

# Cross Roads, Texas Comprehensive Plan

Adopted by the Town of Cross Roads City Council

November 2009

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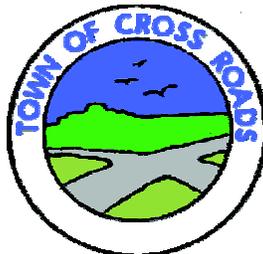
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## Cross Roads Comprehensive Plan Summary

*A place where two or more roads meet.*

*A point where a choice must be made.*

The above two statements are definitions of the term “crossroads.” These definitions are both literal and thoughtful in nature. They apply to the description of the Town of Cross Roads and to the creation of a vision of how the community has met together and decided how it is to thrive and grow. The Comprehensive Plan of the Town of Cross Roads, Texas is a statement of vision and values to create a community within a landscape built on “Old Texas Country” design and tradition. The plan is a collective effort of community leaders and volunteers to discuss the elements which have shaped the history of the Town and how that lifestyle may be maintained into the future for its current and future residents.

The Comprehensive Plan consists of four main sections.

*Demographics and Projections:* A description of the existing town and demographics and how future development may increase the population over time.

*Ten Point Vision Statement For Future Growth:* These ten statements formulate the structure to which new policies and ordinances should be implemented. They set the tone and guidance for which decisions should be set against, but are not intended to dictate the final decision.

*Policies and Goals:* A set of more specific value statements in regards to residential and commercial development, provision of Town services and how the Town interacts with other governmental organizations to guide and maintain transportation improvements.

*Implementation Plan:* A listing of actions and assignment organizations in which to carry out set policies and goals within the plan.

The Comprehensive Plan is not intended to be a strict regulation standard, rather it should be used as a flexible document, reflective of the will of the community, and able to change when circumstances cause.

## Demographics and Projections

### Introduction

The purpose of the demographics and projections is to inventory and assess selected population characteristics for the community. The information provided in the population element provides the foundation for other planning elements related to zoning mix, potential build-out of the Town. An analysis of existing and projected population characteristics is among the first issues normally evaluated in the update of a community's long range plan. The population characteristics evaluated in the population element include:

- Total Population – Historical and Projected Growth
- Age distribution
- Racial composition
- Person/Household income levels.



### Historical Population Growth

In order to more completely understand the forces impacting growth in Cross Roads, it is important to evaluate past trends in population growth for the Dallas/Fort Worth Metropolitan Statistical Area (MSA) and Denton County. Growth along the US 380 corridor, the connections made to the Dallas North Tollway at the Denton/Collin County boundary, the North Texas Tollway Authority (NTTA) bridge connection between the Lake Cities area and Little Elm will greatly influence the future growth and the overall statistics of these areas. As a regional participant in growth, how the MSA develops at large affects future development pressures on individual communities such as Cross Roads.

### Dallas / Fort Worth Region

Economic development and corresponding population growth within the Dallas Fort Worth (DFW) area and Denton County in particular is stimulated by the proximity of air service and the transportation corridors linking Cross Roads with the Denton, Frisco, Dallas, and Fort Worth employment centers. By its proximity (and its very name) to the major arterials connecting these areas, the community is well positioned to market the rural lifestyle its residents desire with the availability of developable land. Population growth in the DFW Region in the past fifty years has been remarkable. While not immune to recent economic

pressures of shrinking credit and rising foreclosures, the region has not been hit with the depreciation of housing and land as other markets. Ranking as one of the fastest growing metropolitan areas in the country, in the decade between the 1990 and the 2000 US Census, the 16 county region contained within the North Central Texas Council of Governments has grown at an estimated 29%, adding almost 1.2 million new residents to the area.

Table 1: Dallas/Fort Worth Region Population by Decade

	1960	1970	1980	1990	2000	1990-2000 Absolute Change	1990-2000 Percent Change
<b>NCTCOG REGION</b>	1,851,111	2,506,973	3,116,152	4,111,750	5,309,277	1,197,527	29.12%

Source: US Bureau of Census, NCTCOG

In the intervening years since, the population of the region has increased by almost 1,327,953 to an estimated 6,637,230 in January, 2009. According to the North Central Texas Council of Governments (NCTCOG), approximately 95,000 people are entering the region on an annual basis.

### Denton County

Of the sixteen counties in the NCTCOG Region, four (Tarrant, Dallas, Denton, Collin) are the most urbanized and garner the greatest development pressure and population growth.

Denton County has experienced rapid population growth from a percentage standpoint, the majority of the County's growth occurring in the recent decades along with the region.

Table 2. Urbanized County Population

County	1960	1970	1980	1990	2000	1990- 2000 Absolute Growth	1990-2000 Percentage Growth	2009 Estimate
Collin	41,247	66,920	144,576	264,036	491,675	227,639	86.22%	764,500
Dallas	951,527	1,327,321	1,556,390	1,852,810	2,218,899	366,089	19.76%	2,471,000
Denton	47,432	75,633	143,126	273,525	432,976	159,451	58.29%	628,300
Tarrant	538,495	716,317	860,880	1,170,103	1,446,219	276,116	23.60%	1,807,750

Source: US Bureau of Census, NCTCOG

Trends of population movement have been observed in the decades of 1960-2000 to move further away from the traditional downtown city centers to the less dense suburban communities like Denton and Little Elm. Communities such as Cross Roads fulfill the "exurb" role of the metropolitan area. The community of Cross Roads enables those with a

desire to live in a more rural tradition including homesteads with larger lots and agrarian uses. However, these homes are also within easy driving distance to larger cities and their resources.

### Cross Roads and Surrounding Cities

As shown on Table 3, surrounding communities around Cross Roads have shown tremendous growth in the past two decades. Massive growth in communities such as Frisco, Denton and Little Elm have shown that infrastructure can be quickly overwhelmed by this growth.

