



 GUIDING
RANDVIEW
PRELIMINARY FINDINGS
JANUARY 2026

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INTRODUCTION

The Guiding Grandview Comprehensive Plan establishes a cohesive vision to guide the future growth and development of the City of Grandview. Guiding Grandview serves as the central theme of this plan, emphasizing intentional, informed, and community-driven decision-making as the City plans for its next phase of growth.

Initiated in 2025, the plan was made possible through funding allocated by the U.S. Department of Housing and Urban Development (HUD) to the Texas General Land Office (GLO) for comprehensive planning, with an emphasis on hazard mitigation and long-term community resilience. City leadership elected to pursue this funding opportunity and was awarded \$300,000 to support the planning process.

In partnership with Public Management and a multidisciplinary team of professionals, including engineers, economists, and transportation specialists, the City developed this plan as both a policy guide and an implementation framework. Rather than prescribing a single outcome, the plan is intended to provide ongoing guidance that helps City officials evaluate opportunities, prioritize investments, and respond to change in a manner consistent with community values.

This document represents the Preliminary Findings phase of the Comprehensive Plan. The chapters included herein focus on existing conditions and baseline information, providing an overview of Grandview's current systems, infrastructure, and community context. These findings establish the foundation for future analysis and policy development.



Subsequent phases of the planning process will advance the document to a 50–75 percent completion level, incorporating technical analysis, scenario evaluation, and future-oriented strategies. Together, these phases will build upon the preliminary findings presented here to further guide long-term decision-making and investment.

Throughout this process, the City has prioritized public engagement to ensure that community input informs both current findings and future recommendations. The City extends its appreciation to elected officials, staff, and residents who have contributed their time and insight, helping ensure the plan reflects local priorities and shared goals.

This Comprehensive Plan is intended to be a living document. As conditions evolve and progress is made, the plan should be revisited and updated to continue guiding Grandview in a manner that benefits the community as a whole.

HISTORY

Grandview is at the junction of U.S. Highway 81 and Interstate Highway 35W, twelve miles southeast of Cleburne in southeastern Johnson County. Settlement of the community occurred in the 1850s, when J. F. Scurlock opened a general store one mile north of the present site. By 1860 a townsite was laid out, and a mill constructed by John W. Westbrook, the first in the county, established the new town as a center for area farmers. In 1882 the tracks of the Missouri, Kansas and Texas Railroad passed within two miles of the town. Over the next year residents and businesses

moved south to be near the rail line.

The population surpassed 500 by 1890, and by the following year the First National Bank of Grandview opened, and residents voted to incorporate. In the early 1900s the City had a population of 700, and over thirty businesses. In 1920 Grandview overcame the damages of a huge fire that destroyed close to thirty businesses and 100 homes.

Over the next 80 or so years, the City of Grandview maintained a population that remained relatively stable, reaching 1,358 residents by 2000. During this period, population growth was modest and closely tied to local economic conditions, agricultural activity, and regional employment opportunities. This long-term stability helped shape the city's small-town character, while also reflecting broader rural demographic trends seen across Johnson County and the region during much of the 20th century.

Source: Texas State Historical Assoc.





COMMUNITY PROFILE

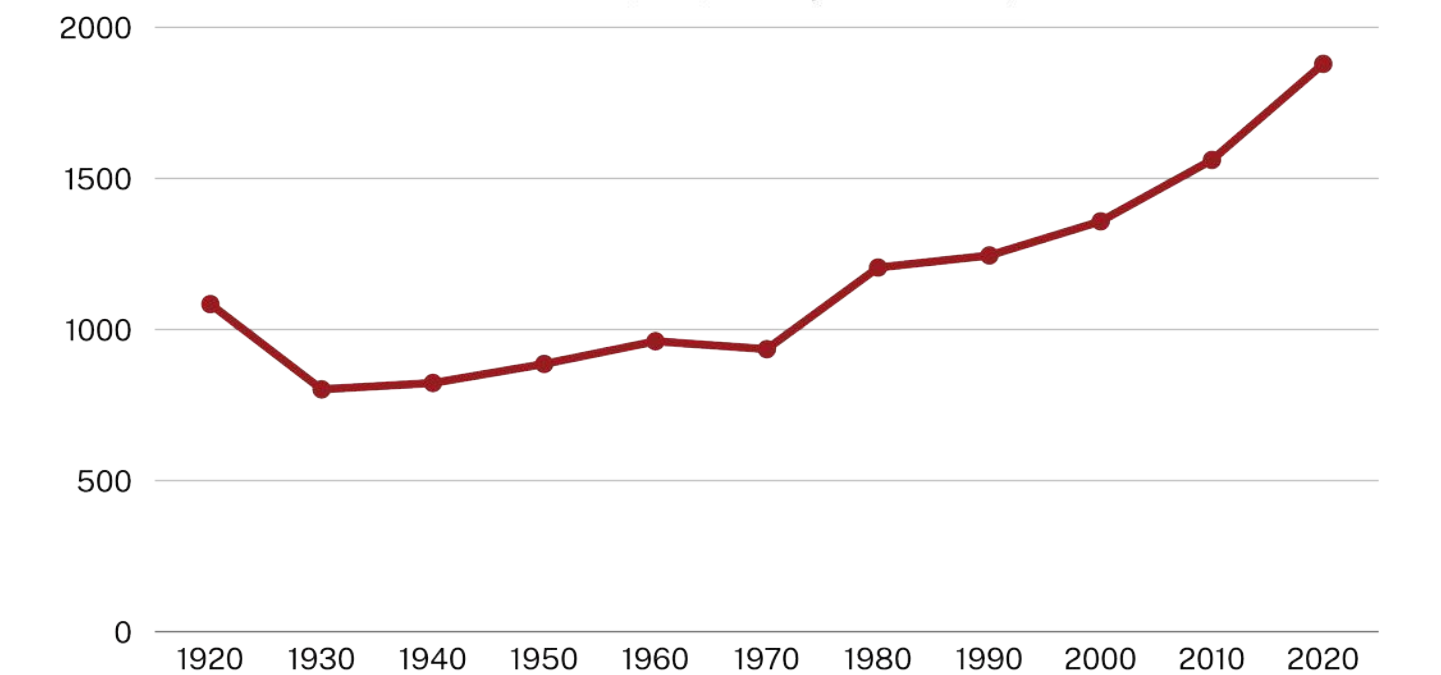
This section provides an overview of Grandview's population trends, examining the factors influencing growth and change, demographic characteristics, and anticipated future conditions. The analysis draws on data from multiple sources, including the U.S. Census Bureau, the Texas Water Development Board (TWDB), Public Management, Inc. population estimates, and historical records from the Texas Almanac. Together, these sources provide both quantitative data and historical context, allowing for a comprehensive assessment of Grandview's population from its early development through present-day conditions and into future projections. By examining long-term trends alongside more recent changes, this section establishes a foundation for informed planning decisions and supports subsequent discussions related to growth management, community character, and service provision.

POPULATION OVERVIEW

The population in Grandview surpassed 500 by 1890, and residents voted for the City to be incorporated shortly after. In the early 1900s the city had a population of 700, and by the mid-1920s the population surpassed 1,000. After World War I it declined to 800, but slowly climbed back up to 1,201 residents by 1988. The population was 1,358 in 2000, 1,561 in 2010, and 1,879 by

GRANDVIEW HISTORIC POPULATION

Source: U.S. Census Bureau. (2023). ACS 5-year estimates, Table S1101



2020.

