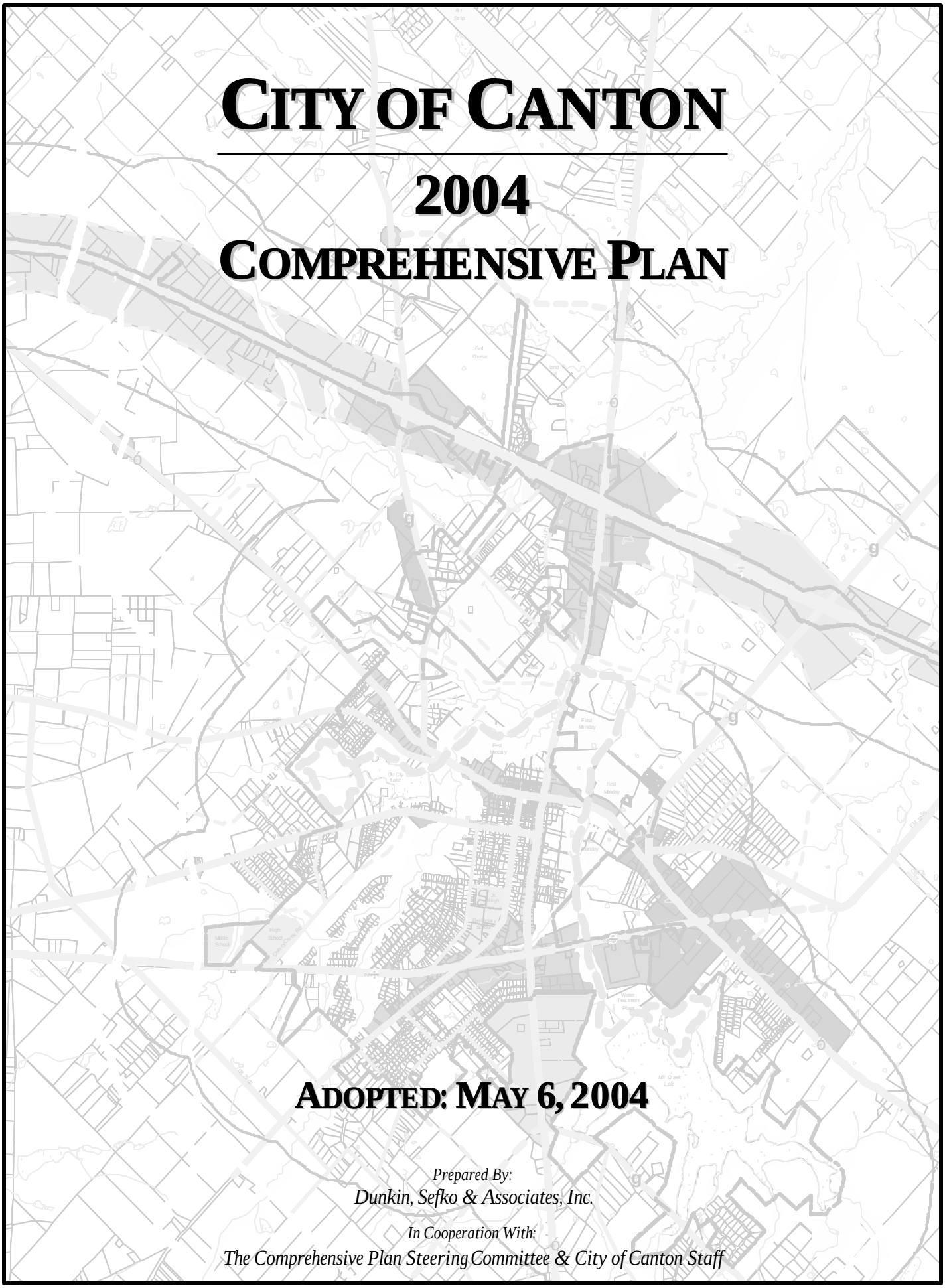
CITY OF CANTON

2004
COMPREHENSIVE PLAN



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CITY OF CANTON

COMPREHENSIVE PLAN

CHAPTER 1: BASELINE ANALYSIS

Introduction

The Baseline Analysis examines the historical and existing characteristics of the City of Canton. It is with this examination that the City can better understand and identify the facts and different circumstances that influence its development. Therefore, with the Baseline Analysis, the City possesses a well-documented foundation of physical and socioeconomic characteristics upon which to base recommendations for the future growth of the City.

The identification of major issues within the community begins early in the comprehensive planning process and serves as a basis for creating the following components of this analysis:

1) Historical Background
2) Regional Relationship
3) Physical Factors Influencing Development
4) Demographic and Socioeconomic Characteristics
5) Existing Land Use
6) Existing Housing
7) Existing Planning Efforts

Each section of this chapter contains information pertaining to the subject topic in addition to graphic support, as appropriate.

In presenting an overview of the City's history and its physical characteristics, the Baseline Analysis also provides general insight into the community's urban pattern. As previously mentioned, the primary objective of the Baseline Analysis is to document historical and existing conditions within Canton. In that capacity, it serves to identify various opportunities and constraints the community must consider in addressing and shaping its future form and character. Additionally, a secondary objective of this chapter is to ensure that the information being used in the planning process accurately portrays the community.

Historical Background

Before the arrival of settlers from the east, Caddo and Cherokee tribes lived in the region that would one day become Canton and Van Zandt County. In 1839, the Native Americans were relocated from the region by the Republic of Texas government under President Mirabeau Lamar. After relocation and the subsequent cessation of hostile confrontations, the region soon experienced an increase in the amount of new settlements.[1]

The Texas State Legislature established Van Zandt County in 1848 and named it after Republic leader Isaac Van Zandt.[2] The State carved out land previously dedicated to Henderson County to form Van Zandt County. As early as 1840, a group under the guidance of a Dr. W. P. King surveyed the County. However, a later survey, preformed by Jesse Stockwell, became the final survey upon which the County was based.[3]

After the formation of Van Zandt County, the City of Canton was soon established and began to experience development. The City was first laid out and named by settlers moving from Old Canton in Smith County in 1850. That same year the first district courthouse and the fourth County post office opened.[4]

ILLUSTRATION 1-1
Blackwell House – Built in 1886

Canton, unlike many other Texas cities, did not develop via a railroad running through the City. In 1872, the Texas and Pacific Railway laid a rail line approximately 10 miles to the north of the City. This rail line, while missing Canton, passed though the town of Wills Point. This situation became a point of contention between the two cities, due to the fact that the residents of Wills Point wanted County officials to relocate the county seat to their community. As a result of the tension between the two cities, Canton business men, unwilling to use the Wills Point rail station, established the town of Edgewood 10 miles to the north of the City.[5]

The City has experienced a range of growth over the past 150 years. Early in the City's development, officials decided to acquire land for public services in order to address the growing needs of the community. For instance, the City acquired land for its first school, Canton Academy, in 1853. Another level of growth was achieved in 1860 with the publication of the County's first newspaper, the Canton *Weekly Times*. Notably, the City also had a former Canton District Attorney, James S. Hogg, elected governor of Texas in 1890. At this point in the City's history, 1890, Canton had a population of 421 people with flour mills, sawmills, cotton gins, and a bank. Development was increasing and by 1892 brick buildings were being constructed within the City. Additionally, the need for public service grew with increased development, one such example of an increase in public service was the completion of a new courthouse in 1894. By 1919, the City incorporated and elected its first mayor and aldermen. In the 1960s, Canton went through a major expansion and doubled its territory. Then by the 1970s, along with increased growth in the business community, the City had a municipal lake with recreational facilities. The decades of the 1980s and 1990s continued to see the City grow and develop.[6]

A review of the historical background of the City of Canton would not be complete without covering the *First Monday Trade Days*. One weekend a month the City hosts the world's largest open-air trade days. Attendance can range between 300,000 in April, May, June, October, November and December to 100,000 in January, February, March, July, August and September.[7] A multitude of items can be purchased between Thursday and Sunday before the first Monday of the month. The origins of the *First Monday Trade Days* can be traced back to the 1850s and the monthly arrival of a circuit district judge.[8] In the 1800s many places in Texas and across the country, such as Canton, did not have a large enough population to warrant a full-time judge to reside within the area. Therefore, these sparsely populated locations were visited periodically by judges to conduct necessary legal affairs, such as holding court proceedings. During the time when

the judge was in town , which was the first Monday of the month, people from across the County would come into Canton to address legal matters or hear court cases.[9] With a large amount of people in the square, conditions were right for the development of a trade market. Therefore, people would not only visit the square for government purposes but they also brought goods to sell and barter. The T*rade Days* were held in the town square until 1965 when Canton purchased six acres of land two blocks north of the courthouse to provide a more suitable location for the event.[10] Currently, *First Monday Trade Days* continues to grow and benefit the community. The event now hosts over 3,000 vendors and covers multiple acres.[11] One of the benefits of *First Monday* is that it generates income for the City and helps the City maintain a zero percent property tax (no City property tax). Furthermore, revenues from *First Monday Trade Days* go to subsidize water and sewer operations, which allow the City to charge lower water and sewer rates.[12] Additionally, revenue from the event funds Canton's ongoing street and parks projects.[13] Overall, the *First Monday Trade Days* is what the City is best known for and serves as a benefit for the community.

Relationship of the City to the Region

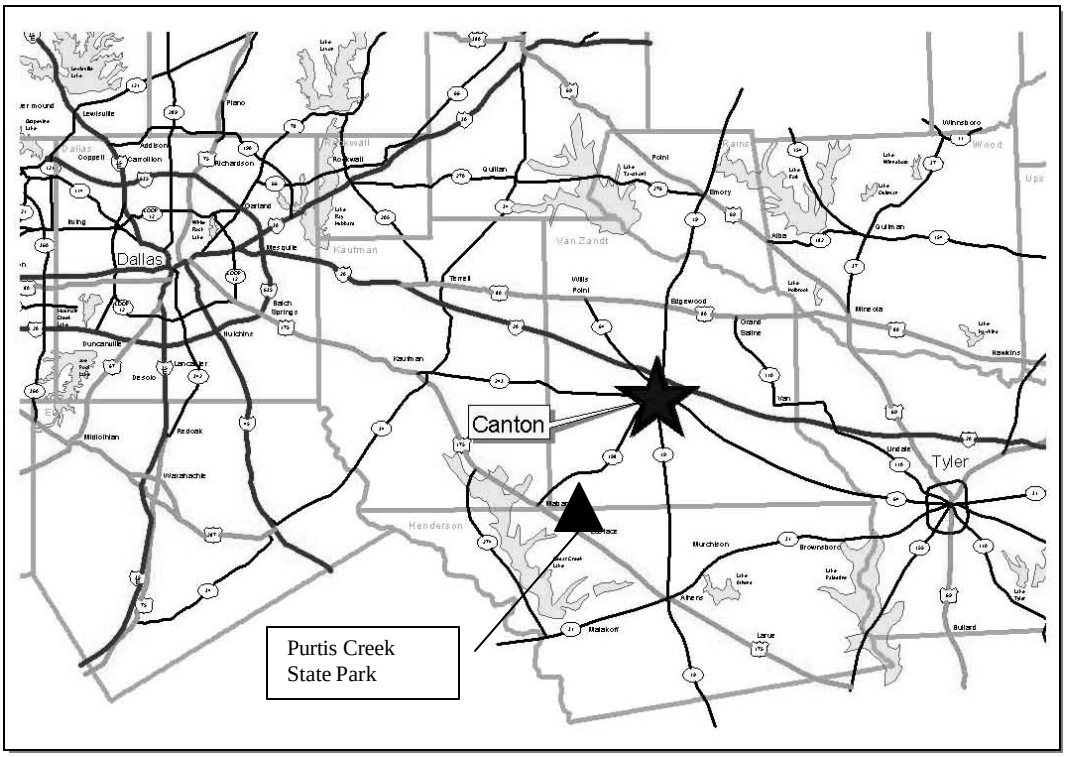
The City of Canton is located in East Texas. It is approximately 60 miles east of Dallas, Texas (2000 population: 1,200,000) and approximately 35 miles west of Tyler, Texas (2000 population: 84,000). **Plate 1-1** illustrates the relationship between the City of Canton and the surrounding area.

As can be seen in **Plate 1-1**, the City of Canton is easily accessible by automobile and is situated along five major regional thoroughfares:

1) Interstate Highway 20: serves as the main east-to-west travel route through the northern portion of the City;
2) State Highway 19: serves as a north-to-south travel route through the central/eastern portion of the City;
3) State Highway 243: serves as an east-to-west travel route through the southern portion of the City;
4) State Highway 198: serves as a north-to-south travel route through the southern portion of the City and terminates in the downtown area. This highway also provides access to Purtis Creek State Park; and
5) State Highway 64: serves as an east-to-west travel route through the northern portion of the City.

The accessibility of the City via the regional road network can be viewed as a City asset. For example, the *First Monday Trade Days* draws in hundreds of thousands of people, all who can easily reach the City and the *Trade Days* grounds. Easy access to the City allows for visitors to have more choices in selecting routes to attend the *Trade Days.* Therefore, given the regional road network, the City is located in an ideal location, one which fosters the growth of the City and supports events like the *First Monday Trade Days.*

Insert Plate 1-1: Relationship of the City to the Region



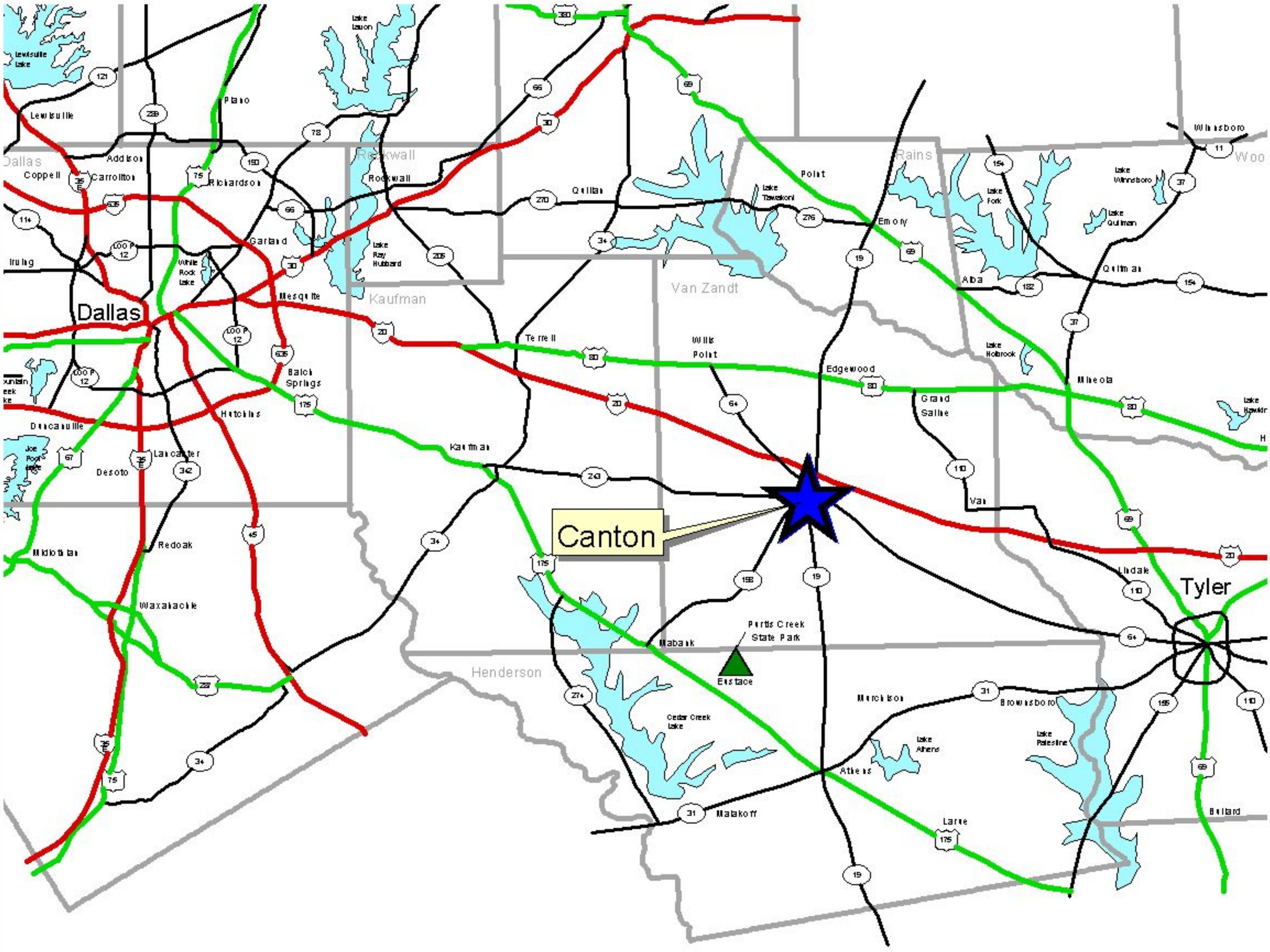


Plate 1-1

City of Canton, Texas

Relationship of the City to the Region

Besides Canton, Van Zandt County has several other influential cities, such as the cities of Wills Point, Grand Saline, Van, Edgewood, Fruitvale, and Edom. According to the 2000 Census, the City of Wills Point with a population 3,496 is the only city with a larger population than Canton (population 3,292). Although Wills Point has a slightly higher population, the city does not have as many housing units as the City of Canton; specifically, Wills Point has approximately 62 fewer housing units than Canton, which has 1,424 total housing units. In addition to having the largest number of housing units in the County, Canton plays a significant role in the region as the county seat of Van Zandt County. As the administrative center of the County, Canton is the location where important County government takes place, such as the County court and tax office operations.

In general, Van Zandt County is primarily rural in nature. Approximately 54 percent of the County's land is used for pasture and for hayland.[14] Moreover, woodland areas comprise 13 percent of the County and croplands comprise approximately 10 percent.[15] Eight percent of the County is used for native pasture and four percent is used for rangeland.[16] Development, in the form of towns, roads, railroads, water and other miscellaneous uses, consumes 11 percent of the County's land.[17]

ILLUSTRATION 1-2
Field North of I-20

Quick Facts:

Approximately 66 percent of the County's land is used primarily for the grazing of live stock.

Source: USDA Soil Survey of Van Zandt County, Texas (1998)

Physical Factors Influencing Development

The City has developed around, in, and on the different physical factors of the region. These factors have influenced the type and location of development throughout the City. Physical factors can either be natural or man-made. For example, natural factors include soil types, vegetation regions, topography/slopes, aquifers, climate conditions, flood-prone areas, and local creeks. Conversely, man-made factors include transportation routes, governmental boundaries, railway lines, special events (e.g., *First Mondays*), and colleges and universities.

NATURAL FACTORS

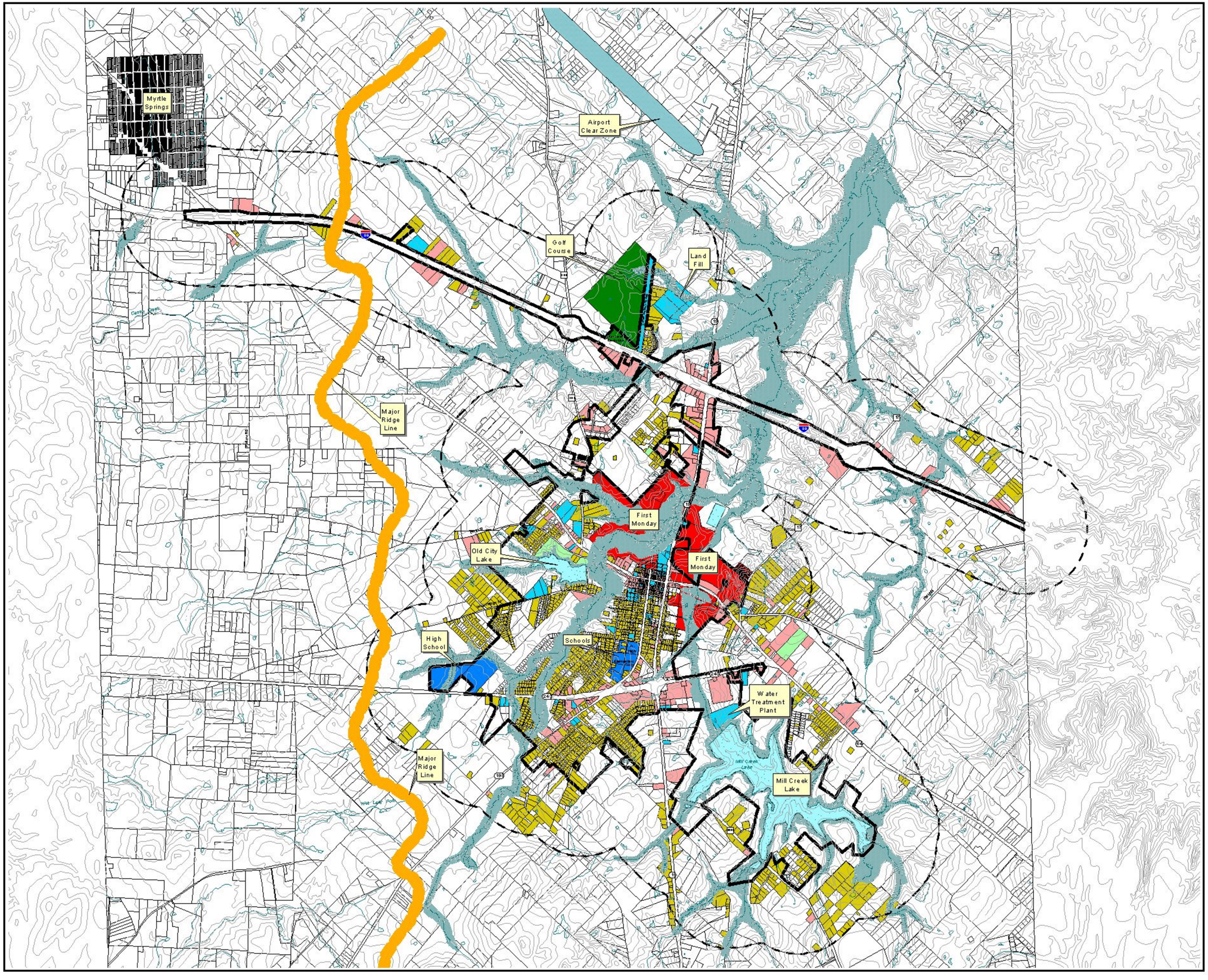
As described above, natural factors of the region influence where and what type of development can occur. Knowledge of these existing conditions will aid in the comprehensive planning process by enabling the City to make better-informed decisions regarding land use. For instance, the City may determine that certain structures or uses may or may not be appropriate in flood-prone areas. In other words, the purpose of this section is to identify natural factors to inform the City and others of the conditions that surround and influence existing and future developments. **Plate 1-2**, on the following page, depicts the physical factors of the City of Canton.

Insert Plate 1-2: Physical Factors

Plate 1-2

City of Canton, Texas

Physical Factors



Legend

- Residential Areas
- Public/Semi-Public
- Public-Schools
- Parks
- First Monday
- Non-Residential Areas
- Private Recreation
- Airport Clear Zone
- Vacant
- Lake
- Floodplain
- Major Ridge Line
- Canton City Limits
- Canton ETJ
- Creeks

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Adopted May 6, 2004

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Dunkin Sefko & Associates, Inc.
Urban Planning Consultants Dallas, Texas

Natural Regions

According to the Texas Parks and Wildlife Department, there are 11 different natural regions of Texas. Van Zandt County is located within three of these regions, each with its own respective characteristics. The following is a listing and description of these areas.

Oak Woods and Prairies[18]

The Oak Woods and Prairies region is the most important region for the City of Canton and for Van Zandt County. This region sweeps a wide path across the County with Canton located near the center of the region. All lands within the City limits fall within this region, but it should be noted that a small section of the City's western land could be classified as the Blackland Prairies region, discussed later in this section, due to the fact that there is no clear demarcation between these two regions.

The Oak Woods and Prairies region has several unique identifiers. For instance, the region is classified as having gently rolling to hilly terrain. The entire region (statewide) varies in elevation between 300 and 800 feet. Also, May and June typically bring the largest monthly rainfall totals, with the region receiving between 35 to 45 inches a year. Most of the soils within the region are sands, sandy loams, or clays. Other notes of interest are that gray squirrels are found in abundance and peat bogs are also found in the area.

Piney Woods[19]

The Piney Woods region crosses a small portion of the southeastern section of the County. The region encompasses most of East Texas and is part of a larger pine-hardwood forest that extends into Louisiana, Arkansas, and Oklahoma. The area contains native pine-hardwood vegetation, specifically the dominate forms of vegetation include loblolly, yellow pine, blackjack, and post oak. Farm lands and pastures frequently mark the country side. Ranches of all sizes are also found, with cattle being the primary live stock. One of the most common forms of wildlife in the Piney Woods is deer. Economically, paper pulp production is important to the region.

Blackland Prairies[20]

The Blackland Prairies can be found in the northwestern section of the County. This region stretches from the Red River to Central Texas and covers approximately 25,500 square miles. These prairies are considered to be grasslands, which can be defined as land dominated by grasses with tree or shrub canopies covering less than 25 percent of the area.[21] Rainfall for the region averages between 30 to 40 inches annually.

Topography/Slopes

The City of Canton is located on land that is undulating or slightly hilly and is approximately 500 feet above sea level. To the east of downtown Canton, where multiple shops are located on a hillside, the land rises to a height of 580 feet. To the west of the City a ridgeline runs north-to-south with its highest point being approximately 570 feet. Furthermore, to the south the land rises to a height of 670 feet, with this terrain creeks generally flow in a northern direction.

On a larger scale, the County's highest elevations are located in its central region and its lowest elevations are located in the southeast corner of the County.[22]

Aquifers[23]

There are nine major and 20 minor aquifers in the State of Texas. Aquifers underlie about 81 percent of the State of Texas. The Carrizo-Wilcox, a major aquifer, runs underneath the City of Canton. The aquifer stretches from the Rio Grande border in South Texas northeastward into Arkansas and Louisiana, covering over 60 Texas counties.

The aquifer is used for both human and agricultural needs. Irrigation pumpage accounts for 51 percent of the total pumpage. Water from the aquifer is used to support the irrigation of the Winter Garden region in South Texas, which is known for its year-round production of vegetables through irrigation. Additionally, municipalities account for 35 percent of the total pumpage of the aquifer. The metropolitan regions pumping water from the Carrizo-Wilcox aquifer are Bryan-College Station, Lufkin-Nacogdoches, and Tyler.

The water from the aquifer is fresh to slightly saline. Pollution of the aquifer has occurred in the Winter Garden region. Closer to Canton, the northeastern portion of the aquifer tends to have areas of excessively corrosive water with a high iron content. Declines in the level of the aquifer have occurred in Northeast Texas. For example, the Tyler and Lufkin-Nacogdoches areas have witnessed declines in well levels of 400 to 500 feet, since the 1940s. Recently, conversion to surface water has slowed the rate of water decline.

Soils

The soils of Canton and Van Zandt County are important natural resources. Understanding the arrangement and location of different soil groups can influence both the private and public planning process in a sense that certain soils may not be suitable for particular types of land use. For example, housing units with basements can be an unsuitable choice for residential areas because the shrink-swell characteristics of clay soils can cause serious foundation problems.

ILLUSTRATION 1-3
Exposed Soils along FM 17

Within Canton and its ETJ, there are three general soil types/combinations with distinctive soil patterns, topography (the slope of the land), and drainage. These soil types are listed and described in detail below.

Woodtell-Freestone

These soils comprise approximately 39 percent of the soils found in Van Zandt County and are the dominate soils found within the City of Canton. The United State Department of Agriculture (USDA) defines this group as soil/land that is very gently sloping to strongly sloping, well drained to moderately drained, and composed of loamy soils.[24] Loam soils consists of seven to 27 percent clay particles, 28 to 50 percent silt particles, and have less than 52 percent sand particles.[25]

Woodtell soil is a grayish brown loam and is about eight inches in thickness from the ground's surface.[26] The Freestone soil is a brown fine sandy loam and is approximately 16 inches thick.[27] These soils have formed under forested conditions, primarily from hardwood trees.[28] The land is mainly used as pasture land. Previously, these soils have supported crops such as cotton, corn, and sorghums. The USDA reports these soils are highly erodible and conservation management practices are needed to reduce erosion. Certain issues that may affect development are the very slow permeability, high shrink-swell potential, low strength, and wetness.[29]

Nahatche-Manco

The second most common soil combination found in the City is the Nahatche-Manco soils. These soils are considered to be soils of the flood plains, which comprise approximately 12 percent of the entire County.[30] The typical characteristics of this group are that the land is nearly level, somewhat poorly drained, and is loamy in composition.[31] Nahatche soil is primarily eight inches in depth from the ground's surface and is a dark brown loam. The Manco layer is a thicker layer than the Nahatche, approximately 12 inches in total thickness, and is also a dark brown loam. These soils can be found in the eastern section of the City in association with Mill Creek.

Wolfpen-Pickton

The Wolfpen-Pickton soils, which comprise approximately 17 percent of the County's land, are found east of State Highway 19 and south of State Highway 243. These soils are considered to be soils of the woodlands and have many of the same characteristics as the Woodtell-Freestone soils. These woodland soils formed in sandy, loam, and clayey sediment of the Claiborne and Wilcox Geological Groups. Commonly, Wolfpen soil is a dark brown loamy fine sand approximately five inches thick. The Pickton soil is a brown fine sand about seven inches thick. These soil compositions and depths are different from the Woodtell-Freestone soils but formed under similar conditions and support many of the same kinds of vegetation.

Vegetation

The County and Canton's vegetation are consistent with what is typically found within the Oak Woods and Prairies natural region. There are four main types of vegetation that are generally located within the Canton area. The following is an overview of the area's vegetation types.

Post Oak Woods, Forests and Grasslands[32]

This group is commonly found in sandy soils within the region and specifically include flora such as blackjack oak, eastern red cedar, mesquite, black hickory, live oak, sandjack oak, cedar elm, hackberry, yaupon, American beautyberry, hawthorn, supplejack, trumpet creeper, dewberry, coral-berry, little bluestem, silver bluestem, sand lovegrass, beaked panicum, three-awn, sprangle-grass, and tickclover.

ILLUSTRATION 1-4
Post Oak Woods

Water Oak – Elm – Hackberry Forests[33]

These forested areas are located in the upper flood plains of the Sabine, Neches, Sulphur and Trinity Rivers and tributaries. These areas are present in the region and consist of cedar elm, American elm, willow oak, southern red oak, white oak, black willow, cottonwood, red ash, sycamore, pecan, bois d'arc, flowering dogwood, dewberry, coral-berry, dallisgrass, switchgrass, rescuegrass, bermudagrass, eastern gamagrass, Viginia wildrye, Johnsongrass, giant ragweed, and Leavenworth eryngo.

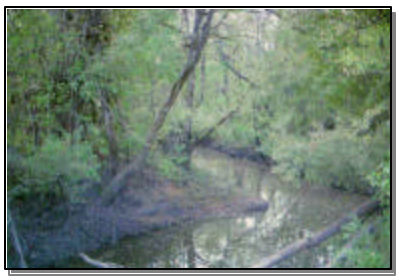


ILLUSTRATION 1-5
Water Oak –Elm – Hackberry Forests
Source: Texas Parks and Wildlife Department
http://www.tpwd.state.tx.us/gis/veg/pages2/page19.html

Grasses[34]

The area around and in Canton is a mixture of native and introduced grass, such as the species already described. The grasses are typically found in clearings between wooded areas. Furthermore, these grasses are associated with the clearing of

ILLUSTRATION 1-6
Grasses

forests in the Northeast and East-Central Texas regions. Similar areas that have experienced clearings and seen the subsequent development of grasslands are found in South Texas.

Pine – Hardwood Forests[35]

The Pines region located in the far southeast portion of the County is typical of the western edge of the Piney Woods of East Texas. In this small section of the County a variety of plant life may be found such as black hickory, blackjack oak, eastern red cedar, cedar elm, hackberry, greenbriar, yaupon, elbowbush, purpletop, sand lovegrass, broomsedge bluestem, little bluestem, brownseed palpalum, bushclover, tickclover, gay feather, yellow neptunia, bitter sneeseweed, and velvet bundleflower.

ILLUSTRATION 1-7
Pine –Hardwood Forests

The following map is an overview of the Van Zandt County vegetation regions. The four different areas detailed above can be located by their corresponding color on the map. As can be seen when reviewing the map, most of the County is either the Post Oaks or Grasses regions. The City itself is located primarily in the Post Oak region with a small portion of the southeast section of the City located in the Grasses region.

