

# COMPREHENSIVE MASTER PLAN



THE CITY OF

# CRANDALL

TEXAS

## CITY OF CRANDALL, TEXAS

May, 2010



**City of  
Crandall, Texas  
Comprehensive Master Plan**

**City Council**

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## SECTION 1

### Introduction – Executive Summary

In planning for its future, the City of Crandall faces many opportunities and challenges. The community will continue to grow, with a population likely to exceed 5,000 residents by 2030 within the current City Limits and over 15,000 people once the Heartland Community is annexed into the City. Additional housing will be needed to accommodate this growing population, with single-family dwellings continuing to be the principal housing type. Increased demand for City services and community facilities will follow.

*The community will continue to grow as a place of residence, with a population likely to exceed 18,000 residents by 2030.*

### Purpose of the Comprehensive Plan

The City of Crandall, Texas adopted the Crandall Comprehensive Plan as a statement of the City's vision for the future adopted \_\_\_\_\_, 2010, Ordinance Number XXXX. This Plan revises the previous Crandall Comprehensive Plan (adopted 2000).

A Comprehensive Plan is one of the more important policy documents any community can develop. It helps the City project service needs to support future growth, including new roads, water and sewer lines, storm drainage, public safety facilities, parks, and other services.

The most important aspect of the Comprehensive Plan is to assist community leaders in evaluating future proposed developments to decide if they reflect and share the City's goals and vision for the future.

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### Use of the Plan

Crandall's new Comprehensive Plan establishes a new planning process for the City. The three principles of the process are:

1. Planning must be comprehensive;

2. Planning must be directed toward action and the needs of decision makers; and
3. Planning must be a continuous process.

Each plan element is written so that it can stand alone as a specific plan for that functional area. However, each element is linked with all other ones.

It is important to note the difference between the Crandall Comprehensive Plan and the City's Zoning Ordinance and Subdivision Regulations. The Plan establishes overall policy in terms of future land use, utilities, roads, and open space. The City's Zoning Ordinance and Zoning Map implement the plan in terms of specific land uses, building requirements, and other stipulations to develop in Crandall. The Subdivision Regulations legislate the physical subdivision of land and the engineering specifications for water, sewer, storm drainage, and street pavement.

The success of the Plan depends upon how it is integrated with the operation of local government. The Comprehensive Plan builds a strong relationship between the following governmental activities:

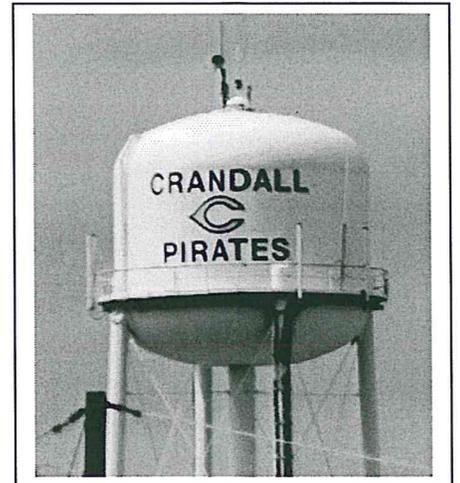
- *Planning & Policy Development* – The Plan defines specific objectives and policies for meeting community goals. It stresses policy development and the periodic review and reformulation of policies as needed to address changing conditions and trends.
- *Regulation* – The Plan is closely coordinated with zoning, subdivision, and other development-regulating ordinances. It contains guidelines for applying development regulations and recommends studies and amendments needed to improve the ordinances.
- *Programming* – The Plan outlines a systematic approach for coordinating services and facilities with development. It recommends a five-year departmental service plan with annual updates.

*The Plan establishes overall policy in terms of future land use, utilities, roads, and open space.*

*The success of the Plan depends upon how it is integrated with the operation of local government*

- *Implementation Process* - The Comprehensive Plan recommends implementation to guide and facilitate long-term development. It defines and prioritizes activities to be undertaken following the Comprehensive Plan adoption. In particular, the Comprehensive Plan should be reviewed and updated every two years to ensure an ongoing process toward implementation.

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## SECTION 2 GOALS AND OBJECTIVES

The Crandall Comprehensive Plan is designed to accommodate and manage the City's future growth. It focuses on ensuring that ongoing development and redevelopment results in an orderly, well-planned community where land use and public facilities are in balance and quality of life is enhanced.

### GOALS AND OBJECTIVES

#### *Purpose and Definition*

The foundation of a Comprehensive Land Use Plan is the set of Goals and Objectives developed through the public participation process. The City of Crandall's Goals and Objectives are tangible directives raised by citizens to guide the development of the city into the future. These directives were used to establish the relationships among land uses on the Future Land Use Plan Map, and will guide officials as they make decisions regarding growth and development of the City.

In order to provide an understanding of what is required in the development of Goals and Objectives, the following definitions are provided:

*Goals* are general statements of the community's desired ultimate physical, social, economic, or environmental status. Goals set the standard with respect to the community's desired quality of life.

*Objectives* are the approaches used to achieve the quality of life expressed by the community's goals. They identify the critical issues and provide direction in steering the City toward eventual achievement of its goals.

*Goals and Objectives set forth the guiding principles that will shape the future growth of Crandall.*

*The goals and objectives will guide officials as they make decisions regarding growth and development of the City.*

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*Policies* are the means by which objectives are carried out in order to achieve the goals of the City. Policies outline specific procedures to achieve a desired objective. Policies should be as specific and as measurable as possible so that they can be put into action with consistency and their effectiveness can be evaluated.

**Goal 1:** Promote the development of residential neighborhoods that make a positive contribution while meeting the needs of all citizens.

Objective 1-1

Encourage development of quality low-density single family neighborhoods.

Objective 1-2

Encourage medium and high density development in areas compatible with higher traffic volumes.

Objective 1-3

Promote the rejuvenation of existing neighborhoods such that they add amenities while protecting property values.

**Goal 2:** Promote pride in ownership through the development of well-maintained and landscaped neighborhoods.

Objective 2-1

Identify resources and programs that assist property owners with opportunities for restoration, renewal, and improvement.

Objective 2-2

Encourage architectural controls on residential building design and lot characteristics.

*Goal 1: Promote the development of residential neighborhoods that make a positive contribution while meeting the needs of all citizens.*

*Goal 2: Promote pride in ownership through the development of well-maintained and landscaped neighborhoods.*

Objective 2-3

Provide consistent and equitable enforcement of municipal codes.

**Goal 3:** Promote a climate that encourages commercial businesses that will benefit Crandall.

Objective 3-1

Review and refine commercial development guidelines and incentives.

Objective 3-2

Improve efforts to market the City of Crandall.

Objective 3-3

Encourage and foster communication between the City and other entities, such as the Chamber of Commerce, the Crandall Independent School District, and the Texas Department of Transportation, and others.

**Goal 4:** Encourage the development of safe and aesthetically pleasing places to work, shop, and do business.

Objective 4-1

Provide design criteria for aesthetically pleasing commercial development.

Objective 4-2

Locate commercial areas within corridors along thoroughfares and encourage the revitalization of historic Downtown Crandall.

Objective 4-3

Encourage quality residential growth as a means to encourage increased commercial growth.

Objective 4-4

Promote economic development that creates quality jobs.

*Goal 3: Promote a climate that encourages commercial businesses that will benefit Crandall.*

*Goal 4: Encourage the development of safe and aesthetically pleasing places to work, shop, and do business.*

**Goal 5:** Develop guidelines and regulations to improve the appearance of commercial properties.

Objective 5-1

Enhance the appearance of commercial properties through façade improvements, screening and buffering while maintaining accessibility and visibility.

Objective 5-2

Provide good frontage and access to main thoroughfares.

Objective 5-3

Prepare corridor streetscapes plans and adopt design standards for development adjacent to arterial streets.

