

INTRODUCTION

The objective of the existing land use analysis is to provide both statistical and graphic information concerning the various types, amount and intensity of land use within the city and to identify problems which have arisen as a result of conflicting land use patterns or from inappropriate land uses. To achieve this objective, information concerning existing land use in Clifton was gathered by means of a field survey taken in July 2006. Land uses on individual parcels were classified as being one of nine major types. These major types of land uses are: residential, commercial, industrial, public/semi-public, parks, streets/alleys/railroads, vacant developed, vacant undeveloped and agricultural.

The residential land use category includes those land use areas whose principal use is the provision of housing for the residents of Clifton. Within this major land use category are three minor land use classifications. These include standard single-family, multi-family and mobile homes. Single-family housing structures include those permanent structures which were originally designed to provide housing for one family unit. Multi-family housing structures include those which were originally designed to house two or more family units such as duplexes or apartment houses. Mobile homes include those housing structures which were designed so as to permit their being transported over public streets and highways with a minimum of effort and congestion and whose original design has not been altered so as to detract from their ability to be readily moved such as by setting a unit on a permanent foundation.

The commercial land use classification includes those parcels upon which are located establishments and places of business which are primarily engaged in the buying and selling of goods and services. Wholesale and retail trade and most service establishments are included in this category.

The industrial land use classification includes that area of parcels which support establishments and places of business which are primarily engaged in the manufacture, bulk storage, chemical or physical transformation of material goods. This classification also includes those businesses engaged in mineral extraction activities. Land use which is utilized for industrial activities is generally considered to be incompatible with other types of land use when the two are in close

proximity to each other. This is especially true in cases where residential land use parcels border directly on land which is being utilized for industrial purposes.

Streets/alleys/railroads land uses include all public roads and rights-of-way, including alleys, railroad rights-of-way and other property directly involved in the rail transportation process, major public utility facilities such as cross country pipelines and power transmission lines, power substations, terminals for trucks and pipelines and airports. The public and semi-public land use category includes all public and semi-public administrative, maintenance, educational and recreational facilities, as well as hospitals. The vacant developed land use category includes those vacant parcels of land which have ready access to streets, sewer service and water service. The vacant undeveloped land use category includes those vacant parcels of land which do not have access to streets, sewer service and water service.

EXISTING LAND USE COMPOSITION AND ANALYSIS

Land Use Inventory

The total corporate limits of Clifton comprises some 1,385.62 acres of land. The actual developed area of the City covers 1,375.24 acres. The dominant land use feature within the city is State Highway 6, the Union Pacific Railroad tracks and the North Fork of the Bosque River. Land use patterns in Clifton have been influenced by these major land use features.

The allocation of existing land uses in Clifton is depicted in Table 4.1 and on Figure 4.1.

TABLE 4.1
CITY OF CLIFTON

ALLOCATION OF EXISTING LAND USE

LAND USE	ACRES	% OF GROSS	% OF TOTAL DEVELOPED	ACRES PER 100 PERSONS
Residential	401.62	28.98	29.20	10.56
Single-Family	355.26	25.64	25.83	9.34
Multi-Family	35.39	2.55	2.57	0.93
Mobile Homes	10.97	0.79	0.80	0.29
Commercial	108.93	7.86	7.92	2.86
Industrial	15.14	1.09	1.10	0.40
Parks	49.67	3.58	3.61	1.31
Public/Semi-Public	345.23	24.92	25.10	9.07
Streets/Alleys	348.48	25.15	25.34	9.16
Vacant Developed	106.17	7.66	7.72	2.79
Vacant Undeveloped	0.00	0.00		0.00
Agriculture	10.38	0.75		0.27
TOTAL	1,385.62	100.0		

Source: July 2006 land use survey conducted by TFGA, Inc.

Analysis of Existing Land Use

The primary areas of residential land use in Clifton are west of the railroad tracks and south of the Bosque River. Growth in this area takes advantage of gentle topography, good highway accessibility, availability of utilities and an absence of incompatible land uses. The potential exists for additional residential growth to the west and south and will occur when and if demand warrants.

Most commercial land use within the city is located along State Highway 6 and FM 219 and within the city's central business district. For the most part, none of the commercial land uses appear to be in conflict with adjacent land uses.

Industrial land uses cover 1.09 percent of the total developed area of the City. Industrial uses are located generally north of the city and east of the railroad tracks. Industrial land uses are in an area with a low concentration of residential uses and a significant amount of vacant undeveloped land. As such, there is little if any conflict with non-compatible uses.

