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Ovilla
TEXAS

COMPREHENSIVE LAND USE PLAN

2022

OVILLA, TEXAS

City of Ovilla

Comprehensive Land Use Plan

April 2022

*Original Plan
adopted 2000*

2000 Plan Revised by:

MPRG inc. 
Municipal Planning Resources Group, Inc.

*First Update
adopted 2010*

2010 Plan Revised by:

Kimley»Horn
Expect More. Experience Better.

*Second Update
adopted 2016*

2022 Plan Revised by:

Kimley»Horn
Expect More. Experience Better.

*Third Update
adopted 2022*

City of Ovilla, Texas

Comprehensive Land Use Plan

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City of Ovilla
Comprehensive Land Use Plan Review Committee

April 2022

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The Comprehensive Land Use Plan Review Committee is comprised of residents and representatives from the various City Council appointed Boards.

Over several months, the Comprehensive Land Use Update Committee conducted a series of open meetings to which the public was invited to attend and participate in the process of updating the Comprehensive Land Use Plan for the City of Ovilla.

**City of Ovilla
Comprehensive Land Use Plan
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Acknowledgements

This Comprehensive Land Use Plan represents the culmination of field studies, analyses, and input from citizens and City Staff regarding the present and future development of the City of Ovilla, Texas. The document provides a statement of goals and objectives, an analysis of demographic characteristics, an inventory of existing conditions, a description of long range plans for thoroughfares, land use, and parks, and implementation measures which practically apply the land use principles described herein to existing and future development.

Chapter 211 of the Texas Local Government Code gives municipalities the authority to zone property, stating that this must be done *in accordance with a comprehensive plan*. This Plan is intended to provide the policy-making bodies of the City of Ovilla with guidelines and standards for zoning issues and future development. It is important to note that this document is nothing more than a plan, it does not represent law or entitle or place legal restrictions upon property. Chapter 219 of the Local Government Code states that "a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries." The Comprehensive Land Use Plan, therefore, is an important tool in the process of land use and development, but does not replace or amend the zoning ordinance or zoning map of the City.

In order for this Plan to be a viable tool for the City of Ovilla, the methods of implementation contained in this document should be adopted. These measures will serve to strengthen the Comprehensive Plan, and help ensure that it is a useful tool to guide, shape, and control the physical development of the community. One of the recommendations of this Comprehensive Land Use Plan is that the Plan be reviewed annually, and potentially revised every five years. The planning process is a cycle, and in order for this document to serve the citizens and staff of Ovilla, it must be continuously maintained and updated as circumstances and desires of the citizenry change.

This 2022 update to the 2010 Comprehensive Land Use Plan is presented by the City of Ovilla Comprehensive Land Use Plan Review Committee. The Committee extends appreciation to the City Council, Planning and Zoning Commission, City Staff, and citizens of Ovilla for their input and participation in the update process. The Committee also wishes to acknowledge the services of Kimley Horn and Associates, Inc. in the preparation of the 2022 update to the Comprehensive Plan and Municipal Planning Resources Group, Inc. in the preparation of the original 2000 Comprehensive Land Use Plan.

Chapter 1. General Information

Purpose

The purpose of a Comprehensive Land Use Plan is to give direction to future development in order to avoid the creation of incompatible physical impacts. Although nothing will insure that all land will develop exactly as it should, directed planning will enable City leaders to address many potential problems before they become permanent and undesirable landmarks. The Comprehensive Land Use Plan covers the entire jurisdiction of the municipality and has a long time horizon, typically 20 years. However, it is recommended that a revision of the Plan be completed at least once every five years.

In addition to the theoretical purpose of developing a Comprehensive Land Use Plan, there are also practical and legal reasons for this effort to be completed. The legal authority for preparing a Comprehensive Land Use Plan is found in state statutes that provide municipal authority for comprehensive planning and for zoning. Chapter 219 of the Texas Local Government Code specifically empowers cities to "adopt a comprehensive plan for the long range development of the municipality." The stated purpose in the state statutes is "for the purpose of promoting sound development of municipalities and promoting health, safety, and welfare." Section 211.004 of the Texas Local Government Code, which authorizes zoning, states, "Zoning regulations must be adopted *in accordance with a comprehensive plan...*" (emphasis added). This legislation establishes the City's authority in making zoning decisions in accordance with the Comprehensive Land Use Plan.

History

The first settlers came to the area eight years after Texas won independence from Mexico, migrating primarily from Tennessee and Missouri. These settlers were part of the Peters Group, which contracted with the Republic of Texas to establish the first empresario colony which became known as the Peters Colony. As with many communities in the area, the primary business was farming and ranching. Ovilla was founded by Jonathan, Samuel, and William Billingsley in 1844 on the upper reach of Red Oak Creek. As there were no roads or houses in the area, the first inhabitants lived in tents. The tents were placed in a circular arrangement from which came the name Ovilla, meaning "a circle of houses." The early settlers had some interaction with the Kickapoo, Tonquaway, Bedai, Anadarco, Waco and other friendly Indian tribes who often hunted the surrounding prairie.

Each of the families received a section of land (one mile square, or 640 acres) for homesteading, and single men over 17 received a half-section (320 acres). Settlement of the area continued after Texas joined the United States of America in December of 1845. By 1871, the first post office was established which resulted in the official naming of the settlement as Ovilla. The first cotton gin was built in 1885, just south of what is now central Ovilla, and the first blacksmith shop opened in 1888. By 1890, Ovilla had six stores including a candy store, ice cream store, and a dry goods store, with a resident population of 150. In 1900, the first bank in the area opened (Farmers Merchant Bank of Ovilla). The local Ovilla Post Office was closed in 1906 with mail now coming from Red Oak. Farming continued to be the major industry in the area through 1950.

Ovilla incorporated on May 27, 1963 as the result of a close election (23 votes to 18 votes), the population at the date of its incorporation was 219 and included 56 properties. When the cotton gin closed in 1966, Ovilla began to see residential development resulting from expansion of the Dallas area and surrounding suburbs. Today, Ovilla is characterized by primarily semi-rural residential development with a population over 3000.

** Portions excerpted from Ovilla: A History by Karen Miller Pickard, 1988 with supplemental information from Ovilla, Texas History Book compiled by the Ovilla Historical Society, 1996.*

Location

The City of Ovilla is located less than eighteen miles south of downtown Dallas and is nestled between State Highway 67 and Interstate Highway 35E. Ovilla is situated in northern Ellis County and southern Dallas County with the cities of Cedar Hill, Desoto, Glenn Heights, Oak Leaf, and Midlothian adjacent to it. Ovilla is positioned to take advantage of the residential and supporting commercial growth from south Dallas County while maintaining the rural hometown atmosphere. There is an abundance of undeveloped property within the Ovilla city limits and additional area in the Ovilla extraterritorial jurisdiction (ETJ) for future growth.

Planning Process

Although the planning process may differ from community to community depending on the individual needs of the citizens, there are some common elements found in most Comprehensive Land Use Plans. The Planning Process usually begins with an inventory phase. Before planning for the future, it is important to have a sense of the present state of the city and the probable future direction of the city. The Ovilla comprehensive planning process started with a data gathering and forecasting phase.

Public input is critical to the development and ultimate success of a Comprehensive Land Use Plan. In order for the Plan to accurately reflect the desires of the community, it is necessary to provide opportunities for the public to participate in the planning process. A Citizens Planning Committee was formed to draw input for the Comprehensive Plan from various groups active in the City of Ovilla. Some of these representatives were from governmental bodies, some from community organizations, some from home owners or neighborhood groups and some from the Ovilla businesses. The Comprehensive Land Use Plan Review Committee reviewed and revised the goals and objectives for the Ovilla Comprehensive Plan. The Committee met during the spring of 2000 to identify critical issues facing the community and then prioritize these issues in order to adopt goals, objectives, and implementation strategies. The community goals and objectives developed by the Comprehensive Land Use Plan Review Committee are included in the Goals and Objectives chapter of this document.

The third phase of the planning process is the formulation of the plan. The current conditions of the city, the Goals and Objectives formulated with the citizens' input, and professional planning principles are considered and weighed, in order to determine the most desirable outcome for the City at the point of total development. Major emphasis was placed on the development of a Master Thoroughfare Plan that provided for significant improvements to the roadway network in Ovilla. With the proposed transportation system as the framework, various alternative land use configurations were considered. Once the analysis was complete, decisions were made as to what alternative(s) was the most beneficial to the community and that could best achieve the goals and objectives set forth in phase two of the planning process.

Following the adoption of the Plan by the City, the implementation phase is a very important part of the planning process. By establishing an implementation plan, city leaders provide a mechanism by which the Goals and Objectives in the Comprehensive Plan can be realized. A number of methods may be used to implement the Comprehensive Plan, and the City may choose one or a combination of these methods. Implementation measures are discussed further in the Implementation chapter of this document.

In many cases, municipalities consider the planning process complete when it reaches the point of implementation. However, it is important to note that the planning process is a cycle. Depending upon growth rates occurring in a city, all elements of the comprehensive planning process should be addressed at least every five years. As the planning process continues, the land use plan will change and evolve. Land use, demographics, the economy, and development patterns greatly affect the growth rate and pattern of a city. By reviewing the Plan on a regular basis, decision makers may be assured that it continuously represents the changing needs of the citizenry. The twenty-year planning period should never be realized, but should continually be extended five more years at the occasion of each revision.



Methodology

The planning process began with the division of existing land use within the City into the following general land use categories:

- **Residential**

Low Density – Single Family Residential Homes, this includes a broad range of housing sizes and values, it generally includes all detached single family houses regardless of the size of the lot or the size of the house.

Moderate Density – Duplexes, Fourplexes, Townhouses, this includes a broad range of housing types that fall between the single family residential use and apartments, generally a large percentage of the moderate density residential may be rental units, although townhouses and condominiums are structured to accommodate individual home ownership.

Manufactured Housing – These residential units are not site built, but manufactured in a factory and brought to the home site, the houses are inspected at the factory in conformance with the building standards of the industry (in the past similar housing was referred to as mobile homes), generally these units are clustered in manufactured housing parks or subdivisions.

High Density – Apartments or multifamily residential range from small apartment developments to large apartment complexes with amenities, generally apartments in the north Texas area are restricted to three story “garden” apartments, although some cities do allow high-rise apartments.

- **Commercial**
Commercial land uses included a broad range of retail sales, service retail, office, mixed use office/retail, small businesses, restaurants, entertainment uses and other commercial business establishments.
- **Industrial**
Industrial land uses included major manufacturing and warehouse uses, industrial fabrication and assembly, heavy commercial uses with an abundance of outside storage, and other heavy and light industrial uses.
- **Public/Semi-Public**
Public and Semi-Public land uses include all governmental uses (city, county, state or federal), schools, churches or other religious institutions, and some public utility uses.
- **Parks and Open Space**
Parks and Open Space uses include all existing public parks, privately maintained recreational uses, floodplains/floodways and other properties being used for open space.
- **Vacant (Undesignated Land Use)**
Properties that are shown as Vacant or Undeveloped land are classified as such because they are not “developed” in an urban (or suburban) sense. These properties may be used for agricultural uses such as grazing/ranch land or cultivation for seasonal crops, but the properties have not been developed with a permanent urban land use. Some of the properties may ultimately be agricultural or permanent open space to buffer between incompatible land uses, but for the purposes of this plan they are considered as available for a more suburban type land use.

Information of the existing conditions of both land use and demographics was then compiled. The information was presented to the Comprehensive Land Use Plan Review Committee. In addition, basic planning principles were introduced to enable the Comprehensive Land Use Plan Review Committee to plan for the future of Ovilla according to sound planning principles.

Chapter 2. Goals & Objectives

Purpose & 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 Ovilla Goals and Objectives are tangible directives raised by citizens to guide the development of the city moving forward. 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.

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. Brief examples of Goals, Objectives, and Policies are provided in the following section.

Example of Goals, Objectives, & Policies

Goal (General in nature, relating to quality of life): "All residential development within the City shall promote the health, safety, and welfare of all citizens of the community."

Objective (Denotes approach toward achieving the goal): "The City will establish proper development controls that require prior approval and monitoring of residential development."

Policy (Adopted directive establishing official means by which objectives are implemented): "The City will adopt applications and procedures for site plan reviews, preliminary platting, final platting, and engineering designs."

Goals & Objectives Development Process

The City of Ovilla places importance on public input in local government. The Comprehensive Land Use Plan Review Committee met several times over a period of months in order to develop the Goals and Objectives related to General Land Use, Residential, Commercial, Industrial, Community Facilities, Thoroughfares and Parks and Open Space. The following final Goals and Objectives should be used to guide the development of the City of Ovilla through the next twenty years.

OVILLA GENERAL LAND USE GOALS & OBJECTIVES

Goal 1

Preserve the aspects of the community that residents find attractive, such as quality of life, small town/rural atmosphere, natural vegetation and open spaces.

Objective 1-1

Promote continued involvement by the City during the design process of new development.

Objective 1-2

Encourage programs that continue a positive aesthetic character for Ovilla and improve areas lacking in such.

Objective 1-3

Maintain the town's rural/small town heritage where appropriate.

OVILLA THOROUGHFARES GOALS & OBJECTIVES

Goal 2

Incorporate and develop a well defined and maintained system of thoroughfares, collectors and local roads whereby also encouraging the development of local roadways that promote circulation and ensure the safety and general welfare of neighborhoods.

Objective 2-1

Develop programs and action plans for upgrading and maintaining roads and streets.

Objective 2-2

Evaluate the condition of streets and establish priorities for regular repair and maintenance.

OVILLA COMMERCIAL GOALS & OBJECTIVES

Goal 3

Provide for adequate retail commercial development in the future to assist the tax base for the city.

Objective 3-1

Plan for non-residential land uses in locations that are suitable for such uses.

Objective 3-2

Coordinate with the Ovilla Type B Economic Development Corporation to identify and recruit new business to diversify the City's tax base in order to provide for a mix of municipal, commercial, retail and office uses.

Objective 3-3

Attract businesses that will add to the aesthetic quality of the community.

Goal 4

Encourage continued development of the commercial area in "downtown" Ovilla.

Objective 4-1

Incorporate and preserve the historic area of town.

Objective 4-2

Coordinate with the Ovilla Type B Economic Development Corporation to identify and recruit new business to diversify the City's tax base in order to provide for a mix of municipal, commercial, retail and office uses.

Objective 4-3

Develop guidelines that encourage the historic bulk, construction, and aesthetics of structures so that the historic integrity of the area is not diminished.

Objective 4-4

To increase the aesthetic appeal of the downtown area, explore with property owners and businesses the development of tools such as site-specific architectural guides and a Type B Economic Development Corporation façade improvement grant program.

Goal 5

Provide for smaller neighborhood oriented commercial, retail and office use in limited areas (being Ovilla Road to the City Municipal Complex) in accordance with the Comprehensive Land Use Plan.

Objective 5-1

Coordinate the development of neighborhood oriented commercial, retail and office uses in concert with thoroughfare improvements.

OVILLA INDUSTRIAL GOALS & OBJECTIVES

Goal 6

Identify areas that may be suitable for future industrial development within the City.

Objective 6-1

Industrial uses appropriate within these areas should be those targeted uses that are non-polluting with no external storage or manufacturing operations.

Objective 6-2

Where industrial development is appropriate, encourage the development of planned industrial areas to accommodate and promote cluster industries, research, development, other value added activities and support uses. Other uses, such as hotels, offices, commercial, institutional, and residential that serve the projected workforce and residential population and/or encourage internal automobile trip capture shall be encouraged, with accessory uses.

Objective 6-3

Encourage the incorporation of common architectural, signage, and landscape themes within future industrial development in accordance with current City adopted standards.

