

**COMPREHENSIVE
PLAN**

FOR THE

Town of Talty

July 2007

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HISTORY

TOWN OF TALTY

Talty is at intersection of Interstate 20 and FM 1641 between Forney and Terrell, which is in northwestern Kaufman County. There is easy access to Dallas and other points west on LBJ/635. It is only fourteen (14) miles from Talty on Interstate 20 to LBJ/635. The estimated population on January 1, 2007 is 1511 inside town limits. When considering the subdivisions located within a half mile of town limits, the population would be in excess of 3000.

The Town of Talty was legally established with the filing of deeds on March 27, 1874, however it wasn't until 1999 that the town was incorporated. The area was originally settled by a number of Irish Catholic pioneers, among them were the Laydens, Vaughans and O'Connors. The community was originally called Layden's Ridge and later known as Irish Ridge. In 1891 the community's Catholic population built St. Martin's Church. A post office opened in 1899 but closed in 1901.

The main source of income during this period was cotton. For many years there was a cotton gin at the intersection of FM 1641 and FM 148. With only a few frame houses in the area, the remainder of the land was bright white with cotton in the fall of the year. Many of the schools in the area had a fall holiday of about two weeks so the kids could assist their parents in harvesting the cotton. The cotton sacks were made from material that was made from cotton. The material looked like what we now see in faded blue jeans. The black land in this area produced high yields of cotton and in the early years farmer's main source of income was from cotton. Only in recent years have the farmer's been planting grain.

In the last seven (7) or eight (8) years the farmland has been sold to developers to build homes. During this time only one developer has built any retail establishments. Currently there are three (3) developers that have land to develop additional retail businesses. By January 2008 developments will be ongoing to develop retail centers, primarily in the vicinity of Interstate 20 and FM 1641. Talty is following the growth that is currently happening in northwestern Kaufman County.

ZONING

At present there is approximately 320 acres zoned as commercial. One location of approximately 300 acres bounded by north side of Interstate 20 and west side of F M 1641, with approximately 17 acres on east side of FM 1641 just north of the Catholic Church, and approximate 15 acres south of Interstate 20 and east of FM 1641. With this property zoned commercial, this will eventually be the retail district for the Town of Talty. In one of the commercial districts will be the location of a Town Hall, Police and Fire Station. The possibility of these facilities being a reality will be in 2008.

In addition we anticipate additional zoning to be on both sides of Interstate 20 inside our Town Limits. That property not in our town limits, but within one half mile of town limits on I-20 will be in our Land Use Plan to be used for commercial/retail businesses. All other land inside our town limits will be zoned as residential and that land within one half mile of the town limits will be designated in our Land Use Plan as residential. However the desires of our citizens and developers will be considered in changing any of the zones for purposes that would further the economic welfare of our citizens.

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

PURPOSE OF COMPREHENSIVE PLAN

Development in Talty is regulated in order to promote the health, safety and welfare of current and future citizens.

The ingredient missing from Talty is a “town center”, a place that many people head to for many purposes, to shop, eat or conduct business at a Town Hall, bank, drug store or hardware store. Talty residents should be proud to point to our new developed retail and commercial establishment. The Comprehensive Plan should be the framework that will give residents and visitors a sense of welcome, convenience, safety and most of all “pride in the community.”

The Plan is intended to have residents and visitors leave the community with a positive feeling and with spreading a positive feeling to those who have not yet visited our community. While following the Plan, Talty residents will have the power to direct its sense of “small town” atmosphere. At present we refer directions from St. Martin’s Catholic Church or the Old Gin Property. We assume most can relate to those properties or can ask locals about their locations. The Plan’s goal is to create other landmarks as reference points.

The importance of the Comprehensive Plan is enhanced by the small amount of property Talty has available that will eventually be in our town limits. Talty is landlocked from going north to Forney, west to Mesquite, east because to Terrell. It is Terrell’s intent to annex their ETJ up to our ETJ. The only way is south. With this in mind we need to take advantage of every acre available to us that is in our present town limits or present ETJ.

TOWN ENTRANCE

Monument signs should be on the north and south side of Interstate 20 and FM 1641. Cooperation with TxDot and Developers will be necessary to place the signs in the most desirable position.

The monument signs should have trees and landscaping that is drought resistant. This will further the eye catching appeal that the monuments have when visitors catch first sight to the entryway to Talty.

