



# Town of Cross Roads, Texas

*Good Living, Good Business, Good People*



**Superseded by the 2035 Comprehensive Plan adopted on  
March 20, 2023 via Ordinance 2023-04.**

Includes 2021 Map Updates  
adopted via Ord. 2021-0315-02

**Comprehensive Plan  
September 2015**



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## **ACKNOWLEDGEMENTS AND CREDITS**

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

### **ACKNOWLEDGEMENTS**

#### **TOWN COUNCIL**

Steve Smith, Mayor  
Tony Russo, Mayor Pro Tem  
Bruce Birdsong, Council Member  
Larry Fisher, Council Member  
Alan Hauf, Council Member  
David Meek, Council Member  
Wally Kille, Former Council Member

#### **COMPREHENSIVE PLANNING COMMITTEE**

Virden Seybold, Chair  
Lad Doctor, Member  
Greg Gaalema, Member  
Darell Herbst, Member  
Kathy Langlely, Member  
Fred Luman, Member  
Jan Nichols, Member  
Herman Oosterwijk, Member  
Wendy White-Stevens, Member  
Jordan Woodard, Member  
Kyle Zimlich, Member  
Tony Russo, Council Liason

#### **TOWN STAFF**

Becky Ross, Town Administrator/Planner  
Jason Pool, Town Engineer



## **CREDITS**

Acme Brick  
Aubrey Independent School District  
City-Data.com  
Denton County  
Denton County Appraisal District  
Denton Independent School District  
Federal Emergency Management Agency  
Mustang Special Utility District  
North Central Texas Council of Governments  
State of Texas  
Texas Department of Transportation  
U.S. Army Corps of Engineers  
U.S. Census Bureau  
U.S. Fish and Wildlife Service

## **PROJECT CONSULTANTS**

Michael R. Coker Company  
3111 Canton Street, Suite 140  
Dallas, Texas 75226  
214-821-6105  
[www.cokercompany.com](http://www.cokercompany.com)



## OVERVIEW

The Town of Cross Roads is located in Denton County, in North Texas and is immediately to the east of the City of Denton. Krugerville is located just north of the Town limits and the Town of Little Elm is located to the east and southeast of the Town. The Town of Oak Point is just south of the Town limits. The Town is largely rural with a commercial corridor that extends from the western Town Limits to the eastern Town Limits on both sides of US Highway 380. The southwestern portion of the Town fronts on Lake Lewisville [a U.S. Army Corps of Engineers reservoir].

The topography generally slopes from north to south with Cantrell Slough as the major drainage channel running from the northeastern portion of the Town southerly and then southwesterly to Lake Lewisville. There are gentle sloping areas both north and south of US 380 with more definition and elevation changes on the western side of the Town. In the areas around the Lake, there is substantial tree coverage and tree preservation is an objective that the Town supports.

There are two school districts that provide educational support to the community: Denton Independent School District which starts south of Fishtrap Road and extends to the southern Town limits; and Aubrey Independent School District which starts at Fishtrap Road and extends north to the northern Town limits. Denton ISD is one of the larger school districts in Denton County and Aubrey ISD is the smallest school district in Denton County. A small proportion of school aged children in the Town of Cross Roads attend Aubrey ISD facilities, while a majority of the school aged children attend school in the Denton ISD.

Cross Roads has managed its growth through the implementation of the 2009 Comprehensive Plan and by capitalizing on its zoning and subdivision ordinances. Commercial construction along US 380 between Farm Road 424 and the eastern Town limits has been flourishing, in part due to the construction of a new Walmart and the availability of a sanitary sewer system along that portion of US 380.

In the timeframe between 2010 and 2015, the population has increased from 900 to around 1250, approximately a 28 percent increase. Residential construction in the Villages of Cross Roads subdivision and in the Forest Hills subdivision has increased the number of homes as well as construction in other residential subdivisions in the Town. Other established subdivisions are almost completely built as well. Further, there are number of subdivisions being considered for the Town which will further increase the population. The build out forecast for Cross Roads is for a population of between 4,400 and 5,000. Development of one acre home sites continues in a relatively modest, but steady progression.

The Town has no ad valorem taxes [property taxes] and relies upon application and permits fees, sales tax, and other forms of revenue to fund Town government and



services. One of the objectives of this Comprehensive Plan is to create an environment where retail establishments provide goods and services to the Town and to other consumers, while minimizing the need for a property tax.

The transportation system in and around the Town has two main components: the highways and the local street system. US 380 has significant capacity constraints while there is a surplus capacity on US 377. US 380 is a four lane divided highway with a continuous turn lane in the middle. Congestion at peak hours on US 380 is significant and will continue to be an issue. Recommendations have been made in the Transportation element of this plan to help improve traffic and congestion management.

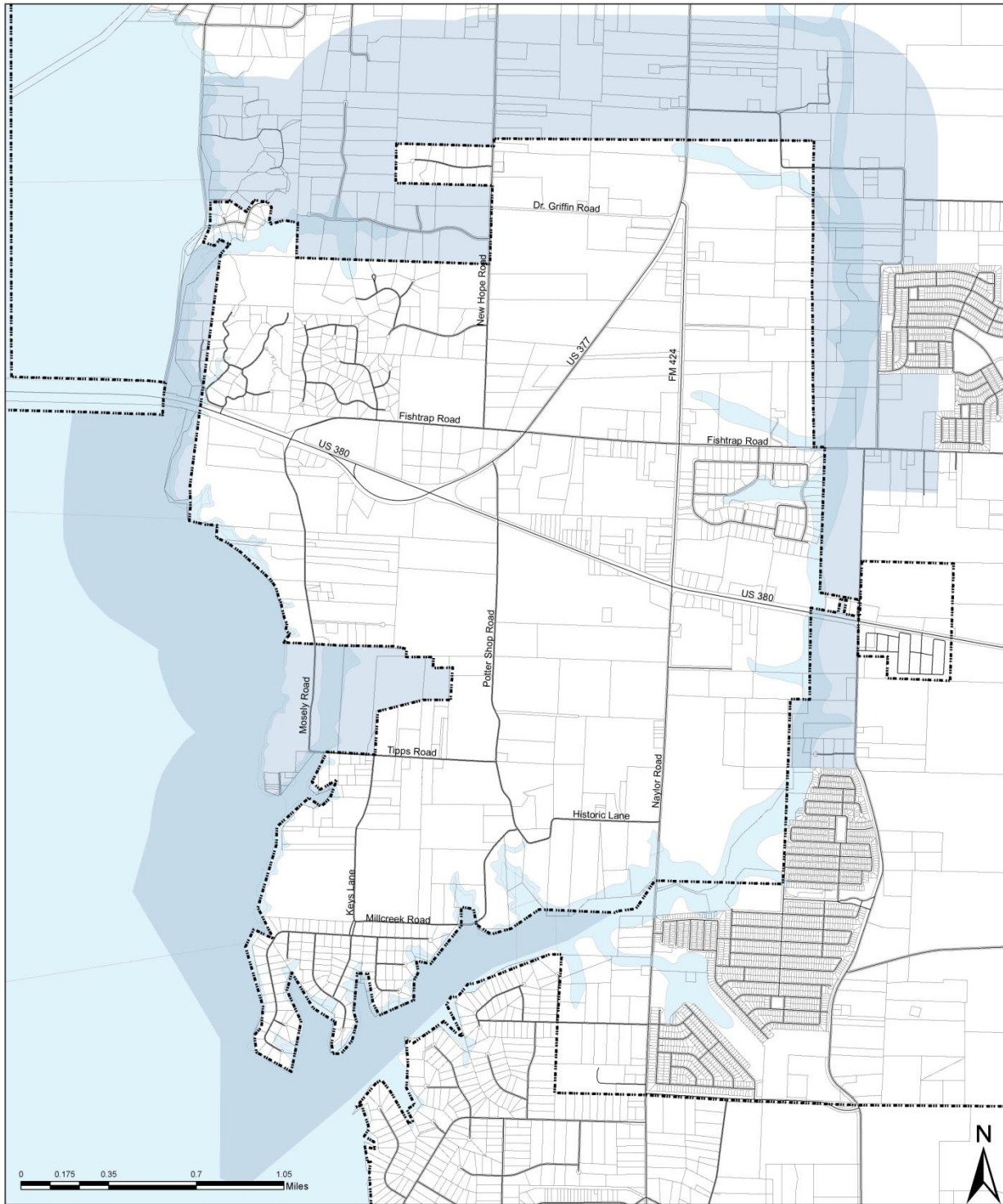
The housing is mostly of good to excellent quality with very limited areas where minimum housing standards should be enforced. The Town has steadfastly preserved the one acre minimum lot size for single family detached housing. Much of the land in the Town is agricultural including both farming and ranching. Many of the larger tracts of land, while zoned agricultural and used for agriculture, include a residential component. With the adoption of this Plan, the Town has provided areas for future multi-family uses, mixed-uses, and senior housing uses with the acknowledgement that higher density housing must provide for off-site sanitary sewer service.

