

City of Dorchester

COMPREHENSIVE PLAN

2022



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People, Innovation, Values, Opportunity, Trust

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INTRODUCTION

Introduction



PURPOSE

The Comprehensive Plan is the “**Plan**” for the City of Dorchester. It is the City’s guide for decision making regarding physical development and the allocation of resources. It provides local government officials direction in developing programs and strategies, making capital expenditures, and setting annual budgets. Although this Plan **does not** focus on all aspects of city life related to the physical environment, it touches on many important aspects. The Comprehensive Plan encourages residents and businesses to join together to ensure that the community’s vision is achieved. The Comprehensive Plan is Community Development in nature because of the following three elements:

- It is long range, covering a timeline of 20 years.
- It addresses the entire geographic area of the city and the extraterritorial jurisdiction.
- It addresses planning topics that influence the community’s quality of life.

LOCATION

Dorchester is a small Texas town (population: 105 as of January 2021), which contains a total land area of approximately 1,019.9 acres, and is located on the outskirts of the southern City Limits of Sherman. More specifically, Dorchester is situated in the southwest portion of Grayson County, at the intersection of F.M. 902 and mostly east of S.H. 289, and west of U.S. Highway 75. By highway, Dorchester is approximately 58 miles north of downtown Dallas (Figure 1).

Introduction



The nearby U. S. 75 (3 miles to the east), the Burlington Northern Santa Fe Railway, and two Farm-to-Market highways (F.M.'s 289, and 902), provide important access for the City of Dorchester to other urban and rural areas of North Central Texas. The traversal of these transportation routes, as well as other lesser roadways, have influenced local development and will continue to contribute to the future viability of the Dorchester area.

Overall, Dorchester's location outside the pressures and restrictions of intense urban life, combined with its convenient position relative to local and regional economic centers, makes Dorchester a stabile community capable of providing a good, small-town quality of life and a healthy environment for raising a family. Additionally, due to its relative closeness to the Dallas/Fort Worth Metroplex, Dorchester may eventually be attractive to commuters (electronic and physical) wishing to escape the plights of the nearby urban density.

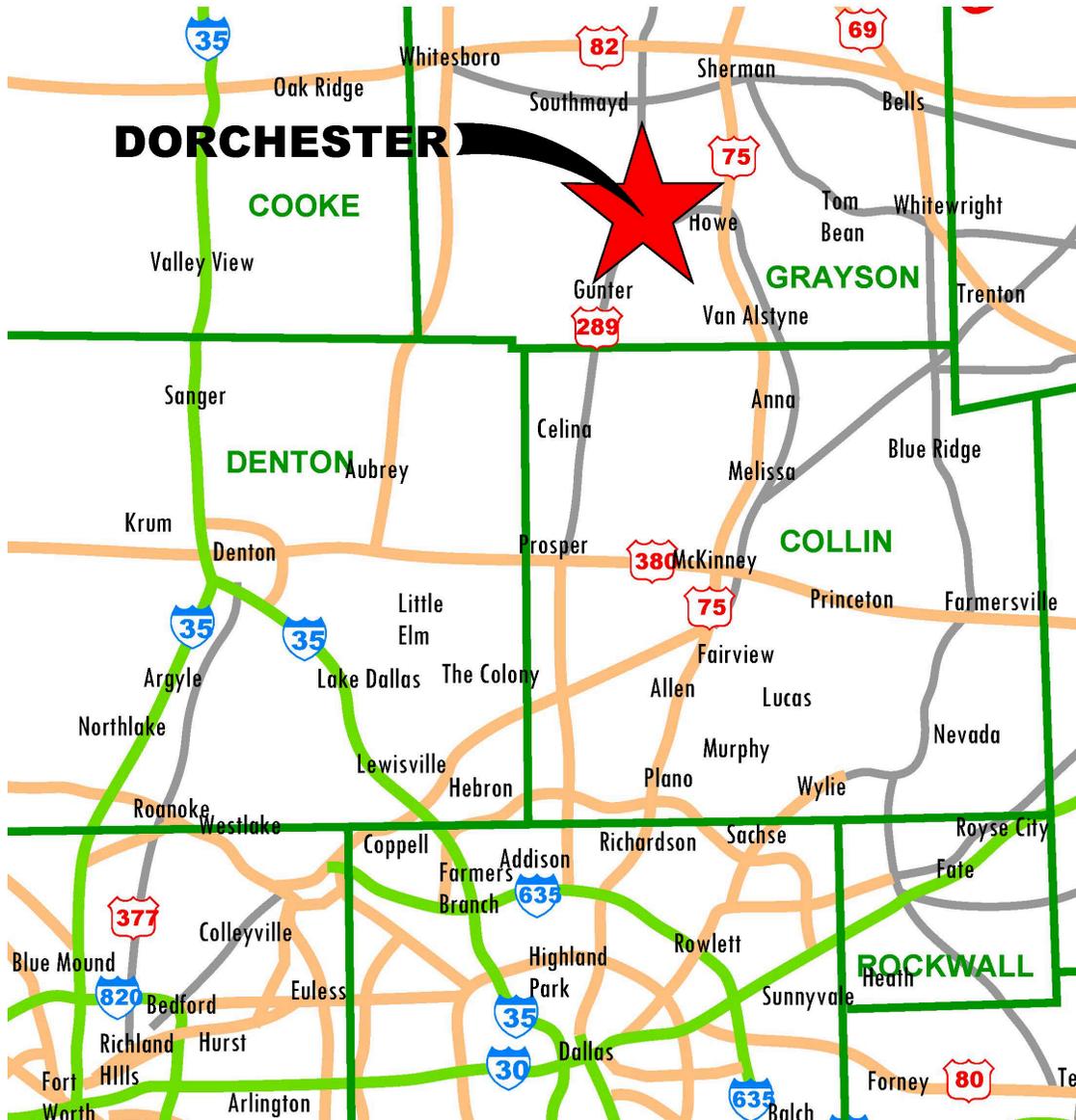
PLANNING AREA AND LOCATION

The City of Dorchester is traversed by F.M. 902 and S.H. 289. The traversal of these major thoroughfares, as well as other lesser roadways, has influenced and will continue to contribute to the development of Dorchester and the surrounding area. The city covers an area of 1.6 square miles and a planning area of over 12.9 square miles when including the extraterritorial jurisdiction. Figure 2 shows the 2042 Plan service area within the City Limits while Figure 3 shows the service area outside the city limits in the Extraterritorial Jurisdiction (ETJ).