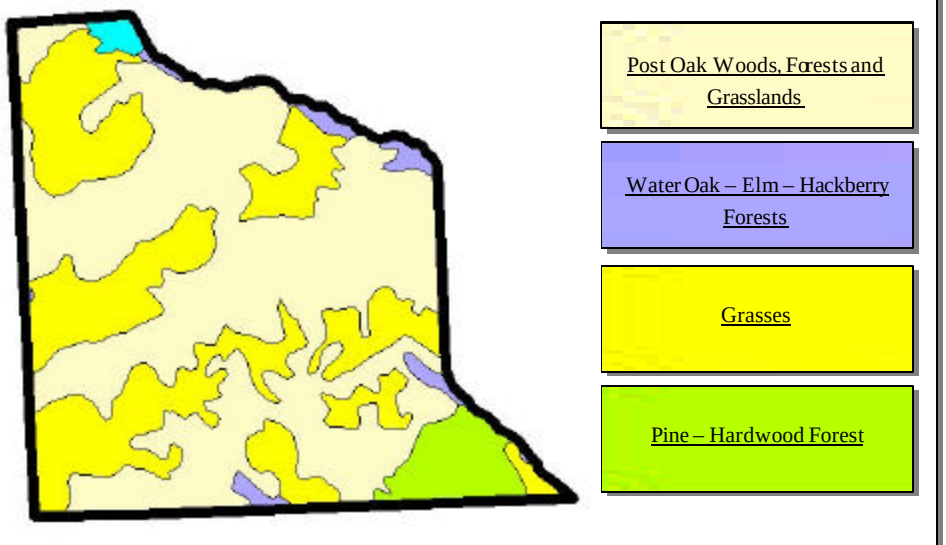


ILLUSTRATION 1-8
Vegetation Types of Texas
Van Zandt County

Climate Conditions[36]

The climate in a region can play a role in the development of any community. The following is a summary of general climatic characteristics that can be found in and around the City:

- Average January daily maximum: 52.9°
- Average January daily minimum: 31.9°
- Average July daily maximum: 95.1°
- Average July daily minimum: 72.0°
- Lowest recorded temperature: -2° (December 24, 1989)
- Highest recorded Temperature: 115° (August 18, 1909)
- Total annual precipitation: 43 inches
- Heaviest one day rainfall: 7.08 inches (June 12, 1945)
- Annual snow fall: 3.7 inches

It should be noted that averages are based on the time period from the years 1961 to 1990. Additionally, rainfall tends to decrease across the County from the east to the west.[37]

Wildlife

Table 1-1 lists all the federally or State recognized endangered, threatened or rare species for Van Zandt County according to the Texas Parks and Wildlife Department. These species are recognized because they are at risk of extinction. Development may be affected by any one of the species listed within **Table 1-1**.

Table 1-1
Status of Species
Van Zandt, Texas

Species	Status*
Birds	
American Peregrine Falcon	Endangered
Arctic Peregrine Falcon	Threatened
Bachman's Sparrow	Threatened
Bald Eagle	Threatened
Henslow's Sparrow	Rare
Wood Stork	Threatened
Fishes	
Blackside Darter	Threatened
Creek Chubsucker	Threatened
Paddlefish	Threatened
Western Sand Darter	Rare
Mammals	
Plains Spotted Skunk	Rare
Red Wolf	Endangered
Reptiles	
Alligator Snapping Turtle	Threatened
Louisiana Pine Snake	Threatened
Northern Scarlet Snake	Threatened
Texas Garter Snake	Rare
Texas Horned Lizard	Threatened
Timber/Canebrake Rattlesnake	Threatened
Vascular Plants	
Rough-stem Aster	Rare

* If rankings differ between federal or State classification, the higher of the two is shown

Source: Texas Parks and Wildlife Department

The existence of these species does not make development impossible. However, knowledge of the existence of one or more of these species within an area being proposed for development would likely warrant further investigation. **Table 1-1** lists the highest level of classification from either the federal or State government.

The City may consider establishing and implementing a program to identify and document the locations of the species listed in **Table 1-1**. Once the existence and locations of these plants and animals have been confirmed, the City may need to take steps to preserve them. Various environmentally sensitive design principles, such as clustering development or allowing for density transfers, may prove

effective tools to balance growth and ensure the preservation of any important environmental features.

On the other hand, there are some forms of wildlife that are abundant in the region. The animals that are commonly found in the region, and are not endangered, threatened, or rare, are the gray and fox squirrels, raccoons, opossums, small rodents, raptors, song birds, common reptiles, and common amphibians.[38] Additionally, species such as the bobcat, coyote, and fox are widespread.[39]

Waters: Lakes, Rivers, Creeks, and Ponds

Water is one of the most important natural resources for any community. There are several bodies of water (e.g., lakes, rivers, and creeks) in close proximity to or in the City of Canton and Van Zandt County.

Lakes

Lake Tawakoni is located in the northwestern portion of the County. This lake provides the region with water, flood control, fishing, and other recreational activities. The lake was originally impounded in 1960 and covers 36,700 acres, with a shoreline of 200 miles.[40] Also, the lake has a maximum depth of 70 feet and supports a variety of fish such as striped bass, hybrid striped bass, white bass, catfish, and largemouth bass.[41]

ILLUSTRATION 1-9
Old City Lake

There are also two municipal lakes in the City. First, Old City Lake is located in the western portion of Canton, south of State Highway 64. The lake is surrounded by parks and residential areas. The second and much larger lake is Lake Canton (also known as Mill Creek Reservoir). This lake is located in the southeastern part of the City and serves as the City's only source of surface water for municipal needs (Old City Lake is no longer used as a source of surface water for the City).

ILLUSTRATION 1-10
Old City Lake

Rivers

The Sabine River is the northern boundary of Van Zandt County. The river flows to the east-southeast and eventually turns to the south and empties into the Gulf of Mexico. It runs a length of 555 miles and has a total drainage basin area of 9,756 square miles.[42] One of the most significant aspects of this river is that it serves as the southeastern border between Texas and Louisiana.

The Trinity River is located southwest of the City in Henderson County. Water drains into the river from the southwestern portion of the County. The Trinity flows 423 miles from the point of where its Elm and West Forks converge, this makes the river the longest river having its entire course in Texas.[43]

The Neches River rises in eastern Van Zandt County and flows 416 miles to the southeast, merging into Sabine Lake.[44] Water flows into the Neches River from the southeastern section of the County. The river serves an important role as the boundary for many Texas counties.

Creeks

Mill Creek, in the City's eastern section, and Caney Creek, in the City's northern section, are the two main creeks in the City of Canton. Mill Creek flows to the north and crosses under Interstate Highway 20 and serves as the primary storm water drainage system for the City. Caney Creek flows eastward along the south side of Interstate 20 and also crosses under Interstate 20.

Farm Ponds and Wetlands

Farm ponds are numerous in the County.[45] These ponds can serve as sources of water for cattle or help meet other agriculture and recreational needs (e.g., fishing). Additionally, some soils of Van Zandt County are considered to be natural wetlands. These soils would be found in low lying areas, such as those around rivers and creeks or in small areas of other various soils.[46] Wetland areas can serve a vital role in maintaining the ecosystem of the City and County. Wetlands provide food, cover and nesting areas for a variety of species; furthermore, many migrating waterfowl use these areas to stop and feed.[47]

ILLUSTRATION 1-11
Farm Pond

ILLUSTRATION 1-12
Wetlands

Flood-Prone Areas

The City of Canton is located in the central portion of Van Zandt County, which is higher in elevation than the other parts of the County. This is a beneficial characteristic because the rivers, streams, and creeks generally drain away from the City. For instance, streams north of Canton flow into the Sabine River, streams to the west of the City flow southwesterly into the Trinity River, and streams in the southeastern section of the County merge into the Neches River.

Overall, rivers and lakes serve to manage the drainage of flood waters; furthermore, flood-prone areas are shown on **Plate 1-2**, the *Physical Factors* map.

MAN-MADE FACTORS

The importance of man-made factors, such as transportation facilities, extraterritorial jurisdictions (ETJs), and recreational opportunities are significant factors that greatly influence development patterns. Educational opportunities, such as higher education, can also affect development in terms of industry and employment. Many of these factors have been shown graphically on **Plate 1-2**. The following discussion relates to the significant man-made elements that currently exist within Canton and the vicinity.

Transportation Facilities

Transportation routes and access points are the key driving forces in determining the location and intensity of all types of development. The City's regional road network (i.e., highways) has already been described in the Regional Relationship section of this chapter. Another important aspect of Canton's transportation infrastructure is its functionality on a City-wide level versus a larger regional perspective. Residential, collector, minor arterial, and major arterial roadways influence how businesses function and how people live.

ILLUSTRATION 1-13
Signs Indicating Transportation in Canton

Traffic Analysis

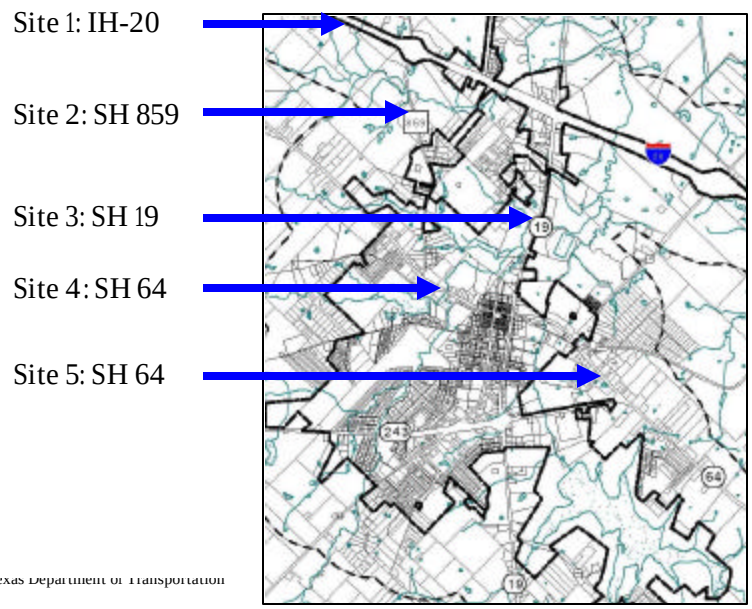
The Texas Department of Transportation (TxDOT) annually conducts surveys to determine the amount of traffic on roadways throughout Texas. An analysis of past TxDOT surveys for the Canton area can provide insight into existing traffic patterns. The knowledge gained from these surveys, such as increases in the amount of traffic and the intensity of that traffic, can be used to assist the City in providing the most efficient transportation infrastructure possible.

Five sites and the corresponding traffic count information have been taken from the 1998, 2000, and 2002 TxDOT District Highway Traffic Maps. **Table 1-2** represents the average daily traffic counts for each location. The general locations where traffic counts were surveyed are emphasized by arrows in the illustration below the table.

Overall, these five sites experienced increases in traffic. Site 1 is located along Interstate Highway 20 west of the intersection with FM 859. This site experienced the greatest increase in the amount of traffic for the four-year period with approximately 7,000 more vehicles per day crossing this point. The site with the smallest increase, Site 2, was along FM 859 south of the IH-20 intersection and had an increase of 150 vehicles per day.

Table 1-2
Traffic Counts (Average Daily Trips)
Canton, Texas

Year	Site 1 IH-20	Site 2 FM 859	Site 3 SH 19	Site 4 SH 64	Site 5 SH 64
1998	29,000	1,650	9,600	7,700	7,000
2000	35,000	1,650	8,800	8,300	6,700
2002	36,000	1,800	10,000	9,800	8,900



Source: Texas Department of Transportation

Extraterritorial Jurisdiction

Extraterritorial jurisdiction (ETJ) is the land that an incorporated city may legally annex for the purpose of planning and accommodating future growth and development. The Texas State Legislature has established the amount of land that may be annexed by a municipality based upon the city's population size. The City of Canton's ETJ extends one-half mile outward from its corporate limits. The ETJ will increase when Canton's population exceeds 5,000. **Table 1-3**, from information taken from the Texas Local Government Code Chapter 42.021[48], is a listing of the ETJ distances.

Table 1-3
ETJ Distances from City Limits
Municipalities in the State of Texas

City Population	Respective Distance ETJ extends From City Limits
Fewer than 5,000	0.5 miles
5,000-24,999	1.0 mile
25,000-49,999	2.0 miles
50,000-99,999	3.5 miles
100,000 or more	5.0 miles

Texas Local Government Code: Chapter 42.021

First Monday Trade Days

The *Trade Days*, as previously mentioned, is one of the most significant factors for the City. The City is famous for this event and the local economy benefits year-round from the tourism and shopping. Visitors travel not only from Texas but all around the country to experience *First Monday*. The *First Monday Trade Days* has helped shape what the community looks like and has helped create a unique local atmosphere.

ILLUSTRATION 1-14
First Monday Road Signs

ILLUSTRATION 1-15
First Monday Parking

On the *First Monday* weekend the City is transformed into one of the State's largest attractions. The City works to ensure that visitors have a safe and enjoyable time. For example, law enforcement officers assist in directing traffic from Interstate Highway 20 to the *First Monday* grounds. Furthermore, once visitors find a parking location, they can cross State Highway 19 with the assistance of additional officers managing traffic flow along State Highway 19.

ILLUSTRATION 1-16
People Crossing State Highway 19

The *First Monday Trade Days* grounds are both privately and publicly owned. The entire facility encompasses approximately 436.2 acres, with 355.5 acres located within the City limits and 80.7 acres located within the City's ETJ. This large area allows 3,000 vendors to sell a variety of items such as food, quilts, antiques, electronics, clothes, and furniture pieces. Additionally, local shops and restaurants are filled with people during *First Mondays*, which is beneficial to the economy of the City.

ILLUSTRATION 1-17
First Monday Entrance

Recreational Areas

Other man-made factors influencing the City are recreational areas. These areas can be found throughout the City, such as near Old City Lake or in a residential neighborhood. Large recreational areas such as RV parks or even Purtis Creek State Park, located to the south with approximately 1,600 acres, provide beneficial recreational opportunities for the City.

Universities in the Region

There are three major institutions in close proximity to Canton where residents can complete college-level coursework. The following is a discussion of the regional higher education facilities.

University of Texas at Tyler[49]

The University of Texas at Tyler is part of the University of Texas System, which contains 15 institutions. Located approximately 45 miles to the east of Canton, the university offers more than 70 undergraduate and graduate degrees. The total enrollment of the university is around 4,250 students. It became a part of the University of Texas System in 1979 and became a four-year university in 1997. The following is a listing of the school's main colleges: Arts and Sciences, Business and Technology, Education and Psychology, Engineering and Computer Science, and Nursing and Health Sciences.

Tyler Junior College[50]

Tyler Junior College provides educational opportunities to the East Texas region. The 73-acre campus is located approximately 40 miles to the east of the City. In September 2003 the school reported its largest enrollment with 9,700 students. Citizens of the City pay a property tax of $0.12230 per $100 of assessed value to finance the Tyler Junior College.[51]

Trinity Valley Community College[52]

Trinity Valley Community College (TVCC) has four sites located in Terrell, Athens, Palestine, and Kaufman all of which are in proximity to Canton. The college offers associates degrees and prepares students to advance to four-year institutions. TVCC was originally called Henderson County Junior College, but changed its name due to the expansion of the college district. Currently, Canton residents pay a property tax of $0.06150 per $100 of assessed property value to fund the college district.[53]

Water and Wastewater Facilities[54]

The City owns and operates both water and wastewater facilities. The City water plant is located along the northern shore of Lake Canton (Mill Creek Reservoir). This facility has a maximum output of two million gallons per day (MGD). Water is pumped from either Lake Canton or from an underground source. Currently, the production of the plant ranges from 1.6 MGD during *First Monday* to between 0.5 to 0.6 MGD during the remainder of the month. The City has two water storage facilities, a 570,000-gallon-unit and a 250,000-gallon-unit, with a third facility with a capacity of 570,000 gallons currently being constructed. In addition, the wastewater plant is currently a 0.9 MGD facility and is under expansion to become a 1.3 MGD facility.[55] The wastewater plant is located north of IH-20.

ILLUSTRATION 1-18
Downtown Water Tower
Capacity: 250,000 Gallons

Demographic and Socioeconomic Characteristics

People are the most important aspect of any community. The following discussion is intended to provide insight into the historical and existing characteristics of the people of Canton. This demographic analysis will assist the City in planning for future growth.

POPULATION

The City of Canton has recorded growth at the time of every decennial Census since 1970. Over the past 30 years the City has grown by 1,009 people. Another way to depict the growth is to say that the City has increased by approximately 44 percent during the last 30 years. A closer inspection of the population reveals that between 1970 to 1980, Canton experienced its most explosive period of growth, increasing by 24.6 percent or 562 people. The most recent Census reveals another period of substantial growth from 1990 to 2000, with the City adding an additional 343 people or increasing by 11.6 percent.

Quick Facts:

City grew 11.6% from 1990 to 2000

Table 1-4
Population Change
City of Canton, Texas

Year	Population	Population Change	Percent Change
1970	2,283	----------	----------
1980	2,845	562	24.6%
1990	2,949	104	3.7%
2000	3,292	343	11.6%

Source: U.S. Census

The County has also experienced growth but did decline in population during the middle part of the twentieth century. Overall, during the past 100 years Van Zandt County has increased by 22,659 people or 88.9 percent from a 1900 population of 25,481 to a 2000 population of 48,140. **Table 1-5** represents the past century of Census information for the County. Specifically, the periods of population decline occurred in the three decades between 1930 and 1960. At these times the County had population declines of 3.6 percent, 27.5 percent, and 15.5 percent, respectively. Conversely, Van Zandt County has also experienced decades of tremendous growth,

Quick Facts:

County grew 26.9% from 1990 to 2000

Table 1-5
Population Change
Van Zandt County

Year	Population	Population Change	Percent Change
1900	25,481	----------	----------
1910	25,651	170	0.7%
1920	30,784	5,133	20.0%
1930	32,315	1,531	5.0%
1940	31,155	-1,160	-3.6%
1950	22,593	-8,562	-27.5%
1960	19,091	-3,502	-15.5%
1970	22,155	3,064	16.0%
1980	31,426	9,271	41.8%
1990	37,944	6,518	20.7%
2000	48,140	10,196	26.9%

Source: U.S. Census

specifically during the decades of the 1970s, 1980s, and 1990s. As can be seen in **Table 1-5**, the decade with the largest percent change in population was the 1970s, which changed by 41.8 percent. However, this decade did not witness the largest increase in population. The decade with the largest increase in the amount of population was the 1990s, during which the County grew by 10,196 individuals.

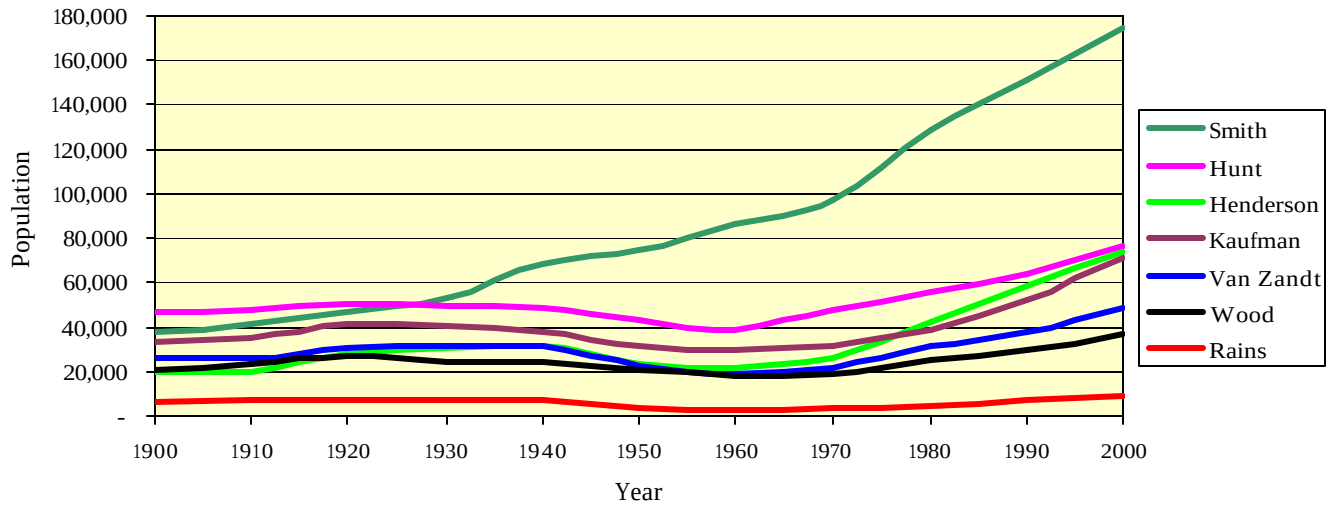
Another perspective of the population characteristics of the region can be gained by reviewing the growth of Van Zandt County alongside the growth of its neighboring counties. **Table 1-6** and **Chart 1-6** depict how Van Zandt County has grown in relation to the surrounding counties. The largest county in the region is Smith County. Smith

Table 1-6
Population Change
Van Zandt & Surrounding Counties

County	1900	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000
Smith	37,370	41,746	46,769	53,123	69,090	74,701	86,350	97,096	128,366	151,309	174,706
Hunt	47,295	48,116	50,350	49,016	48,793	42,713	39,399	47,948	55,248	64,343	76,596
Henderson	19,970	20,131	28,327	30,583	31,822	23,405	21,786	26,466	42,606	58,543	73,277
Kaufman	33,376	35,323	41,276	40,905	38,308	31,170	29,931	32,392	39,015	52,220	71,313
Van Zandt	25,481	25,651	30,784	32,315	31,155	22,593	19,091	22,155	31,426	37,944	48,140
Wood	21,048	23,417	27,707	24,183	24,360	21,308	17,653	18,589	24,697	29,380	36,752
Rains	6,127	6,787	8,099	7,114	7,334	4,266	2,993	3,752	4,839	6,715	9,139
Total:	**190,667**	**201,171**	**233,312**	**237,239**	**250,862**	**220,156**	**217,203**	**248,398**	**326,197**	**400,454**	**489,923**

Source: U.S. Census

Chart 1-6
Population Change
Van Zandt & Surrounding Counties



County has seen the largest amount of growth, increasing from 37,370 in 1900 to 174,706 in 2000. Notably, the city of Tyler with a population of 83,650 is located in Smith County and consists of approximately half of the county's population. Van Zandt is the fifth largest county in the region with a population of 48,140. As can be seen in **Chart 1-6**, in 1900 Van Zandt was ranked fourth out of seven counties in terms of greatest population and over time has reflected a similar growth pattern to that of the surrounding counties, with the exception of Smith County. Also an interesting note is that in 2000, Van Zandt County ranked 57th out of 254 Texas counties in terms of the largest Census populations.[56]

Quick Facts:

The growth of the County is outpacing the growth of the City

Another method of evaluating a community's percentage of growth is to compare it to a larger regional area. Defining Van Zandt County as the region that is most influential on and most influenced by the City of Canton, and then analyzing Van Zandt County's population growth along with that of the City allows for a comparative analysis of Canton's contribution to the region. **Table 1-7** shows this comparison. The City of Canton accounts for 6.8 percent of the County's population. The City's share of the County population has been decreasing from a high of 10.3 percent in 1970 to its present level of just below seven percent. This is a trend that has occurred in cities throughout Texas; counties are generally growing more rapidly than incorporated areas.

Table 1-7
Regional Growth Comparison
City of Canton as Part of Van Zandt County

Year	Population of the City of Canton	Population of Van Zandt County	Percentage of the City in County
1970	2,283	22,155	10.3%
1980	2,845	31,426	9.1%
1990	2,949	37,944	7.8%
2000	3,292	48,140	6.8%

Source: U.S. Census

AGE COMPOSITION

Quick Facts:

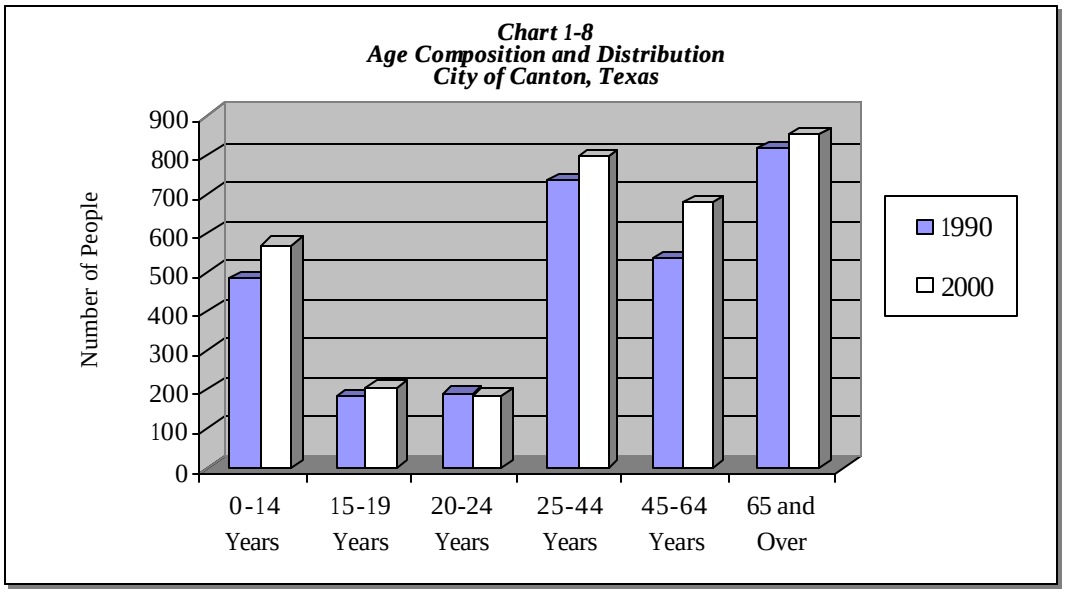
Largest population group: Elderly (65 and over) – 25.9%

Table 1-8 contains information on various age groups and how they are represented within Canton. The City's age composition has not shifted significantly over the last 10 years. The largest increase in any age group was within the *Older Labor Force*, those between the ages of 45 and 64, which increased over the past decade by approximately 2.5 percent. The *Elderly* age category experienced the largest decline between 1990 and 2000, with a decrease of approximately 1.9 percent.

Table 1-8
Age Composition and Distribution
City of Canton, Texas

Age Group	1990		2000	
	Number	Percent	Number	Percent
Young (0-14 years)	485	16.4%	573	17.4%
High School (15-19 years)	181	6.1%	205	6.2%
College, New Family (20-24 years)	190	6.4%	182	5.5%
Prime Labor Force (25-44 years)	737	25.0%	798	24.2%
Older Labor Force (45-64 years)	536	18.2%	681	20.7%
Elderly (65 and over)	820	27.8%	853	25.9%
Total	**2,949**	**100.0%**	**3,292**	**100.0%**
Median Age	**42.3 Years**		**42.4 Years**	

Source: U.S. Census



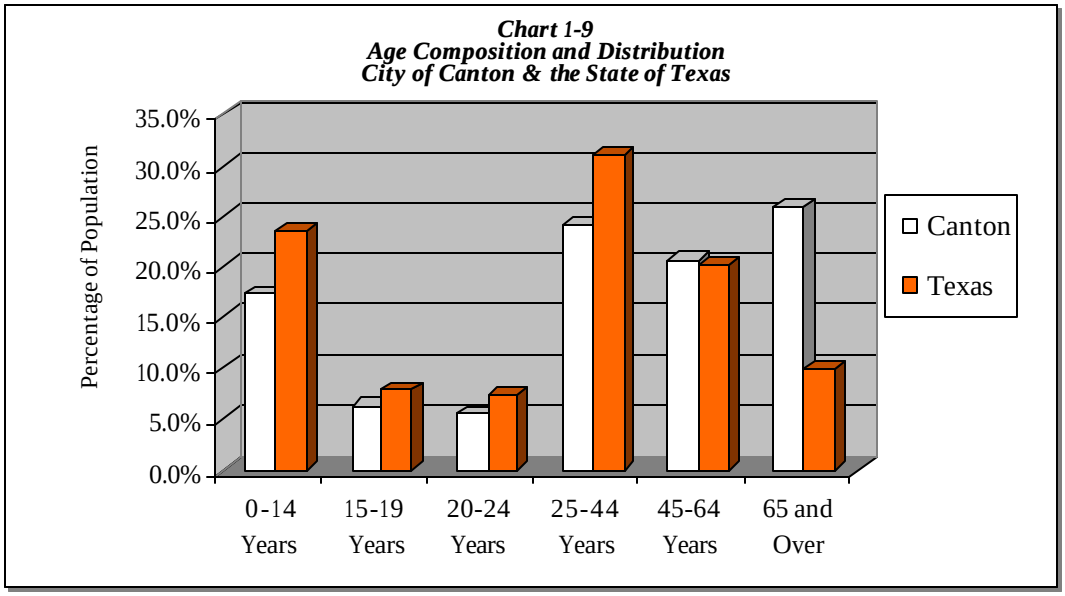
The knowledge of Canton's age composition can assist the City in planning for future possible needs, such as a senior citizens' center or a new elementary school. In general, the City's 2000 age composition has remained similar to that of the 1990's composition; therefore, the City has started the new millennium with comparable circumstances to that of the 1990s. One of the most striking similarities between the two Census is that between 1990 and 2000 the median age changed by only one-tenth (0.1) of a year.

Table 1-9 and the corresponding chart illustrate the difference between Canton's age composition and Texas' composition. As can be seen, the City has a larger portion of elderly people than what is typically found across the State.

Table 1-9
Age Composition and Distribution - 2000
City of Canton & the State of Texas

Age Group	Canton		Texas	
	Number	Percent	Number	Percent
Young (0-14 years)	573	17.4%	4,910,004	23.5%
High School (15-19 years)	205	6.2%	1,636,232	7.8%
College, New Family (20-24 years)	182	5.5%	1,539,404	7.4%
Prime Labor Force (25-44 years)	798	24.2%	6,484,321	31.1%
Older Labor Force (45-64 years)	681	20.7%	4,209,327	20.2%
Elderly (65 and over)	853	25.9%	2,072,532	9.9%
Total	**3,292**	**100.0%**	**20,851,820**	**100.0%**
Median Age	**42.4 Years**		**32.2 Years**	

Source: U.S. Census



RACE AND ETHNIC DISTRIBUTION

Table 1-10 depicts trends in ethnic composition for the City of Canton over the past 10 years. Historically, those in the White ethnic group have contributed the largest portion to the total population. However, the City of Canton has become more ethnically diverse since 1990. This trend is occurring in many cities throughout the State and is a trend that is likely to continue for the foreseeable future. Over the last 10 years, the White ethnic group decreased from 97.4 percent of the total population to 94.1 percent. The Hispanic group is the largest minority group in the City and has increased in size from 0.7 percent of the population in 1990 to 3.5 percent in 2000. In addition, the African-American group has also experienced a substantial increase in population. From 1990 to 2000, the African-American community has roughly doubled in size, growing from 46 people in 1990 to 90 people in 2000. The American Indian ethnic group also experienced an increase from zero persons being reported in 1990 to 17 in 2000. The only ethnic groups to decrease in terms of percentages were the White and Asian ethnic groups.

Table 1-10
Race and Ethnic Distribution
City of Canton, Texas

Race/Ethnicity	1990		2000	
	Number	Percent[1]	Number	Percent[1]
White	2,872	97.4%	3,099	94.1%
African-American	46	1.6%	90	2.7%
American Indian	-	0.0%	17	0.5%
Asian	25	0.8%	11	0.3%
Hispanic (of any race)[2]	22	0.7%	115	3.5%
Total Population	**2,949**		**3,292**	

[1] Inclusion of Hispanic origin in 'of any race,' total will not equal 100.0%
[2] Hispanic origin can be of any race
Source: U.S. Census

Quick Facts:

The City has become more diversified from 1990 to 2000

EDUCATIONAL ATTAINMENT

The educational level of a community can be an indicator of the types of jobs in the region and can provide general information on the skills and abilities of the local workforce. Knowledge of a city's workforce can also help a city to target types of businesses that should be recruited to the community.

Quick Facts:

40.8% of Canton residents have attended college

Table 1-11
Educational Attainment - 2000
City of Canton & the State of Texas

Level Attained	The City of Canton		The State of Texas	
	Number	Percentage of Population 25 Years and Older	Number	Percentage of Population 25 Years and Older
Less than 9th grade	274	11.7%	1,465,420	11.5%
9th to 12th grade, no diploma	367	15.6%	1,649,141	12.9%
High school graduate (includes equivalency)	751	32.0%	3,176,743	24.8%
Some college, no degree	415	17.7%	2,858,802	22.4%
Associate degree	119	5.1%	668,494	5.2%
Bachelor's degree	301	12.8%	1,996,250	15.6%
Graduate or professional degree	122	5.2%	976,043	7.6%
Total	**2,349**	**100.0%**	**12,790,893**	**100.0%**

Source: U.S. Census (For person 25 years and older)

Table 1-11 shows the levels of educational attainment for the City of Canton as reported in the 2000 U.S. Census. 72.8 percent of all residents (25 years and older) have obtained at least a high school diploma. This amount is slightly lower than the State's average, which reports approximately 75.6 of Texans (25 years and older) have at least a high school diploma.

The single largest educational level attained by the Canton workforce is the high school graduate level (32.0 percent); however, a larger percentage of the workforce, 40.8 percent, has attained a higher level of educational attainment than the high school graduate level. The City's percentages of citizens having associates degrees, bachelor's degrees, and graduate or professional degrees are similar to the State's percentages, as can be seen in **Table 1-11**. In general, the City's higher levels of educational attainment are slightly less than the State's averages and the City's lower levels of educational attainment are slightly more than the State's averages.

INCOME LEVELS

Retailers often review the levels of income for a city to determine ideal locations for new stores. The amount of available disposable income is also a major factor that influences the type and amount of retail development that a city can support. Income is also a factor in a person's ability to purchase a home and should be considered when planning for future residential areas.