**Goal 6:** Encourage development of new industrial uses that provide a strong economic base while minimizing environmental impacts.

Objective 5-1

Promote industrial development and infrastructure where economically feasible.

Objective 5-2

Encourage development within districts designated for industrial uses.

Objective 5-3

Provide an inventory of available sites to potential developers, real estate professionals, and citizens.

*Goal 5: Develop guidelines and regulations to improve the appearance of existing commercial properties.*

*Goal 6: Encourage development and expansion of new industrial uses that provide a strong economic base while minimizing environmental impacts.*

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**Goal 7:** Provide the citizens with high quality, strategically located, adequately staffed city facilities to serve the community.

Objective 7-1

Identify and prioritize current and future needs for facilities.

Objective 7-2

Develop strategies and plans to gain citizen support for needed facilities.

Objective 7-3

Develop creative strategies to fund needed facilities.

Objective 7-4

Identify accessible locations for facilities.

Objective 7-5

Promote and encourage cooperation between taxing and other entities to provide facilities with no duplication.

Goal 7: Provide the citizens with high quality, strategically located, adequately staffed facilities to serve the community in the areas of Fire Protection, Police, Emergency Medical Services, City Government, Municipal Court, Water and Sewer Services, Recreational, Educational, Cultural, Assembly, Health Care, and Code Compliance...

## SECTION 3 DEMOGRAPHICS

The identification of trends in population growth and other demographic data is a very important part of the comprehensive planning process. It can provide clues to future growth patterns and indicate what types of housing and public facilities may be needed in the future. For example, an increase in young couples with children would require starter housing, new parks and schools, and new or upgraded community facilities; whereas, an increase in the elderly population would lessen the need for schools and increase the need for specialized housing. This chapter of the Comprehensive Plan contains information on Crandall's population including age, as well as household, housing and economic characteristics.

### Population

According to the population projections prepared by the North Central Texas Council of Governments ("NCTCOG"), the City of Crandall can expect its population to increase by more than 51% between 2010 and 2030 within the existing city limits. Table 3.1 sets forth the population projections for the City of Crandall in five year increments.

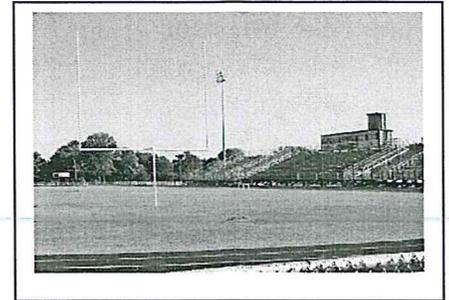
**Table 3.1  
 Population Estimates**

Year	Population
2010	3,387
2020	4,295
2030	5,108
Total Growth	1,721
Total Change	51%
Heartland	10,000
Total 2030 Population	15,108

*The identification of trends in population growth and other demographic data can provide clues to future growth patterns and indicate what types of housing and public facilities may be needed in the future.*

*According to the population projections prepared by the North Central Texas Council of Governments ("NCTCOG"), the City of Crandall can expect its population to increase by more than 51% between 2010 and 2030. However, with the annexation of Heartland in 2020, the City's actual population will be closer to 15,000.*

The NCTCOG projections do not take into consideration that in 2020 the Heartland Community will be annexed into the City of Crandall and with it up to 10,000 additional residents. Therefore, for the purpose of long-term planning, the projected population for Crandall in 2030 will actually be closer to 15,000 residents and not the 5,108 projected by the NCTCOG.



This increase in population will serve as the basis for the Crandall comprehensive planning effort. This plan will strive to ensure that the City of Crandall accommodates the increase in population while maintaining the quality of life that the current residents enjoy.

### Population by Age

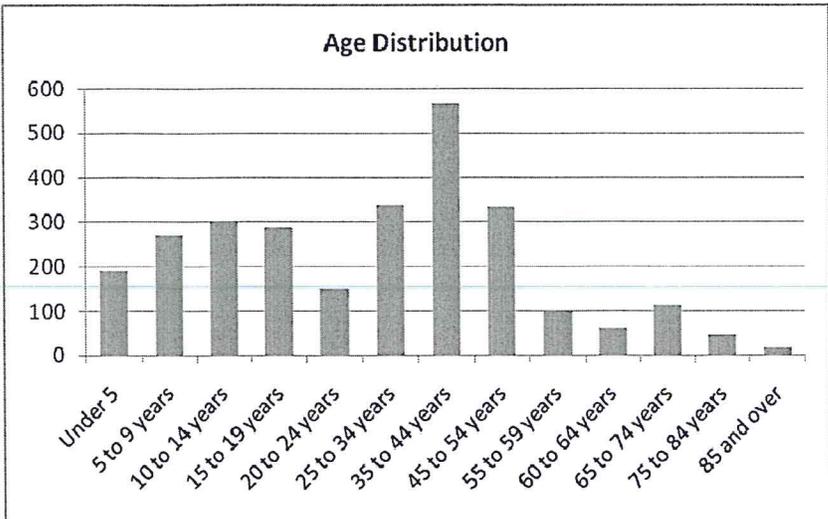
Table 3.2 breaks down the City's population by age group. The age characteristics of the City's population is important as it helps the City to understand if the population will need more schools, single-family homes or homes for people without children living at home. It is anticipated that the age characteristics will stay consistent in the future.

**Table 3.2**  
**2000 Population by Age**

Age	Number	Percent
Under 5	191	6.90%
5 to 9 years	270	9.70%
10 to 14 years	301	10.90%
15 to 19 years	287	7.50%
20 to 24 years	149	5.40%
25 to 34 years	338	12.20%
35 to 44 years	567	20.40%
45 to 54 years	334	12.00%
55 to 59 years	102	3.70%
60 to 64 years	60	2.20%
65 to 74 years	113	4.10%
75 to 84 years	46	1.70%
85 and over	16	0.60%

Source - 2000 Census of Population and Housing Summary

*According to the 2000  
 Census, the median  
 age in Crandall was 31  
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According to the 2000 Census, the median age in Crandall was 31 years.

The 20 to 29 year-old age group is typically the group that is starting out on its own and putting stakes into the community. Members of this age group, particularly in the upper end, are beginning to enter the family formation years, thus the high proportion of people in this age group may indicate increasing school enrollments in the near future.

The 30 to 49 year-old age group is often looked at as the new generation of community leaders and business owners, and their children are found throughout the school system from kindergarten to 12th grade. These age groups also tend to be active in the community and demand high quality services for their children and families. However, these age groups also tend to be highly mobile and may move away from a community to find better opportunities. Within this population range, the 30 to 34 year-olds are typically first-time homebuyers while the 35 to 49 year-olds are typically included in the move-up homebuyer market. Given that the majority of people in Crandall are in this age group, this suggests that the majority of new housing in Crandall should not be starter homes, but higher end housing.

*... the 30 to 34 year-olds are typically first time homebuyers while the 35 to 49 year-olds are typically included in the move-up homebuyer market*

*Empty nesters may begin to abandon homes with several bedrooms and two or more stories for lower maintenance, two bedroom units, often on one story.*

Persons in the 50 to 64 year age group tend to be empty nesters and may move to smaller homes while young seniors aged 65 to 74 often seek a variety of housing options. Empty nesters in these age groups begin to abandon homes with several bedrooms and two or more stories for lower maintenance, two bedroom units, often on one story.

While persons aged 85 and over comprise the smallest age group in Crandall, this segment of the population is growing rapidly nationwide. This is due partly to the fact that people are living longer than they did previously, but it may also be the result of older residents in the surrounding rural areas moving to the city to be closer to services. A sustained 85+ population has several planning implications for the city. Park and recreational demands of this group tend to be for passive activities rather than ball fields and playgrounds. Also, social services, elderly housing and medical services will be in demand and will most likely need to be located near one another.



