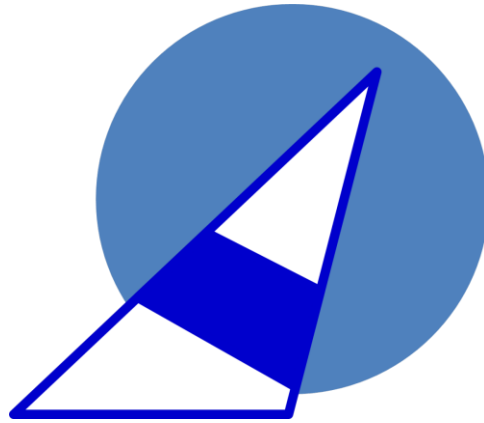


# COMPREHENSIVE PLAN

## Runaway Bay, Texas



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# ACKNOWLEDGEMENTS

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# EXECUTIVE SUMMARY

## **SECTION 1**

### **INTRODUCTION**

This plan has been carefully developed for the specific needs of the Runaway Bay Community and its future direction. This executive summary is a concise overview of the recommendations provided in the Comprehensive Plan.

In summary, this Comprehensive Plan is intended to guide the projected population growth and to manage economic development in the area. New economic development and the resulting tax base provide a tremendous opportunity to promote a high quality of life for new and existing residents through the availability of new services and employment in the community.

### **EXISTING CONDITIONS**

There are two important features that are key elements of the existing conditions of the City - Lake Bridgeport and an 18-hole golf course. These two elements provide the foundation for future growth and success of this attractive Wise County community. The lake and golf course are the primary elements to attract both a variety of quality housing and desirable businesses.



### **GOALS AND OBJECTIVES**

With a plan for the future, population growth and economic development can shape the community in a positive manner. This Comprehensive Plan and its resulting tools are the City's future roadmap. Through a series of meetings soliciting citizen and stakeholder input, a set of goals and objectives were established to provide the City with a clear direction for future actions. In general, the objectives of the plan are:

## SECTION 1 — EXECUTIVE SUMMARY

- To have a balance of future land uses for long-term fiscal health and economic development
- To support and encourage development that is suitable for tourism and related activities
- To provide and promote high quality community services
- To establish a phasing plan for city infrastructure repair and development to meet current and future needs
- To support quality development within the City's ETJ

### **FUTURE LAND USE PLAN**

The Future Land Use Plan (Section 4) helps to direct the community as change and development occurs. The Plan is a long-range document that establishes physical areas for redevelopment and new development. This Plan is not a zoning map, but it should be used as a guide during the rezoning process. The Plan brings together a direction for commercial growth with protection for existing residential enclaves. There are several patterns that are created within the Plan to promote increased economic development for the City. The specific items include:

#### **Village Center**

The redevelopment of a commercial core is specifically designated between the current City Hall and the Marina. This area is designed to include a mix of softer office, retail and residential components with adjacent and interwoven parks and recreation options. The Plan will create an exciting pedestrian-focused shopping area for economic, recreational and cultural growth.

Complementing the Village Center is the **Rattlesnake Island Park Development** which will feature swimming, fishing, picnicking, biking, use of specially permitted golf cart usage and other recreational activities. This is a key segment to provide support to and to benefit from two





other key assets of the City; the golf course and the marinas.

Other short term priorities include developing trails where City property or easements permit, implementing neighborhood names that reflect attractive, catchy identities as an alternate to legal descriptions, and engaging in marketing efforts to develop and bring these plans to fruition. Involvement of our Parks Department and EDC are important keys to these efforts. There are several intermediate and long term recommendations that will be an extension of these as well as progress on items 2 through 6 below.

### **Commercial Development along US 380**

Additional commercial growth along the corridor.

### **Office at Golf Course**

Establish a commercial area adjacent to the clubhouse and golf course.

### **Business Park**

Create a growing opportunity for employment growth in the western ETJ lands.

### **Corporate Retreat**

Promote Rattlesnake Island as a corporate retreat and natural parks area.

### **Village Center East**

Holds long-range opportunity for commercial and housing east of Lake Bridgeport within the eastern ETJ lands.

## **IMPLEMENTATION**

The actual implementation of these land uses happens with the initiative of City officials, budget items for promotion or incentives,

## SECTION 1 — EXECUTIVE SUMMARY

population growth and at the desire of current and/or future development partners and landowners.

The future elements of the plan are based upon realistic growth projections and goals for the City. The process of land development or redevelopment to create building sites is one of the most important and significant activities having an effect on the character of the City. This process of land development must be guided in concert with the philosophy of the Comprehensive Plan.

There are two methods of implementing this plan – proactive and reactive methods. Both methods must be used in an effective manner to successfully achieve the recommendations defined by the Comprehensive Plan. Proactive processes include:

1. Developing a Capital Improvement Plan (CIP) for the City
2. Enforcing Zoning Ordinances.
3. Creating combination public/private partnerships for the development of the Village Center and other commercial growth projects.
4. Provide incentives to encourage mixed-use structures and other actions to encourage long term revenue producing businesses in the Village Center.

Reactive processes are employed during the rezoning process to align development of the City with the vision of the Comprehensive Plan.

Some of the additional recommendations for the Plan include a series of items that support quality development and increased economic development opportunities. In no specific order the items include:



- Establish a Comprehensive Plan lobby committee
- Update Zoning Ordinance
- Document a comprehensive annexation strategy
- Progress annexation as City benefits are documented
- Work with Bridgeport & Jacksboro ISD's to study long-term school needs for Runaway Bay residents
- Strengthen the Economic Development Corporation
- Develop a Citywide Environmental Green Plan

## **GOVERNANCE**

Governance has an important role in the future of Runaway Bay. It is critical that current and future leaders of the City understand the Comprehensive Plan and work to follow the spirit of the document. It is vital that public officials are committed to - and work toward - a consistent, equitable and coordinated administration of the Plan and its vision.

To ensure continuity in applying the Plan, the City should establish an ordinance that links any actions of zoning and rezoning to the Future Land Use Plan (Section 4) described in this document. The ordinance should state that zoning applications need to conceptually follow the Future Land Use Plan and any deviations require a majority approval by the City Council.

# INTRODUCTION

## SECTION 2

### PURPOSE AND INTENT

The Runaway Bay Comprehensive Plan is a guide for decision-makers and a tool for managing community changes that may affect the physical development of the City. By developing and adopting policies and guidelines set forth in the plan, Runaway Bay can prepare for and maximize future benefits for its residential neighborhoods while attracting business and economic development. Comprehensive planning further helps to ensure that as development and population changes over time, the community will continue to develop in a manner that reflects the objectives and values of the community's property owners, officials, and citizens.

The City's Comprehensive Plan is a long-range vision of what the community can and wants to become in the future. The primary objectives of the Comprehensive Plan are to:

- Ensure efficient delivery of public services
- Coordinate public & private investment
- Define the vision for the community
- Minimize conflict between land uses
- Increase the cost-effectiveness of public investments
- Provide a basis for making decisions about community growth

The Comprehensive Plan, after adoption, becomes the official policy guide for the City of Runaway Bay. It will help guide rezoning and development decisions and will serve as a basis for future capital expenditures for public facilities. This document has used a series of past documents to help define where the



*Live Oak trees frame a view of the golf course and hillside.*



community has historically been in the terms of population, growth, infrastructure and vision. The documents reviewed include the following:

1. The Story of Runaway Bay – A Pictorial Story of the People and their Efforts to build a Resort Community on Bridgeport Lake 1966-1999.
2. Bay Quest 2000+ Final Report; City of Runaway Bay; 1997
3. Bay Quest 2002 Final Report; City of Runaway Bay
4. Wise Growth – Embracing the Future TODAY; May 2004

This plan will need revising as the growth and development of Runaway Bay changes community needs. The Planning and Zoning Commission and the City Council should review the Plan each year and make adjustments in response to changes in social, physical and economic conditions.



*Visitor Information Center located just off U.S. Highway 380*

## **LOCATION OF RUNAWAY BAY**

The City of Runaway Bay, Texas is located within an urbanizing area between Bridgeport, Wise County and Jacksboro, Jack County. Wise County is one of the seven developing counties that define the Dallas-Fort Worth Metropolitan Area. The metropolitan area as described by the United States Census Department's 2006 data is the fourth largest in the nation behind greater New York/Northern New Jersey; Los Angeles/Orange County; and Chicago/Cook County Metropolitan areas. Runaway Bay is adjacent to the 11,500-acre Lake Bridgeport that is controlled by the Tarrant Regional Water District and is used for drinking water and related recreational activities. Runaway Bay is 60-miles northwest of Fort Worth and 19-miles from Decatur, the county seat.

# GOALS AND OBJECTIVES

## **SECTION 3**

### **INTRODUCTION**

This section describes the City's existing goals, values, and guiding principles as they relate to the Comprehensive Plan Goals and Objectives. An inclusive effort was completed to solicit input from citizens, business leaders, and political officials - commonly referred as stakeholders - to provide input into the goals and objectives statements.

### **PROCESS**

A primary purpose of the Comprehensive Plan is to help the citizens of Runaway Bay realize their goals and dreams for the future. Each goal and objective is specific to the community - its needs, problems, and opportunities.

The goal statements in this plan are broad in scope and long-range in commitment. The plan's different elements include; land use, transportation, parks and recreation, water/wastewater, and urban design. The statements are designed as vehicles to achieve the community's goals and objectives.

### **DEVELOPMENT OF GOALS AND OBJECTIVES**

The development of goals and objectives for the Comprehensive Plan has utilized several sources. The planning process included interviews and town hall meetings to provide added input of a wide-range of stakeholders. All of these components are critical to the establishment of a set of goals and objectives for the plan.

### **COMPREHENSIVE PLAN GOALS AND OBJECTIVES**

The Runaway Bay Comprehensive Plan encodes the community's values and needs through a set of goals and objectives that will guide the City's growth, development, and sustainability over time.



The goals outlined in this Plan are the qualitative statements that define Runaway Bay's vision for its future. Many of the goals are broad in nature, while others have been established to specifically address the unique needs of this community.

The Objectives for each goal are the actions and activities relating to the implementation of the specified goal, and are the suggested means for goal attainment.

## **1. Land Use Balance**

Attain a strategic balance of future land uses for the long-term fiscal health and economic development growth of a commercial tax base.

- a. Create a balanced development pattern between residential and commercial
- b. Guide new commercial development along Highway 380 corridor
- c. Attract new business and industrial parks
- d. Promote retention and expansion of existing businesses in the community

## **Comprehensive Economic Development**

Economic Development plans for cash flow, business development, workforce development and infrastructure should highlight Runaway Bay's recreational and quality lifestyle and guide fiscal, environmental, socio-economic, and traffic impacts to the City.

- a. Establish and promote a strong identity for Runaway Bay at the regional, state, and federal levels
- b. Establish a short-term cash flow plan that focuses on opportunities to increase traffic, area interest, and sales tax revenues.
- c. Establish a long-term economic investment strategy that is diverse and selects opportunities that are suitable and economically healthy for the community

## **SECTION 3 — GOALS AND OBJECTIVES**

### **Strong Tourism**

Support and encourage the development areas in Runaway Bay that are suitable for tourism developments, such as: boat rental & sales; entertainment venues and events; equestrian facilities; fishing and hunting retail stores; and camping.

- a. Help to create a recreational venue as a regional economic attraction
- b. Establish recreational programs for citizens of all ages
- c. Support growth in passive recreation (fishing, walking, etc.)

### **Quality Community Service**

Establish and promote high-quality infrastructure and city services.

- a. Establish a road-resurfacing program for the repaving of City streets in need of repair
- b. Establish perpetual infrastructure maintenance plans
- c. Promote the enforcement of existing annexation policy
- d. Establish long-term infrastructure expansion or upgrade guidelines based on annexation policy

### **Attractive and Inviting**

Ensure that Runaway Bay is inviting, attractive and receives good maintenance while reflecting the community's diverse values.

- a. Establish and/or enforce codes and practices that support town identity and cultural goals
- b. Ensure and develop a well-maintained system of public spaces through the City's streets, walkways, and parks
- c. Ensure appropriate levels of funding and management of the City's maintenance program





## **Safe Residential Areas**

Establish and maintain attractive, safe and distinctive residential neighborhoods in the City.

- a. Promote strict enforcement of City standards and codes for all residential and supporting structures
- b. Plan for additional neighborhood enhancement through the use of features and parks sites

## **Fiscally Sound**

Ensure a financially sound City government that includes: communications; budgetary management; public health and safety; public infrastructure maintenance; responsive city codes; quality water and wastewater system and management; capital improvements program; and professional and ethical city service.

- a. Create a balanced and diverse tax base
- b. Create financial policies providing adequate financial reserves
- c. Ensure cost-effective delivery of City services
- d. Reduce debt service
- e. Establish clear community communications with all citizens
- f. Strive to improve the City's bond rating

## **Recreationally Friendly**

Provide a parks and open space system that meets the recreational needs of all residents and visitors.

- a. Establish strategically appropriate parks and walking trails
- b. Select park locations to support future population growth and land use
- c. Establish public access to the existing causeway and proposed recreation uses of Rattlesnake Island

## **SECTION 3 — GOALS AND OBJECTIVES**

### **Development Ready**

Protecting Runaway Bay's development rights within the ETJ (extra territorial jurisdiction) area will ensure quality long-term development in accordance with Future Land Use.

- a. Ensure the enforcement of the City's official annexation policy
- b. Establish regional collaboration including quality relationships with Wise County officials and neighboring cities
- c. Enforce the strong development codes and policies that support this Comprehensive Plan

### **Aligned for Growth**

Coordinate City development in concert with the direction and spirit of the Comprehensive Plan.

- a. Create a short- and long-term Capital Improvement Program (CIP) for City development and maintenance
- b. Establish and follow the Comprehensive Plan to shape future development
- c. Support additional involvement with regional government officials to ensure quality growth
- d. Ensure development codes and policies enforce and promote this Comprehensive Plan



# FUTURE LAND USE

## **SECTION 4**

### **INTRODUCTION**

The Future Land Use Plan is a guide for growth. It is not a zoning graphic or a zoning ordinance and does not contain any provisions that otherwise govern the use of land. It is a guide that provides the primary basis for daily land use and development decisions. The land uses designated here provides City staff and officials with a guide for considering development proposals, such as zoning, platting and re-platting processes. Land use proposals that do not substantially conform to the plan are likely contrary to the vision of the community as stated herein. The plan is intended to be flexible and does offer these opportunities. Proposed developments need to respect the concepts represented in the plan as related to intensity and density of proposed land uses.

Runaway Bay is a small community on the fringe of the DFW metroplex that provides a valuable transition between rural farms and growing suburban development. Residents strongly value the small community feel and wish to provide for future growth without sacrificing the existing character. By planning for the types, locations, phasing and density of development, the Future Land Use Plan establishes appropriate guidelines for the future commercial and residential growth in Runaway Bay.

### **FUTURE LAND USE PLAN OVERVIEW**

The Future Land Use Plan helps to direct and guide a community as change and development occurs. This plan has been developed through a series of public meetings with citizens. This plan is a long range visionary document that establishes physical areas for redevelopment and new development within its legal boundaries. The plan represents a guide for policy and implementation actions

## **SECTION 5 — PARKS, TRAILS, AND RECREATION**

required to create the desired community. It should be noted this document is not a zoning map, zoning plan or zoning strategy.