The Town has established a Municipal Management District to assist in their efforts to expand economic opportunities within the municipal boundary. The focus is to ensure that businesses that build or expand in Cross Roads are those businesses that provide goods and services that the community needs and wants. Additionally, there is a focus on retail uses that generate sales tax revenue.

Note: From time to time the Comprehensive Plan may be administratively adjusted due to new information being available. For instance, if new traffic counts become available, the Plan may be amended to show the new trip counts without a public hearing by the Town Council. However, if there is an amendment to the goals, policies or maps, those amendments will be considered by the Town Council in a public hearing environment.



### Town of Cross Roads Town Limits



Map created using Denton County Appraisal District parcel data, Denton County GIS data, U.S. Fish & Wildlife Service GIS data, USACE data, and FEMA data. This map does not constitute an on the ground survey.



## DEMOGRAPHICS AND PROJECTIONS ELEMENT

### SUMMARY

The population of Cross Roads has increased at a rate of just under six percent per year over the last five years from roughly 900 residents to around 1250 residents, an increase of about 28 percent. While the population is increasing, it is also becoming younger. More families with children are moving in to the Town especially in the subdivisions.

### INFORMATION

The Town of Cross Roads, Texas has about 6.6 square miles of land within the corporate limits. There is a modified extra territorial jurisdiction [ETJ] boundary that is as much as one-half mile in width around the Town. There are parts of the ETJ around the Town where agreements have been made with nearby jurisdictions that have caused modifications to the one-half mile statutory width. Within the ETJ, the Town's subdivision and construction codes may be enforced, however the zoning ordinance is not applicable in the ETJ.

The Town of Cross Roads is Type A, General Law city as described in the Texas Local Government Code, Chapter 101. In order to expand the size [geography] of the Town, a property owner within the ETJ must petition for annexation and the Town has to agree to accept the property into its jurisdiction. The likelihood of Cross Roads expanding its boundaries is very limited. If there is any geographical expansion, it is going to be modest.

The Town of Cross Roads is situated in Denton County, in North Central Texas. This area of the United States is growing more rapidly than many other portions of the country. The North Central Texas Council of Governments estimates that there are as many as 198 people moving into the region daily. The Dallas Fort Worth Metroplex is the third fastest growing area in the United States following only the Houston area and New York. Denton County has been the eighth fastest growing county over the last three years.

### PROJECTIONS

In 2009 the average family size in Cross Roads was 2.9 people, but in 2015 the average family size is 3.2 people. More younger families are moving into the community with more school aged children.

The 2000 US Census showed the Town to have 603 residents, while the 2010 projections showed the Town to have 900 residents. This is almost a 50 percent growth rate over the intervening 10 years. Based on the last 15 years, the Town is on track to





grow an additional 350 to 400 residents for a population of around 1600 by 2020. One constraint on population growth will be the availability of residential lots. If all of the existing lots are constructed, then population growth will slow down. If there is a continuing supply of residential lots, then the population will continue to grow unless or until there is an economic reset that minimizes the number of prospective purchasers.

If the Town were to develop in accordance with the Future Land Use Map where single family residential development [2,998 acres] is expected to occur, the population from that geography would be as many as 9,594. Then if the areas identified for mixed use and multifamily [108.8 acres] were to develop at an average density of eight dwelling units per acre, the resulting population could reach 2,764. And the senior housing at a density of four units per acre at a population rate of 1.8 residents per household would generate as many as 525 residents. So, the total population of the Town if everything were constructed in accordance with the Future Land Use Map could be as much as 12,883 residents. This is a highly unlikely scenario. A more conservative estimate seems to make sense as many of the existing and future property owners enjoy the larger lots up to and including the large horse ranches and homestead agricultural uses. The future population at build out is more likely to be in the 4,400 to 5,000 population range.

### Population, Age, Income, Home Value

Year	2000	2010	2015
Population	603	900	1,250
Average Age	53.1	50.2	47.2
Average Income	\$72,031	\$87,984	\$107,434
Average Home Value	\$157,800	\$222,131	\$380,372

### Race

Year	2000	2010	2015
White	92.5%	Not Available	75.6%
Black or African American	0.7%	Not Available	7.7%
American Indian	1.2%	Not Available	0.3%
Hispanic	4.3%	Not Available	13.4%
Asian	0.3%	Not Available	1.6%
Other	0.1%	Not Available	1.4%



**2013 Education Levels (All population over 25 years of age)**

Level	Percent
High School	95.4%
BA/BS	44.8%
Graduate Degree	16.7%

As the population is increasing, so are the values of land and homes. Income levels are increasing and racial diversity is more visible. The Town has a well-educated citizenry. Average ages are getting younger and family units are getting larger.



## **CURRENT LAND USE ELEMENT INCLUDING CURRENT LAND USE MAP AND CURRENT ZONING MAP**

The Town of Cross Roads encompasses a little over six and one-half square miles of land. Within this geography the Town has horse ranches, farms, large lot residential subdivisions, one acre residential subdivisions, and commercial uses.

The attached CURRENT LAND USE MAP shows how the land is currently being utilized in the Town with some land uses shown in the Extra Territorial Jurisdiction.

The attached CURRENT ZONING MAP shows how the land within the Town is zoned.

The combination of agricultural uses, homestead agricultural uses, and vacant/other land uses cover a significant portion of the land. Additionally, there is a substantial portion of the Town that is shown as large lot single family, but that doesn't fall into the category of homestead agriculture.

Residential development across the Town, with the exception of the subdivisions, is relatively low density. Even with the subdivisions, the minimum residential lot size is one acre.