## Housing

The character of households can change over time in two ways as it relates to a city's population growth: by number and by size. If over time, population growth is coupled with an increase in both the number and size of households, then it generally tends to indicate a community growing from within, i.e. a high birth rate. However, if population growth is reflected by an increase in the number of households and a decrease in the size of the household, then it may indicate that the community is growing because of an influx of new residents.

*If population growth is reflected by an increase in the number of households and a decrease in the size of the household, then it may indicate that the community is growing of an influx on new residents.*

**Table 3.3**  
**Household Projections without Heartland**

<u>Year</u>	<u>Households</u>
2000	881
2005	917
2010	936
2015	983
2020	1,051
2025	1,104
2030	1,157
New Households	276
Change in Total Households	32.00%

Available, affordable, and safe housing is necessary for a community to accommodate the growth of all segments of the population. It provides a vital link between the community's population growth, economic development goals, and its land use priorities. In order to encourage growth in the population and economy, housing will be needed in Crandall for residents of differing income levels.

*Available, affordable, and safe housing is necessary for a community to accommodate the growth of all segments of the population.*

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## SECTION 4

### Land Use Plan - 2010

The Land Use Plan is a general guideline for the location and arrangement of land use in a municipality. It is based to a large degree upon the goals and objectives of the community which should be the thread of continuity over the life of the plan.

The dividing lines between recommended land uses appear very specific on maps, however, as development occurs there are mitigating circumstances that require a degree of flexibility as to the exact change of one land use to another or between levels of density of land uses. This level of specifics must be considered at the time of approvals for development. It is strongly recommended that major changes to the Land Use Plan be carefully analyzed before deviating from the basic concepts of the plan.

The preparation of the Land Use Plan for Crandall 2030 is based upon:

- Goals and objectives determined desirable for the continued growth of the community by the elected and appointed officials of the City and presented at public reviews.
- Planning principles established in the Crandall Comprehensive Plan 2000 and updated to the present.
- Considerations of physiographic and environmental constraints such as topography, flood prone areas, and noise.
- Analysis of locations and conditions of existing land uses and their potential for continuation into the foreseeable future.
- Assessment of regional and local thoroughfare systems constructed or planned to be constructed.

The Land Use Plan is the guideline for the location and arrangement of land use in a municipality.

Crandall will continue to encourage a range in housing types and densities in order to respond to the needs and desires of its residents

- Land use and development trends in the future as affected by the economy, energy conservation, and efficient use of other natural resources.
- Constraints of physical expansion of the municipal boundaries to include new areas for growth.
- Reduction of conflicts and assurance of compatibilities of land uses that will ensure Crandall's future as a desirable place of residence, work, and leisure.
- Community input through two public forums and a citizens survey.



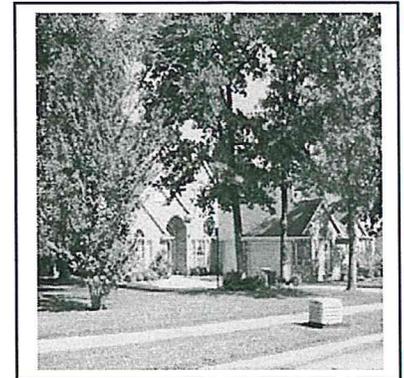
## **LAND USE CLASSIFICATIONS**

The existing and recommended land uses are classified according to the primary way in which the land is used. For purposes of clarity and common definition, the following are descriptions of the land uses described in the plan.

### **Residential**

There are three levels of residential use indicated in the Land Use Plan.

- Low density residential represents single family detached residential dwelling units as normally found in residential subdivisions. The density levels for this use are less than three dwelling units per acre. These areas are ideally supported by nearby schools and neighborhood parks, preferably within walking distance of most points in the neighborhood.
- Medium density residential consists of detached or dwelling units at a density level of approximately four to six dwelling units per acre. Most of Crandall is currently developed to these densities. Examples of



The layout of neighborhoods should incorporate parks with pedestrian links from surrounding neighborhood.

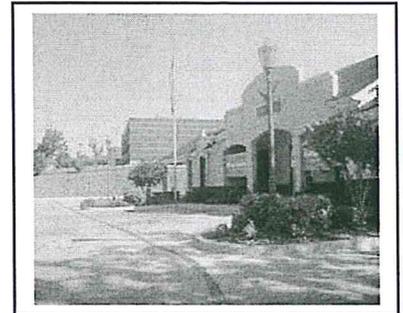
this classification are the historic Downtown area, River Ridge, cluster or patio homes, duplexes, and some instances of town homes. The location criteria developed for this plan includes the use of medium density residential as an outer buffer between low density areas and higher density residential, along arterials or other non-residential uses. Much more design flexibility can be afforded to this classification to meet new design concepts and to provide the internal protection from the above described conditions. This use should be located near high volume traffic thoroughfares due to higher traffic volumes associated with increased densities. The implication of higher density should not preclude the provision of open space and recreational opportunities within or adjacent to these areas. Open space associated with these areas is important to residents being placed in higher density situations, and modern design concepts offer many opportunities to maximize living amenities within medium density areas.

- High density residential is represented by greater than eight dwelling units per acre. Dwelling units are most often attached or multiple dwelling units located within a single or series of structures. Examples of such uses include town houses, condominiums, and apartments. This use classification does not imply ownership or renter occupancy. Design concepts can be incorporated into this classification which can provide the living amenities of recreation and open space, safety of the occupants, and aesthetic amenities of high density residential living areas.

### **Commercial / Retail**

The Commercial / Retail classification includes regional shopping centers, community shopping centers, neighborhood shopping centers, and convenience retailing centers. Commercial activity provides return on investment for business and property owners, employment

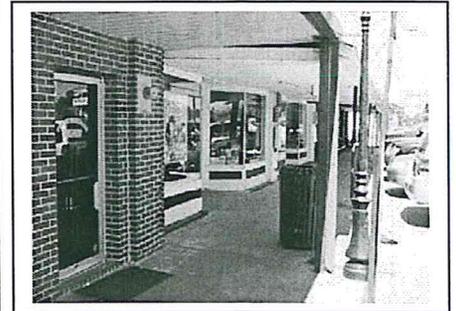
The location criteria developed for this plan includes the use of medium density residential as an outer buffer between low density areas and higher density residential, along arterials or other non-residential uses.



opportunities for local residents, and an economic base for local taxing entities. Commercial activity generally supports community residential activity. Every effort should be made to encourage development that compliments the area with a diversity of uses to provide a variety of services and products.

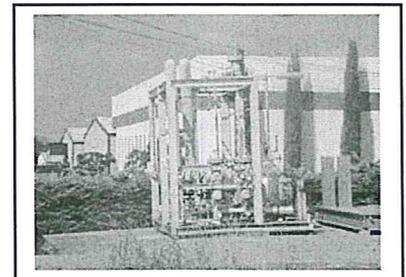
### **Historic Downtown Crandall**

The Historic Downtown Crandall includes the original community-serving shopping area and is also an important focal point of the community. Its viability should be encouraged and enhanced by redevelopment and expansion. The most serious impediment to this area is the lack of ample parking and amenities such as sidewalks and landscaping, thereby reducing the visual appeal of downtown. Unlike shopping centers which are most often developed under a single design concept and ownership, the downtown area is made up of a multiplicity of building types, ages, and styles which gives a flavor to this unique area. Similarly, there are a larger number of owners in downtown requiring an association of individual owners with a common interest in the downtown area.



### **Industrial**

The Industrial classification includes warehousing, industrial activities not requiring major open storage, and those that may be a part of a planned center consisting of several buildings. These uses can be attractive and the associated loading areas can be screened with landscape elements resulting in a very pleasing atmosphere. This type of use may also incorporate office use.



