

Chapter Six – Future Transportation and Land Use

Master Thoroughfare Plan

Purpose

The purpose of the Master Thoroughfare Plan is to determine the size and distribution of the roadway network, taking into consideration the future transportation needs as well as satisfying the mobility and access needs of the land use developments and local and regional traffic.



Careful planning of the transportation network is very important as it connects the various residential, commercial, industrial and recreational centers within a city. The transportation network is one of the principal driving forces behind the economic and social growth of a city and serves as the lifeline of its economy.

The planning of the transportation network is graphically depicted in the Master Thoroughfare Plan. The Master Thoroughfare Plan of a city documents its existing and proposed thoroughfares and classifies the thoroughfares into different roadway types. The Master Thoroughfare Plan classifies streets as they should ultimately be, not as they are. Many of Chandler's existing streets do not meet the width requirements indicated below. However, these criteria should be looked at as goals realizing some will be met and some will not.

The Master Thoroughfare Plan and the Future Land Use Plan are interrelated as one directly impacts the other. Just as the Future Land Use Plan needs to be continually amended and updated, so does the Master Thoroughfare Plan.

Benefits of the Master Thoroughfare Plan

The benefits provided by Chandler's Master Thoroughfare Plan are as follows:

- Three major railroad crossing opportunities with one being west of the railroad viaduct under Hwy 31 ensuring north/south access regardless of rail congestion.
- Efficient utilization of the existing land to meet the current traffic demands and the reservation of necessary right-of-way for future long-term developments.

- Development of a framework for future development in which the role of each street is defined and the major areas of the community are connected to each other.
- Provision of information about the thoroughfare improvements beforehand to ensure that major land use and capital budget decisions are effectively made.

Street Classification System

Regional Arterial: Highways that connect cities to one another and continue through cities and towns. Provide for through traffic and for travel from the city to outside destinations. Serve as major access routes to regional destinations such as downtowns, universities, airports, regional shopping centers, and similar major focal points within the urban area. These streets are often major gateways to the community.

- ROW Width – 110'
- Street Width – 88'
 1. State Highway 31

Arterials: Facilitate longer trip lengths than collectors at moderate operating speeds with more limited access to adjacent properties. Arterials generally serve major centers of activity in commercial areas and have the highest traffic volume corridors. These streets are often major gateways to the community.

- ROW Width – 80'
- Street Width – 64'
 1. FM 315 (Broad St)
 2. FM 2010

Collectors: Collect and distribute traffic between arterials and local streets at moderate to low operating speeds. Collectors provide for more accessibility to adjacent properties than arterials.

- ROW Width – 60'
- Street Width – 40'
 1. Adams
 2. Barron
 3. Cade
 4. Cherry/Third
 5. Jones/E. Main
 6. Kidd
 7. Martin
 8. Main Street (West)
 9. Noonday
 10. Old Tyler
 11. Trigger
 12. Ridgewood/Sunnyside
 13. Sawmill Extension
 14. Sportsmans

Local Street: Generally provide direct access to abutting properties. Local streets possess relatively low traffic volumes, operating speeds, trip lengths, and minimal through traffic movements.

- ROW Width – 50'
- Street Width – 28'
 1. All other streets are classified as local.

INSERT MASTER THOROUGHFARE PLAN EXHIBIT

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Future Land Use Plan

Purpose

The right of a municipality to manage and regulate land use is based on the need to protect the health, safety and welfare of local citizens. The first step in establishing the guidelines for such management and regulation is the Comprehensive Plan. Although it is only one component of the Comprehensive Plan, the significance of the Future Land Use Plan cannot be overstated. Similar to the way in which a map serves as a guide to a particular destination, the Future Land Use Plan should serve the City as a guide to its particular and unique vision for the future.



In order to provide the most complete map possible, the Future Land Use Plan establishes an overall framework based principally on balanced, compatible, and diversified land uses. The policy and development decisions made by the City Council should reflect the written and graphic policies of the Comprehensive Plan. It is important to note that the *Future Land Use Map* is not a zoning map, which legally regulates specific development requirements on individual parcels. The decisions that create the zoning map should, however, be guided by the Future Land Use Plan.

Benefits of the Future Land Use Plan

The land use pattern shown on Chandler's Future Land Use Map seeks to achieve the following broad principles and Chandler's Vision Statement.

- Improves the existing balance of land uses;
- Provides a system of on and off-road hike and bike trails and expands park development to the north portion of the city;
- Strengthens and enhances the city core by providing a community focal point with a mixed use center;
- Provides greater flexibility for new development types;
- Provides for greater areas for employment centers;
- Expands the range of full lifecycle housing choices;
- Promotes connectivity between all areas of the city and ensures north/south access across the railroad tracks;
- Provides for opportunities to build off the assets of the lake; and
- Protects stream corridors and other natural assets as amenities.

Future Land Use Analysis

Future land uses are proposed for all land within the city limits as well as the ETJ. This is done even though the city does not control land use outside the city limits as the area may be annexed at a later date and for the purpose of calculating future population projections.