Table 3. Cross Roads and Surrounding City Population Growth

CITY/TOWN NAME	1970	1980	1970-1980 % Growth	1990	1980-1990 % Growth	2000	1990-2000 % Growth	2009 Estimate	2000-2009 % Growth
Cross Roads	N/A	215	N/A	361	68%	602	67%	764	27%
Denton	39,874	48,063	21%	66,270	38%	80,537	22%	107,250	33%
Aubrey	731	948	30%	1,138	20%	1,500	32%	2,550	70%
Frisco	1,845	3,499	90%	6,141	76%	33,714	449%	100,800	198%
Little Elm	363	926	155%	1,255	36%	3,646	191%	23,350	540%

Source: US Bureau of Census, NCTCOG, Texas State Data Center

### Cross Roads Population Projections

Future population growth in Cross Roads will be affected by external factors including growth rates within the region and state as well as internal regulations regarding zoning and land availability for future development. Population projections are educated guesses at population growth over time for a particular area. There are many ways these models may work:

- *Holding Capacity Model*  – Projection of ultimate population based on a certain set of assumptions including ultimate land area and zoning practices. The population prediction is the total amount of population a city may have without regard to a specific timeframe.

- *Population Allocation Model* – Projection of population based on density trends and averages from existing build-out within the city and building trends throughout the surrounding region.
- *Regression-extrapolation Model* - Mathematical projections based on examining historical population estimates and fitting projections based on a curve. Calculations can be made on linear growth or logarithmic growth. Mathematical equation methods do not take into consideration changes in the economic, land use or political variables.
- *Cohort Survival Method* – Mathematical age progression of existing population with inputs of death/birth rates and migration rates of population.
- *Growth Rate Model* – Comparison made of Cross Roads to other cities with similar historical growth rates. This method extrapolates that as a region grows, its components will grow at significantly similar rates.

In gathering data for Cross Roads, various state agencies have utilized the above models in producing possible future populations for the Town.

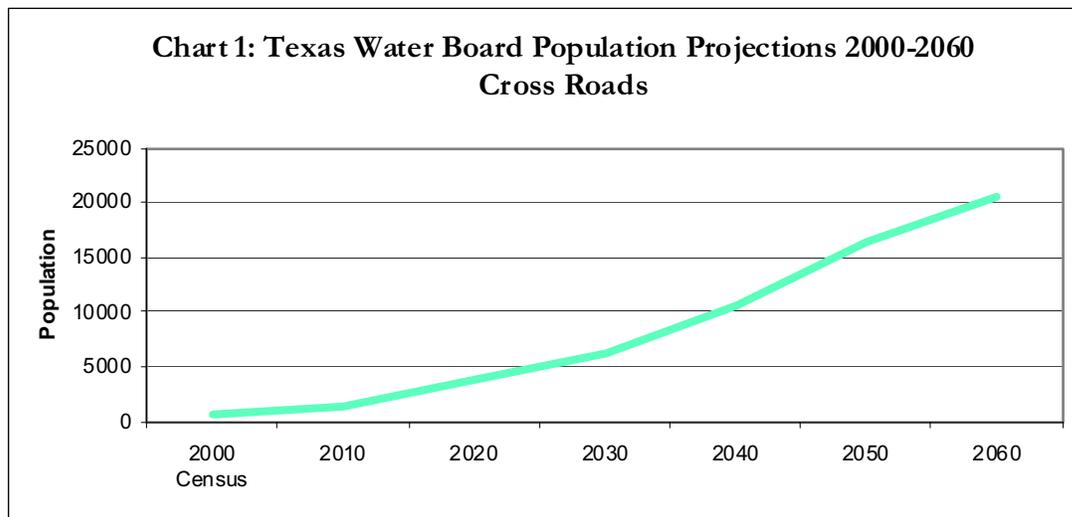
### **Texas Water Board**

The Texas Water Board is charged with producing water consumption rates and demand need for the future population of Texas. The agency creates a county-by-county population projection through the cohort survival method, in which population by age group or cohort is aged progressively year-by-year and factors in the birth and death rates of each individual county and then factors in the emigration rate (movement into and out of the county). Each individual subgroup of the county (cities and municipal utility districts) are then parceled out a share-of-the-growth of the county as a whole usually based on historical growth trends as a percentage of the county growth as a whole. Table 4 illustrates the current population projections for Cross Roads and surrounding communities

Table 4. Texas Water Development Board Region C  
2006 Regional Water Plan - Town Population Projections for 2000 - 2060

CITY/TOWN NAME	2000 Census	2010	2020	2030	2040	2050	2060
Cross Roads	603	1,500	3,899	6,351	10,594	16,500	20,600
Denton	80,537	145,000	199,000	250,000	295,000	363,586	498,488
Aubrey	1,500	3,300	5,375	8,755	11,7676	15,814	21,252
Frisco	33,714	137,115	200,000	244,000	269,000	290,000	300,000
Little Elm	3,646	27,600	40,000	47,477	47,477	47,477	47,477