### **Public**

The Public classification includes the broad spectrum of state, county, city, or other government owned and operated facilities. Governmental offices and schools are included in this classification. These uses are normally service facilities and should be located to maximize accessibility to the public user. Those public facilities that have characteristics similar to commercial (high traffic volume) or industrial (noise,



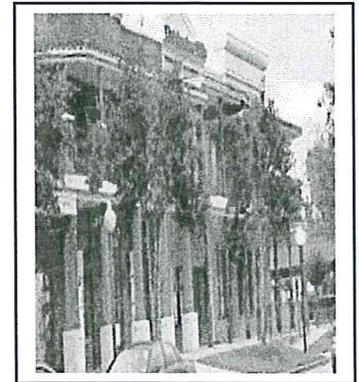
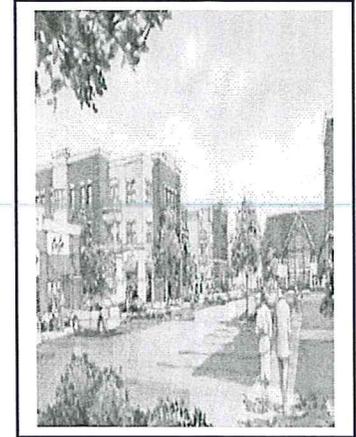
odor, etc.) should be placed in areas that are acceptable for privately owned but similar characteristic uses.

### **Regional Mixed Use Activity Center**

The Regional Mixed-Use Center is a classification where the focus area contains the shopping, services, recreation, employment, and institutional facilities supported by and serving an entire region. A regional activity center could include a regional shopping mall, a number of major employers, restaurant and entertainment facilities, and high-density housing. A regional activity center is considerably larger and more diverse in its land uses than any other activity center. It includes vertically integrated uses where different uses may occur on each floor of the building. This use type is not identified on the Future Land Use Map but is an attractive development option for the City.

### **Neighborhood Mixed-Use Activity Center**

The Neighborhood Mixed Use Center contains facilities vital to the day-to-day activity of the neighborhood. A neighborhood center might contain a convenience store, small restaurant, personal service shops, church or synagogue, day care center, individual office space, a small park, and perhaps an elementary school. In addition to business uses a neighborhood center may contain a variety of residential uses including cluster or patio homes, homes above businesses, small apartment communities, and a limited number of single family detached residential dwelling units. It should abut collectors or arterials but not minor streets. As with the Regional Mixed-Use Activity Center, this classification has not been included on the Future Land Use Map, but it is a development option that should be encouraged in the future.



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## SECTION 5

### Thoroughfare Plan - 2030

The Thoroughfare plan provides for the basic framework upon which the city designs, builds and maintains its system of roadways. Much of the basic philosophy of land use planning and resulting arrangements and locations of land uses is often based upon the location and classification of roadways. The basic premise of thoroughfare placement is to achieve the safest and most economical and efficient design of the roadways to serve their intended use.

*The basic framework upon which a city is built is its system of roadways*

Local attitudes concerning land use densities and arrangements, coupled with the willingness by the public at this point in time to contend with the increasing costs of individual transportation, do not indicate that public mass transportation will be a primary mode of local or regional traveling in the foreseeable future. The need to work in concert with land use and physical constraints of landforms is important in the planning of thoroughfares.

### Thoroughfare Design Considerations

#### Functional Classification of Roadways

The basic function of thoroughfare design is to carry traffic between regional and interregional areas (freeways), to bring traffic to and from the freeway and serve major movements of traffic within or through the urban area (arterials), to serve internal traffic movements within an area of the city (collectors) and to provide access to adjacent residential land (minor).

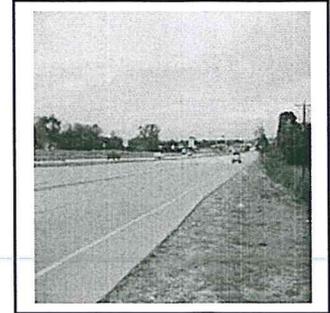
Based upon the functional classification of thoroughfares, the following definitions are the basis for Crandall's Thoroughfare Plan:

#### **Freeways (US 175):**

Freeways are intended to move high volumes of traffic at relatively high speeds over long distances. They are a direct link between major traffic generators and have controlled

*The need to work in concert with land use and physical constraints of landforms is important in the planning of thoroughfares*

access to ensure uninterrupted traffic flow and safety. Frontage is provided along service roads. Freeways provide a system of high-volume radial routes to the central business district and circumferential or “loop” routes to serve other areas. Freeways also connect local cities to those outside the region.



### **Arterial Streets (e.g. F.M. 148):**

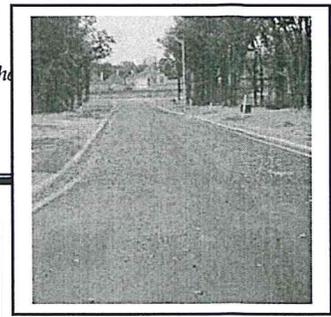
Arterials serve the high volume traffic needs of the local area. These routes are continuous through the community and should connect with similar thoroughfares in adjacent cities. Access is controlled through placement of entering streets, driveway prohibitions, medians, left-turn lanes and traffic signs/signals.

Arterials should be located generally one to two miles apart, should be designed to accommodate moderate to high traffic volumes (25,000 to 45,000 trips per day) and will have abutting commercial uses. Abutting residential uses should be served by side streets. Protected left turn movements are recommended and full traffic signs/signals are typically warranted at intersections with other arterials. This type of thoroughfare should not penetrate residential neighborhoods but may border or be the division between neighborhoods.

### **Collector Streets (e.g. Trunk Street):**

Collector streets serve as feeder streets for the arterial system, collecting traffic from local streets and delivering it to the arterials. These routes should be somewhat less continuous through the community to discourage their use as arterials.

Collectors may be located from  $\frac{1}{4}$  to  $\frac{1}{2}$  mile apart, are designed to carry traffic volumes of up to 7,000 vehicles per day and may have abutting commercial (preferably only at intersections) and residential uses. Collectors may be more closely spaced in business or industrial areas to handle higher volumes of local traffic. Due to noise and traffic odors that may accompany higher volume, a greater than normal setback of residential units is recommended. This type of



thoroughfare may penetrate a residential neighborhood to collect local traffic and direct it to arterials.

### **Minor Streets (e.g. most residential streets):**

These streets provide direct access to residential areas. They should be designed to serve only the residents of the immediate area and should feed into the collector street system. Residential streets should be short, curvilinear and less continuous to discourage cut-through traffic.

### **Cul-de-sacs:**

Cul-de-sacs should be provided to all presently dead-end streets not having space to turn at their end. The lack of adequate space to turn around is hazardous at times during emergency situations for emergency personnel such as firemen and police officers. Cul-de-sacs should not exceed 600' in length.

*The primary purpose of the thoroughfare system is to move traffic to various points within a given area*

### **Additional Design Considerations**

The primary purpose of the thoroughfare system is to move traffic to various points within a given area. However, this purpose does not preclude the need to maintain a pleasurable driving experience while on the roadway. Additionally, there are instances where there are other users of the street rights-of-way. These considerations should be analyzed during thoroughfare planning and in the analysis of thoroughfare safety and maintenance.



### **Landscape Planting:**

The aesthetic treatment of rights-of-way should be encouraged in the areas that are appropriate with the type of design and materials that are easily maintained. The use of grass, ground cover, shrubs and trees should be planned in conjunction with the functional design of the thoroughfare. The location and type of landscape treatment should take into account roadside hazards as a result of trees or other immovable objects being too close to travel lanes. Trees generally should not be closer than ten feet to the curb on

arterial streets. Landscape materials, graphics and earth mounds can become hazardous at intersections without accommodating for sight distances and blind spots. In order to break monotony, a long expanse of screening should be periodically broken by trees or plant groupings of different form, texture, or color. Additionally, the treatment of parkways should be designed not to cause a distraction to the driver.