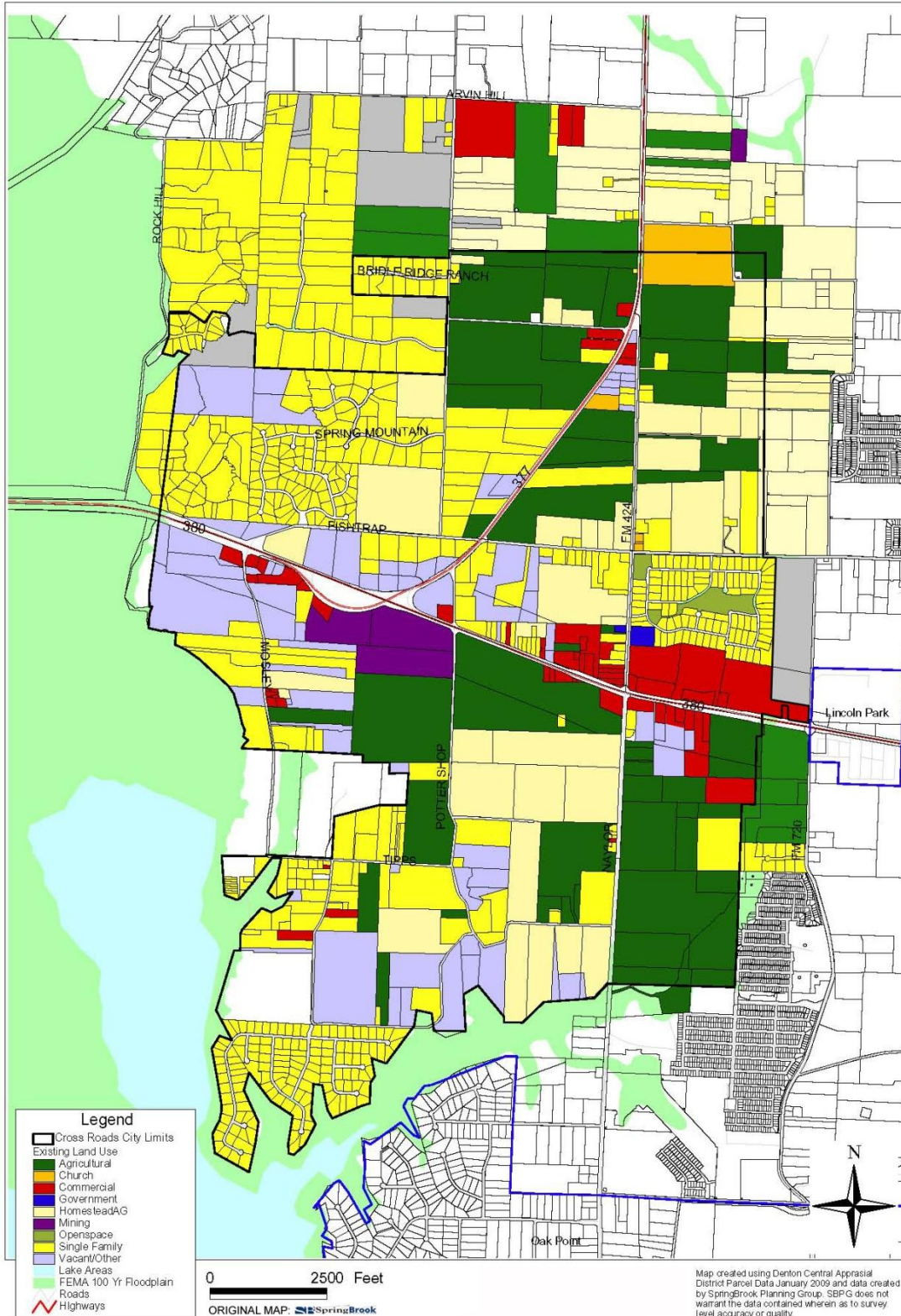
About 4.57 percent of the Town is currently zoned for commercial uses. The most significant commercial development is located on both sides of US 380 between FM 424/Naylor Road and the eastern Town limits. One factor that encourages commercial development along this portion of US 380 is the existing sanitary sewer capacity on both sides of US 380.

There is small area of commercial/industrial development at the intersection of Dr. Griffin Road and US 377.

Acme Brick owns and operates a large clay mine at the southwest corner of the intersection of Potter Shop Road and US 380. This mine is a large pit that is easily visible from US 380 and from the elevated portion of US 377. Acme has indicated that this mine has a useful life of an additional 20-25 years.

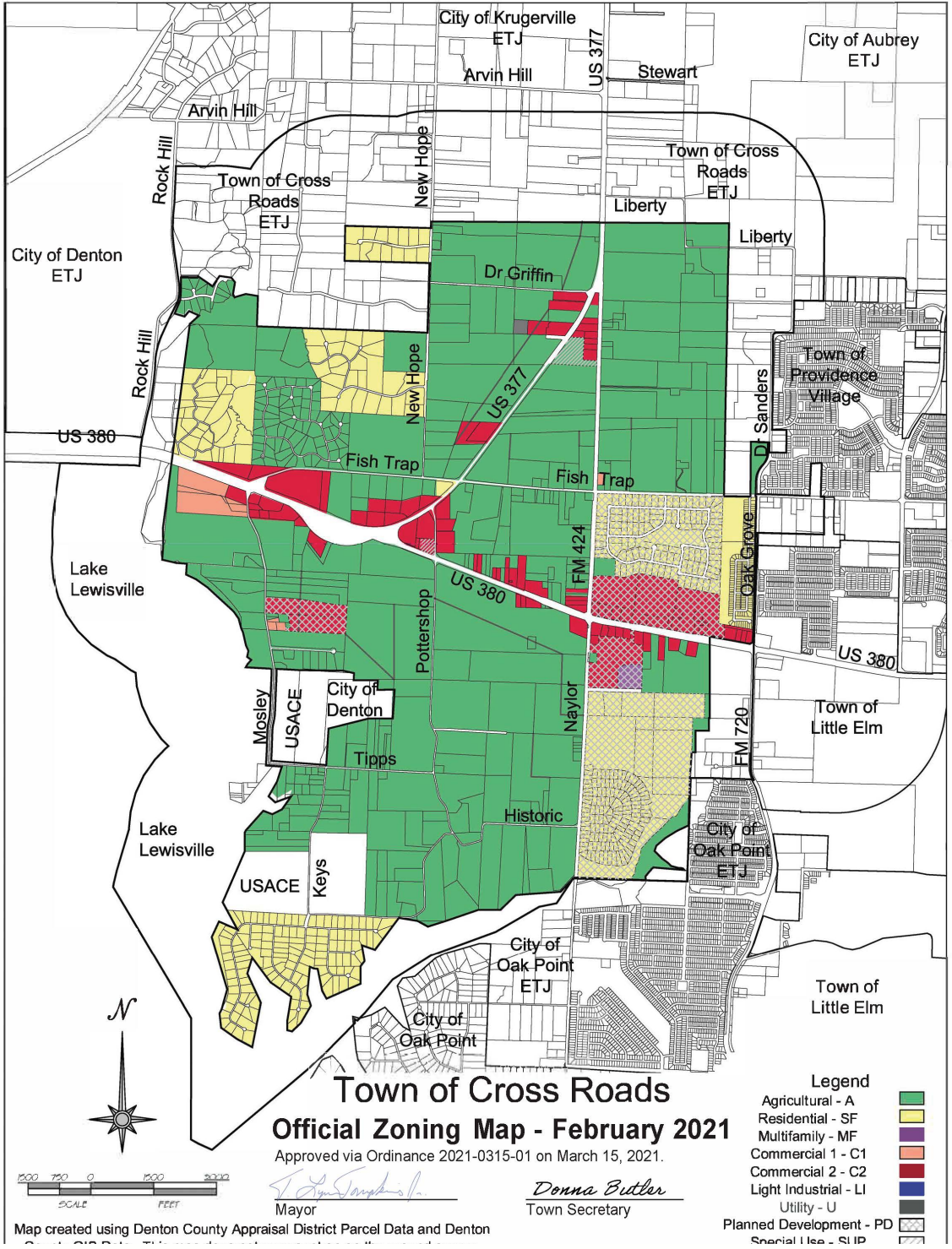


### Town of Cross Roads Current Land Use Updated September 2015





Amended March 15, 2021 via Ordinance 2021-0315-02





## FUTURE LAND USE ELEMENT INCLUDING FUTURE LAND USE MAP

### GOALS

- A: Preserve the rural character of the Town by restricting detached single family residential development to one acre lots or larger
- B: Provide appropriate locations for higher density residential, attached single family, and retirement housing
- C: Encourage retail development in areas where there are high traffic volumes and accessibility
- D: Encourage non-retail commercial development in areas where commercial development may be appropriate and where it does not compete for land that is more suitable for retail development
- E: Preserve the rural character of the Town by maintaining a balance between the expanding urban area and the rural areas of the community
- F: Ensure housing development is compatible with existing and adjacent land uses and has access to key community features and natural features
- G: Expand and diversify the Town's sales tax base by appropriate commercial development as depicted on the Future Land Use Map
- H: Identify an area of the Town that is appropriate for mixed-use type development
- I: Provide an opportunity in the Town of Cross Roads for a portion of the community to live, work, and play in a smaller, walkable area.

### POLICIES

1. *Policy:* When a request for a change in zoning district classification that is inconsistent with the Future Land Use Map [FLUM], the applicant shall first request an amendment to the Future Land Use Map from the Town Council, and then if the revision to the FLUM is approved by the Town Council, the application for the change in zoning may be submitted for consideration through the existing processes.