POPULATION PROJECTIONS

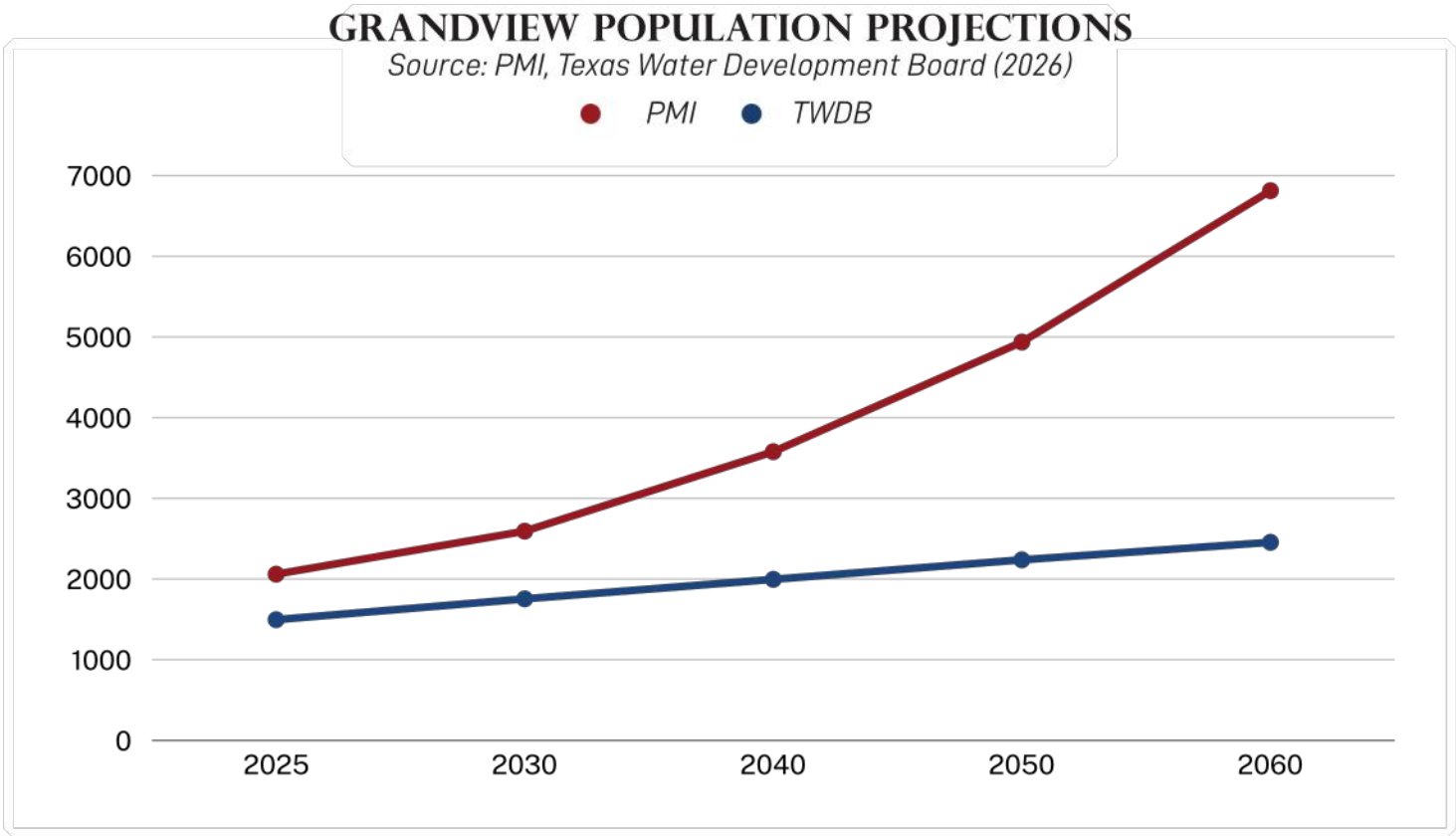
Population projections provide an important foundation for long-range planning by helping the City anticipate future demands on housing, infrastructure, public services, and land use. For Grandview, population projections were developed using an average annual geometric growth rate applied to a two-year base period. This approach reflects recent growth trends identified

through Public Management, Inc.'s housing study while providing a reasonable, long-term outlook consistent with Grandview's emerging development pattern.

Based on this methodology, Public Management estimated Grandview's population at 2,060 residents in 2025. Under the projected growth scenario, the City's population is expected to increase to approximately 2,593 by 2030, 3,578 by 2040, 4,937 by 2050, and 6,813 by 2060. These projections represent a significant shift from the relatively stable population levels experienced throughout much of the 20th century and reflect Grandview's growing role within the southern Johnson County and broader North Texas region.

Projected growth is influenced by several factors, including regional population pressures, increased housing development, and Grandview's accessibility to employment centers along the Interstate 35 corridor. As development activity continues, population growth is expected to accelerate over time rather than occur evenly, particularly as additional residential subdivisions are built and infrastructure capacity is expanded.

While projections are not forecasts and should not be interpreted as exact outcomes, they provide a planning framework for evaluating future needs. The anticipated increase in population over the planning horizon has implications for water and wastewater capacity, transportation improvements, parks and open space, public facilities, and long-term land use planning. These projections are used throughout this comprehensive plan to ensure that



policies and recommendations are aligned with expected growth and that Grandview is positioned to accommodate future residents while preserving community character and quality of life.

DEMOGRAPHIC COMPOSITION

RACE AND ETHNICITY

According to the most recent U.S. Census data for Grandview, Texas, the city's demographic composition reflects a community with a strong majority of residents identifying as White, while also including meaningful representation from Hispanic/Latino and other racial and ethnic groups. Understanding the racial and ethnic makeup of Grandview provides valuable insight into the community's cultural landscape, social dynamics, and planning needs.

As of the latest Census estimates:

- **White (Non-Hispanic and Hispanic combined):** The majority of Grandview residents identify as White, comprising roughly 73% of the population. This reflects the largest racial group in the city by a significant margin.
- **Hispanic or Latino (of any race):** Approximately 17% of residents identify as Hispanic or Latino, a share that highlights the important contribution of Hispanic heritage to the community's cultural fabric.
- **Black or African American Alone:** Roughly 3.7% of the population identifies as Black or African American, contributing to the city's racial diversity.

- **Two or More Races:** Around 5.6% of residents identify with two or more races, reflecting a growing multiracial segment within the community.

This data illustrates that while Grandview remains predominantly White, there is a clear presence of Hispanic/Latino and other racial groups that contribute to the city's diversity. Race and ethnicity are more than statistical categories; they represent histories, traditions, and lived experiences that influence community identity, social interaction, and the distribution of opportunities and services across the city. Understanding these demographic patterns supports equitable and responsive planning, enhances community engagement, and helps local leaders address the diverse needs of all residents in future decision-making.

Source: U.S. Census Bureau. (2023). ACS 5-year estimates, Table DP05

AGE & SEX

As of the most recent U.S. Census Bureau estimates, Grandview's population has a median age of approximately 33.5 years, indicating a relatively young community compared with many other parts of Texas. This median age reflects a substantial working-age population alongside a notable share of children and seniors.

AGE DISTRIBUTION

Children and Youth: A significant portion of the population is comprised of children and adolescents. Approximately 28–31 % of residents are under 18 years of age, illustrating a strong presence of families with school-age children and a youthful demographic base.



Working-Age Adults: Adults ages 18 to 64 make up the largest share of the population, roughly 56 %, underscoring the city's strong labor force and family-forming age cohorts.

Seniors: Residents aged 65 and older represent around 13 % of the population, signaling a growing senior segment that will influence long-range planning for healthcare, accessible housing, and aging-in-place services.

SEX DISTRIBUTION

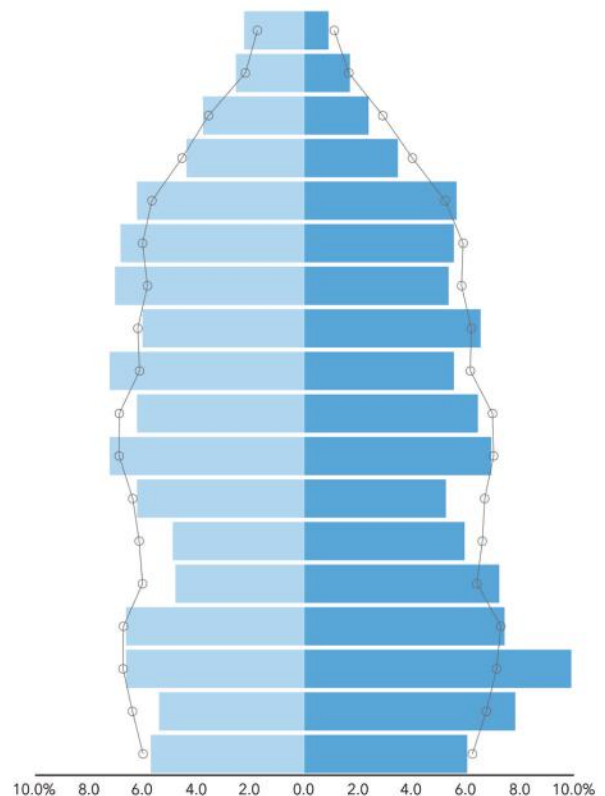
Grandview's population is relatively evenly balanced between males and females. Recent estimates indicate approximately 48.3 % male and 51.7 % female residents, a ratio that aligns with typical small-city demographics and suggests a stable gender balance across age groups.

