City of Joshua Comprehensive Plan

August 2016

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Table of Contents

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Introduction

The 2016 Joshua Comprehensive Plan is an update to the 2007 Comprehensive Plan originally written by MPRG, Inc. for the City of Joshua. This plan updates much of the demographics, existing land use descriptions and focuses on bringing some new visions for implementation to the land use plan.

Joshua is a Home Rule City located in Johnson County, strategically located along State Highway 174 midway between the Cities of Burleson and Cleburne. The community's location places it directly in the growth corridor of north central Texas. It is a community of approximately 5,935 as of January 2014. The City of Joshua incorporated in the mid 1950s. However, the original plat was prepared and the town organized in 1881. The Gulf, Colorado & Santa Fe Railway was completed in 1881 and a station was placed where Joshua is currently located. In fact, the station replaced the one located in Caddo Grove a community eight miles northeast of Cleburne which was named for nearby Caddo Peak. The Missouri, Kansas and Texas and the Gulf, Colorado and Santa Fe railroads bypassed Caddo Grove in favor of the settlement of Joshua.

W.L. West, who owned and operated a grocery store and the relocated post office from Caddo Grove, moved the entire building housing his store into Joshua when the railroad came. Along with W.L. West the rest of the businessmen of Caddo Grove also moved to the Joshua community. Caddo Grove was totally abandoned except for the cemetery which was the only physical feature to remain.

By 1890 the City of Joshua, which purportedly received its name from the Biblical Joshua, had a thriving population of 300 persons and two steam corn/ cotton gins, a hotel, a general store, and a newspaper. Joshua incorporated in July of 1955 and grew to a population of 924 persons by 1970. In the later part of the Twentieth Century, the communities of Burleson and Cleburne benefitted from the economic prosperity of the north Texas market.

State Highway 174, which is the principal roadway connecting the two larger communities to Interstate Highway 35-West and the dynamic Dallas/Fort Worth Area, brought an abundance of traffic and economic opportunity through the City of Joshua, which lies directly in line of this commercial activity. As a result, the population of Joshua exceeded 5,000 persons in 1998 and became a "Home Rule" City.

The promise of continued growth and prosperity has motivated the city leaders to face the challenges of the future proactively by updating the previously prepared Comprehensive Plan. The City of Joshua has chosen to assume its place as one of the dynamic growth areas within Johnson County. Through the Comprehensive Plan, a

pattern of ordered and compatible growth will be adopted to address the challenges of future growth that is undoubtedly occurring at the present, as well as in the future.

Legislative Authority

A Comprehensive plan is a long-range planning tool that is intended to be used by citizens, City Staff, City Council and developers to understand the land use pattern of the community and where new growth and physical development may be encouraged. State law gives municipalities the power to regulate the use of land if such regulations are based on a plan.

A municipality may define the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations – Chapter 213 of the Texas Local Government Code.

Additionally, a Comprehensive Plan may be:

- A means to identify, prioritize and plan capital improvement projects.
- A flexible instrument that can be adjusted for changing conditions and unforeseen events over time; and
- The framework for zoning plans, ordinances and other regulations designed as tools to implement the goals of the Comprehensive Plan.

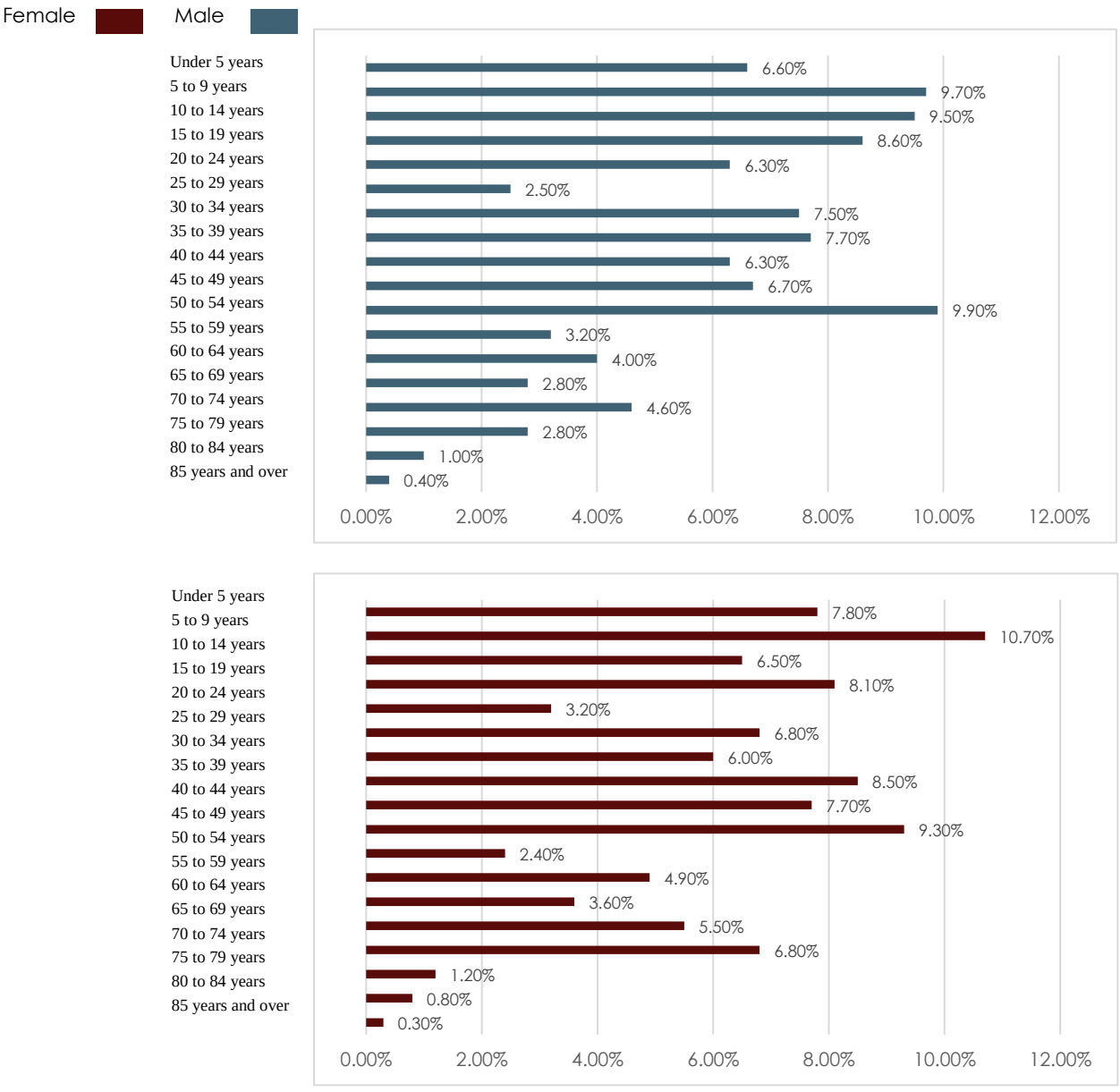
Demographic Profile

The data in this plan is generated from the American Community Survey. In general, ACS estimates are period estimates that describe the average characteristics of population and housing over a period of data collection. The 2010-2014 ACS 5-year estimates from January 1, 2010 through December 31, 2014, respectively. Multi-year estimates cannot be used to say what is going on in any particular year in the period, only what the average value is over the full period.