***Quick Facts:* (Canton 1990 to 2000)**

- ***Median income rose from $21,750 to 32,098***
- ***All income groups earning $25,000 a year or more increased in percentage size***
- ***In 2000, 60.7 percent of households earned $25,000 a year or more***

Table 1-12 shows Canton's household incomes according to the 1990 and 2000 Census and compares it to the State averages. According to the 2000 Census, the largest percentage of Canton households is in the *$35,000 to $49,999* income range. Approximately one fifth of the City's households (276 of 1,316 households) earn between *$35,000 to $49,999* annually, which is 4.5 percent higher than the State's percentage for the same income level.

Table 1-12
Household Income Comparison
City of Canton & the State of Texas

Income Level	Canton				Texas			
	1990 (1)		2000		1990 (1)		2000	
	Number	Percentage of Households	Number	Percentage of Households	Number	Percentage of Households	Number	Percentage of Households
Less than $10,000	260	22.3%	175	13.3%	1,078,268	17.7%	767,505	10.4%
$10,000 to $14,999	134	11.5%	145	11.0%	597,169	9.8%	491,154	6.6%
$15,000 to $24,999	324	27.7%	198	15.0%	1,140,449	18.8%	1,004,123	13.6%
$25,000 to $34,999	132	11.3%	188	14.3%	958,018	15.8%	996,141	13.5%
$35,000 to $49,999	136	11.6%	276	21.0%	1,006,300	16.6%	1,219,358	16.5%
$50,000 to $74,999	159	13.6%	220	16.7%	811,086	13.3%	1,359,437	18.4%
$75,000 to $99,999	8	0.7%	51	3.9%	262,522	4.3%	705,684	9.5%
$100,000 to $149,999	15	1.3%	43	3.3%	140,354	2.3%	536,018	7.2%
$150,000 to $199,999	0	0.0%	5	0.4%	85,175	1.4%	153,492	2.1%
$200,000 or more (1)	N/A	N/A	15	1.1%	N/A	N/A	164,382	2.2%
Total Number of Households	1,168	100.0%	1,316	100.0%	6,079,341	100.0%	7,397,294	100.0%
Median Household Income	$21,750		$32,098		$30,056		$39,927	

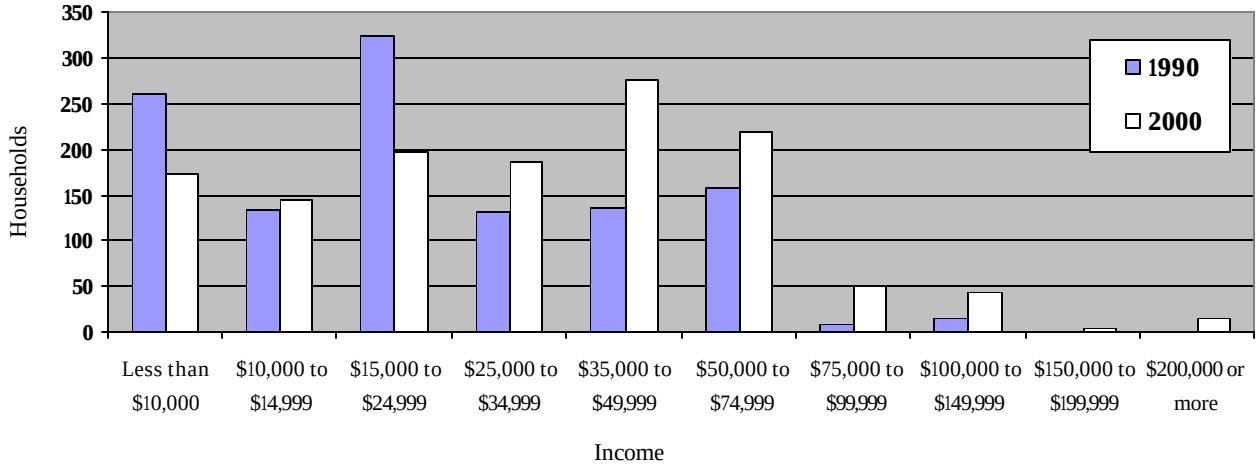
Source: U.S. Census
(1) 1990 Census did not include the category of household income of $200,000 or more

The City has lower percentages than the State for income levels over $50,000 a year. For example, only 1.5 percent of the City households earn more than $150,000 a year, compared to the State average of 4.3 percent. Also, the City has higher percentages of low-income households than the State averages. Approximately 39.3 percent of the City's households earn less than $25,000 a year, which is higher than the State's average of 30.6 percent for this income group.

Overall, the amount of income Canton citizens earned has increased substantially from 1990 to 2000. The median income of a household within the City increased from $21,750 a year to $32,098 a year, which is an increase of $10,348. Additionally, all income groups earning $25,000 or more experienced percentage point increases ranging from 0.4 percent for the *$25,000 to $34,999* income group to 9.4 percent for the *$35,000 to $49,999* income group.

In summary, the City's income distribution is centered on the middle-income levels of *$25,000 to $34,999*, and *$35,000 to $49,999*, which are above State averages. **Chart 1-12** illustrates that a positive shift has occurred in income distribution. For example, the largest household income level for 1990 was the *$15,000 to $24,999* level, but by 2000 the largest level moved to the *$35,000 to $49,999* level.

Chart 1-12
Household Income Comparison
City of Canton: 1990 – 2000



EMPLOYMENT

Employment opportunities affect the growth rate of cities by either attracting people to the city or causing them to leave to find employment opportunities elsewhere. The number of taxpayers a city has and the valuations of local properties impact the amount and quality of municipal services a city can provide. Therefore, a critical issue in increasing and sustaining growth is the need to create new and diverse job opportunities for citizens. A review of the local composition of jobs by occupational categories and industry is one way of analyzing employment figures; this data is outlined in the following tables.

Quick Facts:

- ***Largest Occupational Category in 2000: Sales and Office Occupations***
- ***Largest Industry in 2000: Educational, Health and Social Services***

Table 1-13 shows the occupational characteristics for the City of Canton. It compares employment trends from 1990 to 2000. The data reveals that the *Management, Professional, and Related Occupations* experienced the largest increase over the last 10 years. As of 2000, almost 30 percent of the City's workforce was employed within this occupation, compared to 21.2 percent in 1990. Increases in the *Service Occupations* and the *Production, Transportation, and Material Moving Occupations* also occurred during this 10-year period.

The *Sales and Office Occupations* had the largest decline of any category, specifically from 35.1 percent in 1990 to 30.1 percent in 2000, but still remained the largest occupational category. The smallest category was the *Farming, Fishing, and Forestry Occupations*, which experienced a decline from 4.4 percent in 1990 to 0.8 percent in 2000.

Table 1-13
Employment By Occupational Category
City of Canton, Texas

Occupation	1990		2000	
	Number	Percent	Number	Percent
Management, Professional, and Related	234	21.2%	375	29.7%
Service	92	8.3%	183	14.5%
Sales and Office	388	35.1%	381	30.1%
Farming, Fishing, and Forestry	49	4.4%	10	0.8%
Construction, Extraction, and Maintenance	186	16.8%	109	8.6%
Production, Transportation, and Material Moving	156	14.1%	206	16.3%
Total	1,105	100.0%	1,264	100.0%

Source: U.S. Census

Table 1-14, on the following page, shows the industries in which the Canton workforce is employed. This table also compares Canton to the State as a whole. In Canton, most of the workforce is employed in the *Educational, Health and Social Services*, which employs 21.0 percent or 266 people. This category is slightly higher for the City than what is

typically found across the State at approximately 19.3 percent. The second largest category for the City is *Retail Trade* at 16.2 percent, which is also slightly higher than the State average of 12.0 percent. *Manufacturing* is the third largest category in the City and employs 9.0 percent of the City workforce; this is slightly below the State's percentage of 11.8 percent for this category. The smallest industry category is *Wholesale Trade*, with a negligible 0.9 percent, or 12 people, employed. The second smallest industry category is the *Information* category, with a 1.6 percent, or 20 people, employed.

Table 1-14
Employment By Industry
City of Canton, Texas

Industry	2000			
	Canton		Texas	
	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	29	2.3%	247,697	2.7%
Construction	103	8.1%	743,606	8.1%
Manufacturing	114	9.0%	1,093,752	11.8%
Wholesale trade	12	0.9%	362,928	3.9%
Retail trade	205	16.2%	1,108,004	12.0%
Transportation and warehousing, and utilities	60	4.7%	535,568	5.8%
Information	20	1.6%	283,256	3.1%
Finance, insurance, real estate, and rental and leasing	101	8.0%	630,133	6.8%
Professional, scientific, management, administrative, and waste management services	76	6.0%	878,726	9.5%
Educational, health and social services	266	21.0%	1,779,801	19.3%
Arts, entertainment, recreation, accommodation and food services	85	6.7%	673,016	7.3%
Other services (except public administration)	101	8.0%	480,785	5.2%
Public administration	92	7.3%	417,100	4.5%
Total	**1,264**	**100.0%**	**9,234,372**	**100.0%**

Source: U.S. Census

Existing Land Use

THE PURPOSE OF ANALYZING EXISTING LAND USE

The pattern of land use that exists today greatly influences the growth pattern and future design of the City. The City has been surveyed and land uses documented for each parcel. **Plate 1-3** contains a map of the existing land uses for the City of Canton. One of the principal goals that leads communities to engage in a comprehensive planning process is to provide for the orderly and efficient use of land. Just as a house cannot be successfully constructed without a plan in the form of blueprints, a community cannot be successfully developed without a plan that considers future land use. The foundation of Canton's *Future Land Use Plan*, which will be determined within the scope of this comprehensive planning process, is rooted in analysis of the City's existing land use pattern.

The way in which Canton has developed thus far has largely been a product of market demand. The pattern of land use that exists today within the City has evolved to satisfy the needs of the local population as it has grown, both in geographic size and in population. The activities of the residents of a city create a need for a variety of land uses including residential, retail, commercial, recreational, office, and industrial areas. Therefore, the discussion of existing land use will ultimately help the *Future Land Use Plan* reflect local market needs.

LAND USE SURVEY METHODOLOGY

In October 2003, a parcel-by-parcel land use survey was conducted by automobile for all areas within the existing City limits and surrounding extraterritorial jurisdiction (ETJ). Each parcel was color-coded and documented according to the following categories:

Residential Land Uses

Single-Family Residences

One-family dwellings and related accessory buildings,

Two-Family Residences

Duplex dwellings and related accessory buildings,

Multiple-Family Residences

Apartments, rooming houses and related accessory buildings,

Manufactured Homes

A manufactured home located on a lot or parcel and used as a dwelling;

ILLUSTRATION 1-19
Residential Use

Public, Semi-Public and Related Uses

Schools, churches, cemeteries and public buildings;

ILLUSTRATION 1-20
Public/Semi-Public Use

Parks and Open Spaces

Parks, playgrounds and public open space;

ILLUSTRATION 1-21
Parks and Open Space

Office Uses

Professional/administrative offices, doctors, dentists, real estate, architects, accountants, secretarial service, etc.;

Retail Uses

Retail stores, shops and personal service establishments, shopping centers, service stations and any associated off-street parking facilities;

ILLUSTRATION 1-22
Office Use

Commercial Uses

Commercial amusements, building materials yards, automobile garages and sales lots, automobile body repair, warehouses, broadcasting/ telecommunications towers and facilities, wholesale establishments, sale of used merchandise and welding shops;

ILLUSTRATION 1-23
Commercial Use

Industrial Uses

Light Industry - Light processing, storage, light fabrication, assembly and repairing (operation and storage mainly contained within a structure);

Heavy Industry - Processing, manufacturing, or other enterprises with significant external effects (operation and storage may or may not be contained within a structure);

Streets and Alleys (Rights–of–Ways)

Land dedicated to public use for street and alley rights-of-way whether open or closed to use; and

Vacant and Agricultural Uses

Vacant land having no apparent use or land used for agricultural purposes (ranching or farming).

ILLUSTRATION 1-24
Right-of-Way

EXISTING LAND USE ANALYSIS

Table 1-15, **Table 1-15a**, and **Table 1-15b** separate the land use information into three categories: existing land use within the City limits and ETJ (planning area), existing land use within the City only, and finally the existing land use within the ETJ only.

Developed Land

Table 1-15 shows that the largest land use of developed land within the City limits and ETJ, approximately 48 percent, consists of residential land uses. Of that 48 percent, 86.2 percent is attributable to single-family uses (please see **Table 1-19**). In fact, of all the types of land use within Canton, single-family land use accounts for the highest amount of developed acreage at 1,172.2 acres out of a total of approximately 2,738.2 developed acres. *First Monday* represents the second-largest category of land use at almost 16 percent of the developed acreage in Canton. Commercial use also account for a large amount of the developed acreage in the City at 11.7 percent. The public/semi-public was another significant category, covering 10.7 percent of the developed acreage.

Table 1-15
Existing Land Use within the City Limits & ETJ
City of Canton, Texas (Population 3,292)

Land Use Category	Acres	% of Developed Land	% of Total Land	Acres/100 Persons
Single-Family	1,172.2	42.8%	8.4%	35.61
Duplex/Townhome	1.9	0.1%	0.0%	0.06
Multiple-Family	16.2	0.6%	0.1%	0.49
Manufactured Homes	129.3	4.7%	0.9%	3.93
Parks/Open Space	158.7	5.8%	1.1%	4.82
Public/Semi-Public	293.4	10.7%	2.1%	8.91
Office	35.8	1.3%	0.3%	1.09
Retail	166.7	6.1%	1.2%	5.06
First Monday	436.2	15.9%	3.1%	13.25
Commercial	319.2	11.7%	2.3%	9.70
Industrial	8.6	0.3%	0.1%	0.26
Total Developed Land	2,738.2	100.0%	19.6%	83.18
Rights-of-Way	862.1	na	6.2%	26.19
Undeveloped Land	10,400.7	na	74.3%	315.94
Total	14,001.0	na	100.0%	425.30

Source: Dunkin, Sefko & Associates, Inc.

Chart 1-15
Existing Land Use within the City Limits & ETJ
City of Canton, Texas (Population 3,292)

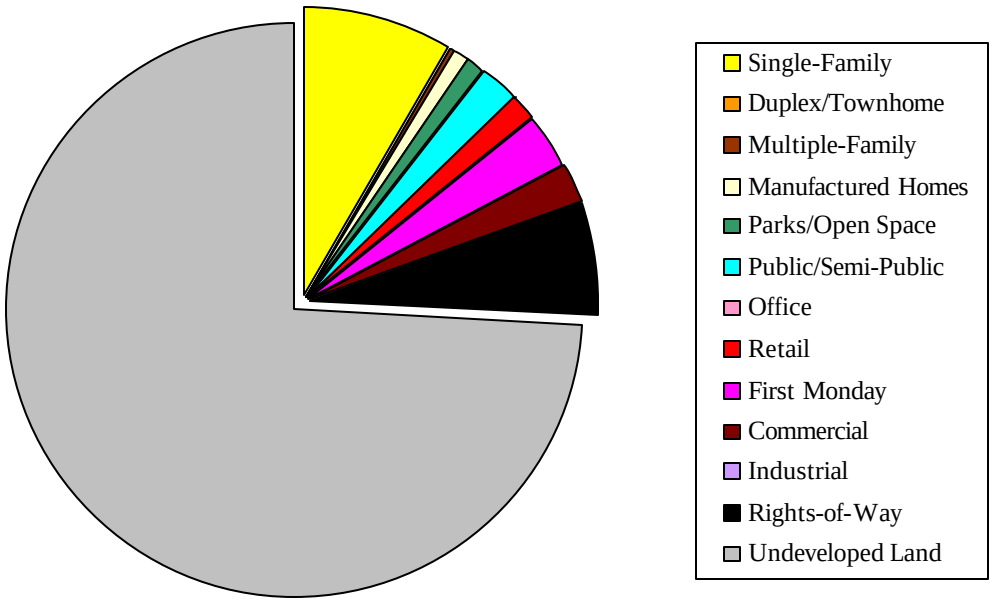


Table 1-15a
Existing Land Use within the City Limits
City of Canton, Texas (Population 3,292)

Land Use Category	Acres	% of Developed Land	% of Total Land	Acres/100 Persons
Single-Family	518.7	36.2%	14.4%	15.76
Duplex/Townhome	1.9	0.1%	0.1%	0.06
Multiple-Family	13.9	1.0%	0.4%	0.42
Manufactured Homes	10.6	0.7%	0.3%	0.32
Parks/Open Space	36.3	2.5%	1.0%	1.10
Public/Semi-Public	202.3	14.1%	5.6%	6.15
Office	31.5	2.2%	0.9%	0.96
Retail	142.7	10.0%	3.9%	4.33
First Monday	355.5	24.8%	9.8%	10.80
Commercial	109.5	7.6%	3.0%	3.33
Industrial	8.6	0.6%	0.2%	0.26
Total Developed Land	1,431.5	100.0%	39.6%	43.48
Rights-of-Way	630.7	na	17.5%	19.16
Undeveloped Land	1,550.9	na	42.9%	47.11
Total	3,613.1	na	100.0%	109.75

Source: Dunkin, Sefko & Associates, Inc.

Table 1-15b
Existing Land Use within the ETJ
City of Canton, Texas (Population 3,292)

Land Use Category	Acres	% of Developed Land	% of Total Land	Acres/100 Persons
Single-Family	653.5	50.0%	6.3%	19.85
Duplex/Townhome	0.0	0.0%	0.0%	0.00
Multiple-Family	2.3	0.2%	0.0%	0.07
Manufactured Homes	118.7	9.1%	1.1%	3.61
Parks/Open Space	122.4	9.4%	1.2%	3.72
Public/Semi-Public	91.1	7.0%	0.9%	2.77
Office	4.3	0.3%	0.0%	0.13
Retail	24.0	1.8%	0.2%	0.73
First Monday	80.7	6.2%	0.8%	2.45
Commercial	209.7	16.0%	2.0%	6.37
Industrial	0.0	0.0%	0.0%	0.00
Total Developed Land	1,306.7	100.0%	12.6%	39.69
Rights-of-Way	231.4	na	2.2%	7.03
Undeveloped Land	8,849.8	na	85.2%	268.83
Total	10,387.9	na	100.0%	315.55

Source: Dunkin, Sefko & Associates, Inc.

Insert Plate 1-3: Existing Land Use

Plate 1-3

City of Canton, Texas

Existing Land Use

Legend

- Single Family
- Duplex
- Multiple Family
- Manufactured Home
- Public/Semi-Public
- Public-Schools
- Parks
- Private Recreation
- Office
- Retail
- First Monday
- Commercial
- Industrial
- Vacant Retail
- Vacant Commercial
- Open Storage Commercial
- Vacant
- Lake

- Canton City Limits
- Canton ETJ
- Creeks

N

W E

S

Adopted May 6, 2004

2000 0 2000 4000 6000 Feet

Dunkin Sefko & Associates, Inc.
Urban Planning Consultants Dallas, Texas

Undeveloped Land

Approximately 20 percent of the total acreage within Canton's planning area, meaning land within the City limits and ETJ, is developed, and approximately 74.3 percent (10,400.7 of 14,001 acres) of the land within the planning area is currently vacant, as **Table 1-15** shows. This vacant land will become increasingly important in the future as development occurs. It is the existing vacant/undeveloped land that will enable Canton to accommodate increases in population.

The importance of the calculation of undeveloped land also lies in the fact that it is this land wherein decisions will have to be made regarding service provision and roadway construction, because it is the availability of such services and access that will make these areas attractive for development. It is important to note also that most communities do not develop such that 100 percent of the land is utilized; generally, approximately 10 percent remains vacant.

Current Land Use Densities

Another method of analyzing land use is preformed by examining current land use densities – that is, establishing how much land is being consumed for each type of land use by the current population. As **Tables 1-15** shows, this information is provided within the column labeled *Acres/100 Persons*. The base population used for the calculations was the 2000 U.S. Census population of 3,292.

The density of single-family residential land use is 35.61 *Acres/100 Persons*, or 0.3561 acre for each Canton resident. This indicates a relatively low-density development pattern. Other residential land uses, with the exception of manufactured homes (3.93 *Acres/100 Persons)*, have negligible calculations related to *Acres/100 Persons* due to the fact that there are not many acres used for other types of residential land use.

Also important is the ratio of retail uses to the population. A high ratio of between 0.6 and 0.7 *Acres/100 Persons* is representative of a community that is capturing the retail demand generated by the local population, as well as that of other nearby communities or the county. A ratio of around 0.5 *Acres/100 Persons* is considered average, meaning that a community is capturing most of the retail demand generated by the local population. A low ratio, between 0.3 and 0.4 *Acres/100 Persons*, results when the local population is traveling elsewhere to patronize retail establishments. Canton has an extremely high ratio of retail uses to population as evidenced by a ratio of 4.33 *Acres/100 Persons* for land within the City limits. Furthermore, if land from the City limits is combined with land from the ETJ the ratio is even higher at 5.06 *Acres/100 Persons*; these high ratios may be partially due to the fact that the City is a popular tourist destination.

Below, **Table 1-16** averages land use ratios for Texas communities with relatively similar populations to Canton. Please note that these ratios did not include ETJ numbers, therefore the most appropriate comparison would be to review the Canton City limits table, **Table 1-15a,** with **Table 1-16**. As may be expected given Canton's unique character, the land uses in the City vary substantially from those cities analyzed and averaged in **Table 1-16**. Canton is notably different from the other Texas cities listed in **Table 1-16** in the amount of retail uses within the City. Canton has approximately four times the amount of retail (4.33 *Acres/100 Persons*) than the average of the cities of Crandall, Salado, Hutchins, Reno, Fairfield, Heath, and Greenville, Texas at 0.99 *Acres/100 Persons*. The City also has a greater ratio of office uses than the seven city average, with the City having 0.96 *Acres/100 Persons* compared to 0.28 *Acres/100 Persons* for the average of the seven cities. Canton is similar to the other Texas cities in terms of *Acres/100 Persons* for single-family, multiple-family, parks/open space, and commercial uses. Conversely, Canton has a lower amount of industrial uses than what is typically found in most cities. The land use survey reported industrial uses at 0.26 *Acres/100 Persons* for the City of Canton. In comparison the seven cities average a total of 1.70 *Acres/100 Persons*, a difference of 1.44 *Acres/100 Persons*.

Table 1-16
Existing Land Use Average for Texas Cities
Number of Surveyed Cities: 7
Average Population 5,922

Land Use Category	Acres	% of Dev. Land	Acres/100 persons
Single-Family	878.6	44.4%	14.84
Duplex/Townhome	8.3	0.4%	0.14
Multiple-Family	25.2	1.3%	0.43
Manufactured Homes	79.7	4.0%	1.35
Parks/Open Space	135.2	6.8%	2.28
Public/Semi-Public	506.2	25.6%	8.55
Office	16.5	0.8%	0.28
Retail	58.5	3.0%	0.99
Commercial	170.4	8.6%	2.88
Industrial	100.7	5.1%	1.70
Total Developed Land	1,979.4	100.0%	33.42
Rights-of-Way	652.8	na	11.02
Undeveloped Land	4,061.9	na	68.59
Total	6,694.1	na	113.04

*Texas cities include: Crandall, Salado, Hutchins, Reno, Fairfield, Heath, and Greenville
Source: Dunkin, Sefko & Associates, Inc. (1998-2003)

Summarized Land Use Characteristics

The following statements summarize the major features of Canton's existing land use pattern:

1. The City of Canton is largely vacant with approximately 74.3 percent of the land within the City limits and ETJ being undeveloped.
2. Of the developed portion of the City, the predominant land use is single-family residential.
3. The greatest concentration of single-family residential land uses is located in the central and southern sections of the City.
4. The City has large amounts of vacant land located within the Interstate Highway 20 and various State highway corridors, which provide the City with ample opportunities for economic development.
5. The *First Monday Trade Days* land use comprises a significant portion of the City's land. The *First Monday* event is located to the north and northeast of the downtown area.
6. The City has an extremely large retail base in relation to its population. This factor tends to indicate that people from outside Canton come to the City to purchase goods.
7. The City of Canton has low-density with regard to housing. The planning area (the land within the City limits and ETJ) has 35.61 acres per 100 persons.

Existing Housing

THE PURPOSE OF ANALYZING LOCAL HOUSING

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

ILLUSTRATION 1-25
Home in Developing Subdivision

ILLUSTRATION 1-26
Home in Developing Subdivision

ILLUSTRATION 1-27
Neighborhood Amenity

TRENDS IN HOUSING SUPPLY

Table 1-17 shows the housing trends within Canton from 1980 to 2000. Over the past 20 years the City has gained 230 households, according the U.S. Census. In the 1980s, the number of households increased by approximately 10 percent. In the 1990s, growth remained steady and increased again by approximately 10 percent.

Table 1-17 also shows the trend in average household size from 1980 to 2000. Overall, the City has experienced a reduction in average household size since 1980. The average persons per household has decreased from 2.45 in 1980 to 2.30 in 2000. This reflects a State trend of decreasing household size and is also similar to the overall aging trend of the total population.

Quick Facts:

The number of households has increased by approximately 10% for the last two decades

Table 1-17
Total Number of Households
City of Canton, Texas

Year	Persons per Household	Number of Households
1980	2.45	1,066
1990	2.29	1,168
2000	2.30	1,296

Source: U.S. Census

Quick Facts:

Canton has a higher percentage of Single-Family units than the Texas average

Table 1-18 shows the number of dwelling units within Canton and the State of Texas by type of dwelling unit, according to the 2000 U.S. Census. Canton's housing stock is composed primarily of single-family units, which account for 78.7 percent of the housing stock. The City's percentage of single-family units is higher than the State's percentage, which is 66.5 percent.

Table 1-18
Housing Type - 2000
City of Canton & the State of Texas

Housing Type	Canton		Texas	
	Number	Percent	Number	Percent
1-unit, detached	1,148	76.8%	5,171,892	63.4%
1-unit, attached	29	1.9%	249,018	3.1%
2 units	49	3.3%	170,679	2.1%
3 or 4 units	13	0.9%	272,988	3.3%
5 to 9 units	56	3.7%	356,073	4.4%
10-19 units	15	1.0%	351,859	4.3%
20 or more units	50	3.3%	819,101	10.0%
Manufactured home	61	4.1%	731,652	9.0%
Boat, RV, van, etc.	73	4.9%	34,313	0.4%
Total	1,494	100.0%	8,157,575	100.0%

Source: U.S. Census

The City also has a relatively small number of multiple-family units (i.e., buildings with 3 or more units), which accounts for 8.9 percent of the housing stock versus 22 percent for the entire State. Manufactured (mobile) homes represent another category that contributes a relatively small number of units to the City's housing stock, with only 4.1 percent or 61 units. Overall, approximately 23.2 percent of housing units within the City limits are classified as something other than 1-unit, detached. It should be noted that these findings are consistent with the existing land use analysis. An increase in the housing mix could provide additional living opportunities to young families and may encourage them to live in the City.

Table 1-19 shows the information on housing types that was gathered during the land use and housing survey conducted at the beginning of this comprehensive planning process, October 2003.

Quick Facts:

86.2% of the housing units in Canton are Single-Family residences

Table 1-19
Number of Housing Units - 2003
City of Canton, Texas

Type of Dwelling Unit	Number	Percent
Single Family	1,292	86.2%
Two-Family	14	0.9%
Multiple-Family	166	11.1%
Manufactured Home	27	1.8%
Total	1,499	100.0%

Source: Dunkin, Sefko & Associates, Inc. - Land Use Survey

TENURE RESIDENCY

Tenure refers to the relationship between owner-occupied housing units, such as a family owning a home, versus renter-occupied units (e.g., apartments), where the person living there does not own the property. It is generally accepted that the length of time people reside in a community results in the improved condition of existing neighborhoods, and that renters tend to live in a single location for a shorter period of time than do owners. It is also generally accepted that there is a greater likelihood that a property owner would maintain a physical structure in better condition than would a property renter. These are concepts that should be considered when reviewing renter- and owner-occupancy rates within a city.

Table 1-20a and **Table 1-20b** present 1990 and 2000 owner and renter occupancy data for the City of Canton, selected area cities, and the State of Texas. Canton had a decrease in its owner occupancy rate from 69.4 percent in 1990 to 67.0 percent in 2000, a slight 2.4 percentage point decrease. This trend was experienced by several cities and the State. In 1990 Canton ranked sixth on the owner-occupied list (**Table 1-20a**) and by 2000 (**Table 1-20b**) moved to third place, with only the cities of Edgewood and Van having greater amounts of owner-occupied units.

***Quick Facts:* (2000)**

67.0% of Canton's housing units are owner-occupied

Table 1-20a
Renter Versus Owner-Occupied Units 1990
City of Canton, Surrounding Cities, & the State of Texas

City/State	Owner- Occupied Units	Percent	Renter - Occupied Units	Percent
Van	564	76.7%	171	23.3%
Edom	79	76.7%	24	23.3%
Grand Saline	709	71.8%	279	28.2%
Wills Point	780	70.7%	324	29.3%
Edgewood	361	70.1%	154	29.9%
Canton	816	69.4%	359	30.6%
Texas	3,695,184	60.9%	2,375,753	39.1%
Fruitvale	72	58.5%	51	41.5%

Source: U.S. Census

Table 1-20b
Renter Versus Owner-Occupied 2000
City of Canton, Surrounding Cities, & the State of Texas

City/State	Owner- Occupied Units	Percent	Renter - Occupied Units	Percent
Edgewood	103	81.7%	23	18.3%
Van	624	69.8%	270	30.2%
Canton	868	67.0%	428	33.0%
Grand Saline	711	64.9%	385	35.1%
Edom	352	64.2%	196	35.8%
Texas	4,716,959	63.8%	2,676,395	36.2%
Wills Point	806	61.7%	500	38.3%
Fruitvale	95	60.5%	62	39.5%

Source: U.S. Census

AGE OF HOUSING UNITS

Structural age often influences the physical condition and desirability of a home. **Table 1-21** shows the ages of existing housing structures in the City of Canton and for the State of Texas. Much of the housing stock was constructed between 1960 and 1990, accounting for 70.3 percent of the housing units, with the largest number of homes (417 units) being built in the 1970s. Approximately 10.4 percent of the existing housing stock was built from 1990 to 2000. The median year of construction for a house in Canton is 1973, which is similar to the State's median of 1977 for the year of construction.

Quick Facts:

The median year of construction for a house in Canton: 1973

ILLUSTRATION 1-28
New Home Construction

Table 1-21
Year of Construction for Housing Structures - 2000
City of Canton & the State of Texas

Year of Construction	City of Canton		State of Texas	
	Number	Percent	Number	Percent
Before 1939	45	3.0%	437,809	5.4%
1940 to 1959	243	16.3%	1,336,454	16.4%
1960 to 1969	314	21.0%	1,096,908	13.4%
1970 to 1979	417	27.9%	1,753,545	21.5%
1980 to 1989	319	21.4%	1,843,009	22.6%
1990 to 1994	102	6.8%	615,612	7.5%
1995 to 1998	31	2.1%	788,815	9.7%
1999 to March 2000	23	1.5%	285,423	3.5%
Total	**1,494**	**100.0%**	**8,157,575**	**100.0%**
Median Year of Construction	**1973**		**1977**	

Source: U.S. Census

ILLUSTRATION 1-29
Home in Developing Subdivision

ILLUSTRATION 1-30
Subdivision Sale Sign

HOUSING VALUE AND RENTAL RATES

Housing values and rental rates impact the quality of housing a family can afford. It is generally accepted that a family spends no more than 30 percent of its gross income on rent. **Table 1-22**, on the following page, shows the housing value for occupied dwelling units in Canton for 2000. Most of Canton's occupied dwelling units are within the $50,000 to $99,999 range at over 64 percent of the total units. Approximately 16 percent of Canton's units are valued at less than $50,000, while less than eight percent are valued at $150,000 or more.

Quick Facts:

The median home value in Canton: $69,400

Table 1-22
Housing Value of Owner-Occupied Housing Units 2000
City of Canton & the State of Texas

Housing Value	City of Canton		State of Texas	
	Number	Percent	Number	Percent
Less than $50,000	129	16.1%	875,444	22.7%
$50,000 to $99,999	517	64.7%	1,561,509	40.6%
$100,000 to $149,999	94	11.8%	700,830	18.2%
$150,000 to $199,999	27	3.4%	335,179	8.7%
$200,000 to $299,999	18	2.3%	223,968	5.8%
$300,000 to $499,999	9	1.1%	104,821	2.7%
$500,000 to $ 999,999	0	0.0%	37,697	1.0%
$1,000,000 or more	5	0.6%	10,137	0.3%
Total	**799**	**100.0%**	**3,849,585**	**100.0%**
Median Value	**$69,400**		**$82,500**	

Source: U.S. Census

Table 1-23 shows the monthly gross rental rates for specified renter-occupied dwelling units in Canton in 2000. According to the U.S. Census, gross rental is:

(Contract Rent + Utilities = Gross Rent)

> *The amount of the contract rent plus the estimated average monthly cost of utilities (electricity, gas, and water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid for by the renter (or paid for the renter by someone else). Gross rent is intended to eliminate differentials which result from varying practices with respect to the inclusion of utilities and fuels as part of the rental payment.*[57]

Quick Facts:

The median Gross Rent in Canton: $540

If the median gross rental rate, $540, is accepted as the minimum required to obtain adequate shelter, and if it is assumed that 30 percent of family income is expended for this purpose, then an annual income of approximately $21,600 would be required to obtain adequate shelter. This amount is well below the community's median income level of $32,098 that was established by the 2000 U.S. Census (refer to **Table 1-12**). This indicates the availability of affordable housing in the City.

