



2014 COMPREHENSIVE PLAN

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SECTION 1: INTRODUCTION

The 2014 Comprehensive Plan (the “Plan”) establishes the basis for future zoning, zoning ordinances, and development decisions by the town officials. This document is intended to be the primary guide for the Town. Additional plans adopted by the Town of Lakewood Village should be consistent with this Plan. The Town Council and other town agencies will use this plan to support the development of goals, objectives, and strategies. From time to time, it may be appropriate to amend this plan to respond to changing conditions.

1.1. PURPOSE

As a long-range guide, the comprehensive plan allows the citizens of a community to create a shared vision of what they want the community to become, as well as establish methods in which a community can effectively realize this vision.

Looking to the future, there are several issues that the Town expects to encounter that will be addressed in the comprehensive plan.

- Development of the remaining 175 acres of land.
- Extraterritorial Jurisdiction (ETJ) and associated growth.
- Infrastructure improvements and facilities expansion.
- Traffic planning.
- Evaluation and implementation of plan recommendations.

The ultimate character and quality of the Town of Lakewood Village is of the utmost importance to its citizens, especially in terms of the types of land uses that develop and the economic and social contribution of those land uses. The image of the Town is projected by the type of development for the future. These specific elements are therefore addressed in this Plan. Implementation mechanisms that the Town can use to put the Plan’s recommendations into practice are also discussed. This Plan should be viewed as a continuation of Lakewood Village’s progressive, proactive planning efforts.

1.2. PLANNING AREA

The Town is uniquely situated on a peninsula of Lewisville Lake that is connected to Little Elm and Lake Dallas by Eldorado Parkway.

Topography of Lakewood Village can generally be described as rolling to sloped terrain with elevations ranging from 582 feet to 522 feet above sea level.

The high point of the town is located near the intersection of Highridge and Lakecrest Drives in close proximity to Town Hall.



Undulating slopes are generally mild with the largest slopes located along drainage basins and towards the lake's edge. With the exception of drainage areas, construction should generally be unaffected by slopes within the town.

Several natural drainage ways traverse through the town and slope towards Lewisville Lake. One of the more predominant drainage ways bisects the large undeveloped land generally through the center of the property and slopes toward the lake. Several ponding areas exist along this drainage area and contain elevations ranging from 546 to 538 feet above sea level. Another significant watershed runs east of Highridge Drive towards the lake. Floodplain areas generally exist along the perimeter of the lake and along lower portions of drainage areas. Controlled conditions on Lewisville Lake by the Corp of Engineers along with established minimum floor elevations reduce the risks associated with flooding. Further prevention measures were taken by the Town with the adoption of Ordinance 11-02, Flood Prevention Guidelines.

1.3. PLAN OVERVIEW

The Plan provides a vision for the future of Lakewood Village and serves as a basis for future growth and planning activities that include Town policies and issues related to land use, transportation, design, parks and recreation, and infrastructure. This document evaluates past growth, including health and safety standards, to produce the best possible decisions about the community's future.

All development related applications should be reviewed in the context of the Plan. Annexations, zoning cases, and development agreements in particular should work to further the ideas espoused by the Plan. Cases which are not discretionary, such as site plans and plats, should be evaluated for their conformance to specific development-related ordinances and this Plan. Ordinance changes which are necessary to keep development projects in line with the Plan should be considered.

1.4. EXISTING CONDITIONS AND FUTURE PROJECTIONS

There are many elements within a town that are important – a government body, roadways, parks, and neighborhoods are a few such elements. However, the most important aspect of a city is its citizenry. The people who live in Lakewood Village, how they live, and where they make a living are the key factors in what kind of town it is today, and what kind of town it will be in the future. This section provides an overview of various characteristics of the people who call Lakewood Village home.

Population Growth

The Town's population is estimated to grow to between 1,650 to 2,000 people once all the remaining property is developed with the total number of homes estimated to be between 550 and 650. This assumes the average number residents per home to increase to 3.0 people per home.

It is difficult to predict when land development will occur, but for the purposes of this 2014 Comprehensive Plan it is expected that by the year

2030 that a large portion of the remaining 175 acres will be developed. It is important to continually re-evaluate assumptions to ensure the Town's infrastructure matches the needs of its citizens as the population grows as a result of new home development in the corporate boundaries or through the annexation of land in the ETJ.