OVILLA RESIDENTIAL GOALS & OBJECTIVES

Goal 7

Preserve and protect the character of existing neighborhood areas.

Objective 7-1

Promote a feeling of community and encourage neighborhood connectivity.

Objective 7-2

Promote policies and ordinances that maintain and enhance existing residential areas through tools such as code enforcement.

Objective 7-3

Maintain a policy of protecting neighborhoods through the provision of transitional zoning between residential and newly established retail or commercial uses.

Goal 8

Designate the preponderance of land uses as residential, with single-family housing of low density.

Objective 8-1

Encourage new development to be compatible with the character of existing densities and structures.

Objective 8-2

Continue to plan for residential areas to have lots 15,000 square feet or greater.

OVILLA COMMUNITY FACILITIES GOALS & OBJECTIVES

Goal 9

Provide residents with the best and most cost effective community services available.

Objective 9-1

Plan and design the most efficient and cost effective arrangement of land uses that allows Ovilla to distinguish itself with high quality public services and seek to partner with regional and County agencies to fund continued efforts in this regard.

Objective 9-2

Provide adequate water and sewer service throughout the city.

Objective 9-3

Provide a coordinated plan addressing the need for future municipal facility expansion needs.

Goal 10

Maintain and expand upkeep of government and community facilities, or creation of new community facilities while not compromising commitment to efficient, quality services.

OVILLA PARKS & OPEN SPACE GOALS & OBJECTIVES

Goal 11

Promote the preservation of natural vegetation and open spaces that maintain the attractive rural atmosphere of the City of Ovilla. In addition to policies and procedures, promotion may be accomplished through the proactive communication via channels available to the City.

Objective 11-1

Incorporate into the overall parks and open space system areas with large trees, substantial vegetation, creeks and floodways.

Objective 11-2

Discourage development that could be environmentally hazardous or noxious to the City and residents, mitigating damages to natural areas through perpetual preservation.

Objective 11-3

Encourage preservation and expansion of greenbelt areas, especially along creeks throughout the city.

Objective 11-4

Encourage the preservation and planting of native trees and vegetation.

Goal 12

Develop a variety of parks, open spaces and recreation facilities compatible with the environment and designed to serve both the active and passive recreational needs of the citizens.

Objective 12-1

Encourage the dedication of property for the City's park system by development.

Goal 13

Develop a cost-effective system of parks and open space network in a manner which promotes optimum utilization of the system in a safe, clean and orderly atmosphere by the citizens of Ovilla.

Chapter 3. Population

Methodology

The population of a city plays a large role in long range planning exercises. In order to provide public facilities and services that will best serve the future needs of the citizenry, it is necessary to study the past and present size of the community, and finally to make projections that cover the planning period, in this case, 20 years. Population data for the Ovilla Comprehensive Land Use Plan was gathered from the U.S. Census Bureau and the North Central Texas Council of Governments (NCTCOG).

The current population for the City of Ovilla is 4,190. The City has shown a steady increase in population since its incorporation in 1963. The population of Ovilla has increased at an average rate of 5.05 percent per year, since 1970, the earliest available U.S. Census figures. The historic population trend for Ovilla is demonstrated in *Table 3.1, Historic Population of Ovilla, Texas*.

Table 3.1
Historic Population of Ovilla, Texas

Year	Population	Change in Population per period	Average Change in Population per year
1970	339	--	--
1980	1,067	728	73 residents
1990	2,027	960	96 residents
2000	3,405	1378	138 residents
2010	3,492	87	9 residents
2015	3,690	198	39 residents
2020	4,140	648	65 residents
2021	4,190	50	50 residents

Source: U.S. Census Bureau, NCTCOG

Future Population

In order to project the future population of Ovilla, it is necessary to analyze past trends in the City's population. By studying the City's historic rate of growth, future population figures may be predicted, and ultimate build-out projections may be made. The average annual growth rate for the city of Ovilla was calculated using the following formula:

$$(1 + \frac{(P_n - P_0)}{P_0})^x - 1 = \text{Average Annual Population Growth}$$

Where: P_n = New Population

P_0 = Old Population

x = Number of years between P_n and P_0

The population of the City of Ovilla grew at an average annual rate of 5.05 percent from 1970 until the present, and at a slower rate of 2.37 percent from 1990 until the present. With conditions remaining constant, it is reasonable to conclude that the City will continue to grow at a rate between these two figures, which would indicate an estimated total population of between 6,694 and 11,232 persons in the year 2041.

The key phrase in the previous statement is "conditions remaining constant." The addition of one or more large scale employers in Ovilla or the near vicinity could significantly change the population growth rate experienced by the City. Population projections obtained using 2.37 percent and 5.05 percent average growth rates appear in *Table 3.2, Historic and Future Populations for the City of Ovilla, Texas*.

Table 3.2
Historic and Future Populations for the City of Ovilla, Texas

Year	Historic Population	Lower Projection 2.37%	Higher Projection 5.05%
1970	339		
1980	1,067		
1990	2,027		
2000	3,405		
2010	3,492		
2015	3,700		
2016	3,820		
2017	3,920		
2018	4,040		
2019	4,090		
2020	4,140		
2021	4,190		
2022		4,289	4,402
2023		4,391	4,624
2024		4,495	4,858
2025		4,602	5,103
2026		4,711	5,361
2027		4,822	5,632
2028		4,937	5,917
2029		5,054	6,216
2030		5,173	6,530
2031		5,296	6,860
2032		5,421	7,207
2033		5,550	7,571
2034		5,681	7,954
2035		5,816	8,356
2036		5,954	8,778
2037		6,095	9,222
2038		6,240	9,688
2039		6,387	10,177
2040		6,539	10,692
2041		6,694	11,232

Source: U.S. Census Bureau, NCTCOG, Projections Estimated.

Population at Build-out

As discussed in the next chapter, over half of the property within the City of Ovilla's 5.7 square miles City limits is undeveloped land. This means that there is an abundance of land for residential development and future population growth. In addition to the property that is already in the City limits, the City of Ovilla has an extra-territorial jurisdiction (ETJ) of approximately 4.3 square miles. If all the ETJ is eventually annexed into the Ovilla City Limits, the ultimate size of the city will be ten square miles (10 sq. mi.). The build-out population occurs when all of the properties planned for residential uses in the entire planning area are completely developed. Based upon U.S. CensusBureau (2010) information, Kimley Horn and Associates, Inc. projects an estimated buildout population between 9,519 and 15,123 people.

With the projected future population for the next 20 years being 6,694 to 11,232, the City of Ovilla will reach 44 percent to 74 percent of the build-out population within the planning period for this plan. If the above trends continue, Ovilla will reach build-out sometime in the next 16 to 25 years.

In the near future, Ovilla can expect a steady continued growth, which will be managed most effectively by careful planning and citizen involvement in the governmental process.

Chapter 4. Existing Land Use

General Land Use Characteristics

Before developing a plan for the future, a city must first have an understanding of its present condition. In addition to demographic data, this understanding is gained through an analysis of existing land use, which represents how land is currently being used. An analysis of current land use can provide documentation of development trends that have been and are being established. This analysis will also provide City officials with an opportunity to correct trends that may be detrimental to future development and to initiate policies that will encourage development in accordance with goals and objectives developed by the citizens.

Survey of Existing Data Sources

A survey of Geographic Information System (GIS) data provided by Dallas Central Appraisal District and Ellis Appraisal District was conducted in December 2009 and adjusted in 2016 and in March 2022 to reflect current conditions in order to identify existing land use conditions in the City of Ovilla to be included in the Comprehensive Land Use Plan. Of the approximately 3,512 acres (5.7 square miles) that make up the City, approximately 1,941 acres are developed as residential, commercial, or institutional. The remaining 1,571 acres are currently undeveloped or used as roadways or agricultural uses. The categories of land use, corresponding acreage, and total percentages are shown in *Table 4.1, Summary of Existing Land Use in Ovilla, Texas 2022*. The physical locations of the different land uses within the City may be found on *Figure 4.1, Existing Land Use Map 2022*.

Table 4.1
Summary of Existing Land Use in Ovilla, Texas 2022

Land Use	Acres	% of Developed	% of Total
Residential (Single-Family)	1,843	95%	52%
Residential-Vacant	87	n/a	2%
Commercial	62	3%	2%
Commercial-Vacant	4	n/a	0%
Agricultural	1,425	n/a	41%
Public / Semi-Public	90	5%	3%
<i>Total Developed</i>	<i>1,941</i>		<i>59%</i>
<i>Total Undeveloped</i>	<i>1,571</i>		<i>41%</i>
Total Land Area	3,512		

The summary of existing land use categories maintained by the appraisal districts in Dallas County and Ellis County should be reviewed and updated periodically for accuracy and to measure the attainment of identified goals and objectives. Existing land uses have not changed significantly since the 2016 analysis.

Existing Land Use Plan Map

City of Ovilla, Texas

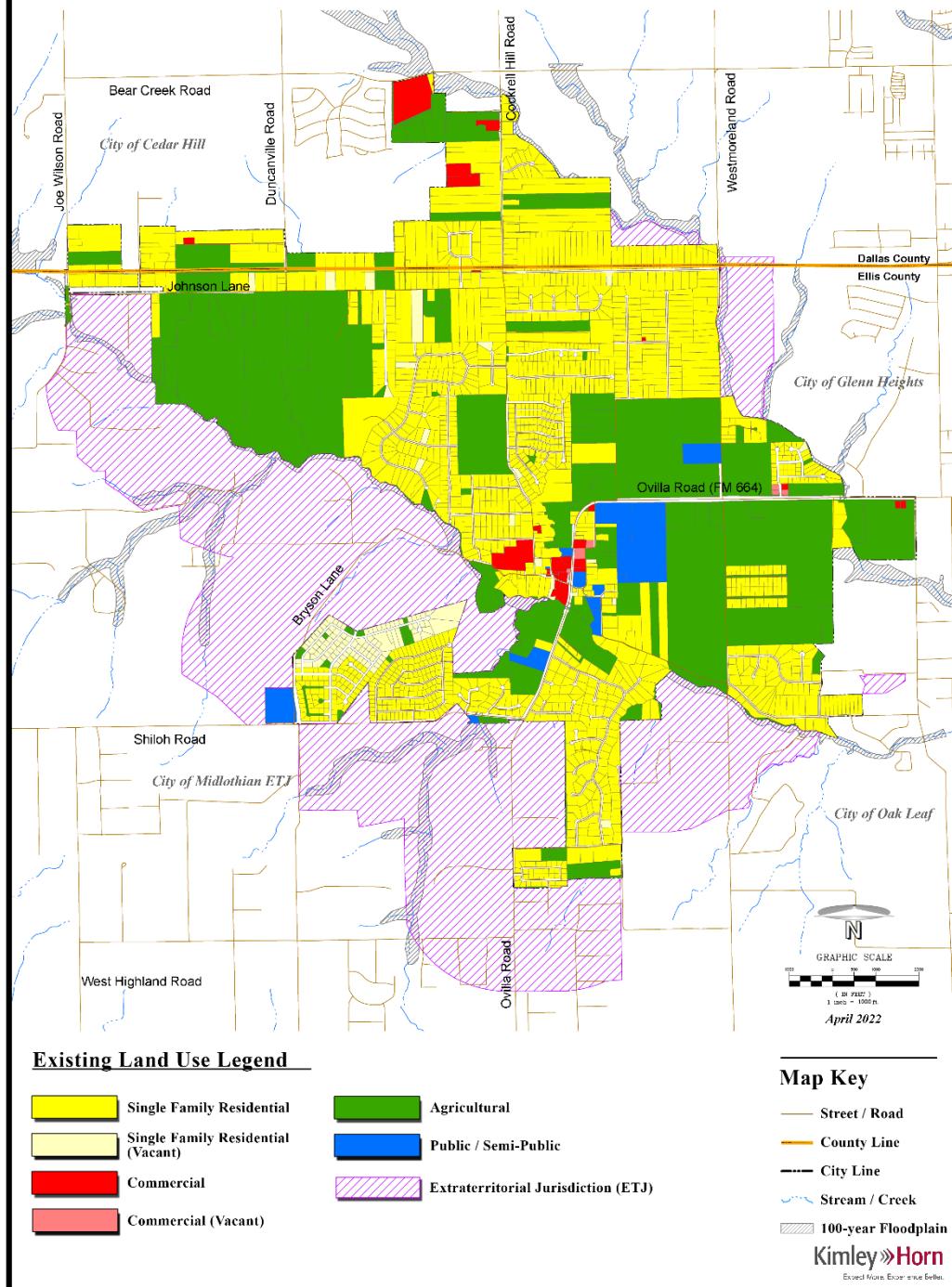


Figure 4.1, City of Ovilla Existing Land Use Map

Figure 4.1, City of Ovilla Existing Land Use Map 2022

In 2015, Kimley Horn and Associates Inc. (KHA) analyzed existing land uses in Ovilla and prepared a Build Out Population Estimate as shown in the following tables: *Table 4.2, Ovilla Population Estimate Methodology; Table 4.3, Ovilla Build Out Population Estimate; and Table 4.4, Ovilla Build Out Population Estimate.*

Table 4.2
Ovilla Population Estimate Methodology
2021 NCTCOG Population Estimate (Pop: 4,190)

Zoning District	RC	RE	R15*	R22
units/acre	0.20	0.55	0.90	1.83
persons/acre	0.54	1.46	2.44	5.18
persons/unit	2.69	2.63	2.72	2.83

* Estimate: No built out R15 districts

Prepared by: KHA

Table 4.3
Ovilla Build Out Population Estimate
Current Zoning 2015

Zoning	Acres	%	Households	Population
PD	134	4%	217	516
R15	377	11%	339	922
R22	554	16%	1,015	2,872
RC	215	6%	43	117
RE	2,097	62%	1,163	3,063
Total	3,377	100%	2,777	7,489

Prepared by: KHA

Table 4.4
Ovilla Build Out Population Estimate
Zoning + Future Land Use

Scenario	Future Land Use Plan	Households	Population	Total with Zoning
Low (RC/RE)	2,016	4%	217	9,519
Typical (Zoning Mix)	377	11%	339	11,959
High (R15/R22)	554	16%	1,015	15,123

* SF Single-Family

Prepared by: KHA

The graphic representation of existing land uses, the Existing Land Use Plan, should be reviewed and updated periodically to represent current conditions, to ensure relevant land use categories and to promote consistent development-related decisions and policies.

Residential Land Use

Residential land use accounts for most of the development in the city. Approximately 1,608 acres or 44 percent of the City area is currently developed as residential use. This type of land use consists of low-density residential units (single-family homes). Moderate density units (duplex, triplex, or manufactured housing) and high-density (multifamily apartment) units are currently not found in measurable quantities in Ovilla. The text below provides information regarding residential development in Ovilla.

Low-Density Residential

Low density residential use refers to single family detached dwelling units, developed at a density of one to three units per acre. There are approximately 1,843 acres of low-density residential land use in the City limits, which represents 95 percent of the total developed land and 52 percent of the total City. Figure 4.1, Existing Land Use Map provides information regarding the pattern of existing residential development within the City of Ovilla. The neighborhoods located along Cockrell Hill Road and southern Ovilla Road generally conform to the Neighborhood Concept, a planning concept that is described in the Urban Design chapter of this document. The remaining neighborhoods are less homogeneous, and are characterized by more of a rural development pattern.

Moderate Density Residential

Moderate density residential development refers to residential development containing from six to twelve dwelling units per acre. This type of housing primarily consists of duplexes with a limited amount of triplex and fourplex units. Currently, there are no moderate density residential areas within the City.