2. *Policy:* Existing agricultural resources should be preserved whenever possible.
3. *Policy:* Protect existing trees against unnecessary or unreasonable harvesting or destruction.
4. *Policy:* Consider the uniqueness of the areas of the community including the horse raising areas, Cross Timbers and Prairie Ecological Region, and the agricultural areas throughout the town.
5. *Policy:* New residential construction shall be consistent with the low density housing of the existing community.
6. *Policy:* Residential zoning districts shall ensure minimum net one (1) acre lot size, minimum dimensions, and development guidelines for appropriate densities, green spaces, and potential trails.
7. *Policy:* Requests for residential densities in excess of one dwelling unit per acre shall be considered as a planned development district.
8. *Policy:* Undeveloped single-family residential lands shall be developed compatibly with surrounding development.
9. *Policy:* Protect low density and rural residential areas from incompatible or higher intensity commercial use by maintaining adequate buffering (use of natural corridors, visual buffers and construction, for example) from such uses.
10. *Policy:* Create a cohesive identity for Cross Roads commercial areas along US 380 through a comprehensive zoning ordinance defining location, uses, density and design guidelines.
11. *Policy:* Identify other commercial areas which might serve to provide more dispersal within the community including along US 377 and FM 424 and Fishtrap Road.
12. *Policy:* Support and promote existing and new businesses that are viable and responsive to the needs of the community. Explore programs to retain existing business and attract new business.
13. *Policy:* Ensure that residential uses with a density in excess of one dwelling unit per acre are connected to an off-site sanitary sewer system.
14. *Policy:* Residential development with a density of one residence per acre shall be provided with an off-site potable water supply, not a well. Residential



development without an off-site potable water supply shall be restricted to a minimum lot size of two acres.

15. *Policy:* Land should be identified for senior [Age 55 and older] housing developments that may include a mix of residential types.
16. *Policy:* The unnamed collector south of US 380 should be the dividing line between residential uses and nonresidential uses south of US 380 with residential uses being located south of the unnamed collector with the exception of the potential senior housing area located to the west of Moseley Road.
17. *Policy:* With the exception of the proposed commercial development cluster located on SH 377 and Dr. Griffin Road: Fish Trap Road should be the dividing line between residential uses and non-residential uses on the north side of US 380 with residential uses being located north of Fishtrap Road unless the residential use is a component of a mixed use development or is a multifamily development.
18. *Policy:* Mixed Use development shall be consistent with the mixed use policy guidelines listed below:
  - a. *Policy guideline:* Mixed use facilities shall be two stories in height. Exception: a single story building containing two or more uses may be a component of a mixed use development if it does not exceed twenty five percent [25%] of the first floor building area of the entire mixed use project.
  - b. *Policy guideline:* A stand-alone use [example: movie theater or hotel] shall require special approval by the Town Council and shall only be approved upon a finding that the use is beneficial to the Town and to the mixed use project.
  - c. *Policy guideline:* A mixed use project shall have no less than two different uses in order to satisfy the mixed use description.
  - d. *Policy guideline:* The mixed use project should include a diverse group of land uses that are both neighborhood and community serving.
  - e. *Policy guideline:* A mixed use project shall include functional, people oriented community, civic and neighborhood gathering spaces, and recreational venues for the community.

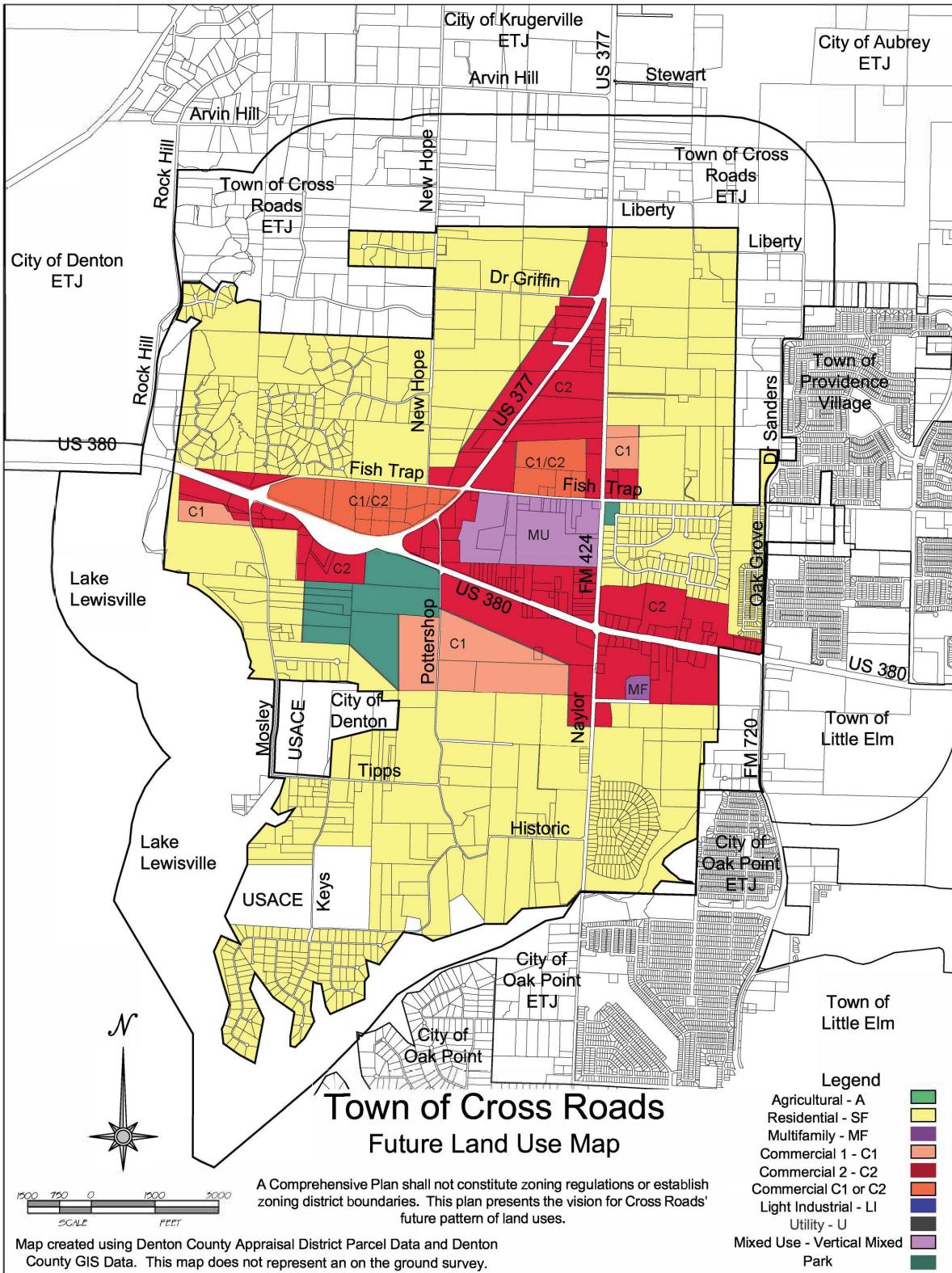




- f. *Policy guideline:* A mixed use project shall provide safe, comfortable and attractive pedestrian amenities including: lighted walking paths or trails and sidewalks, seating areas, landscaping, and trees for the pedestrian.
- g. *Policy guideline:* All portions of a mixed use project shall be continuously connected with pedestrian paths, trails, or sidewalks.
- h. *Policy guideline:* Sidewalks at the front of non-residential uses shall be no less than twelve feet in width.
- i. *Policy guideline:* Mixed use projects shall include street trees, parking lot trees, and site trees in order to provide a tree canopy for heat reduction in the summer and fall. Trees should be deciduous and should be chosen from the Town's allowable tree program.
- j. *Policy guideline:* A mixed use project shall provide longer term automobile parking in structured parking garages at the rear of buildings in the mixed use project. Short term parking may be located in well screened parking lots that are located to the rear of buildings or in parking areas near the entrances to commercial, retail, and office uses.
- k. *Policy guideline:* A mixed use project shall have access to at least one collector street as identified on the Town's Thoroughfare Plan.
- l. *Policy guideline:* Town staff should draft zoning regulations that codify the standards required for any mixed use development.



Amended March 15, 2021 via Ordinance 2021-0315-02





## TRANSPORTATION ELEMENT INCLUDING THOROUGHFARE PLAN

### GOAL

To provide a long range plan that provides a transportation system for the citizens of Cross Roads that efficiently moves vehicular traffic throughout the Town

### OBJECTIVES

- A. Provide the functional and the dimensional classifications of roadways throughout the Town.
- B. Work with surrounding communities, The Texas Department of Transportation, Denton County, and the North Central Texas Council of Governments to develop and implement transportation systems that positively affect transportation within the Town of Cross Roads.
- C. Provide transportation solutions that contribute to the overall health, safety, and welfare of the Town.
- D. Identify transportation improvements that positively affect the travelling public within the corporate limits.