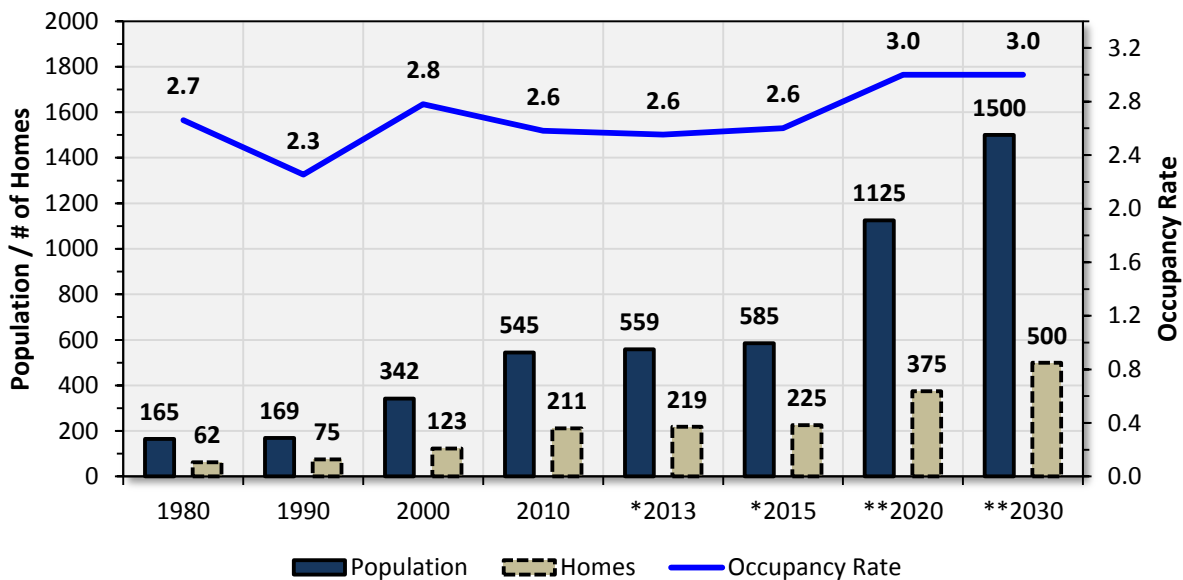
	Population	Homes	Occupancy Rate
1980	165	62	2.7
1990	169	75	2.3
2000	342	123	2.8
2010	545	211	2.6
*2013	559	219	2.6
*2015	585	225	2.6
**2020	1,125	375	3.0
**2030	1,500	500	3.0

Source: US Census Bureau (includes unoccupied homes).