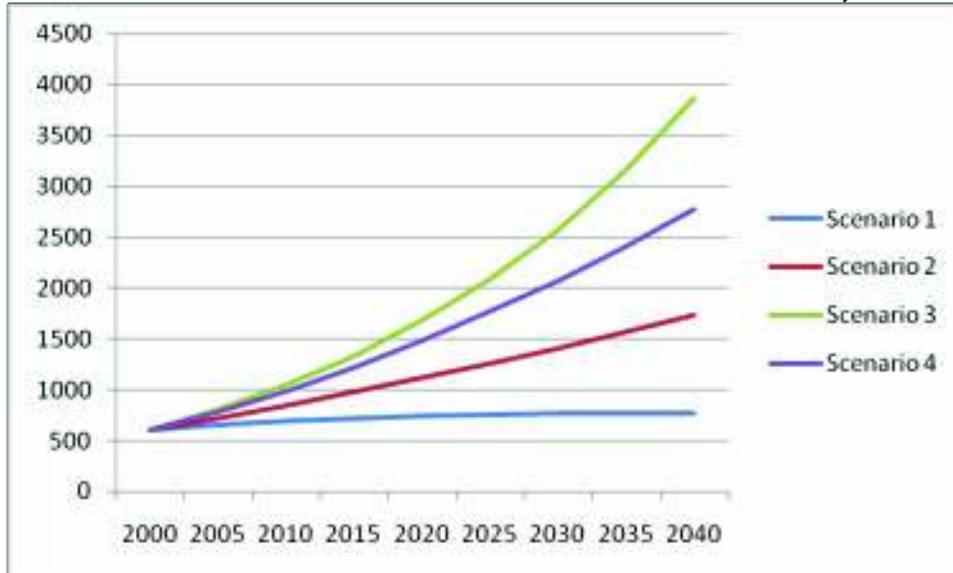
Source: Texas Water Development Board



### Texas State Data Center Population Projections

The Texas State Data Center projects populations for Texas counties based on various scenarios of past growth trend analysis coupled with a baseline cohort survival methodology of aging the current population and natural increase/decrease of a population based on birth and death rates. The Center then runs their projections through several scenarios based on recorded trends of population increases including growth rates from previous decades, half percentage projections and growth rates from the previous five years. Basing a growth rate similar to the scenarios the Center proposed for Denton County as a whole, the Cross Roads projections look like the following:

Chart 2: Town of Cross Roads Population Projections  
Based on Texas State Data Center Rates for Denton County



In this model, Scenario 1 represents growth of natural births and deaths with no migration to the Town. Scenario 2 represents growth based on one half (1/2) of the growth rate from 1990 to 2000, a period of rapid growth for the State. Scenario 3 is based on accounting of the total amount of growth rate from the 1990-2000 decade. Scenario 4 is based on the recorded growth rates observed from 2000 to 2007. The base numbers are shown below.

Table 5. Town of Cross Roads Population Projections Based on  
Texas State Data Center Scenarios for Denton County (*Growth Rate Model*)

	2000	2005	2010	2015	2020	2025	2030	2035	2040
<b>Scenario 1</b>	603	651	688	717	740	757	767	771	768
<b>Scenario 2</b>	603	721	846	977	1,116	1,260	1,410	1,568	1,734
<b>Scenario 3</b>	603	798	1,036	1,326	1,675	2,086	2,572	3,156	3,859
<b>Scenario 4</b>	603	779	983	1,217	1,480	1,767	2,075	2,409	2,776

Source: SpringBrook Planning Group extrapolated from Texas State Data Center methodology.

For the State and county models, the Center recommends Scenario 2 as the preferred model for future growth, as an indicator of positive growth in the area, with a more conservative indication of fluctuations in the housing market (as we have seen) and a beginning of a saturation of the market as a whole.

## **Holding Capacity Model**

Calculations for the holding capacity model were created using a windshield survey and aerial images of Cross Roads data. Existing land use data from the Town that is assigned as vacant (potential to be developed) is compared with existing zoning and developed properties. A sum of the total vacant land area and properties which may be agricultural now, but could have the potentiality for redevelopment in the future is then created. For each area, a total potential number of housing units is assigned based on the maximum number of units (or minimum lot size) allowed within the Town. Cross Roads has indicated that the minimum lot size for new housing units was to be maintained at one unit per acre to preserve spacing, value and rural feel. Housing units are then multiplied by the observed average household size for owner-occupied units to indicate a population projection.

Certain assumptions must be made based on the ultimate additional build-out number:

- All future and existing residential properties are assumed to be 100% occupied. This means that subdivisions such as Forest Hills and Village at Cross Roads will be built-out and occupied.
- Existing areas zoned residential will remain static throughout build-out.
- Commercial areas of the Village at Cross Roads would be built-out.
- Large-tract residential properties (one single-family house with some agrarian uses) were labeled as Homestead Agricultural and were not included for potential future subdivision.
- All vacant and agricultural land potentially used for residential would build out at maximum density of one unit per acre.
- Areas labeled as vacant, but were dominated by floodplain greater than 50% of the parcel were eliminated from the study.
- Potential population on build-out utilized 2.6 persons per owner-occupied household as per the 2000 US Census numbers for the Town of Cross Roads.
- Zoning districts not zoned for residential and containing vacant land were eliminated from this calculation.

Table 6. Total Land Use (Estimated) With Potential Build-out at 1 Unit Per Acre

Land Use	Acreage (est)	Percent of Total	Potential New Units if Developed	Potential New Residents
Agricultural	1167.02	28.05%	1223	3180
Vacant Other	565.34	13.59%	565	1470
Single Family	1163.29	27.97%		
Church	60.88	1.46%		
Commercial	225.63	5.42%		
Government	5.84	0.14%		
Homestead Agricultural	713.85	17.16%		
Mining	77.90	1.87%		
Transportation/Lake Area	179.86	4.32%		
<b>Total</b>	<b>4159.60</b>		<b>1788</b>	<b>4650</b>

Source: SpringBrook Planning Group

Therefore, if all land that is utilized for visibly agricultural land and property that is either vacant or under utilized were to develop at a maximum of one unit per acre, the Town of Cross Roads could potentially add an additional 1,788 housing units over time at the Town’s current size. Additionally, if those housing units were occupied at an average of 2.6 persons per unit the Town could potentially add an additional 4,650 new residents to the community. However, it is important to understand these numbers are generalities in which to frame potential growth of the community. Not all land identified in the land use survey may be developed. Additional land area will be taken up by utilities and new roadways accessing these properties. Plus, if current building rates of the Town are an indicator (as shown with the Village at Cross Roads and Forest Hills subdivisions, it may take an additional 60 to 80 years to realize any full build-out of the community.

At the direction of the Town, SpringBrook Planning Group examined an area to the north of the existing Town Limits to view potential areas for future voluntary annexation. The area examined is along both sides of US 377 south of Arvin Hill Road and extending west to Lake Lewisville and east to an area relatively in line with the eastern existing boundary of the Town and along Oak Grove Ln.

This area contains approximately an additional 1564 acres or an increase to the Town of almost 40%. The land use breakdown of this area is as follows:

Table 7. Total Land Use Area (Extraterritorial to Town Boundaries)

Land Use	Acreage (est)	Additional Pop
Agricultural	203.4	528
Vacant Other	187.5	487
Single Family	606.57	239
Commercial	58.18	
Homestead Agricultural	498.5	
Mining	10.41	
<b>Total</b>	<b>1564.56</b>	<b>1,254</b>

Accounting for the existing development and the potential development of agricultural and vacant areas, an additional 1,254 potential residents could be added to the community at total build out.