Introduction



FIGURE 1
DORCHESTER AREA MAP
REGIONAL CONTEXT



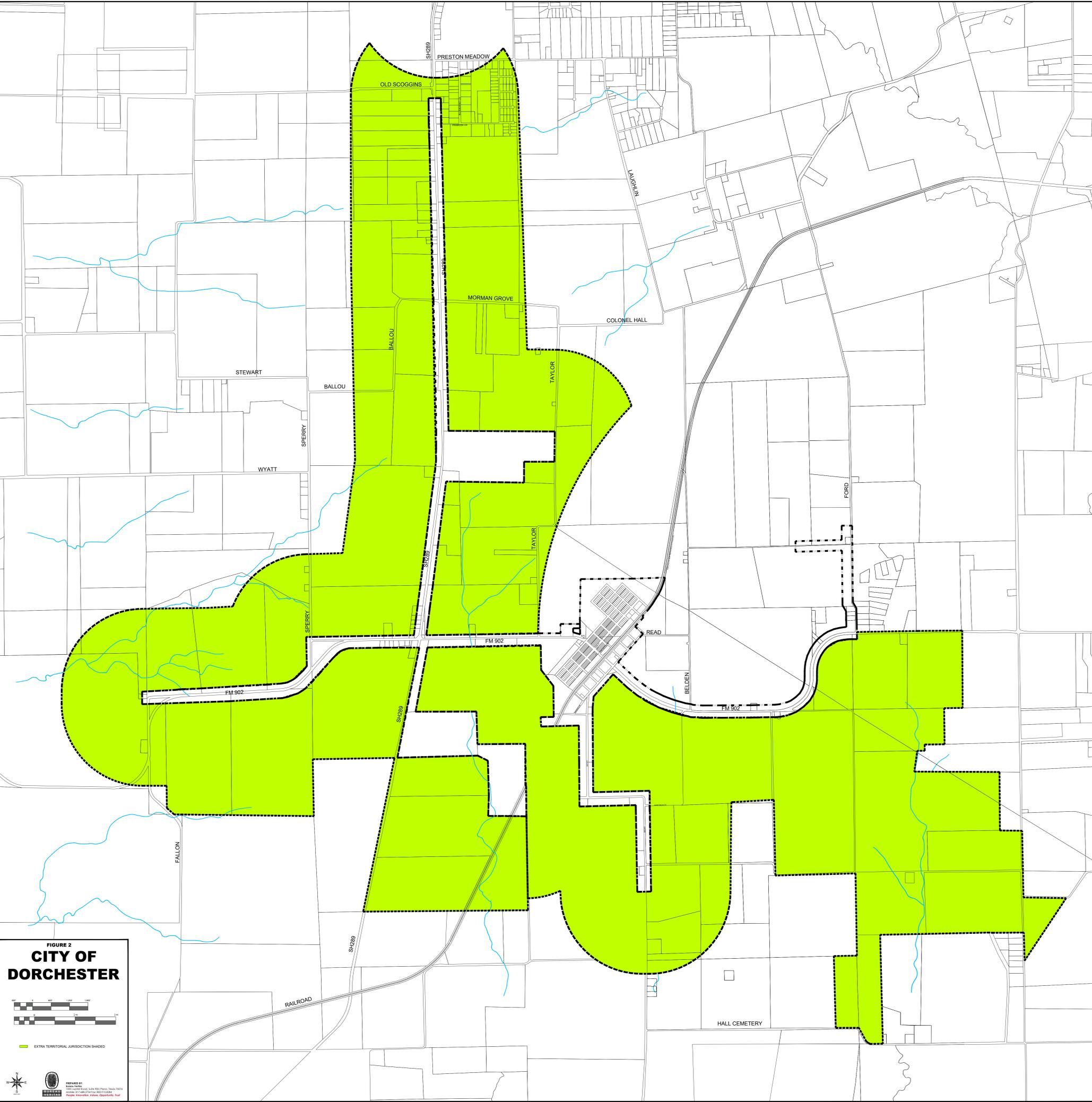


FIGURE 2
CITY OF
DORCHESTER

0 100 200 300 400 500
Feet

0 100 200 300 400 500
Meters

EXTRA TERRITORIAL JURISDICTION SHADED

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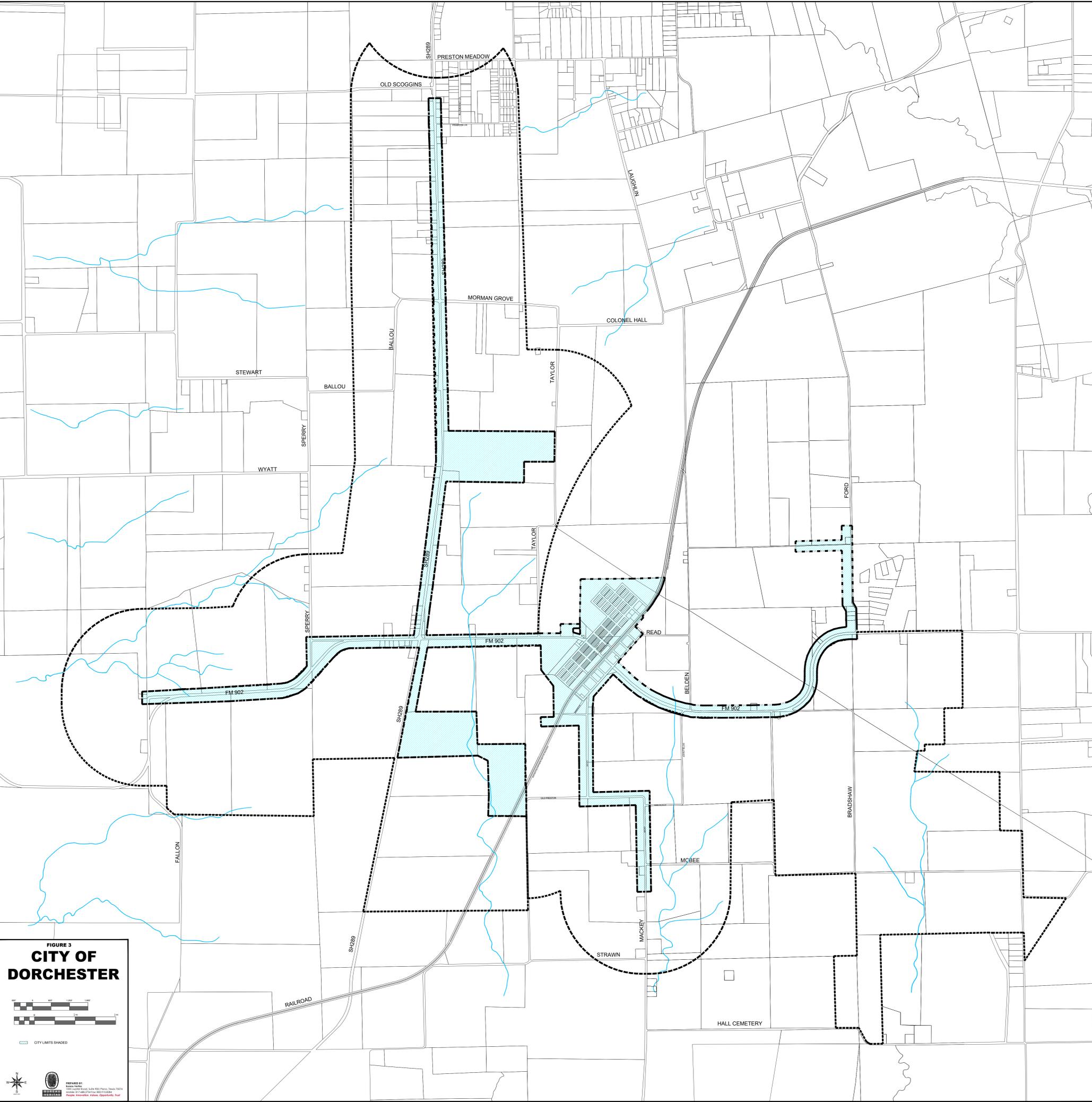


FIGURE 3
CITY OF
DORCHESTER

0 100 200 300 400 500
 Feet

0 100 200 300 400 500
 Feet

— CITY LIMITS SHAVED

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Introduction



PLANNING WITHIN TEXAS

Texas State Law

The State of Texas has established certain standards for developing a Comprehensive Plan. The State legislated these standards in the Texas Local Government Code.

Sec. 213.001. PURPOSE. The powers granted under this chapter are for the purpose of promoting sound development of municipalities and promoting public health, safety, and welfare.

Sec. 213.002. COMPREHENSIVE PLAN.

- (a) The governing body of a municipality may adopt a Comprehensive Plan for the long-range development of the municipality. A municipality may define the content and design of a Comprehensive Plan.
- (b) A Comprehensive Plan may:
 - (1) include but is not limited to provisions on land use, transportation, and public facilities.
 - (2) consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
 - (3) be used to coordinate and guide the establishment of development regulations.
- (c) A municipality may define, in its charter or by ordinance, the relationship

Introduction



between a Comprehensive Plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations.

Sec. 213.003. ADOPTION OR AMENDMENT OF COMPREHENSIVE PLAN.

(a) A Comprehensive Plan may be adopted or amended by ordinance following:

(1) a hearing at which the public is given the opportunity to give testimony and present written evidence; and

(2) review by the municipality's planning commission or department, if one exists.

(b) A municipality may establish, in its charter or by ordinance, procedures for adopting and amending a Comprehensive Plan.

LOCAL CONTEXT

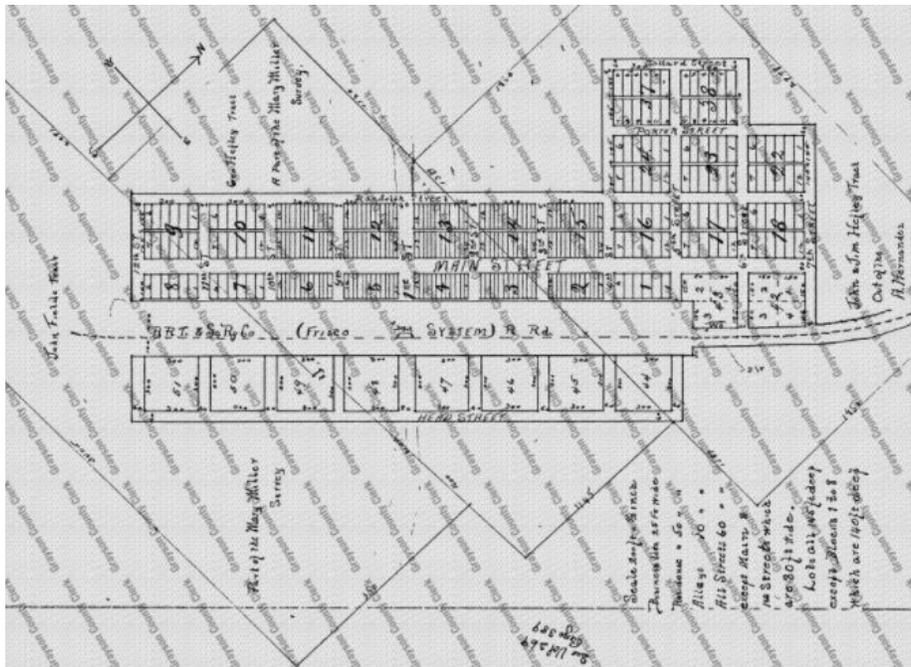
Local Context



HISTORY OF DORCHESTER

Dorchester is a long-standing agricultural community that petitioned for incorporation on January 25, 1971 with an election on May 1, 1971. There were initially 213 residents. The incorporation was to facilitate a water system for its citizens and expanded to others around the community. The first mayor of Dorchester was L.M. Harmon with the first City Marshall being Terry L. Crosby. The bulk of the City follows a strip of land on either side of Farm to Market Highway 902 and State Highway 289. Other than the strips the original Dorchester Plat was included as shown in Figure 4. Additionally, Extraterritorial Jurisdiction agreements were reached with the surrounding Cities bringing the total planning area to approximately 11.3 square miles.

**FIGURE 4
DORCHESTER ORIGINAL PLAT**



Local Context



The economy of Dorchester has continued to be based on the processing, storage, and shipping of grain sorghums and wheat. Until 1959, Dorchester area had its own school, originally built in 1907 (a state historical marker stands at the school's old location, next to the current home of the First Baptist Church of Dorchester). The high school closed in 1940, but the elementary school remained for nearly 20 more years, when the Dorchester school merged with the Howe Independent School District.



Today, Dorchester finds itself as a small, community offering a small-town quality of life at a time when social problems plague major centers of commerce.

If Dorchester wishes to continue influencing its economic and land use future (rather than accepting economic role assignments shaped by other regional interests) the City must confirm and maintain its desired economic niches, and plan for its own desired role in the evolving regional economy. Today Dorchester is a city of just over 150 residents spread over approximately 1.6 square miles.

DEMOGRAPHIC INFORMATION

Demographic trends are important to any community concerned with growth: how to anticipate it, how to encourage it, and how to accommodate it. Various techniques are used to model how populations change over time. An analysis of existing census data showing population trends over the recent past can help project forward the future size and composition of the population and help a community plan for future change.

Local Context



Population Change

Dorchester's population has had its ups and downs since incorporation with an estimated high of 213 residents during incorporation to a low of 109 residents in year 2000 (see Table 1 and Figure 5). It is anticipated that Dorchester in a few years will start growing exponentially in the next few years because of all the growth and development that is migrating up State Highway 289, the Dallas North Toll Road, and U.S. 75 as the Dallas area continues to expand northward.

Race/ethnicity 2000 – 2010

The 2000-2010 population composition shown in Table 2 has shifted slightly. Even though the population of the white classification has increased significant in percentage between 2000 to 2010. The major decrease was in the Other Race category. It appears to be very unlikely that the Other Race went down as significantly as shown. It should be noted that Hispanic is not included as a separate classification but as a subset of all races. Another statistic of interest is that Female Heads of Households more than doubled. The 2010 population composition is graphically shown in Figure 6.