* Estimated

** Projected, dependent on land development.

Lakewood Village Population

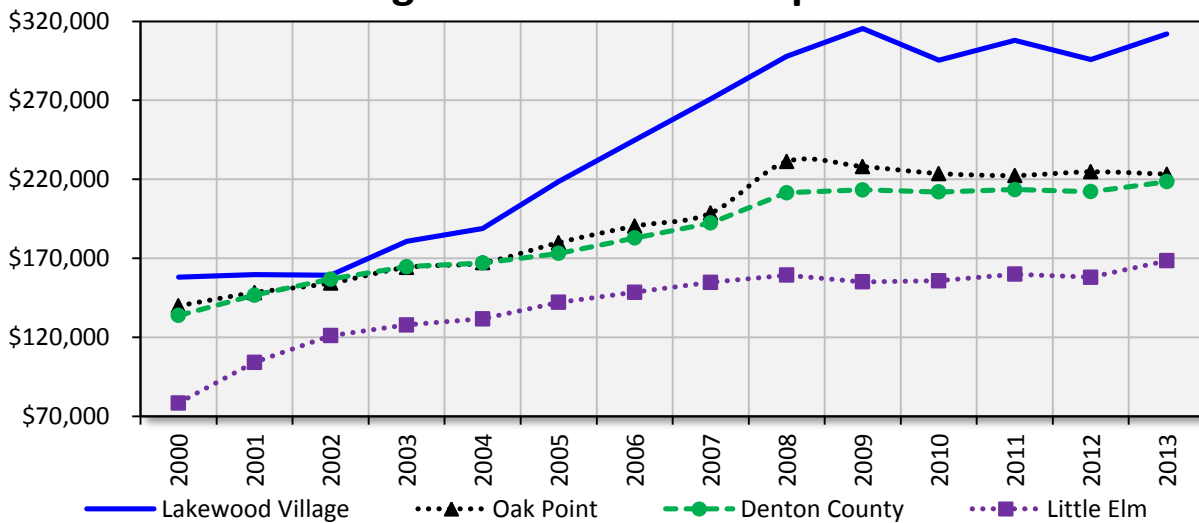


Average Home Values

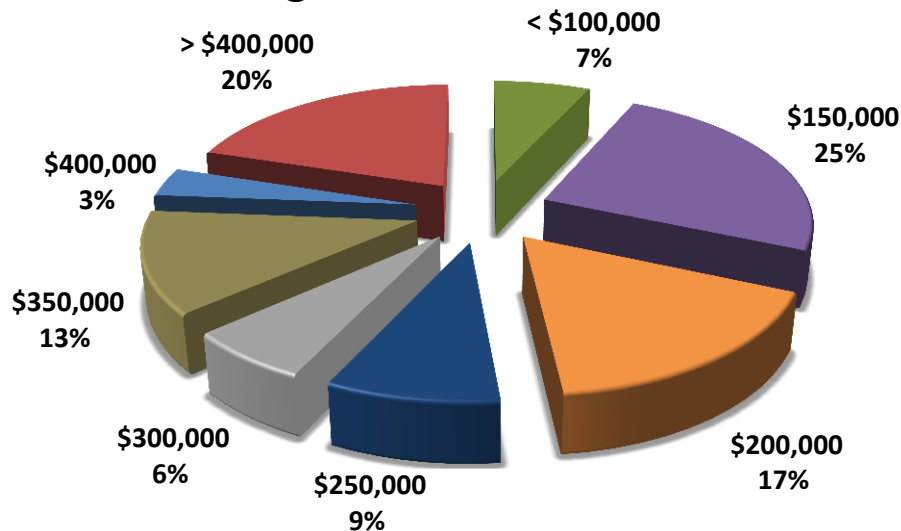
Housing values are important to consider because they often indicate what the Town can expect its future housing stock to contribute to its tax base, as well as how the housing stock affects the Town's aesthetic quality. For the previous 5 years, the average home values in the Town have trended approximately \$75,000 above the average for the entire county. Home value information was obtained from Denton County Central Appraisal District.

The Town should consider development of homes in the \$250,000 to \$400,000 range to maintain strong home values in the area and to provide an even distribution of home and lot sizes to attract buyers.

Average Home Value Comparison



Lakewood Village - 2013 Home Value Distribution

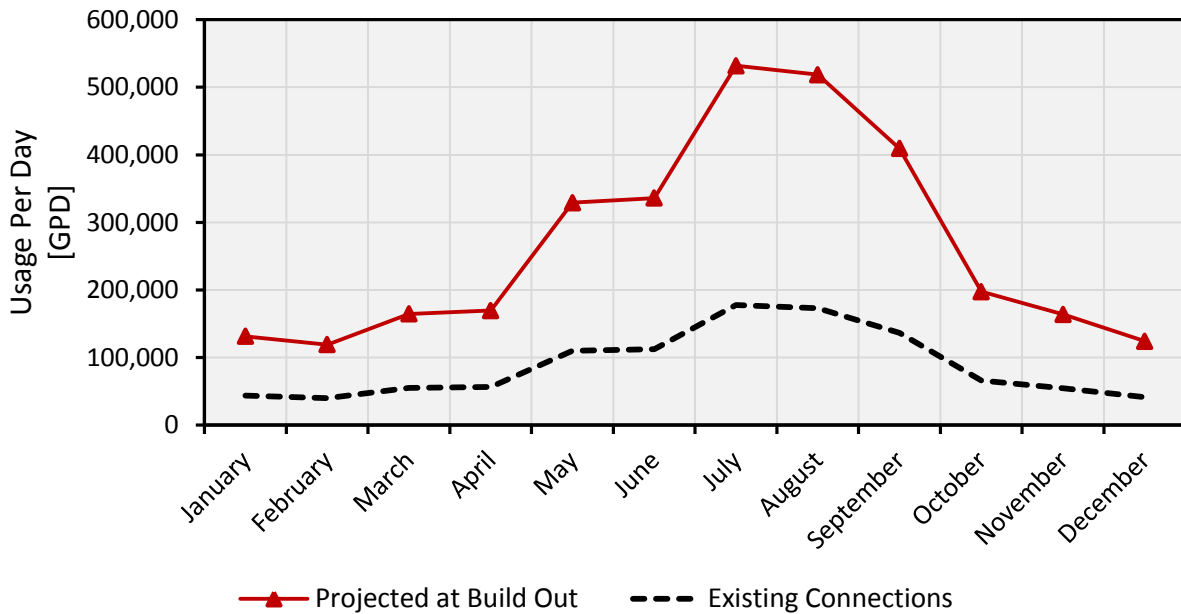


SECTION 2: UTILITIES

2.1. WATER

The water plant has sufficient capacity per TCEQ guidelines upon the installation of the larger size hydropneumatic tank. However, the citizens of Lakewood Village strain the system during the summer months with the irrigation of landscaping. The adoption of a water management plan was a good first step. Looking ahead, a Water Master Plan (WMP) should be adopted to thoroughly document the current capacity and outline a capital improvement plan to expand the plant in stages to ensure the current demands are met and to define expectations as land is developed. Additionally, steps should be taken to promote water conservation through the use of low flow water fixtures and efficient landscape irrigation.