This age and sex profile highlights Grandview's blend of young families, working-age adults, and a growing senior population. The relatively young median age and substantial child population point toward continued demand for educational facilities, recreation programs, and family services. At the same time, the senior segment underscores the importance of planning for health services, senior housing options, and accessible transportation as part of the city's long-range strategy.

Source: U.S. Census Bureau. (2023). ACS 5-year estimates, Table DP05

FAMILY AND HOUSEHOLDS

Grandview is home to a diverse mix of household types that reflect both family-oriented residents and a variety of living arrangements throughout the community. According to recent U.S. Census Bureau estimates and household composition data,



AGE PYRAMID

Source: ESRI 2026

Grandview has approximately 680 households, with an average household size of about 2.0 persons. This average size reflects a balance between family households and smaller non-family living arrangements observed in the city.

A significant portion of Grandview's households are family-based. Roughly 45.7 % of households are married-couple families, which represents the largest share of family types within the community. In addition to married couples, households headed by single female householder with no spouse present account for about 22.7 %, and single male householders make up approximately 10.6 % of total households.

Households with children under the age of 18 are also a substantial component of Grandview's household profile. More than

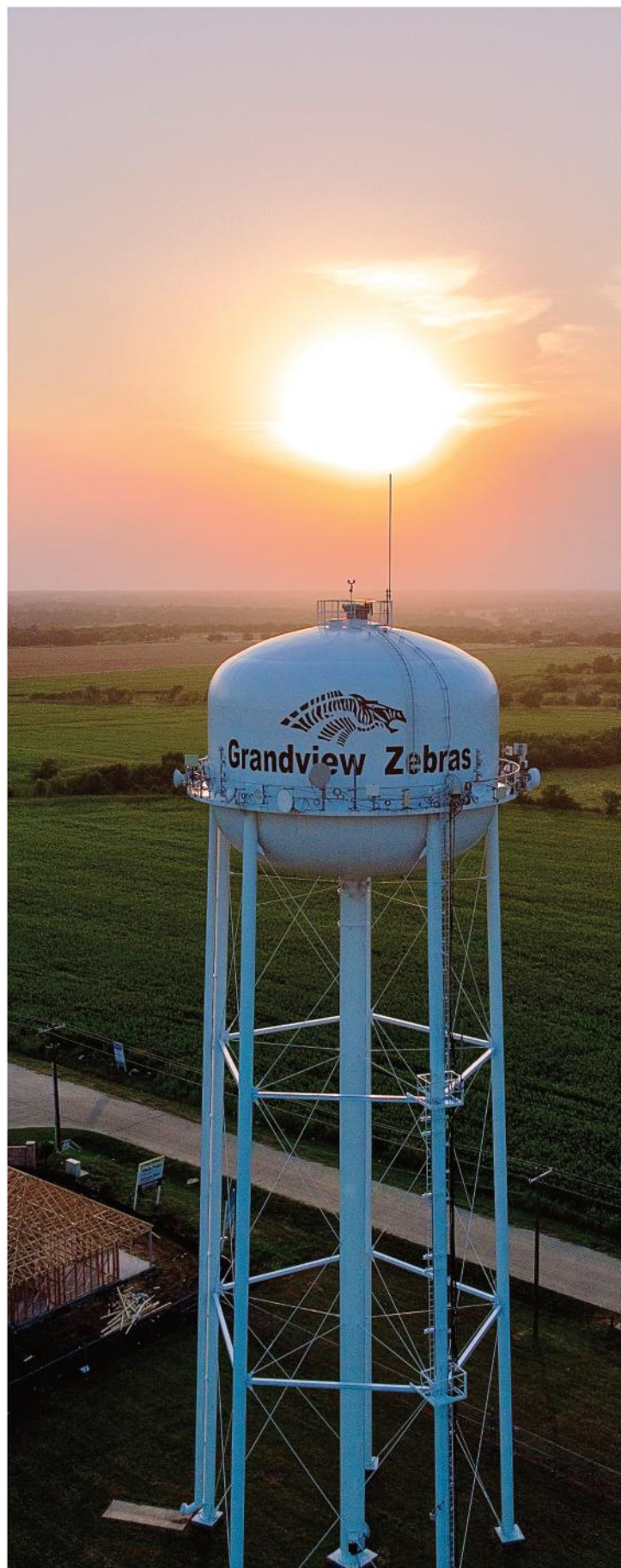


half of all households (about 52.5 %) include children, indicating a strong presence of families with school-age children and highlighting the importance of family-focused community amenities and services.

While family households comprise a large segment of all households, a meaningful share of households are non-family or one-person households. These include residents living alone or with non-relatives, reflecting a range of household compositions beyond traditional family structures.

Understanding the composition of households in Grandview is essential for planning services, housing, and community infrastructure that meet the needs of all residents. The city's blend of family households with children, traditional married-couple family units, and a notable share of non-family households highlights the importance of supporting a range of housing types, recreational amenities, and services that serve both families and individuals across all life stages.

Source: U.S. Census Bureau. (2023). ACS 5-year estimates, Table S1101





HOUSING

OVERVIEW

The current housing conditions in the City of Grandview provide an essential baseline for future planning efforts and community development initiatives. This housing assessment establishes a reference point against which future change can be measured and helps guide long-term, strategic decision-making. By evaluating the existing housing stock, including housing types, distribution patterns, and physical condition, the City and its partners can better understand Grandview's strengths, challenges, and opportunities as it continues to grow.

A clear understanding of the local housing landscape ensures that future growth aligns with actual community needs, addresses existing housing gaps, and supports long-term resilience. Housing conditions directly influence quality of life, neighborhood stability, infrastructure demand, and economic development. Well-informed housing policies and targeted reinvestment strategies can help Grandview retain existing residents, attract new households, and support a diverse range of incomes and life stages.

HOUSING TYPES ASSESSED

All housing structures observed during the survey were categorized into three primary housing types:

- Single-Family Homes
- Manufactured Homes
- Multi-Family Homes

These categories establish a framework for understanding Grandview's current housing

mix and provide insight into how well existing housing aligns with current and future demand. They also help identify opportunities for diversification or expansion to better accommodate anticipated population growth. The table below identifies the total number of structures observed for each housing type, along with the percentage of total housing stock.

Table 6.2 - Life Station Data

Housing Type	Number of Structures	% of Total Housing
Single-Family Homes	608	85%
Manufactured Homes	58	8%
Multi-Family Structures	53	7%
Total	719	100%

Source: PMI Field Study 2025

HOUSING CONDITION ASSESSMENT

Each housing structure was evaluated based on visible physical condition using the following classifications:

Standard: Housing in good condition, with only minor cosmetic or routine maintenance needs.

Deteriorated: Structures that remain livable but exhibit visible wear or require repairs to major systems.

Dilapidated: Housing with major structural deficiencies or unsafe conditions requiring substantial rehabilitation or replacement.

SINGLE FAMILY

The majority of the single-family homes are in Standard condition, while approximately 8% show signs of deterioration, dilapidation, or vacancy. Given the relatively small scale of housing in substandard condition, minimal but strategic reinvestment and housing rehabilitation efforts could have a meaningful impact citywide.

Single-Family Homes

Condition	Count	% of Single-Family Homes
Standard	559	92%
Deteriorated	36	6%
Dilapidated	0	0%
Standard Vacant	7	1%
Deteriorated Vacant	5	<1%
Dilapidated Vacant	1	<1%
Total	608	100.00%

Source: PMI Field Study 2025

MANUFACTURED HOMES

Grandview's manufactured housing stock is largely in good condition, indicating that most manufactured homes remain functional and well maintained. However, about 21 percent of manufactured homes exhibit signs of deterioration or vacancy, reflecting a higher share of substandard conditions compared to the city's single-family housing stock. While the number of affected units is relatively small, targeted rehabilitation, maintenance assistance, or replacement strategies could improve overall housing quality.