### POLICIES

1. Whenever a property is being platted or a request is made for a change in zoning, property needed for rights of way should be requested for those roadways shown on the Thoroughfare Plan.
2. The Thoroughfare Plan roadways should periodically be evaluated for traffic congestion and capacity improvements.
3. Requests for commercial and high density platting should always include shared access and cross access easements in order to reduce the number of driveways connected to roadways identified on the Thoroughfare Plan.
4. Driveways connected to roadways identified on the Thoroughfare Plan should be minimized to maintain roadway efficiency.
5. When acquiring right of way necessary to comply with the Thoroughfare Plan, care should be taken to minimize the impact on adjacent properties.



6. Revisions should be made to the Town Subdivision Regulations to reflect modifications to the thoroughfare and local street standards.

## DISCUSSION

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

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

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

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

There is not a public transportation system that serves the Town of Cross Roads, nor are there plans to incorporate a public transportation system into the transportation system that serves the Town. The flexibility and convenience of operating an automobile has contributed significantly to its attractiveness. The availability of the automobile to the majority of the population permits a wider choice of residential location with respect to employment location. Therefore, continuing reliance on the privately owned automobile/truck will be the transportation system of choice for the foreseeable future. With this caveat in mind, the design of the Town's roadway system becomes a critical element in future land use decisions.



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

The Thoroughfare Plan serves a number of functions and purposes:

#### FUNCTIONS:

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

#### PURPOSE:

- To facilitate communication between Town staff, elected and appointed officials, land developers, the community, and others who may have an interest in the Town's transportation system.
- To facilitate effective design, operation, and maintenance of the road system which includes the entire roadway system in the Town, including local streets.
- To assist citizens in making decisions about the location of their homes or businesses and the future uses of property.

There are two United States Highways that operate in the Town. US 380 is the major transportation corridor bisecting the Town north and south. The City of Denton is to the west across Lake Lewisville and the Town of McKinney is further to the east. A second US Highway, US 377 commences in the western portion of the Town and heads generally north from US 380 and provides transportation access to the Towns of Krugerville, Aubrey, and areas further north. There is substantial growth on both sides of US 380 from Denton to McKinney and as such, traffic volumes are increasing and will continue to increase.



## FUNCTIONAL CLASSIFICATION

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

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

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

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

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

## ARTERIAL THOROUGHFARES

The arterial street system is divided into two sub-classifications, "principal" arterials and "minor" arterials. Arterials represent those thoroughfares that are used by the traveling public to travel between neighborhoods and communities within the Town. Ideally,



arterial thoroughfares define neighborhood boundaries and do not cross into neighborhoods.

## **PRINCIPAL ARTERIAL THOROUGHFARES**

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

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

In the Town of Cross Roads, the two US Highways are identified as Strategic Principal Arterials. US 377 is currently two lanes undivided through the majority of its path through the Town. As you can see from the capacity and volume information below, this roadway is not operating near capacity. US 380, on the other hand is four lanes with a center turn lane through most of its route through the Town. The volumes of traffic on this section of the roadway put it at or above capacity much of the time.

In discussions with the Texas Department of Transportation, Denton Office, they advised that consideration is being given to widening US 380 through the Town to three or four travel lanes each way with a divider between the lanes. However, no timing for the widening has been established.

## **MINOR ARTERIAL THOROUGHFARES**

Minor arterial streets interconnect with and augment the principal arterial network. They serve traffic with a smaller geographic area of influence, accommodate trip lengths of moderate length, and offer greater opportunities for emphasis on land access than the principal system. The minor arterials carry significant through traffic volumes and are needed to provide route and spacing continuity for the arterial system. Currently, there are no minor arterials identified in the Town.

## **COLLECTOR THOROUGHFARES**

The collector street system provides both land access service and traffic circulation around and between residential neighborhoods and commercial/industrial areas. They differ from the arterial system in that collectors distribute trips from the arterials the local



street system. Conversely, the collector street also collects traffic from local streets in neighborhoods and channels it into the arterial system. Collectors should accommodate short trip lengths, and do not typically extend across arterial thoroughfares or carry a high percentage of through trips. In some circumstances collectors serve as a relief valve when the arterial system is congested. This can be minimized by providing an adequate arterial street system.

The Thoroughfare Plan identifies four different types of thoroughfares in the Town of Cross Roads:

Thoroughfare	
U.S. Thoroughfare	FM 424
U.S. Thoroughfare Strategic Principal Arterial	U.S. 380/377
Principal 4 Lane Undivided Thoroughfare	
Collector 2 Lane Undivided Thoroughfare	

### Minimum right of way requirements

Classification	Right of Way Requirement in Feet
Principal Arterial	100
Collector	90
Local	60

### Roadway Capacities

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

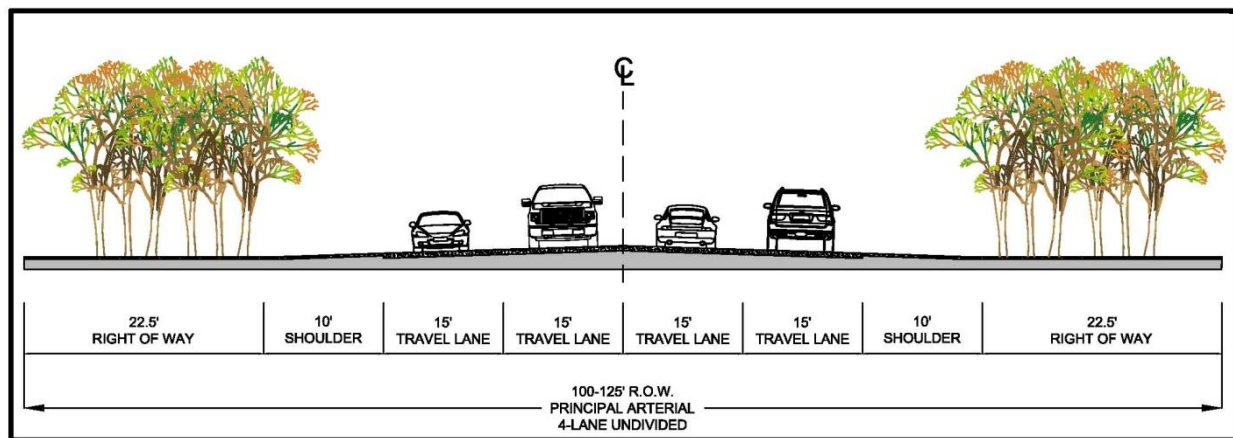
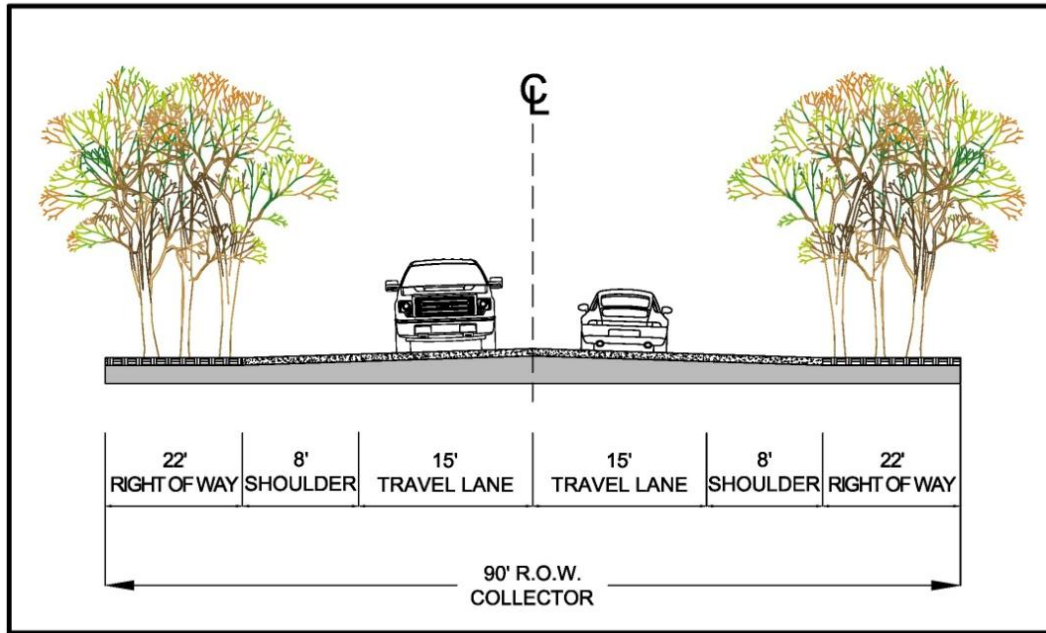
Source: Institute of Transportation Engineers [ITE] Trip Generation Report, Fifth Edition

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





### ROADWAY DESIGN CROSS SECTIONS



### LOCAL STREETS

While local streets are not a part of the adopted Thoroughfare Plan, they do provide the single most important part of the transportation system, they provide access to and from neighborhoods and other residential and low density developments and provide access to the thoroughfare system.