Public and semi-public land use covers 24.92 percent of the total developed land area of Clifton. Most of this is utilized for the lake, schools, churches, park areas and public utilities. The remaining land use types, including vacant developed, vacant undeveloped and agriculture, are located randomly in the city.

Socio-Economic and Manmade Influences Affecting Land Use

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

Clifton's population is expected to experience some growth during the planning period. The 2006 population is estimated at 3,805 persons and the 2026 population is projected to be 5,060 persons. Additional details regarding population are contained in the Population Section of the Community Development Plan. The demographic characteristics of the population will continually become more diversified as out-migration occurs from the larger cities and outlying areas become less homogeneous.

The increase in population will have a corresponding increase in the demand for housing, city services and utilities. As more housing develops there will also be a proportional increase in the locally generated demand for retail/services. The City has about 2.86 acres of commercial land use per 100 population which is much lower than the norm of approximately five acres of commercial land use per 100 persons based on consultant observations. This is significant because it shows that there is ample opportunity for additional commercial land for the current population and future populations. The majority of these uses should be concentrated in the

downtown area for the local population together with highway related retail/services for through traffic on State Highway 6 and FM 219.

Clifton currently offers three types of housing opportunities - single-family units on permanent foundations, multi-family housing and mobile homes. The current occupancy rate for all housing in Clifton is less than four percent. With the growth in population, the demand for well maintained housing of various types will continue to increase. Unless more units are built and existing units are properly maintained, adequate and safe housing in Clifton will continue to be not available. This is confirmed by the fact that there were no vacant housing units in standard condition at the time of the housing survey was completed. The long-term results will be very detrimental to Clifton through a decline in economic activity and a loss in potential tax revenues.

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

Various elements of Clifton's water, sanitary sewer and drainage systems will need some improvements during the planning period. These improvements have been analyzed, reviewed and are detailed in the Community Development Plan. Attraction of future growth and appropriate levels of service depends upon having the City's water supply and distribution system, the sanitary sewer treatment and collection system and the drainage system all at suitable capacity and operational level to meet growing demands.

Public facilities in Clifton include a City Hall, volunteer fire station, church and utility sites. As the future population increases, there will be a corresponding increase in the demand for these public facilities.

The City of Clifton is served by a system of highways and local streets. The main highway is State Highway 6 and FM 219. These serve as important thoroughfare links for residents accessing work and other destinations outside the city. This highway system provides a

connection with other important thoroughfares that provide access to work and other destinations outside the city. These highways acts as a link to cities such as Waco and Stephenville and, via Interstate Highway 35, to larger cities such as Austin and Dallas/Fort Worth. For more details of the street system, refer to the Streets Section of the Community Development Plan.

With some local street improvements and proper maintenance, the transportation facilities generally appear to be capable of accommodating increases in traffic flow resulting from anticipated population growth and land use demands within the existing City Limits for the foreseeable future. However, in the long term, as new areas are developed, a new network of minor streets may need to be planned and constructed.

The nearest major commercial airport outside of Clifton is in Bosque, located approximately two and one-half hours to the south. It is the closest major link to international, commercial and freight air travel.

Natural Influences Affecting Land Use

A flood hazard area consists of two sections. The center of the flood hazard area is know as the floodway. This area, which includes the actual water channel, is the area which cannot be filled without causing increased flooding elsewhere during a 100-year storm. The area extending from the floodway to the outer edge of the flood hazard area is known as the flooding fringe. This higher area can be developed after appropriate study. However, habitable structures must be built one-foot above the 100-year flood elevation.

The Bosque River is a significant natural feature influencing development in the City. Located to the north and east of the city, this river and flood plain significantly affect any type of large scale development. Previous flooding has inundated almost the entire city, providing Clifton with a real respect for flood prone areas. The city participates in the National Flood Insurance Program and there are HUD Federal Insurance Administration Flood Boundary Maps for the city. All drainage features have been shown on the Future Land Use map. With respect to soils, the majority of the county is surfaced by North Central Plains Soils type. This is generally described as being mostly deep, light-colored, sands and loams over loamy and clayey subsoils. Soils do not generally

present a deterrent to development. Creeks and rivers in the area can pose a deterrent to large-scale development, especially in the northern and eastern portions of the city.