This plan is written and defined with a set of graphic plans and supporting text. The Future Land Use Plan graphic is a conceptual graphic that defines the relationships needed to define this new direction. The graphic is not intended to be measured or scaled. The relationships of future land uses to street frontage and water edges are the key to creating defined development opportunities.

This plan brings together a vision for Runaway Bay that will sustain growth and development for years to come, while providing a clear direction. The plan blends protection for residential enclaves and growth for commercial centers. The future land use plan establishes areas for new clean growth for employment while defining extensive areas for low-density residential development. There are several physical patterns established that promotes increased economic development for the city. The patterns include:

### **1. Village Center**

The Village Center is intended to provide for a compatible mix of residential and non-residential uses having selected components of Townhouse, Office and Commercial Districts allowed on the same property. Horizontal mixed-use developments are encouraged to include any combination of office, retail and residential use, sited adjacent to one another within the same structure or within adjacent structures on the same property. Vertical mixed-use developments are also encouraged to include any combination of office, retail and residential use, sited above or below one another within the same structure. The objective is for redevelopment of a commercial core between the current city hall and marina. Incentives should be offered to encourage the establishment of a mixed-use development. This center can become the hub of activity for social and economic growth in Runaway Bay.



## **2. Expanded U.S. 380 Corridor**

Area south of Village Center along U.S. 380.

## **3. Office at Golf Club**

Redevelop the tennis courts and adjacent vacant land into short term stay golf housing and professional offices next to clubhouse to capitalize on the relationship with business and golf.

## **4. Business Park**

New employment land use at western edge of community (Employment/Warehouse).

## **5. Rattlesnake Island Park Development and/or Corporate Retreat**

The Rattlesnake Island area is currently designated as a City Park under a lease in perpetuity, with limitations, from the Tarrant Regional Water District. Any change would need to be progressed with the permission of the same. Interim steps would be appropriately progressed for development to make it functional for swimming, fishing, picnicking, biking and other recreational activities. Access would need to be developed to permit strict usage of golf cart or bicycle type transportation as an alternative to walking to permit general usage.

## **6. Village Center East**

Long range village center with commercial and different housing options east of Lake Bridgeport.

This plan takes advantage of existing conditions that are present which can support new growth and economic development. The plan also desires to strengthen residential neighborhoods for improved quality of life.

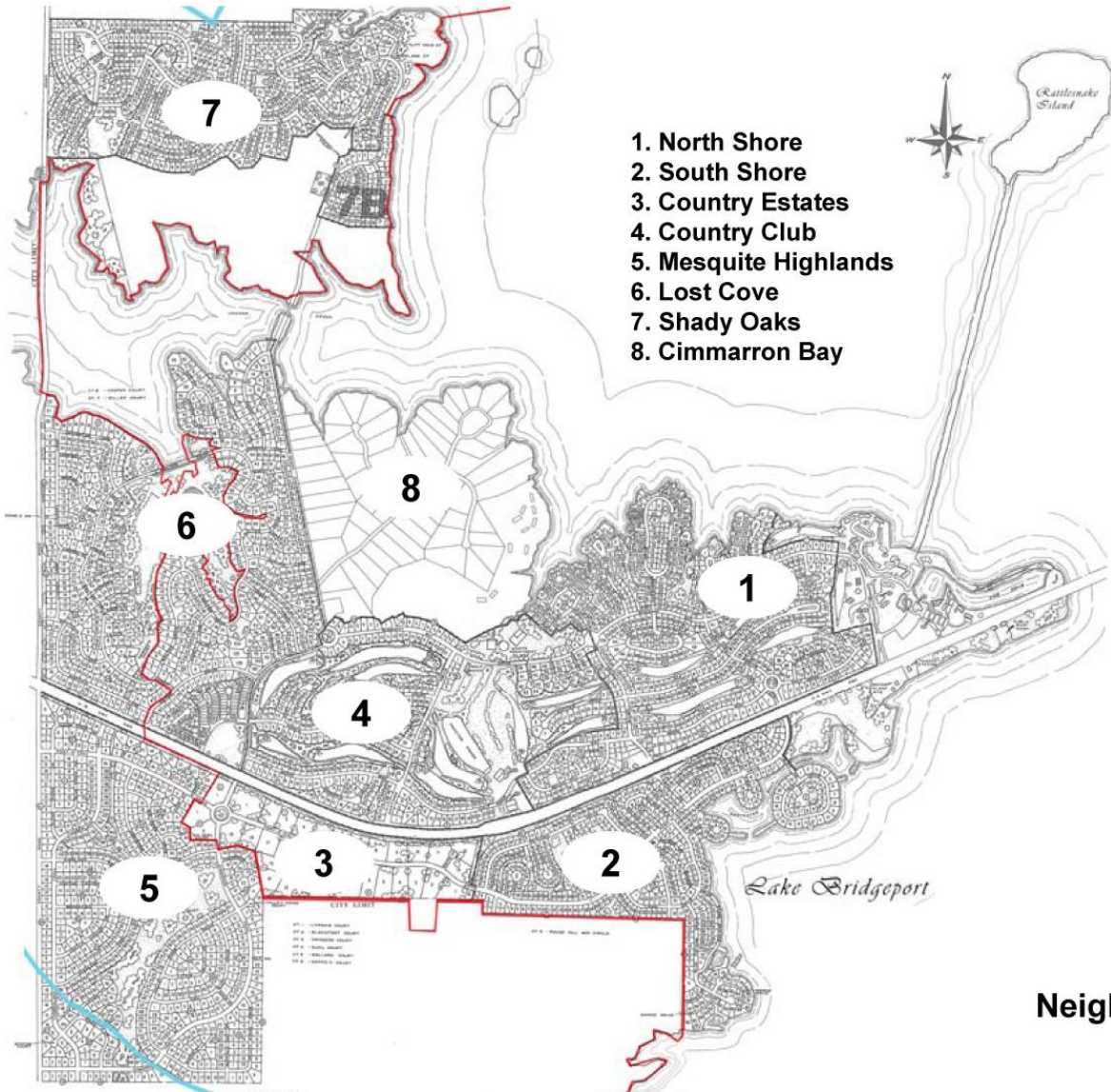
## SECTION 5 — PARKS, TRAILS, AND RECREATION

### NEIGHBORHOODS

Areas of residential development need to be recognized by a title that embodies the physical characteristics of the land and its waterfront. This concept for new neighborhood titles came from the citizens of Runaway Bay during the comprehensive plan's planning process. Prior to the new neighborhood names they were referred to as units. The unit title goes back to the original land development days of Runaway Bay. The following names will be used for the wonderful neighborhoods in Runaway Bay. A plan graphic follows identifying the new names with their old unit number.

North Shore	Unit 1
South Shore	Unit 2
Country Estates	Unit 3
Country Club	Unit 4
Mesquite Highlands	Unit 5
Lost Cove	Unit 6
Shady Oaks	Unit 7
Cimmarron Bay	Unit 8

New development in the ETJ will have additional names created for them under the same principles of existing physical landmarks.



**Neighborhoods**  
Exhibit 4

**FUTURE LAND USE TYPES**

The Future Land Use Plan considers development within the corporate limits as well as throughout the entire planning area. This area is defined as extra-territorial jurisdiction (ETJ) of the community. The Future Land Use Plan uses twelve (12) categories to describe the future land uses in Runaway Bay. Land use categories are more general than zoning districts – there may be several zoning districts that are consistent with a particular land use category. In addition, the zoning districts contain the detailed specifications of development requirements (such as lot

## **SECTION 5 — PARKS, TRAILS, AND RECREATION**

dimensions, setbacks and parking) and the definition of the particular uses allowed in the zoning district as of right or subject to approvals. It provides a pattern of land uses consisting of the following development categories:

### Residential

- Single family large lot
- Single family standard lot
- Urban residential & apartments
- Townhouse

### Commercial

- Retail
- Office professional
- Corporate retreat
- Employment / warehouse

### Mixed Use

- Park
- Recreation / Golf
- Utility
- Lake Bridgeport

Land uses for park and recreation needs should be projected as a function of population growth and pursuant to park standards established by the National Recreation and Park Association (NRPA) and desired level of service in Runaway Bay. Parks should be planned for in areas that are equitable to the population they are intended to serve.

## **RESIDENTIAL DEVELOPMENT**

The Future Land Use Plan provides for a variety of residential uses and densities. Residential uses comprise the majority of land uses, accounting for approximately 60% of the total developable planning area. The golf course represents about 20% and parks and marinas





another 20%. One of the primary goals of the Comprehensive Plan is to preserve the community's small town atmosphere and character. As a result low to mid density residential uses comprise the majority of the corporate limits. However, it should be noted that the plan does allow for the development of higher density residential and in fact encourages this in specific areas near the proposed Village Center.

The specific policies for each of the previously described residential types are as follows:

### **1. Single Family Large Lot**

#### *Purpose and Intent*

This segment accommodates large single-family homes and support facilities. These facilities can relate to a country lifestyle and/or modest equestrian uses. Permanent retail or retail functions for agriculture, equestrian and/or other use should not be allowed.

#### *Density*

Single-family large lot development allows for a minimum lot size of one to five(1-5) acres.



*Prototypical image of single-family large lot land use pattern*

### **Single Family Standard Lot**

#### *Purpose and Intent*

This segment accommodates an in town-style, single-family residential development with complete neighborhood amenities. Community amenities include full municipal services and close relationship to parks, trails, golf and commercial land uses. Modular homes are permitted only in this residential category and will abide by all single family home design, platting and construction standards as established by the City of Runaway Bay. The modular homes are allowed in several locations in the community.



*Prototypical image of single-family standard lot land use pattern*

## SECTION 5 — PARKS, TRAILS, AND RECREATION

### *Density*

Single-family standard lot development allows for approximately 2-4 lots per acre.

## Urban Residential & Apartments

### *Purpose and Intent*

Urban residential use features detached homes in a two-story or three story maximum height limit with a close relationship to street frontage. The Village Center district should have very specific requirements for buildings, layout and structures with more flexibility for usage (See Mixed Use). Apartment development, which works well in golf course communities, may be incorporated in the Village Center development.

### *Density*

Residential detached and attached development allowing for approximately 10 -12 units per acre.



*Prototypical image of urban residential land use pattern*

## Townhouse

### *Purpose and Intent*

Townhouse is a residential use that features attached homes in a two-story maximum height limit. This pattern of residential development works well in golf course communities and town centers.

### *Density*

Residential attached development allowing for approximately +/- 12 -16 units per acre.



*Prototypical image of townhouse land use pattern*

## Retail

### *Purpose and Intent*

Retail outside the Village Center is comprised of commercial land uses that are primarily shopping and motel development. Retail will be implemented with surface parking and has a strong relationship to the roads



*Prototypical image of retail land use pattern*



leading to the development. Retail land use will be primarily one story in height unless a motel uses land, which then could be three stories tall.

*Density and design*

Individual facilities should be limited to a maximum +/- 40,000 sf and multi-tenant structures should not exceed +/- 70,000 sf in total building footprint. Developments should incorporate the following design elements: built to a human scale, exterior façade reflect a common theme, primary orientation should be toward street, integrate pedestrian access, high-quality landscape plan, and parking located to the side or rear of structure.

The specific policies for each of the commercial types are as follows:

**1. Office Professional**

*Purpose and Intent*

Office is a commercial land uses that includes; banks, professional services, real estate, health care, accounting and other developments. Office will be implemented with surface parking and a two-story maximum height.

*Density and design*

Individual facilities should be limited to a maximum +/- 5,000 sf and multi-tenant structures should not exceed +/- 15,000 sf in total building footprint. Developments should incorporate the following design elements; built to a human scale, exterior façade reflect a common theme, primary orientation should be toward street, integrate pedestrian access, high-quality landscape plan and parking is best if located to the side or rear of structure.



*Prototypical image of office professional land use pattern*

## SECTION 5 — PARKS, TRAILS, AND RECREATION

### Corporate Retreat

#### *Purpose and Intent*

Corporate Retreat is a commercial land use that defines a business retreat and low impact retail located in a natural environment on Rattlesnake Island Park. The retreat would be implemented with surface parking and a two-story maximum height with views of Lake Bridgeport. Public parking will not be permitted on the Rattlesnake Island.

#### *Density and design*

Facility should be limited to a maximum +/- 42,000 sf in total building footprint. Support building should be permitted. Developments should incorporate the following design elements; built to a human scale, exterior façade reflect a common theme, primary orientation should be toward water, integrate pedestrian access, high-quality landscape plan and emergency parking is best if located to the side or rear of structure.

### Business Park

#### *Purpose and Intent*

Business Park development is a commercial land use that includes research and development, light manufacturing, product assembly, storage and shipping functions. The development usually requires large truck access and circulation. Only non-polluting businesses are included in this category. This building type will be implemented with surface parking, a tall single-story maximum height and architectural guidelines.

#### *Density and design*

Facility should be limited to a maximum +/- 80,000 sf in total building footprint. Support building should be permitted. Developments should incorporate the following



*Prototypical image of employment / warehouse land use pattern*



design elements; quality architectural design, exterior façade reflect a common theme, primary orientation should be toward street, safe vehicular and truck access system, high-quality landscape plan and adequate utilities and infrastructure.

## **Mixed Use (example-Village Center)**

### *Purpose and Intent*

Mixed-use development is a commercial land use that is defined by having one use built over another. The ground floor uses can be either retail or office with second and third floors use being residential or professional office. Mixed-use buildings will be implemented with surface parking and a three-story maximum height. These buildings must have a strong relationship to the street with sidewalks and other pedestrian amenities.

### *Density and design*

Facilities have no limitation in square footage but must be two-story height. Developments should incorporate the following design elements; significant glazing on ground floor, built to a human scale, exterior façade reflecting a common theme, primary orientation should at street, wide pedestrian walkway along front facade, some streets around development should have on-street parking, strong orientation to public outdoor space, high-quality landscape plan and parking lot best located to the side or rear of structure.



*Prototypical image of mixed-use land use pattern*

## **Parks**

### *Purpose and Intent*

Citizens of the community use parks for passive and active recreational needs. The City has parks in operation currently. The swimming park is south of US 380 and west of the golf and country club. These land uses are



*Actual image of Runaway Bay Swimming Park that supports this land use pattern*



## SECTION 5 — PARKS, TRAILS, AND RECREATION

important to a growing population as areas that support outdoor recreation and improved health. Runaway Bay will develop additional parks to support their desired level of service (LOS) for park facilities. Much more detail is contained in Section 5, Parks, Trails and Recreation.

### *Density and design*

Habitable development not permitted.

## Recreation / Golf

### *Purpose and Intent*

The golf course and associated club house is a tremendous asset for the community. The golf course is an excellent opportunity to tie together future economic development growth for the City. The 18-hole golf course, driving range and practice putting green are types of this specific land use category. This land use type serves a strong recreational and social component for the city and county. Golf is an element to a growing business function. Golf is also supportive of a wide range of adjacent residential types and densities.

### *Density and design*

Habitable development not permitted.