Total population: Joshua's total population has increased an estimated 1,407 persons since 2000. This represents a 24% increase in population in fourteen years. As a comparison, the City of Crowley has increased population from 7,436 in 2000 to 13,287.

Total Population of Joshua (US Bureau of Census / American Community Survey)

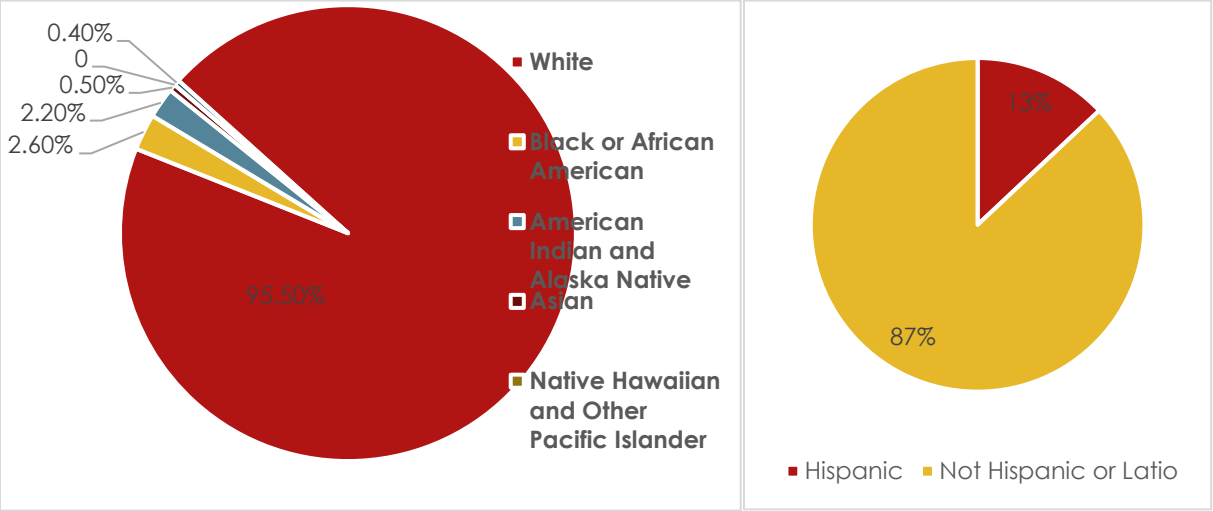
Median Age: The median age of Joshua is estimated at 35.1 years old. The chart represents percentages of total population by gender and grouped by age ranges. The largest group of female residents are the 45-49 age range while the largest group of males in Joshua is the 50-54 age group. What this chart indicates is that there is an aging population in Joshua and that there is not a retention of young people in the prime spending demographic of 18-30.



Male / Female Population by Age Cohort – City of Joshua (US Bureau of Census)

Race and Ethnicity

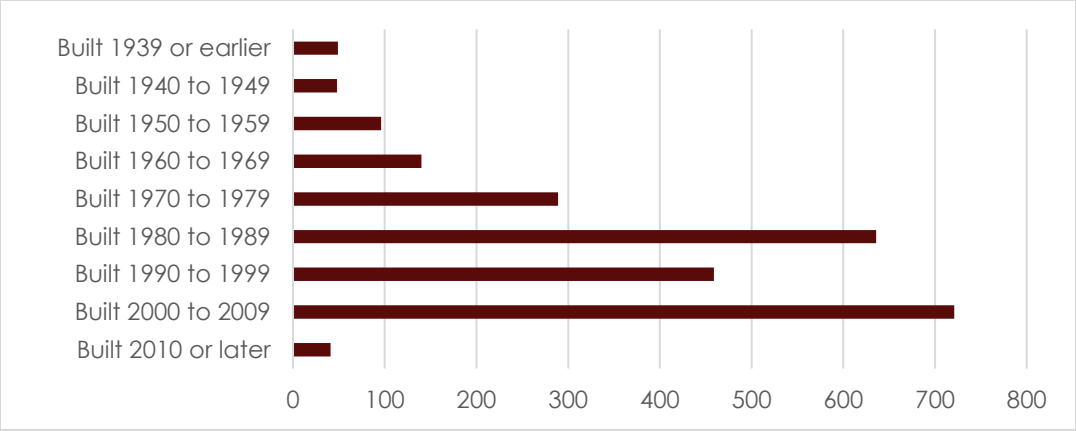
Race and Ethnicity are two different things according to the US Bureau of Census. Race is defined as White, Black, Asian, Native American, or Pacific Islander. Since 2000, respondents may state two or more races. The pie chart depicting race shows there is not a statistically significant number of Asian, Native American or Pacific Islander (of which there were zero). So people were mostly split identifying themselves as either white, black, some other race (undefined), or two or more races (unidentified).



Hispanic ethnicity is treated completely different in US Census counts from race. You can identify as White and Hispanic, Black and Hispanic or Asian and Hispanic (Pilipino and Chileans sometimes identify as Asian Hispanic). So therefore, the ethnicity of Joshua, regardless of race, Identify themselves primarily as Non-Hispanic.

Housing Age:

The bar graph on the next page, depicts the total number of housing units in Joshua as estimated for 2014 by the time period in which they were built. The majority of homes were built between 2000-2009 during the high growth years of the Barnett Shale, a geological formation where natural gas is, or has been extracted.