Table 1-23
Gross Rent
City of Canton, Texas

Gross Rent Per Month	1990		2000	
	Number	Percent	Number	Percent
Less than $200	9	2.5%	32	7.4%
$200 to $299	88	24.5%	25	5.8%
$300 to $499	163	45.4%	111	25.6%
$500 to $749	57	15.9%	168	38.7%
$750 to $999	3	0.8%	42	9.7%
$1,000 to $1,499	39	10.9%	0	0.0%
$1,500 or more	N/A(1)		4	0.9%
No cash rent	0	0.0%	52	12.0%
Total(2)	**359**	**100.0%**	**434**	**100.0%**
Median Gross Rent	**$362**		**$540**	

Source: U.S. Census

(1) 1990 Census combined the categories "$1,000 to $1,499" and "$1,500 or more" to form a category "$1,000 or more"

(2) Total is the number of specified renter-occupied housing units

Existing Planning Efforts

ZONING ORDINANCE

The City of Canton's existing zoning ordinance provides for 12 zoning districts to accommodate the growth of the City. The following is a listing of each district with a brief description of its general characteristics:

Agricultural District (RA)

Uses: Agricultural, parks, single-family dwellings, and schools.
Minimum lot area: 5 acres

Single-Family Detached Residential (R–1)

Uses: Single-family dwellings, schools, and churches.
Minimum lot area: 10,000 square feet

Single-Family Detached Residential (R–2)

Uses: Single-family dwellings, schools, and churches.
Minimum lot area: 7,500 square feet

Single-Family Detached Residential (R–3)

Uses: Single-family dwellings, schools, and churches.
Minimum lot area: 6,000 square feet

Multiple-Family Residential (MF–1)

Uses: Multiple-family dwellings, single-family dwellings, schools, churches, and public recreational facilities.
Minimum lot area: 10,000 square feet; 3,800 square feet – per one bedroom unit; 5,600 square feet – per two or more bedroom units

Mobile Home Park Residential (MH–1)

Uses: Mobile homes, schools, and public recreational facilities.
Minimum lot area: 5,000 square feet (minimum park size: 10 acres)

Manufactured Housing District (R–4)

Uses: Single-family dwellings, single-sectional mobile homes, multi-sectional mobile homes, modular homes, and churches.
Minimum lot area: 5,000 square feet

Restricted Professional Office (RPO)

Uses: Uses permitted in R–1, R–2, and specific business offices.
Minimum lot area: 7,500 square feet

Local Business District (B–1)

Uses: General retail and commercial, but restricted.
Minimum lot area: No limitations

General Business District (B–2)

Uses: General retail and commercial, allows for more uses than B-1 district.
Minimum lot area: No limitations

First Monday Business District (FMB)

Uses: Commercial flea market.
Minimum lot area: 10 acres

General Industrial District (GI–1)

Uses: Research activities, retail-commercial, and industrial.
Minimum lot area: 5 acres

SUBDIVISION ORDINANCE

The City has established subdivision ordinance regulations to assist in the development of the planning area. The ordinance establishes definitions, procedure and plat requirements, design standards, required improvements, water connection restrictions, exemptions, and variances.

DESIGN STANDARDS FOR MAJOR ROADWAYS

In 2003, the City adopted design standards for properties adjacent to its major roadways, such as State Highway (SH) 19, SH 64, SH 198, SH 243, FM 859, Interstate Highway 20, and Special District A (i.e., The area bounded by Groves Street to the north, Buffalo Street to the west, Terrell Street to the south, and North Trade Days Boulevard to the east.). The intent of these standards (Ordinance Number 2003-03) is to promote a well coordinated, visually pleasing streetscape within the City Limits and protect the health, safety and welfare of the general public. The design standards apply to all properties in the MF–1, RPO, B–1, and B–2 districts along the major roadways and require standards such as masonry building fronts, refuse storage containers, screening requirements, mechanical screening requirements, roof-mount screening requirements, screening walls/visual barriers, and general fence and wall regulations. The ordinance also establishes a fine not to exceed $200 per day for violations.

TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY – TEA 21

In 2002, the City received a grant under the Transportation Equity Act for the 21st Century (TEA 21) to improve the downtown area. The City has approximately $1 million to spend on improvements for a pedestrian system extending from the downtown square to Groves Street, to the north. The State has contributed 80 percent of the funding for the project with the City contributing 20 percent. The City contracted with Wisenbaker Fix and Associates to develop improvement plans for downtown and as of April 2004 were in the final design stage. The Canton Economic Development Corporation (EDC) submitted the TEA 21 grant and funds the City's portion of the grant.

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CITY OF CANTON

COMPREHENSIVE PLAN

CHAPTER 2: GOALS AND OBJECTIVES

Introduction

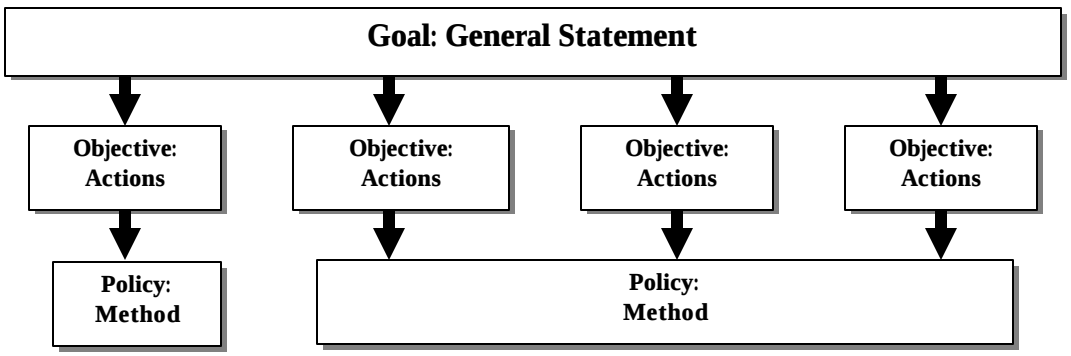
The Comprehensive Plan establishes goals and objectives that will help shape and direct growth and development for the next ten years and beyond. In addition, the Plan will ultimately contain implementation-oriented policies that are based on these goals and objectives and that address how the desired direction of the community can be achieved. Furthermore, this chapter is built upon input from members of the Comprehensive Plan Steering Committee.

This chapter will assist in steering the City in the different directions it chooses to go via policies derived from the goals and objectives. The future conditions of the City will partially be determined by the goals and objectives of the Comprehensive Plan. Other factors, such as the national and state economies, will undoubtedly have an affect on the City's growth and development. Regardless of other factors, Canton's growth will be directly influenced, shaped, and guided by the goals and objectives established herein.

Definitions

It is important to establish the respective definitions of goals, objectives, and policies. The term **goal** is a general statement used to represent a broad idea or value. Goals help to establish the larger framework upon which objectives and policies are based. Then, **objectives** are ways or actions to reach or accomplish a goal. Objectives do not assign responsibility to any specific actions but are considered more concrete ideas upon which to base a policy or implementation step. Finally, **policies** are the ways objectives are put into practice. In other words, policies can be viewed as methods used to implement objectives. Policies will clarify the specific position of the City regarding an objective and will encourage specific courses of action for the community to undertake to achieve the applicable stated objective. These policies or recommendations to meet the goals and objectives will be specified in later chapters. The following is a brief summary of the definitions with a visual illustration of the overall concept:

GOAL: General statement used to represent a broad idea or value
OBJECTIVE: Way or action to reach or accomplish a goal
POLICY: Specific method used to implement objectives



Vision Statement

At the beginning of the comprehensive planning process, Steering Committee members identified issues affecting the City. By identifying these issues members also provided insight into elements that would continue to influence the City. From this input a draft vision statement was created to be critiqued, edited, and revised by the Steering Committee. The draft vision statement served as a point of reference to establish the final vision for the City. The final vision statement describes what the City should be in the future; thereby, it establishes a clear idea of what the City should work towards in terms of growth. A broad range of issues were placed together and the following final vision statement was established as a result:

The City of Canton will build upon its unique heritage; provide quality housing, infrastructure, and parks; promote economic development, tourism, and business and employment opportunities; and manage growth to meet the needs of its current and future residents.

Issue Identification

The following list is a grouping and summary of the ideas identified by Steering Committee members:

<u>Community Image – Uniqueness</u>

1) Keep the community unique
    a. Preserve *First Monday*
    b. Provide gateway markers or signs for entrances to the City
2) Maintain the small town feel
3) Tourism is a priority
4) Develop ideas for major corridors
5) Visibility/ aesthetics
    a. Currently lacking
    b. Management of growth is needed

<u>Infrastructure</u>

6) Grow in a focused direction
    a. Have infrastructure in place for growth
    b. Be prepared for future growth
    c. Good taxes, good schools, and low-crime rates
7) Lack of technology services
    a. Basic technology services are not available, but should be
8) Continue to update water and sewer lines
9) The progress of the street programs needs to be faster
10) The City should consider impact fees to offset the cost of new infrastructure

<u>Growth</u>

11) Prepare for future development

12) Have a process that the City follows (platting problems)
13) Economic development
14) Annexation issues
    a. Plan where business and residential communities will be

Transportation

15) Transportation issues
    a. Traffic improvements to protect citizens
16) Transportation is lacking

Parks

17) Keep and improve the quality of life
    a. Develop a park system

Housing

18) Improve housing
19) Quality places to live
    a. City would grow more if there was a wider range of upscale homes

Goal and Objectives

The issues that were identified in the previous section serve as the foundation for the *Goals and Objectives* chapter. The following are the finalized goals and objectives of the Comprehensive Plan and have been developed, edited, and reviewed by the Steering Committee. Please note, the goals and objectives that are adopted as part of the Comprehensive Plan should be reviewed in future updates of the Comprehensive Plan to ensure that they continue to reflect the City's vision of the future.

COMMUNITY IMAGE – UNIQUENESS – LAND USE

Goal 1: Maintain and build upon the "small-town" feel and unique characteristics of the community.

Objective 1.1:

Promote open space preservation of Canton's natural areas, where possible, to allow these areas to be enjoyed by residents and tourists.

Objective 1.2:

Utilize the Comprehensive Plan and the *Future Land Use Plan* in daily decision-making regarding zoning, land use and development proposals.

Objective 1.3:

Determine appropriate locations for future residential and non-residential development, while considering existing neighborhoods and natural features.

Objective 1.4:

Identify areas on the *Future Land Use Plan* that are appropriate for a variety of residential densities (e.g., low, medium, and high).

Objective 1.5:

Identify and promote residential areas that are similar to the historic residential areas in terms of development pattern, architectural/building style, and atmosphere.

Objective 1.6:

Review, and if necessary revise, the City's Zoning Ordinance to ensure that high standards are required for new nonresidential development.

Objective 1.7:

Ensure that new nonresidential development enhances the quality of life in Canton.

Objective 1.8:

Ensure that new development, both residential and nonresidential, will be compatible with existing land uses in terms of use, density, building heights, scale, and off-site effects.

Objective 1.9:

Assess the current development review procedures to ensure that they are adequately enforcing the City's development policies.

Goal 2: Preserve and enhance *First Monday* and its surroundings.

Objective 2.1:

Enhance the roadway network surrounding *First Monday* to allow for easier access to different vendor sites.

Objective 2.2:

Develop and improve roads between *First Monday* and Interstate 20 to better manage large traffic volumes.

Objective 2.3:

Continue efforts, such as landscaping and signage, to further improve the *First Monday* area.

Objective 2.4:

Explore ideas to ease *First Monday* traffic and parking congestion, such as a park-and-ride system using satellite parking and buses to transport visitors to and from *First Monday*.

Objective 2.5:

Improve gateway corridors to *First Monday* by enhancing its fringe areas.

Objective 2.6:

Enhance and develop the look of *First Monday* by pruning trees, cutting grasses, and providing other maintenance upkeep and enhancement.

Objective 2.7:

Develop a unifying theme or other visual concept for the consistent and attractive treatment of *First Monday* roadway rights-of-way and/or medians.

Objective 2.8:

Investigate opportunities to improve the signage around *First Monday*. Opportunities to improve the level of signage include directional signs, identification signs (e.g., signs for parking areas), and color-coded maps.

Objective 2.9:

First Monday signs should use a unique and identifiable theme in order to communicate official information to visitors and vendors.

Objective 2.10:

Examine the possibility of constructing an amphitheater that could be used in conjunction with the *First Monday* area.

Objective 2.11:

Explore and consider implementing concepts that will utilize the *First Monday* area during the times of the month that are not dedicated to the *First Monday* event.

Objective 2.12:

Develop concepts to reduce vehicle traffic on the *First Monday* grounds, such as a centralized loading and distribution system.

Goal 3: Create an atmosphere that appeals to tourists and distinguishes Canton from other tourist and recreational areas.

Objective 3.1:

Establish a design format for gateway entrance markers into the City to ensure that Canton is uniquely identifiable from the surrounding areas.

Objective 3.2:

Increase enforcement of municipal codes and regulations pertaining to property maintenance, upkeep and appearance (e.g., mowing high grass and weeds, removal of clutter and inoperative vehicles, etc.).

Objective 3.3:

Investigate the feasibility of City funded participation to improve the appearance of existing businesses along major thoroughfares; examples of City participation include matching grant programs and infrastructure improvements.

Objective 3.4:

Build upon the marketing program for *First Monday* to ensure that potential visitors are aware of the different features *First Monday* and the City have to offer.

Objective 3.5:

Develop a unifying scheme for City properties.

Goal 4: Build upon the design guidelines (i.e., Minimum Exterior Standards) the City currently has to enhance the major traffic corridors.

Objective 4.1:

Encourage public/private participation and cooperation in beautification efforts. Explore assistance that may be available from private/volunteer groups to contribute to urban design-related projects and to help maintain enhanced public areas (e.g., street medians, small landscaped areas, etc.).

Objective 4.2:

Identify ways in which public and private entities can work together to meet the goals and objectives herein.

Objective 4.3:

Develop a unifying theme or other visual concept for the consistent and attractive treatment of appropriate roadway rights-of-ways and/or medians that are not associated with the *First Monday* event.

INFRASTRUCTURE

Goal 5: Provide adequate infrastructure for the efficient and well-managed growth of residential and non-residential areas.

Objective 5.1:

Recognize the need for localized water, and ensure that the City of Canton has adequate water facilities and rights to water to provide for future growth.

Objective 5.2:

Begin efforts to locate new raw water sources for Canton and develop methods, such as impact fees, to assist the City in paying for improvements to the water infrastructure system.

Objective 5.3:

Promote the purchasing of water rights and the development the City's water infrastructure system.

Objective 5.4:

Continue efforts to update water and sewer lines and their capacity.

Objective 5.5:

Ensure that adequate public facilities are present or can be provided before new development occurs in an area.

Objective 5.6:

Maintain the appropriate amount of police and fire department employees to provide a safe environment for the City.

Objective 5.7:

Continue the City policy of no or low tax rates with high-quality City services.

Objective 5.8:

Promote a cooperative relationship with the local school districts to establish school sites and corresponding infrastructure improvements.

Objective 5.9:

Investigate options to develop the City's technology/communications infrastructure.

Objective 5.10:

Dependent on available funds, expedite the street improvement programs (please see Objective 9.10, which refers to the prioritization and timing of improvements).

Objective 5.11:

Investigate ways in which the development community is involved in protecting and developing the City's infrastructure (i.e., by requiring infrastructure construction and improvement prior to final development approval, or establishing an impact fee system).

Objective 5.12:

Encourage new development to occur within areas that are already served by public utility and infrastructure systems (e.g., water supply, storm drainage, etc.), or where systems can be realistically expanded.

GROWTH

Goal 6: Prepare the City for future development.

Objective 6.1:

Evaluate and refine if necessary the platting procedures to ensure consistency.

Objective 6.2:

Employ various growth management strategies and implementation measures for different areas of the City, such as the downtown area, core neighborhood areas, infill development areas, and low-density residential areas.

Objective 6.3:

Encourage and facilitate development in areas where existing infrastructure is underutilized.

Objective 6.4:

Prioritize development of areas where there are vacant lots serviceable by existing sewer and water utilities.

Objective 6.5:

Identify vacant tracts within the City's corporate limits suitable for industries and businesses that would enhance Canton's economic development.

Goal 7: Enhance and expand the local economy by attracting and maintaining businesses in Canton.

Objective 7.1:

Review current policies related to economic development, such as incentives, and revise such policies if necessary.

Objective 7.2:

Work with the Canton Economic Development Corporation (EDC) to establish a listing of target industries, industries that the City should actively pursue to locate in Canton (i.e., clean industries).

Objective 7.3:

Promote the recruitment of basic industries (industries that export goods outside the region) and businesses that employ skilled labor.

Objective 7.4:

Establish specific ways in which to actively market Canton as a premier location for target industries.

Objective 7.5:

Create a general marketing theme for Canton that emphasizes positive local characteristics such as quality of life, quality labor force, competitive land prices and supportive City government.

Objective 7.6:

Develop strategies to encourage the retention of existing businesses.

Goal 8: Ensure orderly and timely City expansion through targeted annexation, efficient utility provision, and consistent development policies.

Objective 8.1:

Develop a strategy for providing utility services within the City's extraterritorial jurisdiction (ETJ) either simultaneously with annexation or with a phasing plan.

Objective 8.2:

Establish a policy of encouraging new development to locate within the City (since there is adequate vacant land within the City limits currently).

Objective 8.3:

Enforce subdivision regulations in areas within the City's extraterritorial jurisdiction (ETJ).

Objective 8.4:

Restrict the granting of waivers to the Subdivision Ordinance to ensure quality development in the ETJ.

Objective 8.5:

Withhold the provision of public services (i.e., water) until areas are annexed.

Objective 8.6:

In accordance with the anticipated land uses designated in the Comprehensive Plan, prioritize and schedule infrastructure/utility extensions.

Objective 8.7:

Develop a basic annexation strategy that identifies and prioritizes areas for future City expansion based upon established criteria; an example of such criteria would be land that is located along major roadways or areas that can be efficiently served with infrastructure expansion.

Objective 8.8:

Investigate the possibility of changing the City's existing annexation policy from voluntary annexations to required annexations.

TRANSPORTATION

Goal 9: Allow for a safe and efficient transportation infrastructure system.

Objective 9.1:

Use the *Thoroughfare Plan* in conjunction with the *Future Land Use Plan*, specifically to ensure that the various land uses within the City and ETJ are accommodated by the transportation system.

Objective 9.2:

Ensure roadway integrity and traffic flow allow for safe travel throughout the City.

Objective 9.3:

Provide regulations to enhance safety at intersections.

Objective 9.4:

Plan the thoroughfare system such that roadways have sufficient capacity for anticipated traffic volumes generated by future development densities and land uses (e.g., traffic impact analysis for larger projects, provision of a continuous left turn lane along certain major roadways, etc.).

Objective 9.5:

Continue reconstruction and improvement of existing streets.

Objective 9.6:

Develop funding alternatives for street improvements and replacements.

Objective 9.7:

Ensure roadway planning and alignment is consistent with the *Thoroughfare Plan*.

Objective 9.8:

Develop and enhance the availability and usability of frontage roads along Interstate Highway 20.

Objective 9.9:

Develop alternative north-south routes to and from the Interstate.

Objective 9.10:

Prepare a prioritized plan and timeline for transportation improvements.

PARKS AND RECREATION

Goal 10: Develop a comprehensive system of parks, trails, and open spaces that meet the needs of all age groups within Canton.

Objective 10.1:

Create a Capital Improvements Program to specifically fund the creation and maintenance of parks, trails, and open spaces.

Objective 10.2:

Designate a City-wide trail system that connects parks, neighborhoods, municipal facilities, and schools, thereby creating a more pedestrian-friendly community.

Objective 10.3:

Require new residential development to incorporate pedestrian access through the new development and to adjacent areas, wherever applicable.

Objective 10.4:

Continue exploring new recreational and social opportunities for all age groups, especially for the younger age groups within Canton.

Objective 10.5:

Improve existing or create new playing fields that would better serve the needs of local and regional recreational organizations.

Objective 10.6:

Make improvements to existing park areas and maximize existing park amenities by adding more facilities.

Objective 10.7:

Promote community involvement and input in developing the City's parks, trails, and open spaces. A Park Maintenance Committee should

be created to involve citizens in the process of developing and maintaining the parks and recreation system.

Goal 11: Provide funding for a comprehensive system of parks, trails, and open spaces.

Objective 11.1:

Consider requiring park/open space dedication during the development review process; adopt a Park Dedication Ordinance to achieve this.

Objective 11.2:

Apply for park grants with the Texas Parks and Wildlife Department.

Objective 11.3:

Work in conjunction with the local school districts on park projects, including land acquisition, playgrounds, and maintenance.

HOUSING

Goal 12: Provide for housing diversity throughout the City.

Objective 12.1:

Establish strategies for encouraging low-density residential development.

Objective 12.2:

Ensure that the City's Zoning Ordinance provides for an adequate range of lot sizes for new development; maintain the majority of the City's current single-family zoning districts.

Objective 12.3:

Review the City's policies related to multiple-family housing, including zoning regulations, market need, potential effects on land use compatibility, traffic generation, and aesthetics.

Objective 12.4:

Ensure that there is adequate variety in terms of housing types within the City that will meet the affordable housing needs of all income and age levels.

Objective 12.5:

Establish areas within the City that would be appropriate for gated communities and/or communities with zero-lot line residences in order to meet the needs of the local "empty-nester" population.

Objective 12.6:

Establish target densities/lot sizes that would be the most beneficial to Canton (aids in infrastructure planning).

Goal 13: Protect the integrity of existing and future neighborhoods by ensuring that existing neighborhoods are maintained to a high standard and by ensuring that new neighborhoods are initially developed to a high standard.

Objective 13.1:

Recognize the importance of existing older neighborhoods to the character of Canton by implementing policies, such as proactive code enforcement, that will support their long-term viability, marketability, and attractiveness.

Objective 13.2:

Identify specific housing improvement policies and opportunities for residential areas.

Objective 13.3:

Establish infill policies for previously developed residential areas to ensure that new housing makes a positive contribution to and is compatible with the overall area.

Objective 13.4:

Ensure that new residential areas are developed to a high standard by reviewing, and revising if necessary, the existing standards for residential development.

Objective 13.5:

Wherever possible, retrofit existing neighborhoods with pedestrian connections; require new residential areas to have pedestrian access through them and to existing neighborhoods.

Objective 13.6:

Promote home ownership and long-term residency.

Objective 13.7:

Promote incentives to assist economically distressed owner-occupants in meeting housing code requirements.

Objective 13.8:

Develop programs to assist homeowners in improving property conditions.

Objective 13.9:

Investigate the feasibility of a proactive code enforcement program/policy.

CITY OF CANTON

COMPREHENSIVE PLAN

CHAPTER 3: THOROUGHFARE PLAN

Introduction

A community's thoroughfare system is vital to its ability to grow in a positive manner. Transportation is inherently linked to land use. The type of roadway dictates the use of adjacent land, and conversely, the type of land use dictates the size, capacity and flow of the roadway. Many of the decisions regarding land uses and roadways within Canton have already been made; rights-of-way in the developed areas of the City were established and roadways were constructed years ago. A major challenge for the City of Canton now lies in the accommodation of population growth within the existing thoroughfare system and in the accommodation of new land development through the expansion of that system.

As stated within the *Goals & Objectives*, Canton's thoroughfare system should ultimately:

- Be used in conjunction with the *Future Land Use Plan*;
- Allow for safe travel throughout the City;
- Ensure that roadways have sufficient capacity for anticipated traffic volumes generated by future development densities and land uses;
- Develop alternative north-south routes to and from the interstate;
- Support the *First Monday Trade Days.*

The Functional Classification System & Related Level of Service

The *Thoroughfare Plan* for Canton is based upon a classification system that recognizes that every roadway within the City has a classification according to either its size or function. Thoroughfare types, as discussed in the following sections, include freeways, major thoroughfares, collectors, and local streets. Their functions can be differentiated by comparing their general ability to provide *mobility* with their ability to provide *access* to various locations. **Illustration 3-1**, which graphically depicts these functional differences, and **Table 3-1** should be used as a reference for the discussion herein.

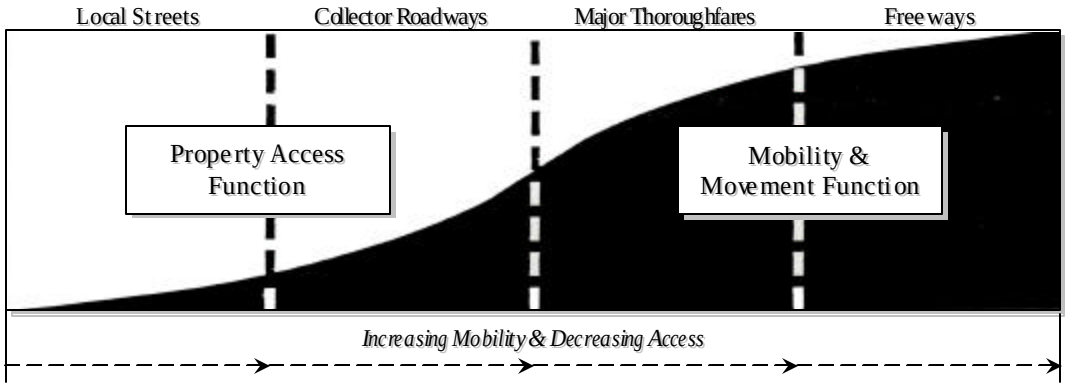


ILLUSTRATION 3-1
Functional Classification System

Table 3-1
Roadway Functional Classifications and General Planning Guidelines

ROAD CLASSIFICATION	Function	Continuity	Approx. Spacing	Direct Land Access	Minimum Roadway Intersection Spacing	Volume Ranges (veh./day)	Speed Limit (mph)	Parking	Comments
FREEWAY	Traffic Movement	Continuous	4 miles	None	1 mile	125,000 to 40,000	70 to 60 mph	None	Supplements capacity and major thoroughfare system, and provides high-speed mobility.
MAJOR ARTERIAL	Moderate distance inter-community traffic; Land access should be primarily at intersections	Continuous	1/2 to 1½ miles[1]	Restricted; Some movements may be prohibited; Number & spacing of driveways controlled;	1/4 mile on regional route	53,000 to 30,000	55 to 40 mph	None	"Backbone" of the street system.
MINOR ARTERIAL	Mobility	Continuous	1/2 to 1½ miles[1]	Number & spacing of driveways controlled; May be limited to major traffic generators on regional routes.	1/8 mile	34,000 to 21,000	45 to 30 mph	None	Provides route and spacing continuity with major arterials.
DIVIDED MINOR ARTERIAL	Mobility	Continuous	1/2 to 1½ miles[1]	Number & spacing of driveways controlled; May be limited to major traffic generators on regional routes.	1/8 mile	34,000 to 21,000	45 to 30 mph	None	Provides route and spacing continuity with major arterials.
COMMERCIAL COLLECTOR	Collect / distribute traffic between local & major streets; Direct land access; Inter-neighborhood traffic movement.	Not necessarily continuous	1/4 to 1/2 mile[2]	Safety controls; Limited regulation. Residential access prohibited; Commercial access allowed with shared driveways.	300 feet	28,000 to 7,000	30 mph	None	Through traffic should be discouraged.
RESIDENTIAL COLLECTOR	Internal service to one neighborhood	Not continuous; May not extend across a major arterial.	1/4 to 1/2 mile[2]	Safety controls; Limited regulation.	300 feet	15,000 to 1,000	30 mph	Limited	Through traffic should be discouraged.
LOCAL	Land Access Sidewalks	None	As needed	Safety controls only.	200 feet	1,500 to 200	30 mph	Permitted	Through traffic should be discouraged.

[1] Spacing determination should also include consideration of (travel projections within the area or corridor based upon) ultimate anticipated development.

[2] Denser spacing needed for commercial and high-density residential districts.

Source: North Central Texas Council of Governments

LEVEL OF SERVICE

The phrase "level of service" refers to the level of adequateness with which a roadway (or segment of roadway) is serving the transportation needs of those utilizing it. As **Table 3-2** shows, the descriptions of each level of service relate to how traffic is flowing, maneuverability, and operational problems. Several roadways within Canton experience low levels of service at peak hours; however, most roadways within the City at most times during the day can generally be described as providing a high level of service. Level of service "C" is considered to be acceptable in most cities across Texas. Generally, level of service "D" is used by municipalities to justify the need for roadway improvements. Canton, notwithstanding *First Monday*, should ensure that local roadways are operating at a level of service "C".

Table 3-2
Definition of Level of Service for Roadway Links

Level of Service (LOS)	Description	Example
A and B	Light, free-flowing traffic volumes. Virtually no delays with smooth progression of traffic, and speed is generally unaffected by other vehicles. Slight decline in the freedom to maneuver from A to B.	Residential or rural streets
C	Basically satisfactory to good progression of traffic, but at that point where individual drivers become affected by interactions with other vehicles. Light congestion, and speed is affected by the presence of other vehicles.	Urban thoroughfares at off-peak hours
D	High density, but stable, traffic flow. Speed and freedom to maneuver are restricted. Small increases in traffic flow will cause significant operational problems. This LOS is generally used to justify thoroughfare improvements.	Secondary streets at peak hours
E	Operating conditions at or near capacity level. All speeds are reduced to low, but remain relatively uniform, meaning generally not stop-and-go. Operations at this level are usually unstable, because small increases will cause severe speed reductions.	Primary streets at peak hours
F	Forced flow. Heavy congestion. Total breakdown with stop-and-go operation. Queues (i.e., vehicle stacking) at intersections on these lengths may exceed 100 vehicles.	Developed areas in larger cities at the A.M. or P.M. peak hours

Source: North Central Texas Council of Governments

Regional Transportation Facilities

In general, regional transportation facilities can be described as high-capacity thoroughfares along which direct access to property is generally minimal or eliminated altogether. Ingress and egress are controlled by access ramps, interchanges and frontage roads; an example of a regional transportation facility is Interstate Highway 20. The construction and maintenance of such regional transportation facilities are not usually the responsibility of municipalities. The Texas Department of Transportation (TxDOT) and federal monies generally fund improvements to this type of roadway facility.

ILLUSTRATION 3-2
Interstate Highway 20 in Canton

ILLUSTRATION 3-3
Development along Interstate Highway 20 at SH 19

INTERSTATE HIGHWAY 20

Interstate Highway 20 has been and will continue to be key to the growth of Canton. The City should ensure that it is aware of and involved in any discussions or decisions related to Interstate Highway 20. Especially important for Canton would be any discussion or decision by TxDOT of changing the current two way frontage roads into single direction roadways. In 2002, 7,000 additional vehicles per day traveled along the Interstate than in 1998. The Texas Department of Transportation has adopted a policy of removing and/or not allowing two-way frontage roads wherever possible. The purpose behind this policy is to improve safety along interstate highway corridors throughout the State.

In addition, because Interstate Highway 20 is such a well-traveled regional transportation corridor, it is extremely important for the City to ensure that land uses along this roadway reflect positively on Canton and the City's image. Aesthetically pleasing land uses, such as restaurants and retail stores, make a positive contribution to the City because of the additional sales tax they create from citizens and travelers. Furthermore, aesthetically pleasing land uses with high-quality development help portray a positive image for the City by improving the appearance of the community along the Interstate Highway 20 corridor.

STATE HIGHWAYS

The City of Canton is situated along four State Highways (SH): SH 19, SH 64, SH 243, and SH 198. These roadways contribute heavily to both the City's regional transportation and the area's economic development. In 2003, the Texas Department of Transportation (TxDOT) made improvements to various segments of State Highway 19. Between IH 20 and SH 243, State Highway 19 now consists of five lanes, four driving lanes and one center turning lane. As part of the improvement process, TxDOT also improved the intersection of SH 19 and IH 20 by widening the bridge over IH 20.

MAJOR TRAFFIC GENERATORS

Major traffic generators have a substantial influence on the way transportation facilities function. These generators affect traffic flow at different times of the day and week. The following is a discussion on the four most influential traffic generators in the City.

First Monday

The traffic generated by *First Monday* is impressive. The amount of cars needed to bring between 300,000 to 100,000 people into the City puts tremendous pressure on the transportation facilities. The main challenge is the ability to handle the traffic, both automobile and pedestrian, in a safe and efficient manner. Additionally, the ability to have access and mobility are both desirable for the event but unfortunately the two concepts are inversely related. Attempts are being made to find solutions to lessen the traffic generated from *First Monday*. For example, in the beginning of 2004 the City began a shuttle bus service that transports people to and from the *First Monday* grounds. *First Monday* will undoubtedly continue to be a major traffic generator in the future and more attempts should be taken to improve safety and traffic flow. Overall, Canton has the unique task of accommodating the traffic from an extremely popular and well-attended event that happens only a few days out of the month.

ILLUSTRATION 3-4
First Monday Traffic along SH 19

Downtown

The traffic generated by the downtown is due to its function as the City center. Additionally, most all major roadways pass through or near the downtown. These two factors create a situation in which traffic flows in and out of the downtown area.