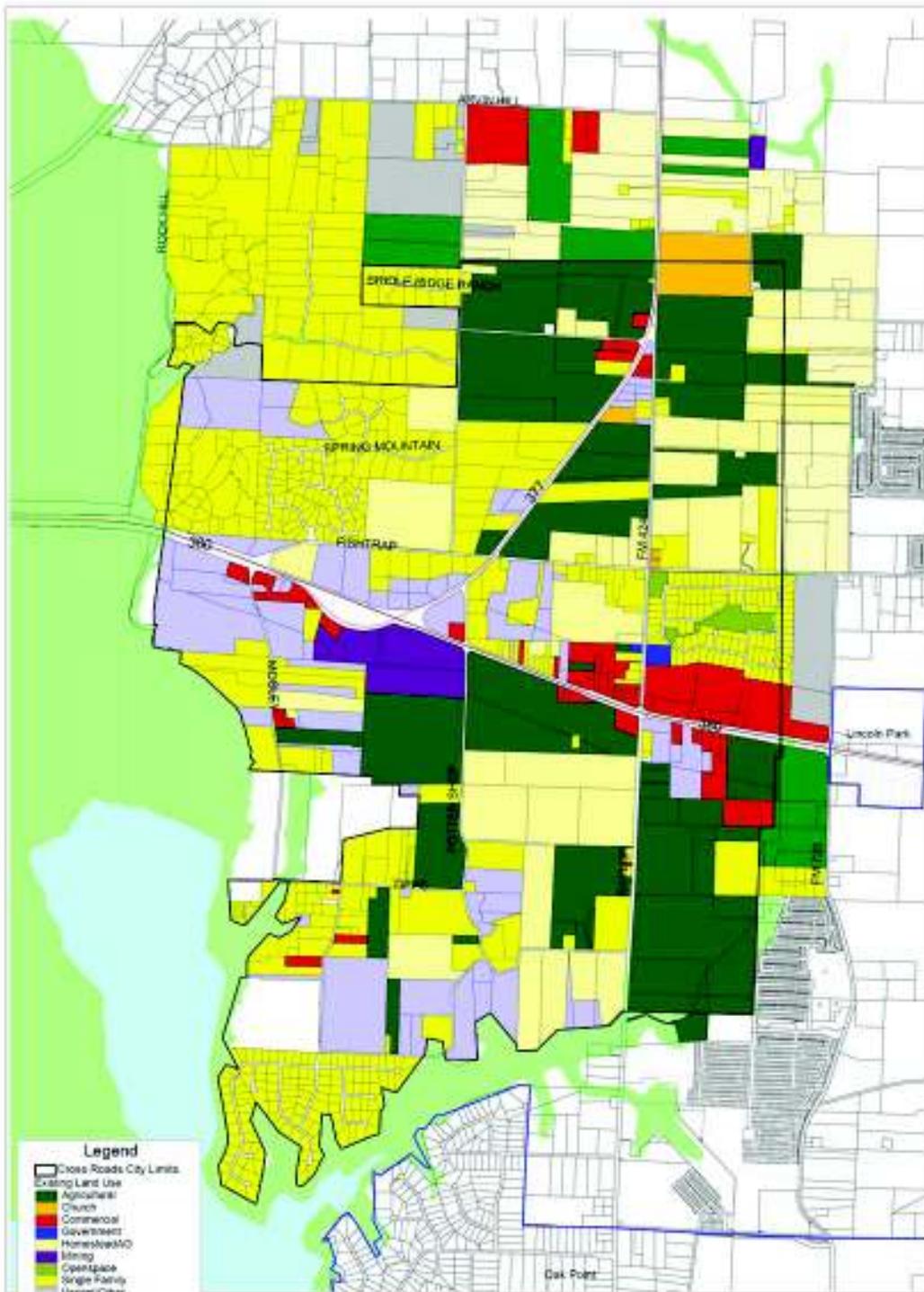
The Texas Water Development Board population projection does not take into consideration Cross Roads preference for future residential land development at one acre tract minimums. Therefore, the TWDB population projection is much greater than the potential build-out that has been outlined here.

When the five most active subdivisions in Cross Roads are built-out they will have the potential of adding the following population:

Table 8. Potential Population Build-out of Current Active Subdivisions

Subdivision Name	Number of Lots	Potential Population
Bridle Ridge Ranch	14	17
Spring Mountain Ranch	27	70
Village at Cross Roads (Las Colinas Ranch Estates)	99	257
Forest Hills	77	80
Oak Shores	133	346
<b>Totals</b>	<b>350</b>	<b>770</b>

# Existing Land Use Map



**Legend**

- Cross Roads City Limits
- Existing Land Use
- Agricultural
- Church
- Commercial
- Government
- HomebasedMO
- Mining
- Open-space
- Single Family
- Vacant/Other
- Lake Areas
- FEMA 100 ft Floodplain
- Roads
- Highways

Town of Cross Roads - April 2009

0 2500 Feet



This map was created using Geometric Central Appraisal District Parcel Data January 2009 and data created by SpringBrook Planning Group. SBPG does not warrant the data contained herein as to accuracy, completeness or quality.



## Cross Roads Base Demographics

The following datasets are for the Town of Cross Roads as per the 2000 Census from the US Bureau of Census. The decennial Census estimates certain population based on both statistical sampling and full population count.

### Age

The most important aspects of the characteristics of age cohorts is the fact that the generation labeled as the “baby boom” generation born 1946 to 1964 will be aging into the traditional retirement years. This cohort has shown to have significantly more stability in remaining in communities in which they raised their children rather than migrating to other locales as they retire. The NCTCOG estimates that by 2020, one quarter of the Dallas /Fort Worth Region will be age 65 or older.

Cross Roads has a relatively young population. Over 70% of the population is older than 18 and less than 65 years of age and still active in the workforce. As the population tends towards aging, the community will need to address the impact this cohort will have on Town services.