## Public / Semi-Public

### *Purpose and Intent*

Communities require a variety of public services to meet the needs of citizens and visitors. Several different organizations provide services pertaining to the health, safety, welfare and quality of life throughout the community. These commodities are mostly provided by public or not-for-profit entities that require physical facilities to provide respective services. The specific sites for these facilities are not identified individually on the Future Land



*Actual image of The Club at Runaway Bay golf course that supports this land use pattern*



*Actual image of public / semi-public land use pattern*



Use Plan, but are considered to be absorbed within all categories.

*Density and design*

Individual facilities should be limited to a maximum +/- 35,000 sf and multi-tenant structures should not exceed +/- 55,000 sf in total building footprint. Developments should incorporate the following design elements; civic status to design, built to a human scale, exterior façade reflect a common theme, primary orientation should be toward street, integrate pedestrian access, high-quality landscape plan and parking is best if located to the side or rear of structure.

**Utility**

*Purpose and Intent*

Utilities cover significant land in the City of Runaway Bay. The utilities serve the development of the City and bring a certain quality of life.

*Density and design*

Several existing City owned structures and properties do not meet standards established for the City’s private home owners and businesses. The City should strive to achieve progress in this area and ultimately set a standard of leadership.



*Actual image of utility land use*

**Lake Bridgeport**

*Purpose and Intent*

Lake Bridgeport covers extensive land in the City of Runaway Bay. It is a recreation and aesthetic amenity for Runaway Bay and Wise County. Lake water is controlled by the Tarrant Regional Water District (TRWD) and is a source of drinking water for residents of North Texas.



*Actual image of Lake Bridgeport land use pattern*

**SECTION 5 — PARKS, TRAILS, AND RECREATION**

*Density and design*

Habitable development is not permitted on the lake.





## **ECONOMIC DEVELOPMENT**

The community supports the increase of local commercial development and local employment opportunities to enhance the quality of life for its residents. This needed commercial development can increase the local tax base without significantly increasing public expenditures. Such growth can reduce the cost of local government for residents by shifting the burden from residential property tax to non-residential tax and sales tax. The City can be selective in its efforts to attract new businesses to the community. By providing appropriate locations for non-residential development and ensuring that such development is designed to be compatible with existing neighborhood quality, Runaway Bay can enjoy the benefits of economic growth without sacrificing the community's character.

The Comprehensive Plan provides for a mix of housing types to meet the diverse needs of Runaway Bay's future. Higher density and modular housing permitted under the plan will provide the opportunity for development of more affordable quality housing and Village Center commerce. Both of these land use types will help to broaden the population base and assist in new growth.

## **LAND USE IMPLEMENTATION RECOMMENDATIONS**

### *General Focus*

One clear focus of the Comprehensive Plan process is a top priority for development of the Village Center and its key related recreational segments. The objective then is to move this forward as a featured centerpiece of Runaway Bay. This has short, intermediate and long term focus. The new Village Center area has been rezoned to encourage various desired kinds and types of development, yet inherently connected to recreational activities of the lake and golf course and can become an engine for the entire community.

## SECTION 5 — PARKS, TRAILS, AND RECREATION

### *Short Term*

- A. Establish an Ordinance that links zoning cases to the Future Land Use Plan of this Comprehensive Plan. Any significant case (size of property or change of use) requires an approval of City Council via a majority vote.
- B. Identify successful communities that have what is desired for Runaway Bay, determine how they achieved the desired status, how it was done, and plan for implementation in Runaway Bay.
- C. Continue to add amenities in the Village Center area for existing condominium residents, residents of future apartments, as well as other citizens inside and outside Runaway Bay. This will complement the existing facilities adjacent to the beach and swimming pool areas. More park information is contained in Section 5 on Parks, Trails and Recreation.
- D. Implement the use of neighborhood identities on page 4 of this section rather than using legal descriptions. This process is similar to marketing methods used in connection with major housing developments which help sell the areas.
- E. The EDC should pursue additional steps in commercial areas and the Marinas adjacent to the Village Center which would result in mutually beneficial interaction. These include but are not limited to:
  1. Contact marine equipment and other fishing and recreational suppliers for possible products and services in Runaway Bay.



2. Solicitation of amenities or specialty type shops that would fill available commercial space or create demand for more.
3. Research available information on traffic patterns and highway usage through Runaway Bay to determine market potential.
4. Seek potential businesses and services that would complement and benefit from and provide benefit to the area's fishing, water sports and recreational potential.

*Intermediate Term*

- A. Work with golf course ownership to determine their interest in developing facilities for short term housing or professional offices.
- B. Develop plans that increase the recreational aspects of Lake Bridgeport.

*Long Term*

- A. The appearance, function and operation of City structures should seek to be an example for the City and its residents.
- B. While items and issues progress, care needs to be taken to avoid programs and projects that are contrary or do not support these community objectives. The long term purpose is to provide direction as new people are elected or appointed and continue to follow comprehensive plan objectives and guidelines reflecting the community's desires.

# PARKS, TRAILS, AND RECREATION

## SECTION 5

### INTRODUCTION

As an element of the Comprehensive Plan the City desired a set of recommendations targeted to growth and development of their park network. This element is established after analysis of the community's existing park system and an understanding of the citizen's goals. The citizens indicated a range of items during the stakeholder interviews and public work sessions.

The recommendations and priorities in this section are a result of incorporating the inventory, standards analysis, and needs assessment into a plan. This element of the Comprehensive Plan directs the growth, development, and maintenance of the parks and trails system in Runaway Bay for the next ten to twenty years. The recommendations are based upon Runaway Bay's current population and a projected population as established by NCTCOG.

### PURPOSE - DEVELOPMENT OF GOALS AND OBJECTIVES

This element in the plan is an important component of Runaway Bay's "quality of life". The purpose definitions are not listed in any ranking priority and are defined below:

1. Provide the framework for orderly and consistent park, trail and recreation planning and development.
2. Provide data concerning the recreational needs of the community, and the role of the community in meeting those needs.
3. Provide a community-based input effort to help establish priorities for park and trail needs.



*Prototypical pedestrian overlook that could be a part of Runaway Bay's future park and trails system*



4. Provide direction in the implementation, acquisition and use of park land to meet current and future needs of citizens of Runaway Bay.

## **PARK, TRAIL & RECREATION GUIDELINES**

The most dramatic element that the City should leverage regarding future parks and trails is Lake Bridgeport.

The following represents the result of a community-based citizen participation process. This process concluded in the items as they relate to park, trail and recreational development:

1. Provide safe public access to the park on Rattlesnake Island.
2. Distribute park and trail recreation opportunities equally throughout the community to meet needs of all residents.
3. Enhance the image and identity of Runaway Bay with a vision for parks and trails throughout the community.
4. Protect environmentally sensitive areas.

## **EXISTING CONDITIONS – PARKS, TRAILS AND OPEN SPACE**

Currently the City of Runaway Bay is in its second phase of development regarding parks and trails. The City was established around 1966 as a resort community far outside of the Dallas Fort Worth market. The community has changed much since that time. The community has evolved into a growing suburban city with many active and passive recreational needs. Runaway Bay is working to build a park system that the citizens desire. Currently the system is below national standards for parks/trails as defined in National Recreational and Park Association (NRPA).

There are six (6) public parks, a City Marina, several boat and canoe launch areas that serve the residents of the community. A



*Existing gazebo located in a hilltop park*

## SECTION 5 — PARKS, TRAILS, AND RECREATION

brief account of the facilities is included to support current park status:

*Elm Park* – Located at Runaway Bay Drive and Doaks Drive is a small park (approximately 1 acre) that serves west Runaway Bay. The park includes asphalt basketball court with hoops and pedestrian benches.

*Public Pool* – Located south of US 380 in the western side of Runaway Bay on Port-O-Call Drive. This pool and complex is new and in excellent condition. Pool size is standard for a neighborhood park and includes family facilities and parking. This facility is a wonderful family amenity for the city.



*The Park and trails currently next to Runaway Bay's public pool facility.*

*The Park* – Located adjacent to the pool, this park offer a walking trail, benches, ball field, picnic tables and shade. The park is small (approximately 2-3 acres) but works well with the pool complex.

*Public Beach and Picnic Park* – Located in the Village Center next to the causeway connecting Rattlesnake Island to the mainland, the beach is in poor condition and needs additional swimming and user amenities to be more popular.

*Cricket Ridge Park* – Located adjacent to the Civic Center is a small park (approximately 1 acre) with swings and children's play equipment. Sited on a high point in the community, the park offers wonderful views of Lake Bridgeport.



*Children's swings and slides located at Cricket Ridge Park*

*Rattlesnake Island Park* - Located at the end of a one-mile one lane road with turnouts for passing, which is currently gated, has oil drilling facilities in operation, a City boat ramp and an offshore pumping facility for City water.



*City Marinas* - Located on City's north shore just west of bridge and adjacent to the Village Center are 148 boat storage slips owned, operated, leases and maintained by the City.

*Boat & Canoe Launches* - Located on north and south sides of Highway 380 and west of bridge are three public boat ramps, one with fuel capability. Located at Chupacabra Point (near Blue Fathom) is a canoe launch area with paddling trails in conjunction with the Texas Parks & Wild Life Department.

The city has a tremendous amount of land and open space. This land is part of the original master plan that defines lots and connecting lands to Lake Bridgeport and neighborhoods. These lands are a great resource for the community. They offer a network of property that could be a tremendous open space network. Maintenance and trail facilities could offer better space usage and increased property values.

The community has a privately owned, professional quality 18-hole golf course. This is one of the centerpieces of the community as many of the residential lots and enclaves are designed around the holes and routing. The course includes a wonderful clubhouse and related amenities, driving range and more. The recreational aspects of the facility are quite high and many residents are involved in play. The course is a semi-private organization offering memberships to all residents and guests, and public rounds of golf on a first come basis.

Runaway Bay does not have any pedestrian trails that connect neighborhood enclaves. This is an important item that was heard from residents regarding the need for greater facilities in parks. The city does have a pedestrian trail as a circuit in The Park. Further planning and development of pedestrian trails will be



## SECTION 5 — PARKS, TRAILS, AND RECREATION

important to citizens of Runaway Bay. The following recommendations described in the Park & Trail Plan define a set of improvement for the future.

### PARKS, TRAILS AND RECREATION FUTURE PLAN

The recreational recommendations that are proposed as an element of this comprehensive plan are outlined and described below. Each of these items is based on public need, professional observation or both.

### PARKS AND RECREATION – FUTURE

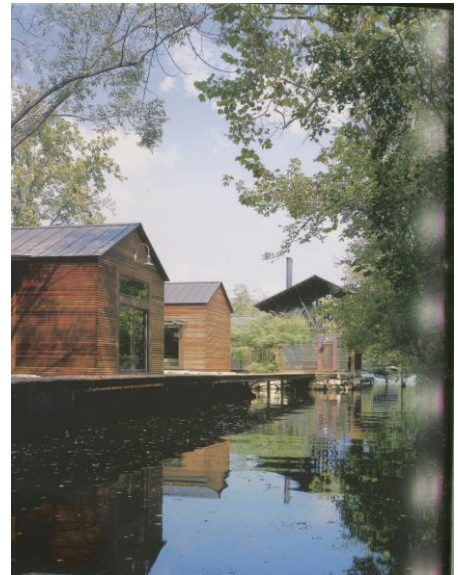
The future parks for the community are outlined below and described with a general character and design focus. While the golf course and marinas are wonderful existing assets of the City, a mixed use centerpiece, the area's economic engine with adjacent park and recreational opportunities can benefit from, as well as enhance, these strong components.

*Village Center Area* – This newly rezoned area, based on desires and recommendations in this report, includes the current Cricket Ridge Park, current Civic Center and private property south to Half Moon Way. Other current existing structures include the Community Church, real property along U.S. 380 East of RAB Drive to Blake Drive, then The Lodge Condominiums to the Lakeside Motel, thence to the Public Beach & Swimming Park all currently contained in the Village Center. This new area requires sidewalks and areas for public and private living and enjoyment. This area should be the main mixed use business and apartments, public space, park and recreation center for the city. The design should be formal in layout and rich with pedestrian seating, shade, and benches – all adjacent to the new shops and entertainment in the Village Center.

*Rattlesnake Island Park* – This Park provides a tremendous link to Lake Bridgeport and the ecosystem of



*Prototypical pedestrian trail that could be a part of Runaway Bay's future park and trails*







the lake. The site is currently used in related oil and gas exploration with occasional hikers. This park and development opportunity offers recreation in the near term with a long term possibility for new revenue. The combined Parks and Village Center would become a signature for Runaway Bay and Wise County. As a corporate retreat site, the opportunities are endless with the ever-increasing development wave coming from DFW.

*North Park* – this waterfront neighborhood park minimum of ten (10) acres located north of Cimmarron Bay across the cove offer residents a different water experience. This park will include active and passive facilities for local residents. Jasper Creek’s banks present excellent hiking opportunities as well as areas near the lake bordering this Park.

## **TRAILS – FUTURE**

A pedestrian trails network looping throughout Runaway Bay would be an excellent amenity and support a wider variety of residential housing types. These current conceptual alignments define a pedestrian system with no current construction standards or pathway design. A trail master plan will define design type, trail surface, and the potential for a variety of modes (licensed golf cart, bicycle, soft trail and/or hard trail surface). At the end of this section is a plan graphic defining park and trail opportunities.

*Rattlesnake Island Park Loop* – This pedestrian trail connects Rattlesnake Island Park to the Village Center using the causeway. The causeway section will require security controls. It currently has some passing ability along the route. The island section will grant a tour of the island with an eco-friendly trail and wayfinding signage. This park has a strong potential for development revenue

## SECTION 5 — PARKS, TRAILS, AND RECREATION

to offset costs. The marketing of this park to Wise County and DFW will be important.

*North Bay Loop* – This pedestrian trail provides quality outdoor experiences for many of the current citizens. This conceptual figure eight loop covers the alignment near Runaway Bay Drive, Half Moon Way and Tryall Drive. This trail has the opportunity to be the highest used within the community. This trail location needs serious review regarding location, concerns of private ownership and alternative practical solutions. Citizen input should be revisited and Park Board should be involved.

*South Bay Loop* – The south trail offers good outdoor exercise for pedestrians of all ages. This trail is the single trail for residents south of US 380. The trail shares alignments with Port-O-Call Drive, Lanai Drive and Segundo Drive. Similar to the North Bay Loop, issues here should be revisited.

The proposed trail and park names are used as identifiers for each facility. The titles could be changed as we named them for their geographic setting.

### **PARKS, TRAILS & RECREATION IMPLEMENTATION RECOMMENDATIONS**

This plan has established a series of recommendations targeted to park, pedestrian trails and related recreational activities. The priorities focus on outdoor recreational and raising the standard “quality of life” experiences for current and future citizens of Runaway Bay.

The following represents the result of a community-based citizen participation process. This process concluded in the following recommendations as they relate to park, trail and recreational development.



*Prototypical pedestrian bridge that could be a part of Runaway Bay's future park and trails*



*They are listed in the order of best combination of desirability and ease of accomplishment.*

*Short Term*

- A. Evaluate priorities and options in the process of developing a Trail Master Plan.
- B. Obtain Grants for trail construction.
- C. Pursue development of the causeway segment of Ratliff Drive and Rattlesnake Island Park as a unique piece of Runaway Bay's trail development.
- D. Encourage development of Rattlesnake Island Park for fishing, picnicking and other recreational activities as is currently, or can be in the future, permitted by the Tarrant Regional Water District.
- E. Review the standards for parks and trails as defined in National Recreational and Park Association (NPRA) for items and issues beneficial to the City.
- F. Progress segments of North Bay Loop trail where City property or easements permit.
- G. Renovate playground equipment with ADA compliant facilities.
- H. Establish pavilions and other improvements at the public beach and picnic area adjacent the Village Center.