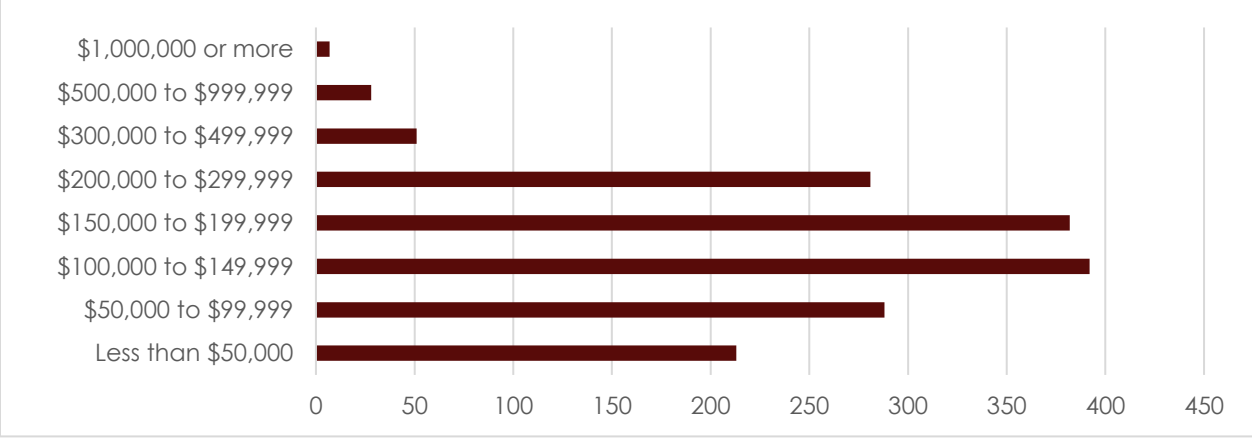


Year Structure Built by Number of Units – City of Joshua (US Bureau of Census)

Housing Valuation

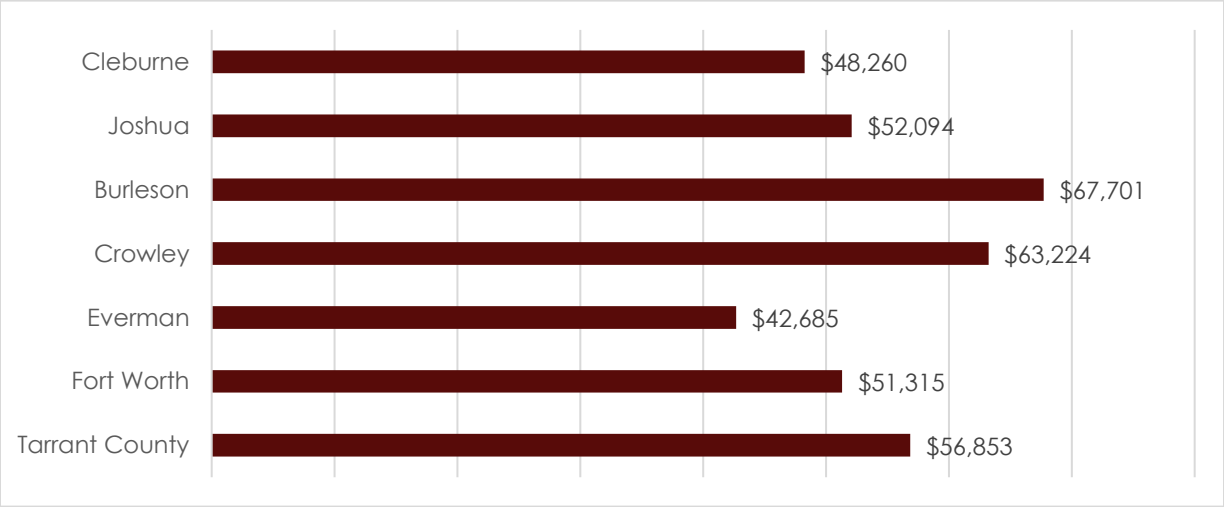
2014 Median Home Value $141,000

The average home price in Joshua is estimated to be $141,000 according to the Census. The bar chart graphically shows the percentages of home prices within ranges. Therefore, the majority of the homes are within a price range of $100,000 - $149,999 with a second significant amount as between $150,000 and $199,999. There are several upper value homes greater $300,000 as these tend to be the large lot rural areas, small ranches and homes surrounding the golf course/



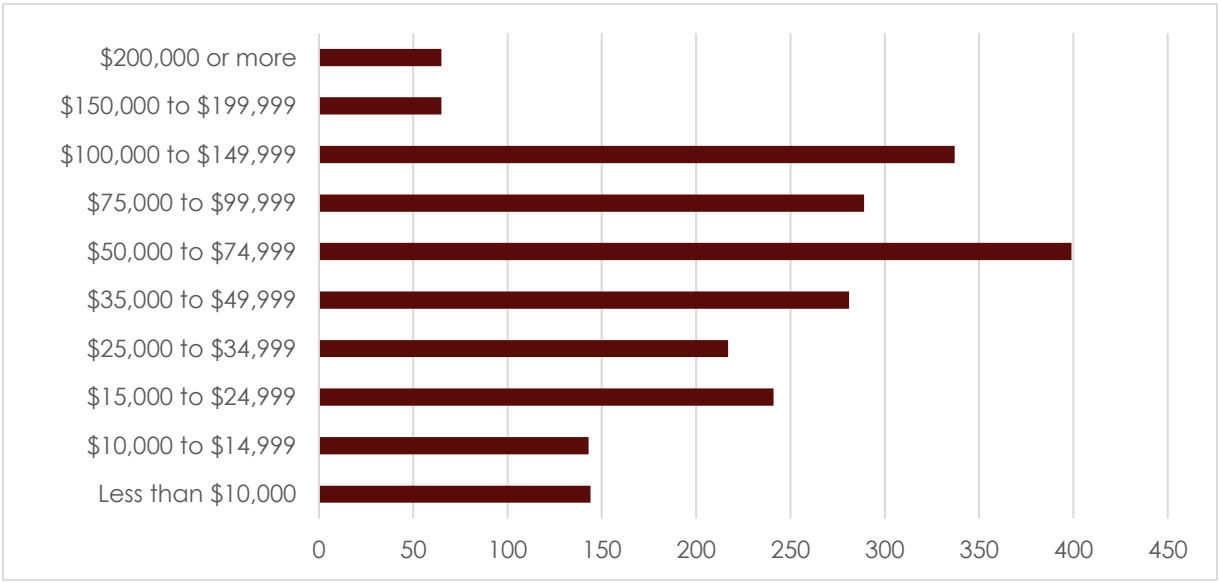
Home Valuation by Number of Units – City of Joshua (US Bureau of Census)

Median Income of Surrounding Communities: From the Census data, these are the current median income levels of communities (and Tarrant County as a whole) surrounding Joshua for comparison.



Median Income of Surrounding Communities (American Community Survey)

Income Levels of Households - This chart further breaks down income levels by percentage of the total households in Joshua. The chart shows that the majority of incomes range between $50,000 and $75,000, but there are significant numbers of households with less than $10,000 in annual income.