Local Context



TABLE 1

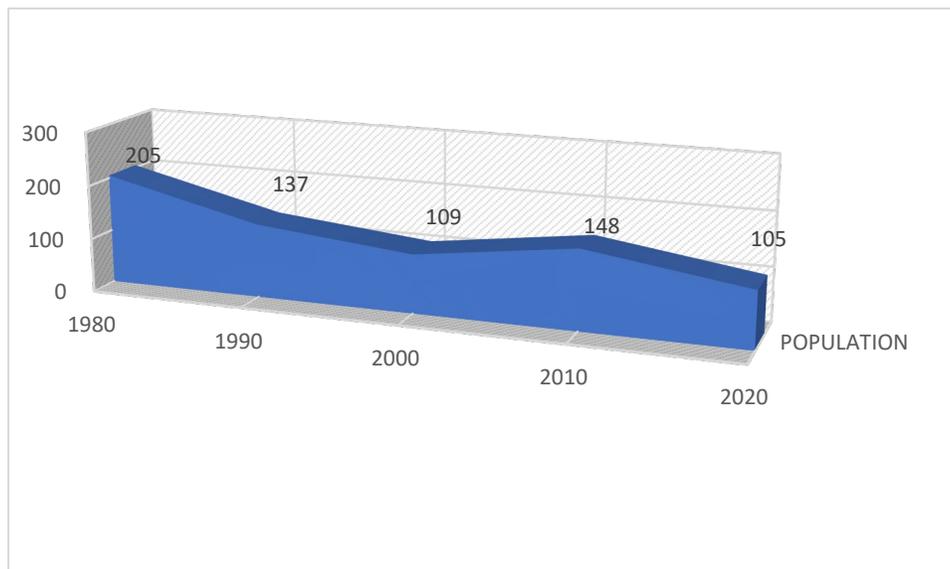
DORCHESTER POPULATION GROWTH

<u>YEAR</u>	<u>POPULATION</u>
1980	205*
1990	137*
2000	109*
2010	148*
2020	105*
2022	153**

* Source: U.S. Bureau of the Census

** Source: Bureau Veritas Housing Survey

FIGURE 5 DORCHESTER POPULATION GROWTH 1980-2020



SOURCE: 1980 – 2020 U.S. CENSUS

Local Context



**TABLE 2
DORCHESTER
2000 – 2010 POPULATION COMPOSITION***

CLASSIFICATION	2010	%	2000	%	% CHANGE
White	124	83.78%	128	91.43%	-3.13%
Black	3	2.03%	0	1.4%	0%
Other Race	14	9.46%	12	17.6%	-16.67%
Two or more Races	7	4.73%	0	2.5%	0%
<u>Subset of all races</u>					
Hispanic Origin (of any race) *	25	16.89%	22	15.71%	13.64%
Population by Gender*					
Female	75	50.68%	71	50.71%	5.63%
Male	73	49.32%	69	49.29%	5.80%

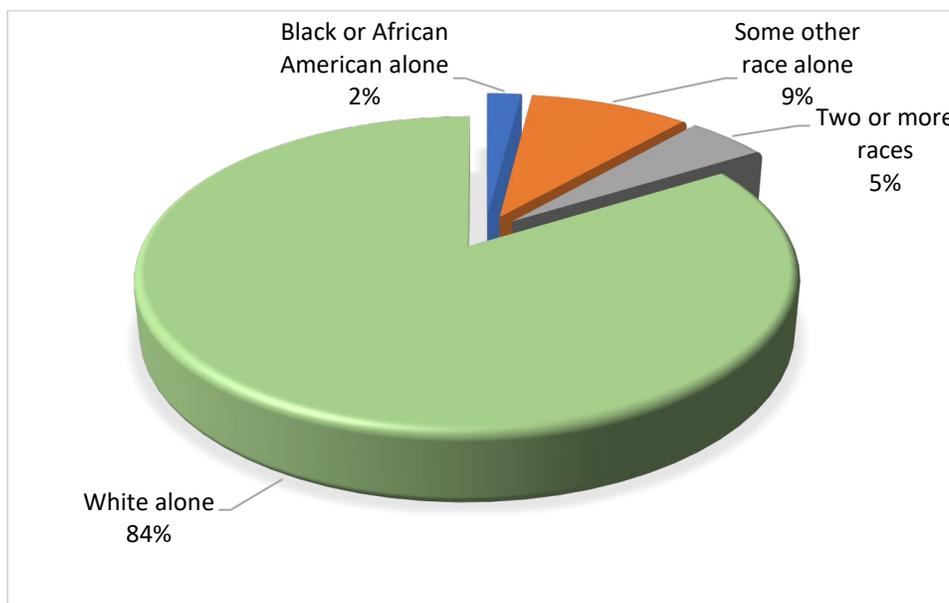
*Source: 2000 & 2010 U.S. Bureau of the Census

Local Context



**FIGURE 6
DORCHESTER**

2010 POPULATION COMPOSITION



Source: 2010 U.S. Bureau of the Census

Age

In 2010, the median age for Dorchester was 45.3 years. Population distribution consisted of 20.9 percent under the age of 18; 8.8 percent from 18 to 24; 19.6 percent from 25 to 44; 30.4 percent from 45 to 64; and 20.3 percent who were 65 years of age or older.

Households

According to the Bureau Veritas 2022 Housing Survey, there were 65 total living quarters in Dorchester. The average household size citywide was 2.56 while the average family size was 3.0 persons.

Local Context



Household Income

In 2021, Dorchester’s median household income was \$86,866 while the per capita income was \$36,009.

Home Values

Income will determine to a large extent the value of a home a household can afford to buy. In 2021 the average home value in Dorchester was \$201,429.

POPULATION PROJECTIONS.

Population Projection

Population projections provide the most basic planning assumptions required for strategically meeting future public needs. Any change in population trends is affected by birth rates, death rates, and migration. Because an accurate manner of recording this data has not yet been devised, population projections must be based on potential

for growth, local and regional trends, and economic conditions. Four significant assumptions specific to Dorchester help form the basis from which to project the 2027, 2032, 2037 and 2042 populations, and are listed below:

- Dorchester will continue to exist as a viable community.
- Dorchester’s commercial/industrial base will increase.
- Dorchester will provide an appropriate level of basic services to its existing and future citizenry, such as water, sewer (not yet available), and community

Local Context



facilities.

The population projections for Dorchester are contained in Table 3 and are graphically illustrated in Figure 8. In addition to the assumptions mentioned earlier, these projections were based on the five general assumptions listed below:

- There will be no major depression, war, or plague.
- There will be no great discovery of natural resources in the area or a change in producing presently discovered resources in such a way that will significantly affect the economy and natural growth of the community.
- The fertility rate will remain consistent with the present figures.
- The age at first marriage will not significantly change relative to the present averages.
- The form of government, economy, and social organization in the city, county, state, and nation will not change considerably.

Over the 42-year period between 1980 and 2022, the Dorchester population somewhat stable. However, that trend is anticipated to begin accelerate with a higher growth rate expected over the planning period because of the northward movement of the area population away the regional economic generators to a less congested frontier. In developing the population projections for Dorchester, past population data and current population trends seen in cities to the south were utilized (in addition to the assumptions and analysis above) to project anticipated future population levels.

Based on this analysis, the future population of Dorchester is expected to be 345 residents by 2027, 1,305 residents by 2032, 2,585 residents by 2037, and 4,185

Local Context



residents by 2042.

It should be understood that regardless of population, the principals of good ongoing planning should still be applied. The changing society, migration, and birth control can change immensely in 20 years; however, the projected population, whether reached five years early or 10 years late, will require basically the same number of facilities for the projected number of people. The City should set and strive to achieve goals for both the desired population levels and the facilities necessary to accommodate the resultant population demands.

The demographic composition of Dorchester's population will continue to become more diverse with growth projected in all groups. It is anticipated that Dorchester's population will also continue to grow younger.

Alternative Growth Targets

The population projections were based on the assumption that no significant catastrophic change, positive or negative, would occur in Dorchester or the surrounding area throughout the planning period. The growth anticipated of approximately 4,030 persons over the 20-year planning period and assumes active implementation of Comprehensive Plan's policies, including the action steps contained in the Implementation Action Plan.

Local Context



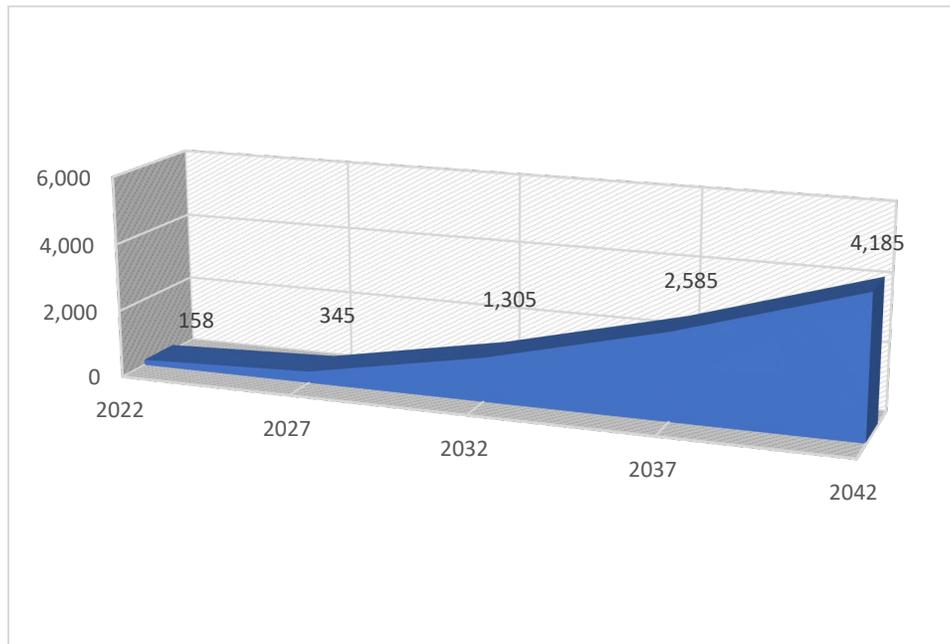
**TABLE 3
DORCHESTER**

POPULATION PROJECTIONS

YEAR	POPULATION
2022	153
2027	345
2032	1,305
2037	2,585
2042	4,185

SOURCE: BUREAU VERITAS

**FIGURE 7
DORCHESTER
POPULATION PROJECTIONS 2022-2042**



SOURCE: BUREAU VERITAS

HOUSING

Housing



INTRODUCTION

Safe, sanitary shelter from the harsh natural elements represents one of our most basic human needs. Addressing this fundamental need, is a primary responsibility of every Texas municipality; it is incumbent upon every community to assure that there is equal opportunity for all its citizens to acquire and maintain adequate housing.

Since housing is certainly one of the most prevalent of all urban land uses, housing conditions are crucial to every city's economic future. The physical characteristics of a community's housing stock have become a key indicator of the quality of life enjoyed by its citizens. Also, adequate housing supply is basic to most economic development efforts for any given community or region. Based on the foregoing observations, it is apparent that the healthy growth and stability of each Texas community depends on universal availability of safe, attractive housing.

In order for a community to evaluate its efforts to assure universal availability of safe, attractive housing, it must assess its existing housing stock. The primary reasons for assessing the housing stock as part of a community development planning process can be summarized as follows:

- (1) to address critical issues affecting the safety, value and attractiveness of housing;
- (2) to determine the availability of units in the housing inventory for purchase and rent by families of all economic income levels;
- (3) to analyze housing conditions in order to determine whether it is necessary to prepare housing programs and activities for the purpose of upgrading or stabilizing existing housing and neighborhoods within the subject community, and;

Housing



(4) to determine the extent of housing inventory within the community which is available for rent or purchase by families migrating into the City, or by local families with changing desires or needs.

HOUSING GOALS

The goals set forth below are presented to ensure decent housing for all citizens.

GOAL 1. ASSURE THAT ALL HOUSING WITHIN THE COMMUNITY IS MAINTAINED IN A DECENT, SAFE, AND SANITARY CONDITION FOR ITS USEFUL LIFE.

Although Dorchester will add new dwelling units, the existing units must be adequately maintained in order to meet the local housing demand and foster a stable housing environment. Thus, it is important to direct attention to maintenance of the existing housing. Housing should meet appropriate health and safety standards, and comply with the provisions of the local Construction Code for new or existing housing.

Policies:

- * Encourage high-quality construction of all new housing.
- * Assure that the design quality of all housing does not contribute to long term blight.

Housing



- * Discourage homeowners from neglecting the proper maintenance of their properties.
- * Consider adopting maintenance standards and enforcement methods.
- * Promote housing improvements and well planned rehabilitation programs.
- * Remove dilapidated structures to help assure the health, safety, and welfare of all citizens.