LAND USE GOALS AND OBJECTIVES

Goals

Clifton's goals regarding land use are to avoid traffic congestion, inadequate or obsolete utilities or services and the location of incompatible land uses adjacent to one another. Although these problems will probably not become acute in Clifton, the proper planning and use of land, if initiated in the future, will result in well-ordered land uses and development patterns as the City progresses through the planning period. The ability of Clifton to meet the dynamic demands created by the interaction between various land uses and by future land development, will be largely dependent upon proper land use planning in the immediate future. By following the recommendation contained in this plan, Clifton will maintain a quality environment for its citizens.

The Land Use Plan for Clifton is intended to serve as a ***general guide*** for the future development of the city. It should be considered flexible in nature, rather than a rigid blueprint for future land use. The population, housing, infrastructure and land use data contained in sections of this Comprehensive Plan serve to establish the determinants for land use projections.

Objectives

The objectives that have been adapted as a guide for the development of the Land Use Plan can sometimes be difficult to quantify, especially over a short-term basis. As such, successful achievement of the following objectives can only be determined over an extended time period:

1. To allocate sufficient land for each land use component of the city in logical proportions relative to the projected demands.
2. To promote the health, safety and general welfare of the public through the proper use of the land in the city.
3. To provide a balance between the various land developments and patterns to complement the economic base.
4. To provide efficient relationships between land use and the functions required of the various land use components.

5. To protect land use patterns from the intrusion of incompatible or mixed land use.
6. To provide a general land use pattern for the city which promotes the physical, economic and social development of the community.
7. To provide land use patterns which will establish a sound nucleus for the continuing development of the city.
8. To develop sound zoning and subdivision regulations which support the land use plan are reflective of the community.

FUTURE LAND USE

Land Use Planning Principles and Process

For most cities, recent residential and commercial growth have been haphazard, often in the form of suburban clusters of residences and shopping centers spread out over a wide area on the fringes of existing older urban centers. Such development has placed a tremendous burden on transportation systems and taxes a community's ability to provide adequate public utilities such as water and sewer facilities. "Urban Sprawl", the term used to describe this development, is undesirable for other reasons also. All too often, uncontrolled growth spreads out over land that is better suited to other land uses, overtakes valuable open space and sometimes lowers the value of a large developed area.

The city of Clifton will not experience the kind of growth that will result in massive urban sprawl. Nevertheless, the growth that is expected or that results from expansion of the economic base, if left uncontrolled, could be just as unattractive and expensive to the smaller community as it is to the larger cities. Haphazard residential and commercial growth should be avoided by adherence to a plan of carefully selected areas in order to develop the proper growth of these land uses. The following principles are considered applicable to the proper designation of land for residential use:

1. Residential land should be well drained and free from danger of floods.
2. Residential land should be readily accessible from, but not necessarily facing, arterial streets.
3. Residential land should be free from the danger of encroaching incompatible land uses.

4. Residences should be within easy reach of such community facilities as parks, schools, playgrounds and commercial serving everyday needs.

Factors relating to the designation of land for commercial land uses include:

1. Commercial areas must be central to the population they serve.
2. Commercial areas should be limited and compact to minimize walking distances within.
3. Commercial areas must allow for safe pedestrian circulation in coordination with vehicular circulation.
4. Commercial areas must be protected from the blighting effects of encroaching land uses and must be kept from encroaching on other land uses.

The commercial land uses on the periphery of a city generally are related to highway oriented transportation activities, such as service stations, automotive repair shops and restaurants. Even though a highway oriented “strip” commercial area developed without adequate controls in the past, and is detrimental to the future growth and expansion of the remainder of the community due to the visual unattractiveness and potential safety hazards involved with the use of these areas, it is not intended that highway commercial activities area altogether unwise and are to be avoided. However, to induce highway oriented commercial activities in the central area of Clifton would be unwise, as it would create undue stress on existing parking facilities and create traffic congestion, as well as pedestrian safety hazards. In addition, a location for highway oriented activities on the periphery of a community is acceptable both in terms of decreasing traffic stresses in the central area and providing accessibility to the areas by the customers. Highway commercial areas, if properly developed with landscaping programs and a developed access route to remove consumer traffic from through traffic, can be an asset to a community. It is with these factors in mind that the following principles were established for the planning of highway oriented commercial areas:

1. Highway oriented commercial land uses should be formed into compact developments avoiding “strip commercial” growth.
2. Avoid the occurrence of scattered commercial development along major highways.
Commercial activities should be consolidated into a few well organized areas to take

maximum advantage of utilities and services and to promote the economic well being of the total business community.