LAKEWOOD VILLAGE WATER USAGE



2.2. WASTEWATER

The wastewater treatment plant has more than enough capacity for the existing infrastructure with sufficient capacity to accommodate partial development of the remaining 175 acres. The location provides sufficient space to more than double the processing capability providing for an opportunity to expand the planned coverage area of the corporate boundaries into the ETJ. A Wastewater Master Plan should be adopted to thoroughly document the capacity and outline a capital improvement plan to expand the plant as required to meet future demands.

Alternatives to discharging 100% of the treated wastewater to Lewisville Lake should be considered. The use of reclaimed water for the purposes of landscape irrigation is a good way to offset the demands placed on the potable water system while conserving the ground water supply.

2.3. IMPLEMENTATION - WATER

2.3.1. Adoption of a Water Master Plan

Evaluate the current infrastructure and determine the future demands and identify additional sources of water to ensure a safe and plentiful supply as the population grows. Target adoption: third quarter 2014.

2.3.2. Corporate Boundaries - Installation of New Hydropneumatic Tank

Complete the installation of a larger hydropneumatic (pressure) tank. Target completion: first quarter 2014.

2.3.3. Fire Hydrants along Lakecrest Drive

Complete installation of a larger water main and fire hydrants along Lakecrest Dr. Target completion: second quarter 2014.

2.3.4. Fire Hydrants along Hillside, Peninsula and Park Wood Drives

Add additional fire hydrants to improve fire protection measures along Hillside, Peninsula and Park Wood Drives. Target completion: first quarter 2015.

2.3.5. Utility Billing Software

Updated utility account management software was launched in first quarter of 2014.

2.3.6. Emergency Power for Water Plant

TCEQ requires emergency backup power for water the plant once the Town reaches 250 connections. Develop a plan and allocate funding in the budget.

2.3.7. Screening Standards

Establish minimum screening requirements for the water plant, wastewater plant and wastewater lift stations that promote the identity of the Town.

2.3.8. Notification of Utility Outage

Implement an automated system that will provide notification to the Town's contracted services in the event of an equipment failure.

2.3.9. Rocky Point (ETJ) - Installation of Repurposed Hydropneumatic Tank

Develop a plan for relocating the hydropneumatic (pressure) tank located in the corporate boundaries to Rocky Point.

2.3.10. Rocky Point (ETJ) – Installation of Larger Storage Tank

Evaluate the feasibility of relocating one of the fiberglass tanks currently used for storage in the corporate boundaries to Rocky Point to increase storage capacity.

2.4. IMPLEMENTATION - WASTEWATER**2.4.1. Adoption of a Wastewater Master Plan**

Evaluate the current infrastructure and determine the future demands on the system as the population grows. Target completion: fourth quarter 2014.

2.4.2. Corporate Boundaries - Cleanout, Blast & Paint Wastewater Plant

Allocate preventive maintenance funds in the budget and create an implementation plan. Target completion: fourth quarter 2014.

2.4.3. Corporate Boundaries – Reclaimed Water

Evaluate the possibility of relocating one of the fiberglass tanks currently used for storage in the corporate boundaries to the wastewater treatment plant to provide storage of reclaimed water for purpose of irrigating public spaces.

SECTION 3: LAND USE

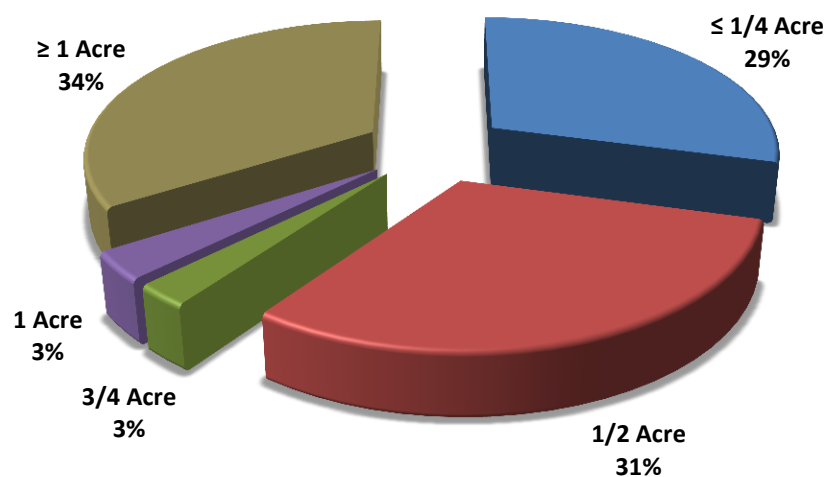
3.1. CONCEPT

This section of the Plan serves to provide direction by which the Town of Lakewood Village will consider future land use decisions. The Plan is used as a guide in determining where various zoning districts are placed on individual tracts of land. These decisions affect every stakeholder in the community: home based businesses, home-owners, government officials, even travelers and visitors. The entire Plan should be referenced when making any decisions about land use, not just one fragment of the plan.