Table 9. Age Breakdown – Town of Cross Roads 2000 Census

<b>Total population</b>	<b>603 100.00%</b>	
<b>SEX AND AGE</b>		
Male	303	50.2%
Female	300	49.8%
Under 5 years	31	5.1%
5 to 9 years	31	5.1%
10 to 14 years	42	7.0%
15 to 19 years	38	6.3%
20 to 24 years	22	3.6%
25 to 34 years	50	8.3%
35 to 44 years	132	21.9%
45 to 54 years	120	19.9%
55 to 59 years	44	7.3%
60 to 64 years	24	4.0%
65 to 74 years	40	6.6%
75 to 84 years	26	4.3%
85 years +	3	0.5%

Table 9 Age Breakdown Continues

18 years and over	476	78.9%	65 years and over	69	11.4%
Male	232	38.5%	Male	31	5.1%
Female	244	40.5%	Female	38	6.3%

Source: US Bureau of Census

### Race

In evaluating race/ethnicity trends, the 2000 Census showed that 92% of residents of Cross Roads identified themselves as White/Caucasian while 0.7% identified themselves as Black or African-American. 6.8% identified themselves as other races. Hispanic ethnicity may be applied to any race. 8.3% of the total population of Cross Roads have identified themselves as belonging to a Hispanic ethnicity, regardless of race.

Table 10. Race and Ethnicity Breakdown – Town of Cross Roads 2000 Census

<b>RACE</b>		
White	558	92.5%
Black or African American	4	0.7%
American Indian and Alaska Native	7	1.2%
Asian	2	0.3%
Native Hawaiian and Other Pacific Islander	0	0.0%
Some other race	29	4.8%
Two or more races	3	0.5%
<b>Hispanic Ethnicity</b>		
<b>Hispanic or Latino</b>	<b>50</b>	<b>8.3%</b>

Source: US Bureau of Census

### Income Levels

The following statistics are from the last income survey of the US Bureau of Census completed in 2007.

Table 11. Income Characteristics 2007

<b>MEDIAN EARNINGS FOR FULL-TIME, YEAR-ROUND WORKERS</b>	
Median earnings in 2007	<b>\$87,984</b>
<b>POVERTY STATUS IN 2007</b>	
Total population with income below poverty level	<b>4</b>

Source: Town-Data.com

## Ten Point Vision Statement for Future Growth

The Ten Point Vision Statement was developed to ensure that the policies and goals and recommendations for implementation reflect the community's core values. Having a clear consensus of the Town's values ensures that the policies and goals within the plan are consistent with the values and will move decision making towards the implementation of those goals.

1. *Continued Managed Growth within the Incorporated Area* – As the population increases in the unincorporated areas of Denton County, the next twenty years worth of growth (particularly commercial growth) within the Town of Cross Roads shall be managed through land use control and management of supporting infrastructure to handle the additional growth and to ensure adequate sales tax to maintain a policy of no city property taxes.
2. *Natural Resource Protection* – The Town of Cross Roads residents place a high value on the protection, enhancement and character of open spaces, conservation of trees and environmentally sensitive areas located within the community.
3. *Continued Agricultural Identity* – The history and character of the Town of Cross Roads is forever connected to the rural and agrarian use of the land. The Town recognizes the need to continue this tradition through the preservation and management of existing agrarian uses and their contribution to the economic and cultural vitality of the community. Agrarian uses provide jobs, preserves rural character, scenic views and wildlife habitats.
4. *Sense of Community and Sense of Place Development Quality* – Distinctive and coordinated development which enhance a sense of place and an identity to the Town is required through architectural requirements along our commercial corridors. Developed areas should emphasize the connection between commercial and civic uses.

5. *Housing Choice* – The Town of Cross Roads recognizes the desire of its residents to live within a community which connects to the rural and cultural nature of the area. New housing should be reflective of a low-density (one acre net or larger lot size) development patterns which reflect the limited amount of available infrastructure.
6. *Fiscal Responsibility – Adequate and Cost Effective Public Services* – The Town of Cross Roads has sought to find a management style which allows limited intrusive local government, while providing essential services to its citizens. The Town wishes to continue to practice traditional conservative fiscal values while investigating certain expansion of services with limited impact on residents.
7. *City / County Coordination* – The Town of Cross Roads recognizes its significant relationship to Texas Department of Transportation, Denton County and the required coordination with those agencies to provide services to the Town’s Population.
8. *Public Services and Utilities Coordination* – The Town of Cross Roads is dependent of the continued economic and organizational coordination to manage growth and population with the local providers of municipal and franchise infrastructure and utilities.
9. *Quality Transportation* – The Town of Cross Roads is committed to the continued study of development impact on its major and minor arterials linking its residents to the greater region as a whole. The Town will coordinate with Denton County and the Texas Department of Transportation to ensure the continued maintenance and demand capacity of its road network system. The Town will also require access management where appropriate.
10. *Predictability and Public Involvement* – The Town of Cross Roads is committed to making development decisions fair, predictable and cost effective by encouraging community and stakeholder information sharing, problem solving, and collaboration in the decision making process.

## Goals and Policies and for Future Development

The primary issue consistently mentioned by Town residents is the preservation of the “Old Town Texas” nature of Cross Roads. Additional residential and commercial development within the Town will change many aspects of the Town’s character. Residents hold the desire to ensure that as future development decisions are made 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 Town, Cross Roads intends to balance its rural nature with competitive market pressure for new development.

### Land Use

**Goal: *Agricultural Development Goal:* Preserve the rural character by maintaining a balance between the expanding urban area and the rural nature of the community**

1. *Policy:* Existing agricultural resources should be preserved whenever possible.



2. *Policy:* Allow a minimum of one (1) acre lot size residential subdivisions only when appropriate utilities are available. Larger lot (2 acres or larger) residential developments may develop with private wells or municipal water.

3. *Policy:* New residential construction shall reflect the low density housing of the existing community.

**Goal: Residential Development Goal:** Ensure housing development is compatible with existing and adjacent land uses and has access to key community features and natural features.