ILLUSTRATION 3-5
Downtown Traffic

Interstate Highway 20

Interstate Highway 20 generates large amounts

of traffic for the City. This transportation facility serves as the highest volume thoroughfare for Canton. Traffic along the interstate has helped encourage development such as restaurants, hotel/motels, and retail establishments.

Canton High School

The Canton High School can also be a significant traffic generator. People from all over the City drive to and from the school and create a situation that concentrates large amount of people in a relatively small space. Additionally, since the middle school is located to the west of the high school more people are driving to this area in the mornings and afternoons.

Providing for Mobility & Access Locally

The following recommended roadway sections are intended to help the City provide for adequate mobility along high-traffic roadways, while also providing for access to local land uses. **It should be noted that additional and modified roadway classifications have been recommended to replace the existing standards established within the Subdivision Ordinance.** For example, a collector street under the current Subdivision Ordinance must have a minimum 60 feet of right-of-way width and 40 feet of pavement width; this Comprehensive Plan recommends (along with retaining the existing collector standard as a type "E" residential collector) the addition of a type "D" commercial collector with 70 feet of right-of-way width and 50 feet of pavement width to accommodate commercial/industrial traffic. Furthermore, it is recommended that the City implement raised medians into the design of specific future roadways, as seen in the illustrations below. The proposal to use raised medians applies only to the type "A" major arterials and type "C" divided minor arterials and serves to promote safety along future Canton roadways. Not only have raised medians been proven to be the safer alternative,[4-1] they also provide areas for streetscape enhancements such as landscaping. Roadways within Canton should be initially constructed to the following standards, but existing roadways may never be able to be rebuilt to achieve the widths recommended herein. **Plate 3-1,** on the next page, shows the future and existing roadways for the City.

ARTERIALS

Roadways identified as arterials are designed to convey relatively heavy volumes of traffic. Arterials provide mobility, but because of the speed and volume of traffic, access to properties should be minimal. Therefore, a limited number of intersections and curb cuts (driveway openings) should be permitted along major thoroughfares in order to protect the integrity of the high-speed traffic flow. A number of existing roadways have been classified within this *Thoroughfare Plan* as arterials, either due to their respective right-of-ways, current function, or future projected function. These existing roadways are as follows:

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1 TRIP: The Roadway Information System, "National Information: Highway Safety Fact Sheet: How Road and Bridge Improvements Save Lives"; ADDRESS: www.tripnet.org/hsfactsheet.htm.

Insert Thoroughfare Plan Map
Plate 3-1

Insert Thoroughfare Plan Map
Plate 3-1

Plate 3-1

City of Canton, Texas

Thoroughfare Plan 2030

Thoroughfare Legend

- Interstate
- Type "A" Major Arterial
- Type "A" Major Arterial (proposed)
- Type "B" Minor Arterial
- Type "B" Minor Arterial (proposed)
- Type "C" Divided-Minor Arterial
- Type "C" Divided-Minor Arterial (proposed)
- Type "D" Commercial Collector
- Type "D" Commercial Collector (proposed)
- Type "E" Residential Collector
- Type "E" Residential Collector (proposed)
- Conceptual Loop

- Lake
- Floodplain
- Canton City Limits
- Canton ETJ
- Trail System
- Creeks

N

W E

S

Adopted May 6, 2004

2000 0 2000 4000 6000 Feet

Dunkin Sefko & Associates, Inc.
Urban Planning Consultants Dallas, Texas

Type "A" Major Arterials

- State Highway 19 (Trade Days Boulevard)
- State Highway 64 (Dallas Street)
- State Highway 243
- FM 1255 (sections of the roadway)

Type "B" Undivided Minor Arterials

- FM 17
- FM 1255 (sections of the roadway)
- County Road 2101 (College Street)

Type "C" Divided Minor Arterials

- FM 859
- FM 2909
- County Road 2102
- Holland Road
- State Highway 198 (Buffalo Street)
- County Road 2120 (Old Kaufman Road)

Type "A": Major Arterials

The recommended right-of-way for a major arterial is shown within **Illustration 3-6**. At 120 feet of right-of-way, this recommendation is 20 feet wider than the City's current major thoroughfare classification found within the Subdivision Ordinance. Furthermore, the City currently requires a minimum of 60 feet of pavement, while **Illustration 3-6** shows 88 feet of pavement, with a divided median of 16 feet. The City should use this divided median requirement for new major arterial roadways, as well as for expansion of the recommended roadways shown on the *Thoroughfare Plan* map (**Plate 3-1**) as growth and development occurs and the additional capacity is needed. Specifically, State Highway 64, from its intersection with Interstate Highway 20 to its intersection with State Highway 19, should be one of the first roadways to be improved. Furthermore, based upon community input, it is also recommended that State Highway 64 be listed as a high-priority item on the City's Capital Improvements Program (CIP) and should be developed according to the *Thoroughfare Plan*.

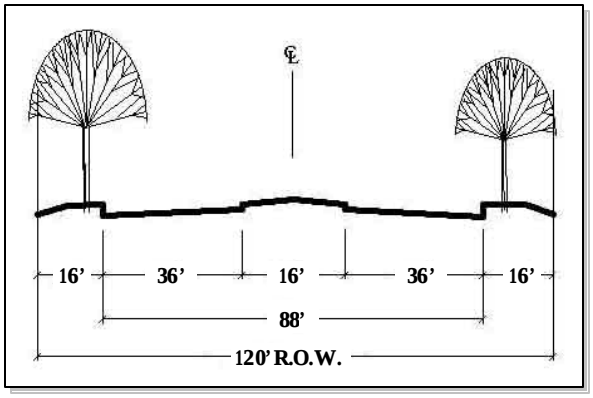

ILLUSTRATION 3-6
Recommended Type "A" Major Arterial

Type "B": Undivided Minor Arterials

Several existing roadways have been classified within this *Thoroughfare Plan* as undivided (painted) minor arterials, either due to their respective rights-of-

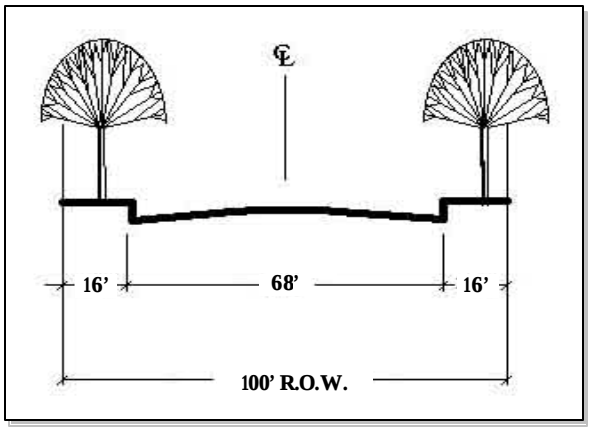

ILLUSTRATION 3-7
Recommended Type "B" Undivided (Painted) Minor Arterial

way, current function, or future projected function. The recommended right-of-way for an undivided minor arterial is shown within **Illustration 3-7**. The undivided minor arterial right-of-way requirement of 100 feet is consistent with the City's current major thoroughfare requirement within the Subdivision Ordinance. Again, however, the recommended section proposes slightly more paving, at 68 feet. The City should use this for new or improved undivided minor arterial roadways.

Type "C": Divided Minor Arterials

Six existing roadways have been classified within this *Thoroughfare Plan* as divided minor arterials. The recommended right-of-way for this street section is shown within **Illustration 3-8.** A dominate feature of this roadway type is the raised median. As previously mentioned, the inclusion of a raised median allows for a higher level of safety along the roadway. Additionally, medians present more opportunities for beautification of the roadway by allowing efforts such as tree planting to improve the appearance of an area.

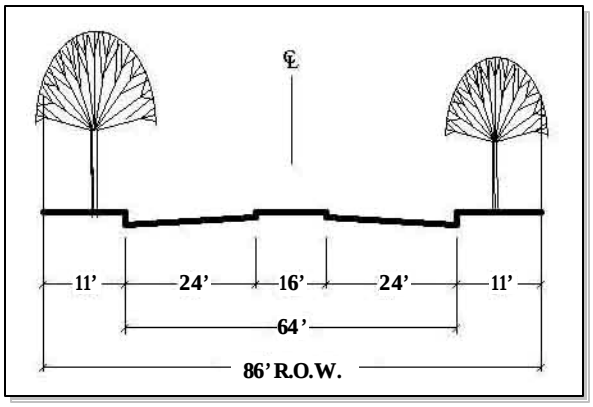

ILLUSTRATION 3-8
Recommended Type "C" Divided Minor Arterial

Arterial Illustrations

The following photographic illustrations (**Illustrations 3-9** thru **3-11**) are examples of the three various arterial types. Please note that these examples are for conceptual purposes only and therefore the exact measurements of the roadways in the photographs may be somewhat different than the above recommendations. However, these illustrations communicate the general ideas and concepts behind the recommendations, such as the use of medians in roadway construction.

ILLUSTRATION 3-9
Example of a
Type "A" Major Arterial

ILLUSTRATION 3-10
Example of a
Type "B" Undivided (Painted) Minor Arterial

ILLUSTRATION 3-11
Example of a
Type "C" Divided Minor Arterial

COLLECTOR STREETS

Collector streets are generally designed to distribute traffic from local access streets and funnel it to major roadways (i.e., from residential, commercial, and industrial developments). Collectors should provide more access to adjacent land uses than do arterials, but access should still be controlled through the use of cross-access points and shared driveways (refer to **Illustration 3-12** and **3-13**) and other techniques that minimize disturbance of the free-flow of traffic. This type of roadway should provide an equal amount of mobility and access to land uses. Neighborhoods should be developed between major thoroughfares and collector streets in the future so that traffic may be diverted from residential areas. In addition, good subdivision design should orient residences to local streets, not to collector streets. Following existing roadways (a non-comprehensive list) have been classified as commercial or residential collectors within this *Thoroughfare Plan*:

- Big Rock Street
- Cherry Creek Road
- County Road 2106 (Wynne Road)
- County Road 2130
- County Road 4201
- Etheridge Drive
- Mill Creek Road

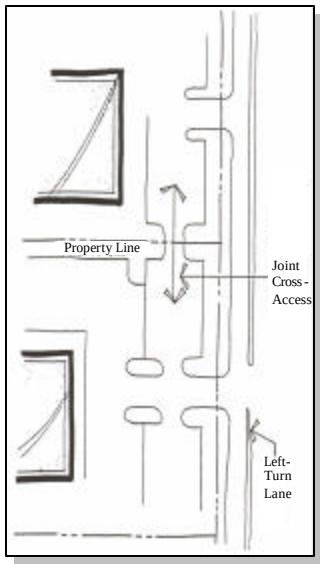

ILLUSTRATION 3-12
Cross-Access Recommended for Collector Streets

Two types of collector street sections (i.e., commercial and residential collectors) are recommended within this *Thoroughfare Plan*. The following discussion describes these recommendations.

ILLUSTRATION 3-13
Example of a Shared Driveway Between Two Retail Uses

Type "D": Commercial Collector

A commercial collector (see **Illustration 3-14**), with 50 feet of right-of-way, consists of 4 lanes of traffic with approximately 12-foot wide lanes. On both sides of the paved roadway are 10-foot wide sections which serve as a place for sidewalks and/or landscaping. By adding additional width to the roadway for vehicles such as trucks and tractor-trailers, the commercial collector is better

designed to accommodate the traffic associated with commercial and industrial uses. Specifically, this collector is 10 feet wider than the City's existing collector. Furthermore, the paving width for the commercial collector is only 10 feet less than the paving requirement found within the City's Subdivision Ordinance for a major thoroughfare. In addition, no on-street parking should be permitted on this type of thoroughfare.

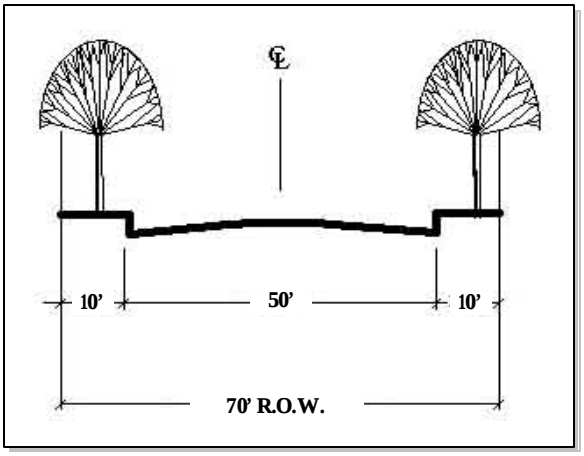

ILLUSTRATION 3-14
Type "D" Commercial Collector

Type "E": Residential Collector

Type "E" residential collector streets are low to moderate volume facilities whose primary purpose is to collect traffic from smaller streets within an area and to convey it to the nearest commercial collector or arterial. **Illustration 3-15** shows cross-section of a type "E" residential collector, with 60 feet of right-of-way with 40 feet of paving. It should be noted that this cross-section is consistent with the City's existing collector right-of-way and pavement requirement found within the City's Subdivision Ordinance.

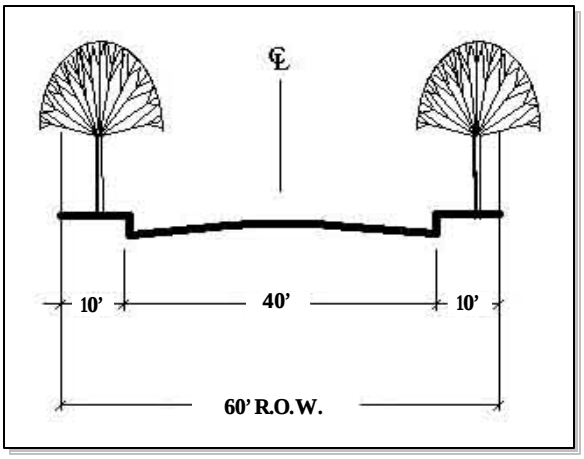

ILLUSTRATION 3-15
Type "E" Residential Collector

Type "F" Local Street

Local streets provide the greatest access to adjacent properties, but they function poorly in terms of mobility. Due to the fact that local streets are generally constructed within residential

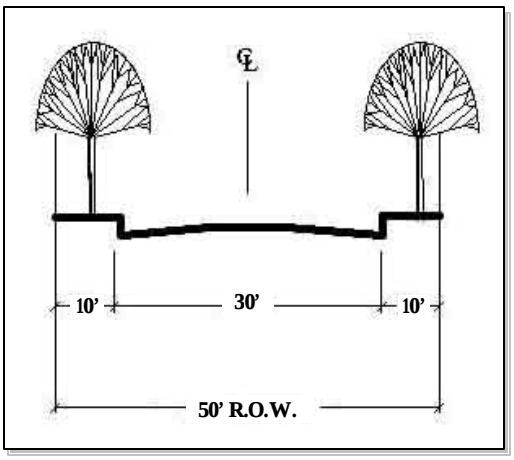

ILLUSTRATION 3-16
Type "F" Local Street

areas, safety is an important issue. To ensure that these roadways are not used a great deal for mobility purposes and to ensure that their ability to provide access safely, local streets should be configured to discourage through-traffic movement by using traffic calming elements, such as offset intersections, curvilinear streets, discontinuous streets, and stop signs. Structured to convey lighter traffic volume (approximately 200 to 1,500 vehicles per day), the local street section shown in **Illustration 3-16** has a total right-of-way of 50 feet, with 30 feet of paving. This recommended cross-section is consistent with the City's current local (i.e., "all other") street requirement. It should be noted that no roadways of this type have been shown on **Plate 3-1**, due to the fact that these roadways are typically interior roadways within residential developments.

Type "G" Rural Street

Rural streets are low volume roadways whose purpose is to collect traffic from smaller streets and convey it to the nearest roadway. These roadways are to be rural in nature, are specified with 24 feet of paving and bar ditches, and may be most appropriate to large acreage residential subdivisions. A right-of-way of 60-70 feet is also specified.

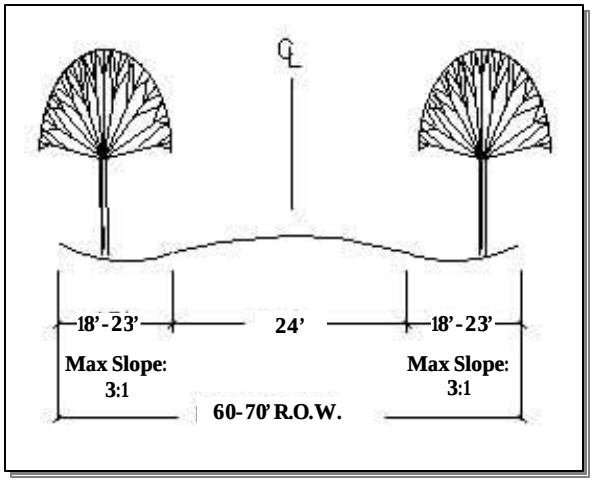

ILLUSTRATION 3-17
Type "G" Rural Street

CONCEPTUAL LOOP

The City of Canton's roadway infrastructure provides for ample east-to-west routes, but only State Highway 19 provides drivers with a north-to-south route through the entire City. Since most drivers traveling north or south must use State Highway 19, this situation becomes problematic at high-traffic times because it results in a bottleneck effect. During the development of this Comprehensive Plan, the Steering Committee recognized the need for more north-south roadways and addressed this issue in the *Goals and Objective* chapter (Objective 9.9).

Through the Committee process it was discovered that a new north-south roadway from State Highway 64 to State Highway 243, west of Canton, would be desirable because it would provide needed access to the properties west of the City and would create a time-saving route to and from the schools along State Highway 243. Then, from this point in the process the idea was raised to continue the road in a southeastern direction to provide people south of the City better access to the schools – an alternative route to and from the high school and intermediate school is necessary because traffic along SH 243 is congested in the mornings and afternoons. Furthermore, people traveling from areas south of the City currently have no alternative ways to reach the schools and must take

SH 19 to SH 243. Therefore, the proposed road was extended from SH 243 to SH 19 to provide an alternative way to reach the schools and lessen the traffic on SH 243.

Next, the idea was brought about to extend this conceptual road north of SH 64 to Interstate Highway 20, creating another overpass/intersection. There is approximately three miles between the IH 20 overpasses/intersections with SH 64 and SH 19. The Texas Department of Transportation (TxDOT) has a policy that overpasses/ intersections should be spaced at least one mile apart. Therefore, this proposed overpass/intersection would be in accordance with TxDOT spacing policy.

Furthermore, this conceptual roadway was seen as having the potential to connect from IH 20 to SH 19 north of the City. This additional segment would allow the entire road to function as a bypass for SH 19. The overall advantage would be that drivers traveling north-to-south would have an alternative route for SH 19, which might be beneficial during the *First Monday* event when SH 19 is extremely congested.

Finally, all of the previously discussed concepts evolved into the idea to make an entire loop around the City. A loop, approximately 20.7 miles long, would provide more alternative routes for drivers and would create additional north-south routes. If TxDOT funding is desired for this project, then the exact location of any loop would probably need to be set by TxDOT itself. The City should meet with TxDOT officials to develop the details of any related conceptual plans.

Preliminary Construction Phasing for a Conceptual Loop

The Steering Committee also assisted in the preliminary plans for a loop by providing information regarding the order in which to build the road segments. The City should work with TxDOT in all phases of construction/ design. The following loop segments are listed in the order in which they should be constructed.

Phase 1 – 2.9 miles
State Highway 64 to State Highway 243 (West of Canton)

Phase 2 – 3.3 miles
State Highway 243 to State Highway 19 (Southwest of Canton)

Phase 3 – 3.7 miles
State Highway 19 to Interstate Highway 20 (Northwest of Canton)

Phase 4 – 0.9 miles
Interstate Highway 20 to State Highway 64 (Northwest of Canton)

Phase 5 – 5.0 miles
Interstate Highway 20 to State Highway 19 (Southeast of Canton)

Phase 6 – 5.0 miles
State Highway 19 to Interstate Highway 20 (Northeast of Canton)

Insert Conceptual Loop Phasing Map Plate 3-2

Insert Conceptual Loop Phasing Map Plate 3-2

Plate 3-2

City of Canton, Texas

Conceptual Loop Phasing Map

Phase 3
3.7 Miles

Phase 4
0.9 Miles

Phase 6
5.0 Miles

Phase 1
2.9 Miles

Phase 5
5.0 Miles

Phase 2
3.3 Miles

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Meeting the Current and Future Needs of the City

A number of issues must be considered in the process of developing a *Thoroughfare Plan* for Canton. First, the Plan must be compatible with the City's *Future Land Use Plan* (Chapter 4) and related growth and development considerations. Second, it must address the integrity of existing residential and nonresidential areas; the Plan must balance functions of the thoroughfare system through efficient moving of traffic, and facilitate access requirements. It must consider alignments and right-of-way issues. Third, accommodating *First Monday* traffic must be a priority within the *Thoroughfare Plan* due to the influence this event has on the entire community. Finally, the *Thoroughfare Plan* must also incorporate realistic recommendations within the context of budgeting constraints. The following discussion addresses these issues.

COMPATIBILITY WITH THE FUTURE LAND USE PLAN

Land use and roadway planning are closely linked; just as inappropriate land uses can reduce the effectiveness of adjacent roadways, poorly planned roadways can reduce the viability of adjacent land uses. Inappropriate zoning, various types of development activity, the existence of older roadways that now carry higher traffic volumes than originally intended, and continually changing traffic patterns can have negative impacts on the City's thoroughfare system. As previously mentioned, Canton should ensure that adequate access (driveway) spacing standards are implemented for land uses located on major thoroughfares and major collector streets in order to promote a smooth flow of traffic and to minimize the impact of individual developments on the safe and efficient function of these roads. The different mobility and access needs of residential and nonresidential land uses are recognized within the *Future Land Use Plan*, and have resulted in the various land use location recommendations therein.

EXISTING RESIDENTIAL AND NONRESIDENTIAL LAND USES

As **Plate 3-1** shows, the importance of continued access to nonresidential uses has been reflected primarily in the recommendations for major thoroughfares in areas of the City that are characterized by high concentrations of nonresidential uses. The thoroughfare system as it exists today in Canton has evolved over decades. Many areas of the City have been previously developed with rights-of-way and land uses firmly in place. Therefore, opportunities for improving traffic flow and access in such areas will mainly be the product of street maintenance and widening, wherever possible. It is not the intent of this *Thoroughfare Plan* to endorse the displacement of existing businesses or residences; existing roadways should generally only be widened to the widths recommended herein wherever existing rights-of-way allow.

ACCOMMODATING FIRST MONDAY TRAFFIC

As stated previously, Canton has the unique task of accommodating the traffic from an extremely popular and well-attended event that happens only a few days out of the month. Planning for such an event can prove difficult because infrastructure (e.g., roads) must be put into place to accommodate the 300,000 to 100,000 visitors without being an inefficient and wasteful use of City resources, considering that the City's 3,300 residents may not fully utilize such a large infrastructure system during the remainder of the month. Therefore, a possible solution to accommodate *First Monday* traffic would be to balance improvements to the roadway system surrounding *First Monday* with other traffic reducing methods. The following subsections detail ways in which to improve upon the traffic flow around *First Monday.*

Road Improvements

Road improvements are recommended to help accommodate the ever increasing traffic from *First Monday*. The *Thoroughfare Plan* map, **Plate 3-1**, and the corresponding minimum roadway sections should be implemented to improve the traffic flow around the *First Monday* grounds. As more people attend the event, the current right-of-way and roadway pavement widths will become less capable of handing the increasing traffic flows. The following roadways are listed in order of importance, and funding for improvements should follow the order of this listing (**Plate 3-2**, on the following page, highlights the exact locations of these roadways):

Farm to Market Road 859 (between IH 20 and SH 64)

In order to relieve the traffic congestion of State Highway 19, which runs along the eastern edge of the *First Monday* grounds, FM 859 should be utilized to bring visitors into the west gate of the *First Monday* grounds. The *Thoroughfare Plan* map, **Plate 3-1**, calls for this road to be a type "C" divided minor arterial. Specifically, the road needs to be improved between its intersection with Interstate Highway 20 and its intersection with State Highway 64. Additionally, there are potential sites along the interstate that, through the use of signage, could direct traffic toward FM 859 and away from State Highway 19.

- *Length of roadway improvement: 1.8 Miles*

County Road 2130

Currently, County Road 2130 is a small road that runs in a north-south direction along the east side of the Wynne Community. Its north terminus at IH 20, and its south terminus is at CR 2106 (Wynne Road), but for this subsection the southern terminus is considered to be the *First Monday* log cabin. The *Thoroughfare Plan* establishes this road as a commercial collector with 70 feet of right-of-way and 50 feet of paving. This road can serve as a critical reliever route for State Highway 19. With

Insert FM Road Improvement Map
Plate 3-3

Insert FM Road Improvement Map
Plate 3-3

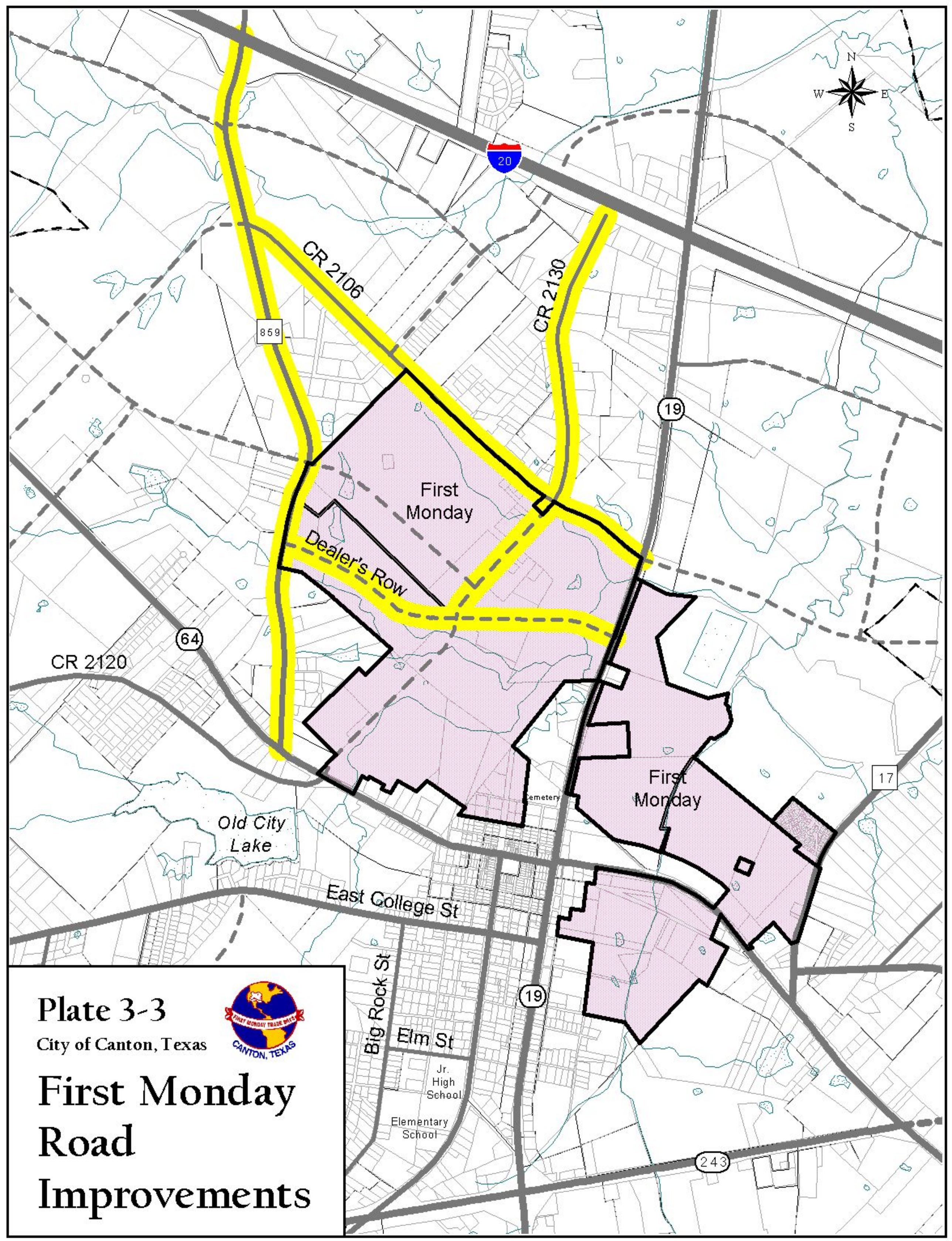

Plate 3-3

City of Canton, Texas

First Monday Road Improvements

an improved CR 2130, traffic headed for *First Monday* would have another route to reach the grounds and could avoid traffic congestion along SH 19. Additionally, traffic leaving the *First Monday* grounds, especially from the parking lots to the north, could use CR 2130 to reach Interstate Highway 20.

- *Length of roadway improvement: 1.1 Miles*

County Road 2106 (Wynne Road)

CR 2106 (Wynne Road) can be a major component to the *First Monday* roadway system because it connects with both State Highway 19 and FM 859. Also, it can serve as a roadway that can carry traffic away from the heavily congested SH 19. Like CR 2130, the *Thoroughfare Plan* establishes CR 2106 (Wynne Road) as a commercial collector with 70 feet of right-of-way and 50 feet of paving. Improvements to this road would also benefit the existing industrial park near the intersection of CR 2106 (Wynne Road) and FM 859.

- *Length of roadway improvement: 1.2 Miles*

Dealer's Row (Through the FM grounds – Restricted Access Route)

Dealer's Row is a route that passes through the middle of the *First Monday* grounds. The *Thoroughfare Plan* map, **Plate 3-1**, shows this road to be a commercial collector. While this road may serve as a public street and/or provide access to the *First Monday* grounds during the times of the month when *First Monday* is not occurring, this road should be restricted to through traffic during the event in order to promote safety. Specifically, this road could serve as a possible shuttle route for a park-and-ride system, which will be discussed in the following subsection.

- *Length of roadway improvement: 1.2 Miles*

Develop a First Monday Park-and-Ride System

A park-and-ride system is one method that can be used to improve the traffic flow around the *First Monday* grounds. A system of park-and-ride locations and shuttle stops could reduce the amount of vehicles on the roads adjacent to *First Monday*. Additionally, a system using shuttle buses could pick-up visitors at designated park-and-ride locations and drop them off at shuttle stops around the *First Monday* grounds and the downtown area, thus making it easier for visitors to tour the area. The locations of park-and-ride areas will have to be decided by the City, but should be located in areas that are easily accessible or that are well-marked by signage. One possible location is the City's Hackney Airport. This facility could be converted to serve as a park-and-ride facility and is easily visible from IH 20, is in close proximity to the *First Monday* grounds, and is already owned by the City. Other locations may become available for the City

to temporarily or permanently use, such as sites along Interstate Highway 20 or other various highway locations. The following discusses possible routes and stops that the City may desire to use for a park-and-ride system; these routes and stops can also be seen on **Plate 3-3**, the *Conceptual Shuttle Routes* map.

Route Alternative 1

This route would begin at the Hackney Airport, which would be a park-and-ride location, and would make a shuttle stop at the hotels/motels at the intersection of IH 20 and SH 19. From that stop, the shuttle would use the IH 20 frontage road to reach CR 2130. The shuttle would use CR 2130 to reach the *First Monday* grounds and would drop off and pick up visitors at the log cabin. The shuttle would then use the same path that it used to reach the *First Monday* grounds to return to the Hackney Airport.

- *Stops and park-and-ride locations: Two stops and one park-and-ride location*
- *Shuttle route length: 1.9 Miles*

Route Alternative 2

Route Alternative 2 would begin at the intersection of IH 20 and SH 19, where the shuttle would pick up visitors from the nearby hotels/motels. From that stop, the shuttle would use the IH 20 frontage road to reach the park-and-ride location at the Hackney Airport. The shuttle would then use FM 859 to reach the west gate of the *First Monday* grounds, and would make its way to the log cabin. After that stop, the shuttle would have the option of stopping by the civic center on its way to stops adjacent to the Van Zandt County Courthouse and the *First Monday* main gate. The shuttle would then make a return trip using that same path.

- *Stops and park-and-ride locations: Five stops and one park-and-ride location*
- *Shuttle route length: 4.5 Miles (4.3 miles without the civic center stop)*

Route Alternative 3

This route would begin at the Hackney Airport and would make a shuttle stop at the intersection of IH 20 and SH 19. From that stop, the shuttle would use the IH 20 frontage road to reach CR 2130. The shuttle would then use CR 2130 to reach the *First Monday* grounds and would stop at the log cabin. The shuttle would continue through the *First Monday* grounds on the Dealers Row Road and would stop at the road's intersection with SH 19. From this point, the shuttle would make stops at the main gate and then at the courthouse before making its way back to the Hackney Airport via FM 859.

- *Stops and park-and-ride locations: Five stops and one park-and-ride location*
- *Shuttle route length: 5.9 Miles*

Insert Conceptual Shuttle Routes Plate 3-4

Insert FM Shuttle Routes Plate 3-4

Bus Stop
Park & Ride Station
Bus Routes
Route 1
Route 2
Route 3
Route 4
Route 5
Hackney Airport
859
Wynne Rd
C.R. 2130
20
West Gate
Log Cabin
19
To Interstate 20 and State Hwy. 64 Park-and-Ride
Dealers Row
64
Civic Center
Main Gate
Old City Lake
17
Courthouse
64
19
Rodeo

Plate 3-4

City of Canton, Texas

Conceptual Shuttle Routes

CANTON, TEXAS

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Route Alternative 4

Route Alternative 4 would begin at a park-and-ride location near the intersection of IH 20 and SH 64. A location in this area would be beneficial because of its high visibility along the IH 20 and SH 64 corridors. The shuttle would travel into town along SH 64 and would make stops at the courthouse and main gate to *First Monday*. The use of SH 64 as a route is attractive due to the fact that there is less traffic along this road than SH 19, and vehicles can travel at greater speeds since the route is a highway.