Manufactured Housing

Manufactured housing units in area are located in the Ovilla extraterritorial jurisdiction, primarily south of Red Oak Creek. Currently, there are no manufactured housing units within the city limits.

High Density Residential

High density residential land uses consist of multifamily apartment developments, built at a density of thirteen or more units per acre. Currently, there are no high density residential units within Ovilla.

Commercial Land Use

The commercial land use category includes both service and retail uses. Approximately 62 acres of commercial land use is located in Ovilla, which accounts for approximately 3 percent of the developed area of the City and 2 percent of the total City area. Most commercial development is located along Ovilla Road.

Public & Semi-Public Land Use

Public and semi-public land uses includes municipal, county, state, and federal government uses, cemeteries, and schools. Land uses typically considered quasi-public include churches and electric, gas, telephone, and television utility uses. Approximately 90 acres are utilized by this type of use in the City of Ovilla. Public and semi-public uses account for 3 percent of the total area within the City, and approximately 5 percent of the developed area in the City.

Parks & Open Space

Approximately 132 acres of land within the City limits is occupied by public parks or open space. This calculation includes active and passive park area (11 acres), which are listed below, open space, and floodplain area that is likely to remain undeveloped for environmental reasons.

Heritage Park

This park is located at the heart of the city. Heritage Park is adjacent to Ovilla Road and near the West Main Street historic area. At approximately three acres, it functions as a small community park for the entire city. The park has been acquired, built and maintained primarily from donations.

Park features:

- Gazebo
- Custom Arch Bridge
- Lighting
- Veteran's Memorial
- Asphalt Jogging Trail
- Benches
- Master Gardeners Club Garden
- Restrooms

Silver Spur Park

This park is located on a small quarter-acre lot nestled within an established neighborhood on Silver Spur Lane. This park is classified as a neighborhood park for the Westmoreland Road Estates. It is supplied with low-level play equipment, a swing set, and a small pavilion for shade.

Weldon O'Dell Field

This approximately seven-acre park is used primarily as baseball/softball fields and can be classified as a community park.

Park features:

- 2 Ball Fields with backstops, dugouts, lighting, and stands
- Picnic area with tables

Cindy Jones Play Area

Conveniently located adjacent to ballfields, this play area is designed for young children and is supplied with a fort-style playset and swings.

Ken and Sara Pritchett Park

This park was dedicated in 2009 and is located on a 0.75-acre interior lot in the Ashburne Glen neighborhood. Pedestrian access to the park is available from Ashburne Glen Lane and Forest Edge Lane. This public park is classified as a neighborhood park and is available for all City of Ovilla residents, but is primarily utilized by Ashburne Glen residents.

Park features:

- Playground with a fort-style playset and swings
- Picnic area with tables and barbecue grills

Founders Park

This park was dedicated in 2020 and is located behind the Ovilla municipal buildings on the corner of S Cockrell Hill Road and Westlawn Drive. The park is adjacent to the Weldon O'Dell Fields and the Cindy Jones Play Area and is classified as a community park. Approximately five acres, this park provides scenic walking trails, open space, and other recreational amenities. The park also features a covered pavilion with a stage for residents and visitors to enjoy outdoor events.

Park features:

- Walking trails
- Memorial stations
- Covered picnic tables
- Barbecue grills
- Covered pavilion with stage
- Restrooms and snack bar
- Open space

Infrastructure

While right-of-way is undevelopable public property, the corridors created by the thoroughfares exert a considerable impact on the development of land in the city. Sound planning principles and urban design guidelines should be adhered to in order to limit negative land use development that may have a tendency to develop in these areas.

Undeveloped Land

There are approximately 1,571 acres of undeveloped land in the City of Ovilla as of March 2022. This undeveloped land accounts for 45 percent of the total land area within the City. Most of the undeveloped land is located in the southwestern area of the City, but there are large undeveloped tracts throughout the City.

Chapter 5. Thoroughfares

Introduction

Transportation planning is an integral part of the City of Ovilla Comprehensive Land Use Plan. As such, the thoroughfare goals and objectives were considered carefully in the drafting of the Comprehensive Land Use Plan. The 2010 Comprehensive Land Use Plan Review Committee spent a considerable amount of time finalizing the Ovilla Thoroughfare Plan to carefully consider the proper classifications for thoroughfares to be included. Street and roadway improvements were important items discussed for expenditure of public funds. Consideration was given to both the internal transportation needs of the residents of Ovilla and the regional transportation needs of others that travel through Ovilla. The Regional Thoroughfare Plan prepared by the North Central Texas Council of Governments (NCTCOG), the City of Cedar Hill Thoroughfare Plan, the City of Midlothian Thoroughfare Plan were all consulted for input into the 2010 Ovilla Thoroughfare Plan. By coordinating with the other municipalities and governmental agencies, the development of the overall transportation network can be improved.

The Thoroughfare Plan should be reviewed and updated periodically to represent current conditions and promote preservation of terrain, natural drainage ways and trees. For example, the plan document should be revised to encourage improvements to Shiloh Road as increased traffic occurs as a result of new subdivisions, a new elementary school and new and existing non-residential uses.

The movement of people and goods within the City and the surrounding area is an important function; such movement is dependent upon the arrangement and condition of local streets and highways. As the city changes, the thoroughfare system must be capable of handling traffic movement in a safe and efficient manner. The 2010 City of Ovilla Thoroughfare Plan is coordinated with the 2010 Future Land Use Plan and provides the guidelines to develop a transportation system that can accommodate the needs of existing and future land use. This adopted Thoroughfare Plan is a valuable tool for the City of Ovilla in requiring the appropriate dedication of right-of-ways and the construction of the appropriate roadway improvements as the city continues to develop.

The primary form of transportation in the City of Ovilla is the individual gasoline-powered vehicle. Whether that vehicle is a pickup truck, an automobile or a SUV (Sport/Utility Vehicle), most Ovilla residents rely on their individual vehicles as their sole means of transportation. For this reason, the transportation element of the Comprehensive Land Use Plan Update is focused on the system of public roadways, which is designed to expedite traffic movement and enhance safety. The Thoroughfare Plan also includes recommendations for developing alternate modes of transportation within the city, as well as recommendations which create a continuous process of planning, implementation, monitoring, and evaluation to assure that the mobility needs for citizens of Ovilla will be met as development occurs.

The Thoroughfare Plan should enable the City to implement a systematic process of upgrading and developing thoroughfares in accordance with the City's Future Land Use Plan. This process should include: (1) an evaluation of proposed roadway improvement regarding compliance to the Thoroughfare Plan; (2) preparation of detailed route studies to locate the exact location of a street that is shown conceptually on the Thoroughfare Plan; and (3) preparation of engineering plans and geometrics (including extra turn lanes at major intersections) once detailed routes have been established.

Definitions

A number of terms used throughout this chapter should be defined in order to provide an understanding of existing and future transportation needs. These terms include the following:

Functional classification - The roadway classification system is intended to categorize streets by function for the purpose of clarifying administrative and fiscal responsibility. A complete circulation system provides separate facilities for the movement, transition, distribution, collection, access, and termination of trips. Freeways and arterials handle principal movement functions. Collector streets serve to gather traffic from localstreets and feed it to the arterial system and to provide access in commercial and industrial areas. Local streets provide direct access to adjacent property.

Capacity - The capacity of a roadway as defined by the Highway Capacity Manual, is the maximum hourly rate at which vehicles can reasonably be expected to traverse a point or section of a roadway during a given time period under prevailing roadway, traffic, and control conditions. Roadway conditions refer to the geometric characteristics of the street such as type of facility, number and width of lanes, horizontal and vertical alignment, and design speed. Traffic conditions refer to the type of vehicle mix and the distribution of vehicles in available lanes. Control conditions refer to the types and specific design of traffic control devices such as traffic signals, signs, and turn restrictions. Other factors that affect the capacity of a roadway include weather and driver characteristics.

Traffic Volume - Traffic volume is a measurement of the total number of vehicles that pass a given section of a roadway during a given time period. Volume is generally expressed in terms of annual, daily, or hourly rates. Traffic volumes vary by the time of day, day of the week, season, and month. Annual average daily traffic (AADT) is the average daily traffic on a roadway, averaged over a full year, and is often used in travel forecasting and planning. Within this report the term vehicles per day (vpd) is used to reflect traffic counts made over a 24-hour period that have not been converted to annual average daily traffic and, thus, may not account for daily, weekly, or seasonal variations.

Through Traffic - This term is used in two ways, depending on the particular discussion: 1) to identify trips that do not have a local destination (i.e. are not stopping within Ovilla); and 2) to identify trips that may have a local destination, but are traveling through a particular section of the City.

Existing Conditions

Ovilla's existing transportation system is designed to accommodate private vehicular traffic. Interstate Highway 35E and State Highway 67 are approximately 3.75 miles from Ovilla to the east and 5.30 miles from Ovilla to the west respectively. Currently, no other forms of transportation are available in Ovilla.

Highways & Streets

Ovilla Road (F. M. 664) is the major internal transportation spine for Ovilla. It is the only direct traffic route through Ovilla. All other roadways are modified county roads that meander around various physical constraints. Ovilla Road is also a Texas Department of Transportation (TxDOT) maintained facility. The section of Ovilla Road from Hampton Road to Westmoreland Road is a concrete, six-lane roadway with divided medians. The remainder of Ovilla Road is only two lanes in width.

Westmoreland Road is currently a north-south country road, with its ultimate purpose to serve as a principal arterial providing connection down to Lariat Trail and Red Oak Creek Road. Westmoreland road will serve as the primary entry point into the City from Future Loop 9.

Cockrell Hill Road is a two-lane rural section of roadway that provides access to the center of the City. The current development that exists adjacent to the roadway, primarily residential development of half-acre of larger lots creates a limiting factor to the increase of traffic and ultimately dictates the ultimate thoroughfare classification.

Joe Wilson Road is a north-south country road that acts as a collector down to Johnson Lane. This road currently serves to take pressure off of Westmoreland Road as a north-south arterial.

Montgomery Road/Bryson Lane & Red Oak Creek Road are small residential collectors that wind near creeks and are canopied by beautifully abundant trees. Both roads are very scenic entrances to the central portions of Ovilla.

Shiloh Road is an east-west collector that provides access between the City of Midlothian and Ovilla. It is a small country road that bisects Ovilla's ETJ and feeds to Ovilla Road. Shiloh Road has recently and is anticipated to experience increased traffic resulting from changes in adjacent land uses and development.

Duncanville Road is a north-south collector that provides access between the City of Cedar Hill and Ovilla. Currently, this thoroughfare is a small country road that is approximately 1,000 feet in length within the City of Ovilla municipal limits and terminates at Johnson Lane. This thoroughfare will ultimately be extended to the south and eventually connect with Bryson Lane to continue south.

Bicycle & Pedestrian

Pedestrian and bicycle transportation are often forgotten as viable modes of travel in today's mobile society. In order to provide for easy and safe pedestrian and bicycle travel, sidewalks, pathways, and crosswalks should be required to be included in future development plans. This type of access is needed to commercial centers, along arterial

streets and between residential areas, schools. By requiring appropriate infrastructure for pedestrians in new developments, and retrofitting existing developed areas, traffic and parking issues may be lessened in intensity, and quality of life may be improved. The City may also wish to provide bicycle racks or covered storage areas in public facilities.

Street Functions & Classifications

Streets located within municipalities generally are various sizes, and have different numbers of vehicle traffic lanes and design requirements. This Plan has categorized Ovilla's streets according to the Standard Street Classification System used by the Texas Department of Transportation (TxDOT). Each type of roadway in the classification system has right-of-way widths, lane widths, number of lanes, and medians appropriate to the traffic and speed required of the street. *Table 5.1, Summary of Street Classifications* provides the following information in tabular format.

Table 5-1
Summary of Street Classification

Land Use Plan Classification	Thoroughfare Plan Classification
Local Residential Street	R2U Residential Two Lane Undivided
Collector Street	C2U Collector Two Lane Undivided
	C4U Collector Four Lane Undivided
Minor Arterial Street	M2D Minor Arterial Two Lane Divided
	M4U Minor Arterial Four Lane Undivided
	M4D Minor Arterial Four Lane Divided
Principal Arterial Street	P6D Principal Arterial Six Lane Divided
	P4D Principal Arterial Four Lane Divided
	P4U Principal Arterial Four Lane Undivided
Freeway (Proposed Loop 9)	FW Typically Four to Ten Divided Lanes

* **R2U** streets are not shown on the Thoroughfare Plan.

Freeways

Freeways or highways consist of controlled limited access roadways with divided lanes for directional traffic. Freeways are designed to move high volumes of traffic, typically in excess of 40,000 vehicles per day, with maximum efficiency. Freeways generally have from 4 to 8 lanes and require 250 to 500 feet of right-of-way. They provide no direct access to adjacent property, and main lanes are grade separated at intersections with arterial roadways. Service roads may be provided along the freeway to facilitate access to and from the main lanes and to provide access to adjacent property. Interstate 35E and State Highway 67 are the two freeways near to the city of Ovilla. The proposed Loop 9 may be classified as a freeway and run on the city's northern boundary.

Principal Arterials

Principal arterials are designed to serve major traffic movements through the city by carrying large volumes of traffic across or through the city as efficiently as possible. These roadways should be continuous in length, connect with freeways, and serve major traffic generators. Typically, principal arterials should be spaced between two and three miles apart. They are designed to carry between 10,000 and 40,000 vehicles per day requiring from four to six lanes. Access management is essential to ensure maximum operating efficiency of the roadway. However, because commercial development generally occurs along arterial streets, control of access is often difficult to achieve. Intersection spacing should be at intervals of not less than one-fourth mile. Intermediate unsignalized access points and median breaks to accommodate public streets or private driveways should be avoided. To facilitate the flow of traffic, designated turn lanes and acceleration/deceleration lanes may be required in areas of commercial development.

Minor Arterials

Minor arterials are generally designed as four-lane roadways; with the exception of the two-lane divided minor arterial proposed. They may be either divided or undivided, and are designed to connect the primary arterials and provide system continuity. Generally, minor arterials are spaced at approximately one mile intervals, and define the limits of a neighborhood. They are designed to carry traffic volumes of 10,000 to 15,000 vehicles per day, and like principal arterials, direct access should be limited. Intersections for four-lane minor arterials should be spaced at intervals of no less than one-fourth of a mile and intermediate access points to accommodate public streets or private driveways should be avoided. Two-lane minor arterials are designed to accommodate rural traffic and provide pocket medians to allow access for turning movements. The classification of Shiloh Road as an arterial M4U should be further studied given potential design constraints.

Collector Streets

Collector streets are intended to serve internal traffic movements within an area and carry traffic from local streets to the arterial network, and may be designated as principal and minor collectors. Generally, collector streets are designed with two lanes, are between $\frac{1}{2}$ mile to 1 mile in length, and carry traffic volumes between 1,000 and 10,000 vehicles per day. Minor collector streets should be located to provide access to the local street system in a neighborhood and be curvilinear in design, in order to discourage through traffic in neighborhoods. Typically, they include two traffic lanes and two parking lanes and should be less than one mile in length.

Local Streets

Local streets provide access to residential property and feed the collector street system. Local streets typically carry volumes of less than 1,000 vehicles per day. Streets are no more than two lanes and should be designed to discourage any type of through traffic movements, either through a curvilinear arrangement, through the incorporation of loops and cul-de-sacs, or both.

