

**AGENDA
PLANNING AND ZONING COMMISSION MEETING
CITY OF FERRIS
A GENERAL LAW MUNICIPAL CORPORATION OF THE
STATE OF TEXAS, ELLIS COUNTY
AT THE
COUNCIL CHAMBERS
215 W. SIXTH STREET, FERRIS, TEXAS 75125
6:00 P.M. THURSDAY, AUGUST 22, 2013**

NOTICE IS HEREBY GIVEN THAT THE PLANNING AND ZONING COMMISSION OF THE CITY OF FERRIS WILL MEET IN SPECIAL CALLED SESSION AT 6:00 P.M. ON THE 22ND DAY OF AUGUST, 2013 AT THEIR REGULAR MEETING PLACE AT 215 W. SIXTH STREET, FERRIS, TEXAS FOR THE PURPOSE OF CONSIDERING:

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
	INVOCATION	
	PLEDGE OF ALLEGIANCE	
	<u>COMMISSION BUSINESS</u>	
1.	Call to order.	Ø
2.	Roll call to determine the presence of a quorum.	1
	<u>APPROVAL OF MINUTES</u>	
3.	Consider approval of meeting minutes for the Planning and Zoning meeting of June 27, 2013 and August 8, 2013.	2
	<u>OLD BUSINESS</u>	
4.	Discussion, consideration, and action as may be appropriate regarding the Comprehensive Plan.	6
5.	Adjourn.	Ø

Executive Session Reservation

The Planning and Zoning Commission reserve the right to convene into an Executive Session (closed to the public) as authorized by Section 551.071(2) of the TEXAS GOVERNMENT CODE, for the purpose of seeking confidential legal advice from the City Attorney on any agenda item listed herein.

Disability Assistance and Accommodation

Persons with disabilities who plan to attend this meeting and who may need assistance should contact the City Secretary at (972) 544-2110 two working days prior to the meeting so that appropriate arrangements can be made.

I, PAT BRADLEY, HEREBY CERTIFY
THE FOREGOING NOTICE WAS
POSTED ON OR BEFORE THE 16TH
DAY OF AUGUST, 2013 BY 5 P.M.


PAT BRADLEY
CITY SECRETARY

PLANNING AND ZONING COMMISSION

MEETING ATTENDANCE RECORD

2012-2013

PLANNING AND ZONING COMMISSION			Oct.	Dec.	May	June	June	Aug.	Aug.				
Place	Name	Title	1	3	2	13	27	8	22				
Place 1	Jim Kay	Chair	P	P	P	P	P	P					
Place 2	Rudy Amor		A	A	P	P	P	A					
Place 3	Bill Malloy		P	P	P	P	P	P					
Place 4	David Sacha		P	P	P	A	A	A					
Place 5	Charlie Hatfield	Vice	P	P	P	P	P	A					
Place 6													
Place 7													

Total Present:

4 4 5 4 4 2

City Staff			Oct.	Dec.	May	June	June	Aug.	Aug.				
Title	Name		1	3	2	13	27	8	22				
City Manager	Dennis Burn		P	P	P	P	P	P					
Secr. to C.M.	Destiny Wright		-	-	P	P	P	P					

Total Present:

1 1 2 2 2 2

Chairman- "Will the Secretary please call the roll."
 The Secretary calls each member's position and name.
 They respond if they are present.
 Secretary- "A quorum is present."

P	Present
A	Absent
R	Resigned
D	Deceased
E	End of Term

**STATE OF TEXAS
COUNTY OF ELLIS**

THE FERRIS PLANNING AND ZONING COMMISSION MET IN A SPECIAL CALLED SESSION, JUNE 27, 2013 AT 6:00 P.M. IN THE COUNCIL CHAMBERS LOCATED AT 215 W. SIXTH STREET, FERRIS, TEXAS.

MEMBERS PRESENT

Jim Kay, Place 1
Rudy Amor, Place 2
Bill Malloy, Place 3
Charles Hatfield, Place 5

STAFF PRESENT

Dennis Burn, City Manager
Destiny Wright, Secretary to C.M.

MEMBERS ABSENT

David Sacha, Place 4

STAFF ABSENT

COMMISSION BUSINESS

1. Call to Order.

Jim Kay called the meeting to order at 6:00 p.m.

2. Roll Call to determine the presence of a quorum.

The roll was called and a quorum was determined to be present.

APPROVAL OF MINUTES

3. Consider approval of the meeting minutes for the Planning and Zoning meeting of June 13, 2013.

Charlie Hatfield moved to approve the meeting minutes for the Planning and Zoning meeting of June 13, 2013. Seconded by Bill Malloy. For: Unanimous. The motion carried 3-0-0. Rudy Amor not present for this agenda item.

DISCUSSION

4. Discussion, consideration, and action as may be appropriate regarding the Comprehensive Plan.

Dan Sefco showed the commissioners all changes that have been made to the “Land Use” map. Mr. Sefco informed the commission that the final routing of Loop 9 as well as the final judgment of the Ferris vs. Wilmer case could change the map. Dennis Burn explained that a letter was sent to the Texas Department of Transportation requesting that Loop 9 be routed as far North of Ferris as possible to allow for future growth of Waste Management due to the large source of revenue it generates. Dan Sefco requested general consensus of approval so The Wallace Group can start working on infrastructure. All commissioners were satisfied with the map as presented. This is not the final map, changes can still be made, but allows the engineers to move forward with the Comprehensive Plan.

Dan Sefco continued with a presentation on “Livability.” The following items are important to consider when establishing how we want our land uses to look:

1. Identify gateway entrances
2. Signage requirements
3. Non-residential and multi-family standards
4. Buffering and screening
5. Character, roadways, and pedestrians
6. Neighborhoods
7. Community safety

Dan Sefco then asked for commission feedback. Jim Kay addressed Mayor Bill Pardue who was sitting in the audience. Mr. Kay wants to know how in depth the Comprehensive Plan needs to be. Mayor Pardue explained that land use, utilities, and the thoroughfare plan are of utmost importance.

Dan Sefco informed the commission that his group will review the Zoning Ordinance and incorporate those regulations into the Comprehensive Plan.

5. Adjourn.

With no further business to come before the board, Jim Kay adjourned the meeting. Meeting adjourned at 7:35 pm.

APPROVED THIS THE 22ND DAY OF AUGUST, 2013.

ATTEST:

Dennis Burn
City Manager

Jim Kay
Chair

**STATE OF TEXAS
COUNTY OF ELLIS**

THE FERRIS PLANNING AND ZONING COMMISSION MET IN A SPECIAL CALLED SESSION, AUGUST 8, 2013 AT 6:00 P.M. IN THE COUNCIL CHAMBERS LOCATED AT 215 W. SIXTH STREET, FERRIS, TEXAS.

MEMBERS PRESENT

Jim Kay, Place 1
Bill Malloy, Place 3

STAFF PRESENT

Dennis Burn, City Manager
Destiny Wright, Secretary to C.M.

MEMBERS ABSENT

Rudy Amor, Place 2
David Sacha, Place 4
Charles Hatfield, Place 5

STAFF ABSENT

COMMISSION BUSINESS

1. Call to Order.

Jim Kay called the meeting to order at 6:00 p.m.

2. Roll Call to determine the presence of a quorum.

The roll was called and a quorum was not present. The meeting was not held due to a lack of quorum.

APPROVED THIS THE 22ND DAY OF AUGUST, 2013.

ATTEST:

Dennis Burn
City Manager

Jim Kay
Chair

2013 Comprehensive Plan

City of Ferris

Adopted September 30, 2013 (TENTATIVE)

Prepared by:



In Collaboration With:



Acknowledgements

City of Ferris's elected/appointed officials and staff members provided knowledge, assistance, and insight throughout the process of developing this plan. The contributions of the following people are appreciated and helped to make this planning process and document possible:

Planning & Zoning Commission/ Steering Committee

Jim Kay, Place 1
Rudy Amor, Place 2
Bill Malloy, Place 3
David Sacha, Place 4
Charles Hatfield, Place 5

City Council

Bill Pardue, Mayor
Jim Starr, Place 1
Jay Walsh, Place 2
Michael Driggars, Place 3
Gary Ross, Place 4
Carol Wright, Place 5

City Staff

Dennis Burn
City Manager

Chuck Dart
Economic Development & Main Street Director

Freese and Nichols, Inc.

Dan Sefko, FAICP
Urban Planning Director

Erica Craycraft, AICP, LEED Green Associate
Comprehensive Plan Manager and Planner

The Wallace Group

Kevin Glovier
Infrastructure Master Plan Manager

Savant Group, Inc.

Jennifer Butcher, PE, PTOE
Transportation Engineer

Tejas Metha, PE, PTOE
Transportation Engineer

Mark Kranz, EIT
Transportation EIT

Introduction to Comprehensive Planning

A city’s comprehensive plan can generally be defined as a long-range planning tool intended to be used by municipal staff, decision-makers, and citizens to direct the growth and physical development of a community for 10 years, 20 years, or an even longer period of time.

This 2013 Comprehensive Plan consists of three basic parts:

- 1 | Vision
- 2 | Recommendations
- 3 | Implementation

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1 *Vision*

Community Snapshot

This part of the *Vision* element establishes a foundation of information for the community visioning process and the development of plan recommendations. It provides information on the City’s existing conditions and recent trends, and the overall context in which this planning effort is occurring.

Population Characteristics

People are the most important component of any community. The following discussion is intended to provide insight into the historic and existing characteristics of the community. This demographic analysis will aid in planning for future growth of the City.

Growth Trends

Establishing the City’s and region’s growth trends is important to understanding what type of growth the City should expect in the future, both independently and in relation to its larger region. As shown in **Table 1. Population Trends**, the 2010 population of Ferris was approximately 2,436 residents, an increase of 261 residents or 12 percent from the previous decade.

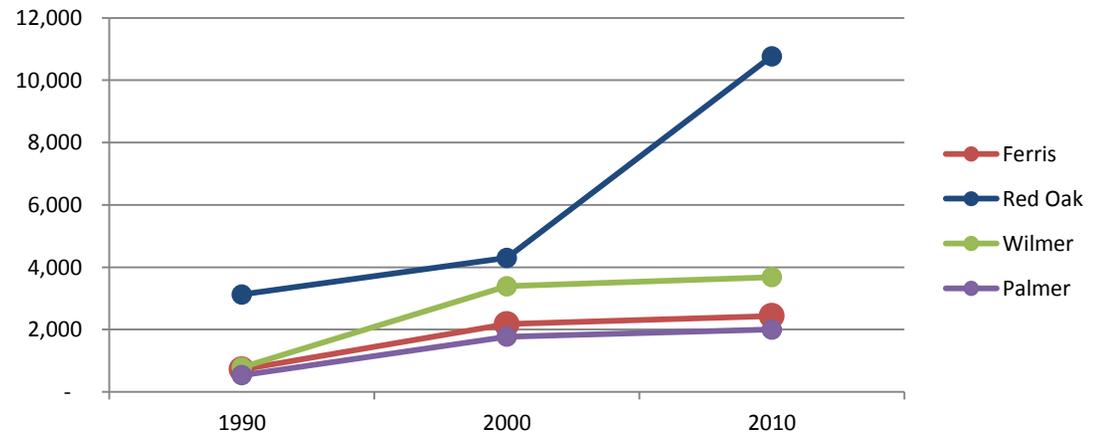
As shown in the table, according to the North Central Texas Council of Governments, the 2012 estimated population for Ferris was 2,440, nearly identical to the 2010 Census estimate. However, this growth rate is similar to the comparable cities (see **Figure 1. Population Comparison**).

Table 1. Population Trends

	Ferris		Red Oak		Wilmer		Palmer		Ellis County	
	#	%	#	%	#	%	#	%	#	%
1990	719	---	3,124	---	794	---	537	---	85,167	---
2000	2,175	203%	4,301	38%	3,393	327%	1,774	230%	111,360	31%
2010	2,436	12%	10,769	150%	3,682	9%	2,000	13%	149,610	34%
2012*	2,440	0%	11,090	3%	3,830	4%	2,000	0%	152,580	2%

Source: U.S. Census and NCTCOG (2012)

Figure 1. Population Comparison



Source: U.S. Census

Following a large population increase between 1990 and 2000, Ferris has maintained a relatively constant population since 2000. This is similar to the population change in the neighboring areas, with the exception a large increase in Red Oak between 2000 and 2010.

Another method of evaluating the City’s growth is to compare it to the larger area. The

percentage that the City composes of the County allows for a comparison of Ferris’s growth with that of its surrounding communities. As shown in **Table 2. Percent of County**, the City has consistently remained at about 2 percent of Ellis County’s total population.

Table 2. Percent of County

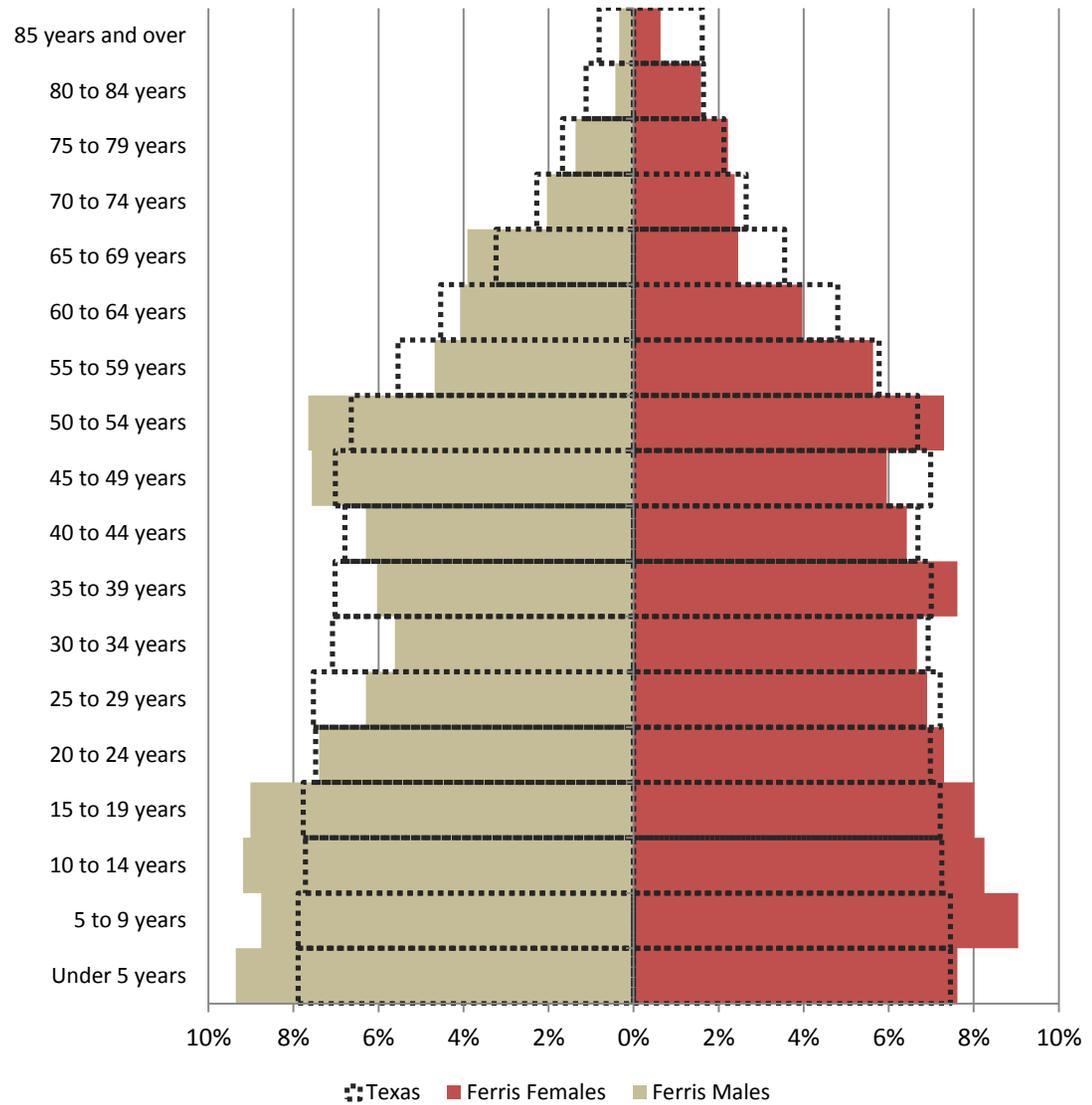
	Ferris	Ellis County	% of Ellis County
1990	719	85,167	1%
2000	2,175	111,360	2%
2010	2,436	149,610	2%
2012*	2,440	152,580	2%

Source: U.S. Census and NCTCOG (2012)

Age and Gender

The knowledge of Ferris’s age composition can assist in planning for future possible needs, such as a senior citizens’ center or a new elementary school. **Figure 2. Age and Gender Pyramid** shows the age distribution by gender for Ferris compared to the State average. The most noticeable differences include an increased population of children, aged 19 and under. This is an important planning consideration relating to housing options, neighborhood design, and land uses.