Manufacture Homes

Condition	Count	% of Multi-Family Units
Standard (129 Units)	50	94%
Deteriorated (14 Units)	3	6%
Dilapidated	0	0%
Total	53	100.00%

Source: PMI Field Study 2025

MULTI FAMILY HOMES

Grandview's 53 multi-family housing structures provide a combined total of approximately 143 individual housing units. All but three of the multi-family structures assessed were found to be in Standard condition, with no visible signs of deterioration or structural issues.

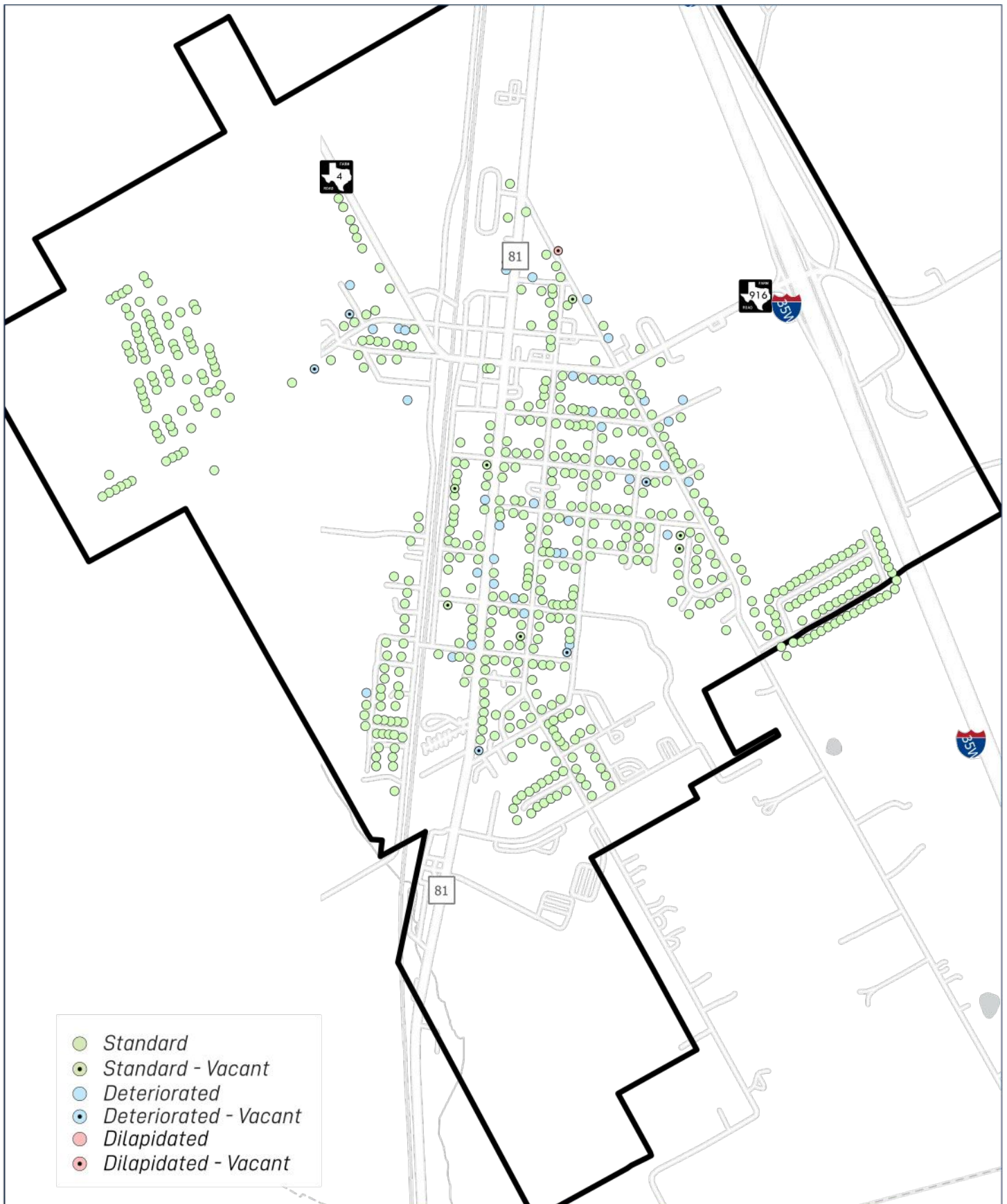
Key Insights: While multi-family housing makes up a small portion of Grandview's housing stock, these 143 units offer essential rental options for residents. Maintaining the quality of these properties is vital for supporting housing diversity, affordability, and accommodating workforce and family needs.

Manufactured Homes

Condition	Count	% of Multi-Family Units
Standard (129 Units)	50	94%
Deteriorated (14 Units)	3	6%
Dilapidated	0	0%
Total	53	100.00%