Household Income Levels by Percentage - City of Joshua (American Community Survey)

Existing Land Use

Joshua's land use profile is predominately single family residential. New housing growth over the past sixteen years has been significant in Joshua. Neighborhoods buffering Burleson to the north and new major developments on the east side of the community show that a housing demand is predominant. There is very little multi-family residential in the community. A few duplex structures and some apartments exist along both sides of the SH 174 corridor. Recent decisions by the City Council have allowed a consolidation of manufactured home communities and the zoning of property for higher density residential including the Bonner Carrington project. There are industrial areas located in the southern areas of town adjacent to SH 174. Other areas along SH 174 are characterized by a mixture of houses redeveloped as commercial uses along the major corridor and intrusion into the original residential town center by the development pressure for additional commercial area.

The south central portion of the community contains the Joshua Independent School District property including the high school. The commercial corridor of SH 174, re-alignment of FM 917 and properties with access to the Chisholm Trail Tollway have opportunities for new development.

A significant portion of the City is vacant or agriculturally used land. These are properties that may have a single family structure on them or may be completely undeveloped. There is potential development opportunity within vacant land. Zoning is the primary city tool at controlling the quality, quantity, location and timing of new growth and development. Maintaining zoning density on undeveloped property manages how that property will develop into the future.

Gas Well Pad Site Development

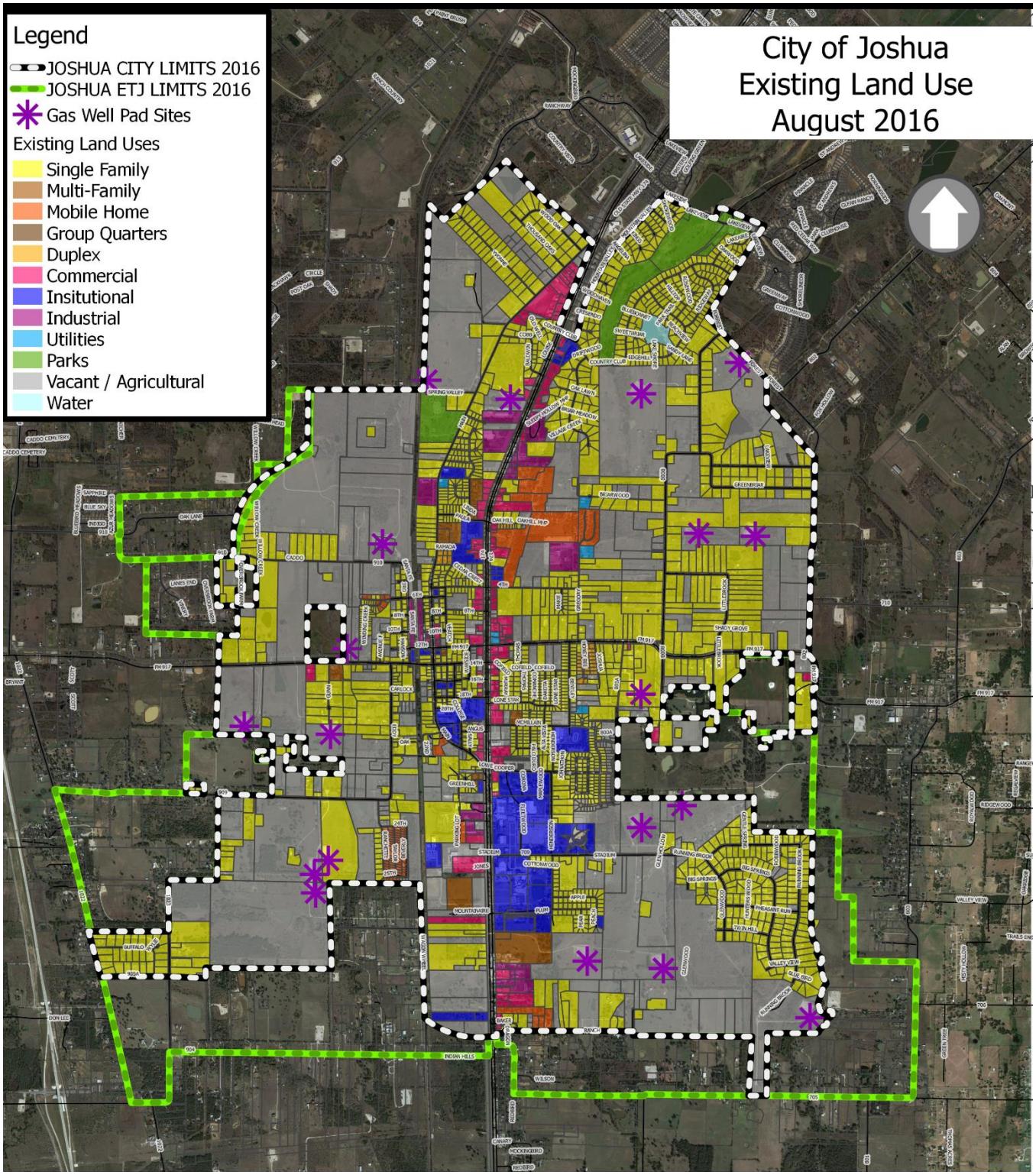
One of the defining development patterns over the past decade in Johnson County has been the development of gas well pad sites. Between three (3) to five (5) acres in size, the pad site locations have, for the most part been developed through the agreement of the individual property owner and the operating company creating the lease. Chosen primarily for their proximity to potential faults in the Barnett Shale and less about the location of future surface growth potential, pad site locations will be required to be considered for their impact on new growth. Pad sites impact the distances residential structures may be located in adjacency to the gas wells. Product gathering lines connecting the pad sites to compressor stations also pose difficulty in future placement of new development with easements encumbering property. As future land use decisions are made, the City of Joshua will need to consider how existing gas well development affects the outcome of those decisions.

Using the existing land use mix, a Holding Capacity Model may be created. The model is a projection of ultimate population based on a certain set of assumptions including ultimate land area and zoning practices. The population prediction is the total amount of population a city may have without regard to a specific timeframe.

Existing Land Use Mix – City of Joshua

	Acres	% of City
Single Family	1,736.46	37.97%
Multi Family	79.60	1.74%
Manufactured Home	85.81	1.88%
Duplex	10.96	0.24%
Commercial	105.91	2.32%
Institutional	176.20	3.85%
Industrial	65.42	1.43%
Utility	7.53	0.16%
Parkland	82.27	1.80%
Vacant / Agricultural	2,223.54	48.62%
Total Area	4,573.70	

Calculations for the holding capacity model were created using a windshield survey and aerial images of Joshua data. Existing land use data from the City that is assigned as vacant (potential to be developed) is compared with existing zoning and developed properties. A sum of the total vacant land area and properties which may be agricultural now, but could have the potential for redevelopment in the future is then created. For each area, a total projected number of housing units is assigned based on the maximum number of units (or minimum lot size) allowed within the City. Joshua's holding capacity has been calculated using the minimum density allowed at current zoning levels. Housing units are then multiplied by the observed average household size for owner-occupied units to indicate a population projection.