GOAL 2. A SUFFICIENT CHOICE OF ADEQUATE HOUSING SHOULD BE PROVIDED TO MEET THE NEEDS OF THE INDIVIDUALS OF ALL SOCIO-ECONOMIC BACKGROUNDS.

Households earning less than 80 percent of the local median income and paying more than 30 percent of their income for housing are considered to have a housing need.

Policies:

- * Develop a range of available housing opportunities within the City.
- * Zone the land in areas with housing needs to promote long term neighborhood stability.
- * Identify and participate in new programs that provide housing assistance to eligible residents.
- * Provide public assistance and/or incentives to foster good quality, moderate priced housing.

Housing



EXISTING HOUSING CONDITIONS

In order to form a basis for planning activities which provide for adequate housing in the City of Dorchester, it is necessary to determine the condition of the existing housing stock. To compile this information, an exterior survey of the condition of housing structures was conducted in December of 2021. Housing units were further classified using the following four categories:

1. Standard Condition
2. Minor Deterioration
3. Major Deterioration
4. Dilapidated Condition

Further explanation of the structural condition categories is given below for clarity of definition.

Standard Condition: A standard structure is defined as one that basically has no defects.

Minor Deterioration Condition: A structure requiring minor or no apparent structural repair but which, within the planning period, will require such maintenance to retain its value and usefulness. Examples of minor defects are:

1. Light damage to steps or porches;
2. Slight wearing away of mortar between bricks or other masonry;
3. Small hairline cracks in the walls, plaster or chimney;
4. Torn screens or cracked window panes;
5. Slight wear of door sills and frames, window sills or window frames; and,
6. Broken gutters or downspouts.

Housing



Major Deterioration: Those units exhibiting a need for additional repair that would normally not be provided during a regular course of maintenance. Such units have one or more deficiencies that are of an intermediate nature, and that must be corrected if the unit is to continue providing safe and adequate shelter for the occupants. Examples of intermediate defects are:

1. Holes, open cracks, rotted, loose or missing materials over a small area of the foundation, roof, or wall;
2. Shaky or unsafe steps, rails, and porches;
3. Broken or missing window frames;
4. Rotted or loose window frames that are no longer rain or wind-proof;
5. Loose, broken or rotted stair treads, risers, balusters, or rails;
6. Deep wear on door sills, frames, steps, or porches;
7. Missing bricks or cracks in the chimney; and,
8. Makeshift chimneys, such as, stovepipes or other un-insulated pipe leading directly from stoves to the outside through a hole in the window, wall, or roof.

Dilapidated: Units that, in their present condition, do not provide safe or adequate shelter, and endanger the health, safety, and well being of the occupants. Such units have one or more critical defects, or have a combination of intermediate deficiencies in sufficient number or extent to require considerable repair, or are of inadequate construction. The defects are either so critical or widespread that the structure will have to be extensively repaired, reconstructed, or demolished. Examples of critical defects are:

Housing



1. Holes, open cracks, loose, rotted, or missing materials over a large area of the foundation, walls, or roof;
2. Sagging roof ridges, eaves, or out of plumb walls; and,
3. Extensive damage caused by fire, storm, flooding, termites, etc.

During the course of the housing survey, dwelling structures were also identified according to two basic types: single-family, and mobile homes. Single-family units were defined as such if they were originally designed to provide living quarters for one family unit and were of a permanent nature. Mobile homes included those housing units which were designed to permit their being transported over public streets and highways with a minimum of effort and congestion and whose original design had not been altered so as to detract from their ability to be readily moved.

HOUSING ANALYSIS

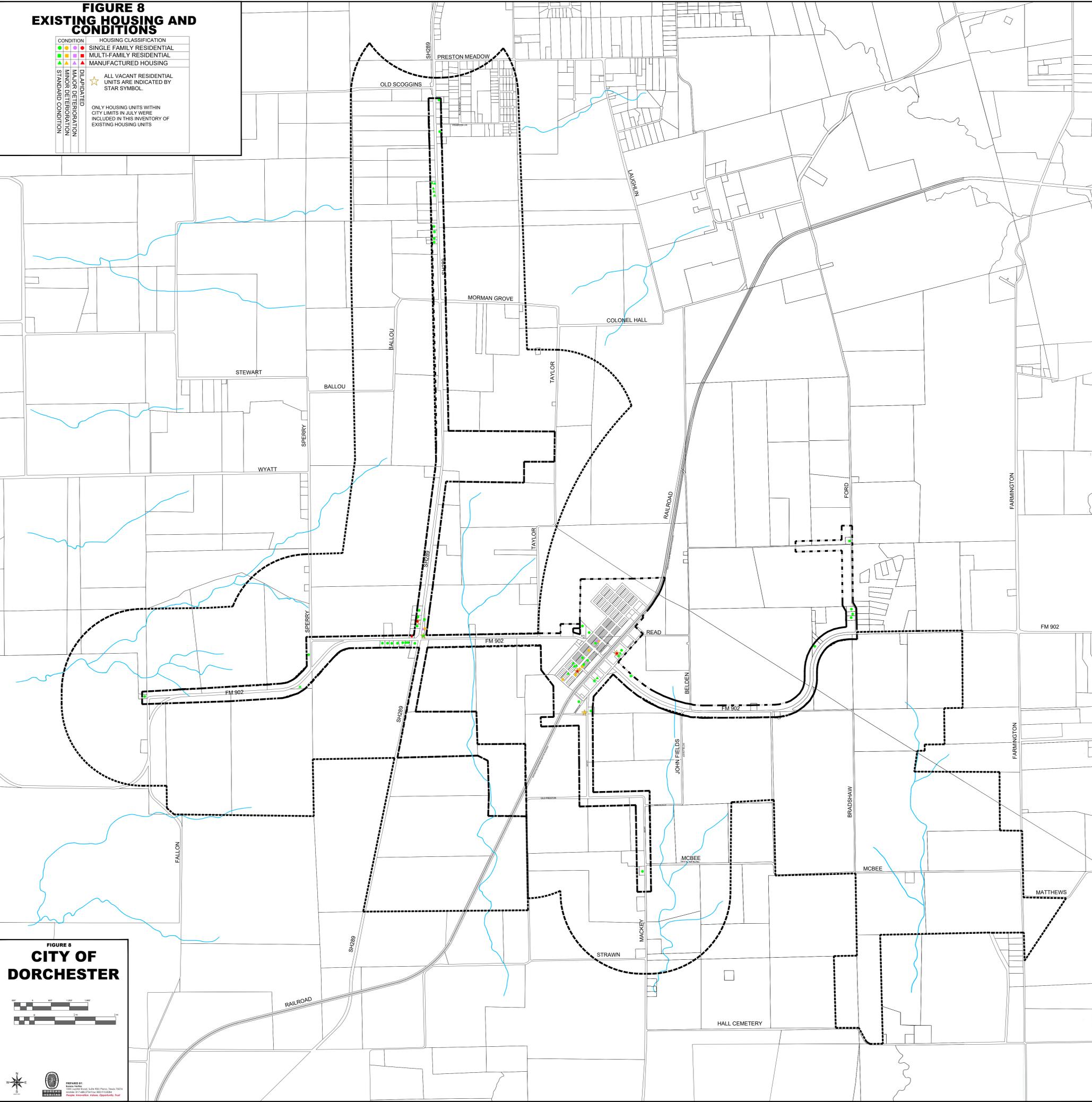
Based on the results of the housing survey, a total of 65 housing units exist in Dorchester. Of this total, 49 units (75.4 percent) are classified as single-family; 16 units, or 24.6 percent, as mobile homes; no multi-family and no group quarters exist.

Existing housing locations and characteristics for Dorchester are provided in greater detail in Figures 8, 9, and 10, and in Tables 4 and 5 below.

**FIGURE 8
EXISTING HOUSING AND
CONDITIONS**

CONDITION	HOUSING CLASSIFICATION
●	SINGLE FAMILY RESIDENTIAL
■	MULTI-FAMILY RESIDENTIAL
▲	MANUFACTURED HOUSING
★	ALL VACANT RESIDENTIAL UNITS ARE INDICATED BY STAR SYMBOL.
○	DEGRADED
○	MINOR DEGRADATION
○	STANDARD CONDITION

ONLY HOUSING UNITS WITHIN CITY LIMITS IN JULY WERE INCLUDED IN THIS INVENTORY OF EXISTING HOUSING UNITS



**FIGURE 8
CITY OF
DORCHESTER**

PREPARED BY:
2022 Planning Board, City of Dorchester, Item 7.02
10/20/22 10:00 AM, 10/20/22 10:00 AM
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Housing

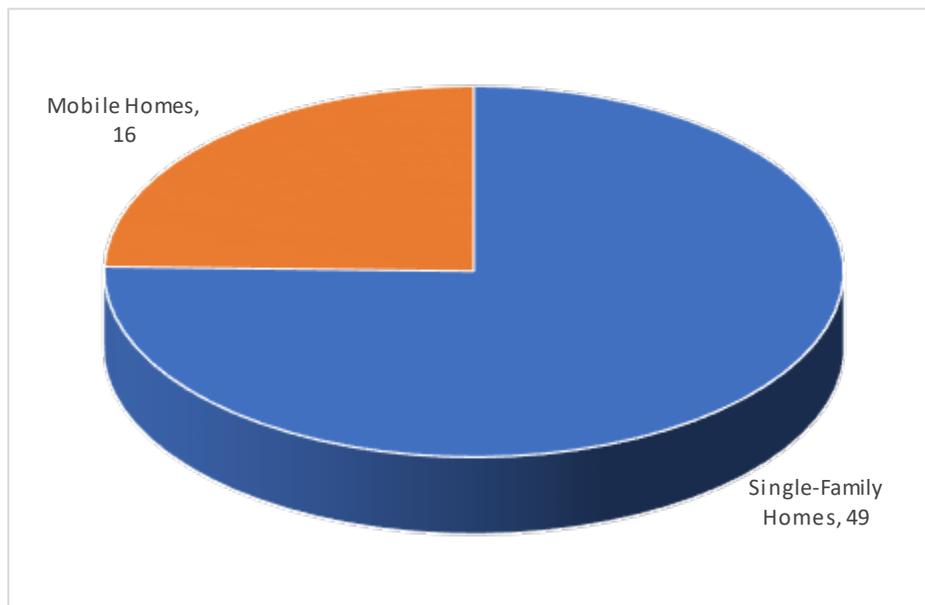


TABLE 4
CITY OF DORCHESTER
EXISTING HOUSING UNITS

Housing Type	Number	% of Total
Single-Family	49	75.4
Mobile Home	16	24.6
Total	65	100

Source: Field Survey Conducted by Bureau Veritas December 2021.