3.2. EXISTING LAND USE CONDITIONS

Residential lots in the Town are divided into three groups based on density and district. The low density category has been expanded to better illustrate how developed lot sizes are distributed in the corporate boundaries.

	Residential Lot Size	% of Platted Lots
Medium Density	$\leq 1/4$ Acre	29%
Low Density	$1/4 \rightarrow 1/2$ Acre	31%
Low Density	$1/2 \rightarrow 3/4$ Acre	3%
Low Density	$3/4 \rightarrow 1$ Acre	3%
Estate Density	≥ 1 Acre	34%





3.3. LAND USE CATEGORIES

Natural/Open Space Sector

These areas are the least intensive and should be protected and preserved in their natural condition as much as possible. These areas include natural areas, creek corridors, prairies, floodplains, and public spaces.

Care should be given when projects are presented that are adjacent to open space and natural areas.

Residential Sector

These areas include residential development of estate, medium and low densities. As shown in the table above, the Town's residential development is heavily weighted with plats of 1/2 acre or less and 1 acre or larger. The Plan is intended to guide in the development of attractive, inclusive and cohesive residential neighborhoods that offer a mix of opportunities and expand the use of lot sizes in the 1/2 to 1 acre size.

Non Residential Sector

No acreage is currently allocated for retail purposes. Neighboring communities such as Little Elm, Lake Dallas and Frisco currently meet the retail needs of residents on the peninsula.

Retail space may potentially benefit the Town in the generation of revenue from property and sales tax. However, several considerations need to be evaluated prior to allowing undeveloped property to be used for commercial purposes such as economic benefit, impact to traffic, off street parking, public safety, utility services and locations adjacent to residential properties.

3.4. IMPLEMENTATION

3.4.1. Zoning Ordinance

Update Zoning Ordinance 13-09 to incorporate findings outlined in the adopted 2009 Comprehensive Plan and to align with this 2014 Comprehensive Plan. Target adoption: second quarter 2014.

3.4.2. Subdivision Ordinance

Update Subdivision Ordinance 13-07 to incorporate findings outlined in the adopted 2009 Comprehensive Plan and to align with this 2014 Comprehensive Plan. Target adoption: second quarter 2014.