*Intermediate Term*

- A. Develop strategy to acquire and /or develop park property.
- B. Continue development of Rattlesnake Island Park.
- C. Evaluate other potential areas for a trail network to link neighborhoods, Lake Bridgeport, parks and civic buildings

## SECTION 5 — PARKS, TRAILS, AND RECREATION

together while respecting the physical and environmental constraints of the land.

- D. Increase funding for Park & Recreation Department in Runaway Bay.

### *Long Term*

- A. North Park-Consider if annexed.
- B. Progress segment of North Park Loop Trail if annexed.
- C. Obtain appropriate permission from the Tarrant Regional Water District for Rattlesnake Island Park as further development appears achievable.
- D. Develop Community Buildings for the use of residents. These buildings would include large rooms for various community and social activities.



# TRANSPORTATION

## SECTION 6

### INTRODUCTION

Increased population and development will increase traffic on Runaway Bay's roadways. A carefully planned network of streets can help maintain adequate circulation without sacrificing the community's unique character. The network should include a hierarchy of streets with each class of street being designed to serve its appropriate function. Standards of each class of street must balance the volume and design speed of traffic, public safety, roadway construction and maintenance costs, and development access.

Runaway Bay has a unique situation in the fact that many of the roadways required for the future plan were constructed greater than ten years ago. The alignment and classification of these roadways is working with development plans for the future. Improving street maintenance is the short-term issue. The long-term consideration to have additional study will include the future potential for signalization of some larger intersections in the community.

The Transportation Plan is designed and intended to provide an efficient, structured framework for the smooth flow of traffic throughout the planning area. Improving certain aspects of the system also ensures that existing traffic movement may be accommodated. This plan is an overall guide that will enable individual developments and roadways within the City to be coordinated into an integrated, unified transportation system. The plan encourages the creation of neighborhood units with a minimal amount of through traffic while providing high capacity for routes intended to move both regional and local traffic through Runaway Bay.

## SECTION 6 — TRANSPORTATION

### FUNCTIONAL CLASSIFICATION SYSTEM

A functional classification system is proposed that reflects the role or function of each major roadway within the Plan. The classifications are local streets, collectors, arterials, and highways with local streets providing the greatest levels of property access and minimum levels of movement and freeways providing the greatest levels of mobility and limited access to properties. This system translates into physical design features that include pavement widths, drainage sections, and access management recommendations. These specific dimensions and controls are defined by the City and defined in engineering plans located in Runaway Bay's City Hall.

Roadway classification by Runaway Bay's comprehensive plan includes the following:

#### Local Street

The streets within a neighborhood that provide access to residential lots and building sites should be arranged to discourage most through traffic, except that which is directly related to the area. Because only limited traffic is attracted to the local streets, they have narrower rights-of-way and pavement widths than other types of streets. Local streets are generally designed to accommodate up to 750 vehicles per day. An example of this street classification in Runaway Bay would be Lakeshore Drive.



*Image of an existing boulevard type of local street in Runaway Bay*

#### Collector Street

A collector street's primary function is to collect and distribute traffic from local-access streets to an arterial street network. A collector street is usually located in such a manner to discourage through-traffic movements. The average daily traffic volumes for these types of streets should not exceed 5,000 trips per day. An example of this street classification in Runaway Bay would be Runaway Bay Drive.



## **Arterial Street**

The primary urban transportation system is made up of principal arterials, commonly referred to as major thoroughfares. The primary function of a major thoroughfare is to provide for continuity and high traffic movement between major activity centers in a community. Currently Runaway Bay is not experiencing this type of traffic on its city roadway system. This type of road is many times spaced at approximately one-mile intervals unless terrain or density creates a need for change. An example of this street classification in Runaway Bay would be Boy Scout Road.

## **Freeway / Highway**

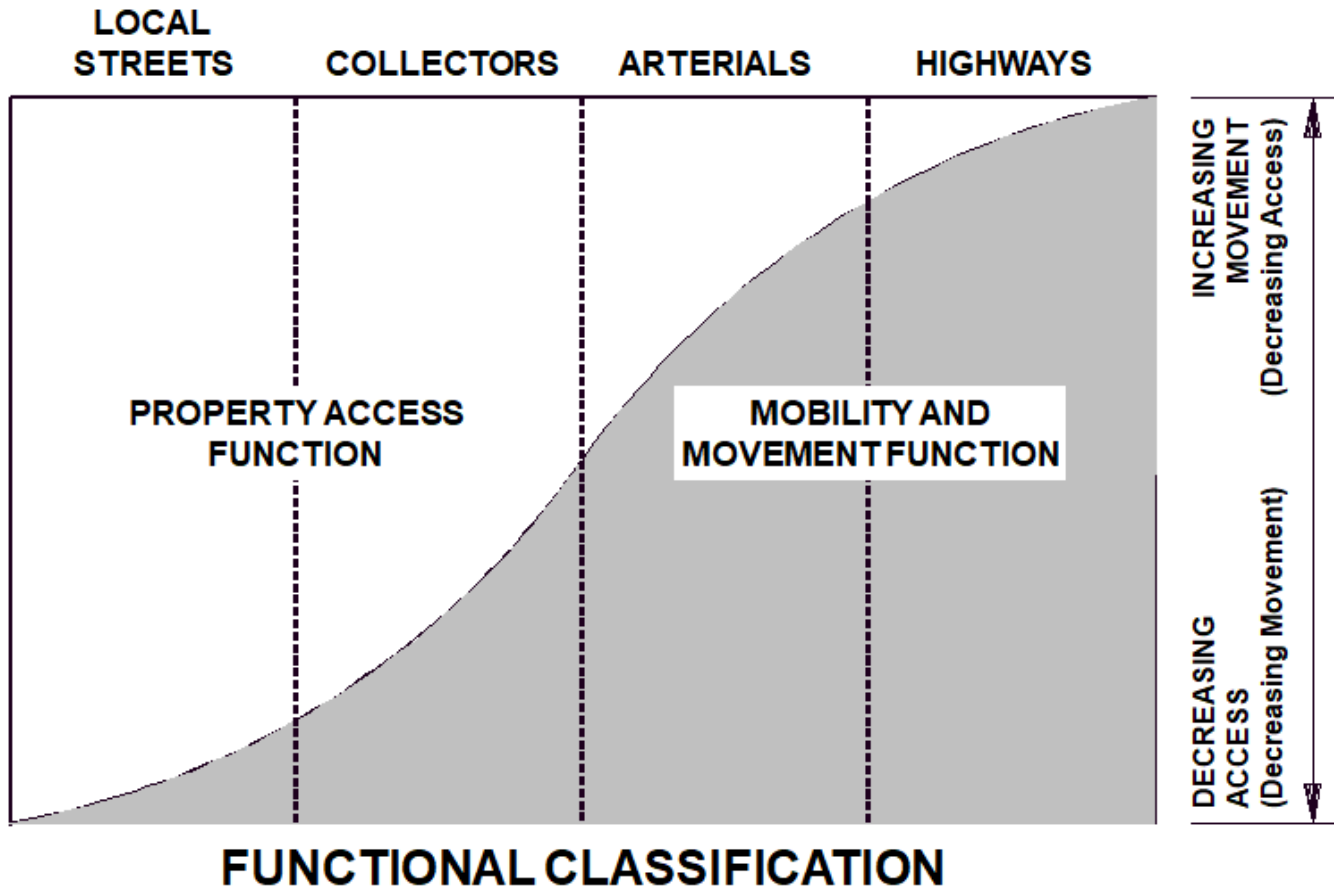
Freeways or highways are either limited access or grade separated high-capacity roadways in which all direct access from adjacent properties is managed. Highway US 380 in Runaway Bay has access management conditions and will be upgraded in the future with a center median similar to the condition in Bridgeport. This road and its maintenance are primarily funded through the Federal Highway Administration and are administered through Tx DOT.



*US 380 running basically east-west is an example of freeway classification*

## **Transportation Planning**

Runaway Bay's existing and future roadway system can be divided into a system called functional classifications. Functional classification is the grouping of highways, roads and streets by the character of service they provide and was developed for transportation planning purposes. Basic to this process is the understanding that individual routes do not serve travel singularly. Rather, most vehicular travel involves movement through a network of roads.



Runaway Bay’s network of roads is established by the driving habits of its residents each day. Comprehensive transportation planning uses a functional classification to determine how travel can be channeled within the network in a logical and efficient manner. Functional classification defines the part that any particular route should play in serving the flow of trips through a network.

The land use analysis units of the travel demand forecasting model, Traffic Survey Zones (TSZ's) can vary in size from a city block in highly urbanized downtown areas to several miles in the rural periphery. The zone structure consists of combinations of either census blocks or block groups, while the land use structure within each zone maintains homogeneity in terms of type, intensity, and location. The data is used to estimate the number





of trips that a typical household or business employee will produce and attract from each TSZ. An analysis of TSZ units is not planned at this time.

The classic transportation chart shown on the previous page graphically depicts the relationship between the hierarchical functional classifications and the balance between access and mobility.

## **TRANSPORTATION IMPLEMENTATION RECOMMENDATIONS**

### *Long Term Only*

Because of future development, the City will need to complete a more detailed transportation analysis; this will be the result of increased population and travel demands. A traffic impact analysis (TIA) will help the community understand the demands and impacts placed on the City's transportation network from development. There are two types of TIA. The first assesses the effects that a particular development's traffic will have on the transportation network resulting from a change in land use different from the future land use plan, while the second type assesses the specific site and roadway improvements needed resulting from a proposed development.

# TOWN IDENTITY

## SECTION 7

### INTRODUCTION

As an element of the Comprehensive Plan the City requested a set of recommendations targeted toward the visual standards of the public realm and what should happen to improve that appearance. The public realm of Runaway Bay is the areas and items that are defining the city and community. These items are typically constructed on public property. This element of the plan is established after analysis of the community's place-making components and an understanding of the citizen's goals. The citizens included input in a range of items during the stakeholder interviews and public work sessions.

The recommendations in this section are a result of incorporating the inventory and assessment into a plan. The recommendations are based upon Runaway Bay's goals, current population and a projected population.

### PURPOSE OF TOWN IDENTITY ELEMENTS

Community identity is the essence of creating cognitive memory of physical environments. Regarding communities, this is the ability of a city or town to create an identity. This identity can be positive, negative or mixed. Some cities have no identity as they do not create a physical setting strong enough for one to separate their community from surrounding communities. To strengthen and modernize the town identity, Runaway Bay desires some improvements in its current physical environment. This section defines a plan for improving the "quality of life" standards in Runaway Bay. The following recommendations will create a direction to improve the physical character of the public realm.



*Primary Runaway Bay identity feature located at Runaway Bay Boulevard and US 380.*



## **TOWN IDENTITY SPECIFICS FOR RUNAWAY BAY**

The recommendations for Runaway Bay include a set of specific actions. A primary element is to develop entry portals located at all primary entry points into the community, particularly the East and West Portals.

*Portals* – These are the vehicular and water points of entry into Runaway Bay. They should be designed and built to a quality that states you are entering a special high-quality community. Note their proposed location on the following Place Making graphic.

*East City Portal* – This is located along US 380 just across the bridge over Lake Bridgeport. This east portal should be the marker defining that you are entering the community of Runaway Bay.

*West City Portal* – This is located along US 380 at the intersection with Boy Scout Road. This west portal should be the marker defining that you are entering the community of Runaway Bay.

*Island Causeway* – This unique entry point into Runaway Bay links Rattlesnake Island to the main land of the community. The causeway can be designed to accommodate pedestrians and security vehicles traveling to the proposed island park.

As areas surrounding Lake Bridgeport become more populated and developed, Rattlesnake Island will become popular as a lake destination. The island will need a study to establish the future program potential for outdoor and indoor venues along with ownership partners and options.

*Gateways* – these are the vehicular points of entry into neighborhoods of Runaway Bay. The gateways are located along US 380 and are either single or doubled in nature according to whether they are on both sides of US 380. The design should include: a vertical element, wall element and signage with supporting landscape.



*An example of the type of portal that could be designed for the East and West City Portals.*

## SECTION 9 — APPENDIX 1 - PLANNING PROCESS

The overall design needs to be in the same family as the larger portal features. Gateway and Portal designs can include art or be designed within the views of modern or traditional styles.

*Runaway Bay Gateway* – there should be a gateway feature located on the northern intersection of Runaway Bay Drive and US 380.

*Port O Call Gateway* – there should be a gateway feature located on the northern intersection of Port O Call Drive and US 380. This gateway will include a feature on both the north and south sides of US 380 at Port O Call Drive.

*Tryall Drive Gateway* – there should be a gateway feature located on the northern intersection of Tryall Drive and US 380. This gateway will include a feature on both the north and south sides of US 380 at Tryall Drive.

*Hasting's Drive Gateway* — there should be a gateway feature located on the northern intersection of Hasting's Drive and US 380.

*Cimmarron Trail Gateway* – there should be a gateway feature located on the southern intersection of Cimmarron Trail, and the northern intersection of Runaway Bay Drive and US 380. This gateway will include a feature on both the north and south sides of US 380.

*Haynie Drive Gateway* – there should be a gateway feature located on the northern intersection of Haynie Drive and US 380.

There are other streets that access US 380 and not all streets require gateway features due to projected growth pressures.



*An example of the current gateway wall element with signage in Runaway Bay.*



## **TOWN IDENTITY IMPLEMENTATION RECOMMENDATIONS**

### *Long Term Only*

Currently the City of Runaway Bay does not have the revenue to implement such a community program. As growth and commercial development occurs in the community, revenues will rise and additional funding sources will be established. These place-making elements will have the opportunity to raise community quality of life and economic development opportunities.



*An example of a portal or gateway having a traditional style.*



*An example of a gateway using art.*

# GUIDELINES, METHODS AND IMPLEMENTATION

## **SECTION 8**

### **INTRODUCTION**

With the publication and adoption of this Comprehensive Plan document, the City of Runaway Bay has taken an important step in shaping the future of the community. The plan will provide a very important tool for the City staff and civic leaders to use in making sound planning decisions regarding the long-term growth and development of the community. The various elements of the plan are based upon realistic growth goals and objectives for the City of Runaway Bay, which resulted from a public planning process involving citizens, City staff, elected and appointed officials, major stakeholders, business interests and the development community.

The future quality of life within the City of Runaway Bay and the environment of the community will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained.

The Comprehensive Plan is intended as a guideline. It should be flexible, while firm in direction, regularly revisited to ensure that it remains relevant to an evolving Runaway Bay.

Over time, unanticipated changes in the City's socioeconomic climate and development trends will occur, thus necessitating adjustments to this document. Elements of the community that were treated in terms of a general relationship to the overall area may, in the future, require more specific and detailed attention.



Planning for the community's future should be a continuing process and the

Comprehensive Plan is designed to be a dynamic tool that can be modified and periodically updated to keep it in tune with changing conditions and trends.