Figure 2. Age and Gender Pyramid



Source: U.S. Census

Households

Table 4. Household Type includes information regarding the composition of households in Ferris and the State of Texas. Consistent with **Figure 2. Age and Gender Pyramid**, this table indicates the population of Ferris is generally similar to the distribution for the State.



Table 4. Household Type

	Ferris	Texas
Total Households	755	8,667,807
Family Households	508	67%
With own children under 18 years	204	27%
Nonfamily households	247	33%
Householder living alone	240	32%
65 years and over	97	13%
Households with one or more people under 18 years	287	38%
Households with one or more people 65 years and over	211	28%

Source: 2007-2011 ACS

Race and Ethnicity

Information regarding race and ethnicity is important to local governments to ensure that all of its citizens are being represented in decision-making processes.

As shown in **Table 3. Racial Composition**, the Black/African-American population is higher when compared to the State: 26 percent in Ferris versus 12 percent in the State. The American Indian and Alaska Native population is significantly higher than the State level.

The ethnic composition of Hispanic or Latino citizens in Ferris is equal to that of the State of Texas, both 38 percent (see **Figure 3. Racial and Ethnic Distribution**). It is important to note that 14 percent of Ferris’s residents are Spanish-speaking who speak English less than “very well”, which is approximately the same as the State.

Figure 3. Racial and Ethnic Distribution

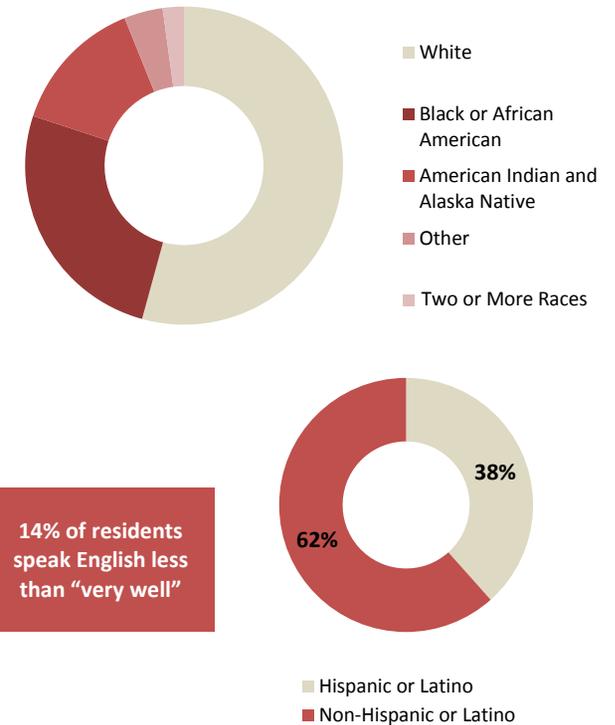


Table 3. Racial Composition

	Ferris	Texas
Total Population	2,361	24,774,187
One race	2,310	98%
White	1,281	54%
Black or African American	609	26%
American Indian and Alaska Native	327	14%
Other	93	4%
Two or more races	51	2%

Source: 2007-2011 ACS

Educational Attainment

The educational attainment of a community can be an indicator of the types of jobs in the region and can provide general information on the skills and abilities of the local workforce. Knowledge of its workforce can also help a city to target and recruit certain types of businesses to the community.

Table 5. Educational Attainment provides detailed information regarding the population of Ferris compared to the population of Texas. **Figure 4. Educational Attainment** shows more clearly the overall tendency toward lower levels of education when compared to the State. This tendency toward lower education levels directly correlates to other factors within the City, such as lower home values and lower median incomes.

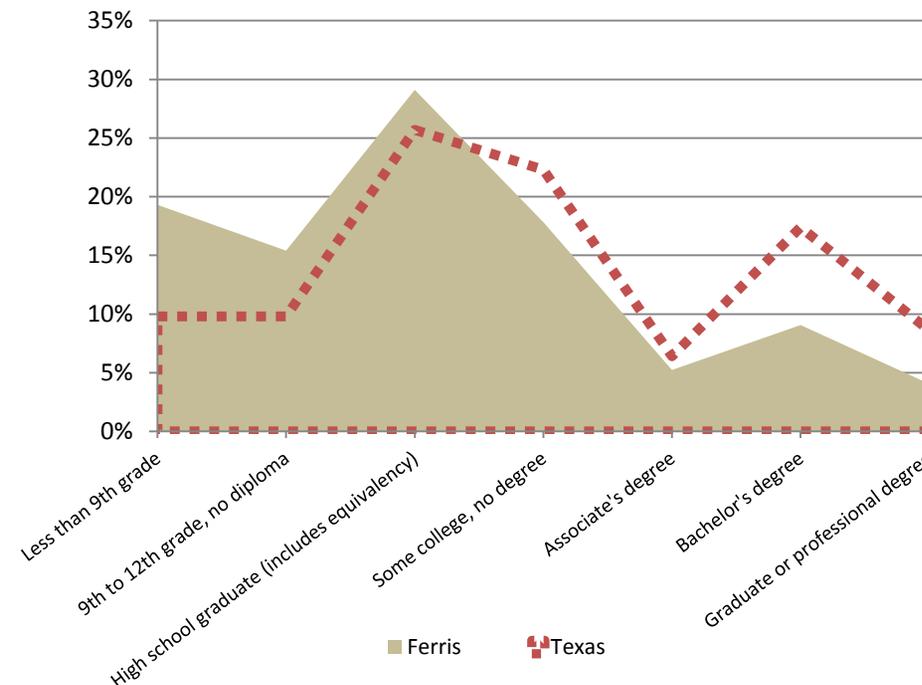
As shown, 13 percent of Ferris’s population has received a bachelor’s degree or higher, compared to 26 percent of the State population. This characteristic of Ferris can discourage new businesses and industries that require a college-educated workforce from locating within the City.

Table 5. Educational Attainment

	Ferris		Texas
Population 25 years and over	1,357		15,443,904
Less than 9th grade	262	19%	10%
9th to 12th grade, no diploma	209	15%	10%
High school graduate (includes equivalency)	395	29%	26%
Some college, no degree	242	18%	22%
Associate's degree	71	5%	6%
Bachelor's degree	123	9%	17%
Graduate or professional degree	55	4%	9%
Percent high school graduate or higher	65%		80%
Percent bachelor's degree or higher	13%		26%

Source: 2007-2011 ACS

Figure 4. Educational Attainment



Employment Characteristics

Employment opportunities can affect the growth rate of cities. These opportunities are important because they allow people to settle in a community, establish their home and begin a life. If citizens cannot find work in an area, then they are forced to move elsewhere, and to take their property and sales tax revenue with them. Cities are generally dependent on businesses to provide employment opportunities that in turn pay the citizens’ salaries and provide them with the ability to buy and sell goods, pay taxes, and so on.

Table 6. Occupation compares the percent of each occupational category for the City of Ferris and State of Texas. The most noticeable difference is the management, professional, and related occupations category, which is a more “white collar” category, with 34 percent in Texas and 21 percent in Ferris. A larger percentage of jobs are held in *Service occupations* and *Sales and office occupations*. This data is consistent with the previous information regarding educational attainment (see **Figure 4. Educational Attainment**) – fewer residents with college education, and increased clerical, office, and commercial-type jobs.

Household income levels can be an important factor in planning Ferris’s future. For example, income levels indicate to potential retailers whether or not the City is a prime site to locate their business. The amount of available

Ferris
 9.3% unemployment
 \$47,371 median household income

Texas
 7.3% unemployment
 \$50,920 median household income

disposable income is a major factor that influences the type and amount of retail development that a city can support. Also, income is a major determining factor for homeownership; a high level of homeownership is generally seen as a positive characteristic for a community. Income levels, therefore, can play a role in the size, type and quality of residential development a community attracts.

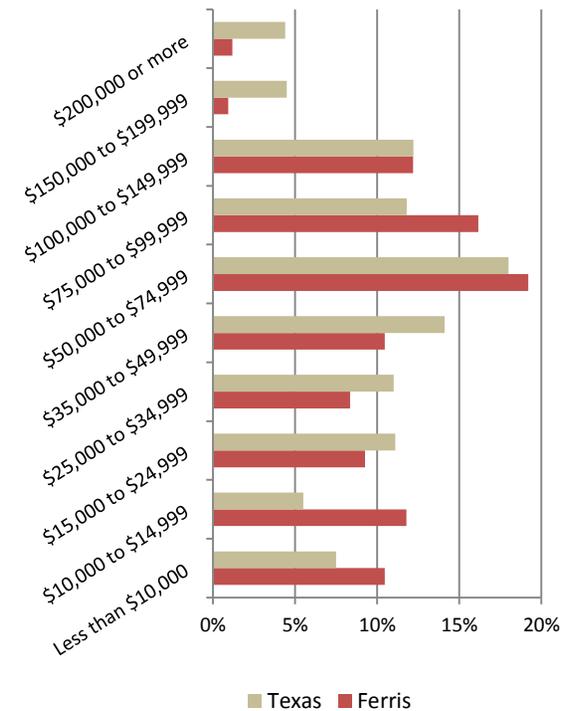
As shown in **Figure 5. Income Distribution**, Ferris’s income levels generally have a tendency toward mid-range and lower incomes when compared to the State. The most common income levels occur in the \$50,000 to \$99,999 range; however, Ferris’s median household income is \$47,371, compared to Texas’s median household income of \$50,920.

Table 6. Occupation

	Ferris	Texas
Civilian employed population 16 years and over	1,092	11,288,597
Management, business, science, and arts occupations	228 21%	34%
Service occupations	269 25%	17%
Sales and office occupations	333 30%	25%
Natural resources, construction, and maintenance occupations	124 11%	11%
Production, transportation, and material moving occupations	138 13%	12%

Source: 2007-2011 ACS

Figure 5. Income Distribution





Housing Data

The quality of housing and the affordability of housing options are important planning considerations. Among the factors influencing the desirability of Ferris as a place to live is the availability of housing and the quality of the existing neighborhoods. Housing also plays an important role in affecting the potential commercial development of various sections of the City and the immediate surrounding area. The community has an interest in the ability to attract new businesses in addition to ensuring adequate habitation for its residents. This section discusses various aspects of Ferris’s housing.

Occupancy rate is an important indicator of the local housing market and housing saturation. A high occupancy rate may indicate a need for additional housing units and/or types to accommodate new population growth, whereas a low occupancy rate may indicate an oversaturation of housing units and/or type.

Table 7. Housing Occupancy displays a variety of information regarding occupancy characteristics. There are approximately 794 housing units in Ferris, 95 percent of which is occupied, which is above the State average of 88 percent. Ferris’s homeowner and rental vacancy rates, 2.0 percent and 0.0 percent respectively. Both rates are lower than the State rates; however the rental rate is significantly lower. This may indicate a demand for rental housing within Ferris.

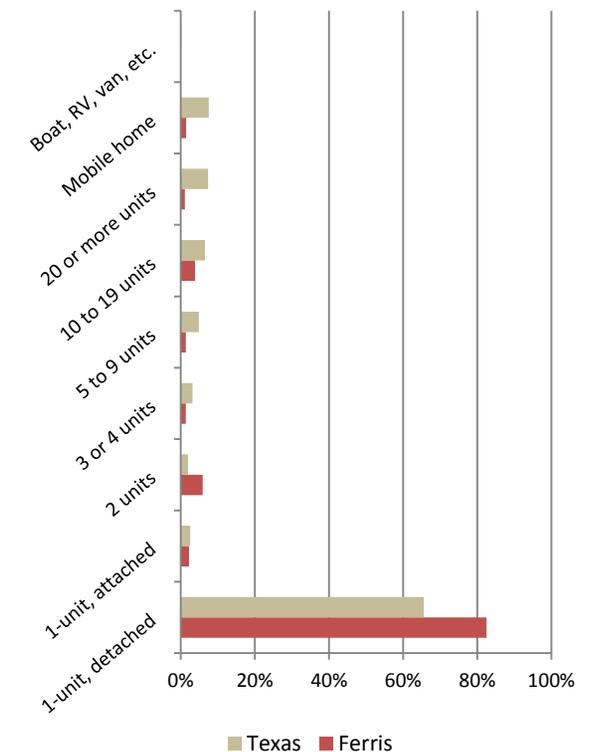
Table 7. Housing Occupancy

	Ferris		Texas
Total housing units	794		9,869,239
Occupied housing units	755	95%	88%
Vacant housing units	39	5%	12%
Homeowner vacancy rate	2.0%		2.3%
Rental vacancy rate	0.0%		10.0%

Source: 2007-2011 ACS

Figure 6. Housing Structure Type compares the type of residential structures in the City to the State. As shown in the chart, Ferris has about 16 percentage points more single family detached homes when compared to Texas. According to this comparison, Ferris is lacking primarily medium and high density dwellings of 3 or more units.

Figure 6. Housing Structure Type

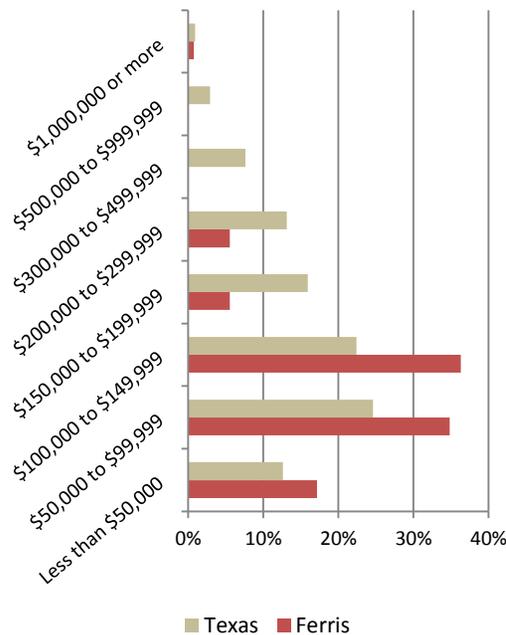


Source: 2007-2011 ACS

The value of local residential property is an important factor for cities to consider. Residential property valuation within Ferris influences property tax revenues, City services, and City staffing levels.

Figure 7. Home Value shows the distribution of home values for Ferris and the State of Texas. Eighty-eight percent of homes in Ferris are valued at less than \$150,000, compared to 60 percent of the State. The median home value in Ferris is \$96,100, compared to \$126,400 Statewide (2007-2011 ACS).

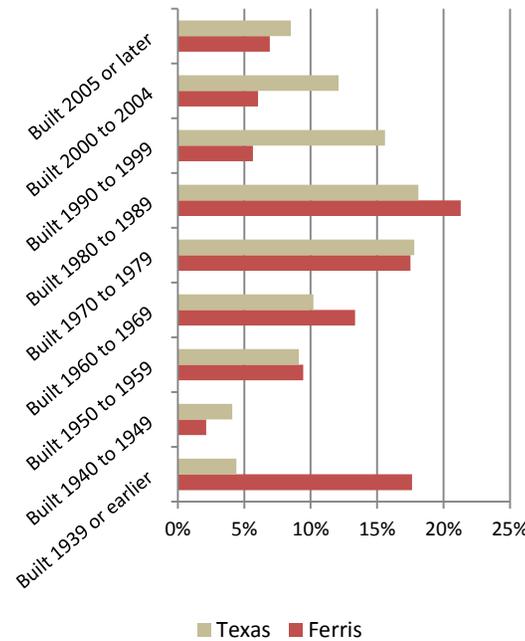
Figure 7. Home Value



Source: 2007-2011 ACS

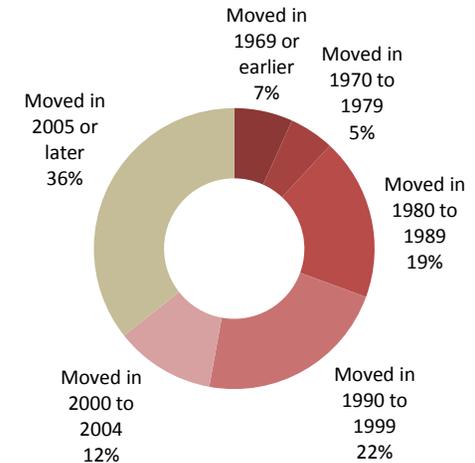
Structural age often influences the value, physical condition, and desirability of a home. Year of construction for the housing stock within Ferris compared to the State of Texas is shown in **Figure 8. Home Construction Year**. As shown, Ferris's housing stock is generally older when compared to the State, with a large percentage of homes (18 percent) constructed before 1939.