Thoroughfare Plan Map

City of Ovilla, Texas

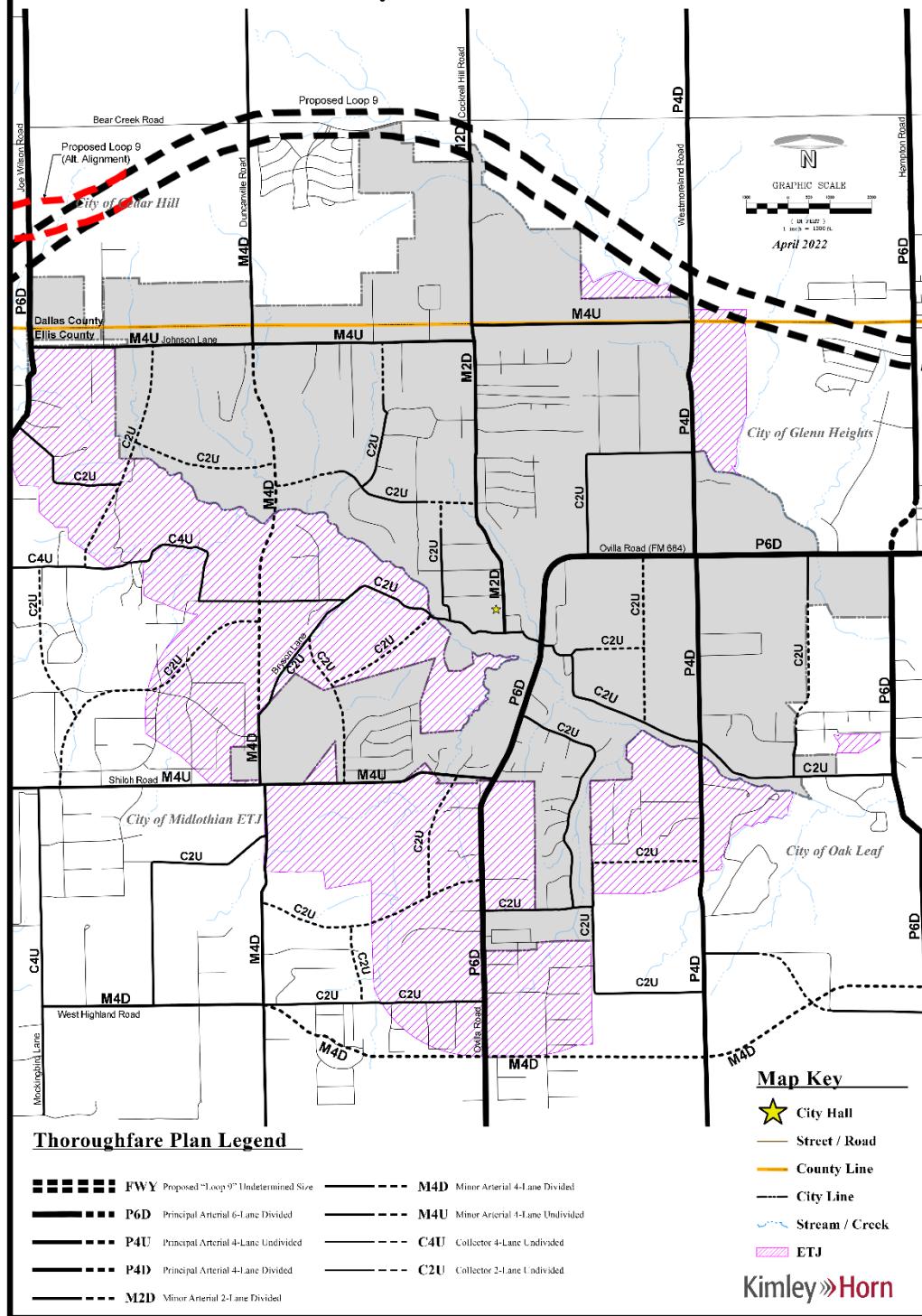


Figure 5.1, City of Ovilla Thoroughfare Plan Map 2022

Thoroughfare Plan

The City of Ovilla has classified its streets in categories of residential streets, collector streets, minor arterials, and principal arterials. The proposed thoroughfare plan network is shown on *Figure 5.1, Thoroughfare Plan Map 2022*.

Ovilla Road (F. M. 664) will continue to be the City's principal arterial with Westmoreland Road playing a secondary arterial role. The character and physical constraints of the City of Ovilla preempt the need for additional principal arterial streets.

The majority of the roadway improvements shown on the Thoroughfare Plan are related to the street designated as minor arterials. Almost all of these roadways are currently two lane county-type roads without curbs and gutters and without adequate pavement width to accommodate the existing traffic volumes. These streets need to be widened to four lanes to handle the increased volumes that will occur as development of the area continues. Off-set intersections need to be aligned and roadway connections need to be made.

Protecting the Capacity of Streets

Funding for construction and improvements to thoroughfares represents a major public investment. In the past thirty years, federal and state funds have been widely available to assist cities in building and maintaining an efficient and safe system of highways and arterial roadways. Today, however, funding from federal and state sources is becoming increasingly harder to obtain as more and more projects compete for limited dollars. As a result, it is important for the City to implement policies to protect the capacity of their major streets. In addition, the City should consider all funding options, including bonds, general funds, grant programs, and private developer participation.

Roadway capacity is a function of the number and width of lanes, design speed, horizontal and vertical alignment, type and number of traffic control devices, and access and turning movements. Capacity can best be preserved by limiting points of access through subdivision and development ordinances, prohibiting left turn traffic movements by restricting the number of median breaks, and requiring acceleration/deceleration lanes at high volume commercial driveways.

Ideally, no direct access should be allowed onto arterial and major collector streets except at intersections. Developments should have access provided via local streets that intersect the arterial and collector roadways. A minimum frontage requirement should be set in order to limit curb cuts in corridor commercial and industrial developments, with the ultimate number of curb cuts being determined during the development review process. The review process for site plans is an appropriate time to include consideration of cross access and limiting the number of driveways for site specific developments.

Policies to limit access have often proven difficult for cities to implement because properties adjacent to the road may not meet the minimum frontage requirements and courts have held that owners cannot be denied access from the roadway.

Therefore, any consideration of cross access and limitation of driveways must address available right-of-way. It is especially difficult to implement access management when improvements are planned along roadways where developments have existing driveways. Under these circumstances, the City must often wait for redevelopment to occur before the desirable changes can be made. The City of Ovilla should continue to explore access management strategies that have been successful in other areas.

Bicycle & Pedestrian Circulation

Bikeways and sidewalks will become more important in the future, not only as the mark of quality urban development, but as an alternate mode of transportation. The City of Ovilla should consider developing a bikeway plan that would coordinate the development of a greenbelt hike and bike trail system with a comprehensive system of bikeways throughout the City. Key elements of the bikeway plan should include methods to provide bikeways within the rights-of-way of major streets as well as separate bikeway facilities, and to encourage developers to provide bike facilities in new developments.

To accommodate pedestrians, the City should require sidewalks in new developments and redevelopments. Specifically, the City should consider the following:

- Require sidewalks along both sides of arterial and collector streets;
- Require sidewalks in residential areas on all streets;
- Encourage the connection of sidewalks in residential areas and to commercial and recreational areas by working with developers as projects are planned;
- Provide pedestrian pathways in public recreation areas;
- Implement a low cost, shared resident/public program to replace older, substandard sidewalks. This could be done in conjunction with the street improvement program; and
- Consider including projects that retrofit older developed areas that do not have sidewalks into the Capital Improvements Program (CIP) for arterial and collector streets.

Street Improvement Program

The City of Ovilla currently identifies necessary roadway improvements for inclusion in an ongoing Capital Improvement Program. Refinement and continuation of the current process by using a systematic street evaluation process will assist the City in maximizing the street improvement needs with the available sources of funding. A Street Improvement Program to provide a systematic process for street reconstruction and maintenance should be incorporated into the current street construction and maintenance efforts.

This Street Improvement Program should include the following:

- Arterial Street Needs: Implement a City-funded program to meet arterial street improvement needs through the year 2030. This program would support TxDOT efforts within the City as well as provide funds for arterial improvements for which the City has sole responsibility.
- Street Reconstruction and Maintenance: Implement a ten or fifteen year street reconstruction and maintenance program that will bring Ovilla's street system to a satisfactory level of serviceability throughout the life of the program. Implement a uniform program of maintenance and reconstruction after the fifteen years to maintain the City's street system in serviceable condition for the foreseeable future.
- Design Standards and Access Management: Strengthen ordinances to require adequate street widths and to assist in managing access on arterial and major collector streets during development and redevelopment.

Transportation Planning & Monitoring

The relationship between land use and transportation is well documented. Development creates the desire for access to the developed area for specific activities, such as shopping, recreation, or employment. That access is provided through the transportation system. In addition, the thoroughfare system provides the basic framework for future growth in undeveloped areas of the city. An improvement or extension to the transportation system will often induce development in the improved area. The transportation planning process must continue to monitor existing and proposed future land use as well as population, employment, and socio-economic characteristics to identify current and anticipated transportation needs.

Chapter 6. Planning Principles

Urban Design Elements

The term "urban design" refers to the planning of development in a comprehensive manner in order to achieve a unified, functional, efficient, and aesthetically pleasing physical setting. Urban design consists of a number of elements that are accepted by planning professionals as desirable and necessary for the orderly growth and development of an area; they enable planners to effectively create the desired form of the city. The urban design elements that have been applied in the City of Ovilla Comprehensive Land Use Plan are the neighborhood concept, commercial corridor and commercial node development forms, edges and transitions, screening walls and buffers, and focal points and entry statements.

The urban design elements are applicable to future development, and should also be applied to existing development whenever possible. These elements should be considered when opportunities for redevelopment and revitalization arise in established areas of the City. By exercising flexibility in applying these elements to older areas of Ovilla, existing development may be retrofitted to also utilize these planning principles and modify the existing development patterns and the city as a whole will benefit from increased efficiency and aesthetics. Furthermore, the intent of the Urban Design Elements is to provide a general framework for future development and redevelopment within the City of Ovilla; however, this should not be construed so as to prevent the City of Ovilla from exploring alternative and innovative development patterns that are in the best interest of the City.

Neighborhood Concept

The neighborhood concept, as shown in *Figure 6.1, The Neighborhood Concept*, is one of the oldest and most widely used and accepted practices in urban land use planning. This concept helps to create quality spaces in which people may live. The concept places primary emphasis on creating neighborhoods that are buffered from the impacts of elements from outside the neighborhood system. By utilizing a transition of land use intensity, the most sensitive element of a neighborhood, residential use, is protected from the effects of intense commercial use.

The foundation of a neighborhood is its streets. Streets serve two primary purposes in neighborhood systems: to facilitate the movement of people and goods, and to serve as physical boundaries between adjacent land uses or neighborhoods. Streets should be designed and located so as to accomplish their purpose of efficient traffic service, while discouraging through traffic in neighborhoods. In order to maximize visibility and safety, intersections of more than two streets should be avoided, and intersections are required to meet at ninety-degree angles. The types of streets, their functions, and characteristics are described in detail in the Thoroughfares chapter of this document.

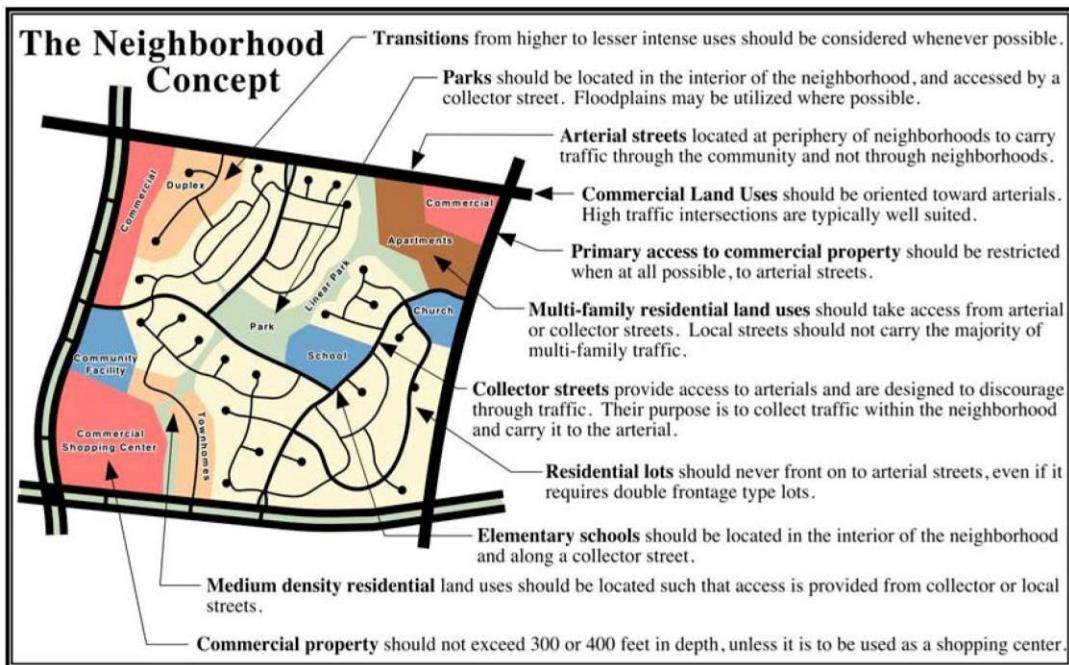


Figure 6.1, Neighborhood Concept

Arterial streets define the limits of a neighborhood by bordering the area on all sides. These roads, which are designed for heavy traffic, are appropriate locations for commercial uses. The number of entrances from arterials into the neighborhood should be limited. This enhances the efficiency of the arterial system, while preventing a high volume of traffic from entering the neighborhood.

Collector streets provide for circulation within the neighborhood; they connect local streets to the arterials. Collector streets are appropriate locations for moderate and limited high-density housing. Curvilinear street layout, rather than traditional grid patterns, should be designed, in order to limit traffic and slow traffic speed.

Local streets provide direct access to residences, and carry a low volume of daily traffic. Like collectors, these roads should be curvilinear in design. In addition, the use of loops and cul-de-sacs will further reduce traffic speed and volume.

The neighborhood concept considers the most appropriate location of different land uses within the neighborhood and on its boundaries. Low density housing should typically be located on the interior of the neighborhood, in order to protect the sensitive residential area from intense land use effects on the periphery of the neighborhood. Typically, larger neighborhoods should also provide for the location of schools and community facilities such as parks and fire stations within this central area. Moderate or high-density housing should be located toward the periphery of the neighborhood and on collector streets. These residential land uses may be used as a buffer area.

between commercial and lower density residential land uses. Commercial land uses should be located on the outer limits of the neighborhood at intersections of arterial streets. These should be oriented toward the arterials, so as not to encourage commercial traffic in the residential neighborhood, and should incorporate buffer yards and/or screening fences when located adjacent to residential uses. Commercial land use within a neighborhood should be limited to retail sale of goods and personal services primarily for persons residing in the adjacent residential areas.

In addition to the configuration of streets and the location of land uses within the neighborhood, criteria for lot design should be considered. Lots adjacent to arterial streets and corners should be deep and wide, with adequate rear and side yard setbacks to facilitate sight distances at street intersections. Except within the proposed Minor Arterial (Two-Lane Divided) thoroughfare section for Cockrell Hill Road, low-density residential lots should not have direct access to adjacent arterials. This access would create safety hazards to the residents and impede traffic flow on the arterials. The above characteristics and criteria function collectively to protect the integrity of the neighborhood from external pressures and to enhance its identity.

Commercial Development Forms

Commercial development, because of its infrastructure needs, intensity, and traffic volume, is a critical land use to the urban form of a community. Elements such as building orientation, lot depth, land use intensity, and location should be planned so that this necessary type of development becomes an asset to the community, rather than an eyesore. The following urban design elements, the commercial corridor and the commercial node, are designed to provide appropriate locations for commercial use, while protecting the capacity of streets, buffering adjacent land uses, and maximizing the efficiency of the commercial development.