- *Stops and park-and-ride locations: Two stops and one park-and-ride location*
- *Shuttle route length: 5.0 Miles*

Route Alternative 5

This route would begin at the rodeo located near the intersection of State Highways 64 and 243, if permission could be attained for City use of the property. The shuttle would leave the rodeo grounds and stop at the courthouse and the main gate. After these two stops, the shuttle would return to the rodeo grounds. This route would have a total of two stops and one park-and-ride location.

- *Stops and park-and-ride locations: Two stops and one park-and-ride location*
- *Shuttle route length: 1.6 Miles*

Marketing a Theme for the Park-and-Ride System

The City has the opportunity to make the park-and-ride system an integral part of the *First Monday* experience. Many visitors may not know the best places to park and may prefer being dropped off by a shuttle rather than walking long distances through crowded parking lots on either hot or rainy days. A park-and-ride system gives the City a way to further enhance visitors' experiences of *First Monday*. Therefore, in order to promote awareness of this program, the City should develop a plan to market the park-and-ride system as a desirable feature and as a preferred place to park. The following paragraphs discuss three main issues that should be considered when developing plans for a *First Monday* park-and-ride system.

First, signage is critical in marketing any park-and-ride system; therefore, strategic locations for signs should be sought for their high visibility. For example, well-placed signs along Interstate Highway 20 may be very useful in informing people about the park-and-ride and the benefits of using such a system. Furthermore, park-and-ride signs should incorporate the City's official logo for the event to communicate to visitors that the park-and-ride system is a City-sponsored program.

Second, a memorable and likable name for the park-and-ride system may prove useful in encouraging visitors to use the system. A name and related marketing

campaign based on that name could help draw people to the park-and-ride locations and thereby would increase the effectiveness of the program. In addition, a marketing campaign could build upon the uniqueness of the *First Monday Trade Days*. For example, a possible name for the park-and-ride system could be *First Stop*, a modification of the *First Monday* name. This name would allow visitors to know that the park-and-ride system is associated with the *First Monday* event and therefore may allow visitors to be more comfortable using the system.

Third, consideration should be given to the look and feel of the shuttles that transport the visitors. The look and feel of these shuttles can influence peoples' feelings of the park-and-ride system. Additionally, a theme for the shuttles themselves can help visitors identify the official park-and-ride shuttles from the other various buses that can be found at the *First Monday* grounds. A theme such as a trolley would be easily identifiable and provide an added feature that may appeal to visitors. Furthermore, families may prefer the use of a themed shuttle bus because of its appeal to children. **Illustration 3-18** is an example of a themed shuttle that was used by the Dallas Area Rapid Transit (DART) for shuttle services. This type of theme could be implemented for the park-and-ride system by either purchasing one or multiple shuttles or through the use of a private contractor. Also, **Illustration 3-19** is an example of a shuttle. DART uses this particular shuttle to transport the students, faculty, and staff of Southern Methodist University (SMU) between various residential/retail/commercial areas and the university campus.

ILLUSTRATION 3-18
Example of a Shuttle/Trolley Bus
Source: North Central Texas Council of Governments and Dallas Area Rapid Transit (DART) – http://cleancities.dfwinfo.com/spotlights/buses.html

ILLUSTRATION 3-19
Example of a Shuttle Bus

FUNDING THOROUGHFARE SYSTEM IMPROVEMENTS

In addition, building and maintaining an efficient street network requires significant investment of local resources. Careful planning is needed to ensure that Canton makes the most cost-effective investments in its street network. Funding is usually based upon general obligation bonds or the general fund budgeting process. The City should also coordinate efforts with regional transportation-related agencies, such as the Texas Department of Transportation (TxDOT) and East Texas Council of Governments (ETCG) in order to maximize the potential for shared financing. Consistent participation in ETCG planning efforts may also help Canton foster relationships that would ultimately help with funding improvements.

IN CONCLUSION

Table 3-3 illustrates one of the key elements of the *Thoroughfare Plan,* the classifications and standards for roadways within Canton. As can be seen within the table, three additional roadway classifications have been added and new classification names have been given to better communicate the structure of the street system. In addition, new standards apply to all roadways except for type "E" and type "F" streets which remain identical to the original roadway classifications found within the current Subdivision Ordinance.

Table 3-3
Roadway Section Matrix

Existing Roadway Sections			Proposed Roadway Sections			
Classification	**ROW[(1)]**	**Paving**	**Classification**		**ROW[(1)]**	**Paving**
Major Thoroughfares	100'	60'	(Type "A")	Major Arterial	120'	88'
			(Type "B")	Undivided Minor Arterial	100'	68'
			(Type "C")	Divided Minor Arterial	86'	64'
Collector	60'	40'	(Type "D")	Commercial Collector	70'	50'
			(Type "E")	Residential Collector	60'	40'
All Others	50'	30'	(Type "F")	Local	50'	30'
			(Type "G")	Rural	70'	24'

(1) Right-of-Way
* All measurements based on feet

First Monday presents an interesting challenge to the *Thoroughfare Plan.* The City has to balance the need for a road way network capable of handling *First Monday* traffic with the usefulness and value of that road way network during the remainder of the month, when the *First Monday* event is not in progress. There are two solutions recommended within this *Thoroughfare Plan.* First, a listing of recommended improvements described which roadway segments could be improved to better handle *First Monday* traffic. Second, a park-and-ride system with alternative shuttle routes was recommended to further ease traffic congestion; the alternative shuttle routes are preliminary and are for conceptual purposes only. Any shuttle routes should be determined by input from the public, Canton's Economic Development Corporation (EDC), and the City.

Implementation of the *Thoroughfare Plan* will require consistent administration by the City; this will be specifically addressed within the *Implementation Strategies*, Chapter 5. Design and technical standards should continue to be contained within the City's adopted Subdivision Ordinance and should be consistently reviewed to ensure that such practices are uniform in terms of required size of right-of-ways and access controls along rights-of-ways (i.e. joint or shared access to mitigate traffic congestion). It should be noted that proposed changes and recommendations for future thoroughfares are predicated upon the goals and objectives formulated during the comprehensive planning process (Chapter 2). Canton's recommended *Thoroughfare Plan* policies are summarized on the following page within **Table 3-4**.

Table 3-4
Thoroughfare Plan Recommendations
City of Canton, Texas

Ensure that local roadways are operating at a level of service "C" (refer to **Table 3-2**).
Continue to be aware of and involved in any regional transportation plans; ensure that such regional plans acknowledge Canton's needs and that they are reflected in localized transportation planning efforts.
Update the Subdivision Ordinance by removing the existing roadway requirements and replacing them with the roadway sections recommended in the *Thoroughfare Plan*.
Construct arterials with raised medians, for safety as well as aesthetic reasons.
List State Highway 64 as a high-priority item on the City's Capital Improvements Program (CIP) and first improve the roadway between its intersection with Interstate Highway 20 to its intersection with State Highway 19.
Ensure that adequate access spacing standards are implemented for land uses located on arterial and major collector streets in order to promote a smooth flow of traffic and to minimize the impact of individual developments on the function of the roadways.
Note that the recommended roadways, roadway extensions, or increased roadway widths are not intended to cause displacement of existing residential or nonresidential uses.
Investigate the concept of developing a loop around the City, which would be built in phases starting on the western side of the City and completed around 2030.
Implement the *Thoroughfare Plan*'s recommendations for *First Monday* roadway improvements. The following is a listing of the roadway improvements discussed within the *Thoroughfare Plan* and are listed in order of importance, and funding for improvements should follow the order of this listing: 1. Farm to Market Road 859 2. County Road 2130 3. County Road 2106 (Wynne Road) 4. Dealer's Row Road
Implement the *Thoroughfare Plan*'s recommendation to develop traffic reducing methods to increase mobility around *First Monday*, such as the idea of a park-and-ride system.
Investigate different funding mechanisms to ensure that future roadways can accommodate population growth. Coordinate efforts with regional transportation related agencies, such as the Texas Department of Transportation (TxDOT) and East Texas Council of Governments (ETCG) in order to maximize the potential for shared financing.
Ensure that future development provides for adequate automobile as well as pedestrian circulation.

Note: Not in any order of priority.
Source: City of Canton's *Thoroughfare Plan*

CITY OF CANTON

COMPREHENSIVE PLAN

CHAPTER 4: FUTURE LAND USE PLAN

Introduction

The significance of the *Future Land Use Plan* text and map cannot be overstated. Similar to the way in which a map serves as a guide to a particular destination, the *Future Land Use Plan* should serve Canton as a guide to its particular, unique vision for the future. Each mile driven that is represented on that map can also be compared to each individual decision that the City makes with regard to land use and zoning; these individual decisions can either lead to or deter from the City attaining its vision.

In order to provide the most complete *map* possible, the *Future Land Use Plan* designates various areas within cities for particular land uses based principally on population growth, locational criteria, compatibility criteria, and a balance of land use types. The *Future Land Use Plan* establishes an overall framework for the preferred pattern of development within the City of Canton. Graphically depicted on **Plate 4-1**, the *Future Land Use Plan* should ultimately be reflected through the City's policy and development decisions.

The *Future Land Use Plan* is not a zoning map, which deals with specific development requirements on individual parcels; the zoning map and zoning decisions should, however, be based on the *Future Land Use Plan.*

Projected Future Population

Increased demand for all types of land uses must be taken into account when establishing a *Future Land Use Plan.* Such increased demand is inevitable with population growth. The population projections contained herein form the foundation of establishing how much land should be allocated to particular types of land use. Analyzing past growth trends within the City, as well as the growth trends of surrounding communities, helps to predict what Canton can expect in terms of future population growth. The following is a discussion of the way in which the population projections for Canton have been established.

Table 4-1
Population Change
Canton, Van Zandt, and Surrounding Communities

County/ City	1970	1980	1990	2000	Growth Percentage	Compound Annual Growth Rate
Canton	2,283	2,845	2,949	3,292	44.2%	1.2%
Wills Point	2,636	2,631	2,986	3,496	32.6%	0.9%
Grand Saline	2,257	2,709	2,630	3,028	34.2%	1.0%
Van	1,593	1,881	1,854	2,362	48.3%	1.3%
Edgewood	1,176	1,413	1,284	1,348	14.6%	0.5%
Mabank	1,239	1,443	1,739	2,151	73.6%	1.9%
Tyler	57,770	70,508	75,450	83,650	44.8%	1.2%
Mineola	3,926	4,346	4,321	4,550	15.9%	0.5%
Van Zandt	22,155	31,426	37,944	48,140	117.3%	2.6%

Source: U.S. Census

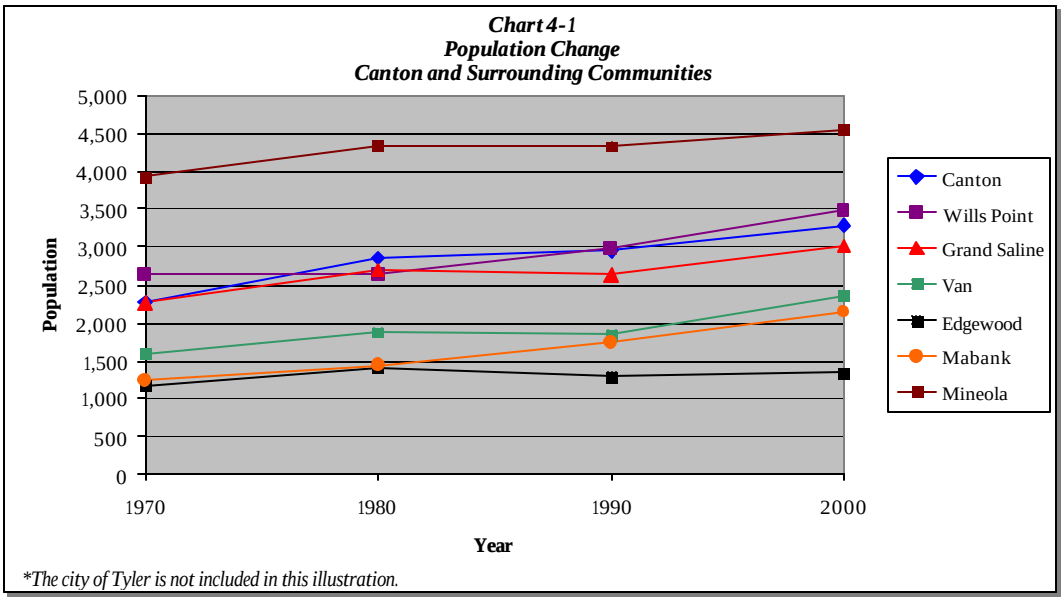


Table 4-1 and **Chart 4-1** contain Census population estimates from 1970 to 2000 for the City of Canton, Van Zandt County, and several surrounding communities. As discussed in the *Baseline Analysis*, Canton was estimated by the Census to have experienced increases in population between 1970 and 2000. The 1.2 percent compound annual growth rate experienced by Canton between 1970 and 2000 was higher than several other surrounding cities and equal to that of the city of Tyler (see **Table 4-1**). This fact also translates into a total growth percentage of 44.2 percent for the City. The cities of Wills Point, Grand Saline, Edgewood, and Mineola had smaller compound annual growth rates ranging between 0.5 and 1.0 percent. On the other hand, only the cities of Mabank and Van had higher annual growth rates, than did Canton, at 1.9 and 1.3 percent respectively.

The County's growth rate is significant because it includes growth that occurred outside the limits of Van Zandt cities; therefore, it may be a more reliable indicator of future growth. It should be noted that the compound annual growth rate for the County between 1970 and 2000 was approximately 2.6 percent; this fact may be more reflective of the growth rate that the overall region can anticipate in the future. Specifically, over the last 30 years Van Zandt County has more than doubled in size (increasing from 22,155 people in 1970 to 48,140 in 2000). As mentioned in the *Baseline Analysis*, growth in the County has outpaced growth in the City of Canton, which has been a common trend throughout Texas and can be attributed to developments being built outside cities' corporate limits.

The most recent population estimate from the U.S. Census (i.e., July 1, 2002) for the City of Canton is 3,382 people. The 2002 population estimate is reflective of the current 1.2 percent compound annual growth rate that the City has experienced for the last 30 years. This number (3,382 people) combined with a 40-person increase in population for the year 2003 yields a population estimate of 3,422 for January 1, 2004. The 40-person increase was calculated by multiplying the number of new residential permits issued in

2003 (20 permits) by the average household size (2.3 persons) by the City's occupancy rate (0.872). The January 1, 2004 population estimate of 3,422 will be used throughout the remainder of this Comprehensive Plan as the current population of Canton.

The population projections shown in **Table 4-2** have been calculated based on two principle factors – one, the City's past growth rates, and two, the growth rates of surrounding communities (refer to **Table 4-1**). Using the estimated January 1, 2004 population of 3,422 people and a compound annual growth rate of 1.0 percent, Scenario A projects Canton's population through the year 2025. A review of the compound annual growth rate for a shorter amount of time, such as the most recent 10 years (1990 to 2000) which had a 1.1 percent compound annual growth rate, indicates that growth has steadily occurred within the City and that a growth rate of 1.0 percent could be an accurate description of the future growth of the City. This calculates into an average of 15 residential permits being issued on a yearly basis.

Table 4-2
Population Projections
City of Canton, Texas

Year	Scenario A	Scenario B	Scenario C	Scenario D
	1% Growth Rate	2% Growth Rate	2.5% Growth Rate	5% Growth Rate
2002	3,422	3,422	**3,422**	3,422
2005	3,526	3,631	**3,685**	3,961
2010	3,706	4,009	**4,169**	5,056
2015	3,895	4,427	**4,717**	6,453
2020	4,093	4,887	**5,337**	8,235
2025	4,302	5,396	**6,038**	10,511

Source: Dunkin, Sefko & Associates, Inc.

Scenario B portrays a slightly more aggressive compound annual growth rate of 2.0 percent. The nearby city of Mabank experienced a similar growth rate between 1970 and 2000, and it is therefore reasonable to assume that Canton could experience this level of growth as well. A 2.0 percent compound annual growth rate would result in Canton reaching a population of approximately 4,009 by 2010 and 5,396 by 2025. This correlates with an average of approximately 33 residential building permits per year over the next twenty years.

Scenario C reflects a higher rate of growth for Canton, and assumes that the City would grow at approximately the same rate as Van Zandt County. A 2.5 percent compound annual growth rate used to calculate this scenario is greater than the growth rates of the surrounding cities and is approximately the same growth rate as the County. Furthermore, growth at this rate would translate into an average of 45 residential permits being issued on a yearly basis.

Finally, Scenario D depicts the most aggressive growth rate for Canton and assumes that the City would grow at a 5.0 percent compound annual growth rate. This growth rate would be a scenario of explosive growth, which has been reached and surpassed by several communities of Canton's size throughout the State. Growth at this rate would translate into an average of 124 residential permits being issued on a yearly basis. For planning purposes, the growth rate represented by Scenario C, a compound rate of 2.5 percent, is used herein to project the future population of Canton.

Ultimate Capacity

Ultimate capacity, as defined within this document, is the maximum number of residents that Canton can support given its current City limits and ETJ. There are several sources that provide the data to calculate the ultimate capacity. First, Canton's existing land use map is reviewed to obtain information on where vacant areas exist within the City. Second, the *Future Land Use Plan* map (**Plate 4-1**) is reviewed to obtain information on planned locations for future residential areas and on the projected densities of those residential areas. Third, the City's 2000 U.S. Census information is reviewed to obtain information on *Occupancy Rate* and *Persons Per Household*. These elements are all calculated together, and are finally added to the City's current population of 3,422 people. As **Table 4-3** on the following page shows, the ultimate population capacity of Canton as calculated herein is approximately 34,268 people.

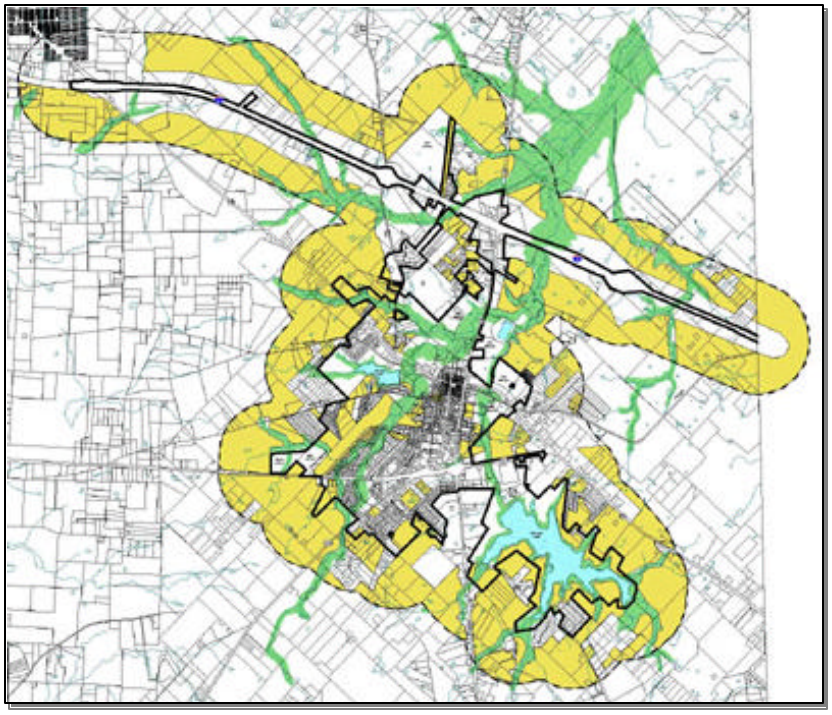


ILLUSTRATION 4-1
Major Vacant Residential Areas within the City and ETJ –
Used to Calculate Canton's Ultimate Capacity

Table 4-3
Projected Ultimate Capacity within the 2004 City Limits and ETJ
City of Canton, Texas

Vacant Residential Acres	Percentage Subtracted for Roadways	Average Number of Dwelling Units Per Acre	Occupancy Rate	Persons Per Household	Estimated Population
Estate Residential					
170	15%	0.2	87.20%	2.3	58
Low Density Residential					
6,100	30%	3.5	87.20%	2.3	29,974
Medium Density Residential					
20	15%	8	87.20%	2.3	273
High Density Residential					
20	10%	15	87.20%	2.3	542
Population Accommodated Within Existing Vacant Areas					30,846
Current Population					3,422
Ultimate Population Capacity of Canton					**34,268**

Source: Dunkin, Sefko & Associates, Inc.

Extraterritorial Jurisdiction

The City of Canton has a significant amount of extraterritorial jurisdiction. The City's ETJ and City limits combined equal around 10,400 acres, which is roughly three times larger than the amount of land located within its City limits, 3,600 acres. Additionally, the City has the advantage of having no neighboring cities and therefore can take full advantage of its half-mile ETJ. Many cities across Texas share city limit lines or are bound by some other limits and are "landlocked" and therefore cannot expand their boundaries. Canton has the distinct advantage of being able to grow in any direction.

A Balanced & Compatible Future Land Use Pattern

The various types of land use have different needs in terms of location. For example, residential areas should be located away from major roadways so that automobile traffic is generally able to circumvent such areas, thereby preserving the integrity of local neighborhoods and ensuring the safety of local residents. In contrast, nonresidential uses should generally be located along major thoroughfares in order to allow them the highest visibility possible. The exception to this may be heavy commercial and industrial uses, which may have open storage areas and large warehouses that would not make a

positive contribution to the way in which Canton is viewed from Interstate Highway 20 or sections of the State highways.

Retail and some commercial land uses require locations that provide visibility, because these types of land use often depend on "walk-in business" for success. Consequently, areas along Interstate Highway 20, State Highway 19, State Highway 64, and State Highway 243 have been designated for and should be preserved for retail and limited commercial and industrial land uses, particularly those that are designed such that they are aesthetically pleasing – in contrast to most heavy commercial and industrial uses.

The market, in conjunction with City policy, has dictated the existing land use pattern (shown on **Plate 1-3** in the *Baseline Analysis*) in Canton over the years, a pattern that generally supports these concepts of residential and nonresidential locations. The *Future Land Use Plan*, graphically shown on **Plate 4-1**, further reinforces these concepts. It should be noted that nonresidential development will become increasingly important as the City continues to grow in population, and desirable businesses need to be identified and targeted for these areas for continued economic development and growth to serve the population's growing needs.

By taking into account the Comprehensive Plan goals for balanced development and better traffic circulation within Canton, the *Future Land Use Plan* guides the allocation of land uses in a pattern that is intended to yield greater opportunity for compatibility between differing land uses. As **Illustration 4-2** shows, the more intense the type of nonresidential land use is, the less compatible that land use is with residential uses. In general, office uses and small, neighborhood-oriented retail establishments adjacent to residential uses create positive relationships in terms of land use compatibility; since these are considered lower-intensity land uses. There are many techniques, including setback standards, buffering, screening and landscaping, that can be implemented through zoning and development regulations that would help increase compatibility between these different land uses. In keeping with established land use and development-related goals and objectives (Chapter 2), Canton should review such regulations to ensure that they are required to provide proper buffering, screening, and site design techniques to mitigate any adverse impacts, particularly upon adjacent residential neighborhoods.

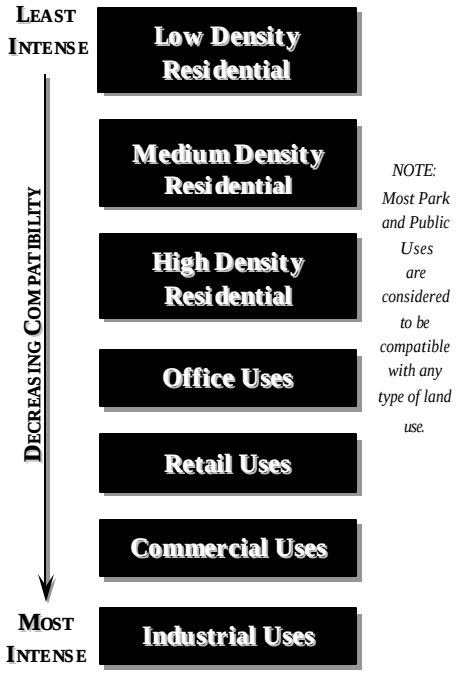


ILLUSTRATION 4-2
Compatibility Comparison of Various Types of Land Use

Insert Future Land Use Plan

Insert Future Land Use Plan

NOTE:
A Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries.

Plate 4-1

City of Canton, Texas

Future Land Use Plan

Future Land Use Legend

- Estate Residential
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- Mixed Residential (MH Allowed)
- P/SP Public/Semi-Public
- Public/Schools
- POS Parks & Open Space
- O Office Areas
- CBD Central Business District
- R Retail Areas
- First Monday Trade Days
- Gateway
- C Commercial Areas
- LI Light Industrial
- Mixed Use Non-Residential

Thoroughfare Legend

- Interstate
- Conceptual Loop
- Major Thoroughfare (existing)
- Major Thoroughfare (proposed)
- Collector (existing)
- Collector (proposed)
- Collector (alternate)

- Lake
- Floodplain

- Canton City Limits
- Canton ETJ
- Trail System
- Major Ridge Line
- Creeks

N
W E
S

Adopted May 6, 2004

2000 0 2000 4000 6000 Feet

Dunkin Sefko & Associates, Inc.
Urban Planning Consultants Dallas, Texas

Recommended Land Uses

All of the above-referenced locational needs of and compatibility issues related to the various types of land use have been considered in the establishment of Canton's *Future Land Use Plan.*

Land uses have been recommended based on three principal factors: 1) recognizing existing land uses by ensuring compatibility, 2) maximizing nonresidential land uses, and 3) creating an overall balanced land use pattern. Knowledge of the recommended future use of the land can help the City apply its zoning regulations accordingly. This knowledge can also help the City ensure that there are adequate public facilities available, such as water, wastewater, police protection, and park facilities. The following sections outline the various types of land uses that will help to provide a positive land use pattern in Canton as the City approaches its ultimate build-out configuration.

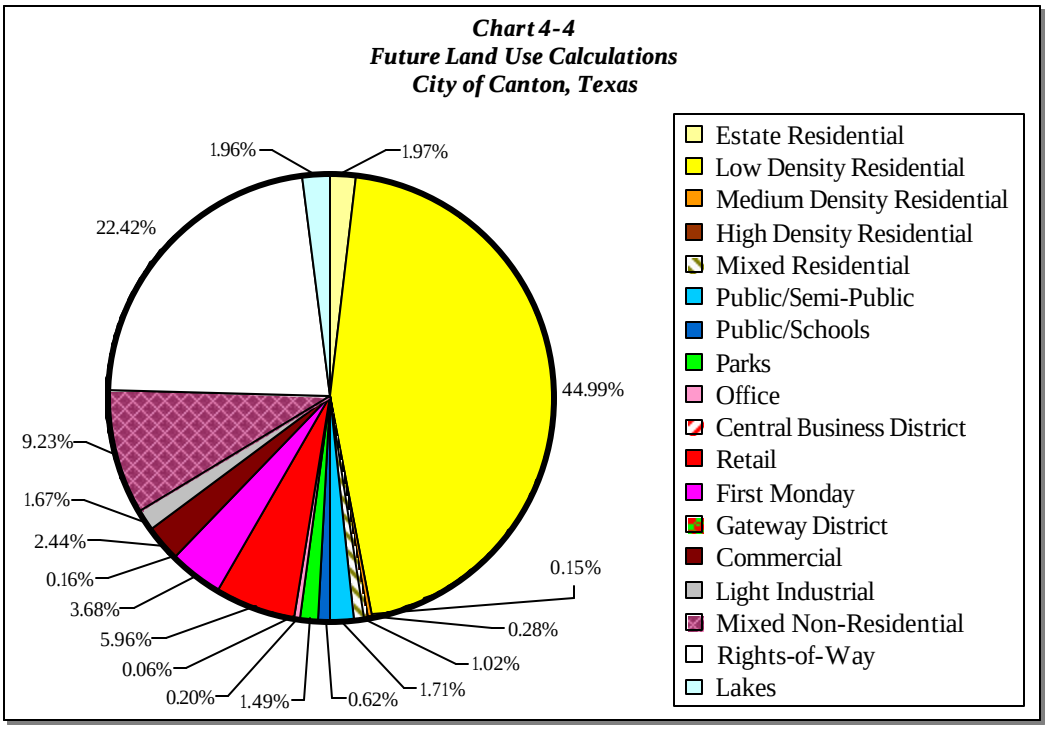
ILLUSTRATION 4-3
Future Land Uses and Related Colors on the Future Land Use Plan Map, Plate 4-1

Table 4-4
Future Land Use Calculations
City of Canton, Texas

Land Use Category		City Limits Acres	ETJ Acres	Total Acres	Percent
Residential Uses	Estate Residential	45.4	231.0	276.4	1.97%
	Low Density Residential	1,025.0	5,274.7	6,299.6	44.99%
	Medium Density Residential	6.7	14.4	21.1	0.15%
	High Density Residential	19.9	19.7	39.6	0.28%
	Mixed Residential	16.3	126.0	142.3	1.02%
Public Uses	Public/Semi-Public	76.4	163.2	239.6	1.71%
	Public/Schools	86.7	0.0	86.7	0.62%
	Parks	208.1	0.0	208.1	1.49%
Nonresidential Use	Office	27.5	0.0	27.5	0.20%
	Central Business District	8.9	0.0	8.9	0.06%
	Retail	545.4	289.0	834.4	5.96%
	First Monday	339.1	175.6	514.7	3.68%
	Gateway District	22.9	0.0	22.9	0.16%
	Commercial	43.1	298.6	341.7	2.44%
	Light Industrial	50.1	183.3	233.5	1.67%
	Mixed Non-Residential	212.9	1,078.8	1,291.7	9.23%
Rights-of-Way*		609.3	2,533.6	3,138.6	22.42%
Lakes		273.8	0.0	273.8	1.96%
Totals		**3,613.1**	**10,387.9**	**14,001.0**	**100.00%**

Source: Dunkin, Sefko & Associates, Inc.

**The Right-of-Way category was calculated by taking 30 percent from the Low Density Residential and 10 percent from every other land use category, except the Lakes category.*



RESIDENTIAL LAND USES

Residential land use is the prevailing land use within the City currently, and it is recommended within the *Future Land Use Plan* that this continue. It should be noted that single-family residential land uses can be buffered from nonresidential uses with medium and high density residential land uses.

Estate Residential Land Use

The estate residential land use is rural in nature and is designed to support single-family detached dwelling units on multiple-acre lots. This land use is planned to comprise a small portion of the City's future development, approximately 1.97 percent or 276.4 acres of the City's planning area (the City limits and ETJ). The *Future Land Use Plan* shows this use in the western section of the City, between West College Street and County Road 2120, and should be a continuation of the rural-style homes found within the area.

ILLUSTRATION 4-4
Estate Residential

Low-Density Residential Land Use

This use is representative of traditional, single-family detached dwelling units. Of the residential categories, it is recommended that low density residential continue to account for the largest percentage. Although these areas have been labeled "low density", the City should strive for a range of lot sizes to develop within them, and should reinforce this by providing a choice of several single-family zoning districts with various lot sizes in the Zoning Ordinance.

ILLUSTRATION 4-5
Low Density Residential Land Use

Medium Density Residential Land Use

This use is representative of two-family, attached dwelling units, such as duplex units and townhomes. Medium density land uses often provide areas for "empty nesters", who may not want the maintenance of a large-lot single-family home, and for young families, who may find a townhome or duplex more affordable than a single-family home.

ILLUSTRATION 4-6
Medium Density Residential Land Use

There are very few such units within Canton; those that do exist are located in the southern area of the City between State Highway 198 and State Highway 19. It is anticipated that new areas for medium density land use will be developed in the future. One recommended area is located on currently vacant land south of Interstate Highway 20 and another location is south of FM 1255, near the intersection with FM 17. Medium density residential areas generally develop at approximately eight units per acre, and this standard should be incorporated into Canton's Zoning Ordinance as the maximum number of units that are permitted to be developed in areas recommended for medium density residential.

High Density Residential Land Use

High density residential land use is characterized by traditional apartment-type units in attached living complexes as well as congregate housing for the elderly and/or infirm. As with medium density residential, there are currently very few

high density residential areas within Canton. With the increased need for housing diversity that the City will experience with population growth, it is anticipated that there may be an increased market for such uses in the future. In response to this, one primary area has been recommended for future high density residential use (either in conjunction with, or in lieu of, medium density residential uses). This area lies south of Interstate Highway 20 and is located between FM 859 and County Road 2130.