Figure 8. Home Construction Year



Source: 2007-2011 ACS

Figure 9. Resident Tenure



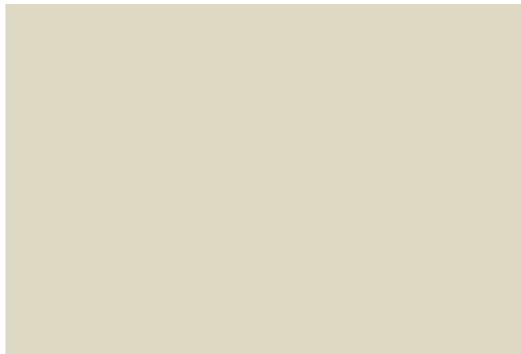
Source: 2007-2011 ACS

The examining the tenure of residents also provides insight into the community. As shown in **Figure 9. Resident Tenure**, 36 percent of Ferris's residents have moved into the City within the last eight years. Fifty-three percent have lived in the City since before 2000, compared to 33 percent of the State, indicating a significant long-term population.

Existing Land Use Analysis

Providing for the orderly and efficient use of land should be a major planning consideration in Ferris. The pattern of land use that exists today has evolved to accommodate the City's past needs. The activities of local residents create a need for various land uses, as well as for the supplemental systems that support the land uses (e.g., thoroughfare systems). The relationships of existing and future land uses will shape the character and quality of life of the community for many years to come. In order to accurately assess the City's future land use needs, an analysis of past land use trends and present land use patterns is of primary importance.

Additionally, Ferris's man-made and physical environment greatly influences its future land use pattern and rate of growth. It is important to document and analyze the physical factors that will ultimately contribute to the City's urban form and content. Each element of this plan must be fashioned with these physical factors in mind.



Existing Land Use Analysis and Map

Growth and development occurring within Ferris in the future will require the conversion of vacant and agricultural land to more intensified urban uses. The conversion process and how it occurs will be very important to the City in that it is one of the factors that will determine the community’s future urban form, and in turn, its attractiveness and desirability. The relationships of existing and future land uses will not only have an impact upon Ferris economically, but will also shape the character and livability of the community in the years to come. Likewise, these relationships will be reflected in the provision of services and facilities throughout the community. An orderly and compact land use arrangement can be served more easily and efficiently than a random and scattered association of unrelated uses.

In order to analyze the land use trends within Ferris, aerial photography supported by field verification was used to identify existing land uses in the preparation of this chapter. This survey occurred in March 2013, and each parcel of land was color-coded according to various land use types. The information obtained from the survey is used herein to create **Figure 10. Existing Land Use Map (Core)** and **Figure 11. Existing Land Use Map**, and discuss Ferris’s current land use pattern. The following section provides an overview of the different types of land uses included within the survey.

Figure 10. Existing Land Use Map (Core)

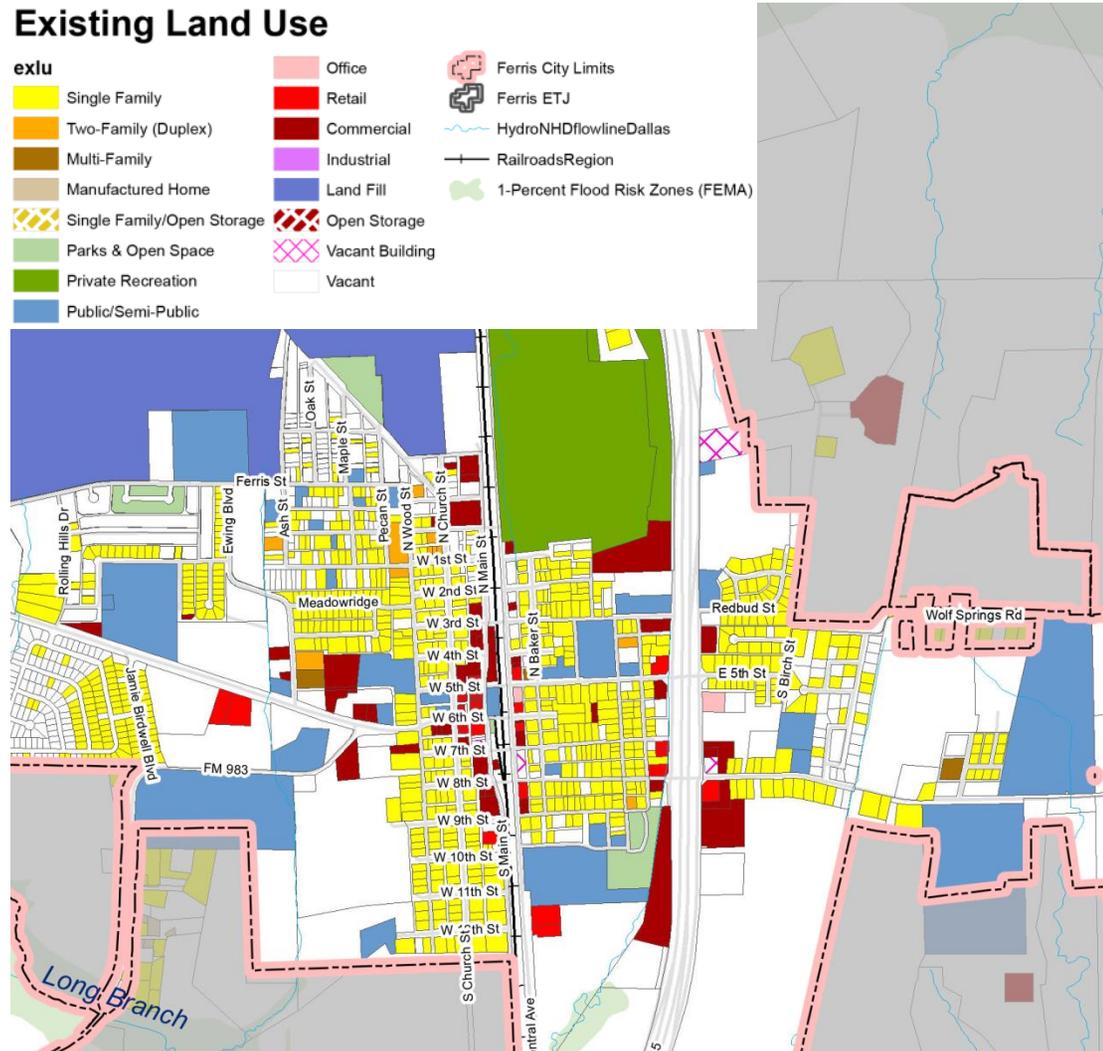
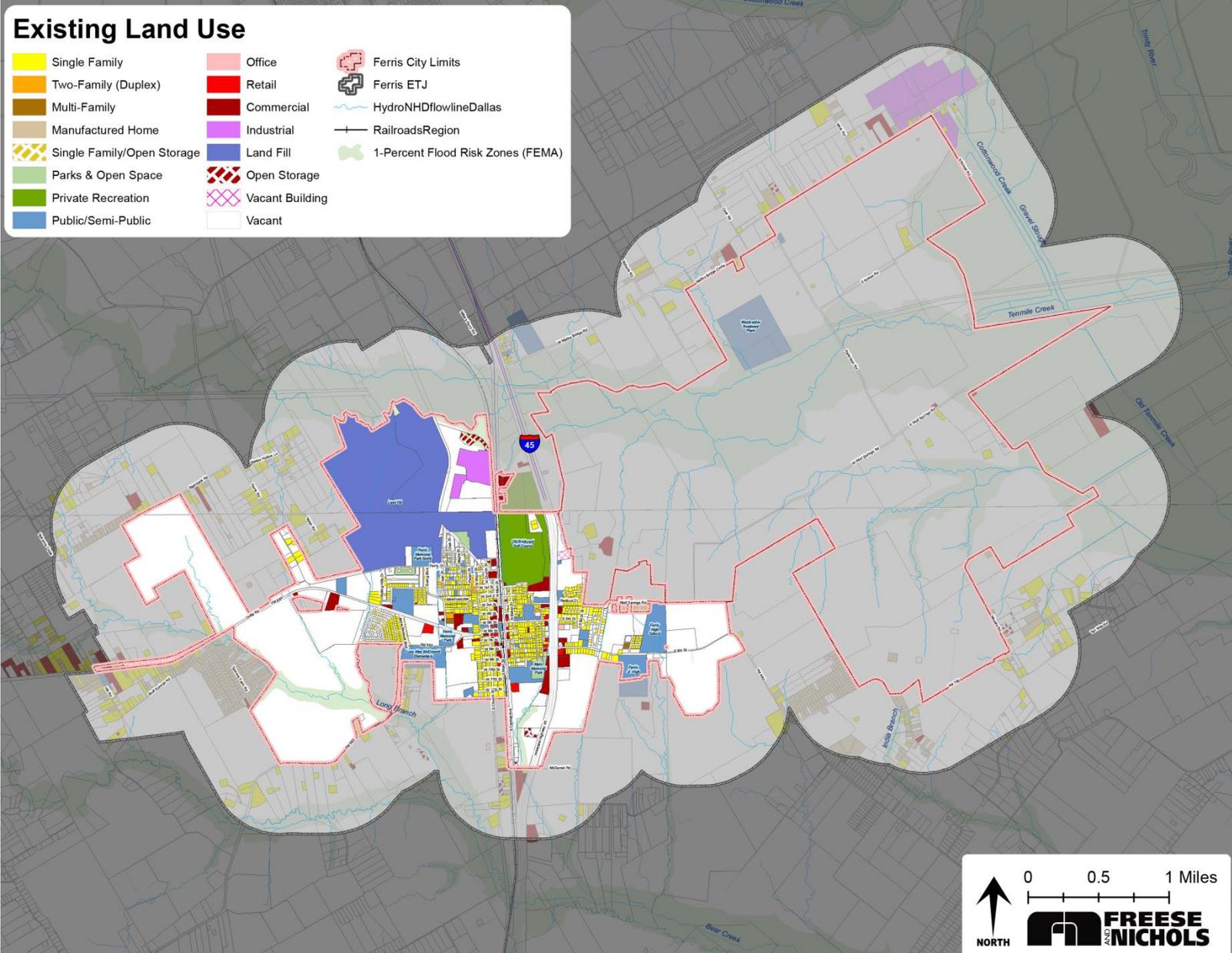


Figure 11. Existing Land Use Map



Residential Land Uses

The following is an overview of land uses that are primarily residential, including single family, two family, multiple family, and manufactured homes.

Single Family

A single dwelling unit that is detached from any other dwelling unit, is built on-site, and is designed to be occupied by only one family. Single family homes are the more prevalent housing type and developed land use type.

Two Family (Duplex)

A structure with two single family dwelling units attached with shared walls.

Multiple Family

A structure with numerous attached dwelling units that is designed to be occupied by several families (one in each unit). This term

can be used to describe a single structure or series of structures in a complex. Multiple family homes are also commonly referred to as apartments.

Manufactured Home

A single family dwelling unit that is manufactured in a factory rather than on-site. These homes are usually transportable (i.e., are not on permanent foundations). The U.S. Department of Housing and Urban Development (HUD) established safety and construction standards for manufactured homes in 1976; therefore, the term “mobile home” is typically used for structures built prior to 1976.

Single Family with Outside Storage

A property used for both outside storage and for a single family dwelling.





Nonresidential Land Uses

Nonresidential land uses include areas in which people typically do not reside, although some residential units may occasionally be included as mixed use type developments.

Parks & Open Space

Public or private park land, open space, and/or recreation area that is outside. Includes recreational facilities, such as tennis courts, public swimming pools, picnic pavilions, and basketball courts.

Private Recreation

Private park land, open space, and/or recreation area or facility. Includes private recreational facilities, such as golf courses.

Public/Semi-Public

Uses that are generally accessible to the public, such as schools, churches, public buildings, cemeteries, and some medical facilities. Also includes some support services, such as a school bus storage lot.

Office

All types of professional and administrative offices, including those of doctors, lawyers, dentists, realtors, architects, and accountants.



Retail

Businesses that primarily sell commodities or goods to consumers. Examples include restaurants, grocery stores, beauty salons, and shopping centers.

Commercial

Establishments that primarily provide a service to consumers. Examples include hotels, automobile services stations, automobile sales lots, self-storage businesses, and welding shops.

Industrial

Allows for the processing, storage, assembly, and/or repairing of materials. Ranges from light industrial with all activity occurring indoors, to heavy industrial with activity occurring outside.

Land Fill

Land area used for the Skyline Landfill Waste Management Company in the northwestern portion of the City. This landfill occupies over 500 acres of the City limits and composes the single largest developed land use within Ferris.

Open Storage

Land used for open storage of equipment and other materials.

Table 8. Existing Land Use Acreage shows the existing land use characteristics of Ferris’s City limits. As shown, approximately 36 percent of the City limits area has been developed, about 8 percent is used for right-of-way, and 56 percent vacant. **Figure 12. Existing Land Use Distribution** provides a visual depiction of the developed land use distribution.

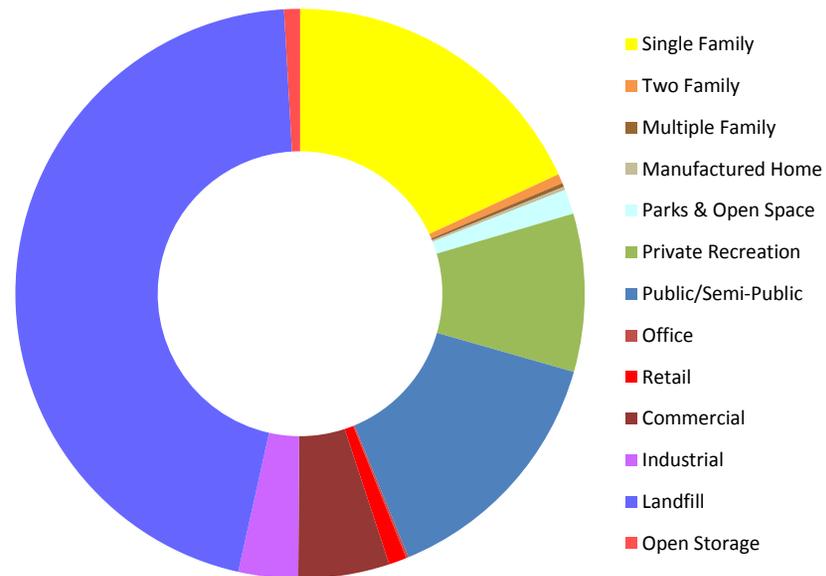
The largest single developed land use is the Skyline Landfill at 46 percent (516 acres), followed by single family residential at 18 percent (205 acres) of all developed land within the City. The next most common uses of developed land are public/semi-public, private recreation, and commercial.



Table 8. Existing Land Use Acreage

Land Use Category	Acres	% of Total Land	% of Dev. Land
Single Family	205	7%	18%
Two Family	6	0%	1%
Multiple Family	3	0%	0%
Manufactured Home	2	0%	0%
Parks & Open Space	16	1%	1%
Private Recreation	101	3%	9%
Public/Semi-Public	162	5%	14%
Office	2	0%	0%
Retail	12	0%	1%
Commercial	59	2%	5%
Industrial	38	1%	3%
Landfill	516	16%	46%
Open Storage	10	0%	1%
Developed Land	1,131	36%	100%
Right-of-Way	251	8%	---
Vacant Building	6	0%	---
Vacant	1,764	56%	---
Total Land	3,152	100%	---

Figure 12. Existing Land Use Distribution



Extraterritorial Jurisdiction and Physical Constraints

Ferris contains 3,152 acres within its current City limits. The City has an extensive ETJ area, extending up to one-half mile from the City limits. This distance is established by the Texas Local Government Code for cities in population up to 5,000 residents.

The ETJ serves two purposes: First, cities can annex land only within their ETJ, and there is a statutory prohibition against another municipality annexing into the ETJ of another city; and second, cities can extend and enforce their subdivision regulations into their ETJ. Cities cannot, however, enforce zoning regulations into the ETJ.

Floodplain boundaries and topographic features are important to understanding where development should and should not occur. **Figure 14. Physical Features** shows the primarily physical constraints affecting Ferris. Land within the floodplain is typically appropriate for parks and open space, parking areas, and similar low-impact uses. This information is also important because topography influences the development and design of infrastructure systems such as water, wastewater, and storm water systems.