The commercial node and corridor models are intended to prevent the development of "strip commercial" areas. The familiar characteristics of strip commercial include the following:

- Shallow lots, usually between 100 and 200 feet deep;
- Numerous small parcels with individual owners;
- Numerous curb cuts for entrances;
- Numerous small buildings with no architectural unity;
- Minimal (or no) landscaping in and around the parking lots;
- Limited parking usually restricted to the front setback area or along the street; and
- The lack of landscaping or other buffers, especially in the rear, with the adjacent residential areas exposed to a blighting influence.

Strip commercial development currently exists along portions of Ovilla Road east and west of Interstate 35E, just outside the city limits of Ovilla, within the municipalities of Glenn Heights and Red Oak. Unchecked this development style will likely continue, and will be difficult to correct in the near future. However, future commercial developments in Ovilla should be required to incorporate the elements of the following commercial models into their design plans, and as opportunities for redevelopment of older areas arise, these principles should be observed in order to reverse some of the undesirable effects of strip commercial development.

Commercial Corridors

The commercial corridor development form, *Figure 6.2, Commercial Corridor Development Form* emphasizes the location of commercial uses along an arterial. This development form is characterized by high intensity commercial use located near the intersections of major arterials, with less intense commercial uses located along the arterial between intersections. Commercial corridors should be limited in depth to 300 feet, in order to prevent conflicts in land use and minimize the potential of landlocking some properties. In order to create cohesiveness among a variety of commercial uses, development guidelines should require uniform signage, shared driveways, and landscaping along the thoroughfare in commercial corridor developments.

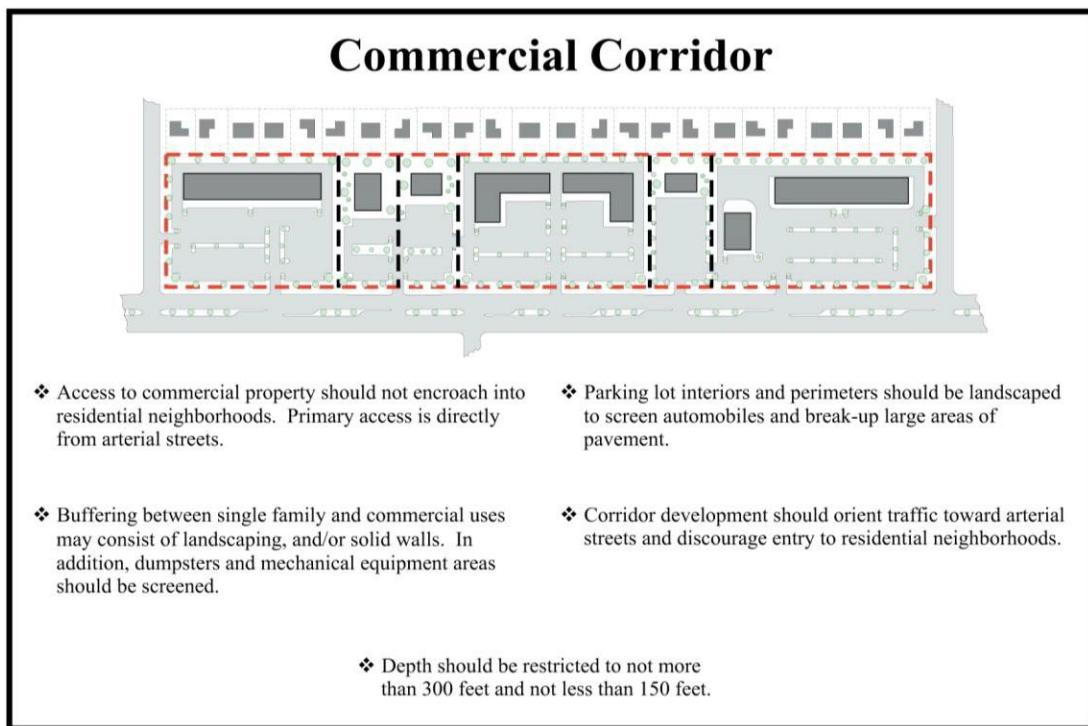


Figure 6.2, Commercial Corridor Development Form

Commercial Nodes

The commercial node development form, *Figure 6.3, Commercial Node Development Form* consists of commercial land use that generally develops around intersections of major thoroughfares and around intersections of collector streets with arterial streets. A distinguishing characteristic of nodal development is that the commercial activity is directed toward the intersection, and does not extend along the intersecting streets. The size of a commercial node is generally not limited, but is determined by the type of commercial use at a particular location. A node may be small, containing neighborhood service type uses, or large shopping centers or a large number of commercial structures. High intensity commercial uses are typically located at the intersection of arterial streets, while less intense commercial uses such as professional offices may be used as a buffer between the high intensity uses and

neighboring residential land use. Additional screening or landscaping should be used to further reduce the effects of the commercial uses on adjacent residential uses, and to define the boundary of the adjoining land uses.

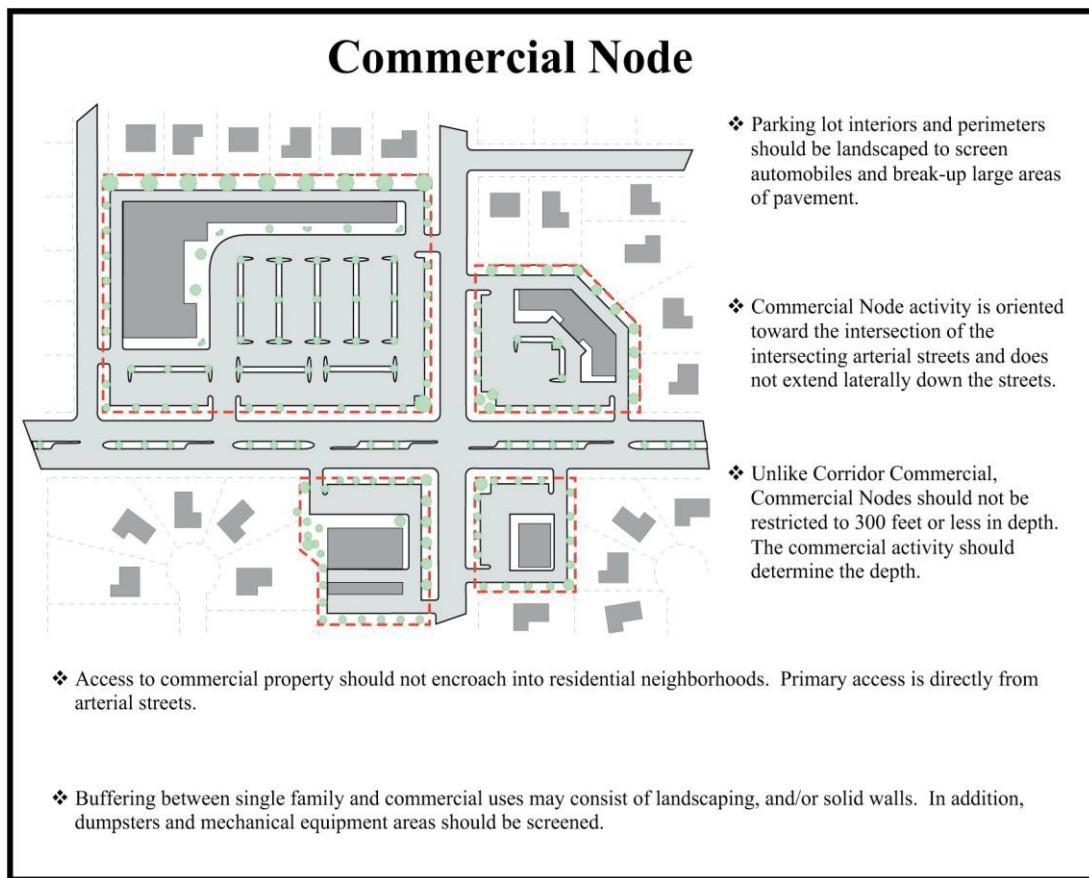


Figure 6.3, Commercial Node Development Form

Edges and Transitions

Well-defined edges and gradual transitions of land use are important to the function of the Comprehensive Land Use Plan. Edges are boundaries of land uses which clearly indicate the beginning and termination of a land use type, while transitions are land uses which serve as a buffer zone between uses of differing intensity.

Edges are generally recognized as physical elements, such as a river, creek/floodplain, interstate, or railroad. These physical elements may serve as a barrier to contain intense land uses, such as industrial or heavy commercial use. The significant physical elements that serve as external perimeter edges for Ovilla are Joe Wilson Road, Bear Creek Road, Hampton Road and the Little Creek floodplain. In the future the proposed Loop 9 will also act as an external edge for Ovilla. The internal edges within Ovilla are primarily the drainage ways and creeks which create physical barriers to development and vehicular access between neighborhoods. Ovilla Road also creates an interior edge. Even though Ovilla Road is a major traffic corridor and transportation spine, it is also a physical barrier to some types of development.

Land use edges are especially important in areas of industrial or heavy commercial use because the tendency with these types of use is to gradually expand the intense use into adjacent residential neighborhoods. Commercial or industrial encroachment into a residential neighborhood may have detrimental effects, whereby potentially causing residential property values to diminish in the area, and thus the established neighborhood may tend to become unstable and transitional in nature. Therefore, any potential industrial or heavy commercial uses must be evaluated thoroughly to assess the potential impacts on existing land uses as well as future land uses.

Transitional land uses are also an important element of the Comprehensive Land Use Plan. While it is recognized that not all land uses are compatible with one other, some land uses are quite compatible with others. For example, an industrial land use is generally not considered to be compatible with low density residential use. It is therefore desirable to avoid development of these two uses adjacent to one other. By limiting the number of areas where these land uses are located next to one another, we recognize the interrelationship between land uses and avoid encroachment of non-residential uses into residential neighborhoods. On the other hand, industrial land use is often considered to be compatible with commercial land use, so it would be more appropriate to develop the two uses adjacent to one other. In the same manner, a professional office building that exhibits characteristics of residential development would be compatible with residential development in some instances. In situations where incompatible land uses are developed adjacent to one another, it is important to keep impact relationships in mind and provide either transitions or buffers to protect the less intense use.

The recognition of land use compatibility establishes a transition from high intensity uses to less intense uses. Usually this is considered to be from a heavy industrial use on one extreme to low density residential use on the other extreme. An example of a transitional use in Ovilla is illustrated on the Future Land Use Map, in the area of the Cockrell Hill Road and Ovilla Road potential future intersection. The existing commercial use that is located to the north fronting on both roads is separated from low-density residential uses planned to the northwest by park and open space land uses.

Screening Walls and Buffers

Unfortunately, it is inevitable that conflicting land uses will occasionally be located next to one another. When this occurs, the appropriate action is to provide a means to soften the impact of the more intense use. This may be accomplished in two ways: by constructing screening walls, or by providing a buffer area between the two incompatible uses. The preferred option would be to have a significant open space area located between the uses. When that is not possible, the next preferred option would be to have the combined use of a screening wall and landscaping.

Screening Walls: Walls that are used for the purpose of screening incompatible uses should be solid. Wooden fences are not recommended for this purpose because the properties of a wooden fence cannot offer an adequate barrier to offensive impacts from adjacent uses, and they have a tendency to deteriorate over a short period of time. They may eventually lose panels and cease to function as a visual barrier. The visual unsightliness of deteriorated wooden fences may constitute a more offensive situation than the unscreened incompatible uses. For these reasons, it is

recommended that screening walls consist of solid masonry material. When combined with landscaping, this type of buffer provides an adequate barrier from visual and sound pollution of adjacent incompatible uses.

Screening walls placed adjacent to public roadways should always be combined with a variety of landscaping material. This will help to avoid a "tunnel effect" which may occur along a road which is lined on both sides with fencing or screening walls. Landscaping combined with fencing or screening walls not only improves the appearance along the roadway, but increases protection from the noise of a high traffic thoroughfare. In addition to landscaping, construction techniques should be used that provide for a visual variation in wall pattern and elevation. Alternating runs of masonry and wrought iron can provide variety in the screening wall. When wrought iron is used, landscaping should be included to assure visual screening. In addition, instead of a straight alignment along the property line, a ten-foot screening easement may be permitted adjacent to the property line to permit a curving in- and-out alignment within the easement.

Landscape Buffers: Incompatible land uses may also be effectively screened with the use of landscaping material. There may be occasions where a six-foot screening wall, while limiting access, does not provide adequate characteristics to buffer against sound or visual effects from adjacent property. This may occur, for example, when an intense commercial or industrial use is located on an elevation significantly above a less intense residential use. When the elevation at the foot of the screening wall is at least four feet lower than the base of the commercial or industrial structure being screened, a wall may not sufficiently screen the commercial or industrial use. Since it is unreasonable to expect a wall to be constructed that would be tall enough to accomplish the screening, the use of landscaping is necessary. For all sites which exhibit this condition, it is recommended that rapid growing trees, at least three inches in diameter at planting, be placed along the screening wall at fifteen foot intervals. If sufficient land area exists between the incompatible land uses, the commercial or industrial use may wish to incorporate the use of berms in the screening and buffering plan.

Signage

Generally, a monument sign is preferred for subdivision entrances, non-residential use and commercial signage. Depending upon the location, the monument sign should have historic characteristics and/or masonry elements and should be placed within a landscaped area. Specific signage materials and dimensions should be established and enforced by ordinance.

Focal Points and Entry Statements

Focal points and entry statements are design elements that are used to draw attention to significant areas of the city. These elements, which are intended to make a statement about the community, may incorporate a combination of landscaping, decorative pavers, banners or signage, street furniture, and statuary in order to create interest in a particular location, and establish a community theme throughout the City.

Focal points are used in locations where unique characteristics are evident, such as the proposed “Town Center” area. These sites are different from other areas of the city because of the amount of traffic and visibility associated with their locations. These areas become focal points in order to capitalize on the unique nature of these locations and may be used to establish a theme, when similar elements are placed throughout the community. Focal points could also be established at other city owned facilities by using uniform signage incorporating the city’s logo at each location. Focal points may be simple or elaborate; the primary importance is placed on setting special areas apart and establishing a theme for the City.

Entry statements, like focal points, are intended to communicate to a resident or visitor that they have entered a new place. Entry statements, as the name implies, are special treatments applied where significant amounts of traffic enter the city. Monument signage, a flag with the City’s logo, or landscaping treatment may be used to maximize these locations and focus a driver’s attention. Major points of entry for the City of Ovilla are Westmoreland Road and Ovilla Road. Minor entry statements should also be considered at some of the county roads in the western part of the city such as Cockrell Hill Road, Joe Wilson Road, Johnson Lane, Montgomery Road/Bryson Lane, and Shiloh Road. Examples of entry statements are provided on *Figure 6.4, Entry Statement Examples*.