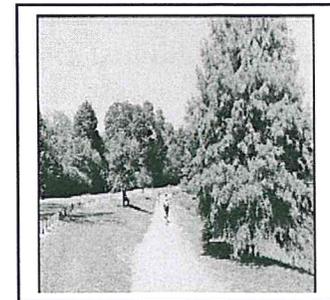
### **Sidewalks/Bike Lanes**

There are many instances that there is a desire or even a need to provide pedestrian access along the thoroughfares. There is always a concern of the incompatibility of pedestrians and heavy vehicular traffic. High volumes of relatively high-speed traffic pose a potential traffic safety hazard to pedestrians. Conversely, the presence of pedestrians close to the roadway increases the level of anxiety of drivers. The placement of sidewalks is often required to provide access to retail areas, schools and parks.

The location of the sidewalk along thoroughfares should carefully consider the volume and type of traffic and the placement and width of the walk. It is suggested that sidewalks be placed within the parkway at property lines and be a minimum of four feet in width in residential areas, five feet along major roadways and six feet in commercial areas.

Sidewalks are particularly recommended around all school areas for walking students. The City should include sidewalk construction in its development ordinances and they should be enforced for the safety of Crandall students.

Bike lanes, or bike lane designations, would also be encouraged as a supplement to sidewalks. It is recommended all roadways including existing facilities, new construction and reconstruction should be considered as future bike route candidates. This designation may take the form of:



- 1) **Shared roadway (no sign)** where the cyclist flows with vehicular traffic without signage to indicate that the route is a preferred bike route,
- 2) **Signed shared roadway** where a bike route sign identifies the route as a preferred bike corridor and notifies motorists that cyclists may be present, or
- 3) **Bike Lanes** where additional pavement, along with appropriate signs and markings, delineate the right-of-way assigned to the cyclists versus that assigned to motorists.

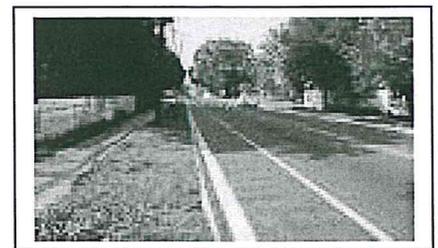
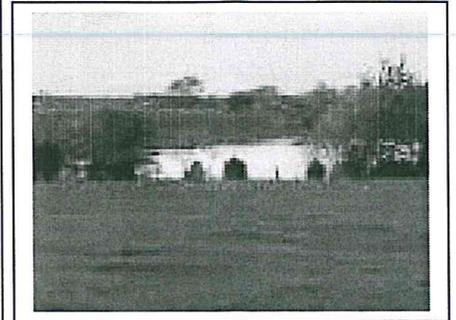
In all cases, however, the needs of both the cyclists and motorists must be considered in determining whether a particular roadway should be designated as a bike route and the appropriate type of bicycle facility to incorporate.

Elements which may affect the decision regarding the provision of on-street bikeways include:

- 1) The average travel speed on the candidate facility,
- 2) The need for increased street sweeping operations to ensure a safe riding surface,
- 3) The additional R-O-W and pavement requirements associated with each type of bikeway,
- 4) The potential utilization of the proposed candidate route, and
- 5) The number and type of driveway or street crossings located along the candidate route.

### **"Complete Streets" Concept**

Complete streets are intended to provide safe access for all users. Pedestrians, bicyclists, motorists and public transportation users of all ages and abilities should be able to safely move along and across a complete street. Planners and engineers should design with all users in mind including drivers, public transportation riders, pedestrians, bicyclists as well as older people, children and people with disabilities.



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There is no single design model for complete streets. Elements that may be included in a complete street design include:

- Sidewalks
- bike lanes (or wide paved shoulders),
- special bus lanes,
- comfortable and accessible public transportation stops,
- frequent crossing opportunities,
- median islands,
- accessible pedestrian signals,
- curb extensions and more.



A rural complete street may look quite different from a complete street in a highly urbanized area, but both provide a balance of safety and convenience for everyone using the road. The policies and cross-sections included in this plan are intended to incorporate the relevant complete streets design concepts.

### **Context Sensitive Design**

Context Sensitive Design (also called *Context Sensitive Solutions* or *CSD*) refers to roadway standards and development practices that are flexible and sensitive to community values. CSD allows roadway design decisions to better balance economic, social and environmental objectives.

CSD is the art of creating public works projects that meet the needs of the users, the neighboring communities and the environment. It integrates projects into the context or setting in a sensitive manner through careful planning, consideration of different perspectives and tailoring designs to particular project circumstances.

Context sensitive design uses a collaborative, interdisciplinary approach that includes early involvement of key stakeholders to ensure that transportation projects are not only “moving safely and efficiently,” but are also in harmony with the natural, social, economic and cultural environment.

The development contexts included in this plan are:

- 1) **Urban** - characterized by limited residential development; commercial development in the form of smaller, single tenant storefronts with limited or on-street parking; Old Downtown is an example of urban Crandall;
- 2) **Suburban** - characterized by a predominance of detached, single-family homes and commercial development in the form of malls or strip centers with large adjacent parking areas; most of Crandall currently falls into this context category; and
- 3) **Mixed Use Urban** - characterized by a combination of urban commercial and dense residential; this land use context does not currently exist in Crandall;
- 4) **Rural** - characterized by large-lot residential, agricultural uses and limited or no commercial development; many of the newer upscale subdivisions are examples of rural Crandall.



CSD requires an early and continuous commitment to public involvement, flexibility in exploring new solutions and an openness to new ideas. Community members play an important role in identifying local and regional problems and solutions that may better meet and balance the needs of all stakeholders. Early public involvement can help reduce expensive and time-consuming rework later on and thus contributes to more efficient project development.

Context Sensitive Design promotes six key principles:

1. Balance safety, mobility, community and environmental goals in all projects.
2. Involvement of the public and affected agencies early and continuously.
3. Use of an interdisciplinary team tailored to project needs.
4. Address all modes of travel.
5. Apply flexibility inherent in design standards.
6. Incorporate aesthetics as an integral part of good design.

### ***Crandall Thoroughfare Plan of 2010***

This thoroughfare plan provides for the basic framework upon which the city determines the location, design and capacity of streets for future development. There are also thoroughfare plans either being prepared or already adopted by other governmental entities that have been considered in developing the Crandall Thoroughfare Plan of 2010.



### ***Goals, Policies and Strategies***

#### **Goal 1: Establish a regional transportation presence.**

Policy 1.1 Cooperate with local, county and state governmental entities in the expansion, maintenance and enhancement of the roadway system.

Action 1.1.1 Continue proactive planning and development of a functional transportation system.

Action 1.1.2 Continue cooperation with Kaufman County and the cities of Seagoville, Combine, Mesquite, Forney and Kaufman to ensure that transportation planning efforts are coordinated.

#### **Goal 2: Develop a tool that directs the City's roadway development for the future.**

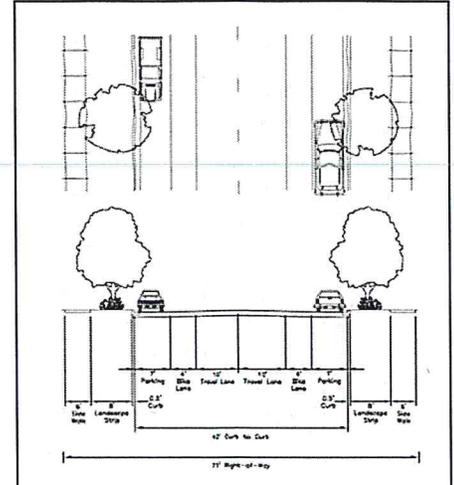
Policy 2.1 Develop a working master thoroughfare plan that can be used as a guide to

determine, classify, locate and schedule roadway development improvements.