The signs should display some of the history of Talty, such and cotton and cattle.

ENTRYWAYS TO SUBDIVISION

These entryways must be divided with landscaping that is drought resistant. The entryways will be of colored pave stones, cobblestone or colored stamp concrete. A drastic change in color from the highway into to the subdivision should be prevalent.

STREETS

High Density Areas

Width of residential streets in high density areas should be 30 feet of driving space with an additional 6 inches on each side for curbs, with right of way of 50 feet. Collector streets should be 35 feet with the additional 6 inches on each side for curbs, with 60 feet of right of way.

Curvilinear streets will be throughout to discourage speeding. In most instances streets shall be no longer than 300 feet without a cross street. No speed bumps should be allowed due to the necessity of fire and ambulance vehicles needing to get to an emergency as quickly as possible. Residential streets should have a speed limit of 25 miles per hour. Collector streets should have speed limit of 30 miles per hour.

Any divided street (boulevard) should have landscaping and trees native to the area. Any plants should be drought resistant.

Residential streets should be six (6) inches of concrete and on collector streets seven (7) inches of concrete.

Low Density Areas

Residential streets in low density areas should be 30 feet of driving space, 50 feet of right of way, and collector streets should be 35 feet, with 60 feet of right of way. These streets should curve to have slower speed. Speed limits on residential streets should be 25 miles per hour and 30 miles per hour on collector streets. No speed bumps should be allowed due to the necessity of fire and ambulance vehicles needing to get to an emergency as quickly as possible.

A divided street (boulevard) should have landscaping with trees native to the area. Any plants should be drought resistant.

Residential streets should be six (6) inches of concrete and on collector streets seven (7) inches of concrete.

PERIMETER FENCING

The most popular perimeter fencing for commercial and residential is brick. Another option to brick is wrought iron. Whether the fences are brick or wrought iron, both should be attached to piers of concrete. Most fences have brick columns on concrete piers. The piers are spaced approximately 20 feet apart. Piers should be at a depth to the change in soil and be solidly reinforced concrete.

Brick and wrought iron has low maintenance, while wood must be replaced over the years.

Commercial properties will be separated from residential properties with a solid wall made of brick or stone.

BRICK REQUIREMENTS – COMMERCIAL

80% brick is required on all commercial buildings. Stone, rock and stucco is considered brick. Wood is not an acceptable material for the additional 20%. Hardy board or metal with baked on enamel could be substituted.

Stucco means exterior Portland cement, hand applied in 3 coats to a minimum thickness of $\frac{3}{4}$ inches. Exposed or painted cement, concrete, cinder blocks, fiber cement siding or other materials of similar characteristics shall not be considered brick.

BRICK REQUIREMENTS – RESIDENTIAL

90% brick is required on first floor of all houses. This 90% applies to all four sides of the house. Rock or stone is considered brick. Metal of any kind cannot be used for the 10% that is not to be bricked.

LOT SIZE (R-1)

All residential lots will be one acre in size. The specific details of the one acre lots are as follows:

Minimum Lot Width-----	150'
Minimum Frontage on Cul-de-sac or Turnaround-----	60'
Minimum Lot Area Per Dwelling -----	One Acre
Minimum Front Yard Setback from a Street Right of Way:	
(a) For all Principal Buildings & Uses-----	75'
(b) For all Accessory Buildings & Uses -----	100'
Minimum Side Yard Setback from a Street Right-Of-Way for all Buildings and Uses-----	35'
Minimum Rear Yard Setback-----	25'
Maximum Height for All:	
(a) Principal Uses-----	35'
(b) Accessory Uses-----	15'
Minimum area of Dwelling -----	2000 sq. ft.

PLANNED DEVELOPMENT

A Developer may have properties that can be developed with mix uses, i.e., residential, retail, or public use.

The retail use should service the residents of the adjacent homeowners, such as eating places, banks, doctors and dentists, pharmacies, laundry/dry cleaning.

It is important to provide a variety of housing and retail for the full life cycle of citizens. These should include high income homes of various types on lots of different sizes that will include mother- in-law housing, retirees and seniors as well as young professionals.

Individual ordinances do not apply to mixed use requests. A Planned Development application allows the Planning and Zoning Commission and the Board of Aldermen to approved applications that will benefit the welfare of the Town.