ILLUSTRATION 4-7
High Density Residential Land Use

This classification is also intended to provide additional housing choices for Canton residents such that the City becomes more of a "full-life cycle" community (i.e., variety of housing choices for people new to the area, college-age students, "empty-nesters", retirees/elderly, etc.). It is desirable to require provisions of a specified amount (e.g., a percentage of total land area) of landscaping/usable open space (to lessen the sense of "crowding" and to help encourage friendly interaction among residents) and other amenities in high density residential developments

In order to ensure that future multi-family developments are designed to a high standard, the City should consider applying the following guidelines in the future:

- The proposed multi-family tract should be adjacent to a collector or major thoroughfare (i.e., not directly adjacent to local residential streets), and all access into the complex should be from principal or minor arterials.
- All structures within the multi-family development should be at least 80 percent masonry (e.g., brick, stone, etc. – cementitious fiberboard siding, such as HardyPlank, EIFS, stucco, and other similarly applied finishes should not be considered "masonry" for the purpose of meeting the percentage standard) on the first floor, and at least 60 percent masonry on any floor above the first.
- At least 25 percent of the units should have garages, either attached or detached (there could be an exception for assisted living or other elder care facilities).
- If the development is adjacent to a single-family residential neighborhood, transition areas (open greenspace, buffer areas, medium density development, etc.) should be incorporated into the project.
- Based upon the density of the complex, an appropriate amount of usable open space should be required.

- All future multi-family developments should have recreational facilities for residents (such as a playground and swimming pool), and a common gathering facility (such as a clubhouse).
- A maximum of 15 units per acre should be permitted; this standard should be incorporated into Canton's Zoning Ordinance.

Mixed Residential Land Use

ILLUSTRATION 4-8
A Manufactured Home

There are several existing areas within Canton that are characterized by uses such as manufactured homes, which provide affordable housing for some of the City's citizens. The types of residential uses that can be found within this classification are manufactured homes, single-family detached dwelling units and duplexes. On the *Future Land Use Plan* map, the areas that have been designated for mixed residential primarily consist of areas wherein manufactured homes are currently located. Specifically, these areas are along County Road 2106 and West College Street.

PUBLIC USES

The following is a discussion of the public/semi-public, public/schools, and parks/open space uses. All three types are similar in nature because each provides a community service that is generally open or accessible to the people of Canton.

Public/Semi-Public Land Use

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

ILLUSTRATION 4-9
Canton Fire Station

Public/School Land Use

This land use designation is representative of uses that are educational in nature. The *Future Land Use Plan* map separates educational facilities for the purpose of clearly identifying schools and their related facilities apart from religious, governmental or other various public/semi-public institutions.

ILLUSTRATION 4-10
Canton Intermediate School

Park & Open Space Land Use

This land use designation is provided to identify all public parks and open spaces within Canton. A community's park system is key to a high quality of life. The City has recognized this not only through its allocation of park areas but its commitment to improving and planning for current and future facilities. The *Future Land Use Plan* illustrates the preliminary alignment of a trail system, detailed later in this chapter, that would connect Old City Lake with Lake Canton via creek paths and the *First Monday* grounds.

ILLUSTRATION 4-11
Example of a Park in Canton

NON-RESIDENTIAL LAND USES

Residents of a community should be able to live, work and recreate all within the community itself; the existence of nonresidential uses allows this. There are several areas of the City that have been recommended for various types of nonresidential use, primarily depending on the area's location and proximity to other types of land use. The following sections discuss specific aspects of the various types of nonresidential land uses recommended for Canton.

Office Land Use

There is a relatively small amount of land used for office purposes in Canton today. However, it is recommended that the amount of land used for office purposes be increased, as shown on the *Future Land Use Plan* map. There are four main areas that have been recommended for concentrated

ILLUSTRATION 4-12
An Office Use in Canton

office land use. One is the Central Business District (CBD) located around the County Courthouse. Another is located along the east side of State Highway 19 south of the intersection with State Highway 64. The third is located on State Highway 64 west of its intersection with FM 17. The fourth location is also on the north and south sides of State Highway 243, west of the intersection with Big Rock Street. Office land uses are also generally appropriate in all other nonresidential areas of the City provided that the proposed development meets the following criteria:

- First, the proposed office development should be compatible with any adjacent residential area.
- Second, the land upon which the office use would be developed is not directly located along Interstate Highway 20; land along such a thoroughfare should be retained for retail and limited commercial and industrial uses.

Central Business District Land Use

The Central Business District comprises the buildings and related areas that are adjacent to the County Courthouse. The land uses for the CBD should be a variety of retail and commercial uses, with office use composing another element of the district.

ILLUSTRATION 4-13
Canton CBD

Retail Land Use

Retail land use areas are intended to provide for a variety of retail trade, personal, and business services and establishments. As mentioned previously, retail establishments generally require greater visibility than do other types of nonresidential land use (e.g., office, commercial). In response to this need, retail land uses have been designated in the higher traffic areas of Canton, with concentrated retail uses recommended along Interstate Highway 20 and State Highway 19. State Highway 64 and State Highway 243 also have been recommended as retail

ILLUSTRATION 4-14
Example of a Retail Uses

corridors; however, these roadways are intended to support smaller retail establishments than Interstate Highway 20 and State Highway 19.

Retail development along Interstate Highway 20 and State Highway 19 is important to Canton for two principle reasons. One, new retail development is aesthetically pleasing and therefore projects a positive image of Canton at highly visible locations. Two, retail areas capture sales tax dollars from the citizens of Canton and from people traveling from adjacent localities, thereby increasing the City's sales tax revenue. It is recommended that the City pursue retail development in these highly visible areas. (Recommendations to increases aesthetics will be addressed later in this chapter.)

ILLUSTRATION 4-15
Example of a Large Retail Use

ILLUSTRATION 4-16
Example of a Retail Use

Several other areas have been designated for future retail development, as **Plate 4-1** shows. Also, similar to office land uses, retail uses are generally appropriate in areas designated for higher-intensity nonresidential land uses, specifically in *Commercial* and *Industrial* areas.

It should be noted that development along Canton's major roadways will become increasingly important in terms of tax revenue for the City as the local population continues to grow and the City reaches its build-out configuration. Therefore, the City should protect the optimal locations for retail development that remain within its corporate limits; a piece of property should not be developed as residential when it has all the characteristics of a prime nonresidential location.

First Monday Trade Days Land Use

This land use classification is unique to the City of Canton. The *First Monday* event is an integral part of the community and a large amount of land is dedicated to this event. It should be noted that land for the *First Monday Trade Days* is both privately and publicly held. This land use classification consists of

pavilions, buildings, open-air market areas, various facilities, and parking areas that are generally used during the *First Monday* event.

ILLUSTRATION 4-17
First Monday Trade Days

Gateway District Land Use

The Gateway District land use is designed to accommodate a variety of residential and lower-intensity non-residential uses along State Highway 19 between the downtown area and State Highway 243. This stretch of State Highway 19, which was recently improved by the Texas Department of Transportation (TxDOT), serves as the southern gateway into the City. As a gateway, this area is important because it influences perceptions of the City, especially perceptions of the downtown and *First Monday* areas. Therefore, steps should be taken to ensure that this area remains unique, attractive, inviting, and continues to reflect a positive image of the City of Canton.

ILLUSTRATION 4-18
A Law Office and Realty Office Along SH 19 Are Two Types of Uses Currently Found Within the Gateway District

ILLUSTRATION 4-19
Gateway Uses Along the Recently Improved SH 19, South of Downtown

Currently, there is a mixture of homes and businesses within the Gateway District, as can be seen within **Illustrations 4-18** thru **4-20**. These homes and businesses are in close proximity and because the businesses within the district are lower-intensity uses they are compatible with the surrounding homes. Many of the businesses operate next to or have been converted from residential units. Specifically, the types of businesses that can be found inside the district are law and realty offices (**Illustrations 4-18**), artisan and tailor shops (**Illustrations 4-20**), and other light office and retail establishments.

ILLUSTRATION 4-20
Gateway Uses Along SH 19, South of Downtown

There are two main concerns with the Gateway District land use. First, due to the way this area has developed, many of the lots are smaller than the typical nonresidential lots and therefore may require reduced parking standards. Accommodations could be made to allow nonresidential uses, within the district, to provide for fewer parking spaces than what is generally allowed throughout the rest of the City. Second, future nonresidential businesses within the district should be limited to businesses that enhance the area as a gateway and are compatible with the surrounding homes.

Commercial Land Use

Areas designated for commercial land use are intended for a variety of commercial uses and establishments with outside storage, display and sales. Examples of such uses include automobile-related services, manufactured home sales, self-storage units, welding shops, and pawn shops. Commercial uses often locate along major thoroughfares not because they need the *visibility*, as retail uses generally do, but because they need the *accessibility*. The challenge lies in the fact that commercial uses

ILLUSTRATION 4-21
Example of a Commercial Use

ILLUSTRATION 4-22
Example of a Commercial Use

generally have a greater need for outside storage areas, and these areas tend to lessen the visual quality of major thoroughfares.

For areas in which commercial uses have been recommended and that are along State Highway 243, State Highway 64, and FM 859 increased design-related guidelines, which the City has already adopted (Ordinance Number 2003-03), should continue to be applied. It is in the City's best interest to ensure that these commercial uses do not detract from the positive aesthetic quality of Canton along these high-traffic thoroughfares.

It should be noted that within recommended commercial areas, office uses and retail uses should be permitted as well; however, commercial uses should not be permitted within office and/or retail areas. Commercial uses should be permitted within industrial areas, provided that they are buffered from less-intense uses properly and they follow the guidelines previously recommended.

ILLUSTRATION 4-23
Example of a Commercial Use

Industrial Land Use

The industrial land use designation is applied to areas intended for a range of heavy commercial, assembly, warehousing, manufacturing and service-type uses. Large tracts of land with easy access to major thoroughfares are becoming increasingly hard to find for the industrial business community. An area of Canton that has been recommended for industrial land use is along the east side of FM 859 and south of Interstate Highway 20. Access to this major transportation area will likely be an attractive feature for future industrial uses. It should be noted that other types of nonresidential land uses would also be appropriate for this area.

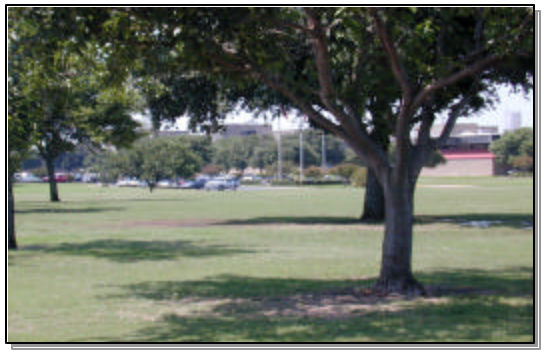


ILLUSTRATION 4-24
Examples of Industrial Uses

Another area that has been recommended for the industrial land use classification is located in the southern section of the City. The site is to the west of the intersection of FM 2909 and State Highway 19. This location could benefit from being in the proximity of both State Highways 19 and 243.

Mixed Non-Residential Use

The City's Steering Committee placed great concern on the types and quality of development that should occur along the frontages of Interstate Highway 20 and along State Highway 19, south of State Highway 243. It was the desire of the Committee to keep these areas open to a range of uses, specifically retail, commercial, and industrial uses, and to ensure that development occurs in a visually attractive manner in order to reflect positively on the City's image.

The following illustration, **Illustration 4-25**, establishes some examples of the types of uses that are compatible within the mixed non-residential areas. However, this illustration does not list every possible use but instead lists common uses and is general in nature.

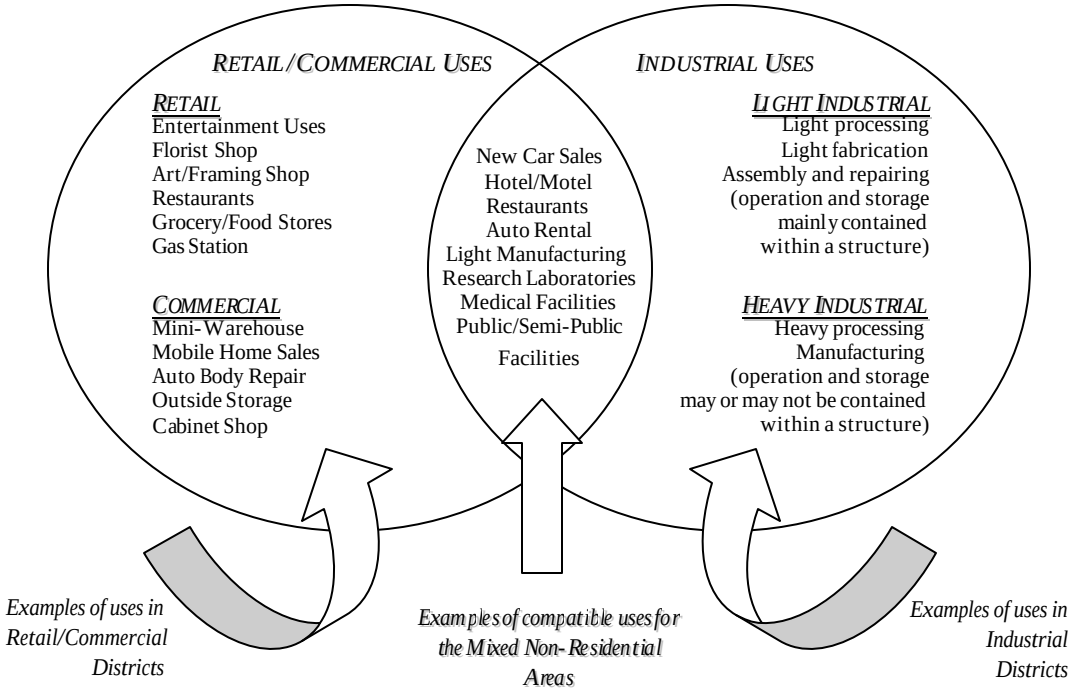


ILLUSTRATION 4-25
Examples of Retail, Commercial, & Industrial Uses that may be suitable for developments within the Mixed Non-Residential Land Uses Category

There are two principal factors driving the implementation of a mixed non-residential use designation. First, the community, via the Steering Committee, would like to allow market forces to determine the types of development along Interstate Highway 20 and State Highway 19. Second, the community also wants to ensure that whatever type of development (e.g., retail, commercial, or industrial) occurs in a fashion that reflects a positive image of the community.

The mixed non-residential use designation describes an area that permits a combination of retail, light commercial, and industrial uses. In order to enhance the visual quality of the City and its most heavily traveled thoroughfares, the uses that develop within this land use classification should be in accordance with high-quality standards. The following section describes standards that should be applied to mixed non-residential developments and can be applicable to other various nonresidential uses.

NONRESIDENTIAL DESIGN GUIDELINES

Several major aspects of the City's physical urban design can enhance local land uses, especially in terms of nonresidential development and the related image that the public forms of Canton. As discussed within this chapter, the land that is designated for nonresidential use is of prime importance to the City due to the fact that, in general, the land is located along the City's major thoroughfares, making the nonresidential uses visible within these high-traffic corridors. These areas also represent Canton's major tax-generating opportunities.

The following discussion focuses on regulations that could be applied to concentrated nonresidential areas within Canton, especially along Interstate Highway 20, to achieve the ultimate goal of enhancing Canton's image within the Interstate Highway 20 and other important traffic corridors. The following will specifically be addressed:

- Parking areas,
- Shared driveways,
- Lighting,
- Setbacks,
- Screening,
- Exterior construction,
- Landscaping, and
- Signage.

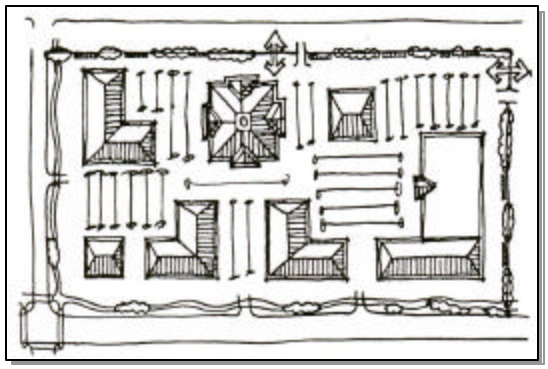


ILLUSTRATION 4-26
Nonresidential Development Layout with Parking Areas Oriented to the Interior of the Site

Parking Areas

Large expanses of pavement for parking do not generally contribute to a positive visual image. Therefore, the City should consider either providing incentives for or requiring parking areas to be placed to the side or the rear of the primary on-site structure (to the back of the lot) and out of the view of people traveling along Interstate Highway 20 or one of the other major traffic corridors. An example of an incentive would be to allow for the construction of a slightly reduced number of parking spaces when parking areas are located to the rear. Only 10-20 percent of a structure's parking lot should be located in front of the building. Landscaping and screening, which are discussed later within this chapter, should also be incorporated into parking areas.

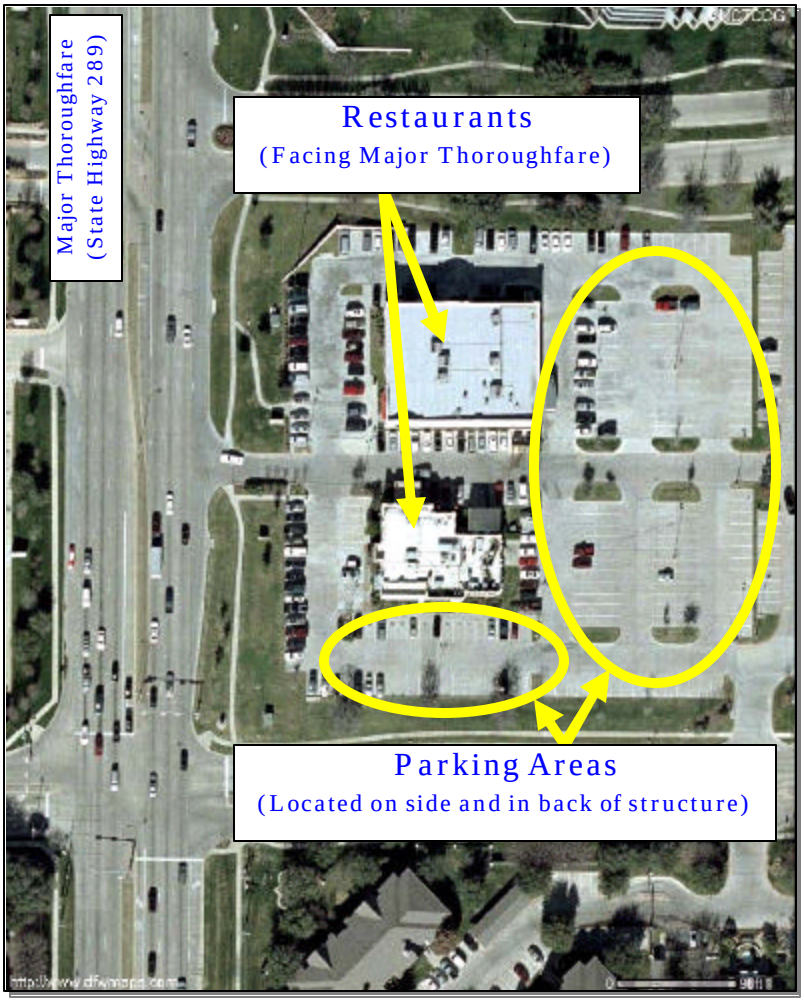


ILLUSTRATION 4-27

Parking Areas Placed to the Side and the Rear of the Primary On-Site Structure

Aerial Source: North Central Texas Council of Governments – www.dfwmaps.com

Shared Driveways

The concept of requiring shared driveways is not related directly to aesthetics, but to safety. Although there is not direct ingress or egress access from Interstate Highway 20, the integrity of the related service roads (and future service roads) is important. The need for shared driveways and limiting curb cuts that would serve to help protect the integrity of roadways in Canton is also discussed within the *Thoroughfare Plan*, Chapter 3. The following is an example of the language that could be used to require shared driveways:

ILLUSTRATION 4-28
A Major Roadway With No Shared Driveway Requirement

> *The minimum distance between any two (2) driveway entrances, whether on the same or different lots, shall be thirty-five (35) feet, measured along the curb line. Mutual access agreements for parking lots, driveways and adjoining properties shall be required. A professional traffic engineer, subject to City Council approval, shall establish the specific number, width and location of ingress and egress points.*

Lighting

Lighting for businesses along Interstate Highway 20 and the other major traffic corridors is needed to provide visibility for the businesses and safety for those who patronize them. To avoid any adverse impacts on residential areas, lighting facilities should be reflected away from adjacent residential areas. However, aesthetics are also extremely important. In order to address impacts on adjacent residential areas as well as aesthetics, the following language is recommended for inclusion into the City's Zoning Ordinance:

ILLUSTRATION 4-29
Examples of Aesthetically Pleasing Light Fixtures

> *Lighting facilities shall not produce unwanted light onto adjacent residential property as measured from the property line. If, after all corrective action has been taken, there*

is illumination crossing the property boundary, under no circumstance shall the illumination be greater than 0.5 footcandles, as measured at five (5) feet inside the adjacent residential property.

Light poles and fixtures shall be of a single color that is compatible with and complementary to the architecture of the building and the entire overall development.

Setbacks

Minimum setbacks along the service roads of Interstate Highway 20 should be a minimum of 30 feet from the right-of-way, and side street setbacks should be 20 feet from the right-of-way. This recommendation should not only apply to building setbacks, but also parking areas and accessory elements. Requiring these elements to be set back from the right-of-way not only contributes to better aesthetics, but also is safer because it creates less visual confusion for drivers on the rights-of-way. The regulation could read:

ILLUSTRATION 4-30
Example of a Wide Setback Between the Service Road and a Retail Development

The minimum front setback distance for buildings, parking areas, loading areas, and accessory elements from the rights-of-way of Interstate Highway 20 and related service road rights-of-way shall be a minimum of thirty (30) feet. The minimum side street setback distance for buildings, parking areas, loading areas, and accessory elements from the rights-of-way of Interstate Highway 20 and related service road rights-of-way shall be a minimum of twenty (20) feet.

Screening

There are many elements that are needed for businesses to operate that are not generally considered to be visually attractive. These various elements include trash receptacles (and related areas), open storage (and related areas), expansive parking lots, service areas, ground-mounted equipment, and roof-mounted equipment. Acceptable means by which to provide screening

ILLUSTRATION 4-31
Masonry Screening Wall & Landscaping Elements Screen a Large Trash Receptacle Area & Loading Area

generally should include landscaping, earth berms in conjunction with landscaping (mainly for parking areas), masonry walls in conjunction with landscaping, parapet walls (mainly for roof-mounted equipment), and use of other materials that are compatible with the structure(s). Screening mechanisms should be constructed at a height that is appropriate to the element being screened, which is generally between three and eight feet. Other issues include maintenance and visual appeal. Following are recommendations related to screening.

Elements To Be Screened – Service Areas and Open Storage

The following language should be incorporated into the Zoning Ordinance to screen these specific elements:

Service areas, such as loading docks and delivery entrances, shall be screened from public view and from adjacent property with a minimum six-foot (6') screening wall.

ILLUSTRATION 4-32

Masonry Screening Wall & Landscaping Elements Screen a Large Trash Receptacle Area & Loading Area

Open storage of materials, commodities or equipment (and related areas) shall be screened from public view and from adjacent property with a minimum six-foot (6') screening wall. No open storage may exceed the height of the screening wall.

ILLUSTRATION 4-33

Screened Open Storage Area

ILLUSTRATION 4-34

Open Storage Without Proper Screening

Landscape Screening

The City should allow landscaping elements to be used as a screening wall, but only after approval by City staff. Also, language should be included within the Zoning Ordinance that ensures landscaping elements will provide adequate screening. For example:

Landscaping elements are permitted to be used to meet screening requirements upon approval by the City Manager or his/her designee. Landscaping elements shall provide a solid, opaque screen within two (2) years of the initial planting, and such elements shall be maintained so that a solid, opaque screen is provided on a consistent basis.

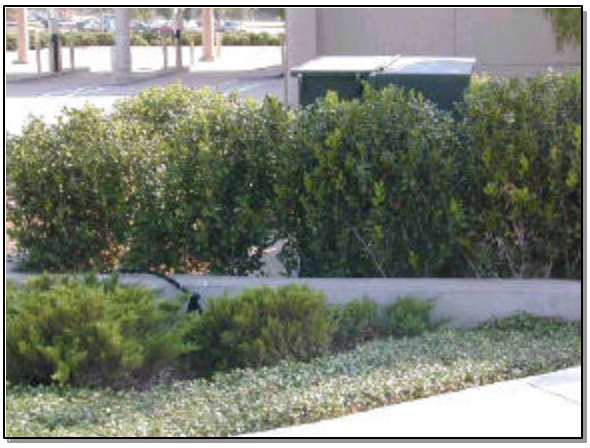


ILLUSTRATION 4-35

Landscaping Elements Do Not Provide Adequate Screening in This Example

Height Specifications

Height guidelines should define the allowable minimum and maximum screening height; height requirements vary depending on the element to be screened, but generally, masonry or wrought iron screening walls should be a minimum of six (6) feet.

Materials Specifications

The City should specifically prohibit the use of chain link, solid wood, barbed wire, fiberglass panels, and corrugated steel to be used to meet screening requirements. In addition, screening walls should be complementary to the design of the business (or business development); the following language should be included to ensure this in the future:

Masonry screening walls shall be constructed with brick or wrought iron and shall be designed in a manner that is consistent with the exterior finish of the main building(s) in material and color. Screening walls shall generally be extensions of the business's or developme nt's architectural design. The only exception to this shall be a landscape screen, approved by the City Manager or his/her designee.

Requiring Variation

In addition to the screening wall itself, the City should consider requiring variation of the screening wall where masonry elements are used; this is especially important for screening walls that need to be extremely long to provide adequate screening. This regulation should read:

All masonry screening walls that are 20 feet in length or longer shall provide some horizontal variation in the wall that is equal to at least 3 feet in depth for every 20 feet in length.

ILLUSTRATION 4-36

Screening Wall With Compatible Materials & Variation

Exterior Construction

The way in which the exterior of a structure looks along Interstate Highway 20 has a major effect on the visual image of Canton that is projected. The following is a discussion of recommendations specifically related to the design of buildings within the IH 20 and other main corridors in Canton.

ILLUSTRATION 4-37

Unacceptable "View From the Road" of a Metal Building

Construction Materials

Materials used for the exterior facades of buildings within these areas of the City should generally be limited to brick, stone, rock, or some variation thereof. The City currently has a requirement that 100 percent of the exposed wall on the front of any structure or any side facing a main or secondary street be constructed with masonry and or an approved material. Either a City official or City Council should be able to approve alternate materials such as decorative concrete, concrete block, or stucco. It is also recommended that reflective and/or mirrored glass not be permitted to comprise more than thirty percent of the façade(s) facing Interstate Highway 20. Metal buildings should likewise not be permitted, unless the façade(s) facing the highway is covered with brick, stone or rock, thereby shielding the metal façade from being visible.

ILLUSTRATION 4-38

Retail Uses With Façade Offsets

Façade Articulation for Large Buildings

The facades of large nonresidential structures can be large and visually unappealing; this is sometimes referred to as "massing." Massing concerns have generally arisen in response to large retailers (often

referred to as "big box" retailers). A building that is 100,000 square feet in size can have a façade that is more than 300 feet in length, and often with large retailers, this façade is a flat expanse of wall with little to no variation or decoration. While large retailers along major traffic corridors can be an asset to Canton, large, flat walls do not provide the visual appeal for which the City is striving. Therefore, similar to the recommendation made for requiring variation of masonry screening walls, the City should consider requiring "façade offsets" to address this before it becomes an issue. An example of the language that should be used to incorporate such a requirement within the Zoning Ordinance is:

For all nonresidential structures 50,000 square feet in size or greater, architectural variation of the exterior walls of the structure that are visible from Interstate Highway 20 shall be provided. The architectural variation shall be equal to at least 5 feet in depth for every 25 feet in vertical or horizontal length.

Landscaping

Landscaping is generally accepted as adding value to property and is an aesthetically pleasing element to incorporate within the Interstate Highway 20 corridor and along major thoroughfares. Landscaped areas also increase the amount of land that is devoted to pervious surfaces, allowing more water to permeate into the soil and helping to replenish ground water supplies. Xeriscape landscaping, which requires a lesser amount of water than other types of landscaping, should be encouraged within Canton. The following are landscaping requirements that should be considered for inclusion within the Zoning Ordinance (Currently, the City does not have a Landscape Ordinance.):

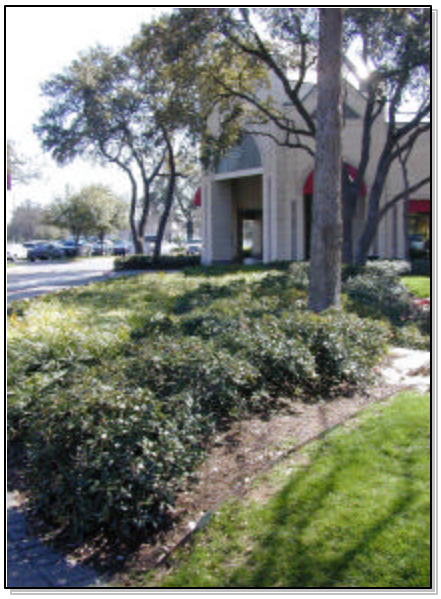


ILLUSTRATION 4-39
Landscaping Between a Retail Use & the Required Parking Area

A landscaped edge shall be incorporated adjacent to the rights-of-way of Interstate Highway 20 and related service road rights-of-way.

A minimum of fifteen percent (15%) of the front yard shall be landscaped area. Landscaped areas within parking lots shall be equal in size to at least one (1) parking space, with no landscaped area less than fifty (50) square feet in size. The total landscaped area within a parking lot shall be equal to at least sixteen (16) square feet per parking space.

One shade tree shall be provided for every twelve (12) parking spaces within parking lots that contain twenty (20) or more parking spaces. Up to twenty-five percent (25%) of the required trees shall be permitted to be planted within the landscaped edge. Plants used shall be drought-resistant, and xeriscape techniques shall be used to the furthest extent possible.

In addition to the previous recommendations, a credit to put toward the overall required landscaped areas should be provided for the protection and preservation of existing trees. Also, in order to provide guidance to the development community to help these requirements to be met, the City should provide a listing of appropriate plant materials, particularly xeriscape materials. Use of plants not specified should be subject to approval by the City.

ILLUSTRATION 4-40
Example of Landscaping Between a Nonresidential Use and a Major Roadway

Signage

Signs perform many functions and come in many different forms – directional, locational, and informational (i.e., announcing special events), to name a few. The City can use all types of signs in a cohesive manner to help give Canton a special identity that would be recognizable along Interstate Highway 20 and other major thoroughfares.

City-Established Gateway Signs

Well-designed, visible gateway treatments placed at the strategic locations would provide citizens of and visitors to Canton with a visual image of the geographic location of the City, thereby effectively and clearly defining Canton's identity. Establishing gateways would help people to differentiate Canton from other cities, which can be especially difficult for those traveling along Interstate Highway 20. These gateway

ILLUSTRATION 4-41
An Effective Gateway Treatment Established By the City of Ennis, Texas

treatments, although they will likely be established at different times, should have a consistent design so that a particular image becomes associated with the City.

ILLUSTRATION 4-42
An Effective Gateway Treatment Established By the City of Lakeway, Texas

First Monday Signs

The *Goals and Objectives* chapter establishes two objectives regarding *First Monday* signage. The following objectives can be found under goal number two, which states the City should p*reserve and enhance First Monday and its surroundings:*

- Objective 2.8: Investigate opportunities to improve the signage around *First Monday*. Opportunities to improve the level of signage include directional signs, identification signs (e.g., signs for parking areas), and color-coded maps.
- Objective 2.9: *First Monday* signs should use a unique and identifiable theme in order to communicate official information to visitors and vendors.

ILLUSTRATION 4-43
Different Signs Indicating First Monday Events

There are a multitude of signs indicating information, such as directions, to visitors during *First Monday*. There are also numerous persons and organizations that display signs during *First Monday.* As **Illustration 4-43** shows, the many signs around the City may tend to confuse visitors of where the official *First Monday Trade Days* are held. In order to provide better communication to visitors about official *First Monday* events, a unique and identifiable theme should be created for all *First Monday* signs. The City may desire to use the logo of *First Monday* or some type of color scheme to communicate official information. The exact concepts and designs should be open to public input and review.

ILLUSTRATION 4-44
City Logo

AN INTEGRATED TRAIL SYSTEM

The need for neighborhood and community parks will increase as Canton's population increases. While providing specific park areas (i.e., acreage) is a positive action for the City to take, the citizens of Canton would also be well served by the establishment of an integrated, continuous "necklace" of trails and pathways throughout Canton. These trails and pathways can benefit the City by providing citizens and tourists opportunities for recreational enjoyment and by serving as a pedestrian access system to and from the *First Monday* grounds. Linkages between public spaces and neighborhoods can enhance the City's sense of community. Additionally, pedestrian and bicycle paths connecting parks, schools and other public facilities, and individual neighborhoods provide a means for residents to move through the community and meet their neighbors. Linkages can also provide a safe way to increase children's mobility. A functional network of trails will help Canton maintain a unique, community atmosphere as the area grows in size.

ILLUSTRATION 4-45
Trail Examples

Reasons to Support An Integrated Trail System

There are numerous reasons that an integrated system would be a positive element for Canton:

- First, such a system would set the City apart from most other communities in the region and across the State.
- Second, trails are a recreation amenity that can be used and enjoyed by all age groups, which is not true of a playground or ballpark; all citizens, young and old, benefit from the availability of trails.
- And third, it has been proven in recent studies that property values are positively affected by being in proximity to a trail.