3. Adequate off-street parking and access should be utilized for highway commercial areas to decrease potential congestion and safety hazards.
4. Avoid commercial growth on both sides of heavily traveled highways unless traffic control can be provided.

Industrial activity normally develops in, or adjacent to, build-up areas where labor, utilities, transportation facilities and fire and police protection are most readily available. Projecting land use needs for industrial development through the Planning Period in Clifton is difficult due to the widely differing land requirements from one type of industry to the other. Most industries, however, require four basic components to operate successfully. These are:

1. Labor supply - an adequate labor supply must be available within reasonable commuting distance.
2. Service facilities - basic utilities such as water, gas, electricity and sewers must be conveniently located and must have an adequate capacity to handle large industrial requirements.
3. Transportation - plant sites should be located within reach of rail, air and/or highways.
4. Availability of land - adequate space must be made available for expansion, parking, loading and unloading. The diverse space requirements of industry indicate that allocations of space must be flexible. Industrial sites should not present high costs for grading or flood control.

Land use principles for public and semi-public uses, such as education and public buildings are similar to those developed for residential land use.

In order to formulate, adopt and implement a plan that accomplishes the foregoing overall goals and objectives, it is important to incorporate certain basic planning principles and processes into the local future land use planning effort. The Future Land Use Plan expresses projections that are based on sound planning principles, recognizing and supporting existing land uses, community facilities and physical features. Existing land uses, existing structures, surrounding market areas,

transportation patterns and natural or physical limitations all combine to affect the planned and actual direction and extent of the City's growth. The needs addressed by the Future Land Use Plan reflect an evaluation of past needs and current trends, as well as the assumption that the City will grow in patterns predicated on those needs and trends. It must be emphasized, that the Future Land Use Plan is intended as a guide to organize the future growth of the City, but does not suggest strict mandatory compliance.

The plan for Clifton suggests that certain areas be reserved and developed for various land uses. Selecting the pattern and distribution of future land use is best accomplished through:

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

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

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

It is important to reiterate that the Future Land Use Plan does not attempt to set the specific use

for each and every parcel in the planning area. A specific lot-by-lot assignment would both remove the competitive element from the market and suggest overly restrictive limitations to the different uses of a given piece of land. Rather, the Future Land Use Plan should be used to establish the general character and needs of an area. When the Plan is implemented through rezoning, platting and ultimately development, each parcel should be evaluated by the application of the current policies and recognized planning principles.

Recommended Assignment of Land Uses

Residential Land Use Requirements

The recommendations for future requirements are computed from the projected housing requirements which were developed in the Housing Section of the Community Development Plan. The assignment of these land uses is then based upon the goals, objectives and planning principles previously stated.

With respect to the location of future residential development, convenient access to major streets, commercial areas and community facilities must be considered. For Clifton, it is anticipated that new residential uses will be built as (1) in-fill development/redevelopment, (2) new subdivisions close to or within current city limits, and (3) as larger lot development in more sparsely populated areas, especially to the west and south.

The general methodology for computing future residential land use area is to multiply the projected number of residential dwelling units by the expected average lot size. The current average size for all residential lots in Clifton is a little over 13,000 square feet. Because this is a moderate average size, the probability of substantial average future lot size increases is considered unlikely since all recent residential development in Clifton has generally been on similar lot sizes. As such, for projection purposes average residential lot sizes were assumed to be 13,500 square feet

Assuming that the future average household size for all housing units will remain at approximately 2.48 persons and, adjusting for a 5 percent vacancy rate, the future minimum total residential land use requirement for the City will be approximately 632 acres by 2026 which means that

approximately 230 more acres (on in-fill lots and fringe area large lots) will need to be developed and served over the next 20 years.

Commercial Land Use Requirements

In making projections for future commercial land use requirements, it is generally assumed that the need for such land is primarily determined by the population of the community and the service area in which it is located. Future commercial land use requirements are projected according to the expected number of acres of commercial land use per 100 persons of future population. Future commercial land use allocations in Clifton should focus on in-fill in the downtown area to serve local needs and along State Highway 6 and FM 219 to serve commuter and passerby highway traffic.