Legend
JOSHUA CITY LIMITS 2016
JOSHUA ETJ LIMITS 2016
Gas Well Pad Sites
Existing Land Uses
Single Family
Multi-Family
Mobile Home
Group Quarters
Duplex
Commercial
Insitutional
Industrial
Utilities
Parks
Vacant / Agricultural
Water
City of Joshua
Existing Land Use
August 2016

Certain assumptions must be made based on the ultimate additional build-out number:

- All future and existing residential properties are assumed to be 100% occupied.
- Existing areas zoned residential will remain static throughout build-out.
- Commercial areas of the City would be built-out.
- All vacant and agricultural land potentially used for residential would build out at the maximum density the zoning allows.
- Zoning districts not zoned for residential and containing vacant land were eliminated from this calculation.
- Areas designated as floodplain and "vacant" were eliminated from the calculation, leaving only developable land for the projection.
- The average household size in Joshua according to the US Bureau of Census is 3.22 persons per household. This is the multiplication factor for projecting population based on possible number of units.

Holding Capacity Vacant / AG Land	Vacant Acres	Potential DUnits	Potential Population Increase
Zoned A	1,373	686	1,853
Zoned R-1L	70	70	190
Zoned R-1	611	2,660	7,183
Zoned R-2	2	7	18
Zoned R-4	1	20	54
Total Land Vacant / AG Non-Floodplain	2,057	3,444	9,298

Through these calculations and assumptions, the amount of vacant land currently within the City of Joshua, if it were to be built out at current zoning standards, could potentially hold another 3,444 dwelling units +/-, representing a potential increase of population of 9,298 persons. Whether these areas are developed at these densities is up to the individual property owner, and the compliance of such developments with the regulations of the City of Joshua. Future zoning decisions made by the City Council will influence future densities and ultimate build out of the community. Additionally, there is considerable land within the City's Extra Territorial Jurisdiction (ETJ) which, if annexed by the City, would also affect the population increase of the community.

Land Use Planning Principles

A number of issues and challenges must be considered when planning for the future development of a city. The primary factor is a clear image of the type of city that the residents of Joshua want at the point of when the City is fully developed. Physical elements, including major roadways, topography, and flood-prone areas, also have an impact upon a city's development. These physical features can be either naturally formed or man-made, and can serve as barriers to growth. The Future Land Use Plan Map shows how the City envisions property being used in the future. In conjunction with the map, established land use planning principles should be considered when reviewing particular land use proposals. Situations may arise that were not anticipated at the time the plan was prepared and the application of these principles to new or unique developments will preserve the integrity of the plan and the further implementation of Joshua's vision of the future.

Joshua's Unique Goals and Vison Statements

The City of Joshua, through the work of the City Council, have utilized the following statements to drive a particular vision for future decisions and development.

- Promote a Positive City Identity
- Promote Professional, Responsive and Financially Responsible City Services
- Enhance Public Safety and Infrastructure
- Promote Family Oriented Planned Community Growth
- Plan for Quality Development, Business Diversity and Revitalization
- Enhance Communications, Education and Involvement

Through creating policies that inhabit this vision of the community, certain patterns of development have emerged. These patterns are made of forms of development which when described, can assist in discussing how they may be uniquely framed together for the Joshua community.

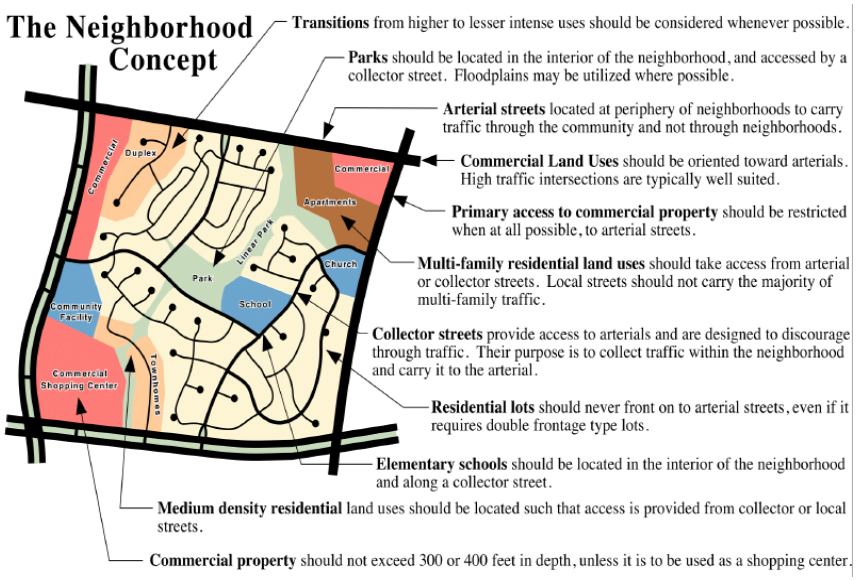
Neighborhoods are the heart of the community. It is important that existing neighborhoods be preserved and protected through a combination of public and private investment. Land uses adjacent to residential areas should be office and neighborhood oriented retail and less intensive in nature. Commercial uses, particularly those with outside storage, should not be permitted adjacent to residential neighborhoods unless significant screening and buffering is used.

Residential Development Forms

Cities develop as people desire to live in close proximity of one another to socialize and create a sense of community. This "place to live" creates residential areas that then requires support facilities for transportation, shopping and jobs. Then, quality of life issues create demand for parks, schools, churches, and other city facilities. The basic building blocks of cities are the residential development forms.

Neighborhood Concept

The neighborhood concept is one of the oldest and most widely used and accepted practices in urban land use planning. This concept helps to create quality spaces in which people may live. The concept places primary emphasis on creating neighborhoods that are buffered from the impacts of elements from outside the neighborhood system. By using a transition of land use intensity, the most sensitive element of a neighborhood, residential use, is protected from the effects of intense commercial use.



The neighborhood concept recognizes that the foundation of a neighborhood is its streets. Streets serve two primary purposes in neighborhood systems: to facilitate the movement of people and goods; and to serve as physical boundaries between adjacent land uses or neighborhoods. Streets should be designed and located so as to accomplish their purpose of efficient traffic service, while discouraging through traffic in neighborhoods. In order to maximize visibility and safety, intersections of more than two streets should be avoided, and intersections should be required to meet at ninety-degree angles. Streets are classified by the functional categories of: arterial streets, collector streets and local streets.

Commercial Development Forms

Commercial development, because of its infrastructure needs, intensity, and traffic volume, is a critical land use to the urban form of a community. Elements such as building

orientation, lot depth, land use intensity, and location should be planned so that commercial development becomes an asset to the community, rather than an eyesore.