The full benefits of the Plan for Runaway Bay can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new facets of the community become apparent, the plan should be revised rather than ignored. By such action, the plan will remain current and effective in meeting the community's decision-making needs regarding growth and development into the next century and beyond.

### **THE PLAN AS A GUIDE FOR DAILY DECISION MAKING**

The current physical layout of the City is a product of previous efforts put forth by many diverse individuals and groups. In the future, each subdivision that is platted, each home that is built, each new school, church or retail shopping center represents an addition to the City's physical form. The composite of all such efforts and facilities creates the community as it is seen and experienced by its citizens and visitors. If planning is to be effective, it must guide each individual decision, whether it is that of a private homeowner or that of the entire community.

The City - in its daily decisions pertaining to whether to resurface a street, to approve a development plan, to amend a zoning ordinance, to enforce the City codes or to construct a new utility line - should always refer to the basic tenets outlined within the Comprehensive Plan. The private builder or investor, likewise, should recognize the broad concepts and policies of the Plan so that their efforts become part of a meaningful whole in planning the community. Those investments are, over the years, reinforced

## **SECTION 9 — APPENDIX 1 - PLANNING PROCESS**

and enhanced by the City's form, development pattern and economic vitality.

### **COMPREHENSIVE PLAN AMENDMENTS AND PERIODIC REVIEW**

The Comprehensive Plan for Runaway Bay is intended to be a dynamic planning document – one that responds to changing needs and conditions. Plan amendments should not be made without thorough analysis of immediate needs, as well as considerations for a long-term effect of amendments to the plan. The City Council and other City officials should consider each proposed amendment carefully to determine whether or not it is consistent with the Plan's goals and policies and whether it will be beneficial for the long-term health and vitality of the City of Runaway Bay.

At approximately one-year intervals, a periodic review of the plan with respect to current conditions and trends should be performed. It would be appropriate to devote one annual meeting of the Planning and Zoning Commission to reviewing the status and continued applicability of the Plan in light of current conditions, and to prepare a report on these findings to City Council. Periodic reviews of the plan should include consideration of the following:

- City's progress in implementing the Comprehensive Plan
- Changes in conditions that form the basis of the plan
- Community support for the plan's goals, policies, etc.
- Changes in State laws

In addition to annual reviews, the plan should undergo a complete review and update every 5 to 8 years. Specific input should be sought from various groups, including property owners, civic leaders, merchants and more.





## **COMMUNITY INVOLVEMENT**

An informed and involved set of citizen groups is vital to a democratic society. The needs and desires of the public are important considerations in the City of Runaway Bay's decision-making process. This Comprehensive Plan was developed with an array of public participation. The City should continue to encourage as many forms of community involvement as possible as the city implement its Comprehensive Plan.

## **IMPLEMENTATION PROCESSES**

There are two primary methods of implementing the Comprehensive Plan – proactive and reactive methods. Both must be used in an effective manner in order to successfully achieve the recommendations contained within the plan.

### *Proactive processes include:*

- Developing a capital improvement program (CIP) by which the City expends funds to finance certain public improvements (such as, utility systems, roadway improvements, etc) that meet the objectives that are cited within the plan.
- Establishing / enforcing Zoning Ordinance
- Establishing / enforcing Subdivision Ordinance
- Coordinating with/lobbying TxDOT and Wise County to influence roadway planning, funding and construction.
- Create a public private partnership organization to focus on creating economic development.

### *Reactive processes include:*

- Rezoning because of a development proposal that would enhance the community
- Site plan review



*Club at Runaway Bay golf course and facilities.*

## **SECTION 9 — APPENDIX 1 - PLANNING PROCESS**

Several implementation processes, mechanisms and strategies for the City of Runaway Bay's Comprehensive Plan are described in the following paragraphs.

### **CAPITAL IMPROVEMENTS PROGRAMMING (CIP)**

The Comprehensive Plan makes recommendations regarding the various public improvements that will be needed to accommodate growth and development envisioned for the entire community. Some of the changes involve improvements that can be financed by future improvement programs. It will be a desirable practice to invest regularly in the physical maintenance and enhancement of the City of Runaway Bay appropriate for short, intermediate and long term needs and desires rather than to undertake *only* large programs at longer time intervals. Runaway Bay is unique in that much of the community's infrastructure was constructed early, some of which may need upgraded, replaced or expanded. Runaway Bay is planning for reinvestment and redevelopment of these areas.

It is suggested that the City implement a CIP showing a recommended, generalized plan for capital facilities within the City relating to the plan. The CIP should identify priorities and the approximate cost of improvements over a specific period of time. After voters approve funding for capital improvements, projects should, if practical, be constructed within a five-year timeframe. Longer term projects may require progressing in functional segments. Priority projects should be determined annually and would have a return to the community in raised quality of life and/or increased opportunity of economic development.

One annual meeting of the City Council should be devoted to reviewing the status of the CIP for Runaway Bay. A joint review meeting of the City Council, P&Z, and senior staff would be desirable. A report and review meeting with a citizens planning committee would also be a benefit. Capital improvement



programming should be viewed as a continuing step in the implementation of the Comprehensive Plan process.

## **ANNEXATION AND EXTRATERRITORIAL JURISDICTION (ETJ)**

Annexation is the process by which communities extend municipal services, regulations, voting privileges and taxing authority to new territory with the purpose of protecting the public's health, safety and general welfare. Chapter 43 of the Texas Local Government Code prescribes the process by which communities can annex land within Texas. Annexation is essential to the efficient and logical extension of urban services.

It is in the best interest of the City of Runaway Bay to require areas within the ETJ to be annexed prior to additional development. Prior to new and additional development, the City will be able to affect growth in a more meaningful way, especially in terms of ensuring that the City's development standards are met. However, the Texas State statute has established service requirements as a part of annexation. Annexation is important to the long-term well being of communities and their citizens; therefore, such actions must be carried out in accordance with established policy and state law.

The following are objectives and guidelines For Developed and Undeveloped Areas in the Extra-Territorial Jurisdiction (ETJ):

- I. Objectives:
  - A. Eastern & Southern Shore & Inland:
    1. Protect, encourage, develop and enhance the characteristics of potentially valuable residential, recreational and commercial developments.
    2. Accomplish objectives for these areas on their own respective schedules for timely and appropriate inclusion into the City
  - B. Western Shore and Inland:

## SECTION 9 — APPENDIX 1 - PLANNING PROCESS

1. Evaluate and prioritize additions in the western ETJ considering economic consistency with budgetary considerations.
  2. Initiate actions to restore and/or protect these properties' potential as and where needed.
- II. Guidelines for Developed and Undeveloped Areas in the ETJ:
- A. State law provides an area extending outside the City's corporate limits, known as the extra-territorial jurisdiction (ETJ), in which the City may exercise planning authority over the layout and construction of public streets, water, wastewater and drainage to serve the ETJ development.
  - B. State Law established the City's ETJ on the expectation that the City may at some time in the future annex developed, partially developed or undeveloped land within the ETJ.
  - C. The City recognizes that the City and contiguous areas in the ETJ have many common regional and community interests and concerns, including mobility transportation issues, providing efficient regional and wastewater services including conversion to a water supply and participation in the City's groundwater reduction, providing effective police services and fire and emergency services and providing adequate park and recreational opportunities for area residents.
  - D. The City has historically and incrementally provided some service to some of the areas and has not always recovered its full costs and those areas have not always received the same level of services as City residents.
  - E. The City will plan for and provide full City services considering similar topography, land use and population to the area to be annexed.



- F. Items to be considered in full cost of service include but are not limited to a financially sound analysis, considering topography, land use and population, of:
1. Current infrastructure and projected service needs within current boundaries.
  2. Projected revenue within the current boundaries.
  3. Anticipated cost additions for services of:
    - a. Fire protection
    - b. Police protection
    - c. Service and equipment needs
    - d. Water and sewer service added
    - e. Revenue & growth projections.
- G. Any annexation should ensure that the current City residents will not be unfairly burdened with its cost, including debt.

### **ADMINISTRATIVE PROCESSES**

The usual processes for reviewing and processing zoning requests, development plans and subdivision plans provides significant opportunity for implementing the Comprehensive Plan. Each zoning action and subdivision decision should be evaluated and weighed against applicable proposals contained within the plan. The Plan allows the City to review proposals and requests in light of an officially prepared document adopted through a sound planning process. If decisions are made that are inconsistent with plan recommendations, then they should include actions to modify or amend the Plan accordingly to ensure consistency and fairness in future decision making.

The process of land development or redevelopment to create building sites is one of the most important and significant activities and will likely have the greatest effect on the image of Runaway Bay. Much of the physical form of the City is currently created by the layout of streets and lots. In the future this is being continued

## SECTION 9 — APPENDIX 1 - PLANNING PROCESS

with new development and specific redevelopment in the Village Center area.

### **GUIDELINES, METHODS & IMPLEMENTATION RECOMMENDATIONS**

Implementation is probably one of the most important, yet most difficult aspects of the comprehensive planning process. Without human commitment and realistic mechanisms for implementation, the vision contained within the plan may never be realized.

The Future Land Use, Parks & Trails, Transportation and Town Identity Sections have recommendations at the conclusion of those sections to gain immediate continuity. Those recommendations have similar priority and significance as those listed below but will not be repeated here.

### **ADDITIONAL IMPLEMENTATION RECOMMENDATIONS**

#### *General Focus*

Consistency – ensure that public officials, City staff, development interests and citizens are committed to and work towards consistency, equitable and coordinated application in the administration of the Comprehensive Plan, its vision and related policies.

#### *Short Term*

- A. Implement a CIP for the purpose of funding necessary projects and improvements in Runaway Bay. The CIP should be projected out for a minimum of 5 years.
  
- B. Review and update the City's Zoning Ordinance to implement the development standards required for any new and different proposed land uses within the Comprehensive Plan.



*The Comprehensive Plan will benefit all families in Runaway Bay.*





*Intermediate Term*

- A. Develop a City / County planning coalition to garner support for thoroughfare and development coordination. The goal is for an efficient well-planned regional network and development plan. This provides a regular proactive program to coordinate with and lobby TxDOT and Wise County to promote transportation planning, funding and construction.
- B. Review and update the City's impact fee program to compete with peer communities and provide fair costs and revenues related to the Comprehensive Plan. This program may include roadway, water, sanitary sewer, drainage and park impact fees.
- C. Create an Environmental Green Ordinance for the community. This can include such items as: recycling program, water usage, waste plan, tree ordinance, parking guidelines, animal control and other environmental aspects. The establishment of the document will include citizen involvement.
- D. Establish a public / private partnership to assist in economic development within Runaway Bay. Increasingly across Texas, groups like this are being born to program, manage and assist in commercial development opportunities.

*Long Term*

- A. Establish a comprehensive annexation strategy for City Annexation as related to the Comprehensive Plan and growth as projected for Runaway Bay or the North Texas region.
- B. Establish a Runaway Bay / Bridgeport ISD committee to coordinate opportunities and issues toward the betterment

## **SECTION 9 — APPENDIX 1 - PLANNING PROCESS**

of Bridgeport school services and the planning to site a future elementary school within Runaway Bay. This school will relate to growth needs and help to promote Runaway Bay as a diverse age and family oriented community.





# PLANNING PROCESS

## **SECTION 9-APPENDIX 1**

This section will outline the public process that was followed to develop the Comprehensive Plan for Runaway Bay. A Comprehensive Plan Steering Committee of seven appointed members led this process. The committee acted as an agent of the City leading the development of the plan in a direction proper for the entire community and its current and future citizens.

The key steps in the planning process are highlighted and discussed in the following pages.

1. Establish Steering Committee
2. Conduct Stakeholder Interviews
3. Public Meeting #1
4. Public Meeting #2
5. Plan Development
6. Public Hearing and Adoption

### **PUBLIC MEETING #1**

A city wide Public Meeting was sponsored and hosted by Runaway Bay's Comprehensive Plan Steering Committee to solicit input from the community. The meeting was held at The Runaway Bay Country Club. This Public Meeting allowed presentations and input of the following items: "Draft" Comprehensive Plan Goals; overview of project scope and schedule; and review analysis findings. Over forty people attended the evening presentation that explained the process and the importance of their input, which helped to set the vision for this set of comprehensive documents.

## SECTION 9 — APPENDIX 1 - PLANNING PROCESS

### PUBLIC MEETING #2

A second citywide Public Meeting was sponsored and hosted by Runaway Bay's Comprehensive Plan Steering Committee to solicit input from the community for the plan. The meeting was held at the Runaway Bay Community Church.

This Public Meeting allowed presentations on the Alternative Land Use Scenarios. The goal was to solicit input to direct the development of a single preferred future land use plan. The preferred land use scenario (1) that came from input at public meeting #2 was the base line document for the final future land use plan.



*Images from Public Meeting #2 –  
Inputs from stakeholders on Alternative Land Use Scenarios*



Each public meeting was advertised with print and web page notices in advance of each event. Each of the workshops was well attended for meetings conducted during a comprehensive planning effort. The citizens, or stakeholders, were concerned about the growth pressures that are affecting their community. Comments regarding preference over scenarios – included in this section - provided direction toward the development of a preferred scenario and eventual Future Land Use Plan.

### **ALTERNATIVE LAND USE SCENARIOS**

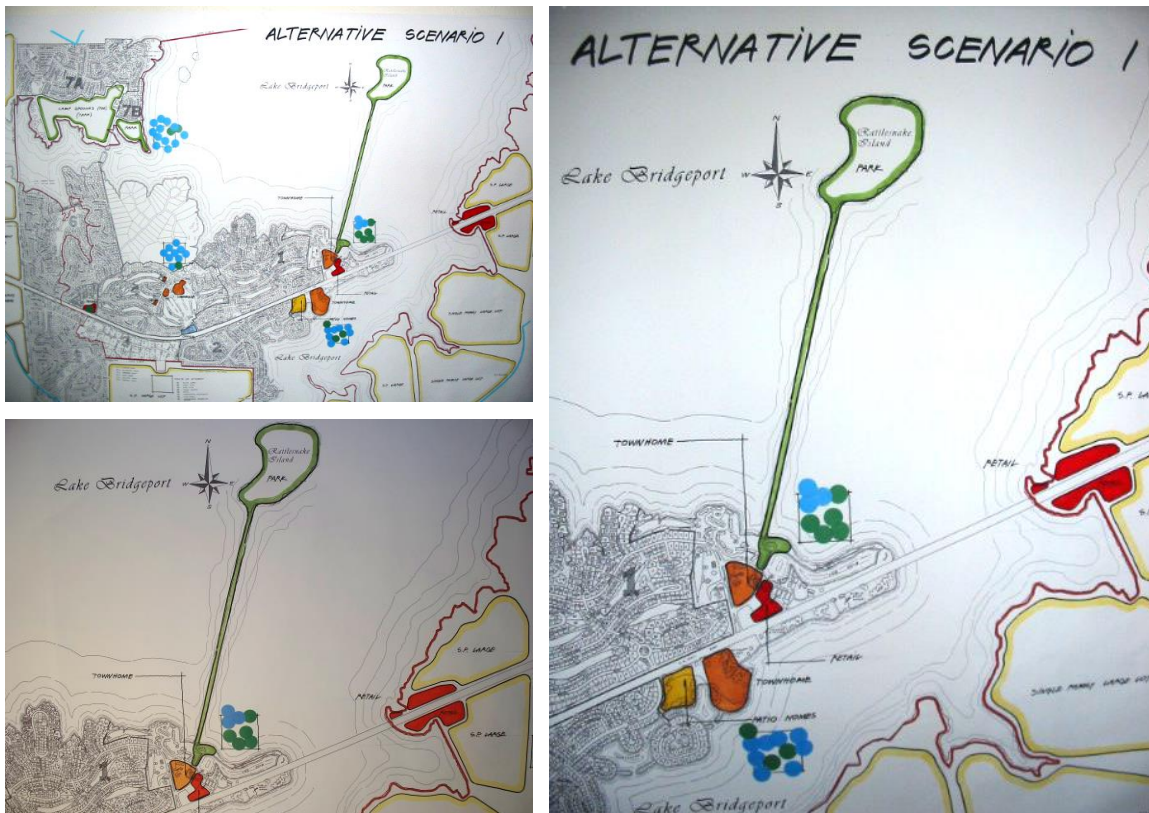
The creation of alternative city development scenarios is a specific task used during the planning process. This process of using alternatives to describe the options is an important step in planning for communities. This task occurred during the second phase of the plan development, which is a phase that includes public involvement.