The design of future commercial establishments should provide for low-intensity, single-level structures which are accompanied by on-site parking and loading facilities. This reflects a trend away from relatively compact, multi-level facilities to low-intensity, single level structures which are often accompanied by on-site parking and loading facilities. The result is the manipulation of technical specification for modern commercial facilities which leads to the conclusion that, on average, changes in the structural nature of commercial facilities will result in such facilities requiring approximately two times as much land in the future as these same facilities did just a few years ago. This is according to the Urban Land Institute. The average amount of commercial land use in towns somewhat similar to Clifton, based upon observations by TFGA, Inc., is approximately 5.0 acres per 100 persons. For Clifton, the current ratio is 2.86 acres per 100 persons which is below the average. Future population growth will result in an overall increase in the need for additional commercial acreage, probably at the same ratio, to account for a wider variety of goods and service offered. As such, future commercial land usage in Clifton is estimated to be approximately 144 more acres by the end of the planning period (2026) for a total future commercial acreage of approximately 253 acres.

Industrial Land Use Requirements

Projections of industrial land use areas for a community are seldom related to population, but rather to the desirability of the community as the location for future plant facilities. Desirability is

not subject to a direct and specific definition because there are many other factors that enter into any estimate of future need for industrial land. The size of the community, its level of economy and its potential future population composition are among the chief variables that complicate the estimate of need.

The methodology of the industrial land use projections used in the Land Use Plan are necessarily general due to the lack of a starting base and reflect the need to establish an area of land suitable for industrial location now and in the years to come. Essentially, the method used was that of examining average site requirements for typical small towns and relating land requirements to multiple site sizes. In an Urban Land Institute survey, over 70 percent of the sites examined ranged from less than an acre up to five acres. The overall average size of industrial sites used for manufacturing was 12.2 acres. This reflects both smaller, privately developed sites averaging 5.4 acres to larger sites averaging 30.9 acres developed by public agencies. Since the probabilities of public agency development of industrial activities in Clifton appears less likely than do privately developed areas, the average site size requirement for Clifton was assumed to be approximately seven acres.

The size of industrial land use requirements was then projected by using multiples of the average site size depending upon the character of the available land area. The character of land uses in an industrial area either limits or encourages the extent of development in that area. As such, the site must be examined to determine the relative quality of the site according to land prices, soil conditions, drainage, access and circulation, availability of utilities such as water, sewer, gas and electricity and community factors such as housing and tax rates. These factors are not absolute and will require the application of community standards which, in turn, reflect an optimizing of projected industrial land use requirements. It should be noted that in comparison to many larger Texas cities, Clifton can offer access to lower cost labor forces and can impose fewer bureaucratic restrictions.

Park and Open Space Requirements

With respect to parks and open space, some local opportunities for residents exist in Clifton. However, expanded recreation options need to be provided. The city has sufficient land area but

only limited facilities on those sites. Clifton should use the information contained in the Parks and Open Space Plan to obtain grant funding through the Texas Parks and Wildlife Department in order to develop a better park and open space system.

RECOMMENDED LAND USE PLAN

The population of Clifton is expected to increase by at least 1,255 persons by 2026. Thus, expansion of land use can be expected to be roughly proportional to this increase.

Residential land uses presently occupy 401.62 acres of land. There is also 10.56 acres of residential land for every 100 persons in the city. This ratio of residential land to 100 persons is expected to remain about the same due to reflect a continuation of current lot size development. Therefore, in a reflection of future population levels, an additional 230 acres will be needed in Clifton for residential construction. Much of this acreage will be land that is now included in the corporate limits but which is presently vacant and to the west or south.

Currently, 108.93 acres of land are devoted to commercial activities in Clifton. This includes of the downtown area and commercial development along State Highway 6 and FM 219. Commercial uses account for 7.92 percent of the total developed land area or about 2.86 acres per 100 persons. This is below the average of 5.0 acres per 100 persons. As such, it is expected that there will be a demand for commercial development and it should pace anticipated future population growth. Future commercial growth will require an additional 144 acres needed by 2026. Future commercial development should be directed towards infill in the downtown and along State Highway 6 and FM 219.

As stated earlier, it is difficult to determine the need for land that would serve industrial development purposes based on a projected ratio of land per 100 persons. However, it is felt that land should be programmed for industrial development purposes on the basis discussed previously. Based upon the average site size projection method for industrial uses, it is suggested that at least 30 additional acres be programmed for industrial development during the Planning Period. Areas proposed for industrial development are shown on the Future Land Use

Plan and have access to utilities and transportation access is good. There compatible uses and a general absence of non-compatible uses.