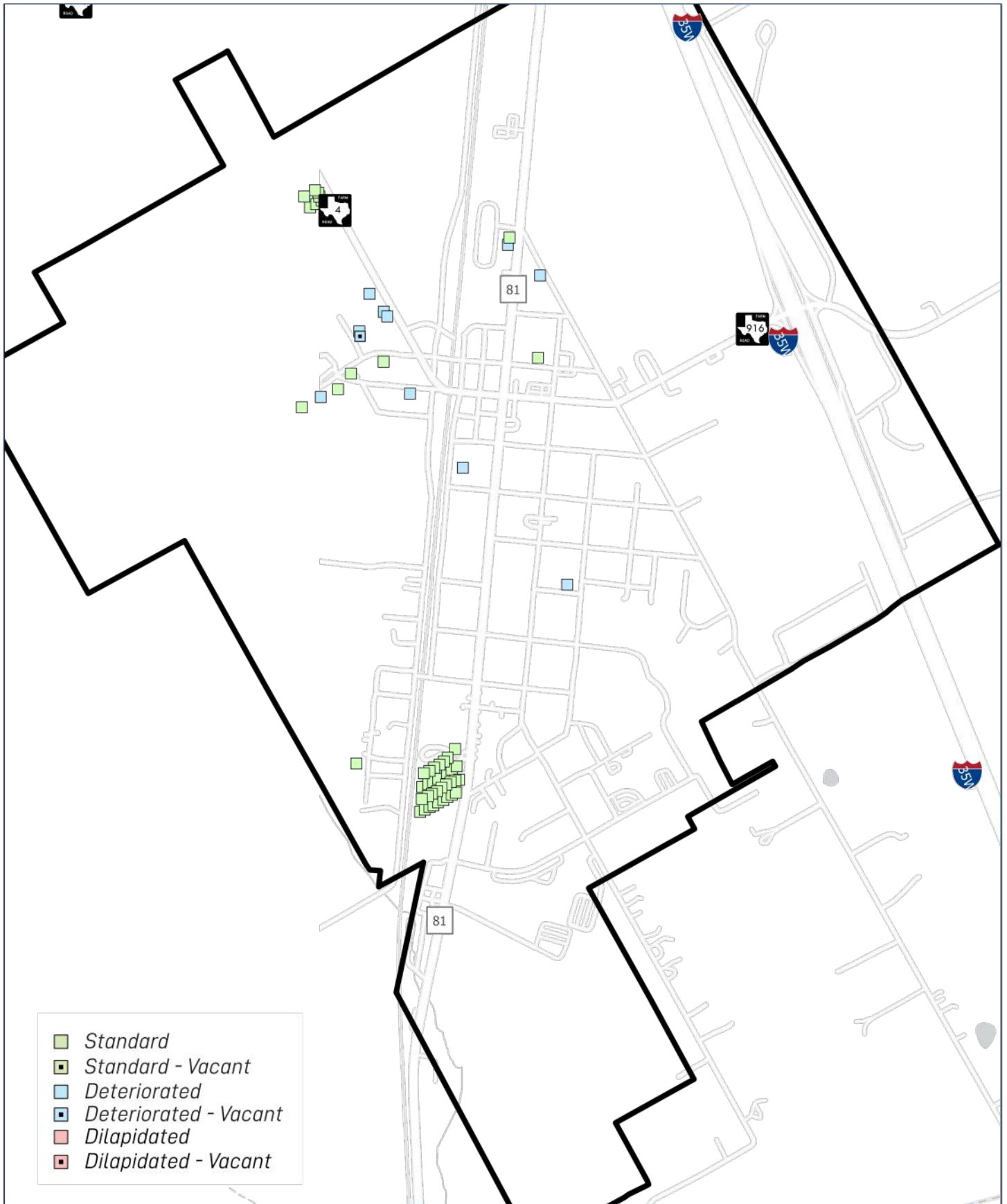
Source: PMI Field Study 2025



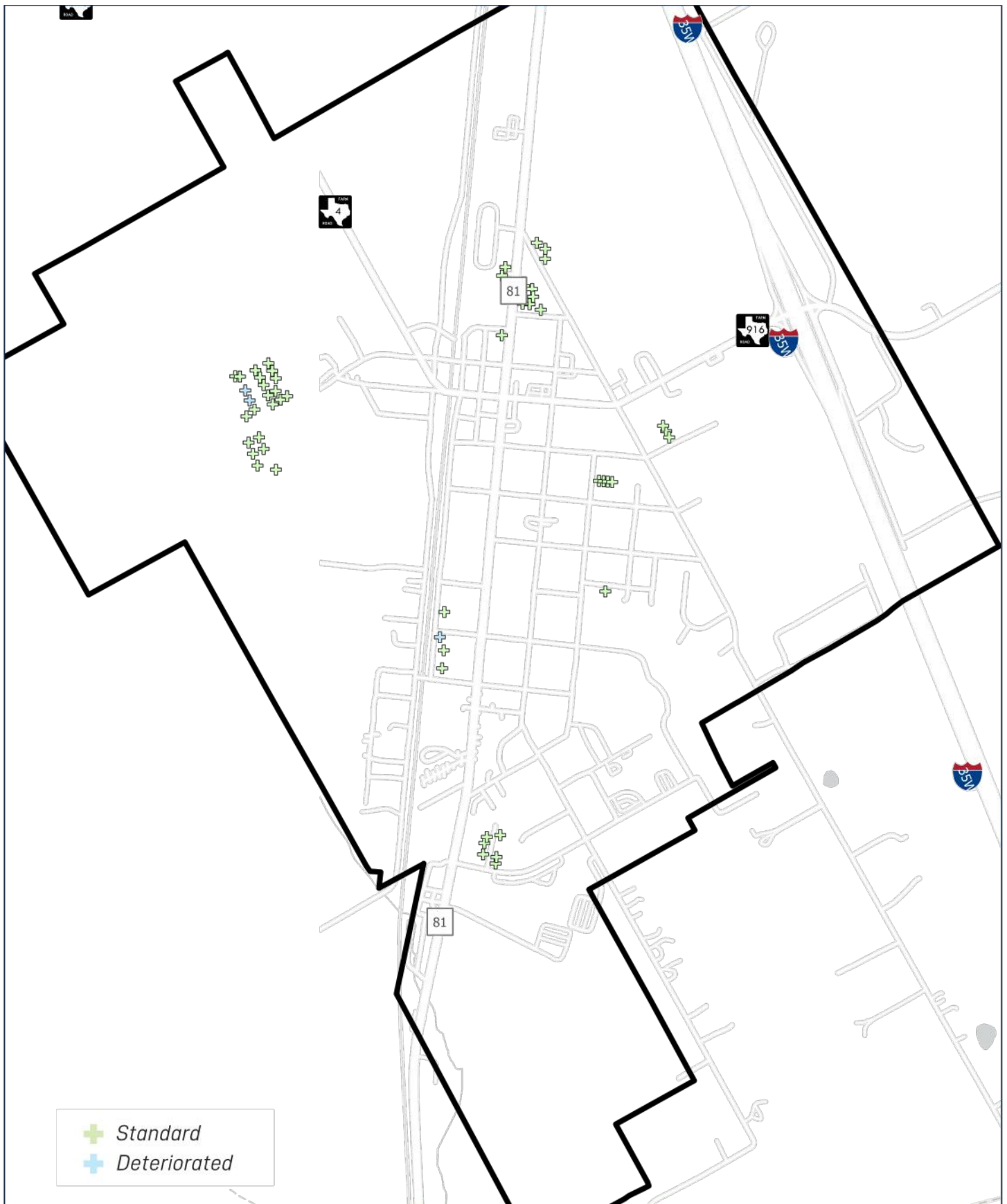


SINGLE FAMILY HOMES
Source: PMI Field Survey 2025





MANUFACTURED HOMES
Source: PMI Field Survey 2025



MULTI-FAMILY HOMES
Source: PMI Field Survey 2025



STREETS

OVERVIEW

The City of Grandview is located in Johnson County, with convenient regional access via Interstate 35W and State Highway 81/ Highway 80, placing the community approximately 50 minutes south of Dallas and 30 minutes south of Fort Worth. Grandview's existing land use pattern is primarily composed of single-family residential neighborhoods, agricultural lands, and educational facilities, including the Grandview Independent School District's high school and junior high campuses.

Educational facilities occupy a significant portion of land within the city and play an important role in shaping local transportation conditions. School-related travel generates concentrated traffic volumes during weekday peak hours, particularly between 6:00–8:00 a.m. and 4:00–6:00 p.m. These peak periods influence traffic flow, roadway operations, and intersection performance on key local streets and collector roadways. As Grandview continues to grow, transportation planning efforts should consider the impacts of school-related traffic, residential development, and regional connectivity to ensure safe and efficient mobility for residents, students, and visitors.

The City's roadway network totals approximately 23.82 miles, including TxDOT-maintained roadways and streets associated with newer developments. When TxDOT-owned facilities are excluded, the City of Grandview is directly responsible for approximately 15.99 miles of local streets. This distinction is important for

understanding maintenance responsibilities, infrastructure funding needs, and long-term transportation planning.

STREET COMPOSITION AND STREET MAINTENANCE

The City of Grandview is responsible for the maintenance and operation of its municipal street network. This responsibility includes routine and major roadway repairs, preventative maintenance, and the implementation of temporary or permanent road closures as needed. The City also coordinates street repairs and closures with infrastructure projects related to water, wastewater, and drainage systems to minimize disruptions and ensure efficient use of public resources.

Most streets within Grandview are paved with asphalt and are maintained through regular upkeep activities, including pothole patching and surface repairs following utility work. In several locations, alligator cracking has been addressed through the application of asphalt emulsion or sealant treatments to slow pavement deterioration and extend roadway service life. While these maintenance practices help preserve existing road conditions, continued monitoring and long-term pavement management planning will be important as infrastructure ages and traffic demands increase.

WALKING TRAIL AND PEDESTRIAN CONNECTIVITY

The City of Grandview is home to Grandview City Park, which serves as a key recreational asset for the community. The park includes a pavilion, playground, splash pad, tennis courts, and a walking trail, and is located near the Grandview Football Stadium. Due to its proximity to school facilities and athletic venues, the park experiences increased vehicular and pedestrian activity during the school year, special events, and summer months.

Pedestrian connectivity in the surrounding area is limited, with minimal sidewalk infrastructure linking nearby schools, neighborhoods, and the park. This lack of continuous sidewalks may affect pedestrian safety and accessibility, particularly for students and families walking to and from school-related activities. As foot traffic increases, especially during peak event times, opportunities to expand sidewalks, improve crossings, and enhance trail connections could improve overall walkability and support safe, multimodal transportation options within the city.

TXDOT TRAFFIC COUNTS

Several key roadways within the City of Grandview are owned and maintained by the Texas Department of Transportation (TxDOT). These facilities generally carry higher traffic volumes and are subject to more frequent data collection efforts. One of the primary data sources used by TxDOT

is traffic count monitoring, which involves the placement of permanent or temporary monitoring stations at specific locations to collect roadway usage data.

Traffic count data includes Annual Average Daily Traffic (AADT), which represents the average number of vehicles traveling a roadway segment per day over the course of a year. AADT data is collected using a variety of methods, including pneumatic tubes, axle or tube sensors, in-road sensors, and video or camera-based systems. This information is used to support transportation planning, roadway design, maintenance prioritization, and safety analysis.