The alternative city scenarios were developed to give stakeholders of Runaway Bay a choice toward future community development. The three scenarios that were used assisted the planning team to communicate to stakeholders that the City could develop with a different physical fabric, distribution of densities and land uses. These scenarios acted as conceptual diagrams depicting the characteristics of the City's potential development pattern. Each alternative had only one city development pattern in mind; this was to communicate the potential relationships in Runaway Bay's future if that pattern was desired. It is fair to mention, that cities and towns across North Texas do not develop with just one pattern of development. They use many of the city alternative development patterns that have been proposed here in this process for Runaway Bay. Each of the three alternative scenarios and their attributes and implications is discussed in the following pages:

## SECTION 9 — APPENDIX 1 - PLANNING PROCESS

### ALTERNATIVE SCENARIO 1

This scenario suggests the smaller amount of higher density residential and retail in village centers, verses the other two scenarios. Specifics include infill development west of the bridge within vacant parcels. East of the bridge in ETJ area this scenario includes a small area of neighborhood retail. Rattlesnake Island is defined as a park linking to the mainland via an improved causeway. All three scenarios suggest warehouse and/or employment land uses to the far west of Runaway Bay, also in the city's ETJ.



Plan graphics of Alternative Scenario 1 as presented in Public Meeting #2

#### Attributes

1. Quality in-fill development
2. Light industry/warehouse uses in far western areas
3. Future retail across bridge in far eastern growth areas
4. Rattlesnake Island proposed as park amenity



*Implications*

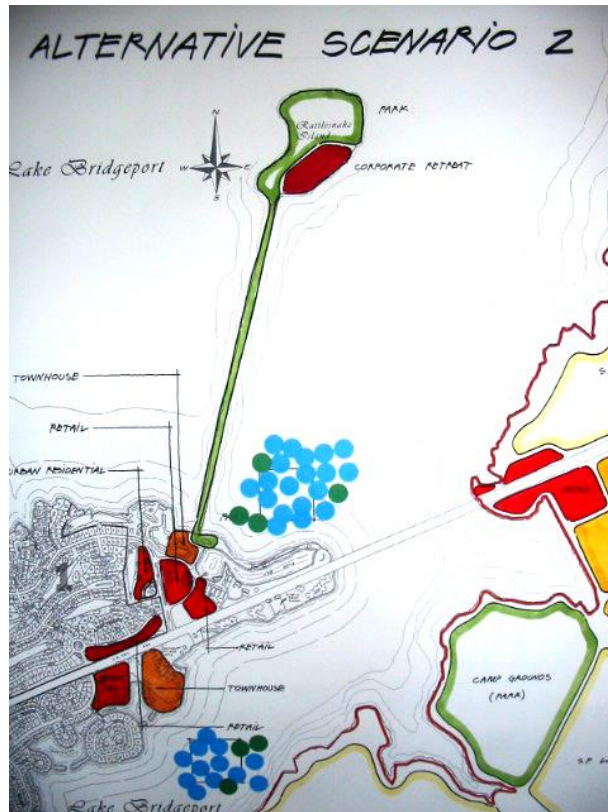
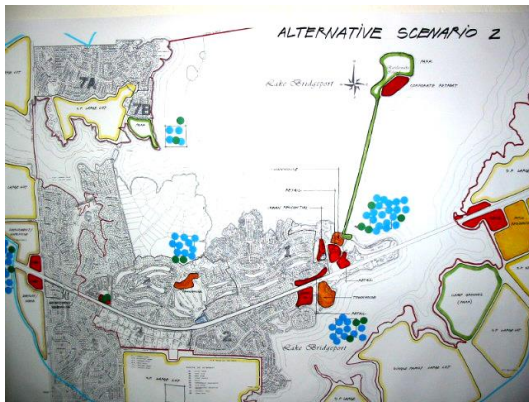
1. Quality growth with modest impact on infrastructure
2. Island park is a true economic development opportunity
3. Employment opportunities are slowly growing



## SECTION 9 — APPENDIX 1 - PLANNING PROCESS

### ALTERNATIVE SCENARIO 2

This alternative scenario defines a medium amount of acreage for higher density residential and retail land uses. The option included a Village Center of combined uses west of the bridge over Lake Bridgeport, and a retail center east of the bridge in the community's ETJ. Rattlesnake Island includes an added corporate retreat land use to aide and promotes increased



economic development.

#### Attributes

1. Town center – multi use village
2. Light industry in far western areas
3. Varied type for new housing proposed
4. Varied density for new housing proposed



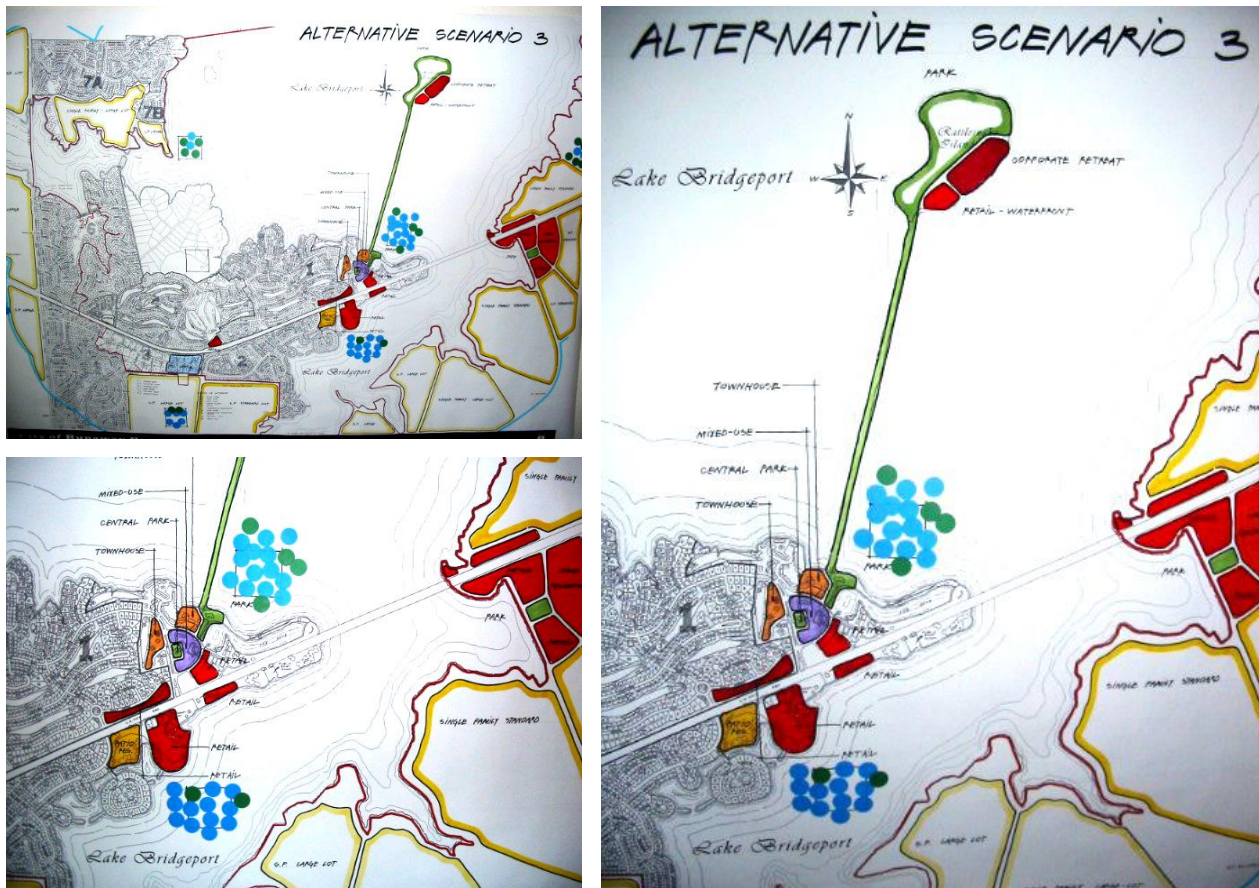
***Implications***

1. Increased housing and shopping opportunities
2. Increased housing starts and economic development
3. Need for increased city services to match development potential
4. Island park & corporate retreat good for image

**SECTION 9 — APPENDIX 1 - PLANNING PROCESS**

**ALTERNATIVE SCENARIO 3**

This alternative suggests the largest amount of acreage in higher density development located in several sites. The areas for this new pattern of growth include the Village Center west of the bridge and the new Village - in future years on the east side of the bridge. This second village opportunity is currently in the City's ETJ. This scenario suggests the greatest amount of change for Rattlesnake Island with waterfront retail and corporate retreat land



Plan graphics of Alternative Scenario 3 as presented in Public Meeting #2

**Attributes**

1. Village Center – multi use village with multiple housing types and densities, pedestrian connections and mixed-use
2. Light industry in far western areas with retail village
3. Village center has a public park as community heart and place for public celebrations





4. Rattlesnake Island is an economic development option
5. Future lake Village Center across Lake Bridgeport offers growth and development vision for long-term appeal.

*Implications*

1. Short term infrastructure is in place, long term growth will require systems improvements and expansions
2. Economic development revenues can greatly increase
3. Image for community has expanded
4. Community can accommodate growth potential
5. Lake is the primary asset for this scenario

During the Public Meeting #2 citizens and community stakeholders were asked to review all three scenarios. They evaluated the success of each scenario against the goals that were drafted earlier in the planning process. Each individual had the option to review goals with the physical vision defined in each scenario. As a part of the selection process a set of sticky dots was given to each person. Each person had the same number of dots to identify their desired choice. Blue dots defined being in agreement for a specific area of a scenario and green dots defined a disagreement for a proposed land use pattern. During the meeting, individuals had a choice to select their highest areas of agreement and disagreement. Over the entire meeting, stakeholders provided over 250 selections toward the development of a preferred plan. These selections of partial areas became a part of the development of the preferred scenario and eventual Future Land Use Plan.

## SECTION 9 — APPENDIX 1 - PLANNING PROCESS

### PLAN DEVELOPMENT, PUBLIC HEARINGS, AND ADOPTION

This comprehensive plan advanced toward adoption and public approval under the specific process of citizen review, comment, and City Council approval as established by Texas State Law. The Comprehensive Plan for Runaway Bay was developed from citizen input through a series of interrelated tasks.



*Additional Images from Public Meeting #2 – Inputs from stakeholders via sticky dots on three (3) Alternative Land Use Scenarios*



# EXISTING CONDITIONS

## SECTION 10-APPENDIX 2

This section defines the current conditions in Runaway Bay. It is important to establish a new direction and plan of action for the community through an understanding of the existing status. Items reviewed include a community overview, demographic projections, along with natural and man-made systems.

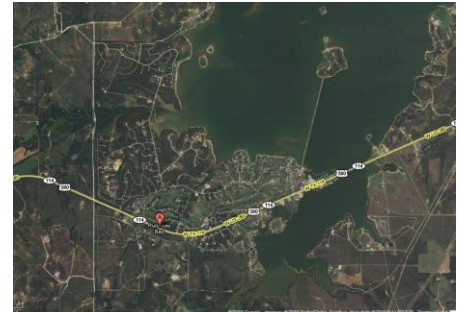
### COMMUNITY STATUS

Runaway Bay is embarking on a new future. The anticipated growth of North Texas and Wise County compels the city to define its future while maintaining its unique nature and quality of life.

### PROJECTED DEMOGRAPHIC CHANGE

Population growth for Runaway Bay and Wise County is looking strong due in part to the positive and northward direction of growth in Tarrant County and investment in Wise County. Going forward, the City will need to work with area Economic Development Commissions, Chambers of Commerce, city and business leaders, and investors to more accurately project and influence local growth.

That being said, current population and demographic growth projections developed by North Central Texas Council of Governments (NCTCOG) is used as an initial baseline.



*2008 satellite image of Runaway Bay and Lake Bridgeport*

Population			
1990	2000	2006	2007+
700	1,104	1,200	1,390
2007 Population Density (persons per square mile): 176.31			

**SECTION 10 — APPENDIX 2 - EXISTING CONDITIONS**

The number of households is growing in a parallel relationship to population estimates. The current average household size is projected at just over 2.2 individuals per residence in Texas. Also, in a related set of data, the current child per average households is declining from the last two US Census surveys in 1990 and 2000.

<b>Households</b>			
<b>1990</b>	<b>1995</b>	<b>1998</b>	<b>2000</b>
N/A	N/A	N/A	492
2000 Census Average Household Size = 2.24			

Housing projections are a reflection of population. The table below defines a modest growth in 2006. The reduction of housing units in the multi-family category for 2006 is due to a fire that destroyed several condominiums. Replacements for these lost units are currently under study. These figures are not including growth in housing for 2008, 2010 and beyond. It is the years at 2010 and beyond that offer the greatest growth potential for Runaway Bay.

<b>2007 Housing Estimates</b>					
	<b>Total Housing Units 1/1/06</b>	<b>Completions &amp; Annexations 1/1/06 to 2/31/06</b>	<b>Demolitions &amp; Move outs 1/1/06 to 12/31/06</b>	<b>Adjustments 1/1/06 to 12/31/06</b>	<b>Estimated Housing Units 1/1/07</b>
Single Family		9	0	0	
Multi-Family		0	24	0	
Other		0	0	0	
<b>Total</b>	<b>642</b>	<b>9</b>	<b>24</b>	<b>0</b>	<b>627</b>



Overall, demographic forecasts for population and households are positive. The growth is starting to spread throughout the Dallas-Fort Worth Metropolitan (DFW) area. The growth that Texas is experiencing has a strong foothold in North Texas. Counties, cities and towns in the northern growth cone, extending north of DFW International Airport, are projected to be one of the strongest markets in the nation. The City of Runaway Bay will be impacted by this growth.

From the year 2000 to 2030 Runaway Bay's population is expected to grow at a steady pace. The estimates are developed by NCTCOG as the regional expert in management of demographic information and forecasting. (Employment numbers are following the population growth figures and look to play a larger factor in revenue gains for Wise County.) The employment opportunities will be in the core job markets such as light industry, retail service, professional support, clerical, medical support, insurance, oil and gas supply, full service restaurant, transportation related, hotel/motel and general construction related services.