Land designated as floodplain is typically difficult to develop with increased development costs and environmental concerns regarding preservation and protection of wetlands. Approximately 192 acres of the City is within the floodplain, which

means much of this land should and will likely remain undeveloped and be used primarily for parks and open space.

Steep slopes can restrict development; however, Ferris's topography is generally flat and does not restrict development.

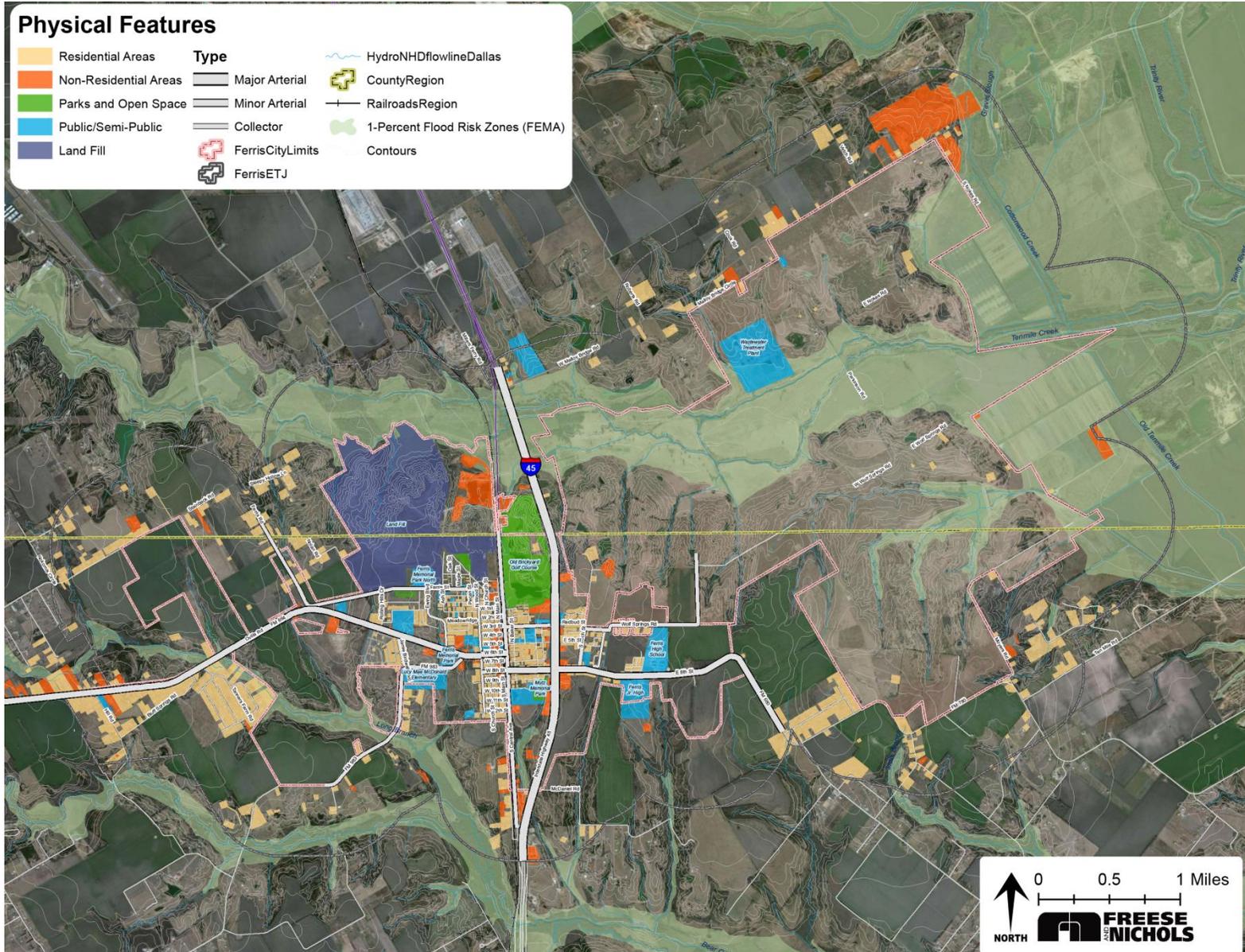
Additionally, manmade physical constraints must be considered. Interstate 45 provides access and an opportunity for economic development for the City. However, this thoroughfare also bisects the community, creating a disconnect in the urban fabric of Ferris and creating separate communities.

Figure 13. Aerial Image of I-45 Corridor



Source: Google Maps

Figure 14. Physical Features

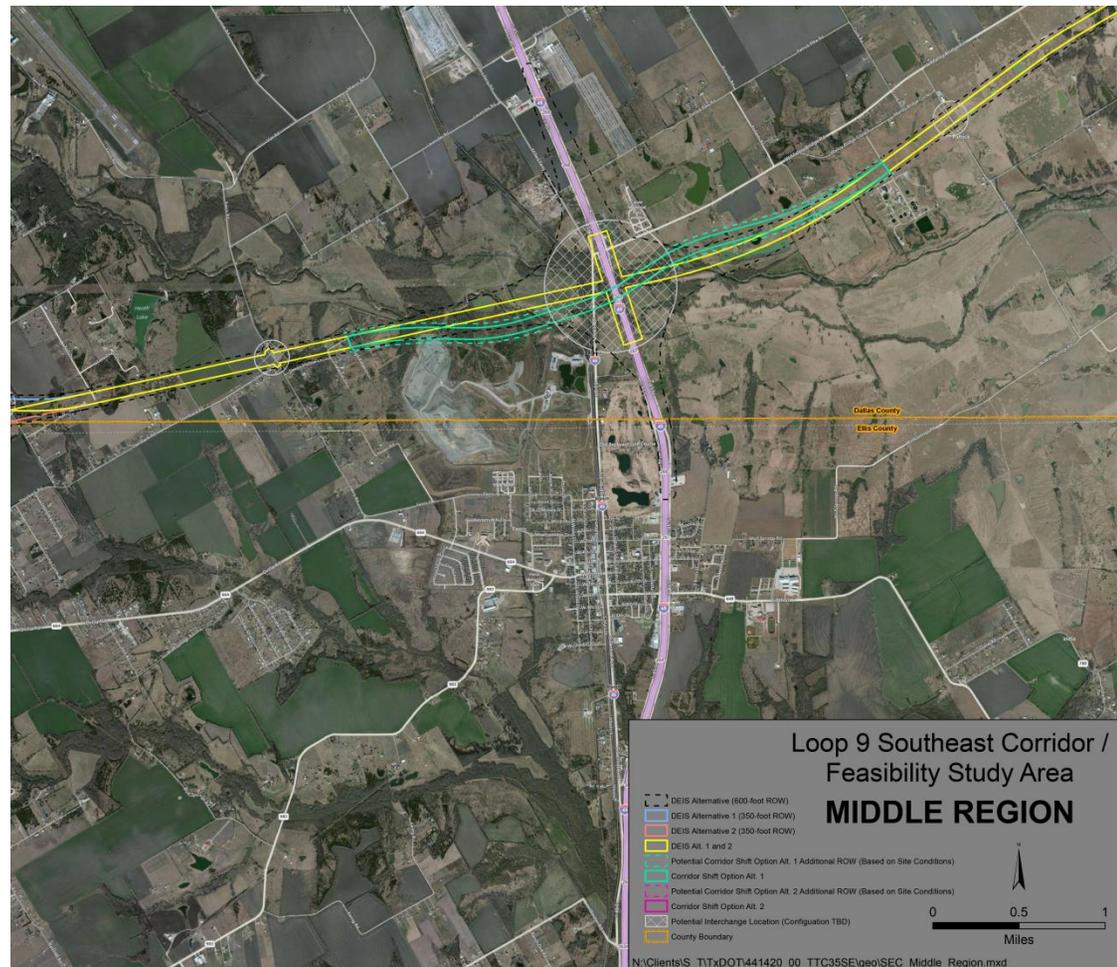


Planning Context

Relevant local and regional planning efforts should be considered when developing a comprehensive plan to ensure coordinated recommendations for the study area. This section provides a brief overview of these related efforts.

One major project that could possibly affect Ferris is the construction of Loop 9, a proposed outer loop freeway around the Dallas metropolitan area. Although this project has been discussed for nearly 60 years, a Corridor/Feasibility Study began in late 2012 to refine the proposed alignments. **Figure 15** shows the proposed alignments for the roadway as it passes near Ferris. The roadway would be located just south of Malloy Bridge Road and run near Ferris's northern City limits.

Figure 15. Proposed Loop 9 Alignments



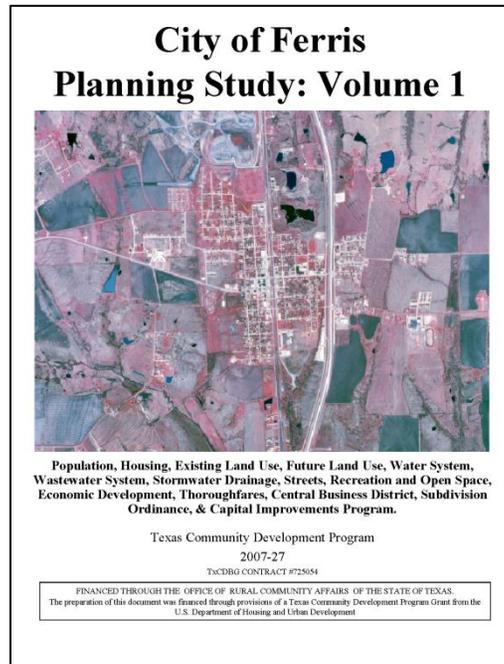
Loop 9 Transportation Study (TXDOT, 2012)

The City's recently adopted a zoning ordinance, which was carefully reviewed and integrated into this *2013 Comprehensive Plan*. The zoning ordinance regulates land use and development within the City, whereas the purpose of a comprehensive plan is to provide recommendations and establish policy guidance for the City's decision-makers. The *Recommendations* element of the plan provides specific revisions that the City may wish to consider during future updates of the zoning ordinance in order to ensure desirable future development.



City Walking Trail Master Plan (City of Ferris, 2013)

The City is currently in the process of developing a Parks Master Plan to supplement the existing City Walking Trail Master Plan. Adoption of the Parks Master Plan is anticipated for later in 2013. The Parks Master Plan has been incorporated into this *2013 Comprehensive Plan*.



Planning Studies (City of Ferris and Texas Community Development Program, 2007)

In 2007, the City developed a very comprehensive series of Planning Studies. The purpose of this document is to establish a community profile, identify community goals, provide an analysis of population trends, housing, and existing land use. The plan projected future land use, water/wastewater/storm drainage infrastructure needs, an evaluation of the City's park systems, economic development, thoroughfares, downtown, development regulations, and capital improvement plan.



Vision North Texas 2050 (NCTCOG and Strategic Community Solutions, 2010)

Developed as a private, public, and academic partnership, this plan identifies a unified vision for the future growth of the North Texas region. The plan categorizes Ferris as a "Separate Community", which is considered to be its own unique center with a distinctive character, likely due to its historic downtown.

Plan recommendations for these "Separate Community" areas focus on urban design, emphasizing local heritage, new opportunities to further the distinctive character, and preservation of natural beauty and resources.

Visioning

This second part of the Visioning phase involves collecting information from the community to identify Ferris's vision for its future. This will help shape and direct growth and development for the next twenty years and beyond. This plan is premised upon a shared vision of what Ferris should be as it continues to grow and become an increasingly mature city.

Meetings and Community Input

Ferris City Council appointed the Planning and Zoning Commission to act as an advisory or steering committee for the development of this plan's goals and recommendations. Over the course of the project, five meetings were held with the Planning and Zoning Commission to gather input on the City's vision for its future and receive feedback on the proposed recommendations. Members of the City Council and the community also attended some of these meetings. At the culmination of the project, City Council held a public hearing to solicit comments from the community, and adopted this Comprehensive Plan as the City's official policy.



Comprehensive Plan Goals

These goals define what Ferris seeks to accomplish with this Comprehensive Plan. The following goals were created to guide the Future Land Use and Livability elements.

Future Land Use

1. Encourage a desirable mix of land uses within the City.

An appropriate mix of land uses is important to support the City’s tax base, supporting Ferris’s overall quality of life. This mix of land uses should include a variety of housing types, recreation and activities, retail, and commercial businesses to meet the community’s needs.

Additionally, as the DFW metropolitan area continues to expand, Ferris should ensure adequate development regulations are in place. Land uses adjacent to residential areas should be less intensive in nature, such as retail, recreation, or public. Commercial and industrial uses, particularly those with outside storage, should not be permitted adjacent to residential neighborhoods unless significant screening and buffering is used.

2. Consider the development of an industrial business park in the City.

Ferris has an opportunity for increased industrial businesses in the City due to its proximity to the Dallas Intermodal Terminal, Interstate 45, and proposed Loop 9. These assets should be leveraged to attract and support industrial development in the City, thereby creating employment and supporting the City’s tax base.

3. Encourage complementary development and historic restoration within the Downtown.

Downtown Ferris is one of the City’s most unique and attractive features. The City should protect and enhance Downtown to ensure this distinct area continues to serve as the heart of Ferris.

As future redevelopment occurs in this area, the design should be complementary and compatible with the existing historic image. Additionally, rehabilitation of existing historic structures should be encouraged to support Downtown’s character.



Livability

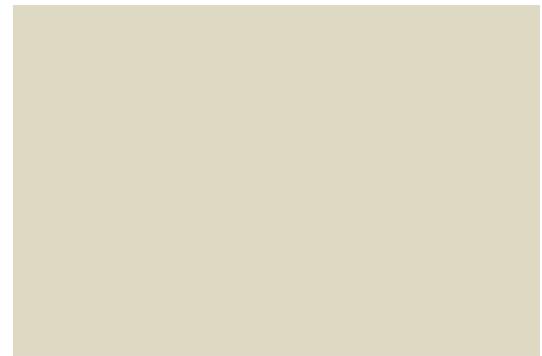
4. Establish a unique identity for the community.

Ferris should identify a consistent brand or image for the community to be incorporated throughout the community. Major gateways should be established at the entrances of the community along Interstate 45 to distinguish Ferris from the surrounding communities along the corridor.



5. Improve the physical appearance of Ferris's frontages and neighborhoods.

Development regulations should ensure quality development of its corridor frontages and neighborhoods. These regulations should address building materials, landscaping, and signage, among possible others. Additionally, a proactive code enforcement program should be in place to ensure the appearance and safety of the City meets the community's expectations.



6. Promote desirable neighborhoods.

Neighborhoods are the heart of the community. It is important that existing neighborhoods be preserved and protected through a combination of public and private investment. Ensuring a mix of land uses and quality development standards promotes a vibrant area in which residents want to live.



2 *Recommendations*

Future Land Use

The right of a municipality to coordinate growth is rooted in its need to protect the health, safety, and welfare of local citizens. An important part of establishing the guidelines for such responsibility is the Future Land Use Plan, which establishes an overall framework for the preferred pattern of development within Ferris. In general, the Future Land Use Plan is intended to be a comprehensive blueprint of Ferris’s vision for its future land use pattern. Specifically, the Future Land Use Plan designates various areas within the City for particular land uses, based principally on the specific land use policies outlined herein.

Future Land Use Map

The Future Land Use map is a graphic for use during the development plan review process (Figure 16). This Future Land Use Plan should ultimately be the foundation upon which the City’s policy and development decisions are based. The Future Land Use Plan map is not a zoning map, which deals with specific development requirements on individual parcels. The zoning map and changes in zoning should, however, be based on the Future Land Use map.

Ferris’s land use pattern has evolved to become what it is today. The market, in conjunction with City policy, has dictated the existing land use pattern – a pattern that generally supports these concepts of residential and nonresidential locations. The

challenge now is to maintain the current quality and history of the City while paving the way for new, quality, sustainable development that will contribute to the City in the years to come. This Future Land Use Plan has been written to achieve the following:

- Address the needs of the City as a whole;
- Address the concerns and issues raised throughout this planning process;
- Provide policy guidance in keeping with the City’s established goals; and,
- Ensure that Ferris is a unique and sustainable community.

The various types of land uses have different needs in terms of location. For example, residential areas should be located away from major roadways so that automobile traffic is generally able to circumvent such areas, thereby preserving the integrity of local neighborhoods and ensuring the safety of local residents. In contrast, nonresidential uses should generally be located along major thoroughfares in order to allow them the highest visibility possible. More intense land uses, including heavy commercial and industrial, are typically located in areas less visible from public areas and residential developments, but that also have access to major thoroughfares to accommodate movement of goods and materials. If these uses are visible from the public view, screening requirements and design standards should be in place to protect the community’s image.