"Strip commercial" is a common, but undesirable, type of commercial development. The primary characteristics of strip commercial are:

- Shallow lots
- Numerous small parcels
- Numerous curb cuts for individual entrances;
- Numerous small buildings with no architectural unity
- Minimal (or no) landscaping in front
- Limited parking, usually restricted to the front setback area or along the street; and
- The lack of landscaping or other buffers in the rear

To avoid perpetuation of this type of undesirable development in the future, commercial developments in Joshua should be required to incorporate the elements of the commercial corridor and commercial node models into their design plans as redevelopment occurs.

Commercial Corridors

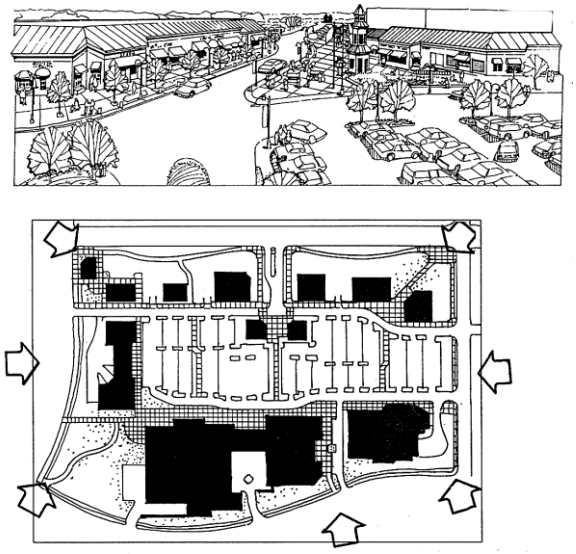
The commercial corridor development form emphasizes the location of commercial uses along an arterial. This development form is characterized by high intensity commercial use located near the intersections of major arterials, with less intense commercial uses located along the arterial between intersections. To create cohesiveness among a variety of commercial uses, development guidelines should require uniform signage, shared driveways, and landscaping along the thoroughfare in commercial corridor developments.

The following are the primary elements of commercial corridors:

- Depth should be restricted to not more than 300 feet and not less than 150 feet.
- Parking lot interiors and perimeters should be landscaped to screen automobiles and break-up large areas of pavement.
- Access to commercial property should not encroach into residential neighborhoods. Primary access is directly from arterial streets.
- Buffering between single family and commercial uses may consist of landscaping, and/or solid walls. In addition, dumpsters and mechanical equipment areas should be screened.
- Corridor development should orient traffic toward arterial streets and discourage entry to residential neighborhood.

Commercial Nodes

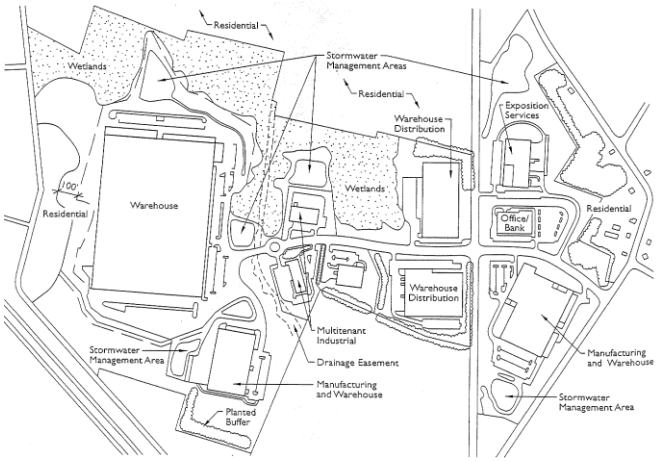
The commercial node development form consists of commercial land use that generally develops around intersections of major thoroughfares and around intersections of collector streets with arterial streets. A distinguishing characteristic of nodal development is that the commercial activity is directed toward the intersection, and does not extend along the intersecting streets. The size of a commercial node is generally not limited, but is determined by the type of commercial use at a particular location.



Commercial Node Development in which internal circulation provides pedestrian access from the street

The following are the primary elements of commercial node development:

- Parking lot interiors and perimeters should be landscaped to screen automobiles and break up large areas of pavement.
- Unlike Commercial Corridors, Commercial Nodes should not be restricted to 300 feet or less in depth. The commercial activity should determine the depth.
- Buffering between single family and commercial uses may consist of landscaping and/or screening walls



Prototypical Employment Center

Employment Centers

Joshua has established centers of commercial development primarily along the SH 174 corridor. Thriving businesses in these areas generate a strong employment base which is a significant factor in attracting and retaining residents. There are areas of the existing land patterns in Joshua which, through active recruitment, may provide additional incentive for new businesses to locate to the City.

Edges and Transitions

Well-defined edges and gradual transitions of land use are important to the function of the Comprehensive Land Use Plan.

Edges are boundaries of land uses that clearly indicate the beginning and termination of a land use type. Edges are generally recognized as physical elements, such as creeks/floodplains and highways. These physical elements may serve as barriers to contain intense land uses.

Transitions are land uses that serve as a buffer zone between uses of differing intensities. Commercial development may provide a transition from industrial, and office development can provide a transition from retail to residential. Differing residential densities can also be used; such as commercial to apartments, to duplexes, to single family residential

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Screening Walls and Landscape Buffers

When conflicting land uses must be located next to one another, a means must be provided to soften the impact of the more intense use. This can be accomplished by providing screening walls or landscape buffer areas between the incompatible uses.

Screening walls and fences are used to screen incompatible uses and should be solid. It is recommended that screening walls consist of solid masonry materials, combined with landscaping. Screening walls that are adjacent to public roadways should always be combined with a variety of landscaping materials. Wooden fences should be discouraged between single family and duplex uses and nonresidential uses.

Landscape buffers may also be used to effectively screen incompatible land uses. There may be occasions when a six-foot screening wall, while limiting access, does not provide adequate characteristics to buffer against sound or visual effects from adjacent property. In such cases, it is recommended that rapid growing trees, at least three (3) inches in diameter at the time of planting, be placed along the screening wall at intervals that will provide full coverage at ultimate tree growth. If sufficient land exists, landscaped earthen berms may also be used. Landscape plantings enhance the aesthetics and environment of the city.

Historic Overlay District

Enacted in 2013, the Historic Overlay District encompasses most of the original town site of the City of Joshua. The area generally contains a mixture of some of the oldest buildings in Joshua along with newer uses and buildings that have replaced older structures over the years. Vacant lots are scattered throughout the district. The HP Overlay District is designed to transform the area into a historic community focal point of the City with the character of a small Texas town of the early 1900's. Such focal points are used at locations where characteristics unique to Joshua are evident such as at the City Hall and along Main Street. Continued effort should be made to create walkable, public spaces throughout this district and provide economic development policies which would enable a variety of commercial ventures drawing residents and visitors to the district.