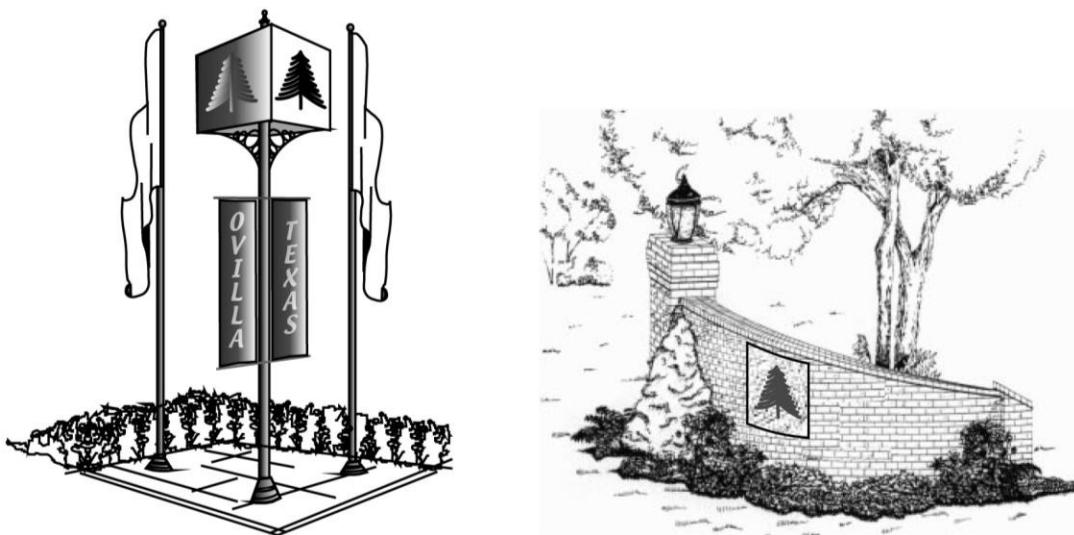


Figure 6.4, Entry Statement Examples

Both entry statements and focal points should be unique to Ovilla, and should cause those entering the community to recognize that they have entered Ovilla, Texas. Points of entry and focal point statements should be seen as an opportunity to "put the City's best foot forward."

Chapter 7. Future Land Use Plan

A number of factors must be considered when planning for the future development of a city. The primary factor is the set of goals and objectives developed by the citizens and City leaders. These goals and objectives are the foundation on which the future development of the City is based. They work together with the development forms mentioned in the Planning Principles chapter to create patterns of land use throughout the City. These patterns compose an image of the type of city that residents want Ovilla to be at the point of ultimate development. The City of Ovilla's goals and objectives are described in the Goals and Objectives chapter of this document.

Physical elements (including major roadways, railroads, the floodplain and flood-prone areas) also have an impact upon a city's development. These physical features serve as barriers to development, and can be either naturally formed or man-made. A number of physical features affect present and future development in Ovilla, but with careful planning, these potential obstacles may be turned into opportunities.

There are also several basic planning principles that must be considered when preparing a Future Land Use Plan. Nodal and corridor commercial development forms and the neighborhood concept are the basis for land use configurations in the Ovilla Comprehensive Land Use Plan. These concepts are described in detail in the Planning Principles chapter of this document.

Physical Features

Ovilla is bounded on all sides by rural undeveloped land. The major physical barrier within the City of Ovilla is the Red Oak Creek floodplain. The smaller floodplain areas along the various smaller creeks also have an impact on the development patterns of Ovilla. Ovilla Road and Cockrell Hill Road also provide barriers to development across their respective rights-of-way.

Red Oak Creek Floodplain

The City of Ovilla has several creeks that are natural barriers to development. Areas along the creeks are designated by the Federal Emergency Management Agency (FEMA) as flood prone land. Where flood prone land is located in close proximity to major arterials, the suitability for residential development decreases. However, opportunities for residential development may be enhanced by permanent open space adjacent to flood prone areas. Flood prone areas can then be incorporated into linear parks, public open space, and other recreation schemes compatible with residential development.

Ovilla Road (F.M. 664)

The edge and barrier factor of Ovilla Road is a matter of perspective. The very nature of a high traffic corridor attracts certain types of land uses and repels other lower intensity land uses. Commercial uses attracted to Ovilla Road increase the width of this commercial corridor. This creates a challenge to the City of Ovilla to encourage the successful residential development presently occurring in the northern portion of Ovilla to spread and flourish in southeastern Ovilla.

Neighborhoods and Corridors

Using the various physical constraints, major thoroughfares and land use groupings, the City of Ovilla was mapped into five mixed-use neighborhoods, two corridors and a special district as shown in Figure 7.1, Neighborhoods & Corridors Map. The five mixed-use neighborhoods are predominantly large lot and rural single family residential with private schools, parks, churches and commercial. The neighborhoods are: the Northwestern Ovilla Neighborhood (north of Red Oak Creek and west of Cockrell Hill Road), the Northeastern Ovilla Neighborhood (between Cockrell Hill Road and Ovilla Road), the Southeast Neighborhood (between Ovilla Road and the Red Oak Creek floodplain), the South Ovilla Neighborhood (south of the Red Oak Creek floodplain and east of Ovilla Road), and the Southwest Ovilla Neighborhood (west of Ovilla Road and south of the Red Oak Creek floodplain including some of the extra-territorial jurisdiction). Ovilla Road and Cockrell Hill Road, are the main corridors, and these are included in the mixed-use neighborhoods because they define the edges and boundaries of the neighborhoods and also provide the neighborhood services to support the adjacent residential areas. The proposed Town Center Study Area is located from Cockrell Hill Road, south of Ashburne Glen Addition to East Main Street and centers on the historic area on West Main Street.

Planning Principles

The planning principles used in the Ovilla Comprehensive Land Use planning effort determine the urban form of the City. Urban form is generally defined as the physical pattern and configuration that cities take as land is developed. The urban form elements used in the City of Ovilla Comprehensive Land Use Plan include the neighborhoodconcept, the commercial node development form, the commercial corridor development form, edges and transitions, screening walls and buffers, and focal points and entry statements.

Although development opportunities may arise in the future that are not consistent with the Future Land Use Plan map, such development would not necessarily be inconsistent with the Comprehensive Land Use Plan. In these situations, the development should be required to occur in accordance with the planning principles and development goals as defined in this Comprehensive Land Use Plan text document. Therefore, in situations where it appears that the character of development is consistent with the principles described in the Comprehensive Plan text, deviations and/or variations from the Future Land Use Plan map may occur.

Neighborhoods & Corridors Map

City of Ovilla, Texas

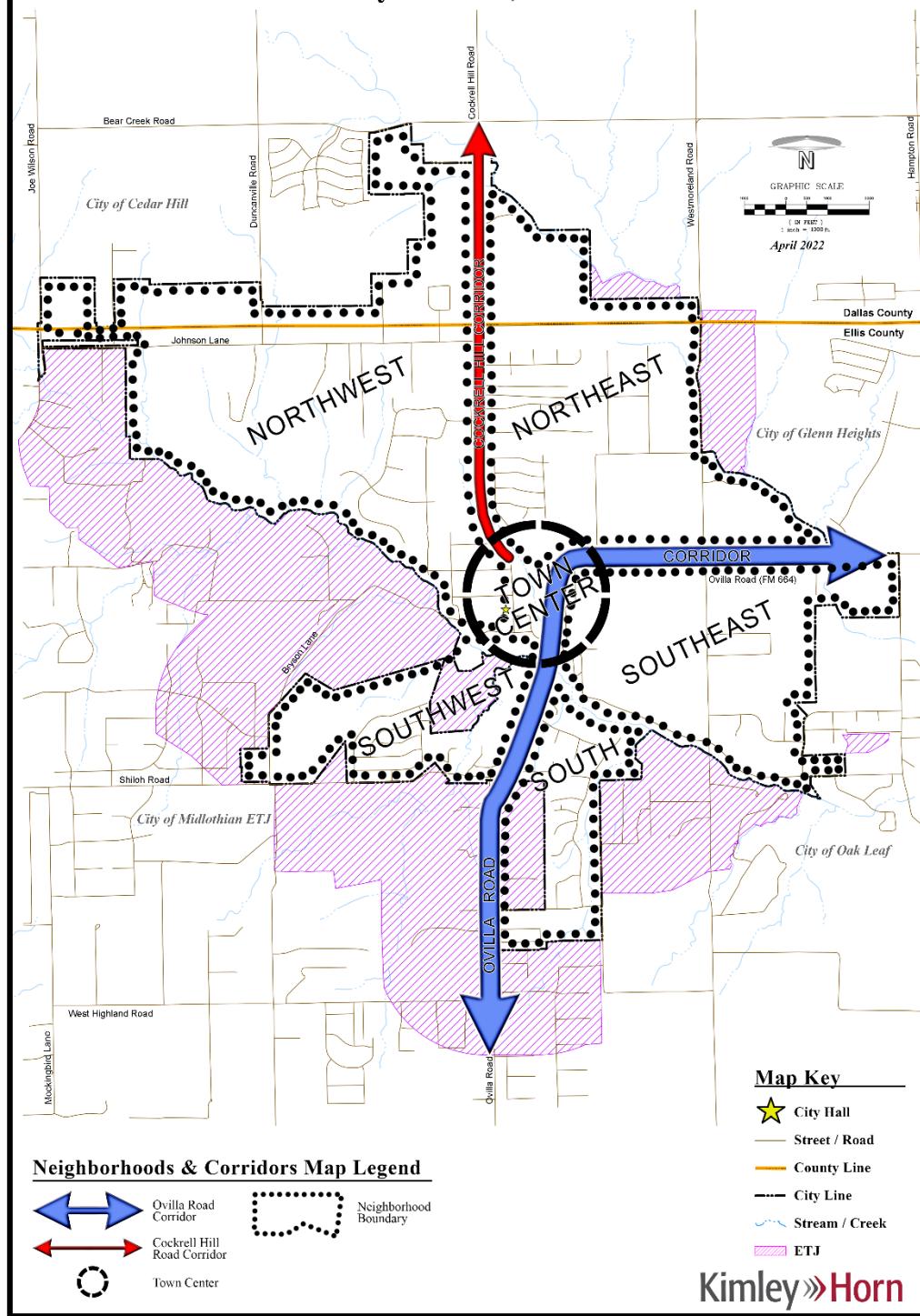


Figure 7.1, City of Ovilla Neighborhoods & Corridors Map

Figure 7.1, City of Ovilla Neighborhoods & Corridors Map 2022

Ovilla's neighborhoods are currently developing and have not yet achieved the classic neighborhood concept form. As the streets and roadway develop in conformance with the Master Thoroughfare Plan these neighborhoods should grow and mature. Figure 7.2, Future Land Use Plan Map illustrates the future pattern of land use for the City of Ovilla.

Residential Development

The Future Land Use Plan addresses two residential categories: single family residential, multifamily residential (apartments) and manufactured housing.

Single Family Residential

The single family residential land use is the category with the largest amount, 85 percent, of land area. The existing low-density residential development includes a range of lot sizes, home sizes and values. This category is composed of single family units that occur throughout the city in the predominately low-density single family neighborhoods. The majority of existing lot sizes are a half acre or greater. To maintain the rural, low-density residential characteristics that currently prevail throughout Ovilla, future development must be guided to follow a similar pattern. The City of Ovilla Zoning Ordinance provides for zoning districts and describes the density level within those districts. A further review of the current zoning ordinance and zoning map may be necessary to provide the desired results.

The current character of the city should be maintained with the majority of residential lots being one acre or greater and the remainder being one-half to one-third of an acre. Terrain or other factors may play a role in dictating residential densities. The overall Land Use Plan, as well as the Goals and Objectives of the city should be considered when reviewing the appropriateness of any future development.

Multifamily Residential

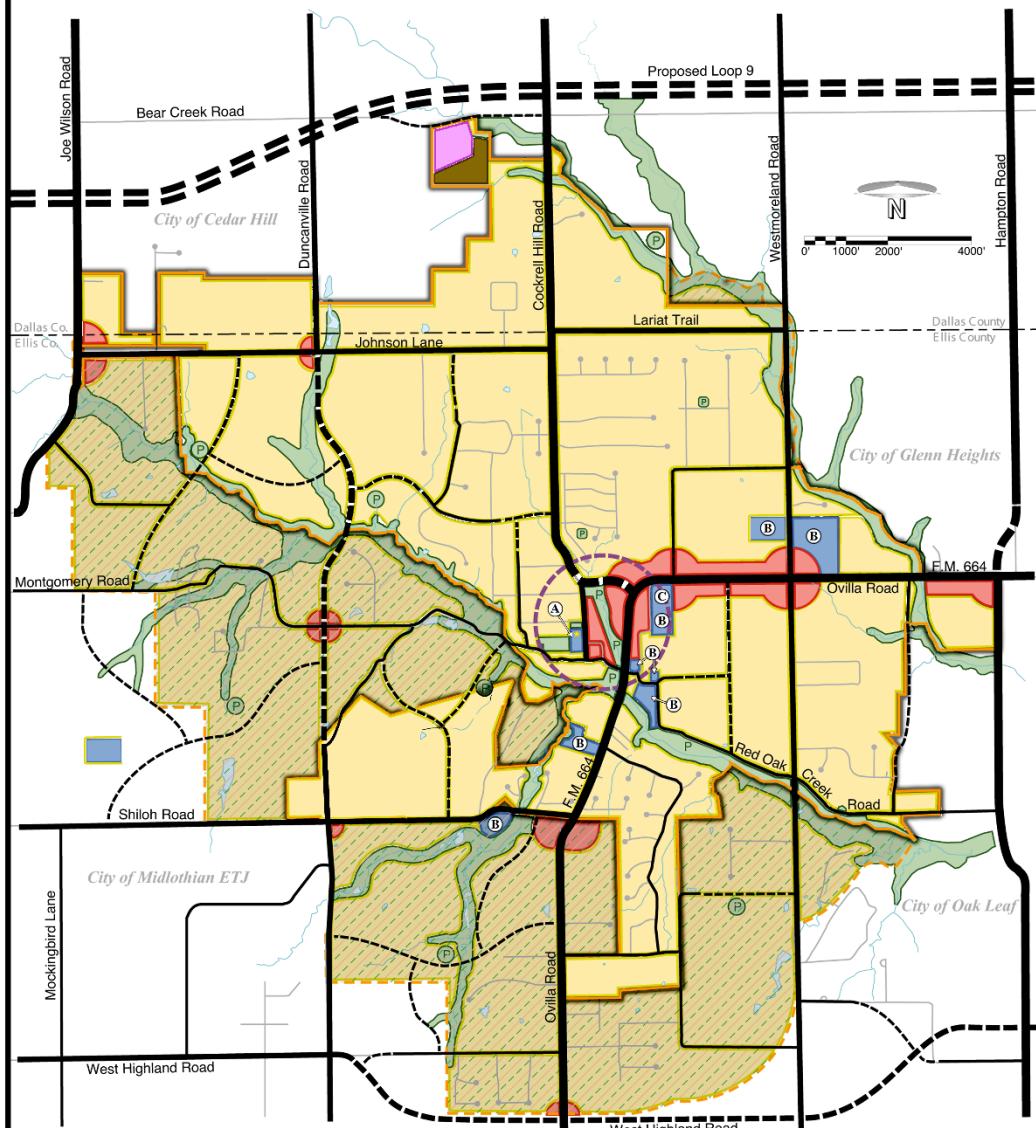
The Comprehensive Land Use Plan Review Committee expressed an interest to provide an available area for Multifamily Housing within the City of Ovilla. To this end, a tract of land designated as Multifamily is located in the far north portion of the City within Dallas County. In addition, the availability of multifamily residential in nearby Cedar Hill and DeSoto could also serve to provide for local demands for apartments and multifamily housing.

Manufactured Housing

Ovilla has several manufactured homes within the extraterritorial jurisdiction. Manufactured housing is a form of low-density single family housing and must meet all applicable regulations. The existing manufactured homes will be encouraged to redevelop as commercial or traditional single family residential.

Future Land Use Plan Map

City of Ovilla, Texas



Future Land Use Legend

	Single Family Residential		Commercial		Public / Semi-Public
	Multifamily Residential		Industrial	(A)	City
	Parks / Open Space			(B)	Church



Map Key

★	City Hall
—	Street / Road
- - -	County Line
—	City Limit
—	ETJ
—	Stream / Creek

Original Prepared By:
MPRG inc.
 Municipal Planning Resources Group, Inc.