Figure 16. Future Land Use Map

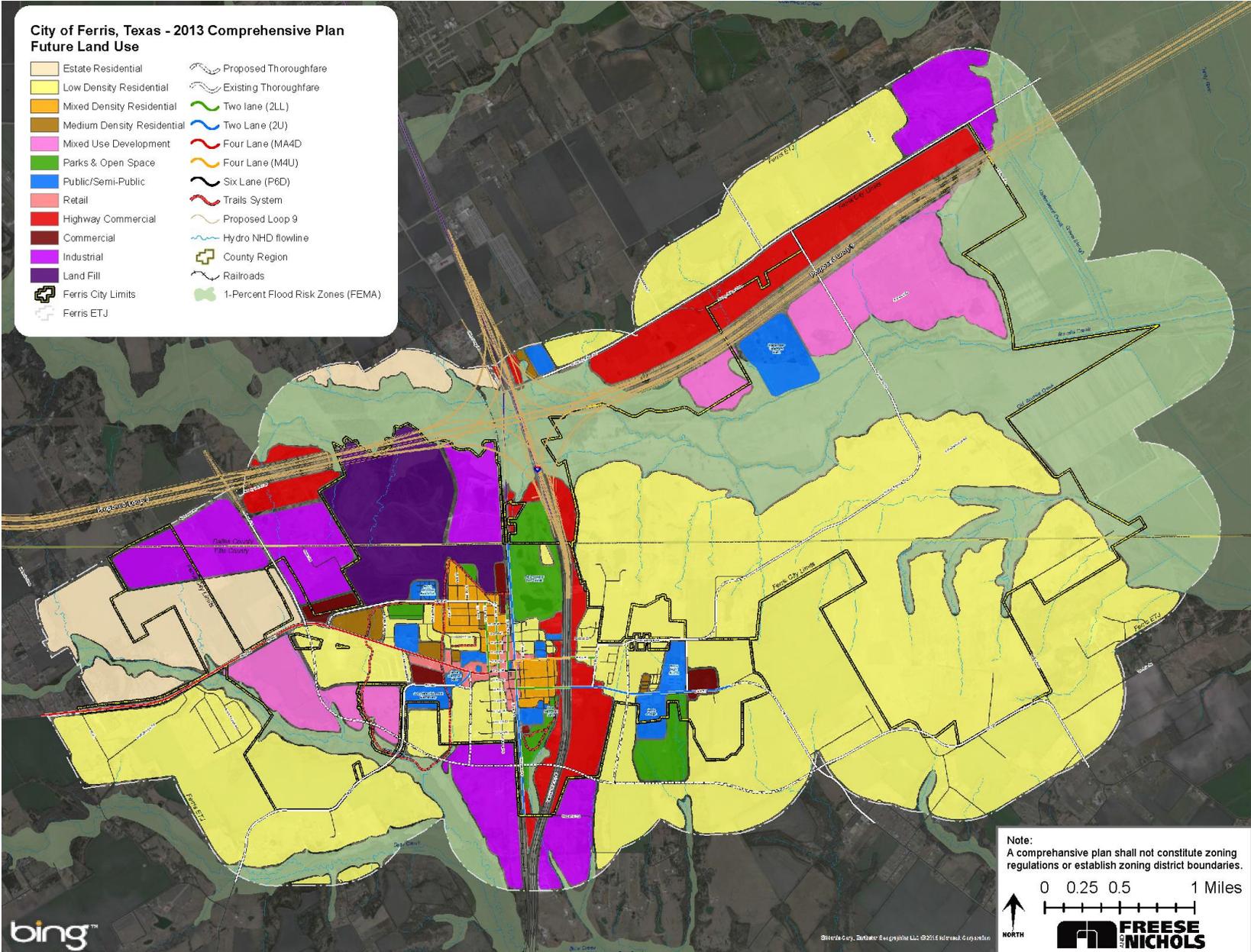
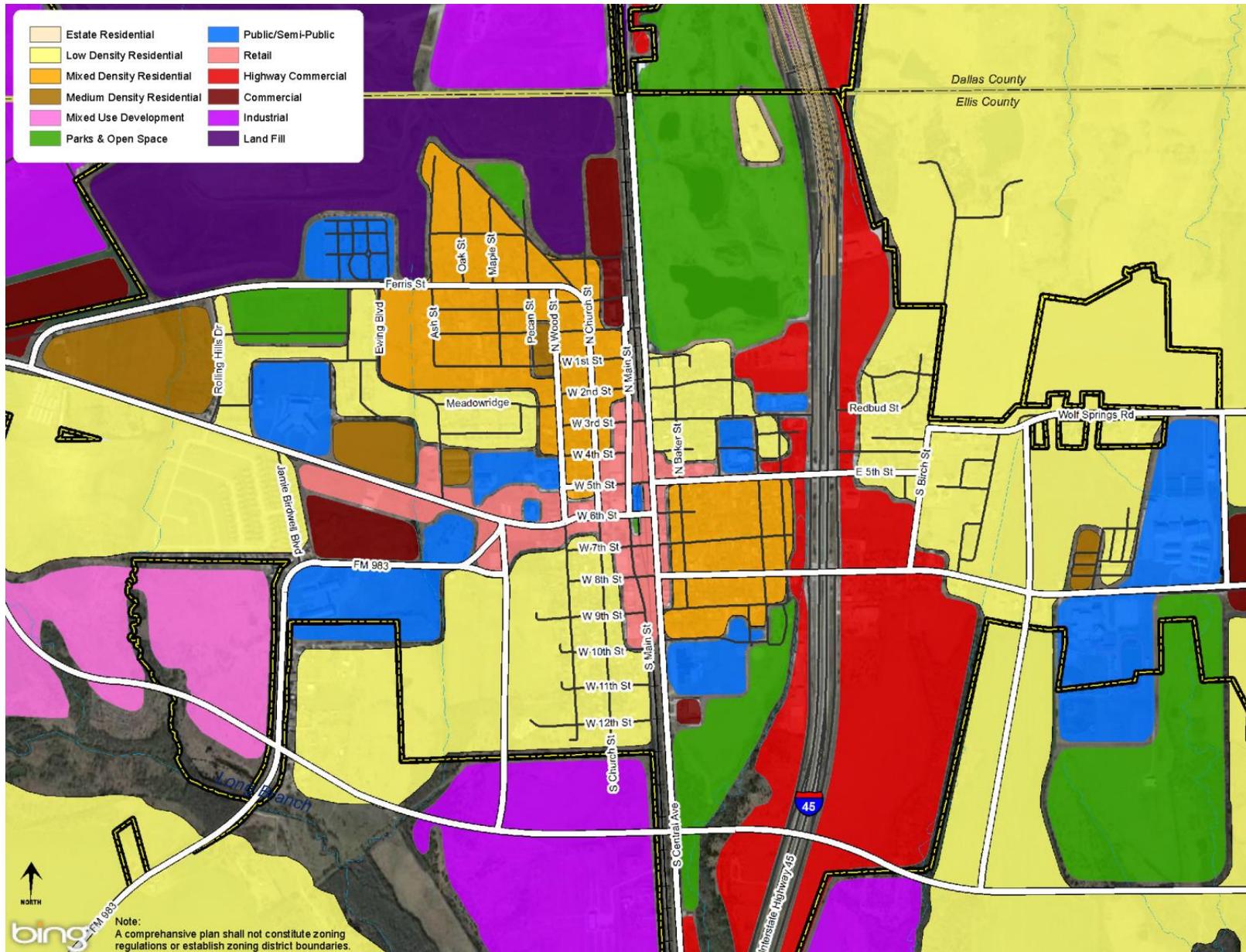


Figure 17. Future Land Use Map (Core)



Future Land Use Categories

The following land use categories are reflected in the Future Land Use map. Each category below has a corresponding color which can be used in order to establish physical visualization of the Future Land Use map and what types of development will be appropriate within each specific area.



Residential Land Uses

Estate Density Residential

This use is representative of traditional, single family detached dwelling units. Lot sizes for lower density, more rural type residential structures, typically include up to two dwelling units per acre. These larger lots must be able to support the accompanying infrastructure, such as on-site sewer facilities.



Low Density Residential

This category refers to smaller single-family homes and some duplex units. This density is similar to the majority of existing homes within Ferris. Approximately two to six dwelling units per acre are appropriate for this category.



Mixed Density Residential

Mixed residential is intended to be abstract in density requirements and character, therefore a variety of residential designs may be incorporated into one general area with the goal of creating an environment that accommodates different housing types and housing needs. Mixed residential uses include low density residential, medium density residential and the possibility of limited amounts of high density residential.



Medium Density Residential

This category refers to townhouses, condominiums, and apartments, which are intended to accommodate the City's need for diversity of housing choices. This category is intended to provide for about six to 12 dwelling units per acre on average.



Nonresidential Land Uses

Parks and Open Space

Areas with this land use designation are representative of parks and open spaces that are currently in existence or planned; however, parks and open spaces are permitted within any area. Note that this designation includes private recreation, such as the golf course.



Public/Semi-Public

This designation is representative of uses that are governmental, institutional, or religious in nature. These uses are generally permitted within any area; therefore, the areas shown on the Future Land Use Plan map include the uses that are currently in existence. It is, however, anticipated that there will be a need for additional public uses with future population growth. The City should remain aware of necessary increases in police and fire protection based on population growth and potential increases in space and personnel for City administration.



Retail

Retail uses typically include establishments that provide merchandise for retail sale such as shopping centers, restaurants, and grocery stores. Additionally, provisions for the incorporation of neighborhood retail, such as specialty shops, convenience stores, neighborhood pharmacies, or small restaurants, can improve the general character of neighborhoods. Retail land uses are typically dependent upon higher traffic volumes or pedestrian traffic and are located in areas with a high level of visibility.



Mixed Use

The majority of this development is anticipated to be nonresidential in nature; however these areas support a compact mix of office, retail, commercial, and some higher density housing options. This land use category should incorporate vertical (limited residential or office above retail) and horizontal mixed uses (uses adjacent to one another), and should be pedestrian-oriented, as appropriate.



Highway Commercial

This designation is intended for commercial and retail development along the corridors that is easily accessed by automobile traffic. Quality access and visibility are important components to encourage successful auto-oriented developments. Uses in this district may include hotels, possibly large retail developments (such as an outlet mall), or other traditional commercial uses.



Commercial

These areas provide for uses such as commercial amusements, building materials yards, automobile garages and sales lots, automobile body repair, warehouses, telecommunications towers and facilities, wholesale establishments, and the sale of used merchandise and welding shops. Often, retail and commercial land uses are thought to be similar, however, the intensity of these uses is often different. This fact should be taken into consideration when assessing the compatibility of these uses with surrounding areas.



Industrial

The industrial land use designation is applied to areas intended for a range of light and heavy commercial, assembly, warehousing, and manufacturing uses. These businesses can be beneficial for a municipality in terms of providing employment and an increased tax base. Large tracts of land with easy access to roadway transportation are becoming increasingly hard to find for the industrial business community, creating an advantage for Ferris.



Landfill

The existing Skyline Landfill is owned and operated by Waste Management of Texas, Inc. and is located entirely within the City of Ferris. The landfill was originally permitted in 1975 and has gradually increased in acreage over time. As a major contributor to Ferris' tax base, it is anticipated this use will continue operations within the City.



Future Land Use Distribution

Table 9 and Figure 18 show the acreage of land uses based on the Future Land Use Plan for Ferris’s combined planning area (combined City limits and extraterritorial jurisdiction), as well as the percentage each use comprises of the planning area.

As shown, traditional single-family residential uses are recommended to continue as Ferris’s

largest land use – estate density residential at 6 percent and low density residential at 59 percent of all developed land.

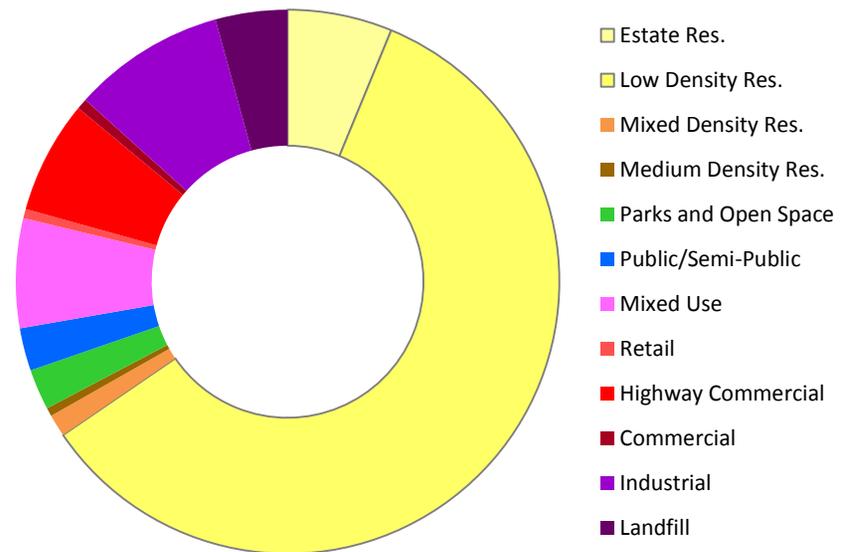
The second-largest use types proposed are industrial development, mixed use, highway commercial businesses, and the landfill.



Table 9. Future Land Use Acreage

Future Land Use Category	Total Acres	% of Total Land	% of Dev. Land
Estate Res.	706	4%	6%
Low Density Res.	6,710	42%	59%
Mixed Density Res.	150	1%	1%
Medium Density Res.	57	0%	1%
Parks and Open Space	274	2%	2%
Public/Semi-Public	288	2%	3%
Mixed Use	737	5%	7%
Retail	62	0%	1%
Highway Commercial	760	5%	7%
Commercial	72	0%	1%
Industrial	1,028	6%	9%
Landfill	484	3%	4%
Developed	11,327	71%	100%
Floodplain	4,650	29%	---
Total	15,977	100%	---

Figure 18. Future Land Use Distribution of Developed Land



Population Projections

Increased demand for all types of land uses must be taken into account when establishing a Future Land Use Plan. This section contains projections for the future population of Ferris, including the City’s total planning area (City limits and ETJ).

Table 10. CAGR Projections

Year	Compound Annual Growth Rate		
	1%	3%	8%
2012	2,440	2,440	2,440
2013	2,464	2,513	2,635
2014	2,489	2,589	2,846
2015	2,514	2,666	3,074
2016	2,539	2,746	3,320
2017	2,564	2,829	3,585
2018	2,590	2,913	3,872
2019	2,616	3,001	4,182
2020	2,642	3,091	4,516
2021	2,669	3,184	4,878
2022	2,695	3,279	5,268
2023	2,722	3,378	5,689
2024	2,749	3,479	6,144
2025	2,777	3,583	6,636
2026	2,805	3,691	7,167
2027	2,833	3,801	7,740
2028	2,861	3,915	8,359
2029	2,890	4,033	9,028
2030	2,919	4,154	9,750
2031	2,948	4,279	10,530
2032	2,977	4,407	11,373

Based on recent and anticipated development trends, a growth rate of **approximately 3 percent** is projected for the City of Ferris. Although this is more ambitious than recent growth has occurred, several factors contribute to the projected growth. These factors include a development anticipated in the southwestern portion of Ferris’s ETJ (note that although this is outside of the City limits, a development agreement was established to include these residents in the City’s population), continuing expansion of the DFW Metroplex, and the culmination of recent economic recession.

Ultimate Capacity

Ultimate capacity refers to the maximum number of residents that the City can support, given the current boundaries. In order to calculate the ultimate capacity, the Future

Land Use Plan map and Existing Land Use Map are used to determine the number of vacant residential acres. This acreage is multiplied by the expected number of dwelling units per acre, the occupancy rate and number of persons per household. The number of current residents is then added to reach the total number of residents that can be supported within the existing planning area.

Based on these calculations, the current planning area can support about 60,000 residents. Considering the vast amount of vacant land and this extremely large population change from today’s population of about 2,440 residents, Ferris’s ultimate capacity will likely not be reached in the foreseeable future.

Table 11. Ultimate Capacity

Vacant Residential	Vacant Acres	DUA	Occ. Rate	PPH	Future Projected		
					Housing Units	Households	Population
Estate Density	710	1	92.2%	3.1	710	654	2,028
Low Density	6,223	3	92.2%	3.1	18,669	17,213	53,359
Mixed Density	31	6	92.2%	3.1	185	171	530
Medium Density	45	10	92.2%	3.1	445	410	1,272
Ultimate Capacity within Vacant Areas					20,009	18,448	57,189
Current Population					794	755	2,440
Ultimate Population Capacity					20,803	19,203	59,629

Thoroughfare Network

The Future Land Use Map located on page 26 also reflects the thoroughfare plan. A community’s roadway network forms one of the most visible and permanent elements of a community. It establishes the framework for community growth and development and, along with the Future Land Use Plan, forms a long-range statement of public policy. The thoroughfare network is vital to the City’s ability to grow and attract businesses, and as such it is directly linked to land use. The type of roadway dictates the use of adjacent land, and conversely, the type of land use dictates the size, capacity and flow of the roadway.