The current thoroughfare plan shows a limited number of thoroughfares in the Town and in the extra territorial jurisdiction areas. The current transportation system generally provides sufficient capacity for current levels of development. There are some areas where increased development may have adverse impacts on the capacity of the existing transportation system, for instance US 380 tends to be at or near capacity.

US Highway 380, being the high volume corridor between Denton and points further east is in serious need of increased capacity through the Town.

**24 hour traffic counts by roadway [June 2014]**

Roadway	Traffic Count
U.S. 380	42,617 (average two locations both ways)
U.S. 377	5,646 (both ways)
F.M. 424	8,170 (both ways)
Fishtrap Road	1,318 (average two locations both ways)
Naylor Road	5,186 (both ways)
New Hope Road	325 (both ways)

Note: Counts not available for other roadways on the Thoroughfare Plan

**RECOMMENDATIONS**

Work with the Texas Department of Transportation and Denton County for a roadway with a minimum cross section for US 380 through Town with at least three through lanes each way within 200 feet of right of way. In addition, the Town should be working with TXDOT to increase capacity on US 380 all the way from Denton to McKinney.

Work with the Texas Department of Transportation to establish a roadway with a minimum cross section for FM 424 for a minimum four lane thoroughfare within 100 feet of right of way.

Consideration should be given to increasing the right of way of Fishtrap Road between US 380 and the eastern town limits to 100 feet and requiring a four lane, undivided roadway cross section. Fishtrap Road is the only east-west artery through town north of US 380 and must serve as an alternative access for the travelling public and emergency services when US 380 is not available.

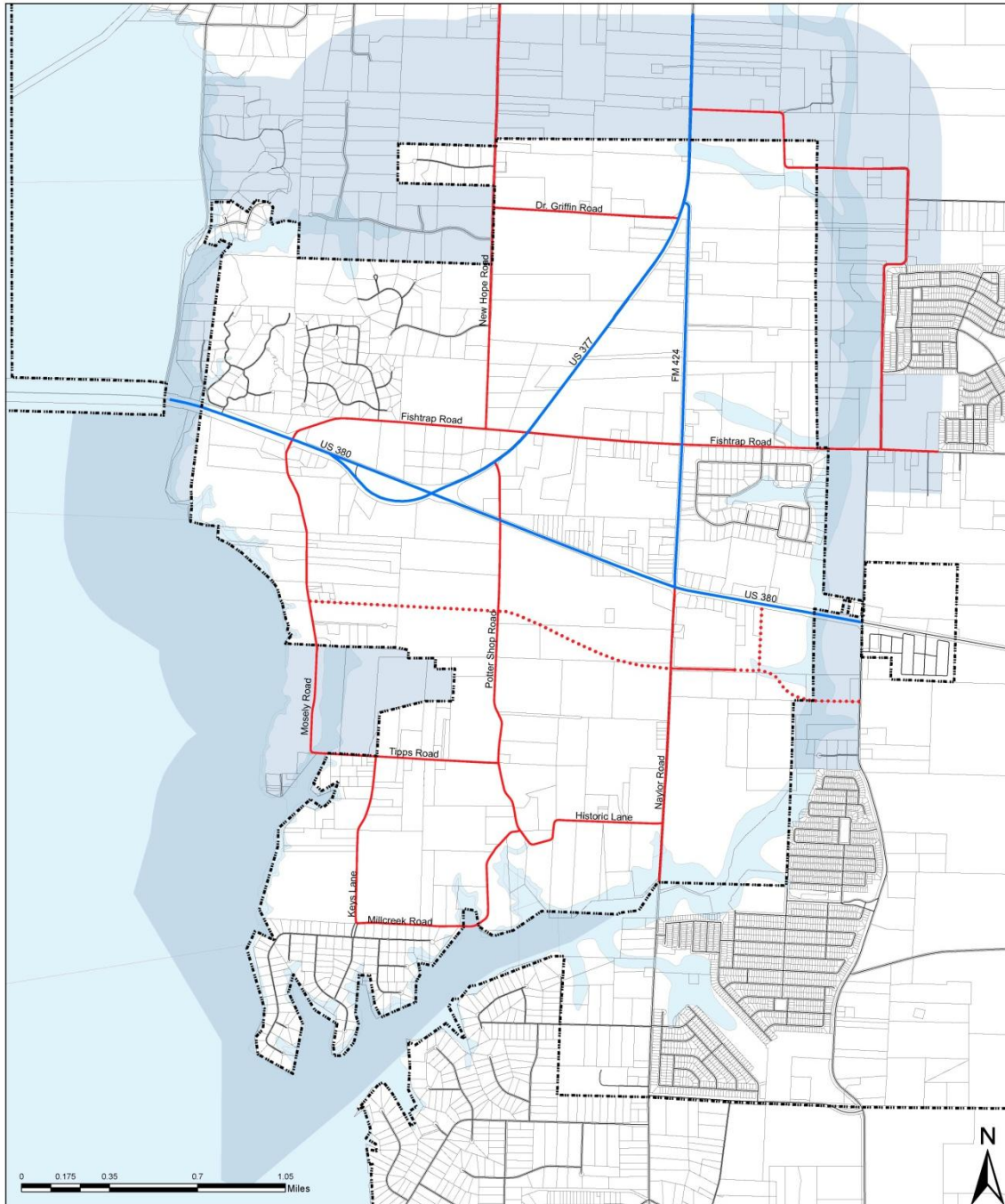


## THOROUGHFARE PLAN STREET DESIGNATIONS

STREET	STREET TYPE	NCTCOG CLASSIFICATION	R.O.W. FEET	TOTAL PAVING WIDTH	NUMBER OF LANES/WIDTH	SHOULDER WIDTH
Dr. Griffin Road	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Dr. Sanders (ETJ)	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Fishtrap Road (Town & ETJ)	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
FM 424 (TxDOT)	U.S. Thoroughfare	Principal Arterial	100	TxDOT	TxDOT	TxDOT
Historic Lane	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Keys Lane (outside of Oak Shores)	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Liberty Road (Town & ETJ)	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Mill Creek Road	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Moseley Road	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Naylor Road	Thoroughfare	Principal Arterial	125	56' min	4 @ 12' (11' min)	10' (6' min)
New Hope Road	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Oak Grove Road (ETJ)	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Potter Shop Road (North)	Collector	Collector	90	36' min	2 @ 15' (12' min)	10' (6' min)
Potter Shop Road (South)	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
South Commercial Boundary Road, East	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
South Commercial Boundary Road, West	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
Tipps Road	Collector	Collector	90	36' min	2 @ 15' (12' min)	8' (6' min)
U.S. Highway 377 (TxDOT)	U.S. Thoroughfare	Strategic Principal Arterial	140	TxDOT	TxDOT	TxDOT
U.S. Highway 380 (TxDOT)	U.S. Thoroughfare	Strategic Principal Arterial	200	TxDOT	TxDOT	TxDOT



### Town of Cross Roads Thoroughfare Plan May 2015



Map created using Denton County Appraisal District parcel data, Denton County GIS data, U.S. Fish & Wildlife Service GIS data, USACE data, and FEMA data. This map does not constitute an on the ground survey.