Future Land Use Plan

The Future Land Use Plan illustrates the future pattern of land use for the City of Joshua as summarized below.

Residential Land Use: The primary land use in Joshua is residential and although the zoning ordinance provides for various residential densities, the Comprehensive Land Use Plan recommends primarily low density residential. This includes any of the three single family zoning districts. Medium density residential includes duplex and triplex uses. High density residential includes townhouses and apartments (multi-family). Higher residential densities are only appropriate in the transitional areas between commercial and employment areas and low density residential areas. Continued development of low-density residential areas should appropriately design in additional interior parkland space to the neighborhoods. Parklands may be either publically funded or may be created and maintained by a home-owner's association.

The City of Joshua currently utilizes a modified Euclidian style of zoning ordinance where less intense uses such as single family residential is allowed to be constructed within a more dense zoning district, such as multi-family. The City should investigate the creation of exclusive zoning districts which protect the most restrictive residential areas from nuisance commercial intrusion and higher density residential, but also protects multi-family zoning from single family developments which may cause conflict in the future.

Commercial Land Use: Commercial redevelopment should be encouraged along SH 174 and FM 917. Emphasis should be made in regards to services which are needed by the residents of Joshua, including stores providing groceries and locally owned restaurants. To ensure that orderly and desirable development patterns emerge along these thoroughfares, these corridors should develop at nodes of major intersections.

Redevelopment of FM 917 through the City Center

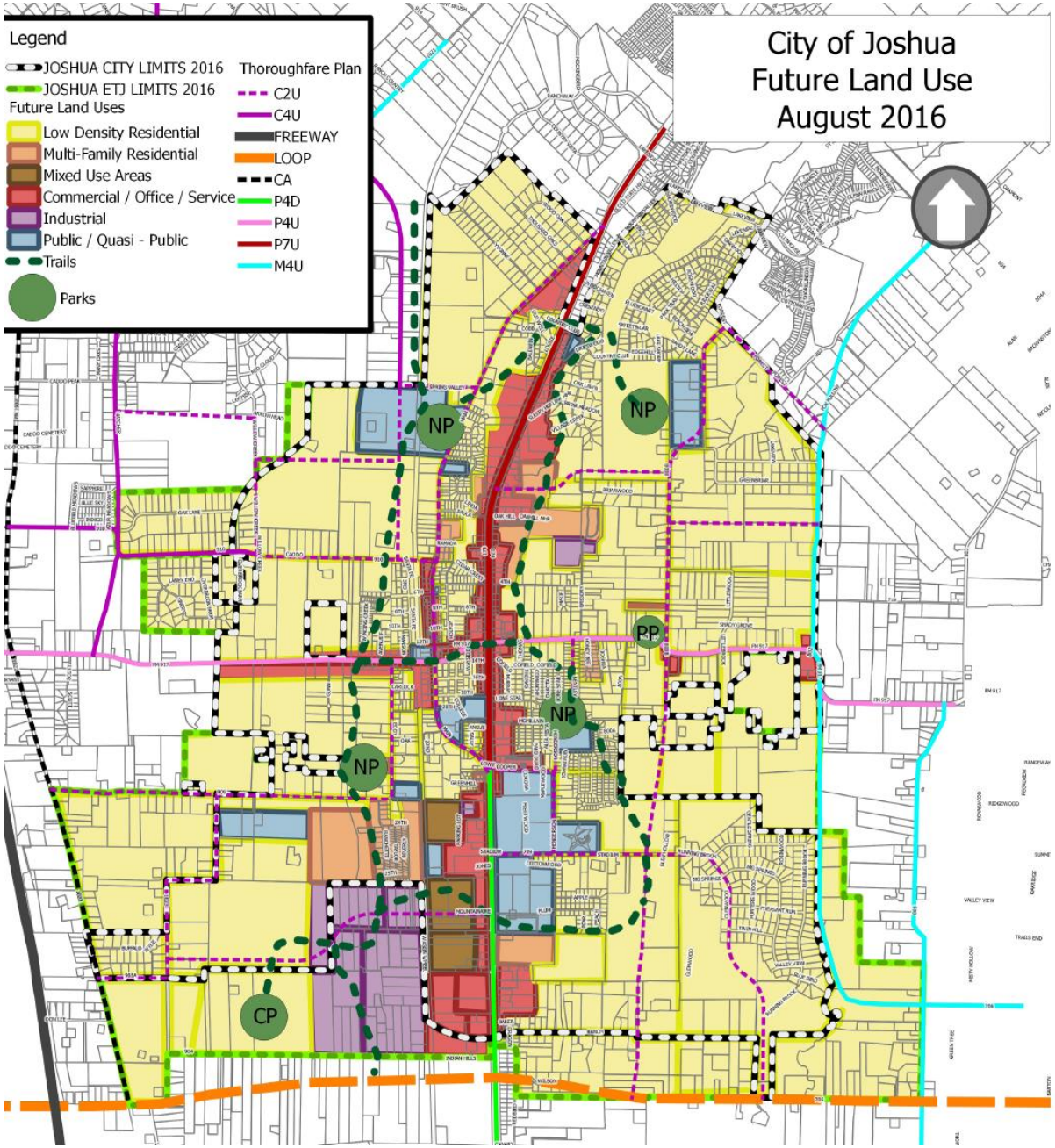
The realignment of FM 917 through the center core of the Joshua community will have significant impact on the history of the community. As the corridor has increased in traffic, connecting central Johnson County, the highway has become a significant link between Interstate 35W and the Chisholm Trail Parkway. The right-of-way acquisition of the final design will require many original parcels of the community. Redevelopment of the remaining parcels and adjacent parcels should be a priority of the community. Such endeavors may be coordinated through city guidance of economic development, or through a public/private partnership where land use developers may assist the community in bringing consolidation of remainder and adjacent properties to provide consistent commercial areas, consolidated public space for entertainment or performance. Spaces such as these provide a draw to a city center. Certain design elements can assist in the development of the corridor.

- Buildings should have small footprints that allow a higher density of retail and office environments.
- The commercial node should be a unique destination and buildings should be dramatic without conflicting with adjacent residential areas.
- Buildings should be designed to enhance the character of streets, using features such as build-to-lines, display windows, and distinctive entryways.
- Buildings should be used to terminate some streets to create interesting and dramatic views.
- Public art elements such as art, sculptures, and fountains should be required or encouraged.
- The City should hold and encourage public events, festivals, and gatherings in activity nodes throughout the year, marketing and promoting local businesses, outdoor vendors, and entertainers.
- Buildings should incorporate substantial amounts of clear glass at the street level to allow for views into commercial spaces.