4. *Policy:* Residential zoning districts shall ensure minimum one (1) acre lot size, dimensions, and development guidelines for appropriate densities, green spaces, and trail connections throughout the community.
5. *Policy:* Undeveloped single-family residential lands shall be developed compatibly with surrounding development and in a manner responsive to market needs.
6. *Policy:* Consider the uniqueness of the areas of the community including the horse raising areas, Cross Timbers areas adjacent to the lake, and the agricultural areas throughout the town.

7. *Policy:* Protect low density and rural residential areas from incompatible or higher intensity commercial use or maintain adequate buffering (use of natural corridors, for example) from such uses.



**Goal: Commercial Land Use Goal:** Expand and diversify the Town's sales tax base by appropriate commercial development as depicted on the Future Land Use Plan.

8. *Policy:* Create a cohesive identity for Cross Roads commercial areas along US 380 through a comprehensive zoning ordinance defining location, density and design guidelines.
9. *Policy:* Identify other commercial areas which might serve to provide more dispersal within the community including along US 377 and FM 424.



10. *Policy:* Support and promote existing and new businesses that are viable and responsive to the needs of the community. Explore programs to provide assistance to retain existing business and attract new business.

### Town Services

**Goal: *Services Goal:* New Town services should be planned and designed to be reflective of anticipated population growth and sales tax revenue.**

11. *Policy:* Public open space, trails and parks are important to build community identity. The Town wishes to provide a central gathering focus for the community.
12. *Policy:* Public safety of community residents and property are of utmost concern. The Town will continue to evaluate best practices and financial resources to ensure adequate fire and police protection to the community.
13. *Policy:* The Town will continue to coordinate with municipal water utilities to manage growth and ensure capital stability to provide adequate public infrastructure.

14. *Policy:* Develop annexation guidelines that can be used by the Town to examine all opportunities of future voluntary annexation into the Town. The guidelines should include the amount of additional Town services required to adequately serve the additional population and land area. Additionally, the Town should enter into discussions with adjacent municipalities to determine appropriate ETJ boundaries.

15. *Policy:* In order to serve the needs of the community, the Town may allow the development of new professional service establishments such as doctors, lawyers and real estate offices. Those uses should be located within the commercial corridors identified on the Future Land Use



Map but should not impede or be at the detriment of commercial development.

## Transportation

**Goal: *Transportation Goal:* Develop an integrated transportation plan that reflects cooperation with surrounding communities, Denton County and the Texas Department of Transportation.**

16. *Policy:* Identify and categorize road networks in need of future capacity and pavement improvements and provide prioritization for improvements with the appropriate funding agency.

17. *Policy:* Coordinate with TxDOT the future capacity demand and ultimate design of FM 424.

18. *Policy:* Examine and maintain traffic counts following the opening of the Lake Lewisville Bridge and its impact on local connectivity.
19. *Policy:* Maintain coordination with Denton County planning for the future expansion of residential development utilizing the US 380 and 377 Corridors.
20. *Policy:* Coordinate with TxDOT and provide design guidelines for access management regulations regarding future commercial redevelopment of existing homesites along the US 380 Corridor.
21. *Policy:* Coordinate with TxDOT regarding the timing and adequacy of managed intersections of FM 424, Potter Shop and Mosley Road with US 380.
22. *Policy:* Coordinate with Denton and Aubrey ISDs for adequate signage/accessibility for bus transportation of students from existing and future subdivisions.