FIGURE 9
CITY OF DORCHESTER
EXISTING HOUSING UNITS



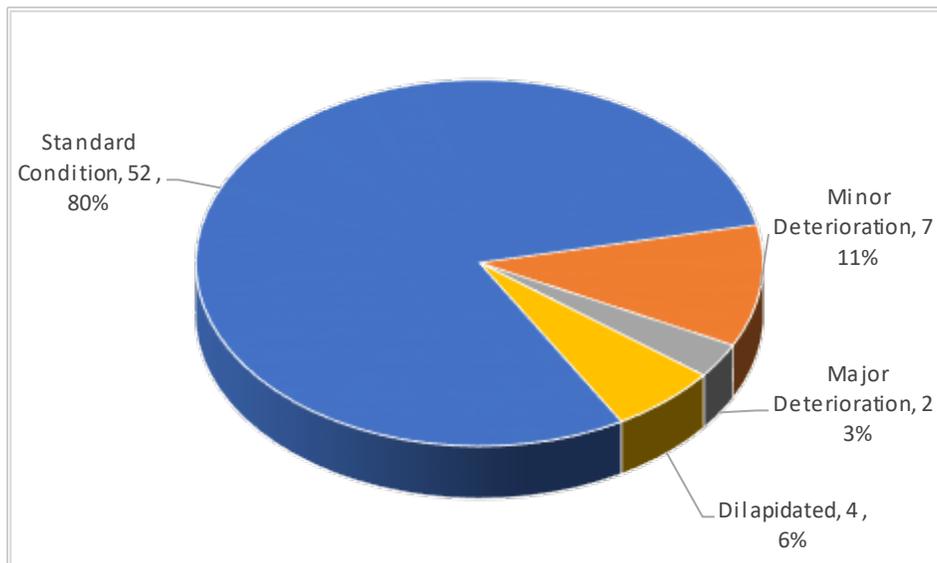
Source: Field Survey Conducted by Bureau Veritas December 2021.

Housing



Substandard housing units are found in most areas of the city; there are no significant concentrations of deterioration. Most of these units are classified as having either minor or major deterioration, which could be economically repaired; however, some of housing units are dilapidated, and should be condemned and removed.

FIGURE 10
CITY OF DORCHESTER
EXISTING HOUSING CONDITIONS



Source: Field Survey Conducted by Bureau Veritas December 2021.

At the time the survey was conducted, 4 single family units, and 1 mobile home unit were identified as vacant, and are geographically depicted in Figure 8. Of these 5 vacant units, 3 structures were considered to be in a dilapidated condition and unsafe for habitation.

The normally accepted vacancy rate is approximately five percent to ensure an

Housing



adequate supply of housing is available at all levels of the housing market. Based on the estimate of 3.1 regional average household size instead of 2.56 persons per household, allowing for a 5 percent vacancy rate, and reflecting anticipated future population levels, the estimated future total housing needs for the City of Dorchester is 120 units by 2027, 442 units by 32, 875 units by 2037 and 1,418 units by 2042.

TABLE 5
CITY OF DORCHESTER
EXISTING HOUSING CONDITIONS*

<u>Condition</u>	<u>Single-Family</u>	<u>Mobile Home</u>	<u>Total</u>
Standard Condition	39	13	52
Minor Deterioration	5	2	7
Major Deterioration	1	1	2
Dilapidated	4	0	4
<u>Vacant*</u>	<u>4</u>	<u>1</u>	

Source: Field Survey Conducted by Bureau Veritas December 2021.

*Vacant units are a subset of housing in all conditions.

HOUSING PLAN

Housing needs and some of the potential housing issues/problems within the City have been identified above. The prevention and elimination of housing problems in

Housing



Dorchester will require the development and implementation of an effective housing program. Although this will be an ongoing process, specific actions for the Planning Period covering the next 20 years have been developed. These are listed below:

2022 through 2023

1. Adoption of the Comprehensive Plan.
2. Begin a public awareness program on the need to preserve the existing housing stock.
3. Begin removal of the vacant dilapidated housing structures in the City.
4. Adopt Building Codes
5. Adopt Zoning Ordinance

2024 through 2042

1. Closely monitor proposed developments In the City and Extra-territorial Jurisdiction.
2. Review and inspect all new construction for compliance with adopted codes and ordinances.

LAND USE

Land Use



INTRODUCTION

In order to begin a land use planning effort, it is important to establish a common understanding among participants regarding the basic nature of planning. Fundamentally, a plan is a way of communicating a desired future; a means for transforming thoughts into a reality. In order to produce a plan it is necessary to compare "what is" with "what is desired". Strategies must then be developed to maintain the existing elements deemed desirable, and encourage equitable, healthy change which addresses those desires that are currently unrealized.

The method a public entity uses for formulating a plan should reflect the political and socio-economic context of its jurisdiction. Within our system of governing (a democratic republic with a capitalistic economy), it is important for a land use plan to (a) express a vision that is shared by local leadership, and (b) acknowledge and respect private property rights. Further, the plan should be formulated in a manner that enables it to function as a guide for capitalizing on local opportunity.

The development of land use relationships will be important in the provision and management of public 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. Providing for this orderly and efficient use of land should be a major planning consideration in the City of Dorchester.

Land Use



More specifically, in considering future land use, the present use of land must be analyzed. Future decision making must consider the conditions existing today. For example, in a given city, the land use patterns have generally been established and an overall market consensus on the reasonable range of property values has been reached. A future land use plan must respect these existing patterns, protect established value ranges, and not jeopardize the socio-economic stability by suggesting adverse changes to land use. A future land use plan also must recognize existing conditions which may require expansion of certain land uses, as well as trends influencing development that may require allocation of additional land for new uses in presently undeveloped areas.

In order to analyze the present use of land in Dorchester, and enable community leaders to envision future land use arrangements, the specific nature, location, and intensity of all existing land uses must be considered. Therefore, a thorough and comprehensive examination of land uses was undertaken in January of 1997. All tracts of land within Dorchester's city limits were examined on a parcel by parcel basis to determine the nature, extent, and quality of use. This information was recorded on specially prepared base maps. The use of each parcel was also classified within a series of land use categories to reflect the City's current patterns of use. These various land use categories are summarized as follows:

1. Residential:

- Single-family dwellings

Land Use



- Mobile homes
- 2. Commercial
- 3. Industrial
- 4. Public and semi-public areas
- 5. Streets, Alleys and Railroads
- 6. Vacant Developed
- 7. Agriculture

Each of these categories can be generally defined in the manner described below.

1. Residential: Land on which there exists one or more dwelling units, including accessory buildings; the primary use being for sheltering individuals, families, or groups of persons. The residential land use classification examined two specific types - single-family, and mobile home. Single-family includes those permanent structures which were originally designed to provide housing for one family unit. Mobile homes include those housing structures which were designed to permit mobility over public streets and highways with a minimum of effort and congestion and have not had significant design alteration (eg. setting a unit on a permanent foundation, thereby limiting the ability for easy movement).
2. Commercial: Land or buildings where merchandise or services are offered for sale. The primary purpose of the land is to provide a location for displaying

Land Use



merchandise or communicating services in a manner that enhances the convenient retail sale of goods and services. Example: grocery stores, clothing sales, car sales, farm equipment sales.

3. Industrial: Land occupied by buildings or open areas primarily being used for storage, transportation, or manufacturing of a product. Example: manufacturing, construction yards, heavy equipment or material storage, warehousing, wholesale operations, utility stations.
4. Public and Semi-Public: Land or buildings occupied by agencies of the government or religious or educational groups. Example: schools, churches, cemeteries, city buildings, post offices, and fire stations.
5. Streets and Alleys and Railroads: This category includes rights-of-way for highways, streets, and alleys opened for use as thoroughfares, land for railroad right-of-way, train storage and switching, and freight and passenger depots.
6. Vacant developed: Land on which none of the above uses are performed and where access to streets, sewer service, and water service is readily available.
7. Agricultural: Cultivated and range land (five or more acres).

Land Use



EXISTING LAND USE (COMPOSITION AND ANALYSIS)

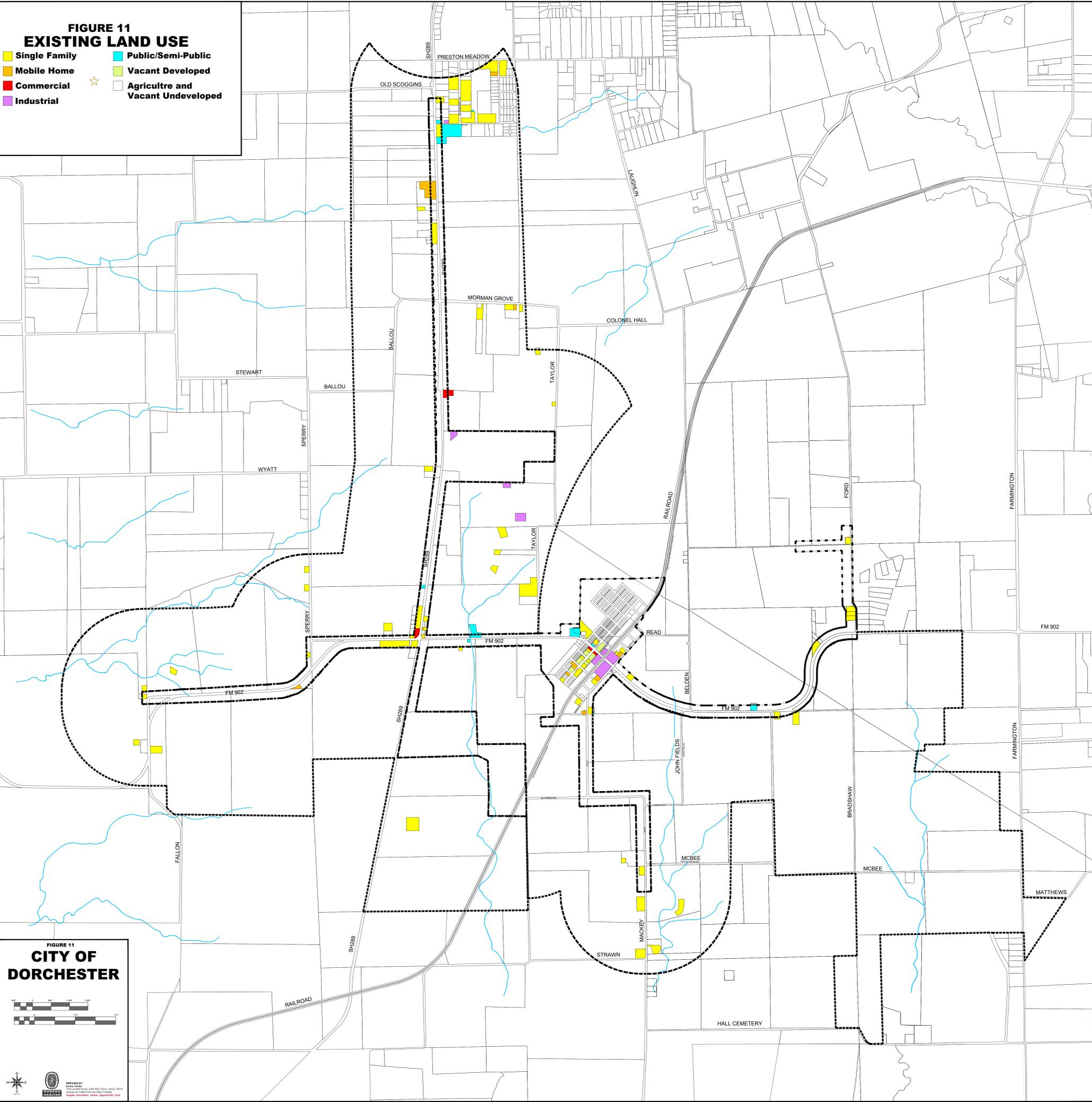
Land Use Inventory

The land use inventory is an identification of the current uses of land throughout the planning area. The inventory was graphically recorded on a map (See Figure 11), and the corresponding acreage calculations were tabulated. The land use inventory is not a plan, but rather an important set of data for formulating a plan. To keep the plan current, this inventory should also be kept current. As a new building permit is issued or a tax record is changed, the Existing Land Use Map should be updated, and the land use inventory calculations appropriately adjusted. By keeping the land use data current, the city can always assess where it is in relation to its ultimate land use as outlined in the Future Land Use Plan.