- Action 2.1.1: Develop a thoroughfare plan based upon known principles and standards that represents the goals of the community.
- Action 2.1.2: Develop and maintain a travel forecast model using software compatible with that currently employed by NCTCOG and TxDOT.
- Action 2.1.3: Develop standards for each roadway type shown in the Transportation Plan regarding Right-of-Way, pavement width, parkway width and median type/utilization. At a minimum, this should include major and minor arterials as well as collectors.
- Action 2.1.4: In addition to conventional roadway cross sections, develop *Context Sensitive Design (CSD)* roadway standards where deemed applicable.
- Action 2.1.5: Maintain the plan by reviewing on an annual basis for changes that may have occurred in the previous year.

**Goal 3: Provide a means to prioritize the city's transportation needs.**

- Policy 3.1: Develop a long-range and incremental plan for budgeting and prioritization of projects identified in the comprehensive plan.
- Action 3.1.1: In conjunction with the area MPO, pursue a transportation model for the city that can be used to evaluate existing and future roadway capacity deficits.



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**Goal 4: Be aware of available funding sources for transportation improvements.**

Policy 4.1: Obtain funding for the planning and construction of the thoroughfares.

Action 3.1.1: Continue to seek funding through TxDOT, NCTCOG and other entities to partner with the City in accomplishing transportation-related projects.

**Goal 5: Actively involve the citizens in transportation discussions.**

Policy 5.1: Optimize public awareness.

Action 5.1.1: Actively encourage public participation in the thoroughfare planning process.

**Goal 6: Balance land use and thoroughfares.**

Policy 6.1: Thoughtfully locate traffic generators.

Action 6.1.1: As a general rule, locate high trip generating uses close to arterial roadways or major collector streets and the US 175 frontage roads.

**Goal 7: Maintain access while not impacting the flow of traffic for primary and secondary roadways.**

Policy 7.1: Employ access management.

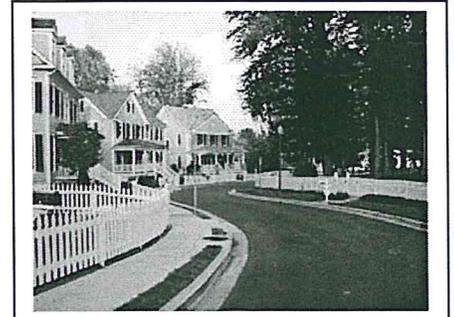
Action 7.1.1: Develop and utilize access management techniques such as shared driveways and cross access easements to reduce the number of driveways on high-volume roadways.

Action 7.1.2: Adopt an access management plan that satisfies TxDOT criteria for City oversight.

**Goal 8: Embrace transit as a future option.**

Policy 8.1: Increase the potential for developing transit options

Action 8.1.1: Encourage active participation in regional discussions concerning transit.



Action 8.1.2: Consider protecting corridors that might be used for future transit routes.

Action 8.1.3: Consider zoning areas with mixed-use densities that would support future transit uses.

**Goal 9: Reduce the overall annual vehicle miles of travel (VMT).**

Policy 10.1: Develop and adopt a 'complete streets' design guideline.

Action 10.1.1: Consider on-street bikeways with new and re-construction of all arterial and collector roadways.

Action 10.1.2: Require all roadways to provide sidewalks for increased pedestrian mobility.

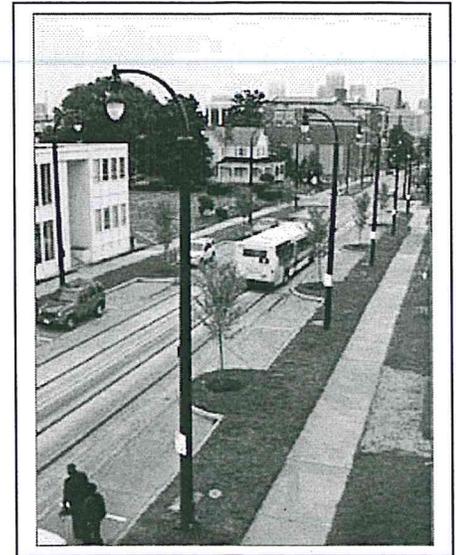
Policy 10.2: Increase the availability of destination employment opportunities.

Action 10.2.1: Develop and adopt a future land use plan that allocates adequate resources to the development of office, industrial, manufacturing and other career-oriented employment.

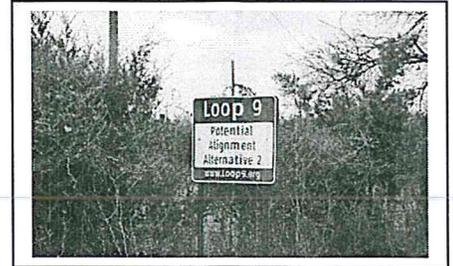
Action 10.2.1: Encourage the development of dense employment centers through economic development or other incentives.

**Goal 10: The cost of developing transportation infrastructure will be shared among those that benefit from it the most – developers, the city, other government entities and users.**

Policy 11.1: Using guidelines set forth in the State of Texas Local Government Code 395, establish an impact fee structure for the City.



- Action 11.1.1: Using a consultant versed in the development of impact fees, calculate a **roadway** impact fee for new, developing areas in the city.
- Action 11.1.2: Continue with requirements for Traffic Impact Assessments.



## Loop 9

Loop 9 is envisioned as an outer loop, which will affect Crandall. The present studies indicate a corridor for the freeway to come through Seagoville or Combine and will bring additional traffic to the Crandall area. Loop 9 will greatly improve local access, provide access to the Metroplex and open new lands for development.

## State Highway 175

State Highway 175 is the major regional and intraregional access to and through Crandall. It is presently operating as an expressway, meaning that there are four travel lanes with service roads on either side of the travel lanes. Typically, a state highway of this design will have speed limits of 60 mph in non-urban areas.

Grade-separated crossings occur at FM 148 and at FM 741. Additional crossings are planned.

## Implementation Strategy

### Proposed Transportation Plan

The Transportation Plan, also referred to as the Master Thoroughfare Plan, is a critical tool that both guides development and supports the proposed land use plan. It identifies important roadway corridors and helps reserve them as new development takes place. Without this type of detailed plan in place, the continuity and connectivity of

*The primary entity responsible for thoroughfare improvements is the City.*

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existing and future roadways cannot be maintained. Policy 2.1 encourages the development of this plan.

The attached Transportation Plan was developed using the current NCTCOG regional thoroughfare plan as well as the current plans of Kaufman County, Seagoville, Forney and other adjacent communities. Typically, the three highest classifications of roadways (freeways, arterials and collectors) are graphically shown on a Master Thoroughfare Plan which is subsequently adopted as a part of the City code. This plan identifies the approximate location and alignment of existing and future arterials and collectors as well as a general depiction of need and roadway spacing. It is not intended, however, to identify specific alignments. Generally, arterials should be spaced at 1-mile (minimum) intervals and collectors at  $\frac{1}{4}$ - to  $\frac{1}{2}$ -mile intervals between adjacent arterials.

When possible, existing roadways and rights-of-way were utilized to provide for the future system. Existing street stubs were extended between existing and future subdivisions (a practice that should be incorporated as a requirement in the Crandall subdivision and development process). Environmentally sensitive land areas were avoided where practical.

Also, in order to meet the current and proposed minimum centerline radius design standards for collectors and arterials, several roadways were 'straightened' in critical areas removing what would be hazardous curves if retained.