3.4.3. Corporate Boundaries

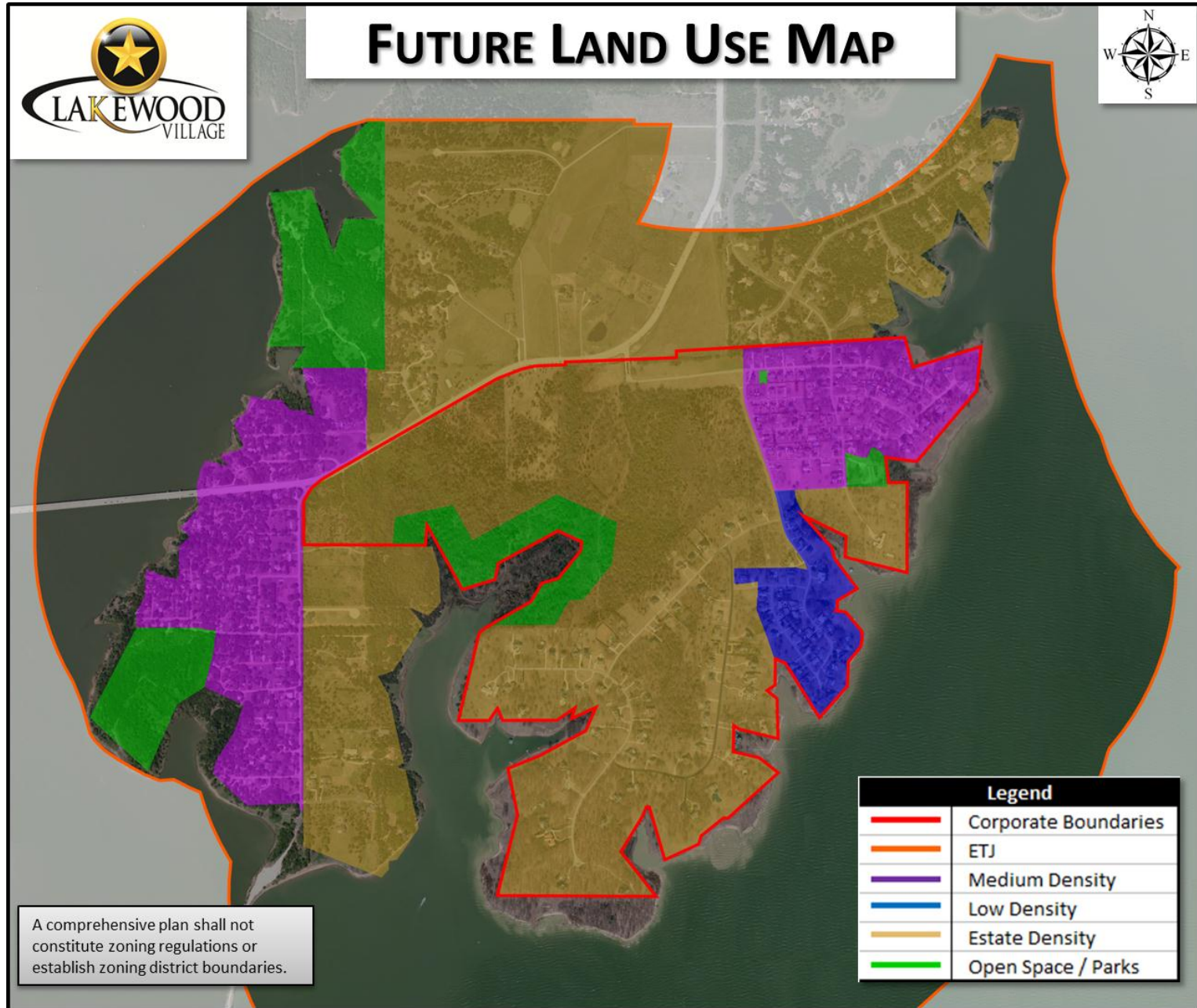
Evaluate potential development opportunities that add to the diversification of residential land use.

3.4.4. Corporate Boundaries

Evaluate the Town's adopted visual standards to ensure they are consistent with this 2014 Comprehensive Plan.

3.4.5. ETJ Utilities

Evaluate opportunities to provide utility services to persons interested in developing property within the ETJ. As needed, acquire land for utility infrastructure.



SECTION 4: TRANSPORTATION

4.1. PURPOSE

The transportation section of the 2014 Comprehensive Plan is a guide to supplement the Thoroughfare Design Standards and inform the provisions of the Subdivision Ordinance, all of which are intended to promote consistency with long range development plans within corporate boundaries and in the ETJ.

Roadway segments in the Lakewood Village corporate boundaries and ETJ are classified as major arterial 4-lane undivided and 2-way residential undivided streets. Eldorado Parkway, the existing major arterial roadway connects Lakewood Village to I35E, US 380 via FM 720 and SH 121 via FM 423.

4.2. TRAFFIC IMPACT ANALYSIS

Traffic is expected to steadily increase along Eldorado Pkwy as the growth in Little Elm and Oak Point continues and commuters utilize the Lake Lewisville Toll Bridge. The *2014 NTTA System Traffic and Revenue Estimates* report is forecasting 4,172,300 transactions on the Lake Lewisville Bridge this year. The Town and ETJ are insulated from commuter traffic on residential streets as a result of the only single major artery bisecting the peninsula. However, it is important to anticipate and plan for safe ingress and egress to and from Eldorado Pkwy as commuter traffic increases.

4.3. COMMUNITY ENTRY FEATURES

Entry features, landmarks and or other streetscape elements add interest, prestige and beauty to a town. An updated entrance to the town should improve the functionality as well as promoting the image of the town to the current residents and perspective home buyers.



4.4. USPS MAIL BOXES



The Town has two cluster locations for USPS mail delivery, the first is on Hillside Dr. and the second is on Highridge Dr. The current locations are inherently dangerous since residents are required to park in the roadway to retrieve mail.

In an effort to promote public safety, consideration should be made to consolidate both sites to a single location that is well lit and most importantly provides off street parking for safe access.

4.5. ROADWAY IMPROVEMENT PROJECTS

Commonly, roadway infrastructure develops with the land. However, it is important to the image of the Town and the citizens that the existing roads are maintained and reconstructed to the standards in the Subdivision Ordinance.

