approximate relative location of property boundaries. (Texas Government Code § 2051.102)

This map was created using Rockwall and Kaufman County GIS data and FEMA GIS data.