All of the proposed arterials shown will incorporate either 4 or 6 travel lanes located in a minimum of 120 feet of right-of-way. Many will provide on-street bikeways and some may include on-street parking. All, however, will provide regional connectivity to adjacent communities and their roadway systems.

This plan does not, however, differentiate between major and minor classifications of arterials and collectors because a travel demand model for this roadway network (and

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therefore detailed traffic volume projections) is not available. When this information becomes available (see Actions 2.1.2 and 3.1.1), a separation of major and minor arterials and different types of collectors will be possible. Until that time, the determination of required cross section for individual arterials and collectors should be made by staff based on the characteristics of the proposed development and its relationship to existing facilities.

### **Proposed Roadway Cross-Sections**

In order for the proposed Transportation Plan to be of greatest value, each of the roadway classifications listed must be defined and described. Important design elements such as right-of-way width, pavement width, a minimum centerline radius and the location and size of medians must be quantified. This information will help ensure uniform roadway construction across the city.

The attached roadway cross-sections show three primary categories of roadways: local (not shown on the Transportation plan, but important for subdivision development), collector and arterial. Each of these categories is then separated into two sub-categories to reflect the current development trends in Crandall. The design elements listed above are then described for each of these sub-categories in terms of context: mixed-use urban, urban, suburban and rural. The following table offers additional information which should be incorporated into the city's engineering design guidelines (see Action 2.1.3). These criteria should be used in securing adequate right-of-way as development occurs. Alleys, while not described by a separate functional classification, do serve a valuable access function. They are listed here in order to establish right-of-way requirements and basic design characteristics. The application or use of alleys should be based on current Subdivision Ordinance requirements.

As this table illustrates (in conjunction with the cross-section diagrams), many design elements for each roadway

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classification can vary depending on the context of the community in which it is placed and the demand it is projected to serve.

### **Funding Thoroughfares**

The primary entity responsible for thoroughfare improvements is the City of Crandall. The City has several methods available for the initial construction of thoroughfares.

### **Minor Streets:**

Initial construction is most often borne by the adjoining land owners or land developer. Improvements to platted rights-of-way or street reconstruction include assessment paving programs, i.e. adjoining property owners assessed for the improvement costs. Other options are general obligation bond programs and using resources provided by the Council of Governments.

### **Collector Streets:**

The developer may dedicate land, either totally or in part. Based on City policy, if part of the cost is borne by the developer, then the rest shall be borne by the City. If this is the case, the City may require improvements over and beyond its typical street standards. Other fund resources may include assessment paving, general bond programs, or funding through the Texas Department of Transportation when the street is determined to be eligible. These funds are administered by TXDOT and are to support federally aided highway systems.

### **Arterial Streets:**

The City of Crandall, through its bond programs, dedication of rights-of-way land and partial assessment programs has the primary responsibility for non-State funded arterials. State funded arterials and freeways indicated on the Thoroughfare Plan are the State's responsibility. These thoroughfares are FM 741 and FM 148. There are roadways that are the maintenance responsibility of Kaufman County.

*Initial construction of streets, in most cases, shall be the responsibility of the developer.*

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The county programs typically do not provide for curb and gutter nor land acquisition policies.

It must be noted that many of the arterial and collector streets must be increased in width in order to meet the design standards necessary to accommodate the volume of traffic. It is suggested that these widths be adjusted as these roadways are overlaid, reclaimed or reconstructed.

### ***Thoroughfare Vision***

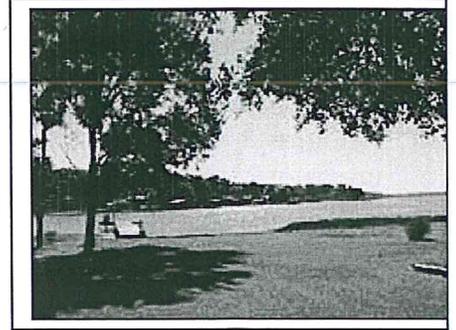
With relatively minor changes to the existing infrastructure, our individual thoroughfares can become an integrated system. The plan envisions minor land acquisition and disruption of existing property to support Crandall's growth. A central theme encompasses easier, more efficient access to US 175. This plan incorporates elements to provide access to Crandall's natural resources. Refer to Thoroughfare Plan Map.

## SECTION 6 Parks Plan

Open-space lands may be publicly or privately owned, developed with recreational facilities, or preserved as natural landscape. These areas may be as small as an acre or as large as hundreds of acres. Developments may occur with private open space and recreational facilities. While these facilities are important elements of urban design, this section addresses only public systems of parks, recreational facilities, and open space. Meeting gross area park standards alone does not adequately address a community's park needs. More importantly is the availability of improved and accessible park areas that conveniently provide citizens with a balanced variety of facilities and environmental protection.

### Policies

- a) Parks and recreational opportunities should be equitably distributed and accessible to all Crandall residents. Park and facility locations will be determined in accordance with the parks and recreation master plan.
- b) Parks and open spaces should be located in or adjacent to floodplains, where feasible, to aid in floodplain conservation efforts and to enhance recreational opportunities.
- c) The city should acquire and develop parks in conjunction with other public facilities to provide the most cost-effective public services. Parks could be developed jointly with new schools, storm water detention basins, drainage channels, fire and police stations, or new neighborhoods.
- d) To ensure the reasonable distribution of public parks in accordance with the plan objectives, residential developers should provide in their projects land for



*Parks and recreational opportunities should be equitably distributed and accessible to all Crandall residents.*

neighborhood parks sufficient to meet the needs generated by their development or provide an alternative strategy to satisfy the demand.

- e) The City should be responsible for the acquisition and development of community and city-wide parks.

## Goals and Objectives

**Goal 1:** Ensure the adequate and equitable distribution of parks, open space, and recreational facilities.

### Distribution of Parks Objectives

#### Objective 1-1

Complete a new parks master plan that adequately addresses public needs.

#### Objective 1-2

Acquire and maintain sufficient land to keep pace with Crandall's population growth.

#### Objective 1-3

Develop, fund, and implement future capital improvements programs consistent with the parks master plan.

**Goal 2:** Achieve urban design, transportation, drainage, and environmental objectives through park and open-space acquisition.

### Park and Open Space Acquisition Objectives

#### Objective 2-1

Identify land and easements necessary to establish a unified greenbelt and trails system that achieves recreation and transportation system objectives.

*Goal 1: Ensure the adequate and equitable distribution of parks, open space, and recreational facilities.*



*Goal 2: Achieve urban design, transportation, drainage, and environmental objectives through park and open-space acquisition.*

Objective 2-2

Identify significant scenic and environmentally sensitive lands and determine strategies to preserve them.

Objective 2-3

Adopt parkland dedication requirements for new residential development.

Objective 2-4

Create meaningful parks and open space in Historic Downtown Crandall.

**Goal 3:** Ensure cost-effective means for acquisition and maintenance of parks, open-space, and recreational facilities.

**Financial Effectiveness Objectives**

Objective 3-1

Research the need for and the feasibility of developing specialized parks and recreational facilities that may function as profit centers, which reduce the dependency on property tax revenue and generate profits to underwrite other recreational facilities and services.

**Goal 4:** Ensure that future parks and recreational improvements are responsive to the changing needs of Crandall's citizens.

**Responsiveness Objective**

Objective 4-1

Periodically survey the wants and needs of Crandall's citizens for their parks and recreation system. Incorporate this data into revisions of the master plan.

Objective 4-1

Update the parks master plan at least once every five years.