4.6. IMPLEMENTATION

4.6.1. Corporate Boundaries – Districts 1 and 2 (Phase 1)

Procure financing and complete bid process for reconstruction of Lakecrest, Hillside, Peninsula, Park Wood and Shoreline Drives. Target completion: fourth quarter of 2014.

4.6.2. Corporate Boundaries – Districts 3 and 5 (Phase 2)

Prepare a bid package for submittal upon payoff of the phase 1 construction loan.

4.6.3. Traffic Impact Analysis

Perform a Traffic Impact Analysis and determine the traffic volume on Eldorado Pkwy that triggers the need for a traffic light(s).

4.6.4. Town Entrance

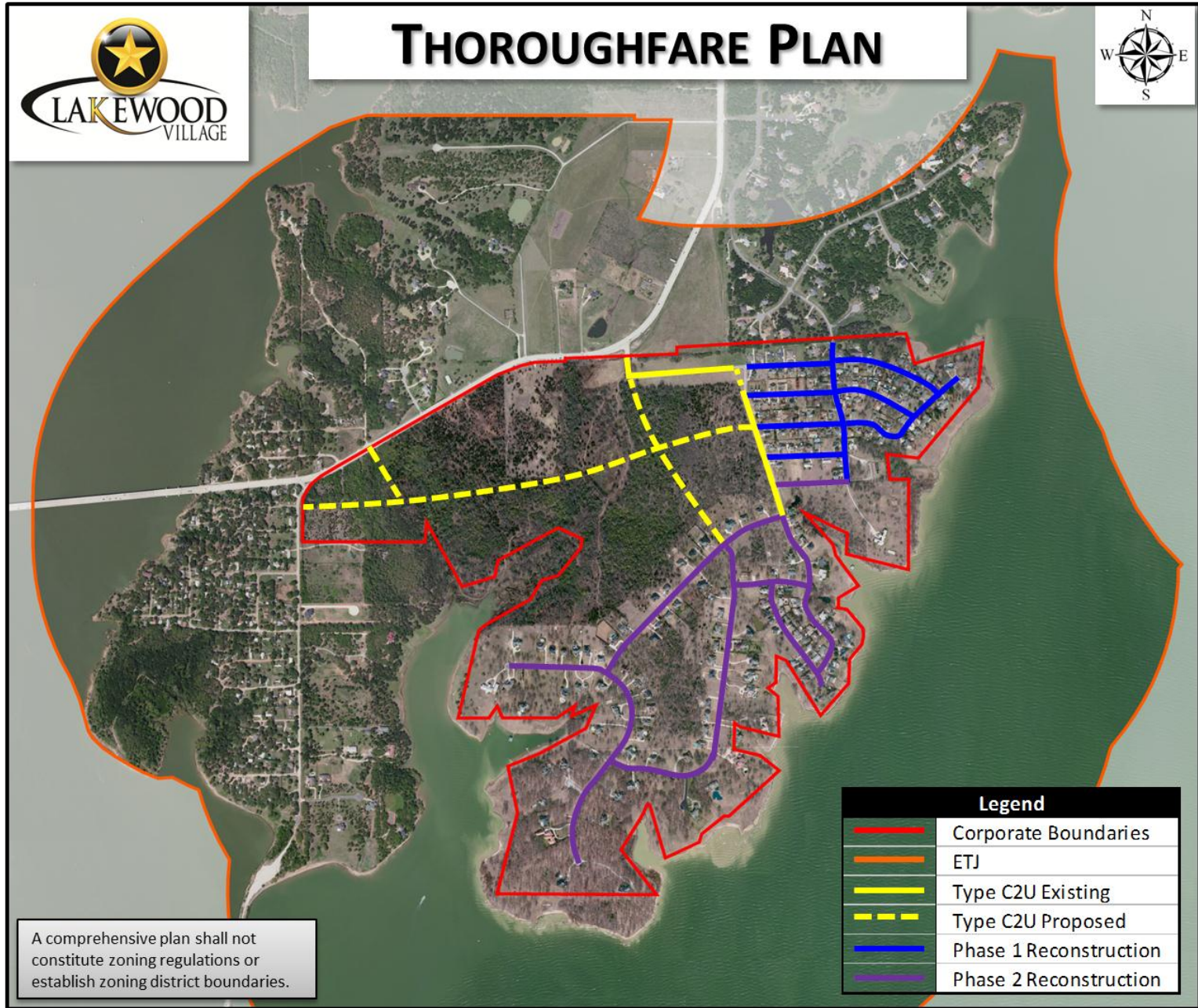
Establish minimum requirements for an entrance that promotes the identity of the Town of Lakewood Village.

4.6.5. USPS Mail Delivery

Develop minimum standards for cluster mailboxes and identify a centralized location.