The Recreation and Open Space Plan prepared determined the specific park and recreation needs of Clifton's residents and to enable the city to qualify for seeking grant funds through the Texas Parks and Wildlife Department. Recommended park improvements will ensure all residents of Clifton have convenient access to adequate recreational facilities. Clifton should assume in general future land use calculations that one acre of park and open space should be allocated for every 100 residents. This is based upon averages derived from other cities of similar size to Clifton. The amount and general location for future park improvements has been indicated on the Future Land Use Map and discussed fully in the Park and Open Space Plan.

Important to the expansion of land uses is the provision of additional streets. Street/alley/railroad rights-of-way currently occupy 348.48 acres in Clifton. This means that there are approximately 9.16 acres of street/alley/railroad rights-of-way for every 100 persons in the city. Assuming that the ratio will decrease during the Planning Period resulting from greater utilization of existing streets and modern subdivision techniques which avoid using a grid pattern, it is expected that approximately 115 acres of additional land for streets and alleys will be needed for future development for a total of approximately 463 acres.

The spatial arrangement of the land uses considered in the above recommended land use assignments were designed to address the land use goals and objectives, the constraint and opportunity analysis of existing land use and future needs, and land use planning principles and processes. The resultant pattern was incorporated into the Future Land Use Plan which is presented in Figure 4.2. A tabulation of future land use requirements is indicated in Table 4.2.

TABLE 4.2
CITY OF CLIFTON

FUTURE LAND USE REQUIREMENTS, YEAR 2026

LAND USE	ACRES	ACRES PER 100 PERSONS
Residential	632	12.50
Commercial	253	5.00
Industrial	45	0.89
Parks/Open Space	50	1.00
Streets	463	9.15











Source: TFGA, Inc.

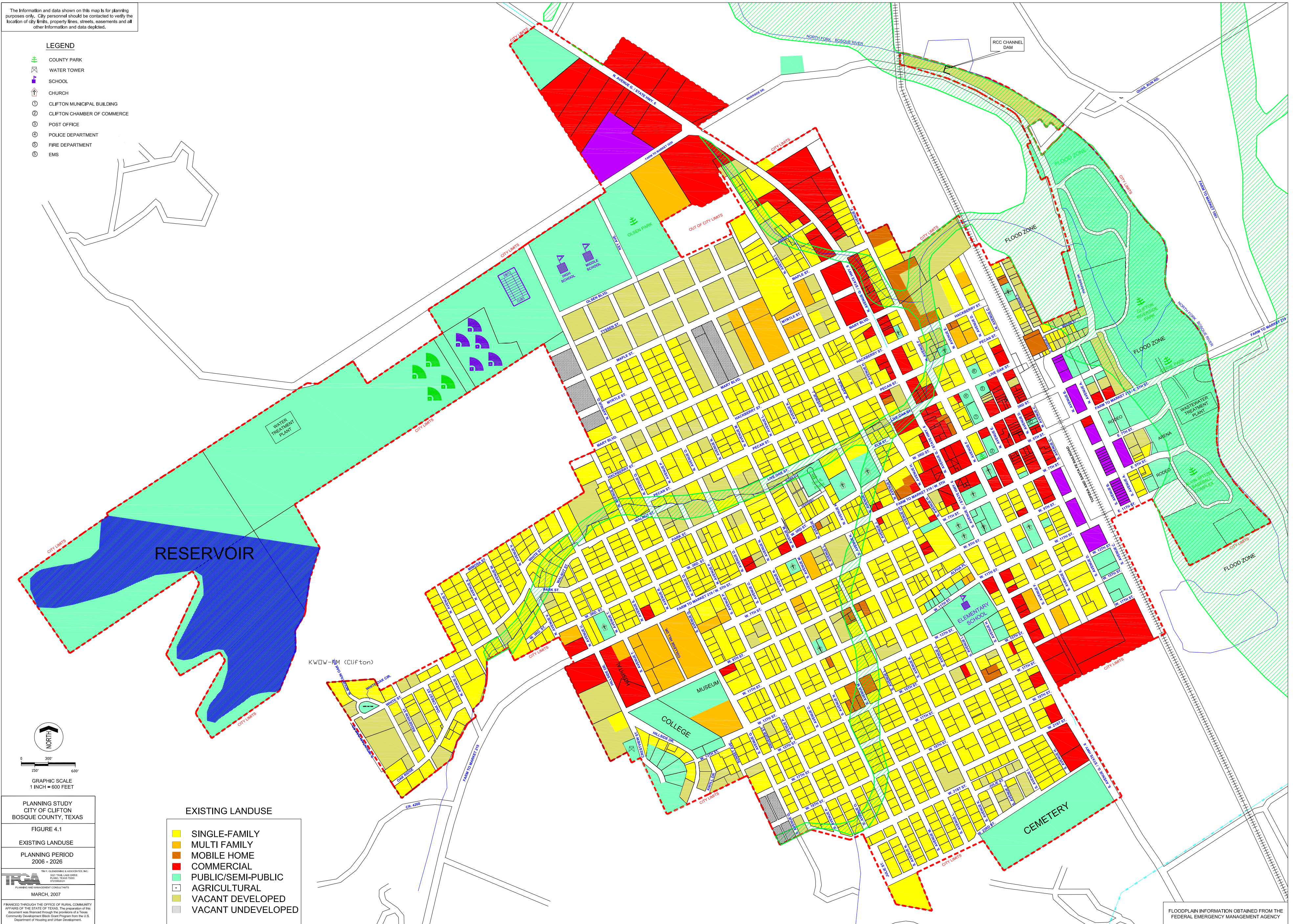
It should be especially emphasized that the value of the Community Development Plan to the decision-making process is good only as long as it is kept current. The inventory of both manmade and natural characteristics must reflect all changes occurring in the community. A current delineation of existing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