A functional classification of streets has been developed for the roadway network within Ferris. In short, this classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next. For Ferris, street classification includes a range of arterial and collector streets, interconnected with the FM and highway network. As identified on the map, the thoroughfare types include six lane divided roadway, four lane divided and undivided roadways, and two lane divided and undivided roadways (see **Figure 21. Thoroughfare Plan Cross-Sections**).

Figure 22. Level of Service located on page 40 indicates the existing roadway level of service provided at this time. Level of Service (LOS) refers to operational conditions of a road

during daily, off-peak or peak periods and is categorized in a range from “A” to “F”. As shown on this map, all roadways in Ferris have a LOS of C or better, which indicates acceptable operational conditions.

Special Considerations

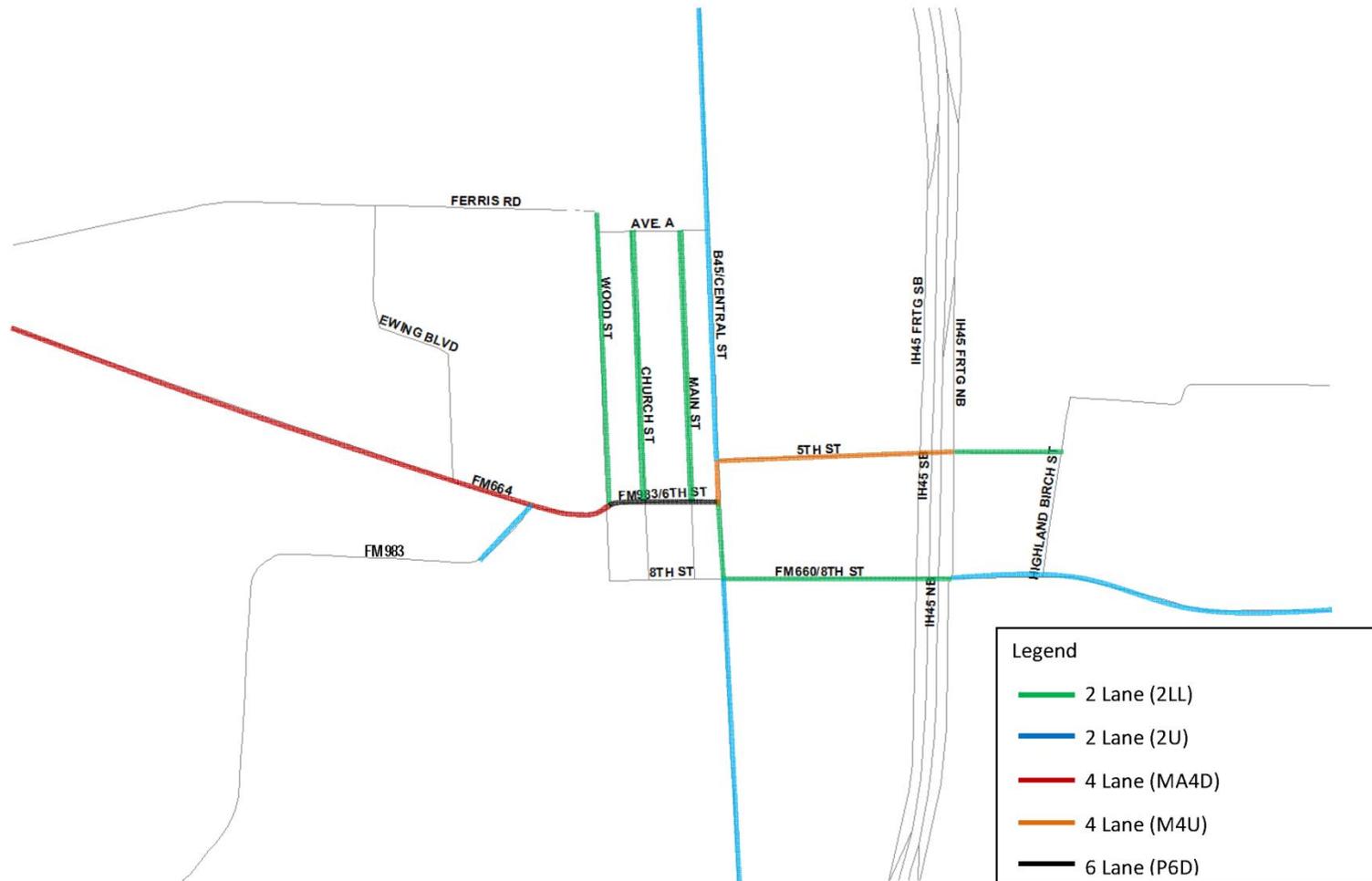
Several specific roadway issues should be identified, which may affect future development patterns in Ferris. The first of these is the construction of the future Loop 9 highway. The alignment shown on the map is the most recent; however, it has not been finalized as planning is currently on-going for this major mobility corridor. East-west demand within the core of Ferris may be impacted by this roadway. For example, the plan currently indicates a need for a six lane roadway at 6th Street in downtown. If Loop 9 is constructed as shown, 6th Street may only require four lanes.

Another special consideration is the entry of FM 664 into the downtown area. The Future Land Use Plan map and **Figure 19. Transportation Plan (Without Bypass Realignment)** show the current configuration, requiring traffic to “jog” along Central Avenue to connect from FM 664 to 5th Street (subsequently to Interstate 45). One alternative would be to realign the FM 664 connection from 6th Street to 5th Street, west of Wood Street, which is shown in **Figure 20. Transportation Plan (With Bypass Realignment)**.



The final area of special note is the white dashed line in the southwestern portion of the map, a proposed bypass of Ferris’s core area, which would provide a connection from FM 664 directly to Interstate 45. At this time, the bypass is recommended as a possible future consideration. A traffic impact analysis (TIA) study should be conducted following future development in this area to determine whether this bypass is appropriate.

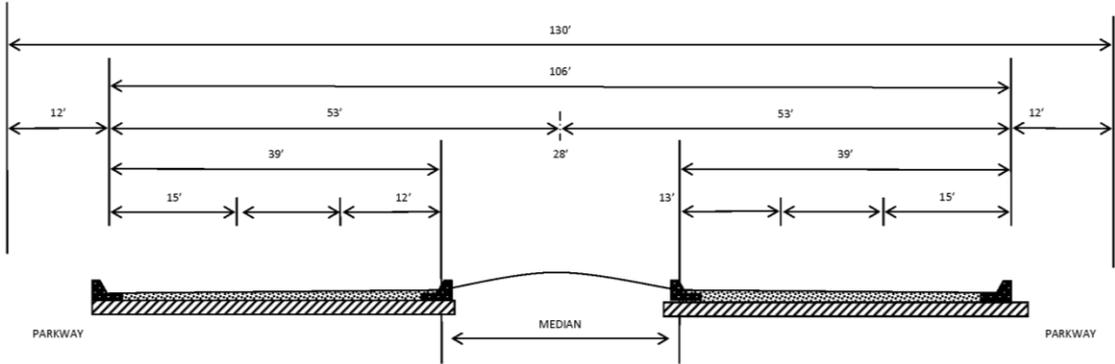
Figure 19. Transportation Plan (Without Bypass Realignment)



Source: Savant Group, Inc.

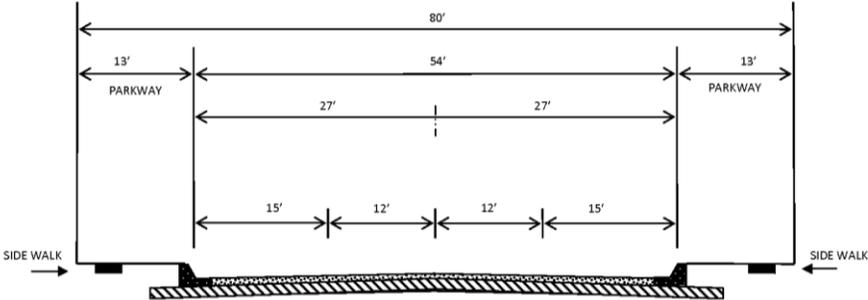
Figure 21. Thoroughfare Plan Cross-Sections

6 lane Principal Arterial (P6D)



All designs should be in accordance with *TxDOT Roadway Design Manual*

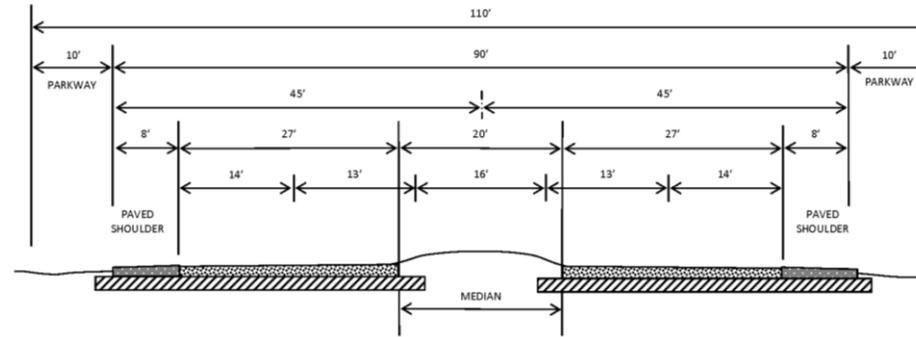
4 Lane Minor Arterial Undivided (M4U)



All designs should be in accordance with *TxDOT Roadway Design Manual*

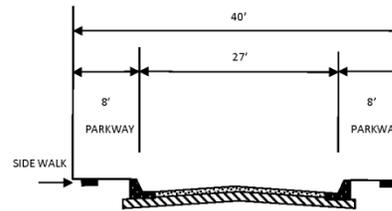
Source: Savant Group, Inc.

4 Lane Major Arterial Divided (MA4D)



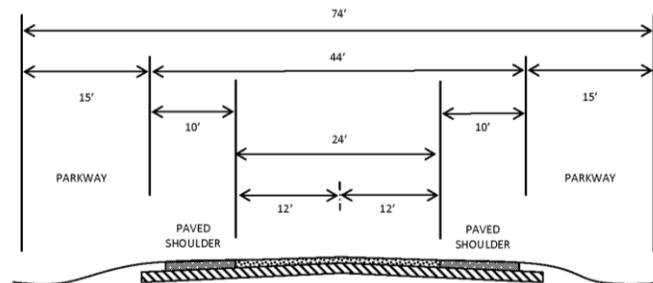
All designs should be in accordance with *TxDOT Roadway Design Manual*

Two Lane Limited Local (2LL)



All designs should be in accordance with *TxDOT Roadway Design Manual*

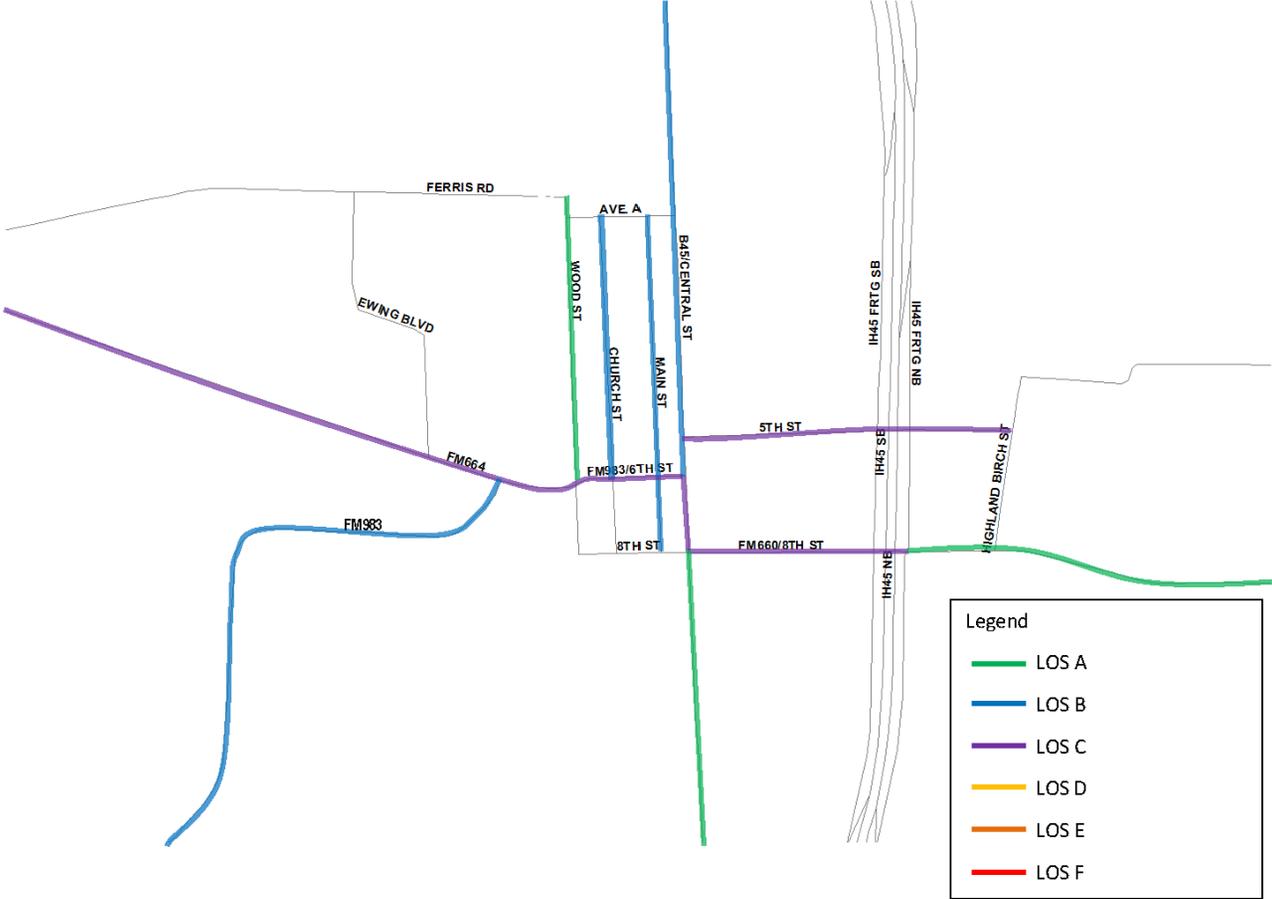
Two Lane (2U)



All designs should be in accordance with *TxDOT Roadway Design Manual*

Source: Savant Group, Inc.

Figure 22. Level of Service



Source: Savant Group, Inc.

Recommendations

The goals identified in the *Vision* element provide a basis for these future land use recommendations. For reference, the following are the goals related to future land use:

1. **Encourage a desirable mix of land uses within the City.**
2. **Consider the development of an industrial business park in the City.**
3. **Encourage complementary development and historic restoration within the Downtown.**

#1 Adopt the Future Land Use map

The adoption of this 2013 Comprehensive Plan includes the adoption of the Future Land Use Map (see **Figure 16**). This map has been developed with existing land use, public input, and existing infrastructure in mind. As discussed below in **Administration of the Plan**, future rezonings should be made in accordance with the Future Land Use Map. If for some reason a rezoning that does not conform to the Future Land Use Map is desirable, the Future Land Use Map should be amended prior to the rezoning to ensure consistency.

Administration of the Plan

The following sections discuss the integration of the Future Land Use Plan into daily planning tasks – specifically development proposals and zonings. The purpose of this information is to

help guide City Staff, City Council, and other decision-making bodies in upholding the intent of the Comprehensive Plan.