Within Grandview, TxDOT maintains three five-year AADT count locations and four annual AADT count locations. The most significant five-year AADT location is along West Main Street, where a traffic volume of approximately 2,785 vehicles per day was recorded in June 2024 using an axle/tube sensor. At this location, the morning peak hour occurred between 7:30 and 8:30 a.m., while the afternoon peak hour occurred between 4:30 and 5:30 p.m., corresponding with typical school and commuter travel periods.

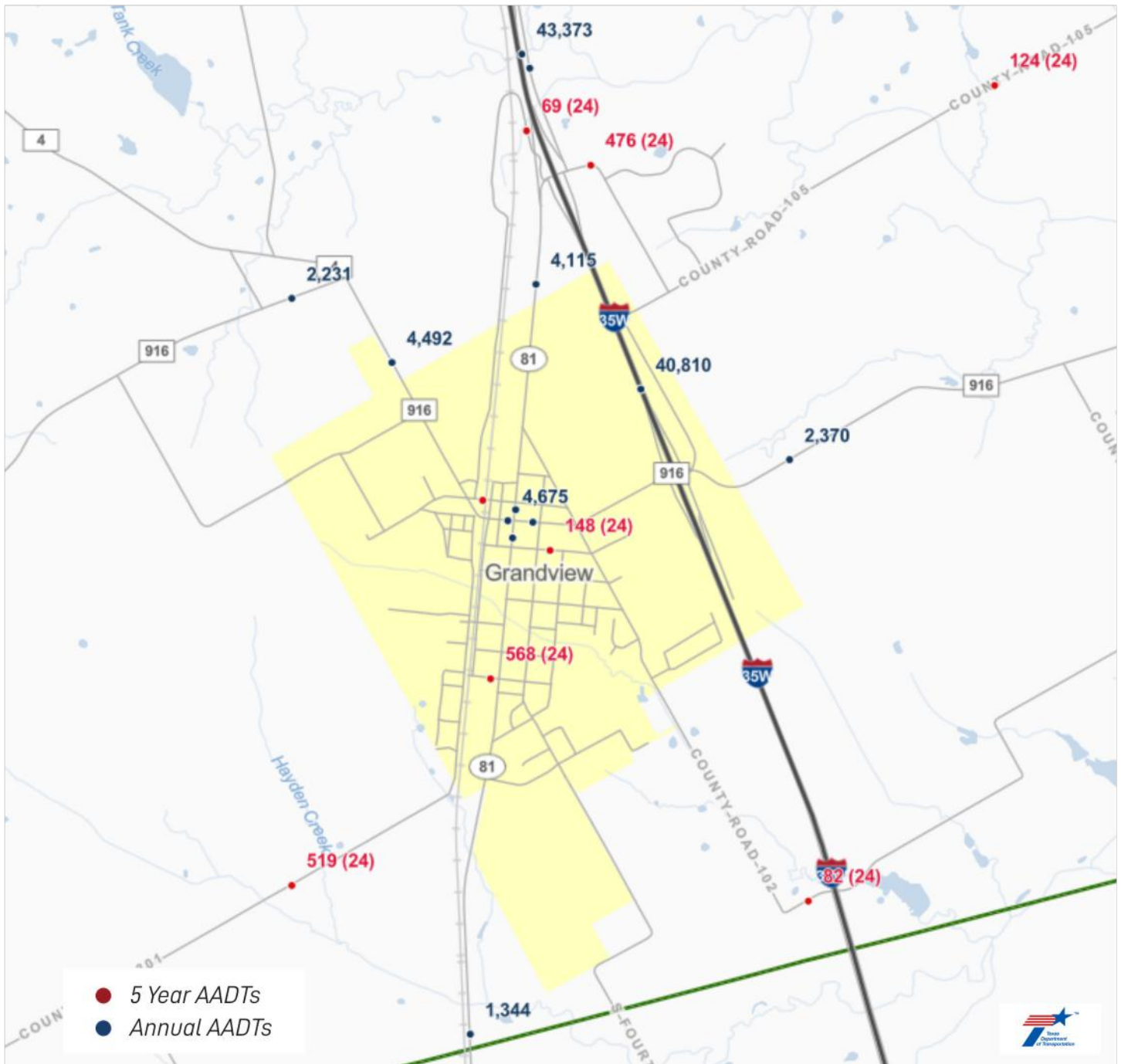
Another five-year AADT count location is located on Pecan Street, where the most recent traffic count recorded an average daily volume of approximately 568 vehicles. Peak traffic at this location occurs between 7:00 and 8:00 a.m. in the morning and between 3:45 and 4:45 p.m. in the afternoon.

The final five-year AADT count location is on East McFarland Street, which recorded a lower average daily traffic volume of approximately 148 vehicles per day. Traffic



Overall, TxDOT traffic count data, combined with roadway mileage and land use

patterns, highlights the variation in roadway usage across Grandview and provides valuable insight into peak travel periods, school-related traffic influences, and corridors that may require future monitoring, maintenance, or capacity improvements.



TRAFFIC COUNTS

Source: TxDOT TPP Statewide Traffic Count Map



INFRASTRUCTURE

DRAINAGE

The City of Grandview's drainage system consists of curb and gutter with inlets, storm drains, street culverts, driveway culverts, and roadside ditches. A previous inventory was prepared as part of the 2022 Capital Improvement Plan by Jacob & Martin, LLC in July 2022. The Drainage System Inventory Map shows the updated Culvert Inventory Map for the City of Grandview, which was created utilizing this information.

The only area within the city limits for the City of Grandview's that is currently shown to be within the FEMA floodplain is in the southeast along S. Bois D Arc Street. This area, per FEMA's Flood Insurance Rate Map No. 48251C0350J dated December 4, 2012, is called as Zone A. Zone A is defined as the area subjected to flooding in the 100-year flood event, with no base flood elevations determined.

The existing storm drainage facilities are predominantly surface drainage structures consisting of culverts, curb and gutter, open channels, and ditches. There are also a number of storm drain structures employed by TxDOT on the I-35 drainage system on the east side of the city.

WATER

The City's existing water facilities are depicted in the Water System Map. The system consists of approximately 16.2 miles of distribution piping, three producing groundwater source wells, and two water collection and distribution plants. The City's Plant No. 1 consists of one well (Well No. 5), a 200,000-gallon ground storage tank, and pumping facilities. This station is located