The oil and gas industry in Wise and surrounding counties is growing at a tremendous rate. Current forecasts are for this growth to continue through 2020. To date much of the work force has been of a temporary nature, but that relationship could change quickly with the global oil and gas situation. It is possible that employment gains for this industry and related positions will increase eight- to ten-fold over the short term (six to eight years) increasing population and employment projections over current estimates. Regional gains in employment opportunities for cities such as Bridgeport, Decatur, Denton and Fort Worth will provide a strong upward growth trend for the full-time and part-time employment sectors, of which Runaway Bay will benefit.

## SECTION 10 — APPENDIX 2 - EXISTING CONDITIONS

### POLITICAL STATUS

Political stability is important to a small relatively young community. Runway Bay benefits from a strong City government and dedicated civil servants and volunteers. In today's political arena a community must be working to build long-term alliances to positively influence regional roadway planning decisions, future transportation systems, capital programs or county-wide employment programs that can add significant jobs.

### NATURAL SYSTEMS

Natural systems are key toward an understanding of forces that are at work on physical development, structures and the infrastructure systems that support the community. These systems are also a strong consideration toward economic development opportunities that are built with positive relationship toward these systems in order to create value and limit negative site impacts.

*Surface Drainage* – This is defined by direction and volume of water flow over the landscape. Development needs to work with this water flow in concert with the infrastructure system in order to collect or move water away from habitable structures. In general, water flows directly toward Lake Bridgeport. Highway 380 is the divide between water flowing north or south to the lake. Using water in a positive manner and views of the water is one of the greatest opportunities for creating economic development in Runaway Bay.

*Vegetation* – Natural tree stands are quite abundant throughout Runaway Bay. The greatest density of existing tree groves are in and around drainage swells and along the slopes in Cimmarron Bay. These native trees provide a relationship toward a higher quality of life for residents and higher property values. The tree species in the community includes; Post Oak, Live Oak, Hackberry, Cottonwood, Cedar Elm and Texas Ash.



*Post Oak trees frame the golf course and natural habitat is abundant in the region.*



*Egrets enjoy the waters of Bridgeport Lake.*



*Wildlife* – Wise County has a wide variety of wildlife in and migrating across the area year round. These animals bring a tremendous value to a community and protecting this habitat is an important consideration. The wildlife in the area includes red fox, deer, opossum, raccoon, coyote, egret, crane, armadillo, turkey vultures, migrating white pelicans and Canadian Geese, and numerous other duck and waterfowl species.

*Viewsheds* – Runaway Bay is blessed with wonderful views of water, land and sky. These views are made possible by the varied topography throughout the community. Much of the area is looking out over rolling hills to views of Lake Bridgeport. Others enjoy views of mature trees and the broad expanse of the Texas sky.

*Soils & Geology* – The soils and geology of Wise County and specifically Runaway Bay positively support community development. Generally the soils are of average depth and offer a structure that drains well and supports landscape. Much of the region has deep layers of sandstone and limestone as its local geology, which offers strong support for construction.

## **MAN – MADE SYSTEMS**

A comprehensive plan requires an evaluation of a community's infrastructure and its ability to support current and future development. Each community establishes a level of service (LOS) regarding the quality and rate of cost for unit of service.

*Vehicular Streets* – Runaway Bay has a tremendous network of existing streets. The streets are divided into a range of types to meet the service need and aesthetic quality desired by the community. Alignment of these streets provides good access across Runaway Bay. The streets are asphalt in construction and were built over thirty years ago, including some in areas where



*Prototypical image of a divided street in the City*



## SECTION 10 — APPENDIX 2 - EXISTING CONDITIONS

there is currently no housing. These asphalt roads require extensive maintenance, particularly in the City's ETJ.

Access from US Highway 380 is spaced at a good distance for access to neighborhoods. As growth and development occurs it will be important to add traffic signals to intersections where safety and added service are required. The city will need to partner with TxDOT on signals and improvements along US Highway 380.

*Sewer Treatment* – Sewer service is provided by the City, which has a complete treatment facility and supply lines. This system is maintained to State standards and provides the city the potential of added service and growth.

*Oil and Gas* – Runaway Bay has several natural gas wells located within municipal boundaries. Currently, the wells and their related facilities would not inhibit significant development. This system must maintain high-quality maintenance so no impacts affect the quality of life for citizens.

*Water and Energy Supply* – The City offers excellent water and energy services for businesses and residents. The City of Runaway Bay currently provides water and wastewater services to the area. The water plant is located on US Highway 380 near the marina in the southern side of Runaway Bay. The waste treatment plant is located just south of the intersection between Runaway Bay Drive and Hasting's Drive. Oncor Energy provides electricity service.

Currently these systems are being delivered to individual lots and buildings through aerial lines off poles and buried lines in ROW's. Oncor and City supplies are adequate for the short-term growth projections. Expansion opportunities for each facility are available. Expansion of these facilities will be established in part due to future growth and population in Runaway Bay.



*Some oil and gas wells are in operation in remote locations.*



*Water Plant located on US Highway 380*





# DEFINITIONS

## **SECTION 11-APPENDIX 3**

**Alternative City Form Scenarios:** The options or alternatives that were developed during the planning process to solicit input from the community/citizens regarding choices that Runaway Bay could select. The choices are defined as city form alternatives for the different patterns of development.

**Arterial Streets:** The primary function is to provide for continuity and high traffic volume movement between major activity centers. Property access is a medium level priority with an emphasis on the limiting the location of driveways and groups of curb cuts that access this roadway type.

**Average Daily Traffic Demand (ADT):** The actual number or projected number of cars that pass a point in a 24-hour period.

**Capital Improvement Plan (CIP):** Public dollars earmarked for improvement and extension of infrastructure in the City.

**City:** The City of Runaway Bay, Texas.

**City Council:** The governing body of the City of Runaway Bay, Texas.

**Collector Streets:** The street's primary function is to collect and distribute traffic from local access streets to the arterial or major streets. Collector streets move moderate amounts of traffic volumes and provide limited access to adjacent properties.

**Community Park:** A community park serves multiple neighborhoods and provides many of the same facilities as neighborhood parks, and may include additional fields and facilities.

**Community Vision:** The comprehensive aspects of the community's desires.

**Comprehensive Plan:** A document with graphics, text, and tables that forms policies governing the future development of the City and consisting of various components governing specific geographic areas and functions and services of the City. This document is established with the input of citizens, property owners, City staff, and elected/appointed City officials.

## SECTION 11 — APPENDIX 3 - DEFINITIONS

**Comprehensive Plan Elements:** The specific components of the comprehensive plan. These elements combine to create the over all plan. Includes items such as; land use, thoroughfares, parks and recreation, urban design, water, wastewater and other elements.

**Design Guidelines:** Formal set of guidelines for use by developers. Guidelines address character and quality levels.

**Design Standards:** Formal set of standards for development which requires a certain development character and quality. Standards can include recommendations for the built and natural environments.

**DU:** A single residential dwelling unit for habitation.

**Eastern & Southern Shore & Inland:** Beginning from the northeastern most point of the City at the 840' contour of Bridgeport Lake, thence inland and subsequently in a southerly direction, then a westerly direction to an ending point at County Road 3701, all according to State Law requirements for annexation and ETJ provisions. See map in Section 14.

**Extra-territorial jurisdiction (ETJ):** An area of unincorporated County land immediately adjacent to an incorporated city. In Texas, the city may exercise certain development powers (subdivision regulations), but not zoning.

**Full Cost of Service:** The direct cost of service, plus a prorated share of indirect and overhead costs, depreciation on fleet, equipment, facilities or other additional cost necessary for providing the service.

**Functional Classification System:** A hierarchical system that recognizes that most vehicular travel involves movement through a network of roads. This road network can be divided into four general classifications for both existing and future roadways by the character of service these roadways provide, from a property access function at one end of the model to maximum mobility and movement function at the opposite end. The four classifications are local streets, collectors, arterials, and highways with local streets providing the greatest levels of property access and minimum levels of movement and highways providing the greatest levels of mobility and limited access to properties.

**Future Land Use Plan:** The graphic document that illustrates the generalized location of future land uses. This graphic document is supported by a complete section in the comprehensive plan that defines and highlights in detail the graphic document. This plan covers land in the city limits and land within the city's ETJ.



**Floodplain:** An area of land subject to inundation by a 100-year frequency flood, as shown on the floodplain map from the Federal Emergency Management Agency (FEMA).

**Gateway / Portal:** An entry design at major and minor entrances to the city usually located along roadways. In Runaway Bay these city gateways are adjacent to major/regional thoroughfares.

**Highways:** Major roadways carrying large volumes of traffic usually on controlled access roadways. They are intended to convey vehicles for longer distances (city to city, regionally, and beyond). Highways are the jurisdiction of regional, State, and Federal agencies.

**Industrial:** Industrial uses include assembly, distribution, manufacturing, outdoor storage, warehousing and other similar uses.

**Infill Development:** Development of new homes, commercial and/or retail buildings, and public facilities on unused or underused lands in existing communities.

**Level of Service (LOS):** Describes a range of operating conditions measured for a particular activity. For example, roads within the community are designed to meet specified goals regarding mobility, connectivity, and regional planning and land use development. Level of Service is a measure used to describe street standards necessary to address the role of the street. It also acts as an indicator of the relative level of traffic congestion on a roadway, ranked from "A" (best) to "F" (worst).

**Local Streets:** Intended for low volume and low speed traffic movement. Local streets provide access to residential lots and building sites.

**Mixed Use:** A compatible mix of residential and non-residential uses allowed on the same property, or within the same structure. Horizontally mixed-use developments may include any combination of office, retail and residential uses sited adjacent to one another within the same structure or within adjacent structures, on the same property. Vertically mixed use developments may include any combination of office, retail and residential uses sited above or below one another within the same structure.

**Multi-Family Residential:** Attached dwelling units designed to be occupied by three or more families living independently of one another, exclusive of boarding houses, hotels, or motels.

**NCTCOG:** North Central Texas Council of Governments

**Neighborhood Retail:** Local retail serves populations within a 2 mile radius and usually comprised of a major anchor tenant (such as a grocery store) and multiple inline lease spaces.

## SECTION 11 — APPENDIX 3 - DEFINITIONS

**Office:** Office uses include multi-tenant lease spaces and single occupant buildings that house professional businesses.

**Parks and Open Space:** Areas reserved for active and/or passive recreation, provided either by the City or by private development.

**Planned Development (PD):** Planned associations of uses developed as integral land use units such as industrial parks or industrial districts, offices, commercial or service centers, shopping centers, residential developments of multiple or mixed housing, including attached single family dwellings or any appropriate combination of uses which may be planned, developed or operated or integral land use units either by a single owner or a combination of owners.

**Planning Process:** The process used to develop a document, plan or policy.

**Planning and Zoning Commission:** An appointed group of individuals that work together to review proposals and act on items for the city. Decisions by the commission move ahead to City Council.

**Redevelopment:** Restoration of existing buildings and properties blighted and/or which diminish the character and function of a neighborhood including adaptive use and historic preservation properties.

**Regional Retail:** Regional Retail serves a larger population radius - generally about 5 miles. These developments may have multiple anchor tenants along with many pad sites developed on the fringe of the center.

**Retail:** Retail uses include stores, restaurants, service businesses (banks, salons, etc.), and business-to-business companies.

**Right-of-Way (ROW):** Land provided for the purpose of vehicular access.

**Single Family Residential:** A detached dwelling unit designed to be occupied by not more than one family.

**Slope:** Described in percentage of rise or fall of land, both in its natural undisturbed and graded condition.

**Smart Growth:** Growth management program which combines incentives, disincentives, and traditional planning techniques to promote a pattern of growth that achieves economic, environmental, and quality-of-life objectives.



**Street:** Any dedicated public thoroughfare which affords the principal means of access to abutting property for automobiles.

**Street Intersection:** Any street which joins another street at an angle, whether or not it crosses the other.

**Street Median:** The non-pavement or pavement area between the moving traffic lanes of a street, typically the area for landscaping.

**Town Identity:** This identity is the essence of creating cognitive memory of physical environments. Regarding communities, this is the ability of a city or town to create an identity, much of this is created in public property.

**Traffic Impact Analysis (TIA):** A process that helps the community understand the demands and impacts placed on the City's transportation network from development. There are two types of TIA. The first assesses the effects that a particular development's traffic will have on the transportation network resulting from a change in land use different from the future land use plan, while the second type assesses the specific site and roadway improvements needed resulting from a proposed development.

**Traffic Survey Zone (TSZ):** The land use analysis units of the travel demand forecasting model, TSZ's can vary in size from a city block in highly urbanized downtown areas to several miles in the rural periphery. The zone structure consist of combinations of either census blocks or block groups, while the land use structure within each zone maintains a homogeneity in terms of type, intensity, and location.

**TxDOT:** Texas Department of Transportation

**Utilities:** Services provided by public and private agencies that support development. Utility services include water, sanitary sewer, storm drainage, electrical, natural gas, telephone and telecommunications, and other similar services.

**Village Center:** an area within the Plan that will focal on commercial and mixed use development. This center is generally located between Runaway Bay Drive, Lake Bridgeport and US 380. This area is the target for new redevelopment in future years.

**Western Shore & Inland:** Beginning from the ending point of the Eastern & Southern Shore, thence the area of the City's ETJ across County Road 3701, thence in a westerly and northerly direction, then

## SECTION 11 — APPENDIX 3 - DEFINITIONS

northerly and easterly direction to a point where it meets the 840' contour of Bridgeport Lake, all according to State Law requirements for annexation and ETJ provisions. See map in Section 14.

**Wetlands:** Areas identified by the National Wetland Inventory (NWI) with a high potential for wetland habitats. The NWI is not an exact location, but a guide to areas that may exhibit wetland conditions.



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**SECTION 13 — STAKEHOLDER INTERVIEWS COMPOSITE**





# STAKEHOLDER INTERVIEWS COMPOSITE

## SECTION 13

### RUNAWAY BAY, TEXAS - 16 SEPTEMBER 2006

1. How long have you been a part of Runaway Bay (either living here, working here, or investing in the community)?

11 Years - average

2. Do you think Runaway Bay is special and provides its citizens a superior quality of life?

Agree  Somewhat agree (86%)  Somewhat disagree  Disagree  Not sure

3. Is Runaway Bay an attractive pleasing and interesting place for bringing visitors?

Agree  Somewhat agree (72%)  Somewhat disagree  Disagree  Not sure

Regarding Runaway Bay, where are the best places to bring visitors?

Lake Bridge Port, Golf Course, and Club

4. When you think of Runaway Bay, what is the first mental image you have of the city (check the most appropriate one for you)?

1 Lake Bridgeport

2 Golf course

4 Clubhouse and features

5 Residential neighborhoods

6 Rolling hills

3 Views

7 Commercial development along US 380

5. How is Runaway Bay perceived by other residents and businesses in Wise Country and the surrounding area?

Top 5 responses - Affluent, retirement community, speed trap, place of much disagreement (political) and community on the upswing from years past.