Modified By:
Kimley-Horn

Note: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

Figure 7.2, Future Land Use Plan 2022

Commercial Development

Due to the rural-residential nature of the City of Ovilla, heavy commercial and industrial uses have been discouraged from locating in the city. However, the 2010 CLUP designated an area for industrial uses adjacent to the proposed Loop 9 Tollway in the far north part of Ovilla located in Dallas County. Uses such as restaurants, light retail and service establishments are typical to the community. An effort should be made to discourage corridor commercial in undesignated areas, especially along remote county roads, and to place these uses at the appropriate intersections in a commercial node fashion.

Ovilla Road (F.M. 664) Commercial Corridor

Ovilla Road will remain as the major commercial corridor. This central commercial corridor should continue to develop and redevelop and the City should begin to utilize corridor planning principles. The City of Ovilla wants to “put its best foot forward”, so this commercial corridor should be attractive and developed in a sustainable fashion. The best way for the City to achieve this is to use the corridor planning principles to ensure that orderly and desirable development patterns emerge. The Ovilla Road corridor offers the most potential for commercial and sales tax growth for the City of Ovilla. The traffic counts on Ovilla Road will continually increase and the visibility of the adjacent commercial areas will allow them to attract customers from outside of the normal Ovilla market. The City of Ovilla should aggressively pursue the corridor principles. The corridor principles of shared access, increased landscaping and coordination of building façades will transform these existing commercial areas into more aesthetically pleasing spaces, which will encourage repeat business and improve the economic viability of the businesses. Provisions should be added to the Ovilla Zoning and Subdivision Ordinances regulating the number of curb cuts, amount of landscaping, and other site-related issues to implement the commercial corridor principles.

Ovilla Road & Shiloh Road Commercial Node

This existing commercial area will continue to develop and redevelop and commercial node principles should be applied whenever possible. As Ovilla Road and Shiloh Road continue to increase in traffic volume, the viability of a large neighborhood or community size shopping center at this location becomes more likely.

Light Industrial Park Development

As specified in the Goals & Objectives chapter of this Plan, it is the intent to provide for light industrial uses in the City of Ovilla. The intent is to provide for these uses adjacent to the proposed Loop 9 Tollway in the far north part of Ovilla located in Dallas County. This location will allow access to major thoroughfares as well as provide a location that is compatible with adjacent land uses.

Town Center Study Area

What is normally referred to in other communities as the Central Business District, is known in Ovilla as the “Town Center”. The physical boundaries of the area have not been exactly defined; it may be considered as being centered

on the historic area along West Main Street. Its limits are defined generally as being the municipal complex/park area along Cockrell Hill Road to the west and East Main Street to the east.

This area was the original business district of the town. Many of the structures in the “Town Center” share common construction or construction dates. Commercial, church and residential structures share these unique characteristics. Due to these characteristics and the historical significance of this area, special attention must be given to the development, redevelopment and restoration of the area.

A restored “Town Center” will act as a commercial alternative to the Ovilla Road Corridor, provide the community with a local identity, and assist in preserving the historical character of the area.

In order to make the vision of a downtown become more of a reality, consideration may be given to encourage the City of Ovilla, either alone or perhaps in cooperation with the Type B Economic Development Corporation, to purchase tracts of land or properties within this area as they become available to help direct desirable non-residential development patterns.

The “Town Center” has some key attributes that provide momentum towards implementing a plan for the area.

- **Local Government Structures:** The Municipal Complex: City Hall; Police Station; Public Works Facility; and Fire Station are allocated within the “Town Center” area. These structures provide a hub for citizens and will keep people coming to the area even if it is only to pay water bills. Therefore, it is critical that these facilities remain in the area. Additionally, as future public facilities such as a community center, recreation center, senior activity center or library is proposed, the “Town Center” area should be considered first for the location.
- **Historic Buildings:** Some of the buildings are virtually the same as when they were built; some have been refurbished to their former condition; and some have been “modernized” in the fifties, sixties and later. Many of the remaining structures retain the flavor of the original townsite. While the Municipal Complex provides a hub in the area, the historic buildings, especially along West Main Street, provide the character.
- **Accessibility:** The “Town Center” has excellent accessibility. Ovilla Road, which serves as a minor arterial, bisects the area and the second, Cockrell Hill Road, creates a northern border. These two roads will continue to bring people to the area. It is also fortunate that two major portions of the “Town Center” are located along West and East Main Streets. This is significant in that it brings people to the area without disrupting the area with “through” traffic. This promotes pedestrian traffic and creates a feel of being “in” the “Town Center”. Heritage Park and the proposed north-south linear park will further enhance the accessibility to the area.
- **Business & Historical Associations:** An important element to planning and survival of the “Town Center” is the cooperation of the area merchants and other individuals who are interested in maintaining and re-establishing the character of the area. It is recommended that a merchants association for the area be established to work in cooperation with the various historical preservation groups to implement plans for the area.

- **Parks & Open Space:** As mentioned above, the Parks in the area provide accessibility and comfort to the area. Heritage Park should remain a focal point for the area and emphasis should be given to the gazebo and the existing Veteran's Memorial. As the linear park may be developed it will help to increase the area that may be used for festivals, celebrations, gatherings and events. Also, located within the boundaries of the "Town Center" is the Ball Park which is the focus of organized games in the City.

In order to maintain and reclaim the character of the "Town Center", the City may wish to consider implementation of some of the actions, policies, and/or procedures listed below.

1. **Preparation of a "Town Center" Special Study:** The Comprehensive Land Use Plan provides guidance for the city as a whole for general growth and development. The "Town Center" area is unique and different than the rest of the community. Therefore, special actions and policies may need to be taken which are unique to the area. A special study of the area should describe in detail the actions necessary to implement a "Town Center" Plan. Included in the special study would be detailed descriptions of the remaining recommendations within this section. At this time the study should also consider any alternate locations for the municipal complex and how the relocation of the complex could spur a growth in retail thus creating an alternate Town Center.
2. **Emphasize Pedestrian Activity:** This is primarily applicable to the commercial areas of the "Town Center". The character of the area has businesses located in close proximity to each other. This is well suited to pedestrian traffic, and can be encouraged by focusing on areas where pedestrians will be located. Sidewalks, green areas, and crosswalks should have special treatment to make them more aesthetically pleasing. This would include the use of street furniture and landscaping. In addition, there should be a concerted effort of the "Town Center" merchants to identify uses that encourage people to visit from shop to shop. Antique stores, gift shops, craft shops, and eating establishments should be encouraged to locate in the area.
3. **Establish a Focal Point in the Old Town Area:** There needs to be a focal point located in the "Town Center" area that gives the area identity. A good focal point would be the gazebo and Veteran's Memorial in Heritage Park. Many communities have successfully turned these types of areas into focal points of the community. Possible alternatives could be:
 - West Main Street Commercial Area
 - Construct a New or Faux Cotton Gin
 - Emphasize the Total Park System within the "Town Center"
 - Creation of a "Town Center" Festival or Event
4. **Develop a Theme for the "Town Center":** The theme should include the treatment of landscaping, signage, street furniture and architectural characteristics of the structures. The theme should provide identity to the area and direct attention to the focal points of the "Town Center" such that it invites residents, as well as visitors, into the area.

5. Implementation Methods Should Be Developed: Both private and public guidelines should be adopted to encourage the cooperative and thematically consistent development of the “Town Center”. The Merchants Association and historic groups should develop policies and practices that can be implemented by each property owner in the area. In any event, these practices may be strongly recommended by the Merchants Association and historic groups although they may not have the authority to enforce compliance. However, the City of Ovilla may adopt ordinances that require compliance with land use standards that encourage cooperative development of the area. This may include the establishment of an overlay district that provides incentives for property owners, both commercial and residential, to comply with procedures supportive to the “Town Center” development plan.

6. Research Town Center Study Area Action Plan Recommendations: Identify opportunities for the City of Ovilla to become more proactive in directing the course of actions to achieve a recognizable downtown area.

Public & Semi-Public

Educational Facilities

Ovilla is currently within at least four-independent school districts: Midlothian ISD, Cedar Hill ISD, DeSoto ISD, and Red Oak ISD. Ovilla is home to one private school – Ovilla Christian School, and one public elementary school – Dolores W. McClatchey Elementary School. Any new residential areas within Ovilla will be served by the appropriate existing school facility located within and outside the City limits. If school enrollment increases significantly, the expansion of buildings on the existing school sites would seem to be the preferable to the acquisition of new sites.

Municipal Facilities

The Ovilla City Hall located adjacent to the Ovilla Police Station and the Ovilla Central Fire Station with the annex opened in 2009 that formed a governmental nexus for the city. Due to its central location, it will continue to be the ideal location for future city services and expansions.

- City Hall: The current City Hall houses City Staff and meeting facilities for City Council, boards, commissions, and special committee review meetings. The Council Chamber Room also serves as the Municipal Court Chamber Room.
- Police Facilities: There is an existing police station next to the current City Hall and fire station with office space, dispatching and parking facilities.
- Public Works Facilities: This building is located behind the police station and provides offices for Ovilla’s water/wastewater, streets, code, animal control, and parks departments.
- Fire & Emergency Medical Facilities: Emergency Services District 2 which contracts with the City of Ovilla built a Fire Department Annex building in 2009 which houses their office and the offices of the Fire Department. The building provides kitchen, boarding and training areas able to accommodate the department’s projected growth into the future. Fire station location requirements are issued by the State

Board of Insurance. There are both distance and response time requirements. Every structure should have a station within one and one-half miles "as the crow flies"; the current station provides this coverage for 98 percent of the city. The requirements are a maximum of three minutes to commercial, industrial and heavy residential (apartment complexes) areas and a maximum of five minutes to single family residential areas. The central location of the existing fire station provides an ideal location and should serve the city well into the future. For emergency medical services, the city is currently being served by contract from outside the city limits.

- Library Facilities: The city currently has no public library facilities. As resources become available in the future a library may be considered. The American Library Association provides standards for library facilities which include objectives, activities and requirements that spell out total needs in terms of square feet of floor space, service locations, branches, bookmobiles and book stack data.
- Community Center: A community center may be added in the future to provide space for community activities. If the community center is located near the existing municipal facilities it will help to focus and maintain the area as town center.

Parks, Recreation & Open Space

The goals and objectives in this plan express a desire to develop an overall plan, to establish a variety of means for funding, to improve existing facilities, to develop recreational facilities not available at the present time and to ensure the preservation of the natural environment throughout the city.

In the past, standards for park land and facilities were measured in a quantitative fashion expressed as a ratio of land area to population. However, the National Recreation and Park Association, which is the industry standard, has directed their focus to a qualitative standard.

Parks, recreation and open space land uses should be designed as specific areas intended for public and/or private recreation. In addition, these areas should be characterized by their natural beauty. The areas designated for parks, recreation and open space should be the land most suitable for their adaptation and not created by land that has been left over from development. Standards for parks, recreation and open space systems are necessary for communities to establish a base from which to properly plan and implement a complete system of these properties.

This Comprehensive Land Use Plan includes standards for Neighborhood Facilities; Community Parks; City Parks; Special Use Parks; and Greenbelts, Linear Parks and Pathways. The City of Ovilla has approximately 10 acres of parks and recreation area. Currently Ovilla does not own any land designated as open space. This provides approximately 2.57 acres of park land per 1,000 persons. At the present time, the City is under capacity for parks as compared to other similar municipalities.

The total area of a city that is devoted to parks, recreation and open space is dependent upon a multitude of variables; however, a common standard is one acre per one hundred population. This standard would dictate approximately 38.5 acres of parks, recreation and open space in the City of Ovilla for the existing population. As indicated in the Existing Land Use Chapter of this Comprehensive Land Use Plan, there are approximately 132 acres of parks, recreation and open space in the City of Ovilla at this time. Of the 132 acres, 10 acres are dedicated and developed and the remaining 117 acres are undedicated floodplain.

Park Classification

Parks, recreation and open space facilities are typically classified by five park types:

(1) Neighborhood Facilities: These facilities serve the daily recreational needs of an entire neighborhood. A neighborhood park is a component of the “neighborhood unit concept”. Ideally, a neighborhood has located in its center both an elementary school and a neighborhood park which have a common boundary. The facilities of a neighborhood park may be somewhat limited, but they should serve the needs of a population of between 2,000 and 10,000 residents. In addition to the larger neighborhood facilities there are three types of smaller neighborhood facilities which include; tot lots, neighborhood playgrounds, and neighborhood parks. These parks are often called pocket parks and are sometimes included in the overall development of a new subdivision.

The optimum size of the larger neighborhood park is six (6) to ten (10) acres, however even though the six (6) to ten (10) acre size parks are preferred, several cities in the Metroplex have incorporated several one half (1/2) acre parks within individual subdivision similar to the pocket parks mentioned above. These parks are often provided by the developer as part of an amenities package to enhance the overall development. The park should be located near the center of the neighborhood it serves. It should be easily accessible by vehicles from residential streets, and should be within walking distance of most homes in the neighborhood.

The following recreational facilities are commonly found in neighborhood parks. The facilities vary depending on the needs of the particular neighborhood.

1. Playgrounds with industry-standard safe play surfaces
2. Perimeter edging
3. Play structures and seating areas
4. Level, open areas for team practices and neighborhood pick-up games of baseball, softball, football and soccer
5. Tennis courts and multi-purpose courts for basketball, volleyball and badminton
6. Picnic areas with tables, cooking grills and litter receptacles

7. Landscape development and beautification including color beds, screening, shade, benches, sidewalks, signage, a small parking lot and security lighting.

Other facilities may include drinking fountains, picnic shelters, and multi-use paved jogging trails.

There are several possible locations for future neighborhood parks in the City. These locations are indicated on Figure 7.2, Future Land Use Plan. Most of these locations are areas of limited development at the present time; however, as development occurs the need for these types of facilities will grow.

- (2) **Community Park:** The typical community park serves several neighborhoods located within approximately 1.5 miles of the park. These facilities are typically a major component of a City's park system and include community parks and playfields. The community park should have 20 to 80 acres of land. Locating community parks along thoroughfares as a buffer to the neighborhood is a good idea. Community parks are extremely compatible with junior and high schools, and combining these facilities is beneficial to both.

Community parks have similar facilities to neighborhood parks, although they will typically have more. The playing fields are generally lighted for both day and night activities. Swimming pools are often included in a community park as well as picnic areas, jogging trails, natural areas, open space, and passive areas. Often recreation or community buildings are located in community parks.

- (3) **City Park:** The city park should accommodate the needs of very large sections of the City or the entire City. These parks provide for intense active and passive recreation needs for the entire cross section of the City's population. City parks are large in area generally, over 100 acres. These parks should be located on major thoroughfares to provide easy access. In addition, it is important to provide adequate parking.

Facilities provided in a city park may include the following: golf course, rodeo or equestrian arenas, athletic fields and stadiums, parkways, natural landscaped areas, extensive vegetation, tree stands, water features, ponds, lakes, creeks, rivers, gardens and arboretums, large picnic areas, sports fields, play grounds, play areas, nature, jogging, hiking and biking trails, restroom facilities, swimming pools and/or natatorium, day camps, bridal paths, boating and/or swimming facilities in conjunction with a natural water feature, zoos, botanical gardens, museum, and outdoor theater.

- (4) **Special Use Parks:** A Special Use Park is usually limited to one or two uses. It is sized, located, and developed to best serve its function. Some examples of special use parks are a multipurpose athletic complex, tennis center, aquatic center, golf course, historical site, nature preserve, and recreation center. Depending on its function, this park may serve the entire city. When possible, these parks are located on major thoroughfares.