The City of Dorchester is a small community in southern Grayson County (roughly 11 miles north of the Collin County line) in Northcentral Texas and has a current population of 158 people (as of January 2022). Dorchester was developed as a railroad subdivision on flat open land and was designed to serve as node for rail collection and shipment of agricultural materials, supplies and production.

**FIGURE 11
EXISTING LAND USE**

- Single Family
- Mobile Home
- Commercial
- Industrial
- Public/Semi-Public
- Vacant Developed
- Agriculture and Vacant Undeveloped
- ☆



**FIGURE 11
CITY OF
DORCHESTER**

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Land Use



Dorchester's location outside the pressures and restrictions of intense urban life, combined with its location relative to local and regional economic centers, makes Dorchester a stable community capable of providing a good, small-town quality of life and a healthy environment for raising a family.

The City of Dorchester contains a total of 1,019.9 acres. About 18.1 percent, or 185 acres of the City is developed, while the remaining acreage is being used for some agricultural or vacant purposes. Of this developed land the most prevalent use (other than street rights-of-way) is single-family residential, which occupies about 17.1 percent of the total City's developed land area. The single-family acreage is occupied by 49 single family dwelling units.

Commercial land use covers a total of 0.02 acres in the city. Future commercial development in the city is expected to remain near existing commercial structures due to customer convenience and existing land use patterns and at future thoroughfare intersections.

Four small industrial sites are found along the Burlington Northern Sante Fe Railway with Farm to Market Highway



Land Use



902. The City's industrial tracts make up 8.9 acres or, 0.9 percent of the developed land in Dorchester.

Public/semi-public land uses in Dorchester account for a total of 4.6 acres, or 0.5 percent of all land within the City. The majority of this land use is allocated to a church, city hall, and utility facilities. There are no schools or parks.



Analysis of Existing Land Use

An analysis of both the existing and future development activity in Dorchester should examine the following basic influences: population growth, housing availability, public utilities and facilities, transportation, and development constraints posed by both the natural and man-made environment.

Land Use



TABLE 6
CITY OF DORCHESTER
EXISTING LAND USE CALCULATIONS

<u>LAND USE</u>	<u>ACRES</u>	<u>%OF GROSS</u>	<u>%OF TOTAL DEVELOPED</u>	<u>AC/100 PERSONS</u>
RESIDENTIAL	37.1	3.6%	20.1%	0.23
SINGLE FAMILY	31.7	3.1%	17.1%	0.20
MOBILE HOME	5.4	0.5%	2.9%	0.03
COMMERCIAL	2.4	0.2%	1.3%	0.02
INDUSTRIAL	8.9	0.9%	4.8%	0.06
PUBLIC/SEMI-PUBLIC	4.6	0.5%	2.5%	0.03
STREETS AND ALLEYS	128.2	12.6%	69.3%	0.81
VACANT DEVELOPED	3.8	0.4%	2.1%	0.02
OTHER LAND UNDEVELOPED	834.9	81.9%		5.25
<u>TOTAL DEVELOPED</u>	<u>185.0</u>	<u>18.1%</u>		<u>1.16</u>
TOTAL	1,019.9	100.0%	100.0%	6.41

Based on 2021 land use survey conducted by Bureau Veritas.

Influence of Population

The population of Dorchester is expected to continue its slow growth rate in the short term, however after 4 to 5 years the population growth will accelerate. The 2022

Land Use



population is at 157, and the 2042 projected population is 4,185. The demographic characteristics of the population are not anticipated to change significantly. The additional residential population will place more demand on city services and utilities. As residential properties develop there will be a proportional increase in the demand for retail/services. The City has only 0.02 acres of commercial land use per 100 population (2.0 is the normal standard); therefore, even moderate increases in population will likely present opportunities for growth in small local retail/service uses.

Housing Influence

Dorchester only provides two housing opportunities - single family units on permanent foundations, and mobile homes. The current occupancy rate for all housing in Dorchester is approximately 92.3 percent. 49 out of Dorchester's 65 housing units (75%) are single-family and approximately 14 percent of the total dwelling units need repair, with about 9 percent of the dwelling units needing major repair or demolition. Unless Dorchester's housing units are better maintained, Dorchester housing will be in short supply with the anticipated growth during the latter portion of the planning period.

For the City to maintain its stability, adequate and safe housing must be made available to meet the demands of the future. As the City grows, new housing must be planned and constructed, and existing housing stock needs to be refurbished. For a more in-depth analysis of housing, see the Housing Section of the Comprehensive Plan.

Land Use



Utilities

With regard to Dorchester's water system, there are many undersized water lines and areas that are provided with inadequate or no fire protection which will need to be upgraded or replaced. Dorchester's does not have a wastewater treatment and collection system. Residents currently rely upon their own septic tank systems, which tend to malfunction.

Public Facilities

Most of the public facilities need to be maintained to present a positive public image. Since there are no schools and no parks, the unmet recreation needs of local children should also be addressed.

Transportation

The City of Dorchester is served by a railway, a nearby U.S. highway, and a network of farm-to-market highways, local streets, and area county roads. More specifically, the main ground transportation features in the City include Farm-to-Market 902 (two lanes connecting to U.S. 75 about 3 miles east of town), and State Highway 289 (two lanes) serve as the primary thoroughfare links for residents departing for work destinations outside the City. A future major arterial outside the Planning Area to the west will be the Dallas North Toll Road.

Land Use



Unless improvements are made, the transportation facilities generally do not appear to be capable of accommodating long-term population demands within the existing City Limits. Except for the farm-to-market roads, many of which have severely eroded surfaces.

Natural and Man-Made Constraints

Other than barrier characteristics associated with a railway, there are no significant man-made constraints affecting development in Dorchester.

The tributaries of Little Elm Creek, the East Fork of the Trinity River, and Squirrel Creek impact the future development of Dorchester, there are designated flood plains, and will provide significant areas constraint.

The vast majority of the area within the Dorchester City limits is flat surfaces covered by the Fairlie-Austin-Houston Black association with moderately deep and deep, moderately slowly permeable and very slowly permeable, clayey soils. This association has suitabilities that are generally characterized as follows: severely limiting to community development, sanitary facilities, and recreation with high shrink-swell, low strength, and slow percolation; and poor for road fill or topsoil.

The City of Dorchester should adopt and enforce standards for the design and construction of development in order to mitigate the limitations posed by its soils. Any septic tanks should be carefully controlled and monitored.

Land Use



LAND USE GOALS AND OBJECTIVES

Dorchester's future land use patterns will significantly influence the quality and cost effectiveness of local transportation, provision of public services, energy consumption, property taxes, land use compatibility, and opportunities for future growth and prosperity. Therefore, the overriding land use goal for the City is to "provide adequate land areas for future development and encourage the establishment of land use arrangements that protect the health, safety, and welfare of Dorchester residents and land owners." Objectives to accomplish this general goal are listed below:

Objective 1 - Create and maintain residential neighborhoods which provide pleasant places for all citizens to live by meeting local housing needs and future market demands.

Objective 2 - Encourage the location of business, office, and industrial centers that: most efficiently utilize local resources; minimize adverse impacts on adjacent uses, and most effectively provide the community with desired products, services, and employment opportunities.

Objective 3 - Develop zoning and subdivision regulations consistent with the Land Use Plan.

Land Use



Objective 4 - Provide recreational opportunity for Dorchester children.

FUTURE LAND USE

Principles and Process

In order to formulate, adopt, and implement a plan that accomplishes the foregoing overall goal and objectives, it is important to incorporate certain basic planning principles and processes into the local future land use planning effort. The Future Land Use Plan expresses projections that are based on sound planning principles, recognizing and supporting existing land uses, community facilities, and physical features. Existing land uses, existing structures, surrounding market areas, transportation patterns, and natural or physical limitations all combine to affect on the planned and actual direction and extent of the City's growth. The needs addressed by the Future Land Use Plan reflect an evaluation of past needs and current trends, as well as the assumption that the city will grow in patterns predicated on those needs and trends. It must be emphasized, that the Future Land Use Plan is intended as a guide to organize the future growth of the city but does not suggest mandatory compliance.

The plan for Dorchester suggests that certain areas be reserved and developed for various land uses. The following general action guidelines were used in developing the land use arrangements expressed by the plan:

Land Use



1. Establish a pattern of land use which creates sound, functional relationships between working, living, and recreational areas.
2. Establish a pattern of land use which minimizes conflict between potentially incompatible land uses.
3. Establish a pattern of land use which provides a balance between demand for different land uses and the opportunities for supplying a reasonable selection of viable, compatible sites.
4. Establish land use assignments that recognize regional opportunities and constraints that affect the local market.
5. Provide for a balance between the provision of public services, and the provision of a reasonable selection of land use arrangements addressing private development demands.

Additionally, the locational requirements and preferences regarding land use arrangements are factors to consider in formulating the guiding principles and standards for anticipating the future location and distribution of uses throughout the City. In more definite terms locational requirements consider: health and safety hazards; relative position of uses in terms of both time and distance; relative compatibility of uses; the social implications for the people of the community; the economic feasibility of developing particular uses in particular locations; and the effect of use arrangements on the quality of life and general attractiveness of the Community.

Land Use



Selecting the pattern and distribution of future land use is best accomplished through:

1. The analysis of existing land use characteristics;
2. The effect of existing infrastructure;
3. The location of existing thoroughfares;
4. The effect of the past, current, and future economy; and,
5. The application of recognized planning principles.

These characteristics and principles, then, establish a "determinant" process by which to judge the optimum use by community standards. The advantage of going through such a process is two-fold. First, it results in a land use plan for the City as represented by the Future Land Use Map. This map is a generalized guide to help keep the long-range plans for the community in perspective. Although the Future Land Use Map cannot be used exclusively to identify the proper use for each lot and parcel, it can be used to assure that individual decisions follow a comprehensive pattern. It also helps in the sensitive but necessary evaluation of change with respect to public and private benefits.

Second, and perhaps even more important, the establishment of this process provides the City with a method of logically making subsequent land use decisions. Existing conditions, accepted principles, and current policies should be used in the evaluation of proposed changes. For example, these determinants should be used in considering a rezoning application, selecting the location for a utility line extension, or drafting new development regulations.