6. How familiar are you with the following planning / municipal government concepts?

A – The need for ample commercial development in a city to provide property and sales tax revenue to the city? Therefore all cities need a good balance of commercial development.

**SECTION 13 — STAKEHOLDER INTERVIEWS COMPOSITE**

XX Familiar    \_\_\_\_\_ Not familiar

B – The need for a community to offer a range of residential types (i.e. large lots, medium lots, small lots, townhomes, condominiums, patio homes, apartments and more) – this allows a city to attract a wider range of citizens --- to grow.

XX Familiar    \_\_\_\_\_ Not familiar

C - The need for some public access to the lake front for all citizens to enjoy – i.e. a public park

XX Familiar    \_\_\_\_\_ Not familiar

7. Of the following geographic areas in Runaway Bay, give a plus (+) if you are happy with the direction it is heading or a minus (-) if you are not liking the currently heading?

(check the heading + or -)

<b>Location</b>	<b>+</b>	<b>-</b>
<b>Harbor Inn area</b>		85%
<b>US 380 Corridor commercial</b>		85%
<b>Marina area</b>		81%
<b>Apartment village</b>		90%
<b>Unit 1 (neighborhood)</b>	66%	
<b>Unit 2</b>	66%	
<b>Unit 3</b>	73%	
<b>Unit 4</b>	80%	
<b>Unit 5</b>		66%
<b>Unit 6</b>	58%	
<b>Unit 7</b>		90%
<b>Unit 8</b>	90%	

8. What are the greatest resources of Runaway Bay for strengthening economic development and creating new employment opportunities? (limit to three)

1. Lake Bridgeport      2. Golf course      3. US Highway 380

9. In the corporate boundary of Runaway Bay and its ETJ what type of developments do you feel Runaway Bay needs, to reach its potential future regarding economic development?

- 60% Business Parks                      50% Professional Office  
68% Town Center – (water focus)      85% Retail off US 380



**SECTION 13 — STAKEHOLDER INTERVIEWS COMPOSITE**

Protecting the natural environment	59%	Yes	_____	No	_____	Not sure
Greater variety of cultural facilities	_____	Yes	_____	No	52%	Not sure
Creating better employment opportunities	65%	Yes	_____	No	_____	Not sure
Stronger code enforcement on existing development	97%	Yes	_____	No	_____	Not sure
Other _____	0%	Yes				

16. Of the following land use/development types, which could play a larger role in the economy of Runaway Bay? Please pick your top three (3) choices.

- \_\_\_\_\_ Distribution
- \_\_\_\_\_ Research and development
- 60% Light industrial
- \_\_\_\_\_ Office
- 80% Retail
- \_\_\_\_\_ Entertainment facilities
- 88% Lodging (full-service hotel, conference hotel, b& b, resort golf/spa hotel)
- 60% Institutional (government offices and facilities, educational buildings) – elementary school

17. What cities or towns that you have visited or lived in did you admire --- and what was it about these communities that impressed you?

1,2,3: Southlake, TX; Granbury, TX; Hot Springs, AK

Others: Fredericksburg, TX; Sun City (Georgetown, TX); Lakeway, TX; Salado, TX; McKinney, TX; New Madrid, NM; Seven Wives, TX; Decatur, TX; Silver City, NM; Sunnyvale, CA; and Denton, TX

Does Runaway Bay have any relationship to any aspects of these places? YES / some

18. Twenty years (20) from now, what kind of community do you envision (want) Runaway Bay to be? (list three words or phrases that define the future)

1, 2, 3: Attractive high-quality community, Well governed, and Tourism focus

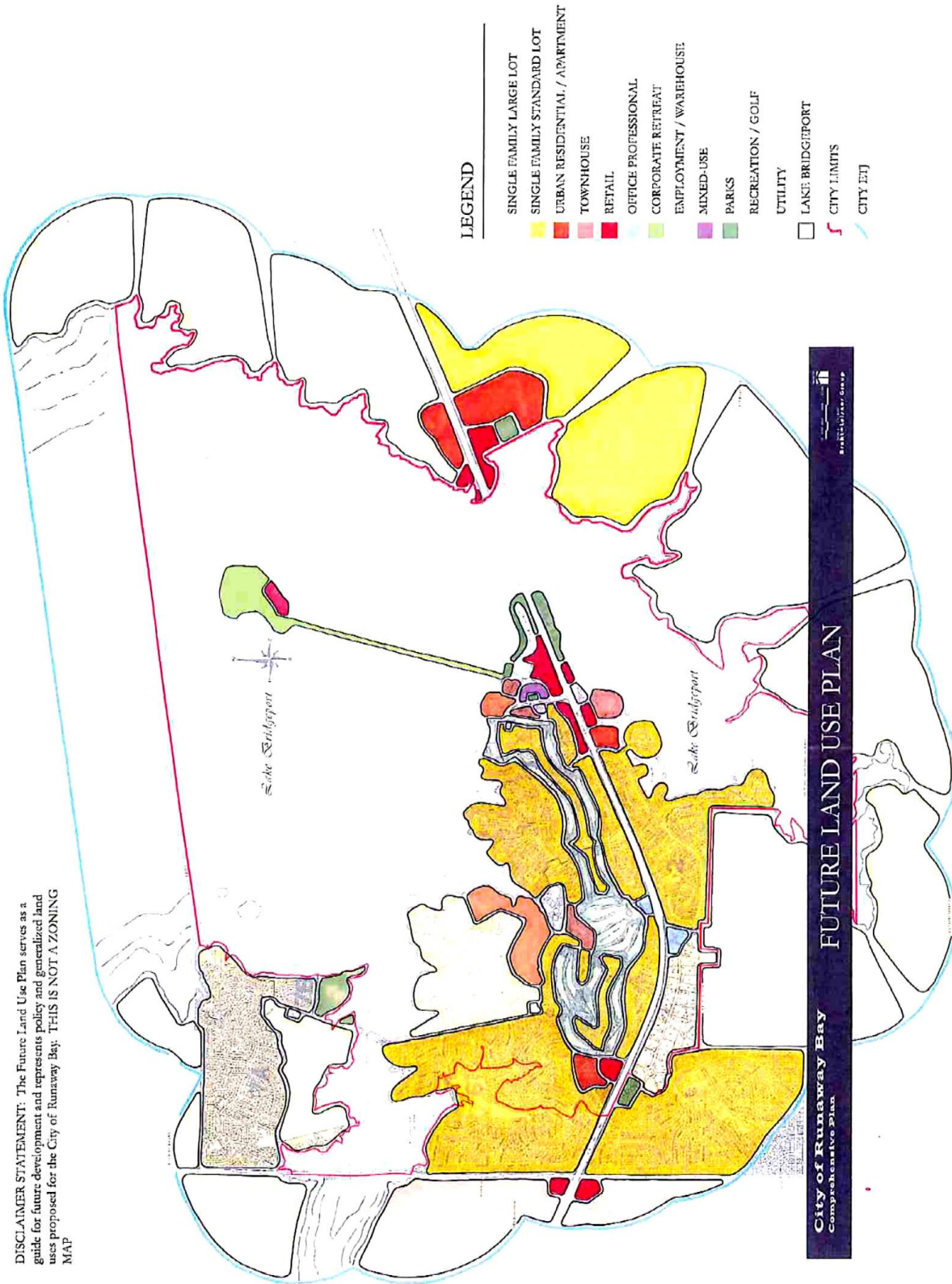
Others: Financially strong, country environment, friendly, upscale, well maintained, safe, willing to move with change, growing, quality recreational community, sustainable, clean, family oriented, and small tourist village.



# MAPS

## ***SECTION 14***

RUNAWAY BAY ETJ

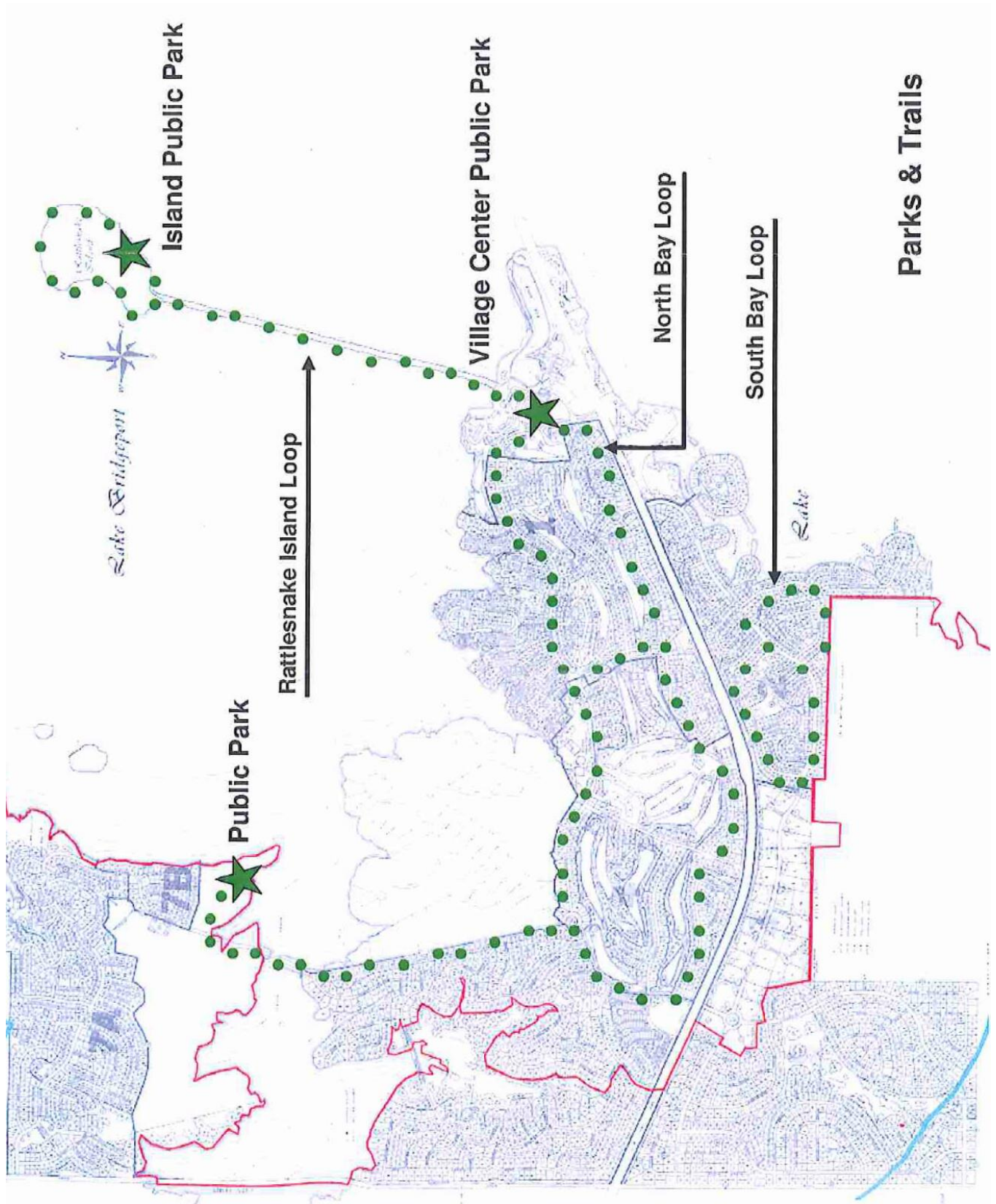




## **FUTURE LAND USE**



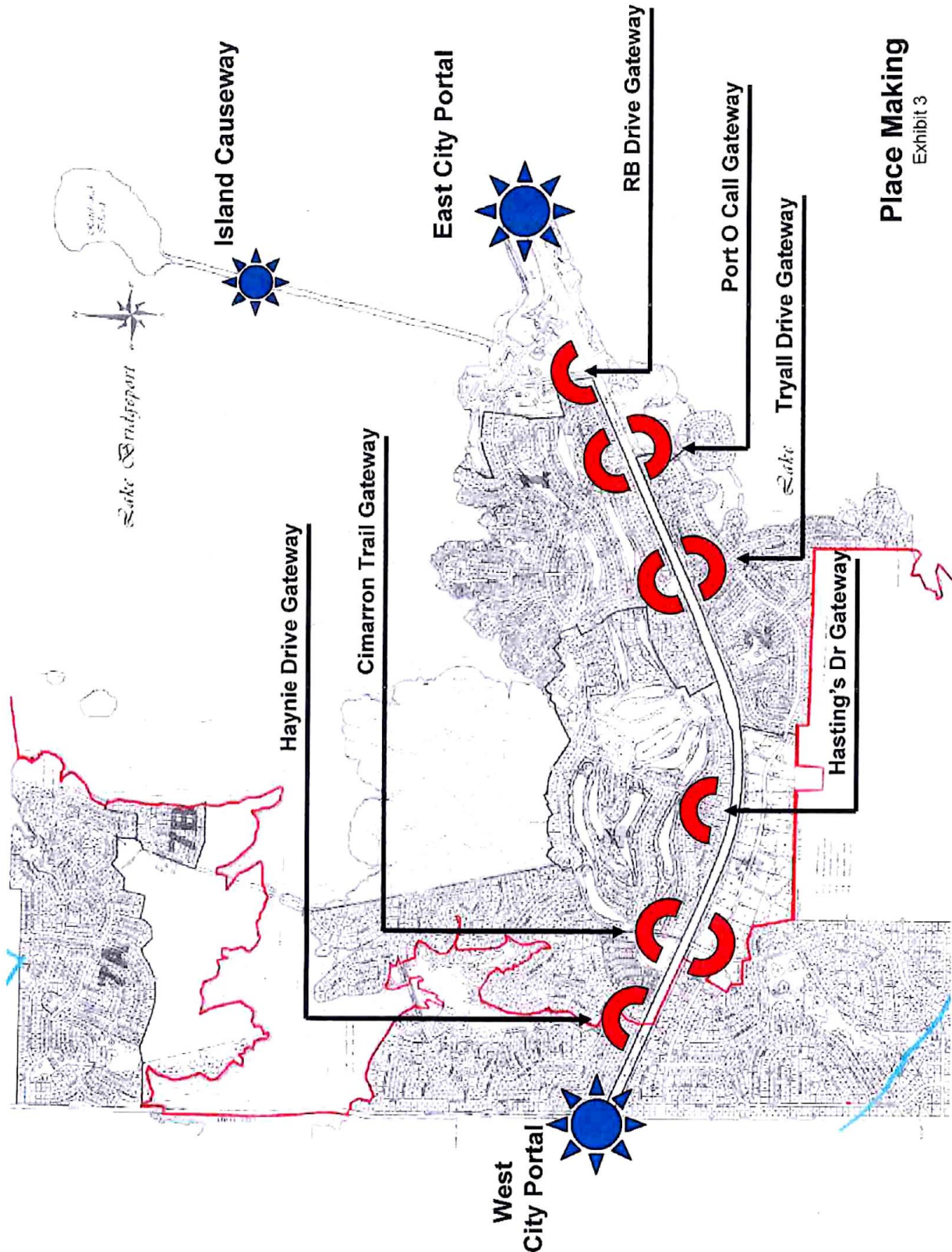
PARKS & TRAILS







PLACE MAKING



Place Making  
Exhibit 3

EASTERN & SOUTHERN SHORE, WESTERN SHORE & INLAND