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

The information and data shown on this map is for planning purposes only. City personnel should be contacted to verify the location of city limits, property lines, streets, easements and all other information and data depicted.









LEGEND


-  COUNTY PARK
-  WATER TOWER
-  SCHOOL
-  CHURCH
-  CLIFTON MUNICIPAL BUILDING
-  CLIFTON CHAMBER OF COMMERCE
-  POST OFFICE
-  POLICE DEPARTMENT
-  FIRE DEPARTMENT
-  EMS



RESERVOIR

KwDw-RM (Clifton)

- EXISTING LANDUSE**
-  SINGLE-FAMILY
 -  MULTI FAMILY
 -  MOBILE HOME
 -  COMMERCIAL
 -  PUBLIC/SEMI-PUBLIC
 -  AGRICULTURAL
 -  VACANT DEVELOPED
 -  VACANT UNDEVELOPED


 GRAPHIC SCALE
 1 INCH = 600 FEET

PLANNING STUDY
 CITY OF CLIFTON
 BOSQUE COUNTY, TEXAS

FIGURE 4.1
 EXISTING LANDUSE
 PLANNING PERIOD
 2006 - 2026

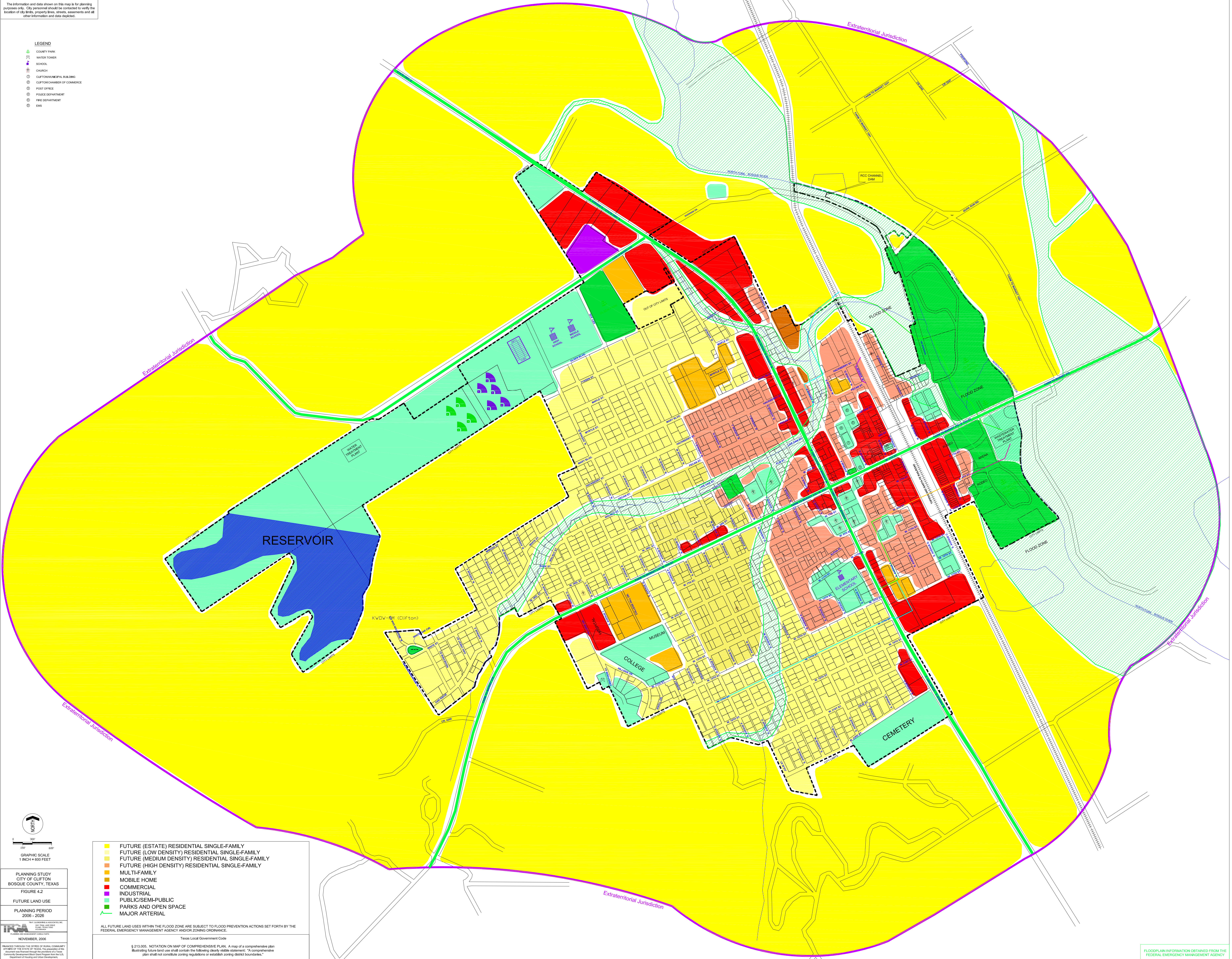
 TRCA
 TRANSPORTATION REVENUE AND COMMUNITY AFFAIRS
 MARCH, 2007

FINANCED THROUGH THE OFFICE OF RURAL COMMUNITY AFFAIRS OF THE STATE OF TEXAS. The preparation of this document was financed through the provision of a Texas Community Development Block Grant Program from the U.S. Department of Housing and Urban Development.

FLOODPLAIN INFORMATION OBTAINED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY

The information and data shown on this map is for planning purposes only. City personnel should be contacted to verify the location of all trails, property lines, streets, easements and all other information and data depicted.

