



## *Mayor's Letter*

February 15, 2016

**OVER THE LAST SEVERAL MONTHS** the Town Council has been working diligently on the various parts of our Comprehensive Plan. A town's comprehensive plan is the underlying conceptual design that drives all development



related ordinances. Once the plan is established and approved, the zoning ordinance (allowable land uses) and subdivision ordinance (how all new development is to be built) are generated. Under Texas law, all development ordinances must be consistent with the comprehensive plan. Additionally, Texas law requires all municipalities to periodically review their comprehensive plans every five years and revise them as needed. **Our current plan was adopted in 2014.** However, with all of the rapid changes underway in the area, the Town Council proactively determined that it was advisable to reopen the plan and consider modifications and improvements. Our starting point was obvious – the 2014 Comp Plan did not have a parks master plan – it was left for a future revision (that's now). The Parks Plan and implementing ordinances were approved by the Town Council on December 10, 2015.



Our discussions centered on deciding whether or not to require parks and open space – not on the design criteria. Obviously, if we aren't going to have a trail, then there is no need to research whether the surface should be concrete, crushed granite or mulch. Now that we have decided to **keep the woods in Lakewood Village**, I think it is appropriate to show you some pictures of how I envision a LWV "nature trail" would differ from a pristine sanitized ten-foot wide jogging trail. These photos are just to illustrate the spirit of what I think would be a great access to our animal and nature preserve on the lake. Again, these are just to give you a flavor of the thinking – **no design criteria have been established** other than the width of the green belt.



**COUNCILMAN RAY DUFF** has agreed to lead the efforts on gathering information and expertise on the trail and parks implementation. I have asked Ray to concentrate his initial efforts on two aspects: (1) investigate various tools and design elements that other communities have used to minimize the impact of the trail on adjacent landowners, and (2) coordinate with the USACE Natural Resources Department and Texas Parks and Wildlife to identify practices that we can undertake to enhance our wildlife. For example, to retain the deer during the new home construction, should we set up feeders in the preserve area to mitigate the disruption to their natural habitat. I appreciate Ray stepping up and taking on this very important task. If you have some ideas, or would like to volunteer to help in these efforts please feel free to contact Ray. It's going to be really nice.

**THE THOROUGHFARE PLAN.** There are two aspects of the 2014 plan that the council has been carefully deliberating on for the last several meetings. These are the **thoroughfare plan** and the **land use assumptions**. This month I will elaborate on the first issue – I will discuss the land use assumptions next month.

At the most basic level, the thoroughfare plan maps out our existing roads and the approximate location of all future main collector roads. So, while developers are free to put in their local roads as they see fit, the town specifies collector roads that are **mandatory** and which must be built by the developer in conformance with the plan. Thus, for example, our current plan requires that LandPlan must keep Lakecrest Drive (it is technically on their property) and construct the collector road that connects the town entrance “directly” to Stowe Lane. The plan also calls for the construction of the East-West Connector (EWC) Road that will allow citizen access to our new western developments from Highridge. We just “dot –a–line” on the map, the precise location of the road depends on the developer – they must meet our intent – but they have the flexibility to place it where it is optimal for their development. Subsequent developers must then tie into and extend the EWC wherever it crosses their property. Obviously, it is advantageous to be the first developer. We are still discussing several plan related issues. One important issue is whether the EWC should connect all the way to Garza or terminate inside the last development; relatedly, should it line up with Peninsula or Parkwood on the east.

**Another important aspect of the plan deals with Eldorado Parkway.** At some point in the future, I anticipate that our main entrance will require a signal light. This will be especially true if the Steve Harvey property on the north side of Eldorado develops and that entrance is opposite ours (our current planning). There are strict requirements for signaling – TxDot has procedures for performing traffic engineering studies to legally obtain a traffic warrant (signal). It is not like a stop sign where the town council can simply vote on it. Matters are complicated by the fact that the toll-bridge imposes practical limitations which means you can’t turn West Eldorado into a bottle-neck causing series of traffic lights. So it may be best for the town to move earlier rather than later (that first-mover advantage again). It doesn’t take a planning genius to know the volume of traffic on Eldorado isn’t going to decrease, and a lot us are making left turns out of town.

**FAR AND AWAY THE BIGGEST MISCONCEPTION** that people have relates to the town “entrance”. Recently one person told me that we should have kept the old “one-way in and one-way out” **of town**. Whenever I hear this I am tempted to have them draw me a map of Lakewood Village. I need to make this really, really clear to everyone. When you turn left onto Eldorado **the next mile** is the TOWN of Lakewood Village; turn right and go another half-mile (beyond the Little Elm monument) and you are still looking at the Lakewood Village jurisdiction. The next time you sit at our entrance, forget the woods behind you, look across the street, the hundreds of acres that are in view are all going to be Lakewood Village. That’s our future, and that future is happening now.

Two-thirds of Lakewood Village isn’t here yet. *Two-thirds*. **Two-thirds**. In the foreseeable future we could be looking at somewhere near \$200M, \$300M, or possibly up to half a BILLION dollars of development in Lakewood Village. Let me put that in perspective – if you add up the value of **all the houses** in LWV today it is approximately \$65 Million. We have an enormous responsibility, that’s why we spend hundreds of hours working on our utility planning, infrastructure, future development plans and ordinances. With people willing to invest that kind of money, we have to be clear who we are, the quality of life we want, and where we are going in the future. We’re working night and day.

**I CALLED A SPECIAL COUNCIL MEETING** for February 18th to consider the acquisition of water equipment from Lincoln Park that Mustang Water owns. We have been pursuing this option for several months and now they have offered us three pieces of equipment; a 30,000 gallon steel storage tank; a 50,000 gallon tank; and a 6000 gallon pressure tank. All are TCEQ compliant and **the Town’s cost will be under \$10,000 or less than 10 percent of their list price**. For comparison the cost of **one** new 30,000 gallon fiberglass tank for our Rocky Point Water System (similar to one behind city hall, but 2/3 the size) would cost \$40,000 not including the plumbing! The smaller tank will be paid for and relocated to the Rocky Point System. Assuming the other two tanks are positioned at the Town hall facility this will increase our storage and pressure tank capacity by over 60 percent. One of the benefits of our financial strength and liquid reserves is we have the ability to quickly act on these value creating opportunities.

Everyone take some time to get out and enjoy the beautiful weather,

**Dr. Mark E. Vargus**  
Mayor



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