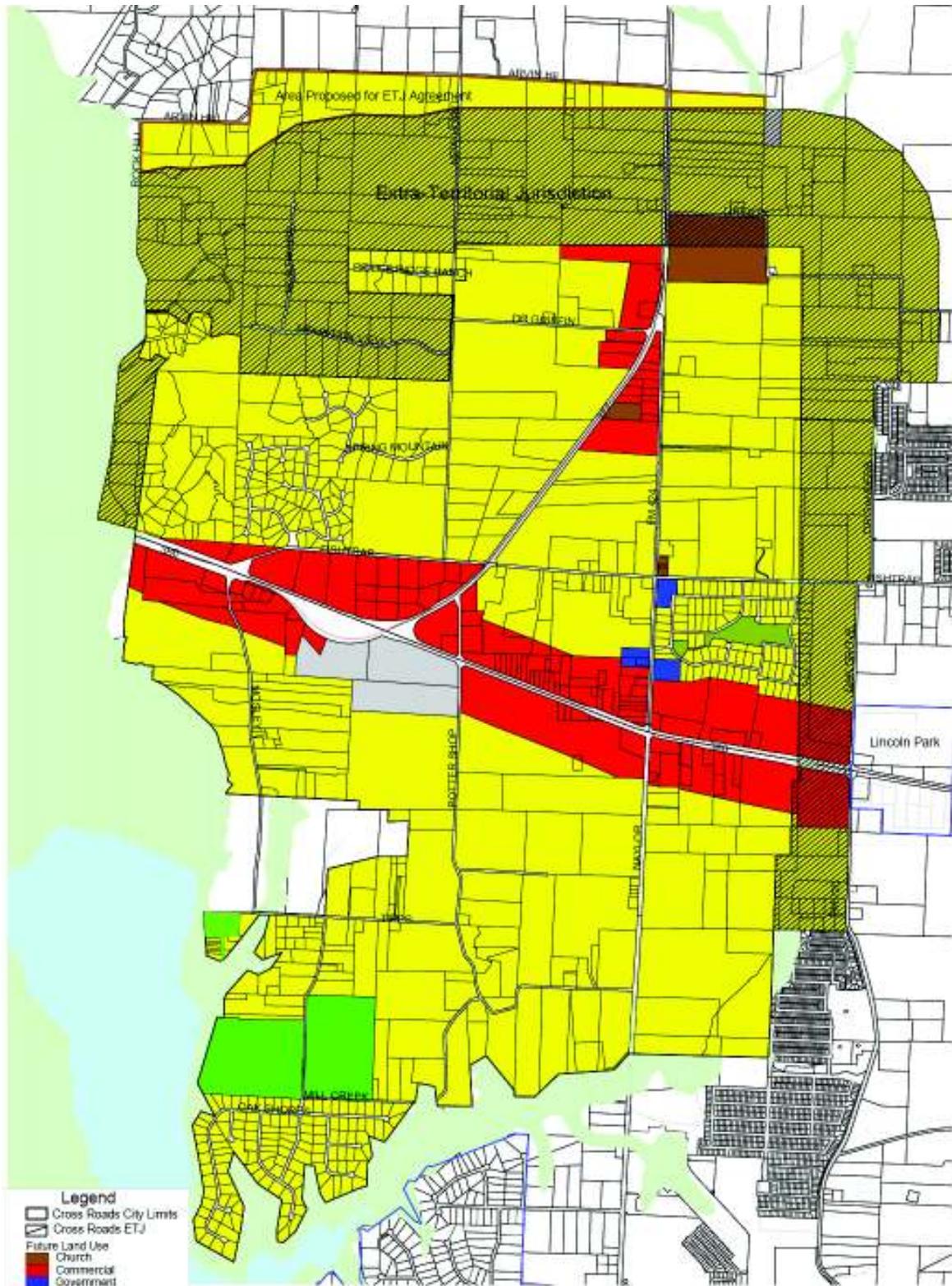


## Future Land Use Plan

The critical component of any comprehensive plan is a map which outlines the accommodation of potential population and commercial activity growth. The following table shows the distribution of land uses

Table 12. Town of Cross Roads - Future Land Use Map Area Calculations

<b>Future Land Use - Within Town Limits</b>		
<b>Land Use</b>	<b>Acreage</b>	<b>Percent of City</b>
Church	62.6	1.6%
Commercial	576.8	13.7%
Corps Property	124.5	2.9%
Government	13.7	0.4%
Mining	77.9	1.9%
Open Space	15.5	0.5%
Single Family	3212	76.4%
Other (Roads, Floodplain)	116	2.6%
<b>Total Area City Limits</b>	<b>4199</b>	
<b>Future Land Use - ETJ and Future ETJ</b>		
<b>Land Use</b>	<b>Acreage</b>	<b>Percent of ETJ/Future ETJ</b>
Church	25.1	1.6%
Commercial	37.8	2.4%
Mining	5.4	0.3%
Single Family	1496.3	95.7%
<b>Total Area ETJ and Future ETJ</b>	<b>1564.6</b>	



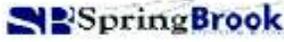
Town of Cross Roads - Future Land Use - November 2009

1000 0 1000 2000 Feet



Map created using Denson Central Appraisal District Parcel Data January 2009 and data created by Springbrook Planning Group. SBPG does not warrant the data contained herein as to survey level accuracy or quality.

The Town Land boundary has been established based on the best information available. This information is for informational purposes only. It is not intended to be used for engineering or surveying purposes. Users of this information should consult the original data and information to be certain the accuracy of this information.



### *Residential Single Family Development*

The Town prides itself as being one of the few communities that carries no property tax in the State. Regulations within the Town's zoning ordinance require at least one acre lot sizes for residential development. The Future Land Use plan supports these policies by incorporating residential land uses throughout the majority of the Town.

### *Commercial Corridor Development*

#### **Introduction**

Commercial development is intended to be limited along the major corridors of US 380 and US 377 within Cross Roads. Special attention as to access management policies and the consolidation of former residential properties along US 380 as they convert to commercial development. The Town intends to support and promote commercial development to the extent that commercial businesses continue to be successful and supply sufficient sales tax revenue to support the community.

This document attempts to forecast the potential Town revenue from sales tax generated from the commercial property identified on the Future Land Use Map.

#### **Future Development**

To forecast future development, the total acreage of the area identified as Commercial Land Use on the Future Land Use Map was evaluated. The following assumptions were used to determine the amount of commercial development:

##### Retail Assumptions:

1. Retail building footprint occupies 25% of the site (parking occupies 50% and landscaping accounts for 20%);
2. No adjustment for existing or future right-of-way (ROW);
3. No adjustment for non-sales (office) use;
4. All retail development is 1 story in height.

This analysis predicted future development as follows:

Table 12. Predicted Future Commercial Development

Use	Acreage	Square Feet	Retail SF
Commercial	587.9	25,608,924	5,121,785

### Retail Sales and Sales Tax

Retail sales and sales tax income have been projected using the assumptions shown below.

Sales & Sales Tax Assumptions:

1. Retail Sales @ \$125 / SF of building
2. Town Sales Tax Rate of 1.5%

Table 13. Sales and Sales Tax Income (Estimated)

Retail Square Footage	Yearly Sales @ 125/sf	Town Tax Rate (1.75%)
5,121,785	\$640,223,100	\$11,203,904

The resulting sales and sales tax income once all the commercial land is developed is estimated at approximately \$11.2 Million per year. This is a conservative estimate since no sales tax on materials used for construction has been included, nor were any restaurants or the development of a Wal-Mart factored into the development. A Wal-Mart is estimated to generate \$1.5 M to \$2 M in sales tax per year for the Town.

#### *Extra Territorial Jurisdiction (ETJ) and Annexation Development.*

To provide safeguards to existing development by ensuring compatible land uses and to provide a cohesive (future) northern boundary for the community, the Future Land Use Plan identifies an “Area Proposed for ETJ Agreement.” It is envisioned that the Town will enter into negotiations with adjacent communities to mutually determine the future limits of potential boundary expansion and formalize those negotiations with an Interlocal Boundary Agreement. The Town intends to analyze the potential requirements of service delivery for any areas petitioning the Town for annexation into the community.