Future Land Use within City Limits and ETJ

Land Use Category	Acres in City limits	% of City Limits	Acres within ETJ	% of ETJ	Total Land	% of Total
Estate Residential	515	15.9	1134	37.6	1649	26.4
Low Density Residential	1366	42.3	177	5.9	1543	24.7
Medium Density Residential	149	4.6	22	0.7	171	2.7
High Density Residential	103	3.2	3	0.1	106	1.7
Manufactured Homes	5	0.1	65	2.1	70	1.1
Public/Semi-Public	117	3.6	0	0.0	117	1.9
Parks and Open Space	69	2.1	4	0.1	73	1.2
Neighborhood Retail/Office	20	0.6	0	0.0	20	0.3
General Retail	117	3.6	8	0.3	125	2.0
Business/Commercial	100	3.1	0	0.0	100	1.6
Mixed Use	46	1.4	0	0.0	46	0.7
Recreational Area	38	1.1	159	5.3	197	3.1
Floodplain	587	18.2	1447	47.9	2034	32.5
TOTAL	3232	100	3019	100	6251	100

Acres are approximate as the land use designations are intended to be general bubbles and are not based on specific land parcels. In addition the land areas include land for street right of way.

With 81% of the developable land in the city limits of Chandler dedicated to residential uses the city is anticipated to continue to be a bedroom community relying on larger cities such as Tyler and Athens for major employment, specialized medical and regional shopping. However, if the Future Land Use Plan is followed resident trips made outside the city will become more of an option than a necessity. Adequate lands for retail and business uses are shown using approximately 10% of the developable land in the city. (The mixed use area was calculated at 75% retail.)

One of the objectives of the Future Land Use Plan was to provide for a greater mix of housing diversity. This is achieved by continuing to have low-density residential the predominate housing at 64% of the total residential acreage but also having 24% be large lot estate residential, 7% medium density including townhouse development and almost 5% available for multi-family development. This diversity supports the full life cycle housing that is desired in the city of Chandler.

The Floodplain shown on the map occupies 18% of the city limits and close to half of our ETJ. Some of this area may be developable but may require detailed elevation studies and may be faced with some overall development challenges. However, the large amount of floodplain ensures that Chandler will have ample areas of open space and nature areas if these areas continue to be protected.

Another objective of the Future Land Use Plan was to provide for a focal point of the community with the potential for civic, park, retail and residential uses. This area will be more human scale and less of the highway type development that is prominent on Highway 31. This area is a 46 acre area shown on the Plan as a Mixed Use area. The major intersection proposed on Hwy 31 with an expansion of Sawmill Road, with large tract of vacant land in single ownerships will facilitate this development potential.

The city's has potential for the development of a major business park to be located on approximately 75 acres on the west side of the city with Hwy. 31 frontage. This development type could diversify the city's economy, as well as, provide for employment opportunities in Chandler.

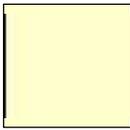
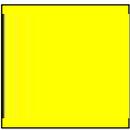
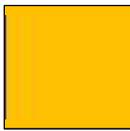
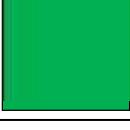
One of the city's biggest assets that to date has gone largely untapped is the city's relationship with Lake Palestine. The lake can further diversify the local economy and provide unique tourism and recreational opportunities to the community's residents and visitors. The Future Land Use Plan identifies land with potential for private recreation and tourism potential. These areas are shown on the map as recreational areas and include 197 acres both inside and outside the current city limits. The development of these areas will be facilitated by the proposed extension of Sawmill Road to Hwy. 31 greatly improving these properties access. The close proximity of a local hotel which the city of Chandler is actively marketing will further the marketability of these properties.

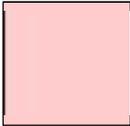
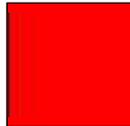
The Future Land Use Plan does not dictate what land will be used for but provides a "what could be" picture of Chandler following the visions and goals for the city as established and adopted as a part of this Comprehensive Plan.

Land Use Categories

The *Future Land Use Map* has been created as the result of numerous public meetings with the Comprehensive Plan Advisory Committee and staff. It is important to note that the *Future Land Use Map* does not directly affect the regulation of land within the city or the extraterritorial jurisdiction (ETJ) because it is not a zoning map. The *Future Land Use Map* is intended to provide a graphic depiction of the city's ideal land use pattern. The map should be used by the city to guide decisions on proposed zoning/development and development standards in the future.

Land Use Categories & Descriptions

<i>Land Use Category</i>	<i>Color</i>	<i>Description</i>
Estate Residential		Single-family homes with lot sizes one acre or greater.
Low Density Residential		Single-family homes of varying lot sizes smaller than one acre.
Medium Density Residential		Duplex, townhouse and patio home developments, which are intended to accommodate the City's need and desire for diversity in housing choices to become more of a "full-lifecycle" community.
High Density Residential		Apartments and condominiums.
Manufactured Home		Manufactured home subdivisions (only shown where these currently exist).
Public / Semi-Public		Educational, governmental, or institutional uses. These uses are generally permitted within any area. The uses shown represent only those that are currently in existence, although others are anticipated with future population.
Parks & Open Space		Parks and open spaces that are currently in existence. These uses are generally permitted within any area.

<i>Land Use Category</i>	<i>Color</i>	<i>Description</i>
Neighborhood Retail/Office		Areas intended for neighborhood scale retail establishments, office complexes and small-scale offices, such as doctor, lawyer and realtor offices. Development should be compatible with the surrounding residential neighborhoods.
General Retail		Areas providing for a variety of retail trade and personal / business services in both single-use buildings (of a variety of sizes) as well as multiple-use buildings.
Business / Commercial		Combination of light industrial and light commercial uses. Businesses engaged in warehousing, self-storage, distribution, and manufacturing are envisioned. Such businesses/uses may have screened outside storage. An example of a suitable uses would be a business park.
Mixed Use		A mixture of non-residential and residential uses, with the nonresidential uses comprising a greater percentage of the development than the residential uses. Non-residential uses should be limited to office, retail and public uses. Residential uses should be limited to multiple-family uses.

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Insert Future Land Use Map Exhibit