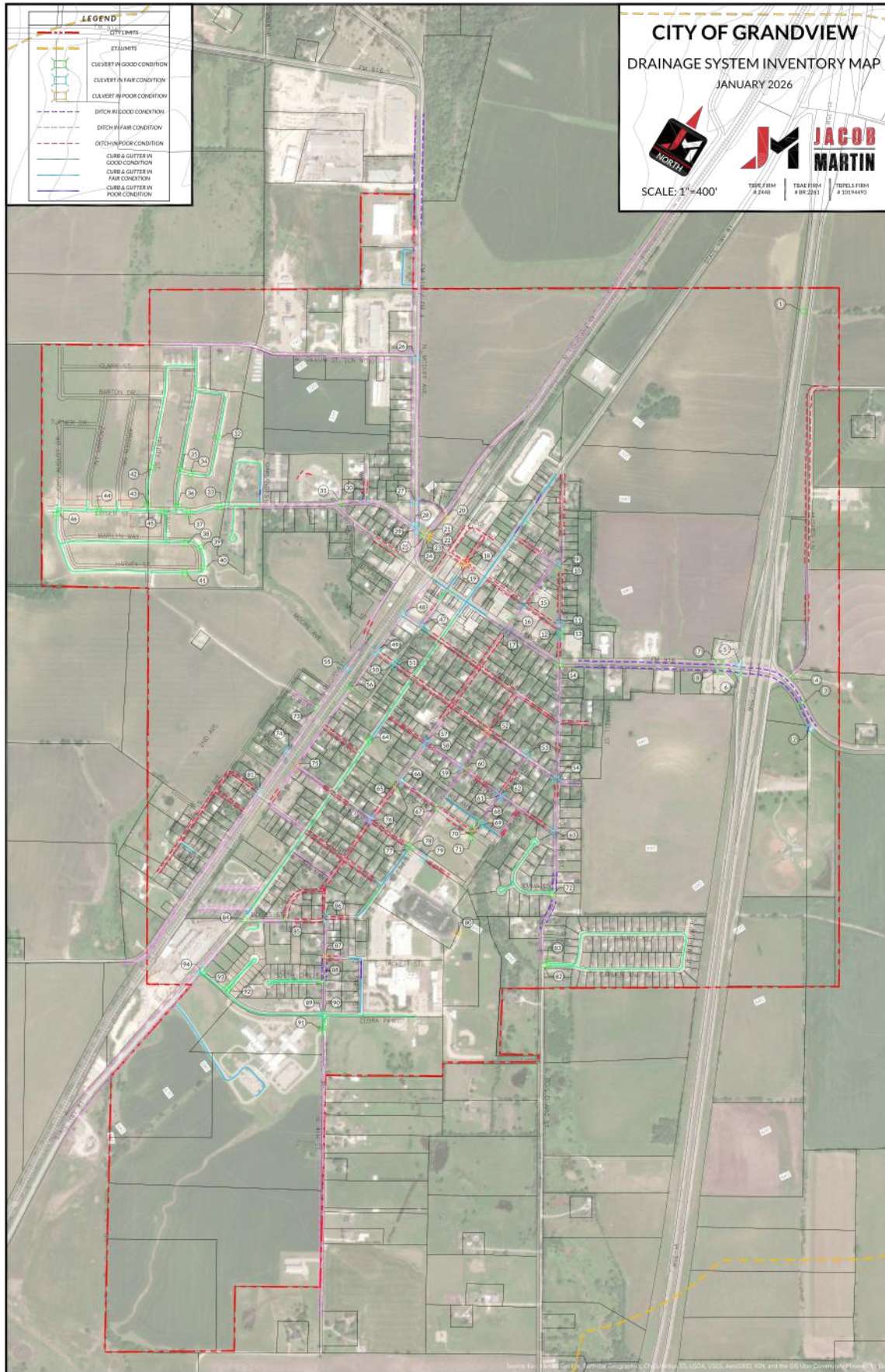
near the southeast corner of West McFarland and South Louisiana Streets and serves to refill the elevated tank located at Plant No. 2.

The City's Plant No.1 located on West Gillum Street, consists of two wells (Wells No. 6 and 7), a 200,000-gallon ground storage tank, pumping facilities, and a 300,000-gallon elevated storage tank. The elevated tank is refilled from ground storage at both stations.

WASTEWATER

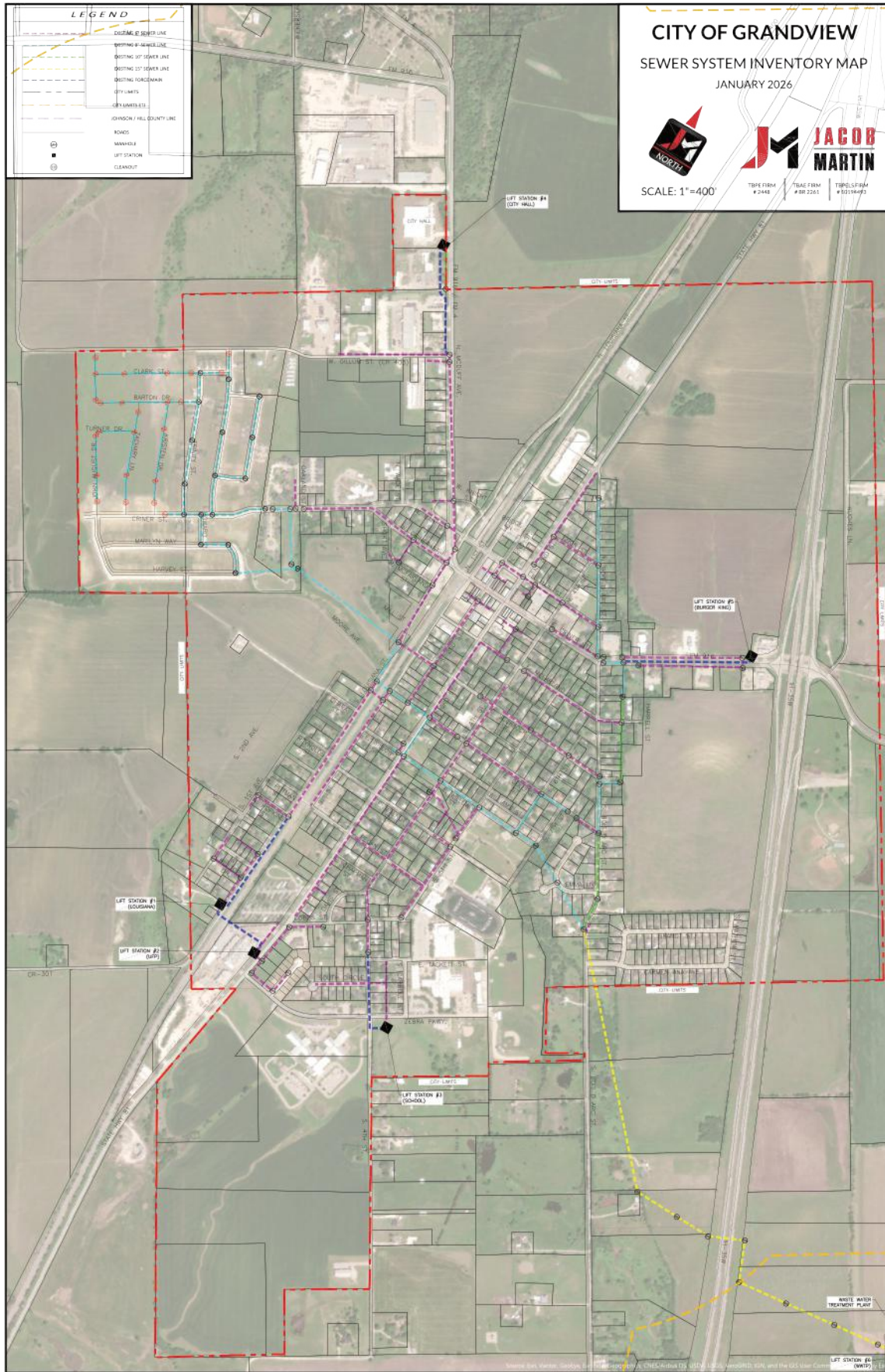
The City's existing wastewater system is shown in the Wastewater System Inventory Map. The system consists of approximately 13.5 miles of 6-inch through 15-inch gravity mains and one mile of 4-inch force main, currently serving approximately 800 connections. Wastewater collected from the system is assisted by five sewer lift stations and flows southwest to the City's wastewater treatment plant located on the East side of IH35 off of FM 102.

Lift Station No. 1 serves the area generally along South Louisiana Street south of Hopkins Street. Lift Station No. 2 serves the area along Dobbs and south along Highway 81. Lift Station 3 serves the High School and surrounding area near Zebra Parkway and South Circle. Lift Station 4 serves City Hall and Lift Station 5 services FM 919.



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HAZARDS

OVERVIEW

Grandview's long-term prosperity and quality of life depend on the community's ability to withstand, adapt to, and recover from disruptive events, whether driven by severe weather, infrastructure stressors, or changing environmental conditions. As Grandview plans for future growth and continued investment in housing, transportation, utilities, and public facilities, incorporating resiliency into planning decisions is essential to protecting residents, minimizing disruptions, and supporting long-term community stability.

This chapter establishes a framework for integrating hazard awareness and resilience strategies into Grandview's Comprehensive Plan. It identifies natural hazards and environmental stressors that may affect the city, documents relevant countywide hazard mitigation findings, and provides a foundation for assessing local vulnerabilities and resilience needs. The chapter supports proactive, cost-effective approaches that reduce risk to life and property while improving Grandview's capacity to maintain essential services and recover quickly following an adverse event.

PURPOSE AND RELATIONSHIP TO COUNTYWIDE HAZARD PLANNING

This Resiliency Measures chapter begins by documenting the hazards already identified in the Johnson County Hazard Mitigation Plan (HMP) 2024, which serves as the county's primary multi-hazard planning framework for reducing long-term risk to

life, property, and critical infrastructure. The county HMP was developed to meet federal mitigation planning requirements under the Disaster Mitigation Act of 2000 and serves as a guiding tool for strengthening local hazard preparedness and long-term resilience strategies across participating communities (Johnson County Hazard Mitigation Plan, 2024).