## Implementation Action Plan

Identification Area: Land Use				
Goals and Policies	Major Implementation Tools	Implementation Responsibility/Participants	Priority	Implementation Timing
			1-2-3	1-2 Yrs 2-5 Yrs >5 Yrs
<p><b>Agricultural Development Goal: Preserve the rural character by maintaining a balance between the expanding urban area and the rural nature of the community.</b></p> <ol style="list-style-type: none"> <li>Existing agricultural resources should be preserved whenever possible.</li> <li>Allow a minimum of one (1) acre lot size residential subdivisions only when appropriate utilities are available. Larger lot (2 acres or larger) residential developments may develop with private wells or municipal water.</li> <li>New residential construction shall reflect the low density housing of the existing community.</li> </ol>	<ul style="list-style-type: none"> <li>Development regulations / Council decisions</li> </ul>	Town	1	X X X

## Identification Area: Land Use

Goals and Policies		Major Implementation Tools	Implementation Responsibility/Participants	Priority	Implementation Timing		
Goals and Policies	1-2 Yrs				2-5 Yrs	>5 Yrs	
<p><b>Residential Development Goal: Ensure housing development is compatible with existing and adjacent land uses and has access to key community features and natural features.</b></p>				1-2-3			
<p>4. Residential zoning districts shall ensure minimum one (1) acre lot size, dimensions, and development guidelines for appropriate densities, green spaces, and trail connections throughout the community.</p>		<ul style="list-style-type: none"> <li>Ongoing Administrative Processes</li> <li>Revisiting and potential revision of subdivision ordinance.</li> </ul>	Town	1	X	X	X
<p>5. Undeveloped single-family residential lands shall be developed compatibly with surrounding development and in a manner responsive to market needs.</p>							
<p>6. Consider the uniqueness of the areas of the community including the horse raising areas, Cross Timbers areas adjacent to the lake, and the agricultural areas throughout the town.</p>							
<p>7. Protect low density and rural residential areas from incompatible or higher intensity commercial use or maintain adequate buffering (use of natural corridors, for example) from such uses.</p>							

## Identification Area: Land Use

Goals and Policies		Major Implementation Tools	Implementation Responsibility/Participants	Priority	Implementation Timing		
					1-2 Yrs	2-5 Yrs	>5 Yrs
<p><b>Commercial Land Use Goal: Expand and diversify the Town's sales tax base by appropriate commercial development as depicted on the Future Land Use Plan.</b></p>				1-2-3			
8.	Create a cohesive identity for Cross Roads commercial areas along US 380 through a comprehensive zoning ordinance defining location, density and design guidelines.	<ul style="list-style-type: none"> <li>Rezoning decisions for focused additional commercial properties</li> </ul>					
9.	Identify other commercial areas which might serve to provide more dispersal within the community including along US 377 and FM 424.	<ul style="list-style-type: none"> <li>Strategic plan for economic development</li> </ul>	Town	2			X
10.	Support and promote existing and new businesses that are viable and responsive to the needs of the community. Explore programs to provide assistance to retain existing business and attract new business.	<ul style="list-style-type: none"> <li>Strategic plan for business retention.</li> </ul>					

## Identification Area: Town Services

Goals and Policies	Major Implementation Tools	Implementation Responsibility/Participants	Priority	Implementation Timing		
				1-2 Yrs	2-5 Yrs	
<p><b>Services Goal: New Town services should be planned and designed to be reflective of anticipated population growth and sales tax revenue.</b></p> <p>11. Public open space, trails and parks are important to build community identity. The Town wishes to provide a central gathering focus for the community.</p> <p>12. Public safety of community residents and property are of utmost concern. The Town will continue to evaluate best practices and financial resources to ensure adequate fire and police protection to the community.</p> <p>13. The Town will continue to coordinate with municipal water utilities to manage growth and ensure capital stability to provide adequate public infrastructure.</p> <p>14. Develop annexation guidelines that can be used by the Town to examine all opportunities of future voluntary annexation into the Town. The guidelines should include the amount of additional Town services required to adequately serve the additional population and land area. Additionally, the Town should enter into discussions with adjacent municipalities to determine appropriate ETJ boundaries.</p> <p>15. In order to serve the needs of the community, the Town may allow the development of new professional service establishments such as doctors, lawyers and real estate offices. Those uses should be located within the commercial corridors identified on the Future Land Use Map but should not impede or be at the detriment of commercial development.</p>	<ul style="list-style-type: none"> <li>Coordinate with comprehensive plan a parks and trails plan.</li> <li>Examine operating budget and grant possibilities for funding public safety department.</li> <li>Create annexation plan for future voluntary annexation areas.</li> <li>Coordinate with the City of Krugerville regarding ETJ boundary agreements south of Arvin Hill Road.</li> <li>Coordinate with municipal water utility by regular attendance to utility meetings and capital budget preparation.</li> <li>Work with Aubrey Fire Department to place a fire station within the Town</li> </ul>	<p>Town Municipal Water Utilities</p>	<p>1-2-3</p>	<p>1-2 Yrs</p>	<p>2-5 Yrs</p>	<p>&gt;5 Yrs</p>
			<p>2</p>	<p>X</p>		

### Identification Area: Transportation

Goals and Policies	Major Implementation Tools	Implementation Responsibility/Participants	Priority	Implementation Timing	
				1-2 Yrs	2-5 Yrs >5 Yrs
<p><b>Transportation Goal: Develop an integrated transportation plan that reflects cooperation with surrounding communities, Denton County and the Texas Department of Transportation.</b></p>			1-2-3		
<p>16. Identify and categorize road networks in need of future capacity and pavement improvements and provide prioritization for improvements with the appropriate funding agency.</p>					
<p>17. Coordinate with TxDOT the future capacity demand and ultimate design of FM 424.</p>	<ul style="list-style-type: none"> <li>Coordinate future traffic monitoring of FM 424 and FM 720 with TxDOT.</li> </ul>	Town	1	X	X
<p>18. Examine and maintain traffic counts following the opening of the Lake Lewisville Bridge and its impact on local connectivity.</p>					
<p>19. Maintain coordination with Denton County planning for the future expansion of residential development utilizing the US 380 and 377 Corridors.</p>	<ul style="list-style-type: none"> <li>Produce a master transportation plan showing future ultimate sections for major arterials and warranted controlled intersections.</li> </ul>	Texas Department of Transportation		X	X
<p>20. Coordinate with TxDOT and provide design guidelines for access management regulations regarding future commercial redevelopment of existing homesites along the US 380 Corridor.</p>					
<p>21. Coordinate with TxDOT regarding the timing and adequacy of managed intersections of FM 424, Potter Shop and Mosley Road with US 380.</p>					
<p>22. Coordinate with Denton and Aubrey ISDs for adequate signage/accessibility for bus transportation of students from existing and future subdivisions.</p>					