*Goal 3: Ensure cost-effective means for acquisition and maintenance of parks, open-space, and recreational facilities.*



*Goal 4: Ensure that future parks and recreational improvements are responsive to the changing needs of Crandall's citizens.*

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## Section 7 Plan Implementation

### General

Comprehensive Plans are turned into reality by concerted, consistent attention to implementation. This requires that the City administration, departments and present and future City Councils use the Comprehensive Plan as a key reference for all decisions and actions, consistent with the strategic initiatives and policies contained in the Plan. The City's present zoning ordinance and other development regulations evolved over time without the significant benefit of a community consensus or defined set of long-term goals and policies for the City's economic development, land use, and development pattern. The City's present Capital Improvement Program (CIP) is not presently structured to reflect Comprehensive Plan policies, strategies, and priorities for major public investments. If the City is to exert the necessary leadership in addressing problems and seizing opportunities, it must create the necessary internal organization, secure the necessary resources, and commit to "staying the course" in making such adjustments called for by the policies, strategies, and actions incorporated in this document.

The individual elements of the Comprehensive Plan call for specific strategies and actions to bring about positive change. In order to implement the goals, objectives, and policies set forth in the Plan, it is necessary to establish a highly focused and realistic implementation program. This program sets priorities regarding the sequence in which the strategies and actions contained in the Plan are to be carried out. It is carefully designed to acknowledge fiscal and staff limitations. The program also establishes a process and protocol for monitoring implementation progress and incorporating plan revisions and updates.

This chapter describes an implementation program for the Comprehensive Plan, comprised of the following elements:

*Comprehensive Plans  
are turned into reality  
by concerted,  
consistent attention to  
implementation.*

- A protocol for the application of, and compliance with the Comprehensive Plan in development review and approvals, particularly regarding rezonings;
- A protocol for adopting, monitoring, amending, and updating the plan, indicating how it is to be used, tracked, updated, and revised; and
- An action plan that identifies short-term (1 year), mid-term (2-3 years), and long-term (4-10 years) priorities for implementation.

*The Comprehensive Plan Implementation Strategy identifies short-term, mid-term and long-term priorities*

## Application of the Plan

According to Chapter 213 of the *Texas Local Government Code*, A Comprehensive Plan may:

1. Include, but is not limited to provisions on land use, transportation, and public facilities;
2. Consist of a single plan or a coordinated set of plans organized by subject and geographic area; and,
3. Be used to coordinate and guide the establishment of development regulations.

One can think of the Crandall Comprehensive Plan as a guide to future growth and the Zoning Ordinance and Subdivision Regulations as the tools to carry out that guide. Upon adoption, the Crandall Comprehensive Plan will become the City's key policy document, separate and distinct from zoning, but to which future zoning and development regulations must be made consistent. The following are more specific principles to be followed in ensuring compliance, as well as in amending, monitoring, and updating the Comprehensive Plan.

*One can think of the Crandall Comprehensive Plan as a guide to future growth and the Zoning Ordinance and Subdivision Regulations as the tools to carry out that guide.*

## Ordinance Application

As mentioned previously, two of the most powerful tools for implementing the Comprehensive Plan are the City's Zoning Ordinance and Subdivision Regulations. These documents are currently being compiled into a single Unified Development Code with the purpose of implementing this Plan. After adoption of this Plan and the Unified Development Code, the City may consider adopting a resolution that states that the Unified Development Code be reviewed on a yearly basis to maintain a consistency with the Comprehensive Plan. The Future Land Use Map is not intended to become or replace the zoning map. Rather, the Future Land Use Map conceptually depicts relatively broad categories of land use, as well as development policies.

A second principle that the City may adopt by resolution is one that confirms that all development decisions should be in compliance with the Comprehensive Plan. Because the Future Land Use Map and its policies are considerably broader than present zoning and development regulations, most development applications that are consistent with present zoning will also be consistent with the Comprehensive Plan. In fact, in many cases, particularly those involving rezoning, the Comprehensive Plan review process will add considerable additional flexibility in the development review process. This will be true particularly in areas designated for redevelopment, infill or mixed use, where underlying zoning is more rigid or limited than that provided for in the Comprehensive Plan. However, in cases where a proposed development is in clear conflict with the Comprehensive Plan, such approvals may not be granted until and unless the Comprehensive Plan is amended.

## Official Map Maintenance

If a Comprehensive Plan is to have value and usefulness over time, it is important to develop ways of monitoring its effectiveness and approaches for keeping it current as new information becomes available and as circumstances change.

*After adoption of this Plan and the Unified Development Code, the City may consider adopting a resolution that states that the Unified Development Code be reviewed on a yearly basis to maintain a consistency with the Comprehensive Plan.*

*A second principle that the City may adopt by resolution is one that confirms that all development decisions should be in compliance with the Comprehensive Plan.*

The Plan should not be adopted with the thought that it will, without care and maintenance, provide a tool to guide growth and development change for more than 5 years. This supports the notion that planning is an on-going process. A Comprehensive Plan is not an end in itself. Without the evaluation and feedback loop, a Plan can soon become irrelevant: it needs to be able to respond to changing needs and conditions. Therefore, the City will monitor plan implementation progress annually and update the Comprehensive Plan at least every five (5) years. In order to effectuate this monitoring, at each anniversary of plan adoption the Planning Department should submit to the Planning and Zoning Commission and City Council an annual report indicating actions taken and progress made toward plan implementation, along with requests for plan amendments due to altered circumstances or in response to citizen requests.

## Planning Program

Care should be taken to develop a comprehensive Action Plan for implementing new Comprehensive Plan goals, objectives, and policies according to timeframe and relative priority. Three types of actions are included and defined as follows:

- *Program*: entails detailed, focal area-level planning or additional studies necessary to implement concepts and strategies contained in the Comprehensive Plan.
- *Regulations and Standards*: involves revising development standards, zoning regulations and protocols for development review, approvals and appeals. Numerous individual recommendations for ordinance changes are presented in the various Plan elements.
- *Capital Investment*: require significant financial commitment to a capital project or projects.

*At each anniversary of plan adoption the Planning Department should submit to the Planning and Zoning Commission and City Council an annual report indicating actions taken and progress made toward plan implementation, along with requests for plan amendments due to altered circumstances or in response to citizen requests.*

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All actions assigned to one or more of three timeframes, as follows:

***Short-Range Actions (within one year from plan adoption)***

Actions that are designated to occur within one year from plan adoption are generally those which are high priorities and for which minimal additional study is needed, and which can be accomplished with existing staff and financial resources. Examples include relatively straightforward changes to development standards and ordinances, such as those pertaining to annexation criteria and tree protection.

***Mid-Range Actions (within 2-3 years from plan adoption)***

Actions designated to be carried out in Years 2-3 generally fall into two categories. First, are high priority items that will require significant additional study or more detailed planning, or those for which sufficient resources may not be immediately available. Examples include capital improvement projects.

***Long-Range Actions (within 4-10 years from plan adoption)***

Actions designated to be carried out four or more years from plan adoption are generally those which are likely to require at least three years to precisely define needs and opportunities, create programs and partnerships and establish funding resources. Hence, many of these actions are described as "carrying out" programs and strategies defined in the mid-range. Likewise, in this timeframe are actions which are less urgent, or which require sizable long range investment commitments, such as initiatives for mass transit and for expansion of water, wastewater and solid waste system capacities.

The Action Plan is not intended to be a definitive prescription or a rigid formula. Rather, it is suggested as a framework to guide decision-making and allocation of

*Short Range Actions –  
within 1 year*

*Mid-Range Actions  
– 2 to 3 years*

*Long-Range Actions –  
4 to 10 years*

resources; a "task list" to ensure steady progress in carrying out the policies and strategies of the Comprehensive Plan. While the Comprehensive Plan incorporates reasonable flexibility, the degree of success in implementing the Plan will be a reflection of the City's ability to consistently act in accordance with the Action Plan.

The Action Plan does not preclude certain actions from being implemented earlier or later than indicated, subject to the availability of resources. In carrying out the tasks indicated, city staff must make a good faith effort to achieve a balance between actions that place additional restrictions on development and those that provide additional flexibility, consistent with the plan goals and policies.