4.6.6. ETJ

Evaluate the condition of existing roadways and develop a strategy for reconditioning.





SECTION 5: PARKS AND RECREATION

Parks, open space and trails are an important aspect of a community's quality of life. They offer recreational opportunities, preserve wildlife and contribute to preservation of a rural atmosphere for Lakewood Village. The existence of large floodplain areas along Lewisville Lake and its coves provides an opportunity to create a community-wide open space park and trail system. Flood plains are hazardous areas for development and often represent the most diverse natural areas with trees, water and wildlife corridors.

This is an area of the Town's planning that is very weak. In May of 2009, the Town took steps to research the current and future needs of the citizens and to develop a long term parks plan by establishing an Economic Development Corporation (EDC). The immediate focus of the EDC was to upgrade the amenities at the playground located next to Town Hall, but unfortunately due to budget constraints as a result of infrastructure repairs the Town has not been able to allocate funds for the proposal presented to the Council. Recently, the Council has requested the EDC to refocus its effort by developing a high level vision for the Town's currently reserved park land and park land that is shown on the Future Land Use Map.

5.1. PARK LAND RESERVATION

The National Recreation and Park Association (NRPA) standard for the provision of neighborhood parks is 10 acres of park land per 1000 population. The playground at Town Hall and the undeveloped Witt Park currently account for 1 acre of park land dedication. The Town is well behind the NRPA standard with 1 acre per 600 residents.

State law generally does not allow the Town to expand its corporate boundaries through annexation unless a property owner initiates a request via the prescribed petition process. Therefore, the best option available to the Town is to seek future developments of the remaining 175 acres to dedicate park land in an amount proportional to the NRPA standards.

5.2. SUMMARY OF EXISTING PARKS AND TOWN-OWNED PARK LAND

Playground at Town Hall

The playground located next to Town Hall provides a nice gathering area for community events such as National Night Out, Halloween Hay Ride, pictures with Santa and Easter egg hunts. However, the playground lacks many amenities of a traditional park that would increase its appeal and functionality such as park benches, picnic tables, trash receptacles and mature trees to provide shade during the summer months. Additionally, the only available parking is at Town Hall which is extremely limited.

Witt Park near the Wastewater Treatment Plant

The Town owns land adjacent to the wastewater treatment plant that has been reserved for use as a park.

5.3. IMPLEMENTATION

5.3.1. Parks and Open Space Master Plan

Develop and adopt a Parks, Trails and Open Space Master Plan that meets the needs of the citizens and integrates with plans adopted by surrounding communities.

5.3.2. Access

Improve bicycle, pedestrian, and vehicular access to and from neighborhood parks.

5.3.3. Amenities

Expand upon the amenities in each park and improve the overall quality of the parks.

5.3.4. Monuments

Establish minimum requirements for monuments that identify parks, open spaces and pedestrian trail heads.

5.3.5. Physical and Visual Connection to the Lake

Provide physical and visual connection to the lake. The lake is a valuable resource for the Town and should be protected and celebrated as a major and unique component of the character and marketability of the Town.

5.3.6. Interconnected

Become part of a larger open space network (i.e., adjacent community trails, etc.).

5.4. PARKS, TRAILS AND OPEN SPACE MAP

This section reserved for future use.

SECTION 6: FUNDING MECHANISMS**6.1. IMPACT FEES**

Impact fees can be described as fees charged to new development based on that development's proportionate impact on the infrastructure system. The primary advantage to having this funding source is that it provides cities with the increased ability to plan and construct capital facilities so that the needed infrastructure system capacity is available when the market warrants. Also, because impact fees deal with a system of improvements, a more level playing field is established due to associated service unit equivalencies for specific land uses that are established as part of the system. If impact fees are not implemented, new capital facilities will likely be financed by negotiating fees upfront with a development agreement, utility rates, and possibly a future ad valorem tax, which are paid by existing as well as future residents. With impact fees, the development community is responsible for paying its fair share of the cost of growth and the impact of that growth on local infrastructure systems.

However, while impact fees provide financing help for cities, they may also increase the cost of development. As most costs associated with development are "passed through" to the consumer, it can be argued that impact fees increase the cost of housing or deter economic development. Additional arguments have been made that impact fees promote development outside the town limits and shift growth away from cities that have adopted impact fees.

It is recommended that Lakewood Village evaluate the concept of impact fees or development agreements to provide for new infrastructure needs, such as water, wastewater, or storm water, streets, etc. It should be noted that numerous other cities in the Metroplex have adopted impact fees, and more closely Corinth, Little Elm, Frisco, and Lewisville. Enabling legislation for impact fees is codified under Chapter 395 of the Texas Local Government Codes.