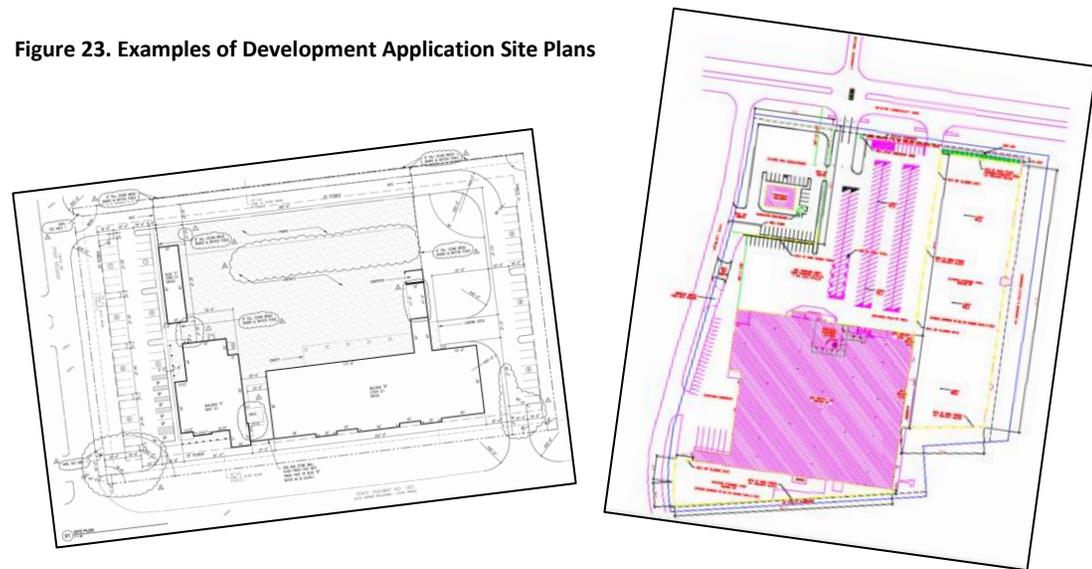
Development Proposals and the Future Land Use Plan

At times, the City will likely encounter development proposals that do not directly reflect the purpose and intent of the land use pattern shown on the Future Land Use Plan (**Figure 16**). Review of such development proposals should include the following considerations:

- Will the proposed change enhance the site and the surrounding area?
- Is the necessary infrastructure already in place?

- Is the proposed change a better use than that recommended by the Future Land Use Plan?
- Will the proposed use impact adjacent residential areas in a negative manner? Or, will the proposed use be compatible with adjacent residential areas?
- Are uses adjacent to the proposed use similar in nature in terms of appearance, hours of operation, and other general aspects of compatibility?
- Does the proposed use present a significant benefit to the public health, safety and welfare of the community?
- Would it contribute to the City’s long-term economic well-being?

Figure 23. Examples of Development Application Site Plans



Development proposals that are inconsistent with the Future Land Use Plan (or that do not meet its general intent) should be reviewed based upon the above questions and should be evaluated on their own merit. It is the responsibility of the applicant to show that the proposal meets the aforementioned considerations and supports community goals and objectives as set forth within this Plan.

It is important to recognize that proposals contrary to this 2013 Comprehensive Plan could be an improvement over the uses shown on the map for a particular area. This may be due to changing markets, the quality of proposed developments and/or economic trends that occur at some point in the future after the plan is adopted. If such changes occur, and especially if there is a significant benefit to the City, then these proposals should be approved, and the Future Land Use Plan map should be amended accordingly.

Zoning and the Future Land Use Plan Map

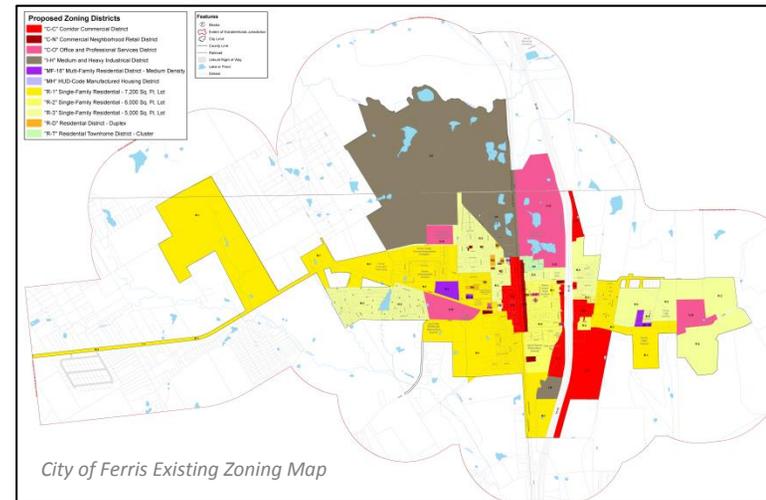
The City’s zoning map should reflect the Future Land Use Plan map to the fullest extent possible. It is important to note that the Future Land Use Plan map is not a zoning map, which legally regulates specific development requirements on individual parcels. Rather, the zoning map should be guided by the graphic depiction of the City’s preferred long-range development pattern as shown on the Future Land Use Plan map.

Chapter 211 of the Texas Local Government Code states that “zoning regulations must be adopted in accordance with a comprehensive plan.” Consequently, a zoning map and zoning decisions should reflect the Future Land Use Plan map; therefore, approval of development proposals that are inconsistent with the Future Land Use Plan should be avoided.

It is recommended that the City amend the Future Land Use Plan map prior to rezoning land that would result in such inconsistency. In order to expedite the process of amending the Future Land Use Plan to ensure zoning regulations correspond, the related amendment recommendation(s) may be forwarded simultaneously with the rezoning request(s). If a rezoning request is consistent with the plan, the City’s routine review process would follow. It is recommended that the City engage in regular review of the Future Land Use Plan to further ensure that zoning is consistent and that the document and the map reflect all amendments made subsequent to the plan’s initial adoption.

Reactive and Proactive Use of Zoning and the Plan

Approval of development proposals that are inconsistent with the Future Land Use Plan will



often result in inconsistency between the Future Land Use Plan and zoning regulations. As previously mentioned, it is recommended that the City amend the Future Land Use Plan prior to rezoning land that would result in such inconsistency. In order to expedite the process of amending the Future Land Use Plan to ensure zoning regulations correspond, the related amendment recommendation(s) should be forwarded simultaneously with the rezoning request(s).

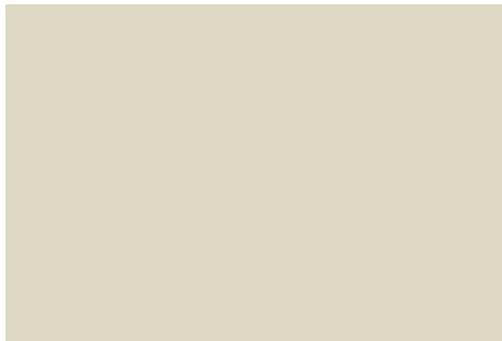
A proactive approach is the opposite of a reactive approach. In the reactive approach, the landowner or developer applies for a zoning change and the Future Land Use Plan map is updated accordingly. In a proactive approach, the City leads the effort to rezone land according to the Future Land Use Plan map.

#2 Establish incentives, target marketing efforts, and update zoning to promote an Industrial Business Park

An industrial business park should be established to take advantage of the City’s assets – Interstate 45 and future proposed Loop 9 highway frontages, rail line, large vacant parcels, and the nearby Dallas Intermodal Terminal. The City should ensure that zoning allows industrial uses in this area that conduct light manufacturing, assembling and fabrication, warehousing, wholesaling, and service operations. Additionally, the City may wish to review the uses allowed in the Industrial districts. These districts are often used as a “catch-all” for generally less-desirable land uses. The City may wish to ensure that these large tracts may be reserved for true industrial development.

The City should coordinate with the Ferris Economic Development Corporation to target these businesses and identify incentives to attract desirable users.

The City should also take measures to ensure that these developments contribute positively to Ferris’s image from the major corridors. To accomplish this, development regulations should be in place to require screening for outdoor storage and loading in areas that are visible from a roadway. The uses should be designed in a coordinated, campus-like setting with easy access to the major roadways to avoid disrupting local traffic.





#3 Ensure a desirable mixture of housing types and lot sizes

A mixture of residential housing types and lot sizes should exist throughout the community, promoting uniqueness and creating distinctive neighborhood areas. It is the intent of this recommendation to encourage housing diversity, both in housing type and lot size, so that neighborhoods can be developed that contain housing for residents at all stages of life. The ideal results would be full life-cycle neighborhoods that contribute to the desirability and uniqueness of Ferris.

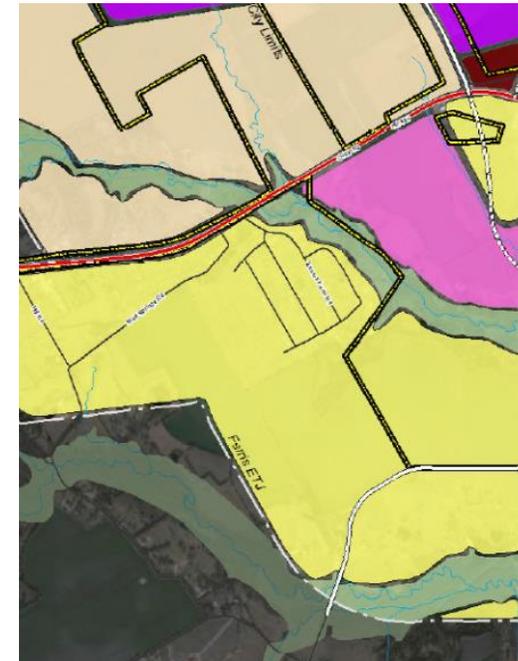
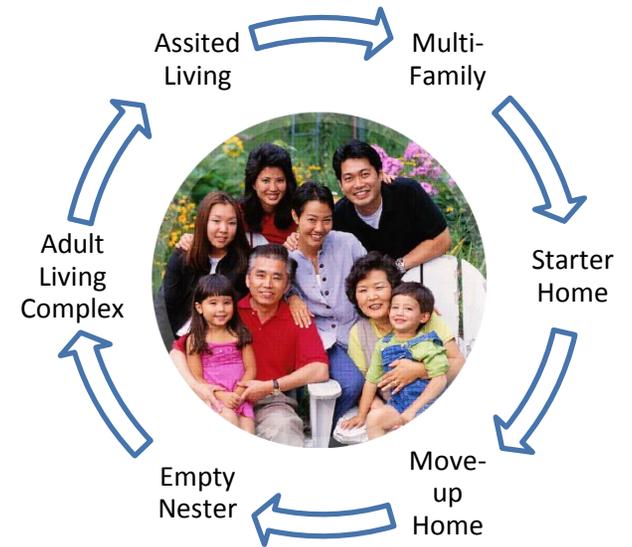
It is important for cities to provide a variety of housing for the full life cycle of citizens and to meet the needs of different segments of the population – people of different ages, socio-economic levels, and employment levels. The “full-life cycle” is intended to describe all stages of life – young singles, professional couples, families with children, empty-nesters, retirees and seniors, including those requiring living assistance. In addition to providing housing types for all its residents, offering



higher density housing will also help the City to eventually achieve home-rule status.

There are several existing multiple family housing developments within the City. These developments can be an asset to the community and are recommended to remain on the Future Land Use Plan map. Recommendations specific to multiple family design standards can be found in the Livability element.

At the other end of the density spectrum, the Future Land Use Plan map also shows low- and estate-density residential development. In order to ensure this development occurs as intended, it is recommended the City develop a residential zoning district for larger minimum lot sizes (i.e., a Rural Residential category for lots larger than one-half or one acre). The zoning ordinance currently has a minimum of 9,000 square feet for the largest residential zoning district lot size. Although lots may be developed larger than the minimum required size, large lot home owners often prefer to be located next to similar sized properties.





#4 Adopt programs or codes that encourage reuse of existing structures in Downtown

Special consideration needs to be given to the historic downtown area. This has long been the center for Ferris and its architecture and general form date to a previous time and period; therefore, preservation of the atmosphere, architecture, and historic relevance of the downtown area is something that the City desires to maintain. Additionally, the reuse of existing structures helps to maintain the area’s unique character, reduces development costs, and reduces waste from demolition and reconstruction.

The City currently has voluntary guidelines in place in Downtown to encourage renovations to be consistent with the area’s existing character. These guidelines are optional recommendations; however, the City may wish to consider adopting mandatory standards to ensure the character is preserved and even restored. This proposed regulation would be implemented as either a base zoning district or



an overlay zoning district, with the purpose of setting standards on development within the Downtown area.

The City should also investigate the adoption of an Adaptive Reuse Ordinance to encourage the reuse of existing structures in the Downtown by permitting additional uses and avoiding additional costs and time spent by the developer. The City can also adopt the International Existing Building Code (IEBC) to address older existing buildings to achieve the same safety standards through different means.

A program is currently in place to provide matching grants up to a certain dollar amount for façade improvements in the downtown. This program should be continued and possibly expanded to increase the dollar amount, or to extend to other improvements such as signage.

A Business Improvement District (BID) may be appropriate to encourage improvements in the Downtown area as well.



Future Land Use Conclusion

The recommendations contained herein should guide Ferris’s future land use planning and related policies. It is important to note that the Future Land Use Plan is not the community’s official zoning map, but a guide to decision-making in the context of the City’s future land use patterns. The Future Land Use Plan should be used consistently and updated as needed, as coordinated, quality development continues over time.

Livability

Urban design principles strive to improve the quality of life, or "livability", within a community by enhancing the man-made environment and by creating new opportunities for social interaction among residents. Quality urban design practices also help to create a legible development pattern that makes the community understandable to residents and visitors alike. They often deal with the sensory response of people to the community's physical environment: its visual appearance, its aesthetic quality, and its spatial character.

Urban design can be used to bolster people's sense of well-being, community identity, civic pride, and awareness of different places within the community. The creative application of specific urban design improvements, no matter how large or small they may be, should result in a more aesthetically and functionally stable community, which is a more desirable place to live.

Promoting livability also has long lasting financial benefits. Creating desirable places encourages reinvestment into the community. This reinvestment in turn helps to keep taxes low because property values tend to increase



In the simplest terms, creating "livability" means creating places where people want to be.

which lessens the need to raise tax rates. Quality, sustainable development attracts businesses and residents, expanding the tax base. Financial investments promote a sense of ownership of the community.

This Livability element of the Comprehensive Plan integrates urban design considerations into the City's growth and development processes to create an attractive and recognizable physical environment that complements the functional organization of

Ferris, and to reinforce a sense of "community" among the people who live here. The intent of this Livability element is to provide recommendations for maintaining and strengthening both the City's image as a community of excellence and leisure, as well as its identity as a small town in spite of its proximity to the expanding City of Dallas and other neighboring communities.

The City has recently adopted a new zoning ordinance, which addresses many issues related to the community's livability. This section will focus on providing suggested revisions to consider during future updates of this ordinance.

Recommendations

The goals identified in the Vision element provide a basis for these livability recommendations. For reference, the following are the goals related to livability:

- 4. Establish a unique identity for the community.**
- 5. Improve the physical appearance of Ferris's frontages and neighborhoods.**
- 6. Promote desirable neighborhoods.**



#5 Create and enhance gateway entrances to the City

The visual monotony that is often inherent to communities within a geographic area makes it appear that each one is just like its neighbors. For example, the visual appearance of the City to a traveler along Interstate 45 may be very similar to the appearance of any other nearby community. This lack of design variety, especially along major corridors, makes it difficult for people to know when they have left one community and entered another. Gateways can provide a strong sense of arrival to a community. These features are the first thing visitors see when they arrive and the last

impression visitors have when they leave.

The design of gateways into the City of Ferris should be guided by several factors. One factor is the number of people using a particular entry point. The most heavily traveled roadway entering the community is Interstate 45. Welcoming signage, similar to the illustration above, should be located at the north and south entrances into the City limits to greet visitors into Ferris. Additionally, the bridges and the frontage roads are alternate options that may be accomplished through coordination with TXDOT. Improved overpasses with decorative rails, landscaping, lighting, and signage are possibilities.

Another important factor in the design of gateways is to develop an entryway that provides a sense of identity for the community. Consideration should be given to establishing a uniform design concept for all gateway areas, and hierarchical distinction between major and minor gateways can be achieved through design modification and scaling for each type of entry feature.

Similarly, another important aspect to improving the livability of Ferris is to establish a consistent appearance and theme, particularly in the Downtown. For example, building on Ferris’s history, the City could place banner signage on existing light posts with the words, “Welcome to the City that Bricked the World, est. 1874”, reflecting the theme of the gateway entrances.

The City currently has an entryway sign along 5th Street; however this feature appears to be dated, does not reflect a consistent theme within Ferris, and has minimal landscaping and design attributes.