While the HMP is written at a county scale, its hazard profiles and supporting data provide the baseline for understanding the hazard environment affecting Grandview. The intent of this preliminary findings section is to establish a hazard foundation specific to Grandview, which will inform later analysis of community vulnerabilities, exposure, and resilience opportunities.

COUNTY-IDENTIFIED HAZARDS

Johnson County determined that the planning area is exposed to a range of hazards capable of affecting all jurisdictions. The 2024 HMP addresses nine natural hazards that may threaten the county's communities:

- Drought
- Earthquakes, Expansive Soils
- Extreme Heat, Wildfires
- Flooding (including impacts related to dam failure)
- Thunderstorms (including hail, wind, and lightning)
- Tornadoes
- Winter Storms



The plan also notes that no natural hazards are unique to any one jurisdiction, meaning that communities such as Grandview must plan under the assumption that multiple hazards may occur over time, including compound conditions (for example: drought worsening wildfire risk, or extreme heat increasing strain on critical systems).

HAZARD CONTEXT

Although the Johnson County HMP does not treat Grandview as a participating jurisdiction in its jurisdictional summaries, its hazard profiles are still directly applicable due to Grandview's location within the county, shared climate patterns, shared transportation network, and shared hazard drivers (including regional severe weather systems and watershed behavior).

The HMP evaluates hazards using standardized criteria for:

- Location (extent of community affected)
- Probability of Future Events
- Level of Possible Damage
- Maximum Probable Extent

These categories establish a consistent hazard language that can be applied at the municipal level. This Comp Plan chapter builds on those categories to interpret what each hazard means for Grandview's local context, including development patterns, infrastructure needs, and community preparedness.



HAZARD PROFILES DROUGHT

The HMP defines drought as a long-term shortage of precipitation over an extended period, often worsened by high temperatures, wind, and low humidity. Because drought is not confined to a geographic boundary, it can affect the entire county and all cities within it.

Drought conditions can create cascading local impacts, including reduced water supply reliability, landscape stress, and increased wildfire potential. The plan identifies that drought can disrupt the economy, environment, and public health by limiting water availability and increasing the likelihood of wildfire ignition and spread.

The county plan recognizes drought as an ongoing concern due to Texas's climate conditions and long-term drought trends.

Grandview relevance: Drought conditions are particularly significant for Grandview because community resilience depends on maintaining stable water availability for households, local businesses, emergency

services, and vegetation/fuel management.

EARTHQUAKES

The county identifies earthquakes as a potential hazard in North Central Texas, noting increased regional attention beginning around 2013. The plan notes that scientific studies have linked some regional earthquakes to human activities, including wastewater disposal related to oil and gas production.

Johnson County's documented events have been of low magnitude, and the overall hazard is described as low probability with limited expected damage at the county level.

Grandview relevance: While earthquakes may not be a leading day-to-day risk driver, the hazard is still relevant for long-term resilience planning because even minor seismic activity can stress older structures, utilities, and critical facilities—especially if combined with other disruptive events.

EXPANSIVE SOILS

Expansive soils are identified as a widespread hazard in Johnson County due to the soil conditions and formation characteristics of the region. Expansive soils swell when water is added and shrink when dry, which can cause cracking, uneven settlement, and long-term infrastructure degradation.

The county plan notes these soils can contribute to structural damage and disruptions to public utilities and transportation systems over time, particularly because impacts may be slow-moving but costly.

Grandview relevance: This hazard is

important for Grandview's resilience planning because it affects long-term infrastructure performance, including streets, sidewalks, foundations, buried utilities, and stormwater systems. It also influences development standards and maintenance needs.

EXTREME HEAT

The HMP describes extreme heat as a combination of very high temperatures and humidity, often occurring over time as heat waves. Extreme heat can directly affect public health and safety, particularly for vulnerable populations and outdoor workers.

The plan identifies impacts, including increased grassfire potential, strain on electricity systems, risks to critical infrastructure operations, and transportation disruptions such as road buckling. Additionally, it also documents historical extreme heat events recorded by the National Weather Service and notes that increasing extreme heat days are projected over time.

Grandview relevance: Extreme heat is a key resilience driver because it intersects with emergency response capacity, public facilities, energy systems, and outdoor activity planning (including events and recreation).

FLOODING & DAM FAILURE

Flooding is defined by the HMP as the overflow of water onto adjacent lands, including both riverine flooding and localized flooding from intense rainfall and stormwater system limitations. Flood conditions can occur throughout the county, especially in low-lying areas and areas affected by evolving development



and drainage patterns.

The plan notes that development and impervious surface expansion can create new flood risks by increasing runoff and reducing absorption. The HMP also identifies that Johnson County contains numerous dams, and dam-related flooding is addressed as part of the county's flood hazard discussion.

Key Grandview note: A dam located in Grandview is listed in the county's inventory of high-hazard potential dams (HHPDs), specifically the Chambers Creek WS SCS Site 62 Dam, associated with the South Fork Chambers Creek drainage area.

Even though the HMP notes dam failure impacts were emphasized for certain jurisdictions, the presence of this structure reinforces that flood resilience in and around Grandview must include consideration of watershed and drainage behavior, particularly during severe storm events.

Grandview relevance: Flooding is a high-priority resilience concern because it can damage roads, utilities, and structures; delay emergency response; and create long-term recovery burdens. The hazard also interacts strongly with development policies, drainage infrastructure investment, and land use decisions.

THUNDERSTORMS

The HMP defines thunderstorms as storms capable of producing hail, high winds, and lightning, and notes these events can occur anywhere in the county. The plan emphasizes that severe thunderstorms can damage homes, vehicles, and infrastructure, and notes that lightning is a

major natural contributor to fires that threaten the built environment.

Grandview relevance: For Grandview, thunderstorms are a major hazard driver due to their frequency and potential to cause widespread service disruptions (power outages, blocked roads, debris impacts) even when damage is not catastrophic at the regional scale.

TORNADOES

The HMP identifies Johnson County as part of "Tornado Alley," with a high potential for tornado development, and notes tornadoes can occur without regard to jurisdictional boundaries. The plan reports tornado activity resulting in property damage across the county and identifies tornadoes as a significant hazard due to their life-safety impacts and disruption potential.

Grandview relevance: Tornado risk is one of the most critical hazards for Grandview's resilience planning because tornadoes can generate severe structure damage, long-duration displacement, and high demand for emergency and recovery services.

WILDFIRE

The county plan identifies wildfire as a significant hazard across Johnson County, supported by regional vegetation and fuel availability. The plan notes that grassland is the dominant vegetation class in the county, which can support rapid wildfire spread under dry, windy conditions. The plan also discusses wildfire intensity, behavior, and the importance of managing risks at the wildland-urban interface (WUI), where development and vegetative fuel overlap.

Grandview relevance: Wildfire risk is particularly relevant to smaller



communities and edge conditions where grassland, pasture, and rural development patterns increase exposure—especially during drought and high wind events.

WINTER STORMS

The HMP notes that winter storms affect the entire county and can produce serious cascading impacts, including power outages, frozen/busted pipes, impassable roads, and delayed emergency response.

The county also identifies winter storms as one of the more recent major disaster drivers, including the 2021 winter storm disaster declaration, which demonstrated how loss of power can cascade into loss of heat and water service.

Grandview relevance: Winter storm resilience is critical for Grandview because even moderate events can disrupt utilities, mobility, and local emergency response capacity, particularly when events occur over multiple days.

HAZARD FOUNDATION FOR RESILIENCE PLANNING

Based on the Johnson County Hazard Mitigation Plan (2024), Grandview's hazard environment is best understood as multi-hazard, with the most planning-relevant hazards being those that are: frequent, disruptive, and capable of compounding impacts across infrastructure systems and public safety operations. These hazards include:

- Severe weather (thunderstorms, tornadoes)

- Flooding and stormwater impacts
- Extreme heat and drought
- Wildfire risk during dry conditions
- Winter storms are capable of utility disruption

This hazard foundation establishes the baseline conditions for the next phase of the Resiliency Measures chapter, which will evaluate Grandview's specific exposure, vulnerabilities, and priority resilience actions to reduce long-term risk and strengthen recovery capacity.