(5) **Greenbelts, Linear Parks and Pathways:** These linear style parks are typically used to buffer urban areas. They are often used to connect other city parks and facilities. They are important for their aesthetic value while helping to maintain the natural aspects of the City as development occurs. Ideally, these parks are developed into a comprehensive system that links together all the parks within the City. Linkage parks usually follow utility and drainage easements and floodplains.

Linear and linkage parks can be of varying size and are usually long and narrow in shape. The location of linear parks should take advantage of natural water courses and vegetated areas. They should have accessibility through other parks for pedestrian, equestrian and non-motorized vehicular traffic. Additionally, these parks should be maintained in as natural a state as possible with a minimal amount of disturbance to the environment.

The City of Ovilla does not have any greenbelts or linear parks. However, the Goals and Objectives in this plan state as a goal of the community to “Encourage preservation and expansion of greenbelt areas, especially along creeks throughout the city.” This includes the preservation of floodways and floodplains by limiting channelization. The City of Ovilla certainly has ample floodplain to use for this purpose. An additional objective of the plan is to implement a linear park system connecting major parks throughout Ovilla.

Development of additional park land is indicated as a goal of the City. This additional park land should generally conform to the following standards shown in Table 7.1, Acreage, Service Radius, and Acres Per 1,000 Recommendations.

Table 7.1
Acreage, Service Radius, and Acres Per 1,000 Persons Recommendations

Classification	Acreage	Service Radius	Acres per 1,000
Neighborhood Park	6 to 10	0.25 to 0.5 mile	1 to 2 acres
Community Park	25 or more	1 to 2 miles	5 to 8 acres
City Park	Recommended to be large Community Parks		
Special Service Park	Variable	NA	Variable
Linear/Linkage Park	Variable	NA	Variable

Chapter 8. Implementation

General

A critical component of the planning process is the implementation, or execution, of the plans that have been developed. An implementation strategy will have the effect of turning this Plan from a study document into a tool that will help Ovilla achieve the land use Goals and Objectives developed by its citizens. If implementation measures are not included in the Comprehensive Planning process, these goals may never be realized.

Plan Implementation Methods

The act of defining an implementation framework must be complemented by discernable action items to help the City realize the goals set forth in the Comprehensive Land Use Plan. The implementation of the Comprehensive Land Use Plan should include action items to be used by City officials to address the following issues:

- Proposed development and redevelopment applications.
- Landowner-requested annexations.
- Zoning change requests and other related zoning requests.
- Expansion of public facilities, services and programs.
- Annual capital budgeting.
- Updates/Amendments to City Zoning Ordinance and similar development regulations.
- Intergovernmental coordination and agreements.
- Operations, capital improvements, and programming related to City departments.

A number of methods may be used to implement the Comprehensive Land Use Plan. One method may adequately implement one portion of the Plan, or a number of methods may be required to achieve the City's goals. The City may wish to use some or all of the following methods for implementation of the Comprehensive Land Use Plan:

- Policy-Based Decisions;
- Land Development Regulations and Standards;
- Capital Improvements Programming
- Specific Plans and Studies;
- Special Projects, Programs, and Initiatives.

Policy-Based Decisions

Adopted policies are often credited with a great amount of authority. The staff and officials of many municipalities consider adopted policies as only one step short of law. Generally, official policies provide the City Staff, the Planning and Zoning Commission, and the City Council with specific guidelines regarding development issues. The purpose of the Goals and Objectives contained in the Goals and Objectives chapter of this document is to give the City Staff and elected officials direction so that official policies may be developed.

The *Adopted Policies* section of this Chapter contains examples of those that may be adopted by the City regarding development issues. While this is not an exhaustive accounting of all possible development policies, it is recommended that the following policies be adopted in order to provide guidelines to assist the staff and appointed and elected officials in following through with the adopted Goals and Objectives of the City.

Land Development Regulations and Standards

Ordinances are recognized as municipal law and are binding as such. Two documents that are adopted in ordinance form and should be continually maintained are the Zoning Ordinance and the Subdivision Regulations Ordinance. These serve as the primary implementation tools for the Comprehensive Land Use Plan.

The basic purpose of the Zoning Ordinance is to carry out the land use policies and recommendations that are contained in the Comprehensive Land Use Plan. Specifically, the Zoning Ordinance classifies and regulates the use of land, buildings, and structures within the City. The ordinance is divided into two elements that are dependent upon one another: the zoning text and the zoning map. The zoning text tells how the land may be used. The zoning map indicates where it may be used in the manner described in the zoning text.

Subdivisions may be required to comply with the general layout of streets, placement of corridors and arterials, and the general urban form principles as provided in the Comprehensive Land Use Plan. Each plat should be reviewed by the planning staff and addressed by the Planning and Zoning Commission and City Council regarding this compliance. Noncompliance with the Plan may constitute a position contrary to the public health, welfare, and general safety of the residents of the community. Language in the Subdivision Regulations should be reviewed to confirm that compliance with the Comprehensive Land Use Plan is required. In addition, the Subdivision Regulations should be updated to include recent changes in state law, which have occurred.

Capital Improvements Programming

The Capital Improvement Plan (CIP) is a multi-year plan typically spread over five years, which identifies various budgeted capital projects. Staff time and financial resources are allocated to the elements of the program, in order to ensure that the projects are appropriately budgeted. The identification and prioritization of the budgeted capital projects should coincide with the goals of the Comprehensive Land Use Plan.

Specific Plans and Studies

There is the potential for additional planning studies that may be required at a greater level of detail than that found in the Comprehensive Land Use Plan. These planning areas will warrant additional analysis and studies prior to implementation and inclusion in the Comprehensive Land Use Plan

Special Projects, Programs and Initiatives

Special Projects account for various initiatives undertaken by the City that are broader in nature than other implementation measures. These initiatives may include City Programs, Interlocal Agreements, Citizen Participation Programs and other special projects.

Plan Administration

The update of the Comprehensive Land Use Plan was a collaborative effort including input from multiple groups within the City. During this process, various leaders from the community came together to form the Comprehensive Land Use Plan Review Committee, which served an essential role in assuring the vision of the Plan reflected the City of Ovilla. After adoption of the Plan, it is critical to identify those individuals within the community that will serve to ensure the Plan continues to be updated as the City grows.

Application of the Plan

The Comprehensive Land Use Plan provides guidance for future development in three primary ways. First, is by referencing the Goals and Objectives set forth in the *Goals and Objectives* chapter. Second, is by adhering to the general Planning Principles that define the vision and intent for the future of the City. Finally, the Future Land Use Map should be referenced as a guidance resource for future development patterns.

Goals and Objectives

All planning and zoning decisions should be made with regard to the Goals and Objectives developed by the citizens during the initial stages of the planning process. If a proposed development would be in accordance with the Goals and Objectives, it should be seriously considered for approval. If the proposed development is in conflict with the Goals and Objectives, it should be revised in order to reflect the stated land use desires of the citizens.

Planning Principles

The Comprehensive Land Use Plan has provided a description of applicable planning principles for Ovilla, which are provided in the Urban Design chapter of this document. They include the neighborhood concept, nodal and corridor commercial development forms, the establishment of edges, and the use of transitional land uses, buffering, and screening techniques. These planning principles should be considered by city officials when making decisions affecting development in the city. The neighborhood concept and commercial development forms should be employed when determining the placement of land uses and infrastructure in future developments. Edges, transitional uses, buffering, and screening techniques will be beneficial when considering the compatibility of adjacent land uses and their effects on one another.

Future Land Use Map

Planning and zoning decisions should be made in agreement with the Future Land Use Map. This map is provided in the Future Land Use Plan chapter of this document. The Future Land Use Map provides a general picture of how land uses may be arranged to reflect the growth goals and objectives of the City. It is important to note that this map does not serve the same purpose as the City's zoning map. The Future Land Use Map is not law. It does not dictate exact boundaries of land uses. Therefore, it should be considered to be somewhat flexible. Changes other than those literally shown on the map can be made with the assurance that they are not in conflict with the Comprehensive Land Use Plan if they are in agreement with the goals and objectives and the planning principles provided in this text document.

Adopted Policies

In order to realize the Goals and Objectives set forth in the Comprehensive Land Use Plan, a clear action plan must be defined. This action plan should address both the short-term and long-term goals of the Plan. The specific responsibilities of each of the action plan items are outlined in this section as well as the Plan Administration section of this Chapter.

Recommended Policies

1. Conformance with the Plan

The City should establish a policy requiring new development and redevelopment to conform to the Comprehensive Land Use Plan. All zoning and platting requests are measured for compatibility with the Plan. Staff reports written on platting and zoning issues should include commentary on the conformance with the request to the Plan, and non-conformance with the Plan may be sufficient grounds for denial or a negative recommendation of the request.

Responsibility: City Council, Planning & Zoning Commission and Staff

2. Maintenance of the Plan

The effectiveness of the Plan should continue to be monitored annually. Monitoring allows the City to measure progress of plan implementation. It also serves as an indication of changing conditions and trends that may suggest the need for revisions to the Plan. Items to be addressed in the annual staff review should include conformance with current development trends, number of zoning requests granted that did not conform to the Plan, and recommendations of the Plan that are being implemented or have been implemented. The result of the report will be to recommend that the Plan be maintained in either its current condition for another year or that it be revised to comply with current development goals and objectives being observed by the City.

Responsibility: City Council, Planning & Zoning Commission and Staff

3. Cooperation with other governmental entities

The City should continue to maintain an open channel between governmental entities, advising them of Ovilla's plans, and should remain cognizant of their plans. If conflicts arise between Ovilla and another agency, the city staff should communicate these conflicts to the city leaders and work toward minimum negative impact on all participants affected.

Responsibility: City Council and Staff

4. Update Materials

The city staff should refine and update applications, checklists, and procedures to insure that development controls are adequate to retain long term property values and quality of life.

Responsibility: Staff

5. Enforcement of Ordinances and Regulations

The City should enforce current ordinances and regulations and adopt new ordinances and regulations that will better assist in controlling signage, refuse, nuisance, animal control, clean up and removal of junk, elimination of dilapidated and unsafe buildings, and other code enforcement issues.

Responsibility: City Council, Planning & Zoning Commission and Staff

6. City Initiated Rezoning

The City may choose to review existing zoning. If deemed appropriate, the City may initiate re-zoning of areas that do not conform to the general guidelines for development or reflect the proposed land uses according to the updated Future Land Use Plan Map.

Responsibility: City Council and Planning & Zoning Commission

7. Consideration of Thoroughfares

The City should also be in the practice of considering the Thoroughfare Plan when making land use decisions that may be affected by traffic. The City should periodically review the Thoroughfare Plan to evaluate its consistency with current growth philosophies.

Responsibility: City Council and Planning & Zoning Commission

8. Public Involvement

The Comprehensive Land Use Plan is a tool to be used by the City. The application of this tool may be better facilitated if the development community also realizes that it is a document that must be respected. The City should adopt a policy that compliance with the Comprehensive Land Use Plan is necessary, in addition to compliance with the Subdivision Regulations Ordinance and the Zoning Ordinance. The City should keep sufficient copies of the Plan on hand to be distributed to the general public in the same manner as the Subdivision Regulations Ordinance and Zoning Ordinance.

Responsibility: City Council, Planning & Zoning Commission and Staff

9. Develop and Adopt a Planning Program

Establishment of a sound Planning Program is the most effective method to implement a Comprehensive Plan. The Planning Program should continue to be updated as needed to implement the Comprehensive Land Use Plan, and ensure that development occurs in a coordinated manner.

Responsibility: City Council, Planning & Zoning Commission and Staff

Plan Amendment Process

The Comprehensive Land Use Plan for the City of Ovilla is meant to serve a “living and breathing” document that is flexible enough to adapt to changing conditions. There are any number of external factors that may change; therefore, altering the relevancy of certain aspects of the Plan. To ensure that the Plan remains relevant and effective, it is expected that the periodic updates and amendments to the Plan be performed.

Amendments and revisions to the Comprehensive Land Use Plan can be either minor or major in nature. Minor amendments typically involve interim changes to certain sections of the Plan resulting from other specific plans or studies that may have been performed. Minor amendments should be performed at least biannually (i.e., once every two years). Major amendments include holistic changes resulting from adjustments in base conditions, such as demographic data and growth trends. Major amendments should be performed once every five years. Whether a major or minor amendment is initiated, it is critical to evaluate the cumulative impact that the change will have on the entire Plan.

Annual Progress Report

An annual progress report should be prepared in order to ensure that any issues or potential modifications are detailed. As part of on-going maintenance of the Plan, this report will be utilized to initiate both major and minor future amendments. The Planning and Zoning Commission and/or a Comprehensive Land Use Plan Review Committee should be responsible for the preparation of this report and it shall be presented to the City Council.

Minor Amendment Process

Minor amendments should be performed at least biannually (i.e., once every two years). When considering minor amendments, consideration should be made that the changes do not detrimentally impact the Planning Principles and Goals and Objectives set forth in this document. Amendments should further enhance the quality of life of the City’s residents as well as provide for more effective means of governance by City leader.

Major Amendment Process

Major Amendments should be performed every five years in order to ensure the relevancy of the Plan. This process should begin with the preparation of an Evaluation and Appraisal Report (EAR) by City staff with input from other City departments and Committees. The EAR should include an assessment of the achievements made since the last

major amendment as well detail changes in assumptions, base conditions and trends. In addition, the EAR should also include conflicts that may have been identified between various Goals and Objectives and Planning Principles. Major amendments should be vetted with ample opportunity for public input by community leaders representing various facets and interests of the City.

Official Map Maintenance

The Future Land Use Map and Zoning Map are the principal maps associated with the implementation of comprehensive planning efforts for Ovilla. The Future Land Use Map provides the desired general location of all land uses in Ovilla. The locations of land uses on this map are influenced by the Thoroughfare Plan, which facilitates access and traffic circulation throughout the planning area. The Thoroughfare Plan is described in the Thoroughfares chapter of this document. It is important to note that since the Future Land Use Map indicates land use in a general manner, it will not necessarily show specific information on specific properties. Nevertheless, as development occurs in Ovilla, the Future Land Use Map will provide guidance regarding land use principles and expected development trends.

An amendment of the Future Land Use Map, in particular, is a declaration that the amendment is appropriate and consistent with other portions and features of the Comprehensive Land Use Plan. A significant change in circumstances affecting the suitability of a specific parcel for the kind of development designated on the Future Land Use Map, which was not contemplated at the time of adoption, may justify a reconsideration of the land use classification. Future Land Use Map amendments are not intended to occur with the same frequency as rezoning actions, and their effect upon the entire Comprehensive Land Use Plan, including the practical consequences of the policy shift signified by the amendment, shall be fully set forth as part of the amending ordinance.

All property in the City of Ovilla is zoned in accordance with the Official Zoning Map. The Zoning Map represents the legal zoning classifications of all property within the City, and is enforceable as provided by state statute. Following adoption of the Comprehensive Land Use Plan, city staff should ensure that the Zoning Map and the Future Land Use Map are congruent.

The most efficient method of resolving differences between the maps is by the city initiating the re-zoning of property. As long as the appropriate procedures of due process are observed, city-initiated re-zoning may be used to bring property into compliance with the Comprehensive Land Use Plan. Criteria should be established to determine the appropriateness of re-zoning specific property, and a public information campaign may be necessary if a large number of properties are proposed for re-zoning. While the conflict between the zoning of properties and their future land use designation may also be resolved over an extended time period by applying the Future Land Use Map to future zoning requests as they are requested, this method of resolution may take years to accomplish.