- LEGEND**
- ⊕ COUNTY PARK
 - ⊕ WATER TOWER
 - ⊕ SCHOOL
 - ⊕ CHURCH
 - ⊕ CLIFFTON MUNICIPAL BUILDING
 - ⊕ CLIFFTON CHAMBER OF COMMERCE
 - ⊕ POST OFFICE
 - ⊕ POLICE DEPARTMENT
 - ⊕ FIRE DEPARTMENT
 - ⊕ EMS



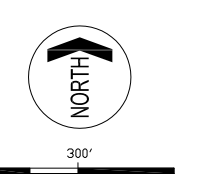
RESERVOIR

KV/DV - (Clifton)

Extraterritorial Jurisdiction

Extraterritorial Jurisdiction

Extraterritorial Jurisdiction



GRAPHIC SCALE
1 INCH = 600 FEET

PLANNING STUDY
CITY OF CLIFTON
BOSQUE COUNTY, TEXAS
FIGURE 4.2
FUTURE LAND USE
PLANNING PERIOD
2006 - 2026

NOVEMBER, 2006

- FUTURE (ESTATE) RESIDENTIAL SINGLE-FAMILY
- FUTURE (LOW DENSITY) RESIDENTIAL SINGLE-FAMILY
- FUTURE (MEDIUM DENSITY) RESIDENTIAL SINGLE-FAMILY
- FUTURE (HIGH DENSITY) RESIDENTIAL SINGLE-FAMILY
- MULTI-FAMILY
- MOBILE HOME
- COMMERCIAL
- INDUSTRIAL
- PUBLIC/SEM-PUBLIC
- PARKS AND OPEN SPACE
- MAJOR ARTERIAL

ALL FUTURE LAND USES WITHIN THE FLOOD ZONE ARE SUBJECT TO FLOOD PREVENTION ACTIONS SET FORTH BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AND/OR ZONING ORDINANCE.

Texas Local Government Code
§ 213.005. NOTATION ON MAP OF COMPREHENSIVE PLAN. A map of a comprehensive plan illustrating future land use shall contain the following clearly visible statement: "A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries."

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