- Steps should be taken to make physical space comfortable during all types of weather, especially by providing protection from wind and rain. Public spaces should be located to take advantage of sunny locations, but with shade provided for relief in summer. Steps should be taken to design spaces to provide a sense of security and safety, and should incorporate lighting as an integral design element.
- Surrounding residential uses should be treated with sensitivity. Noise from deliveries and solid waste collection should be mitigated as part of the overall site design. Hours of operation and lighting should also be reviewed to minimize night-time disturbances. Building locations and associated heights should be coordinated to prevent disruption of residential privacy expectations.
- Service areas should be incorporated into the overall site design. Dumpsters, loading areas and zones, heating and air conditioning equipment, and utility boxes should be subject to design standards that address screening or visual treatment to minimize visual and acoustic impacts.

Employment Center / Industrial Land Use: The City should encourage the inclusion of industrial businesses which increase the employment base of the community. These areas will need to have access to the transportation system including the FM 917 corridor and the potential alignment of the outer loop along the southern edge of the community. Other areas to focus employment may be along the western side of the city where access to the Chisholm Trail Parkway exists with direct links to downtown Fort Worth. Employment based businesses should include skilled labor and limited amount of intrusive nuisance activities or heavy transportation requirements which would be disruptive to surrounding neighborhoods.

Parks and Open Space: The plan proposes the continued maintenance and enhancement of existing neighborhood and regional parks distributed around the city. Additional sidewalks connecting the parks and schools within Joshua can create safe routes for recreation as well as transportation within the community. Prime candidates for incorporating sidewalks and trails may be made connecting the existing and future parks, but also connecting to the city center and Joshua High School.


Legend
JOSHUA CITY LIMITS 2016
JOSHUA ETJ LIMITS 2016
Future Land Uses
Low Density Residential
Multi-Family Residential
Mixed Use Areas
Commercial / Office / Service
Industrial
Public / Quasi - Public
Trails
Parks
Thoroughfare Plan
C2U
C4U
FREEWAY
LOOP
CA
P4D
P4U
P7U
M4U
City of Joshua
Future Land Use
August 2016
NP
NP
PP
NR
NP
CP

Thoroughfare Plan

Transportation planning is an integral part of the City of Joshua Comprehensive Land Use Plan providing a framework for access to the various uses.

Primary transportation through Joshua is the use of the automobile. Improvement and maintenance of the street system within the City is a priority to maintain traffic standards and attract new employment and businesses to the community. Street systems are based on a hierarchy of street types.

Primary Arterials: Major arterials are designed to serve major traffic movements through the City by carrying large volumes of traffic across or through the City as efficiently as possible. These roadways should be continuous in length, connect with freeways, and serve major traffic generators. Typically, primary arterials should be spaced between two and three miles apart.

They are designed to carry between 10,000 and 40,000 vehicles per day, requiring from four to six lanes. Access management is essential to ensure maximum operating efficiency of the roadway.

Minor Arterials: Minor arterials are usually designed as four-lane roadways. They may be either divided or undivided and are designed to connect the primary arterials and provide system continuity. Generally, minor arterials are spaced at approximately one-mile intervals, and define the limits of a neighborhood. They are designed to carry traffic volumes of 10,000 to 15,000 vehicles per day, and like primary arterials, direct access should be limited.

Collector Streets: Collector streets are intended to serve internal traffic movements within an area and carry traffic from local streets to the arterial network. Generally, collector streets should be located to provide access to the local street system in a neighborhood and be curvilinear in design to discourage through traffic in neighborhoods.

Local Streets: Local streets provide access to residential property and feed the collector street system, Local roads typically carry volumes of less than 1,000 vehicles per day. They are no more than two (2) lanes and should be designed to either discourage through-traffic or allow dispersal of local traffic. Through traffic can be discouraged through a curvilinear street arrangement, the incorporation of loops and cul-de-sacs, or both.

Cleburne Line: Regional rail transit planning for North Texas has identified a future transit line from downtown Fort Worth connecting through Burleson and Joshua to Cleburne. This is an opportunity for developing transit connectivity to the population centers.

Implementation

In order for a Comprehensive Plan to be effective in generating and leading discussion in the future development of the community, an implementation strategy should be incorporated in the document. Implementation of a plan may include such activities as:

- Ordinance preparation and adoption;
- Official Map Maintenance;
- Checklists, Forms, and Applications Revision.

The following strategies may be used to implement the ideas expressed in this plan.

Conformance with the Plan: The City should establish a policy requiring development to conform to the Comprehensive Plan. All zoning and platting requests are measured for compatibility with the Plan.

Maintenance of the Plan: The effectiveness of the Plan should continue to be monitored annually. Monitoring allows the City to measure progress of plan implementation. It also serves as an indication of changing conditions and trends, which may suggest the need for revisions to the Plan.

Cooperation with other governmental entities: The City should continue to maintain an open channel between other governmental entities, advising them of Joshua's plans, and should remain cognizant of their plans. This includes, but is not limited to: the City of Burleson, the City of Keene, the City of Cleburne, Joshua ISD, Johnson County Special Utility District (JCSUD), Johnson County, the North Central Texas Council of Governments, the North Texas Tollway Authority, and Texas Department of Transportation.

Procedures and Applications: The City staff should refine and update applications, checklists, and procedures to insure that development controls are adequate to retain long-term property values and quality of life.

City Initiated Rezoning: Review the zoning ordinance and existing zoning map to see areas which might benefit from rezoning to enhance and encourage redevelopment.

Planning Awareness: The City should institute a policy that compliance with the Comprehensive Plan is a necessary development regulation of the City, in addition to compliance with the Subdivision Ordinance and the Zoning Ordinance.

Economic Development: Business and commercial developments should be encouraged (in the commercial corridors) to provide increased jobs, increased sales tax, and increased property taxes. Minimum development standards should be evenly applied to attract quality commercial development. Communication with the Economic

Development Board is strongly encouraged so that the EDB has a keen understanding of the City's Vision.

Capital Improvement Plan (CIP): The City should maintain a long range Capital Improvement Plan to arrange for the systematic reconstruction of aging city utilities and resurfacing of public streets.

Municipal Facilities Improvements: With the existing limitations on municipal office facilities, land area, and parking, the City should continue to pursue alternatives to improve these existing city offices.

Infrastructure Improvements: The City should continue to improve and upgrade water and sanitary sewer facilities within Joshua. Public street repair and reconstruction needs to be coordinated with the utility work to maximize the effectiveness of the improvements. Storm drainage improvements need to be included in street improvement initiatives.