Primarily you could see single family residential, multi-family, retail, church, municipal, motel/hotel, other governmental buildings, banks, mortgage companies, office buildings, on a single piece of property.

A Planned Development allows the Town to deviate from specific ordinances.

TREES

Recommended trees for this area:

Large Shade Trees Over 50 Feet Tall

Bald Cypress
Bur Oak
Cedar Elm
Chinquapin Oak
Live Oak
Magnolia
Pecan
Shumard
Red Oak

Medium Sized Trees Between 30 & 50 Feet Tall

Afgan Pine
Big Tooth Maple
Chinese Pistache
Easter Red Cedar
Ginkgo
Lacebark Elm
Lacey Oak
Texas Ash
Texas Red Oak
Vasey Oak

Small Ornamental Trees Less Than 30 Feet Tall

Crape Myrtle
Deciduous Holly
Desert Willow
Eve's Necklace
Prairie Flameleaf Sumac
Mexican Buckeye
Mexican Plum
Rough leaf Dogwood
Rusty Blackhaw Viburnum
Smoke Tree
Texas Redbud
Yaupon Holly

Developer must complete a tree survey showing the location of all trees 3 inches in caliper upward. These trees must be labeled with a blue ribbon. Those trees being removed must be labeled with a red ribbon. 3 or 4 inch caliper trees must be replaced with the same size tree. Any tree above 4 inches must be replaced with 2 three (3) inch caliper trees. Any replacement tree does not have to be replaced on the same location as the one removed.

Developers will make a good faith effort to save as many trees 6 inches caliper as possible.

Subdivision will have at least two 2 inch caliper trees on each lot. Location of those trees will be at the discretion of the builder. Make sure the trees will not block your view or interfere with water or sewer mains, telephone or cable wires, or gas or electric lines. The maximum growth at maturity will be considered when planting the trees.

Trees absorb carbon dioxide through their leaves, thus removing many parts from the atmosphere that we do not breathe

PARKS

It is not too much to ask each developer to set aside one lot in each subdivision for a playground and picnic facilities for the residents of that subdivision. This park would include playground equipment as well as benches and tables for picnic use. 4" caliper trees should be planted near the picnic areas. Small swing sets, slides and teeter-totters for pre-school children.

In areas designated by FEMA as flood plain property, walking and bicycle trails should be constructed for the residents of that subdivision. An area should be rough graded to serve as baseball, softball or soccer field.

These areas would be maintained by the Homeowner's Association.

PETS

We must protect our citizens by have having an ordinance that controls pets.

Exotic pets such as boa constrictors, monkeys, bobcats, or any other animal considered in the “wild category” are not allowed.

Pit Bulls, Rotweiler, Doberman, and Chow breeds must be registered with the Town of Talty.

Dogs must be on a leash if off of owner’s property.

Animals must be vaccinated for rabies and have certification from a Veterinarian.

UTILITIES

Electrical, telephone, and cable lines will be below ground. These lines are to be located at the rear of the lots with all maintenance boxes located at the back of the property.

Easements can be in an alley or if no alley on easement at rear of lot.

MULTI-FAMILY

There will be a designated area for multi-family units not more than two stories. Twenty-four (24) units per acre are allowed. 60% of the units should be one bedroom and the remaining 40% can be two and three bedroom. Covered parking at rear will be constructed at one space per one bedroom unit and two spaces for a two bedroom and three bedroom units. On street parking will be available for guests.

Multi-family units built in a planned development will follow the same rules as shown above, except those units built above retail centers. In planned developments all parking will be in the rear.

All apartment units will be 100% brick or a combination of brick and stone.

GARAGES

All garages will be rear entry or side entry except when detached from the main house. Garages detached from the house may face the street, but front of garage must not be in front of rear dwelling line.

The garage and accessory building will be 80% brick and the remaining 20% will be the same as on the house.

COMMERCIAL USES

All commercial occupancies will need a Conditional Use Permit.

Frontage on FM 1641 and Interstate 20 will generally only be retail stores with a C-1 classification.

Commercial uses should be highly encouraged to support the town with sales tax revenues.

COMMERCIAL ENTRYWAYS/PARKING LOTS

Entryways to commercial will have monument signs in a landscaped area showing those occupants in the strip. All entryways will have decorative streets with colored pavers or stamped concrete.

Parking lots will be separated by landscaping every ten parking spaces. All trees and plants within the landscaping in the parking lot will be drought resistant.