Land Use



It is important to reiterate that the Future Land Use Plan does not attempt to set the specific use for each and every parcel in the planning area. A specific lot-by-lot assignment would both remove the competitive element from the market and suggest overly restrictive limitations to the different uses of a given piece of land. Rather, the Future Land Use Plan should be used to establish the general character and needs of an area. When the Plan is implemented through rezoning, platting, and ultimately development, each parcel should be evaluated by the application of the current policies and recognized planning principles.

Recommended Assignment of Land Uses

The recommendations below are based on the consultant's review and analysis of a combination of the forgoing general planning principals and existing land use analysis; information from other applicable sections of this plan (as periodically indicated throughout the text above); and the above mentioned goal, objectives, principals, and processes.

RESIDENTIAL:

Residential, commercial, and industrial uses, each have distinct sets of parameters affecting demand and location within the community. Residential land use demand is basically a function of future population level and average household and lot size.

Land Use



Medium and high-density development should be used to serve the needs of certain population groups as well as to provide transition between widely varying intensities of use.

With respect to the location of future residential development, convenient access to major streets, commercial areas, and community facilities must be considered. For Dorchester, it is anticipated that new residential will be built as: new subdivisions and planned developments and as large lot development in sparsely populated areas on the outlying areas surrounding the city. It should be noted that Dorchester does not have a wastewater treatment facility and therefore, early developments will be large lot unless methods are devised to use surrounding cities infrastructure or onsite small package plants.

COMMERCIAL:

Future commercial land uses are often projected according to the anticipated number of acres of commercial land use per 100 persons of future population. The future commercial in Dorchester should be designed to serve local conveniences as regional needs are provided by the larger neighboring cities.

The structural nature of future commercial establishments will be small until a significant number of roof tops are built. The anticipated facilities will be low-intensity, single-level structures which are usually accompanied by on-site parking and loading facilities.

Land Use



Future commercial land usage is estimated to be approximately 40 more acres by the end of the planning period (2042).

INDUSTRIAL:

The projected need for acreage allocation for Industrial land use for Dorchester relatively insignificant due to the small amount of existing acreage, and small anticipated demand. Industrial land use recommendations call for 6 to 8 more acres of industrial use in Dorchester, with the new acreage proposed along the railroad. It should also be noted that in comparison to many larger Texas cities Dorchester can offer access to lower cost labor forces, can impose fewer bureaucratic restrictions, and can offer the advantages of being outside any "non-attainment" area for air quality.

PARKS:

Dorchester currently has no designated parks, recreation, or open space. However, as the population of Dorchester grows a demand for recreational spaces will increase. As such parks and open spaces have been shown throughout the Planning Area.

RECOMMENDED LAND USE PLAN:

The spatial arrangement of the land uses considered in the above recommended land use assignments were designed to address: the land use goals and objectives; the constraint and opportunity analysis of existing land use and future needs; and land use

Land Use



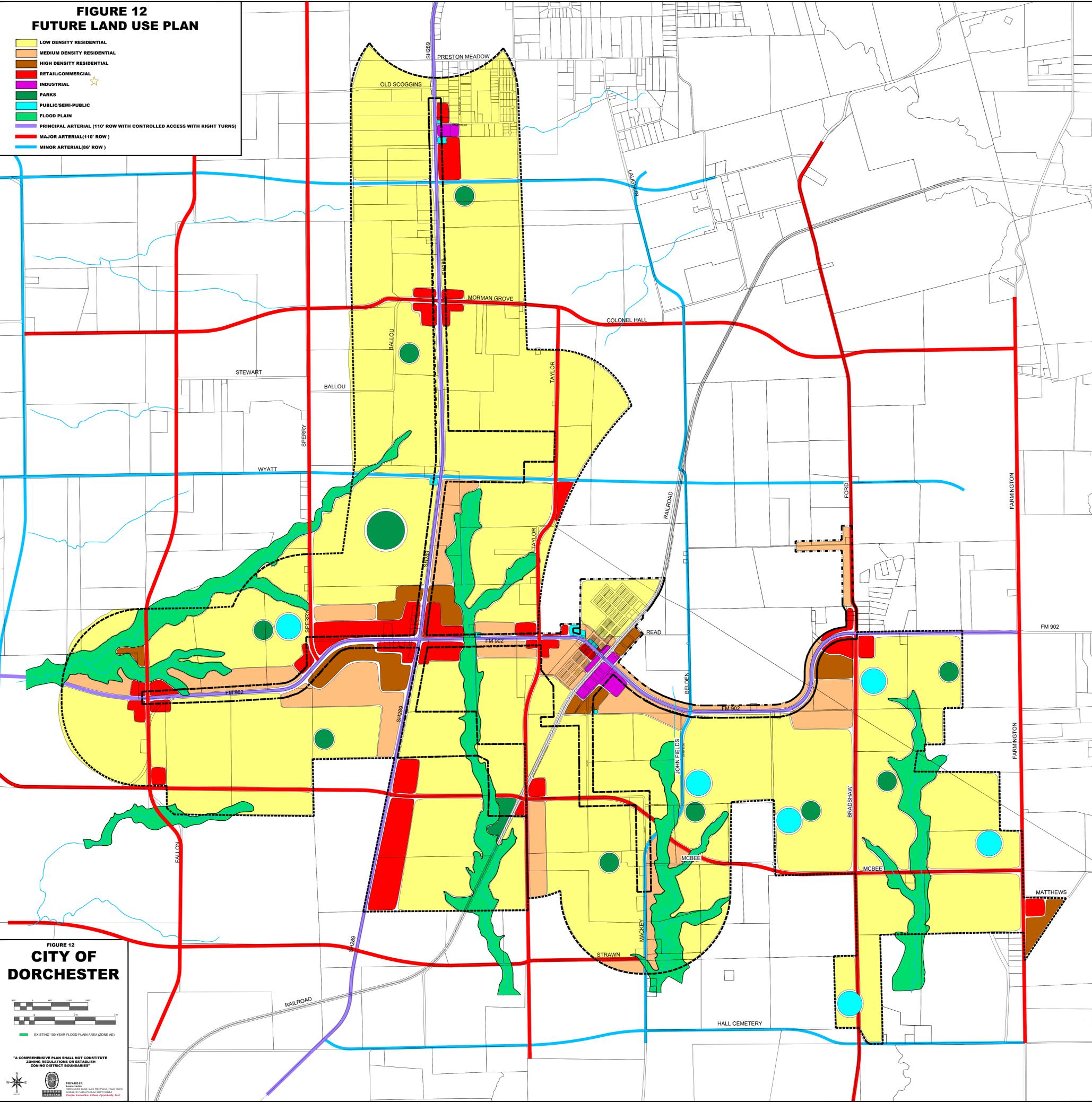
planning principles and processes. The resultant pattern was incorporated into the Future Land Use Plan and is graphically illustrated in Figure 12.

It should be especially emphasized that the value of the Plan to the decision-making process is good only as long as the Plan is kept current. The inventory of both man-made and natural characteristics must reflect all changes occurring in the community. A current tally of existing conditions in both graphic and tabular form will not only allow for an up-to-date analysis of needs but will also allow for a measurement of success at achieving the Plan.

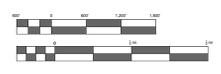
The Plan, then, must constantly be updated to reflect the conditions and attitudes of the times. Further, the Future Land Use Map should be used as a guide only to keep incremental changes of the community in perspective. The individual decisions which actually shape the community, however, should be evaluated with respect to the characteristics and principles discussed throughout this document.

**FIGURE 12
FUTURE LAND USE PLAN**

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- RETAIL/COMMERCIAL
- INDUSTRIAL ★
- PARKS
- PUBLIC/SEMI-PUBLIC
- FLOOD PLAIN
- PRINCIPAL ARTERIAL (110' ROW WITH CONTROLLED ACCESS WITH RIGHT TURNS)
- MAJOR ARTERIAL (110' ROW)
- MINOR ARTERIAL (86' ROW)



**FIGURE 12
CITY OF
DORCHESTER**



EXISTING 100-YEAR FLOOD PLAIN AREA (ZONE AE)

A COMPREHENSIVE PLAN SHALL NOT CONSTITUTE ZONING REGULATIONS OR ESTABLISH ZONING DISTRICT BOUNDARIES

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THOROUGHFARES

Thoroughfares



Street and Thoroughfare networks tie a community together and link a community to the outside world. Local streets, collector and arterial streets should provide safe, reliable access to work, schools, shopping, and residences. The livelihood of a community can depend on how goods and services are imported or exported. Street networks to the outside world are important to the economic growth of a community in providing needed access to goods and services not found in the community. The future economy and the type of community ultimately to be developed are determined to a large degree by the condition of thoroughfare facilities and the manner in which these facilities handle traffic, both within the City itself, and between Dorchester and other towns and cities. The residents of Dorchester should be able to reach their desired destinations with ease and comfort resulting from proper street planning.

Streets are one of the most important physical parts of any city and, if adequate facilities are constructed, represent the largest single required expenditure of the City. Thoroughfares and other rights-of-ways occupy 12.6 percent of the land use within the City.

PURPOSE

The major purpose of the thoroughfare development plan is to provide guidance in the size, location, classification, standardization, and improvement of streets and thoroughfare facilities. It offers a framework for orderly development that is responsive to present and future traffic demands within the community.

This plan is designed to establish an action-oriented thoroughfare plan for the City of Dorchester for the period 2022 to 2042 and beyond. The Thoroughfare Development

Thoroughfares



Plan examines the existing thoroughfare network, route continuity, existing land uses, major traffic generators, and railroad grade crossings. The study area includes all lands currently in the city as well as the extra territorial jurisdiction of Dorchester as of January, 2022.

This plan was developed in conjunction with anticipated area growth trends. It should not, however, be considered inflexible. On the contrary, the plan should be periodically reviewed and updated to guarantee that positive and dynamic responses are made to the ever-changing needs of the community.

The Plan is a direct reflection of the Grayson County Thoroughfare Plan 2020 Update prepared by the Serman-Denison Metropolitan Planning Organization.

STREET HIERARCHY

It is a well-accepted principle that a roadway system contains a hierarchy of components, each promoting a different ratio of emphasis on traffic movement and property access. Different type roadways are intended to serve defined needs with a specific balance between movement and access. Various roadway categories have evolved over time. The categories range from a freeway, which places total emphasis on through traffic movement, to a local street whose primary function is access to adjacent property.

The street classification used in this plan are defined as follows:

Arterial -- Arterial streets serve major movements of traffic within an urbanized area while still providing some degree of access to adjacent property. They generally move

Thoroughfares



high volumes of traffic through the City.

Collector -- The primary function of minor collector streets is to provide land access with secondary function of traffic movement. Basically it "collects" traffic from local areas and distributes it to the major collector network.

The collector minor network primarily serves localized areas. The main difference between minor collector and major collector streets is the length and type of trips accommodated.