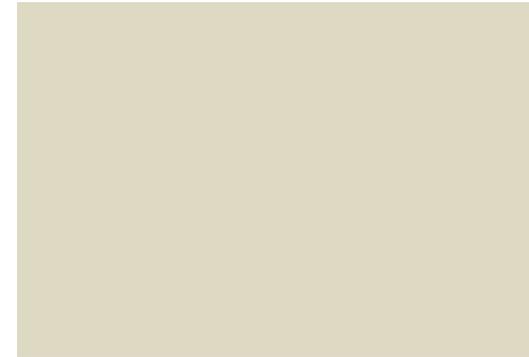
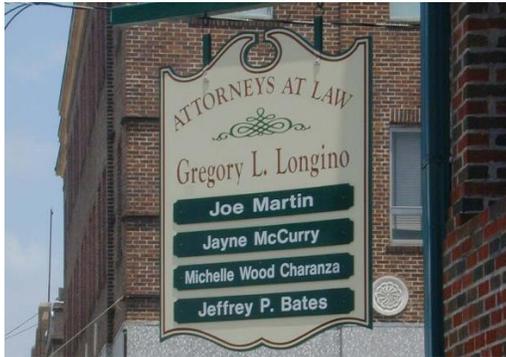
Priority for funding entry features, both in terms of total dollars spent per entry and in terms of the timing of expenditures, should be directly related to the number of people using a particular entry point. Donations can often be solicited from civic groups to assist in the funding of specific gateways and/or their maintenance (e.g., an "adopt a gateway" program).

#6 Evaluate and update signage requirements

Another method of enhancing the overall image of Ferris is through sign regulation that reduces the visual clutter that can result from a lack of regulation. Because of Ferris’s location along Interstate 45, many of the businesses along the corridor use pole signs in order to make their advertisements visible to the passing traffic. This use of pole signs does not promote a positive, aesthetically-pleasing image of Ferris to those passing through.

Sign regulations, however, should be balanced between the public interest and the needs and rights of the business community. For instance, while sign regulations should enhance the roadway by improving the visual appearance and safety, the regulations should allow for businesses to advertise enough to entice customers or clients to stop at these businesses.

The zoning ordinance currently allows for “1 freestanding (either pole or monument) sign per street frontage, 2 maximum” in non-freeway areas. The City should consider reviewing the existing sign regulations and determine whether pole signs are appropriate in the non-freeway portions of Ferris. Additionally, the City may wish to consider removing the signage regulations from the zoning ordinance in order to enforce regulations beyond the City limits.



#7 Update design standards for nonresidential and multiple family residential development

In order to promote a positive image of Ferris, the City should continue its efforts to pursue quality urban design standards in all developments and provide flexibility for new market trends, design initiatives and features. Quality design standards are intended to improve the City’s livability.

Ferris’s zoning ordinance currently requires a certain percentage of nonresidential buildings to be constructed of masonry materials, and provides a definition for what materials this includes. The following are long-term suggested recommendations pertaining to nonresidential and multiple family residential developments within Ferris, and are intended to promote the quality and aesthetic appeal of the City. Specific methods and enhanced design standards may be considered during future updates of the City’s zoning regulations.

One suggested revision is to reexamine the exclusion of fiber cement siding (i.e., HardiePlank) from the masonry materials classification. Another option to allow developers more flexibility in design while promoting quality materials is to assign materials within a “class” system. The City can require a certain percentage of each class be used in the design, with an emphasis on the building façade.

In addition to materials, building articulation is another important aspect of building design to

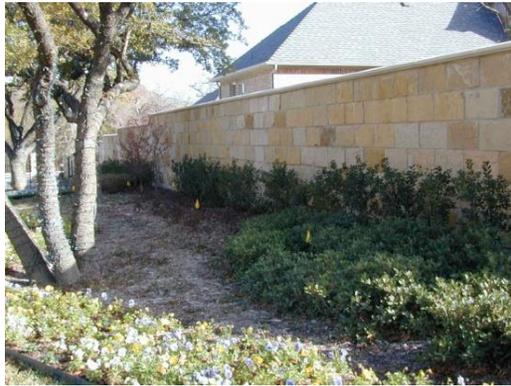
consider. Building articulation refers to any prominent architectural feature that breaks up a wall plane, either horizontally or vertically. For example, the City can require that for every 50’ of wall plane, the design must incorporate an element of articulation.

Additionally, for multiple family residential developments, the City may wish to consider requiring the following or similar conditions to ensure quality construction and design:

- Flat roofs prohibited
- Require a masonry fence (no wood) for buffer
- Four or more of the following architectural features:
 - Awnings/Canopies
 - Balconies
 - Dormers
 - Offsets within each building
 - Patio or porch
 - Varied roof height in building
 - Others as approved by the Director

Another option is to require an SUP for multiple family developments, to ensure appropriate, quality design.





#8 Ensure adequate screening and buffering to reduce land use conflicts

The Future Land Use Plan seeks to minimize conflict between residential and nonresidential areas, but screening and buffering efforts can help to mitigate any remaining incompatibility between land uses. The City should consider reviewing screening and buffering requirements between residential and multiple family or nonresidential developments.

If a screening wall is used, the wall should be constructed entirely of brick, masonry, or other like material consistent with the exterior finish of the primary structure. It should also be at least six feet in height, consistent with the zoning ordinance’s requirements. The ordinance currently allows screening walls to be constructed of wood. Wood is an attractive material to use for screening walls initially, but it is a high maintenance material, and therefore is not recommended for screening walls. Construction of such a wall would

typically be a responsibility of the nonresidential or multiple family land use developer.

It is important that the City maintain and enhance the view from public streets and neighboring properties. The City should ensure that any view of waste receptacles (e.g., dumpsters) from existing or proposed public roadways is screened by some type of screening device. Such regulations are not currently contained in the City’s zoning ordinance. Containers should be screened on three sides with materials that are consistent with or similar to the construction of the main building, and should be equipped with a gate that remains closed when the refuse area is not in use. Additionally, waste receptacles should not be placed within required parking spaces, and should allow proper access and circulation by service trucks.

Outside storage and loading areas should also be screened as much as possible near public streets and neighboring properties, particularly

within Downtown. Loading docks and service areas should be located at the rear of the building.

The City’s zoning ordinance currently prohibits outside storage in certain districts, within a certain distance of residentially-zoned property, and for certain uses; however, the ordinance should also address outside storage in the districts and for the uses in which it is permitted. For example, outside storage may be permitted only when screened by the building itself or with screening/landscaping. In other instances, minimizing the view of the storage from public right-of-way may be a desirable option. Additionally, the City should consider developing regulations to screen loading areas, or to locate these areas in the rear of the building.

#9 Ensure Ferris’s existing and future neighborhoods are desirable and well-maintained.

The design and character of residential neighborhoods is an important component of the community’s overall urban design. As more vacant property is developed into residential subdivisions, such design factors including the provision of open space, adjacency issues, screening, landscaping, and the design layout of the subdivision itself, will be critical to the perception of the City’s residential neighborhoods.

Preservation of Existing Neighborhoods

Many of Ferris’s existing homes are historic structures, dating back to the early 20th century (see **Figure 8. Home Construction Year** on page 9). The City’s existing historic preservation overlay district is in place to preserve these homes, and should be maintained. The City may also want to consider offering incentives for residential infill and redevelopment on vacant tracts. Density bonuses or help with infrastructure costs for the right type of development may also be considered.

Another opportunity for the City is to facilitate volunteer-based programs to upgrade housing and improve neighborhood areas. Funds for such programs could be garnered from grants or from charitable donations (e.g., from local businesses, churches, service organizations). Many cities across Texas host home improvement projects in which neighborhood

residents volunteer to help with basic exterior household repairs. Many cities receive supply donations from local hardware stores.

The City may find it useful to document the conditions of neighborhoods as they age to identify deteriorating areas and to prioritize such areas for improvements. Facts that should be documented include but are not limited to, code violations, public safety reports (e.g., police and fire), and ownership/rental percentages. There are several methods that can be used to determine these facts, including conducting door-to-door housing condition surveys and reviewing code violation reports.

Code enforcement is one way the City can improve local housing. Many cities have code enforcement policies that are reactive – violations of general code regulations are not enforced unless and until a complaint is made. Other cities have code enforcement policies that are more proactive – staff is actively looking at areas of the community from a regulatory perspective, and enforcing codes as they see violations on a regular, consistent basis, without a complaint being made. Ferris should consider adopting a policy of proactive code enforcement. Code enforcement officers should be surveying the City, recognizing and taking care of violations. Public safety issues related to housing, such as sagging roofs and leaning exterior walls, should be of the utmost concern as violations are identified.



#10 Promote safety within the community

Code Red

Code Red is a free alert system in place to alert Ferris residents in case of a local emergency or other critical situations. Citizens must register in order to receive this alert (a link to registration is available on the City's homepage, or access the site directly at <https://cne.coderedweb.com>). Many citizens may not be aware of this alert system. The City may wish to consider advertising this service with notices in water bills, signage, or announcements at local community or neighborhood meetings.

Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design (CPTED) is a design approach that originated in the 1960s to deter criminal activity by relying on the design of the built environment to affect human behavior. CPTED can be an inexpensive method for cities to deter crime if incorporated into the initial design.

Although CPTED can be difficult to incorporate into development regulations, it can be beneficial for City Staff to be aware of the basic principles to assist in incorporation into future developments. The City may wish to provide materials to prospective developers to encourage these techniques. The following four CPTED principles should be incorporated into future development, as possible and

appropriate, to increase perceived safety and discourage criminal activity.

Natural Surveillance

Increasing visibility can reduce the likelihood of criminal activity and increase the feeling of pedestrian safety. The feeling of "being seen" is created by ensuring clear lines of sight, the placement of windows facing onto streets, and shorter fences with open designs. Also, pedestrian scale lighting (i.e., lighting that increases the visibility of a person's face) helps to deter crime because a person can be more easily identified and is less likely to be disguised in shadows.

Natural Territorial Reinforcement

Public areas should be clearly distinguished from private areas. Common areas should be designated by the presence of signage, seating, and other public amenities, and should be used to host community gathering activities. Security signage should be used for private areas and public spaces accessible during evenings, such as parking lots. Creating a sense of ownership in private areas discourages unwanted persons from entering the area. Private land should be delineated by landscaping or short, open fencing.

Natural Access Control

Environmental design can be used to limit access by having designated points of entry, which increases the public awareness of a person entering the area. The placement of thorny bushes under low windows and around



fencing is an easy method to discourage intruders from "sneaking in". While open-style fencing is appropriate for front and side yards to increase visibility, taller masonry walls should be used along alleys.

Maintenance

Adequate maintenance of public and private areas helps to discourage criminal activity, and supports a sense of ownership for residents to protect their community. According to the "Broken Windows" theory, even small acts of crime can attract more severe acts of crime. Code enforcement and timely removal of graffiti and litter are relatively low-cost efforts to improve the City's appearance and deter criminal activity.

#11 Evaluate other suggested zoning regulation updates

The following is a summary of other aspects of the zoning ordinance that the City may wish to consider during any future ordinance updates (Note that items are not listed in order of priority):

1. Places of worship and schools should be permitted by-right in all districts. The zoning ordinance currently requires a Special Use Permit for these uses, which is in conflict with State law and contemporary planning practices.
2. The site plan requirements should be clarified. The use chart conditions indicate only certain uses require a site plan, whereas the Supplemental Requirements require a site plan for all new structures.
3. Consider inclusion of building material requirements and anti-monotony standards for residential developments to ensure quality home construction. As noted previously, the City currently has standards in place for nonresidential construction; however, no similar standards have been established for residential developments.
4. Develop standards to address sustainable features, such as wind energy conversion systems (i.e., windmills or wind turbines) and solar panels. For example, wind energy conversion systems should be

required to have a “fall zone” setback from any neighboring properties and may include maximum decibel requirements.

5. Parking standards should be linked to the uses in the use chart, and should consider offering a shared parking agreement alternative. It is currently difficult to determine which parking requirements apply to which uses.
6. Consider removing the Recreational Vehicle zoning district. This should likely be deleted as a zoning district. The City may wish to maintain the standards as a separate portion of the City’s Code of Ordinances (not within the zoning ordinance).
7. Ensure that all fees are removed from the ordinance and provide reference to the separate fee schedule.
8. The Special Use Chart should be synced with the Permitted Use Chart; these tables are currently in conflict and should be contained in one consolidated table.
9. The ordinance currently allows the City Manager to grant special exceptions for carports. All special exceptions must be granted by the Board of Adjustment. If it is desired for the City Manager to address carports, then the process should be removed from the special exceptions section and referred to as a permit.



10. The ordinance identifies variances as a power of the Board of Adjustment; however, it does not identify the necessary criteria or procedure for granting a variance. Although the City has a separate manual identifying these criteria, it should also be included in the zoning ordinance.

Livability Conclusion

The recommendations contained within this Livability element are intended to influence the aesthetics and functionality of the nonresidential and residential neighborhoods in Ferris. These recommendations should be considered in future community decisions, specifically during any future updates of the zoning ordinance.

3 *Implementation*



Implementation Strategies

Implementation is one of the most important, yet most difficult, aspects of the comprehensive planning process. Without viable, realistic strategies for implementation, the recommendations contained within this 2013 Comprehensive Plan will be difficult to realize.

Implementation Matrix

The following matrix is a summary of the recommendations within this 2013 Comprehensive Plan. The columns *What*, *When*, *Who*, and *How* are intended to provide the City with specific tasks to work toward implementing the vision of this plan.

“What”

This table is a summary of the recommendations that are provided within each element of the plan. Each recommendation is a hyperlink to the original recommendation section with additional information.

“When”

Short-term items should be targeted for implementation within the first five years of plan adoption; long-term items should be targeted within five to ten years; on-going

items cannot be completed with a single action and should be continually addressed.

“Who”

Although the responsibility for accomplishing a task may include additional parties, the purpose of this column is to identify the main player(s) in completing the action items.

“How”

This column identifies action items to accomplish each recommendation, such as a project that City Staff can lead, further study that is required, or necessary funding to be allocated.

What	When			Who	How
	Short-Term	Long-Term	On-Going		
Future Land Use Plan					
#1 Adopt the Future Land Use map				City Council and City Staff	<ul style="list-style-type: none"> Adopt this 2013 Comprehensive Plan. Ensure that the zoning map reflects the intent of the Future Land Use Plan map.
#2 Establish incentives, target marketing efforts, and update zoning to promote an Industrial Business Park				City Council, City Staff, and EDC	<ul style="list-style-type: none"> Determine whether non-industrial uses are desirable in the Industrial district, and amend the zoning ordinance use chart if necessary. Identify desirable businesses and possible incentives. Revise development regulations to ensure quality appearance of industrial uses from roadway.
#3 Ensure a desirable mixture of housing types and lot sizes				City Council	<ul style="list-style-type: none"> Amend the zoning ordinance to establish a larger lot residential district.
#4 Adopt programs or codes that encourage reuse of existing structures in Downtown				City Council and Main Street Board	<ul style="list-style-type: none"> Consider mandatory development standards in Downtown. Investigate benefits of adopting an adaptive reuse ordinance and/or the International Existing Building Code (IEBC). Determine if any additional economic development tools are appropriate for Downtown (BID or expanding existing incentives).
Livability					
#5 Create and enhance gateway entrances to the City				City Council and City Staff	<ul style="list-style-type: none"> Identify key sites for welcoming signage along Interstate 45. Allocate funding for site acquisition, signage design, and construction/maintenance. Identify volunteer groups that may be willing to perform regular maintenance at these gateway sites.

What	When			Who	How
	Short-Term	Long-Term	On-Going		
#6 Evaluate and update signage requirements				City Council	<ul style="list-style-type: none"> Determine whether the existing sign regulations should be updated to restrict pole signage. Move the sign regulations from the zoning ordinance to another location within the Code of Ordinances.
#7 Update design standards for nonresidential and multiple family residential development				City Council	<ul style="list-style-type: none"> Consider updating the nonresidential development regulations (i.e., require building articulation and allow for more flexibility in nonresidential building materials). Consider updating the multiple family development regulations (i.e., require certain amenities), and possibly requiring an SUP to ensure quality design.
#8 Ensure adequate screening and buffering to reduce land use conflicts				City Council	<ul style="list-style-type: none"> Remove wood from acceptable materials for screening walls. Require the screening of waste receptacles. Require outside storage and loading areas to be located behind buildings or screened from public right-of-way.
#9 Ensure Ferris’s existing and future neighborhoods are desirable and well-maintained.				City Council and City Staff	<ul style="list-style-type: none"> Establish volunteer programs for neighborhood improvement projects. Create and maintain an inventory of housing conditions. Ensure code enforcement is proactive and prevents public safety issues.
#10 Promote safety within the community				City Staff	<ul style="list-style-type: none"> Promote awareness of the City’s existing Code Red alert system. Ensure that City Staff is aware of CPTED principles, and informational materials are available.
#11 Evaluate other suggested zoning regulation updates				City Council	<ul style="list-style-type: none"> Consider the 10 additional suggested amendments to the zoning ordinance outlined in this section.