Supporting this is a study that surveyed people about the connection between trails and housing values[1] which found that trails are regarded by many as an amenity that helps to attract buyers and to sell property, and people are often willing to pay an increased amount for such property, as the following shows:

1) Twenty-nine percent believed that the existence of the trail would increase the selling price of their home (and 43 percent said it would have no effect);
2) Fifty-seven percent of the residents felt that the trail would make the home easier to sell (with 36 percent saying no effect);
3) Fifty-seven percent of these residents had lived in their homes prior to construction of the trail;
4) Twenty-nine percent of those surveyed were positively influenced by the trail in their decision to buy the home.
5) Results were similarly positive for residents who lived near but not adjacent to the trail.

ILLUSTRATION 4-46
Trail Examples

Trail Location Concepts

The primary concept for this trail system is to provide for continuous pedestrian connections throughout the City while incorporating as many positive local features as possible, including:

1) The *First Monday Trade Days*
2) Downtown Canton
3) Lake Canton
4) Old City Lake
5) The Civic Center
6) Future public facilities, such as libraries, community centers, etc.
7) Local hotels (where the trail system can be accessed by visitors to Canton)

In general, an ideal location for trails in Canton would be running alongside the City's creeks. In areas where development has already occurred or in which the City does not have another option, trails could run alongside local streets (discussed further in the next section). The *Future Land Use Plan,* **Plate 4-1**, shows a possible route for a trail system. Any final determination of a trail route should have public input and support, other factors such as availability of land will also influence any final trail concept.

[1] Suzanne Webel, "Trail Effects on Neighborhoods: Home Value, Safety, Quality of Life", *Boulder Area Trails Coalition*, Resources and Library Directory; ADDRESS: http://americantrails.org/resources/adjacent/sumadjacent.html.

Trails In Relation to Existing & Future Development

Previously developed areas within Canton that are privately owned may not be available for the incorporation of a trail system. The City should attempt to overcome this challenge by:

- Using "public domain" areas for the trail system, such as dedicated areas and street rights-of-ways, and
- Working closely with landowners and business owners in order to eventually create a continuous trail throughout Canton to the furthest extent possible.

The City will have to decide the best way in which to establish these trails along existing roadways. **Illustration 4-47** shows three ways this can be effectively done.

- In relation to existing development – participation in the trail system can be encouraged, but it cannot be mandatory in areas already developed.
- In relation to future development – integration of the trail system can be solicited as part of the platting process through park dedication requirements as areas are developed.

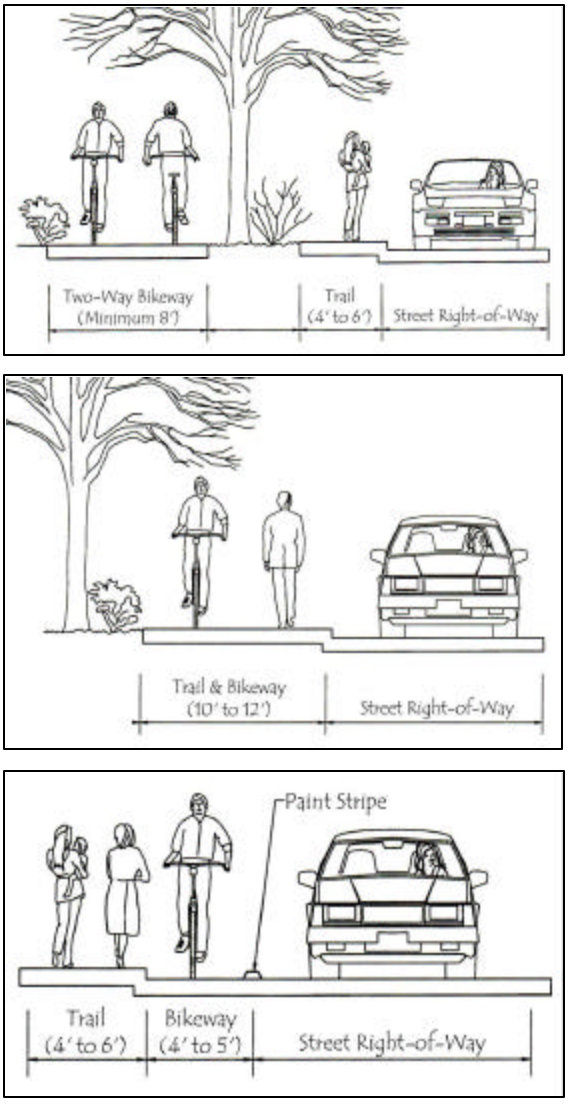


ILLUSTRATION 4-47
Ways To Integrate a Trail Along an Existing Roadway

Trail Construction Materials

The materials used for trail construction vary widely, however some are better than others in terms of maintenance and impact on the pedestrian; construction materials also must meet the requirements of the Americans With Disabilities Act (ADA), which is another important consideration. Concrete material should generally be used for construction of trails in Canton. Although there are

concerns about the adverse impacts that long-term walking and running on concrete can have on users, other materials sometimes used for trail construction have maintenance and cost issues. For instance, trails constructed with asphalt or with crushed granite are less expensive than concrete, but such trails have proven to be high in maintenance costs, and the hard surface of both types of trails are similar to concrete in terms of their impact on users. Another material that could be used is rubberized material (usually red or black in color), which is low-impact on users and requires only slightly more maintenance than concrete, but is cost-prohibitive for most cities. In addition, although rubberized material is ADA-compliant, it is also generally not conducive to supporting bicycles, in-line skates, etc. For Canton, considering the multi-modal access that these trails are intended to support, it is recommended that the City use concrete material for its trail system.

Trail Cost

The cost of establishing lengths of trail can vary, depending on the construction materials, local labor costs, the cost of purchasing and clearing land, and other related items. The width of the trail is also a primary consideration when assessing the cost of establishing a trail. In order to accommodate multiple users at one time, trails should be no less than eight feet wide, and should be ten feet wide wherever possible. **Table 4-5** contains information on estimated costs for both an eight-foot wide and a ten-foot wide trail, one-mile in length and constructed with concrete materials. It should be noted that these cost estimates do not include land acquisition costs and are based on a material cost of four dollars per square foot. However, possible funding sources have been outlined. As may be expected, it is less expensive to construct an eight-foot wide trail, but a ten-foot wide trail would allow for a greater number of users, and would likely be more beneficial to the City in the long-term.

Table 4-5
Estimated Trail Construction Costs – One-Mile Lengths
City of Canton, Texas

Facility-Type	Estimated Cost	Possible Funding Sources
8-Foot Wide, Concrete	$170,000	Texas Parks & Wildlife Department Grants, Intermodal Surface Transportation Equity Act (ISTEA) Grants, Donations, Park Dedication Ordinance Fees, Bonds, General Fund
10-Foot Wide, Concrete	$210,000	

Note: Based on $4 per square foot of trail; estimated cost does not include land acquisition.
Source: Dunkin, Sims, Stoffels, Inc.

Trail System Implementation

The trail system should eventually become a main element of the City's recreation planning efforts. The trail system would provide recreation for all different age groups, and would be a recreation element that could serve the citizens and tourists of Canton. To effectively implement the trail system, the City should pursue the following actions:

1) Develop a strategy for securing consistent, incremental funding for the trail system from the annual general budget,
2) Apply for any applicable grants, such as those available from the Texas Parks & Wildlife Department or ISTEA,
3) Establish a Capital Improvement Program (CIP) that incorporates links of the recommended trail – the CIP should state an intent to accomplish improvements (i.e., projects) in an orderly manner as funds are available,
4) Add a Park Dedication portion to the Subdivision Ordinance to directly address the trail system as future residential development occurs,
5) Require continuity of trails or parks, similar to street continuity requirement in the Subdivision Ordinance, and
6) Require access to the trail system for new development. For example, neighborhoods could be required to provide at least two points of access for every 75 lots to a designated trail segment.

Administration of the Future Land Use Plan

DEVELOPMENT PROPOSALS & THE FUTURE LAND USE PLAN

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

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

Development proposals that are inconsistent with the *Future Land Use Plan* (or that do not meet its general intent) should be reviewed based upon the above questions and should be evaluated on its own merit. It should be incumbent upon the applicant to provide evidence that the proposal meets the aforementioned considerations and supports community goals and objectives, as set forth within this Comprehensive Plan. It is important to recognize that proposals contrary to the Plan could be an improvement over the uses shown on the Plan for a particular area. This may be due to changing market, development and/or economic trends that occur at some point in the future after the Plan is adopted. If such changes occur, and especially if there is a significant benefit to the City of Canton, then these proposals should be approved, and the *Future Land Use Plan* should be amended accordingly.

ZONING & THE FUTURE LAND USE PLAN

Chapter 211 of the Texas Local Government Code states that "zoning regulations must be adopted in accordance with a comprehensive plan". Consequently, a zoning map and zoning decisions should reflect the *Future Land Use Plan* to the fullest extent possible. Therefore, approval of development proposals that are inconsistent with the *Future Land Use Plan* will often result in inconsistency between the *Future Land Use Plan* and the zoning regulations. It is recommended that Canton amend the *Future Land Use Plan* prior to rezoning land that would result in such inconsistency. In order to expedite the process of amending the *Future Land Use Plan* to ensure zoning regulations correspond, the related amendment recommendation(s) may be forwarded simultaneously with the rezoning request(s). If a rezoning request *is consistent* with the Plan, the City's routine review process would follow. It is recommended that the City of Canton engage in regular review of the *Future Land Use Plan* to further ensure that zoning is consistent and that the document and the map reflect all amendments made subsequent to the Plan's initial adoption. It should be noted that specific implementation measures related to zoning are addressed within the *Implementation Strategies* of this Comprehensive Plan.

In Conclusion

The recommendations contained herein should guide Canton's future land use planning and related policies. It is important to note that the *Future Land Use Plan* is not the community's official zoning map. Rather, it is a guide to decision making in the context of the City's future land use patterns. The *Future Land Use Plan* should be used consistently and updated as needed, as coordinated, quality development continues in Canton over time. The official copy of the *Future Land Use Plan* map is on file at Canton's City Hall. The boundaries of land use categories as depicted on the official map should be used to determine the appropriate land use category for areas that are not clearly delineated on the smaller-scale *Future Land Use Plan* map contained within this Comprehensive Plan document. The recommended future land use policies contained throughout this chapter are summarized in **Table 4-6**.

Table 4-6
Future Land Use Plan Recommendations
City of Canton, Texas

Review the current zoning districts to ensure that the recommended land uses are accurately represented within the zoning districts available to the development community and to ensure that the zoning districts are located consistent with the *Future Land Use Plan* map.
Use the population projection (2.5 percent compound annual growth rate) and the build-out population scenario presented herein (34,268 people) as a guide for land use, infrastructure and park planning efforts.
Encourage single-family residential land use to continue to account for the largest percentage of land use within the City, but strive for a range of lot sizes to develop and for other types of residential land use, including medium and high residential areas.
Incorporate the multiple-family development guidelines outlined herein into the City's Zoning Ordinance.
Incorporate the nonresidential design standards outlined herein into the City's Zoning Ordinance.
Permit less intense nonresidential uses in higher intensity nonresidential areas (e.g., office uses in designated retail use areas), but not vice versa.
Review existing retail and commercial zoning district standards and the City's minimum standards for exterior structures along major thoroughfares (Ordinance Number 2003-03), and consider establishing additional standards related to aesthetics for future nonresidential and multiple-family land uses.
Protect the optimal locations for retail development that remain vacant, especially along Interstate Highway 20 and State Highway 19; a piece of property should not be developed with another type of land use when it has the characteristics of a prime retail location.
A unique and identifiable theme should be created for all *First Monday* signs to communicate official *First Monday* information to visitors.
Establish an integrated, continuous "necklace" of trails and pathways throughout Canton to provide recreational opportunities and to serve as a pedestrian thoroughfare system to and from the *First Monday* grounds.
Amend the *Future Land Use Plan* immediately following a City Council vote rezoning land that results in inconsistency between the *Future Land Use Plan* map and the Zoning Map.
Regularly review the *Future Land Use Plan* to further ensure that zoning is consistent and that the document and the map reflect all amendments made subsequent to the Plan's initial adoption.

Note: Not in any order of priority.
Source: City of Canton's *Future Land Use Plan*

CITY OF CANTON

COMPREHENSIVE PLAN

CHAPTER 5: IMPLEMENTATION STRATEGIES

Introduction

With the publication and adoption of this Comprehensive Plan document, the City of Canton will have taken an important step in shaping its future. The Plan will provide a very important tool for City staff and civic leaders to use in making sound planning decisions regarding the long-term growth and development of Canton. The various elements of the Plan are based upon realistic growth objectives and goals for the City that resulted from an intense comprehensive planning process involving a Steering Committee, citizens, Canton staff, elected and appointed officials, and major stakeholders in the community.

The future quality of life in Canton, as well as the environment of the City, will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained. The Comprehensive Plan should never be considered a finished product, but rather a broad guide for community growth and development that is always evolving and changing in scope.

Changes within Canton, such as economics and development trends, that were not anticipated during preparation of the Plan will occur from time to time, and therefore, subsequent adjustments will be required. Elements of the City 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 City'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 the City of Canton can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new issues within the City become apparent, the Plan should be revised rather than ignored. By such action, the Plan will remain current and effective in meeting the City's decision-making needs.

The Roles of the Comprehensive Plan

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 new development that takes place, whether it is a subdivision that is platted, a home that is built, or a new school, church or shopping center that is constructed represents an addition to Canton's physical form. The composite of all such efforts and facilities creates the City as it is seen and experienced by its citizens and visitors. If planning is to be effective, it must guide each and every individual development decision. The City, in its daily decisions pertaining to whether to surface a street, to approve a residential plat, to amend a zoning ordinance provision, to enforce the building codes, or to construct a new utility line, should always refer to the basic proposals 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 City.

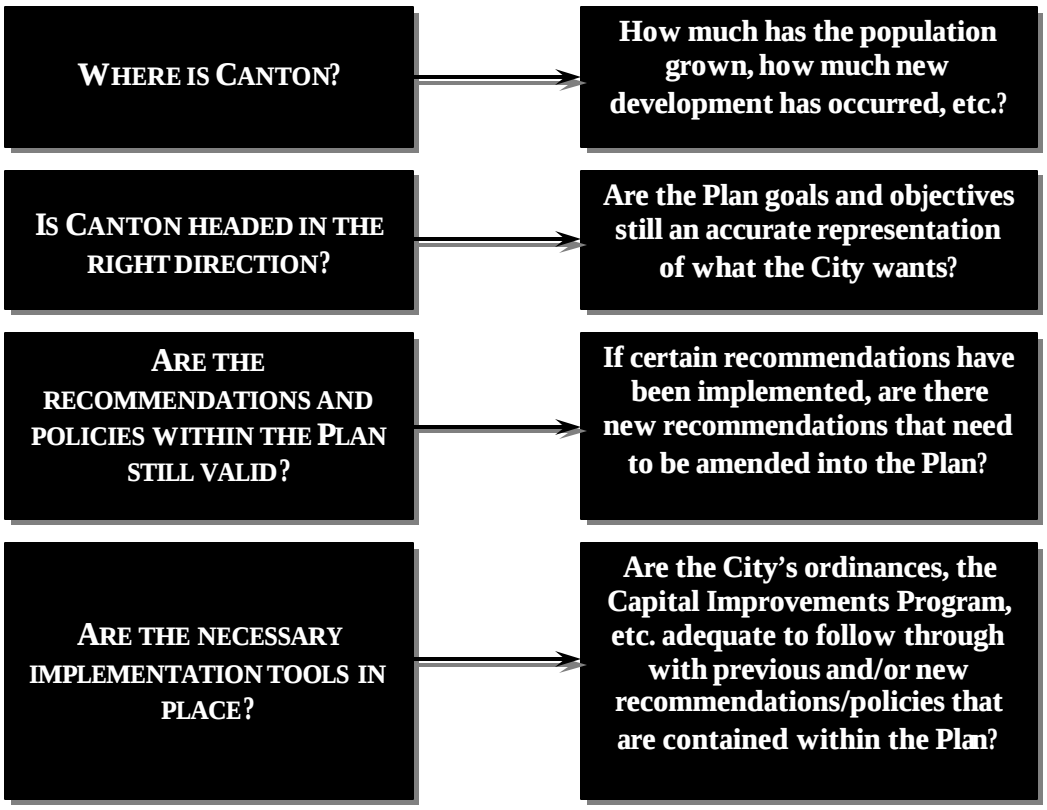
A FLEXIBLE & ALTERABLE GUIDE

The Comprehensive Plan for the City of Canton 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 consideration for long-term effects of proposed amendments. The Canton City Council and other Canton 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 Canton.

At one- to three-year intervals, a periodic review of the Comprehensive Plan with respect to current conditions and trends should be performed. Such on-going, scheduled reevaluations will provide a basis for adjusting capital expenditures and priorities, and will reveal changes and additions which should be made to the Plan in order to keep it current and applicable. 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 the Canton City Council. Those items that appear to need specific attention should be examined in more detail, and changes and/or additions should be made accordingly. By such periodic reevaluations, the Plan will remain functional, and will continue to give civic leaders effective guidance in decision-making. Periodic reviews of the Plan should include consideration of the following:

- ***The City's progress in implementing the Plan.***
- ***Changes in conditions that form the basis of the Plan.***
- ***Community support for the Plan's goals, objectives & policies.***
- ***Changes in State laws.***

In addition to periodic reviews, the 2004 Canton Comprehensive Plan should undergo a complete, more thorough review and update every five years. The review and updating process should begin with the establishment of a citizen committee similar to the one appointed to assist in the preparation of this Plan (the Comprehensive Plan Steering Committee), thereby encouraging citizen input from the beginning of the process. Specific input on major changes should be sought from various groups, including property owners, neighborhood groups, civic leaders and major stakeholders, developers, merchants, and other citizens and individuals who express an interest in the long-term growth and development of the City. This will allow the City to engage in a condensed comprehensive planning process. That is, Canton should attempt to answer similar questions to those that were asked during this planning process:



Public Participation

An informed, involved citizenry is a vital element of a democratic society. The needs and desires of the public are important considerations in Canton's decision-making process. Citizen participation takes many forms, from educational forums to serving on City boards and commissions. A broad range of perspectives and ideas at public hearings helps City leaders and the City Council to make more informed decisions for the betterment of the City as a whole. Canton should continue to encourage as many forms of community involvement as possible as the City implements its Comprehensive Plan.

Growth Areas

The locations of future growth and development can have a profound impact on Canton's ability to provide water, wastewater, roadway, police, and fire services. Therefore, determining where to focus Canton's growth and development becomes of great importance for the future welfare of the City. Canton should make the most efficient use of its current infrastructure and focus its growth and development where services are most easily extended, this concept is stated in the *Goals and Objectives* chapter (Objective 5.12). As illustrated in the *Future Land Use Plan*, most of Canton's infrastructure or "urbanized area" is centered on its core area between State Highways 64 and 243. For

example, in or near this area are the different schools, government buildings, most major roads, and police and fire stations. Growth should be encouraged to take place on the land surrounding the core area. In regards to efficient infrastructure expansion, the regions to the south and west of the City's core area are prime locations for development. In general, development in these regions should take priority over other areas, such as the northern and eastern portions of the City which may require greater infrastructure cost to extend services to new developments. **Illustration 5-4** establishes general areas where development should take place and the order in which these areas should be developed. It should be noted that development can occur anywhere within or outside the City, but for the purposes of planning and accommodating the City infrastructure certain areas have been selected as desired or priority areas to be developed. **Illustration 5-4** shows the center of the City's infrastructure and establishes priority growth areas and secondary growth areas. Priority growth areas are regions in which development can be more efficiently served, with lower cost than secondary growth areas. Secondary growth areas are further away from the core infrastructure and therefore will likely have greater infrastructure costs to extend services. As mentioned before, the prioritization of areas by no means precludes development in any areas of the City but establishes areas in which the City can concentrate development efforts. It is recommended that the City initiate a more detailed engineering evaluation after this Plan is adopted to determine more precise areas that can be served with utilities.

ILLUSTRATION 5-1
Infrastructure Example – Water Tower along SH 243

ILLUSTRATION 5-2
Canton Police Station

ILLUSTRATION 5-3
Canton Fire Hydrant

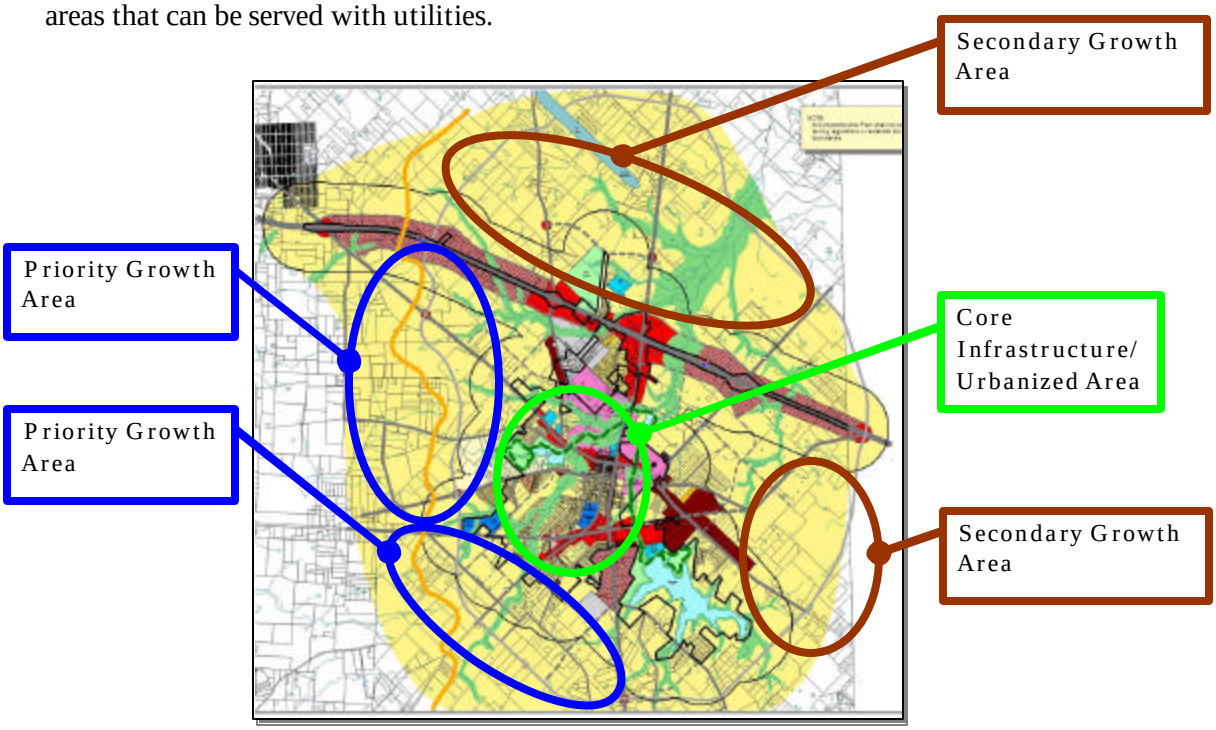


ILLUSTRATION 5-4
General Development Areas

Implementation Strategies

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.

Examples of proactive methods include:

- Developing a Capital Improvements Program (CIP), by which the City expends funds to finance certain public improvements (e.g., utility lines, roadways, etc.), meeting objectives that are cited within the Plan;
- Engaging in proactive code enforcement;
- Establishing/enforcing Zoning Ordinances;
- Establishing/enforcing Subdivision Ordinances;
- Adopting and utilizing impact fees.

Examples of reactive methods include:

- Rezoning a development proposal that would enhance the City and that is based on the Comprehensive Plan;
- Site plan review;
- Subdivision review.

Several specific strategies, both proactive and reactive, and financing mechanisms that could be used by the City of Canton to implement the recommendations and policies contained within the Comprehensive Plan are described within the following sections.

CAPITAL IMPROVEMENTS PROGRAMMING

Capital improvements are integrally linked to the City's Comprehensive Plan, Zoning Ordinance, and Subdivision Ordinance. A capital improvement such as a water treatment plant illustrates this concept. The Comprehensive Plan recommends areas for a particular type of development, the Zoning Ordinance reinforces Plan recommendations with applicable zoning districts consistent with that type of development, and the Subdivision Ordinance regulates the facilities (e.g., utility extensions, roadway widths, etc.) necessary to accommodate that type of development. The type of development that is recommended by the Comprehensive Plan and that is regulated and approved in accordance with the Zoning and Subdivision Ordinances dictates the water treatment plant's size and capacity.

The Comprehensive Plan makes recommendations on the various public improvements that will be needed to accommodate growth and development envisioned for the City over the next 20 years or more. Many of the changes involve improvements that will be financed by future improvement programs. It will be desirable to invest regularly in the physical maintenance and enhancement of the City of Canton rather than to undertake large "catch-up" improvement-type programs at longer time intervals. A modest amount of money expended annually on prioritized items in accordance with Plan recommendations will produce a far greater return to the City than will large expenditures at long intervals. In addition, the City should consider the types of capital

improvements, if any, are needed for the *First Monday Trade Days*. A listing of improvements should be created to ensure that capital items are built in a timely manner.

FUNDING MECHANISMS

Budgeting and cost are primary considerations for Canton in terms of implementing Plan recommendations. Therefore, a discussion of the various funding mechanisms that could be utilized by Canton to realize these recommendations follows. It is important to note that the discussion does not represent an exhaustive list of the funding sources that may be used, but includes those mechanisms that are likely to be most applicable for use within Canton.

Impact Fees

Chapter 395 of the Texas Local Government Code addresses the issue of developer participation in the construction of off-site facilities such as water, wastewater, and roadways. This State law allows cities in Texas to decide whether to assess fees for 1) roadway construction, 2) water service expansion, and 3) wastewater service expansion to new residential and nonresidential development. The City currently does not have impact fees; Canton should investigate the feasibility of using Chapter 395 as a funding mechanism for roadway, water, and wastewater capital expenditures.

Impact fees can be described as fees charged to new development based on that development's proportionate impact on the infrastructure system. The primary advantage to having this funding source is that it provides cities with the increased ability to plan and construct capital facilities so that the needed infrastructure system capacity is available when the market warrants. If they are not implemented, new capital facilities will likely be financed through sales taxes, utility rates, and possibly a future ad valorem tax, which are paid by existing as well as future residents. With impact fees, the development community is responsible for paying its related share of the cost of growth and the impact of that growth on local infrastructure systems.

However, while impact fees provide financing help for cities, they also increase the cost of development. As most costs associated with development are "passed through" to the consumer, it can be argued that impact fees increase the cost of housing or deter economic development. In order to mitigate any negative effects of adopting impact fees on economic development opportunities, the City can investigate development incentives, such as waiving all or a portion of impact fees, for larger retail uses that locate along Interstate Highway 20 or one of the other major thoroughfares. It must also be noted that if the facilities (and the related capacity) are not available, growth would likely not occur anyway, and therefore, impact fees would not be charged.

State Funding

Coordination with state agencies is recommended for the joint planning and cost sharing of projects. A widely utilized example of state funding is the use of

funds allocated by the Texas Department of Transportation (TxDOT). TxDOT receives funds from the federal government and directly from the State budget that it distributes for roadway construction and maintenance across Texas. There may be roads within Canton that are eligible for such funds.

Various Types of Bonds

The two most widely used types of bonds are general obligation bonds and revenue bonds. General obligation bonds, commonly referred to as G.O.s, can be described as bonds that are secured by a pledge of the credit and taxing power of the City and must be approved by a voter referendum. Revenue bonds can be described as bonds that are secured by the revenue of the City. Certificates of obligation, commonly referred to as C.O.s, can be voted on by the City Council without a City-wide election/bond referendum. It should be noted that if Canton chooses to adopt an impact fee ordinance and bonds have been included in the assessment of impact fees, funds derived from impact fees could be used to retire bonds.

Community Development Block Grant Program (CDBG)

CDBG grants can be used to revitalize neighborhoods, expand affordable housing and economic opportunities, and improve community facilities and services. A minimum of 70 percent of all grant funds allocated to a city must be devoted to programs and activities that benefit low- and moderate-income individuals. Cities can use grants toward a number of actions, including reconstructing or rehabilitating housing, building public infrastructure (i.e., capital facilities such as streets, water and sewer systems), providing public services to youths, seniors or disabled persons, and assisting low-income homebuyers.

Texas Parks and Wildlife Department Grants

The Texas Parks and Wildlife Department (TPWD) provides grants in the form of matching funds for various types of outdoor park and indoor recreational facilities. Such grants are equivalent to $500,000, $750,000, or $1.2 million depending on the type of park/ recreational facility for which funding is being provided. TPWD grants are not usually given to cities that do not have a park plan, and therefore, a Parks, Recreation, and Open Space Plan for Canton would be an important element that the City may want to develop.

REGULATORY MECHANISMS & ADMINISTRATIVE PROCESSES

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Comprehensive Plan. Each zoning, development and subdivision decision should be evaluated and weighed against applicable proposals contained within the Plan. The Plan allows Canton to review proposals and requests in light of an officially prepared document adopted through a sound, thorough planning process. If decisions are made that are inconsistent with Plan recommendations, then they should include actions to

modify or amend the Plan accordingly in order to ensure consistency and fairness in future decision-making. Amending the Subdivision Ordinance and Zoning Ordinance represents two major, proactive measures that the City can take to implement Comprehensive Plan recommendations. Specifics on the way in which this can be effectively achieved for both are discussed in the following sections.

THE SUBDIVISION ORDINANCE

The act of subdividing land to create building sites is one that has the greatest effect on the overall design and image of Canton. Much of the basic physical form of the City is currently created by the layout of streets, easements, and lots. In the future, the basic physical form of Canton will be further affected by elements such as new development, both residential and non-residential, and the implementation of the *Thoroughfare Plan.* As mentioned previously, many of the growth and development proposals contained within the City's Comprehensive Plan can be achieved through the exercise of subdivision control and other "reactive" practices. Some elements of the Plan, such as major thoroughfare rights-of-way and drainage easements, can be influenced, guided and actually achieved during the process of subdividing the land. Once the subdivision has been filed (recorded) and development has begun, the subdivision becomes a permanent, integral part of the City's urban fabric. Thereafter, it can be changed only through great effort and expense. Canton's Subdivision Ordinance should be updated in accordance with *Thoroughfare Plan* recommendations, specifically with the rights-of-way widths and sections contained therein. With this implementation measure, as individual plats are approved, the City can require that rights-of-way be dedicated in conjunction with the recommendations as generally set forth in the *Thoroughfare Plan.*

THE ZONING ORDINANCE

All zoning and land use changes should be made within the context of existing land uses, future land uses, and planned infrastructure, including roadways, water and wastewater. The City's Zoning Ordinance should be updated with the recommendations contained within this Comprehensive Plan. In addition, after a thorough review of the Zoning Ordinance, it is recommended that the following listed changes be made within the Ordinance.

- Ensure Variety for Residential Lot Sizes
  - The City should consider adding another low-density residential zoning district that allows for minimum 20,000 square foot lots or 1 acre lots to promote additional low-density developments.
  - The City should consider adding minimum requirements for housing size to ensure housing diversity.
  - The City should consider adding another residential zoning district to allow for zero-lot line residences.
- Ensure Quality Residential Development
  - Adopt the recommendations for the multiple-family residential units, found within the *Future Land Use Plan.*
- Ensure Quality Development along Interstate Highway 20
  - As recommended within the *Future Land Use Plan*, the City should consider establishing additional standards related to aesthetics for

future nonresidential and multiple-family land uses along Interstate Highway 20 and within other concentrated nonresidential areas of the City.

In Conclusion

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

Table 5-1
Summary of the Chapter 5: Implementation Strategies
City of Canton, Texas

The Roles of the Comprehensive Plan: 1) It is a guide for daily decision -making. 2) It is also a flexible & alterable guide.
Public Participation: Canton should continue to encourage as many forms of community involvement as possible as the City implements its Comprehensive Plan.
Growth Areas: 1) Canton should make the most efficient use of its current infrastructure and focus its growth and development where services are most easily extended. 2) It is recommended that the City initiate a more detailed engineering evaluation after this Plan is adopted to determine more precise areas that can be served with utilities.
Capital Improvements Programming: It will be desirable to invest regularly in the physical maintenance and enhancement of the City.
Funding Mechanisms: 1) Impact fees 2) State funding 3) Various types of bonds 4) Community Development Block Grant (CDBG) Funds 5) Texas Parks and Wildlife Department Grants.
Regulatory Mechanisms & Administrative Processes: Each zoning, development and subdivision decision should be evaluated and weighed against applicable proposals contained within the Plan.
The Subdivision Ordinance: Updated in accordance with *Thoroughfare Plan* recommendations.
The Zoning Ordinance: 1) Add another low-density residential zoning district - minimum 20,000 square foot or 1 acre lots 2) Add minimum requirements for housing size to ensure housing diversity 3) Add another residential zoning district to allow for zero-lot line residences 4) Adopt the recommendations for the multiple-family residential units 5) Consider establishing additional standards related to aesthetics for future nonresidential and multiple-family land uses along Interstate Highway 20 and within other concentrated nonresidential areas of the City.
Note: Not in any order of priority. *Source:* City of Canton's *Future Land Use Plan*