Local Street -- The primary function of local streets is property access. They are normally short in length and compose the highest percentage of total street miles within the City. Local streets are designed to serve low traffic volumes. Through traffic movement should be discouraged. Depending upon the type of area served, and the service demands placed upon them, local streets may be subcategorized as residential, industrial and business.

Criteria and guidelines for the designation of specific facility types within each street classification are shown in Table 7.

TABLE 7
CITY OF DORCHESTER
CHARACTERISTICS OF STREET CLASSIFICATIONS

<u>Characteristics</u>	<u>Arterial</u>	<u>Collector</u>	<u>Local</u>
Average Trip Length	>1 mile	<1 mile	<1/2 mile
Travel Speed	25-45	20-30	25
Access Control	Partial	Partial	Minimum
Spacing	1 mile	1/2 mile	300-500 ft.

Thoroughfares



Each street within the City assumes certain characteristics based on the way it is used. This accommodates a classification hierarchy upon which an overall thoroughfare network may develop. An important point to realize is that some streets are not suitable for some classifications due to adjacent land uses, etc. The classification system, in conjunction with "sound" planning principles and methods will satisfy the demands of roadway users and will prevent a breakdown of the total thoroughfare system, or parts thereof.

Many streets have become major traffic routes because of usage in their past history, their length, and their surface condition. As an example, a street may come to be used as a major route since it traverses a long distance and is continuous. Such streets tend to adopt a functional classification, which often becomes permanent. If that street is not suitable as a major route, or if there is resistance to expanding the facility to properly accommodate the demand, it is very difficult to revert its usage to a lesser classification. Such attempts tend to disrupt existing traffic flows, but do not necessarily discourage its use. Due to natural growth in the area, traffic usually increases which results in congestion. Therefore, it is important that the existing street network be carefully examined, a network classification be assigned and a planned program of implementation pursued.

DESIGN SPEED

Design speed is that speed chosen for the design of a street and the related physical features of a roadway, which influence vehicle operation. These design features include such items as roadway curvature, sight distance and grades. Normally, design speeds are higher on higher-level functional classifications and are higher than the expected running speed of the traffic in order to provide a margin of safety in the design of facilities. For recommended design speeds see Table 8.

Thoroughfares



**TABLE 8
CITY OF DORCHESTER
DESIGN SPEED**

Roadway Classification	Range of Design Speed (MPH)	Average Running Speed (MPH)
Arterial Street	35-40	30-40
Collector Street	30-40	25-35
Local Street	25-35	20-30

Roadway Access Management

The basic objective of access management is to protect the utility (functional ability) of a roadway. This general objective encompasses specific goals such as:

- To preserve or improve roadway capacity and expedite traffic flow.
- To reduce traffic hazards and potential accidents.
- To achieve the best possible balance of benefits among the property owner, the roadway user and the community at large.
- To protect public investment by preventing premature dysfunctioning.
- To improve the appearance of a roadway and its adjacent area.

Thoroughfares



The basic interrelationship between landowners and transportation facilities is illustrated by a continuous cycle of activities. This cycle begins with land use and continues with on site activities generating trips; trips connecting points of origin and destination and therefore, defining transportation needs; transportation facilities providing additional access to land; land values increasing; more development being placed on the land, and then the cycle begins anew.

It is important that thoroughfare facilities be protected from becoming obsolete and that they continue providing levels of service for which they were designed. Effective policies and standards managing access control contribute to their functional protection.

Intersection Spacing -- theoretically, the ideal location and spacing of signalized intersections is at points which minimize impacts on major roadways and permit progressive through traffic movements.

Direct Access Driveway Design -- Driveway openings from major thoroughfares should be provided as part of the functional plan for off street parking and for access to parcels of land. Along arterial roadways, where volumes and speeds are higher, driveway designs should correspond with vehicular capabilities in order to facilitate a free flow both on and off the roadway. A curb return should allow a vehicle to follow a path outlined by the curb without jumping the curb. Vehicles entering a driveway should be able to turn right, from the curb lane, without slowing suddenly or encroaching on other travel lanes to their left. Likewise, a vehicle exiting from a driveway should be able to turn into the right lane without encroaching on the adjacent lane.

Most non-residential driveways are intended to allow vehicles to enter and leave at the same

Thoroughfares



time. Sufficient width must be provided to permit this to be done with ease.

In Dorchester the Access management is extremely poor since most properties abutting a thoroughfare have direct access to the thoroughfare. This causes a significant reduction in the carrying capacity of the thoroughfares; however, because of the past rural nature of the City some of these conflicts will continue. It should be noted that future thoroughfares to be added to the system should be constructed to facilitate roadway access management as stated above. Additionally, cross access easements should be required, especially along TXDOT facilities since access to individual properties should be discouraged and joint access being encouraged. The interval for access is generally 400 feet or more depending on the speed of the traffic on the thoroughfare.

INTERSECTION DESIGN CRITERIA

In any thoroughfare network, a major intersection is a critical point of congestion and delay. While thoroughfare links can accommodate relatively high traffic volumes, the intersection of Arterial streets must serve twice the traffic volumes of any given street link. As a result, it is necessary to place major emphasis on this critical part of the network. This may result in the need for fewer lane miles of city streets, and the need for more special use lanes at certain intersections. Special design considerations may be required to increase intersection capacity. There is a natural conflict, which exists between private needs and additional intersection capacity needs since commercial development traditionally locates at major intersections to gain maximum exposure. An intersection can be described as the actual crossing of two streets plus that portion of the streets within 150 feet of the crossing.

POLICIES

- Dorchester shall use access management practices to make the investment in the

Thoroughfares



roadway infrastructure as cost efficient as possible. These practices include placement of curb cuts, median opening spacing, and parallel access roads (public and private).

- Residential streets should be designed to include traffic calming practices that promote the use of collectors and arterials for trips that are not locally oriented.
- The transportation network should be designed to optimize emergency routes for police and fire operations and promote efficient delivery of services such as mail and solid waste.
- The city should plan, design, and build a network of arterials and collectors that provide acceptable levels of service while complementing the land-use decisions in the comprehensive plan.
- The city should use the thoroughfare plan to plan and design transportation improvements, program capital improvement plan projects, and guide development review decisions. Several of the thoroughfares in Dorchester are state roadways, so cooperation with the Texas Department of Transportation (TXDOT) is essential to the construction and operation of the city's transportation system.

THOROUGHFARE PLAN

GOAL - This thoroughfare development plan is to provide guidance in the size, location, classification, and standardization of thoroughfare facilities.

Objective – To provide a framework for orderly development based on the Future Land Use Plan, projected population growth and anticipated economic development in order to be responsive to present and future traffic demands within the community.

Figure 26 illustrates the Thoroughfare Plan for the overall planning area. Completion of the

Thoroughfares



system will occur over a period of time as the facilities are warranted, either as the adjacent lands develop or as may be required to accommodate special traffic movements through undeveloped sections.

In areas where development is sparse, the alignments are shown as corridors. Street alignments are approximate and should be formalized as development takes place. The Thoroughfare Development Plan provides continuity of the roadway network within a street classification hierarchy and is based on the Comprehensive Land Use Plan. The Thoroughfare Development Plan also takes into account proposed land use development potential to the year 2042 and beyond. This has enabled the plan to address future needs of the community as they are presently envisioned. As the Land Use Plan changes, so must the Thoroughfare Development Plan change.

THOROUGHFARE CONCLUSIONS

It is desirable from the standpoint of both circulation and maintenance costs for the City to develop all thoroughfares to adequate standards. However, it is not necessary to construct thoroughfares to their full-anticipated capacity if such capacity conditions will not occur for many years. Improvements should be made according to the proposed standard as the street approaches its anticipated capacity. However, all required rights-of-way should be designated and dedicated when platted or replatted as soon as possible.

Through use of the Thoroughfare Plan, the designation of rights-of-way for thoroughfares to be constructed in the future will aid the City of Dorchester in acquiring adequate rights-of-way as streets are actually developed. The Thoroughfare Plan can put property owners on notice as to the City's intentions to develop the thoroughfare system, and prevent the development of conflicting uses, which might interfere with the system.

Thoroughfares



State Highways have been integrated into the Thoroughfare Plan. The City should fully utilize the capabilities of the Texas Department of Highways in the expansion of these facilities. As State funds are becoming more limited, the City should make every effort to cooperate in the expansion of highways and farm roads, in accordance with the Thoroughfare Plan, as funds are made available.

Most of the thoroughfares identified on the Plan other than State Highways will be the responsibility of the adjacent property owner as their land develops. As such the majority of the Thoroughfare Plan should rely heavily on developer construction of Thoroughfares and **should not** be included in a time frame or local budget unless development has already occurred on both sides of the planned improvements.

VISION STATEMENT

Vision Statement



VISION 2022-2042

DORCHESTER IS A COMMUNITY OF FAMILY AND FRIENDS WORKING TOGETHER TO BUILD A SAFE AND SUSTAINABLE FUTURE WHILE MANAGING QUALITY AND ENVIRONMENTALLY RESPONSIBLE GROWTH.

GUIDING PRINCIPLES

ACCOUNTABILITY

Responsible, committed, and accountable to the citizens that trust the city to carry out our duties with integrity.

FISCAL RESPONSIBILITIES

Fiscal responsibilities and prudent stewardship of public funds are essential for confidence in city operations.

TRANSPARENCY

Open and fair in sharing information with the public about policies, procedures, programs, and practices.

CUSTOMER FOCUS

A dedicated team to serve our citizens. Our currency is the goodwill of the public, earned or lost with every contact and conversation.

ASPERATION

Vision Statement



To provide unique approaches and creative solutions to problems and opportunities.

MISSION

Achieve excellence through confidence and trust while consistently desiring to serve.

STRATEGIC THEMES

- #1 Economic Development
- #2 Community Growth
- #3 Facilities and Infrastructure

STRATEGIC GOALS 2019-2029

Theme #1 Economic Development

Goal: Pursue economic development targets. Develop and implement strategies that support economic development to attract and retain businesses, increase tax revenues, and create jobs.

***Attract Jobs**

Develop a business park and fill with tenants Develop commercial zoning along major roadways

***Promote Downtown Development**

Improve streets to attract business.
Adopt regulations to revitalize downtown Explore public private partnerships

***Study Land Use to Optimize Future Economic Growth**

Create zoning overlay districts in the downtown and major transportation corridors

Vision Statement



Theme #2 Community Growth

Goal: Promote Growth Appeal

- *Develop policies and programs for expansion and appeal
- *Develop design standards for future local median divided roadways
- *Develop design standards for landscape and monument enhancements along State Highway 289 and Farm to Market 902 as they are built
- *Develop ideas to promote city expansion for a business park and for commercial and Residential development
- *Study options to promote construction of high value residential neighborhoods

Theme #3 Facilities and Infrastructure

Goal: Upgrade city facilities and infrastructure

****Develop and construct a new water well with elevated storage to increase water availability***

- *Develop, install, and upgrade main water lines for service to new and existing customers
- *Make improvements to city infrastructure as necessary to accommodate the growth of the community
- *Initiate a storm water/storage study

Vision Statement



*Complete street audit/condition assessment/prioritization for existing streets