**Legend**

- City Limits
- Future Collector
- State Highway
- Major Thoroughfare
- Extraterritorial Jurisdiction



## PARK AND OPEN SPACE ELEMENT

### GOAL

Provide open space, parks, and recreational opportunities for the citizens of Cross Roads

### OBJECTIVES

- A. Preserve and maintain a high quality of life for the citizens of the Town.
- B. Identify locations where a large scale community gathering area/park could be located. This space should include sufficient land to support community parking areas, a pavilion, open space, and a walking trail.
- C. Identify opportunities to preserve and protect open spaces and sensitive environmental resources while providing recreational opportunities for the citizenry.
- D. Determine how much of the municipal budget should be allocated to the acquisition, operations and maintenance of parks, open space, and other on an annual basis and then allocate that portion of the annual budget accordingly.
- E. Encourage the Municipal Development District Board to allocate resources to acquire land for a large scale community gathering area/park.

### POLICIES

1. Encourage residential developments that support and enhance property values within and adjacent to the Town.
2. Encourage developers and property owners to include open space and trails within existing and new developments.
3. Encourage residential developments to provide opportunities for trail systems [hike, bike and equestrian] to connect to one another where appropriate.
4. Encourage physical activity and a sense of well-being

In the last Comprehensive Plan a singular policy related to parks and open space:

- 11. *Policy:* Public open space, trails, and parks are important to build community identity. The Town wishes to provide a central gathering focus for the community.



In discussions with the Park Board, this policy [now an objective] has been clarified to include an area of sufficient size to comfortably host large community events and to provide parking, green space, a dog park, health and fitness equipment, a pavilion, an entertainment venue and to provide for accessibility. An area of sufficient size to support the aforementioned activities within close proximity to the current Town Hall is desirable.

It is desirable for the community to encourage open space, park environments and recreational opportunities for its citizens. Given the rural nature of Cross Roads and the continuing focus on larger lot developments for single family residential uses, property owners and developers should provide recreational facilities that include parks, open space and trails as well as other amenities to the communities that they develop or maintain.

In many parts of the Town the openness and unrestricted vistas are important visual resources for the citizenry. In other parts of the Town there are areas where trees are abundant. These tree resources should be preserved and protected wherever and whenever possible.

Some related objectives of the Town are to: maintain a high quality of life; enhance property values; encourage physical activity, exercise and wellbeing; create a sense of community; and to provide recreational opportunities including pedestrian and bicycle trails.

## **NATURAL ENVIRONMENT**

Cross Roads provides environments from rolling hills to open expanses of farm and ranch land to large lot residential subdivisions designed to provide the residents with internal recreational opportunities. Most developed recreational facilities in the Town are privately owned and operated by property owners associations or the private property owners.

There is a relatively small area of the Town that is designated flood plain by the Federal Emergency Management Agency. These flood prone areas are all owned by individuals or corporations. There are some easements in existence for sanitary sewer to be installed and operated in the existing Cantrell Slough. The Town does not hold the title to any flood prone areas but should consider some ownership of flood plain areas when and if those areas could be used as resources for the Town. Consideration should be given to the acquisition of land that is unsuitable for residential or commercial development for open space conservation and passive recreational activities like trails. Development in flood plain areas should be discouraged and where flood plain disturbance is necessary, it should be minimized.

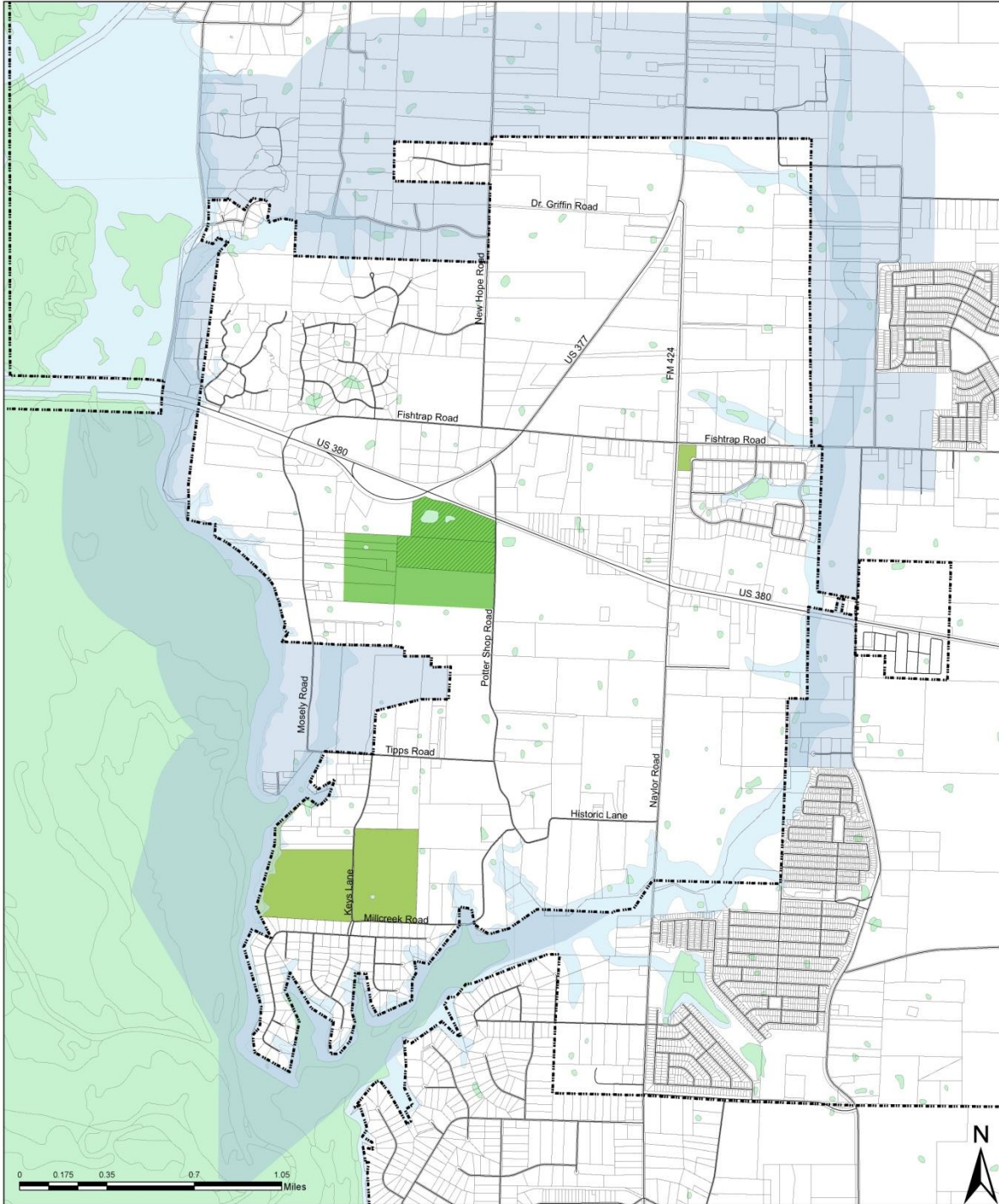


## TRAILS

Developers and private property owners should consider and to the extent possible provide recreational opportunities that include pedestrian and bicycle trails within the boundaries of their property. In areas where trail connections are possible between developed areas, property owners and developers are encouraged to provide trail access. These trail linkages may provide long term recreational benefits to the community as well as providing potential connectivity to other trails and areas of the Town and surrounding areas. Trails and trail linkages may provide equestrian opportunities in the Town that may not otherwise exist.



### Town of Cross Roads Park Plan August 2015



**Legend**

- City Limits
- 1 Extraterritorial Jurisdiction
- 2 Wetlands
- 3 USACE Wildlife Management Areas
- 4 Existing City Park
- 5 Proposed City Park
- 6 Proposed City Park - Clay Quarry

Map created using Denton County Appraisal District parcel data, Denton County GIS data, U.S. Fish & Wildlife Service GIS data, USACE data, and FEMA data. This map does not constitute an on the ground survey.





## HOUSING ELEMENT

### GOALS

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

Visual housing resource surveys were performed on October 14, 2014, December 2, 2014, January 26, 2015, and July 24, 2015. As a result of these visual surveys it is apparent that the prevalent housing type is detached single family dwellings located mostly on larger lots, farms, and ranches. There are a number of subdivisions within the Town, all having a minimum residential density of no less than one dwelling unit per acre. Generally, a one acre minimum lot size is required for the installation of an on-site sanitary sewer system [septic system].

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

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

Over the course of the Comprehensive Plan Update, the Comprehensive Planning Committee, and the Town Council have considered a variety of alternative housing types. Among these other housing types are: multifamily, single-family attached, mixed-use that could include a housing component, higher density single family detached and senior housing. As a result of these continuing discussions, some new housing types have been included in the future land use element of the Comprehensive Plan and have been shown on the new Future Land Use Map [FLUM].

The alternative housing types that have been included in the Future Land Use element of this plan include: multifamily housing [not to exceed 12 dwelling units per acre]. This designation may include single family attached housing (townhouses) as well as



apartments. Additionally, mixed use development has been recommended allowing a residential component as one of the potential uses in a mixed use development. Lastly, a senior housing component has been recommended that is designed for higher density housing that may include attached or detached single family dwellings and apartments for residents 55 years of age or older.

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

Areas for the location of multifamily, senior housing, and mixed use developments have been identified on the Future Land Use Map. Around 73 acres has been identified for a senior housing project and is located on the west side of Mosley Road just south of US 380 and relatively close proximity to the future community recreational facility/park. Further, it is located on a parcel of land that overlooks Lake Lewisville and an area that is heavily treed.

An area for multifamily uses has been identified south of Fishtrap Road adjacent to Pottershop Road. This area contains 30 acres of land. The current multi-family zoning district allows for a density of nearly twelve dwelling units to the acre. However, a realistic density is more likely seven or eight units to the acre based upon the design requirements of the zoning ordinance. At eight units to the acre around 240 units could be constructed. The Future Land Use Goals and Policies require the installation of off-site sanitary sewer for any residential development having a density greater than one dwelling unit to the acre.

Lastly, an area of about 108.8 acres has been identified on the southwest corner of Fishtrap Road and FM 424 for the development of mixed use which may include residential.

Multiple changes in the Future Land Use Map related to residential uses are recommended since the production of the last FLUM. Multifamily, senior housing and mixed use areas have been incorporated into the Comprehensive Plan.

There is a continuing desire by many property owners for residential lots to remain at least one acre in size. One acre residential lots should be served by a potable water supply. For residential lots that do not have a potable water supply, the minimum lot size should be two acres.



## ECONOMIC DEVELOPMENT ELEMENT

### GOALS

- A. Support the Town by pursuing an increase in the number of quality businesses located in the Town.
- B. Identify businesses that provide necessary and desirable services to the citizens of the Town and assist those businesses in the expansion, relocation, or location within the community.
- C. Identify and support businesses and services to locate or expand within the Town that increase the sales tax base for the community.
- D. Support development projects that will further the objectives of the Town.
- E. Identify and support services that assist in the expansion and development of a quality and diverse workforce.

### POLICIES

- 1. Advertise the competitive commercial nature of the Town and reinforce the fact that the Town has no Ad Valorem taxes.
- 2. Consider distribution of Municipal Development District funds to pay principal, interest or other financial obligations related to development projects that have been approved.
- 3. Consider grants and appropriate funding solutions for projects that support the economic development and community objectives of the Town, including applications for grants and other funding opportunities.

### POTENTIAL PROJECTS

Participation in the acquisition of the ACME Brick clay quarry as a potential economic development asset and assist in the development of a community recreational facility.

Participation in the siting and acquisition of a public safety facility to support the continuing economic vitality of the Town.



## PUBLIC FACILITIES ELEMENT

### GOAL

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

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

### DISCUSSION

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

In other elements of the Comprehensive Plan, there are some recommendations for new public facilities:

- New community park
- New emergency services facility
- New sanitary sewer facility [in cooperation with Mustang SUD]



## UTILITIES AND DRAINAGE ELEMENT

### GOALS

- A. Work with all public utilities to ensure that they have sufficient capacity to provide the required and desired levels of service to the residential and commercial consumers of the Town
- B. Ensure that all natural drainage channels within the Town are not adversely impacted by development
- C. Maximize the opportunities for storm drainage to utilize the natural drainage channels and creeks and to minimize the adverse effects of storm water runoff and flooding

### POLICIES

- 1. *Policy:* The Town shall periodically meet with utility providers to identify areas where increased or improved services should be located.
- 2. *Policy:* The Town shall coordinate with utility providers early in development processes to assist the utilities in the timely and sufficient delivery of their services to customers, both current and future.
- 3. *Policy:* The Town shall adopt and enforce an ordinance that is designed to protect the natural drainage channels and creeks within the Town.
- 4. *Policy:* The Town shall periodically inspect natural drainage channels and creeks to identify areas where potential remediation may be necessary in order to minimize flooding.
- 5. *Policy:* Property owners that have natural drainage channels and creeks on their properties shall be responsible for the care and maintenance of said channels and creeks in a manner that allows for the continuing flow of storm water.
- 6. *Policy:* Where development is planned, developers and property owners will coordinate with the Town engineer to minimize disruption to the natural drainage systems that exist in the Town.



## ACTION PLAN

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

- A. Town staff shall draft zoning regulations that codify the standards required for mixed use developments. [Fiscal Year 2016]
- B. Town staff shall draft zoning regulations that codify the standards for the senior housing zoning district. [Fiscal Year 2016]
- C. Town staff shall prepare, adopt and enforce an ordinance that is designed to protect the natural drainage channels and creeks within the Town. [Fiscal Year 2016]
- D. The Town Council and staff shall work with the Texas Department of Transportation and Denton County US 380 to have at least three through lanes each way within 200 feet of right of way. [Fiscal Year 2016 and continuing]
- E. The Town Council and staff should work with TXDOT, Denton County and Collin County to increase capacity on US 380 all the way from Denton to McKinney. [Fiscal Year 2016 and continuing]
- F. Town Council and staff shall work with the Texas Department of Transportation to establish a roadway with a minimum cross section for FM 424 for a minimum four lane thoroughfare within 100 feet of right of way and then to amend the Town Thoroughfare Plan to show a minimum four lane cross section. [Fiscal Year 2016 and continuing]
- G. Town Council and staff should increase the right of way of Fishtrap Road between US 380 and the eastern town limits to 100 feet and require a four lane, undivided roadway cross section and the Town Thoroughfare Plan should be amended to show a minimum four lane cross section. [Fiscal Year 2016]
- H. The Town staff should utilize code enforcement to bring these abandoned or substandard structures into compliance with Town's zoning regulations and codes. [Fiscal 2016 and continuing]



- I. Town Council, Park Board and Town staff should commence the acquisition of the ACME Brick clay quarry while not accepting any liability that would necessarily be Acme's responsibility. [Fiscal Year 2016 and continuing]
  
- J. The Town Council and staff shall create a capital improvements program for the acquisition and construction of necessary and desired public facilities.[Fiscal Year 2016]



## APPENDIX

### **CAPITAL IMPROVEMENTS PLAN**

#### **INTRODUCTION**

A Capital Improvement Plan or Program [CIP] is generally a short range plan that covers a three to ten year time frame and that identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan. This tool is a direct linkage to the planning and preparation of the annual budget and adoption. There are benefits to the creation and maintenance of a CIP: Allows concurrent evaluation and prioritization of all capital projects and/or equipment to be acquired; provides the opportunity to consider consolidation of acquisitions with the potential to reduce cost and regulate debt; may be used as a public relations and economic development tool; brings together the various entities within the community that are competing for scarce financial resources; and may provide a roadmap for acquisition, operations and maintenance of capital expenditures.

The Town currently addresses capital expenditures through the annual budget process. The annual budget for Fiscal Year 2014-2015 has a number of line items that appear to be potential capital expenditures.

There are a number of future activities that should be addressed in the CIP environment:

- New public safety facility
  - Supporting furniture and equipment
- New large scale community park
  - Supporting structures, furniture, and equipment
- Sanitary sewer along US 380 from Potter Shop Road to FM 424
  - In concert with Mustang SUD

#### **RECOMMENDATION**

The Town should prepare a capital improvements program/plan for public facilities expenditures that they are planning on in the future. The CIP should be a five-year time frame to be consistent with the comprehensive plan updates. CIP, though, should be updated every year with the preparation of the budget.