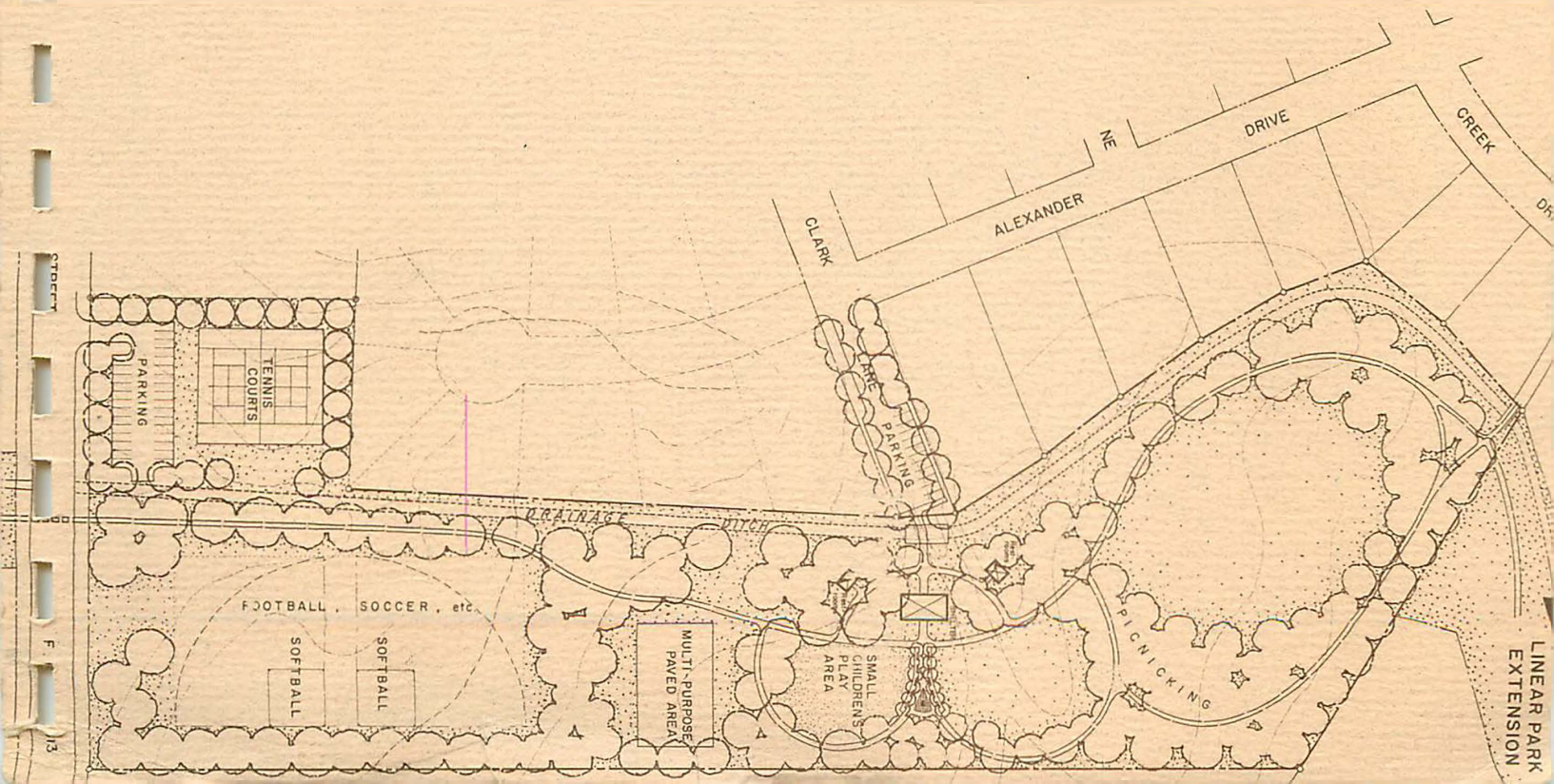
COMPREHENSIVE PLAN REPORT
WAXAHACHIE, TEXAS



COMPREHENSIVE PLAN REPORT

WAXAHACHIE, TEXAS

ECONOMIC BASE · POPULATION
LAND USE · THOROUGHFARES
PARKS AND OPEN SPACE
DOWNTOWN
PUBLIC BUILDINGS
NEIGHBORHOOD STRUCTURE

JUNE, 1974

PREPARED FOR THE CITY COUNCIL
AND PLANNING AND ZONING COMMISSION

BY

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DALLAS TEXAS

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HISTORICAL BACKGROUND AND POPULATION CHANGE

The settling of the Waxahachie Area by White settlers dates back to the 1840's. Ellis County was created by a subdivision of what was then a large Navarro County in 1849. The early colonization efforts were stimulated by the actions of the Republic of Texas which contracted in 1841 and 1842 with a group of out of state people to attract settlers to the Area. The effort was generally referred to as "Peters Colony" after W. S. Peters, one of the contractors. Settlers were attracted to the Area by grants of land. Prior to the "Peters Colony" settlement efforts, Ellis County and the Waxahachie Area was largely an unsettled prairie with timbered creek valleys.

The Waxahachie Area became a farming community as a result of the settlement efforts. By 1850, the buffalo, which was one of the major food sources of the earlier inhabitants of the area, and the Indians were nearly gone and agriculture was rapidly replacing the natural prairie and many of the wild animals and fowl that were sustained by the prairie environment.

Waxahachie became the county seat of Ellis County and was originally a town laid out on 62 acres of land. The actual founding of the Town dates from 1851. Twenty years later in 1871, the charter of incorporation for the Town was approved and covered an area one mile square.

The first major transportation service effort dates from 1875 when construction of The Waxahachie Tap Railroad to Garrett began (a distance of 11 miles). Other railroads followed and within 15 years (by 1890) Waxahachie was a railroad hub. Transportation made possible the development of the agricultural economy and cotton became a dominant crop and Waxahachie became an important cotton center.

By the turn of the Century, the Town had a population of 4,215 people and was building the Waxahachie Mill for weaving cotton fabrics. A local street railway system and an interurban tie to Dallas soon followed, further establishing the Town as an important Southwest Center. Waxahachie's name was spread widely as a result of fame in sports (particularly baseball) and for the Chautauqua and Trinity University.

About 1940 the industrial development period began and still continues in Waxahachie. Such industries as the Waxahachie Garment Company (Haggar Slacks), Tyler Refrigeration Corporation and the Southome Furniture industries were among the early additions. Larkin Packer Company came to Waxahachie in 1955 and has since been followed by a number of other large and important manufacturing plants. The broadening and diversification of the industrial base in Waxahachie has been accompanied by improved highway transportation and an increased orientation of the area to the two neighboring urban complexes of Dallas and Fort Worth.

If the 1940 to 1960 period in Waxahachie's history could be labeled "The Period of Industrial Diversification", the 1960 and beyond period will likely be labeled "The Period of Metropolitanization" or the time when the full impact of Waxahachie's proximity to the largest urban concentration in the Southwest began to seriously influence its future. The trend of population change in Waxahachie and Ellis County reflects its changing history.

Waxahachie has a long record of moderate population gain. The rate of increase each decade since 1900 has varied substantially but the overall gain for the 70 year period to the last decennial Census amounted to approximately a threefold gain in the number of people residing in the Community. Even during the period of the Great Depression, the 1930 era, Waxahachie experienced a modest population gain in contrast to the population losses which occurred in many other communities during the depression period. Table 1 shows the population change for the City of Waxahachie and for Ellis County since 1900.

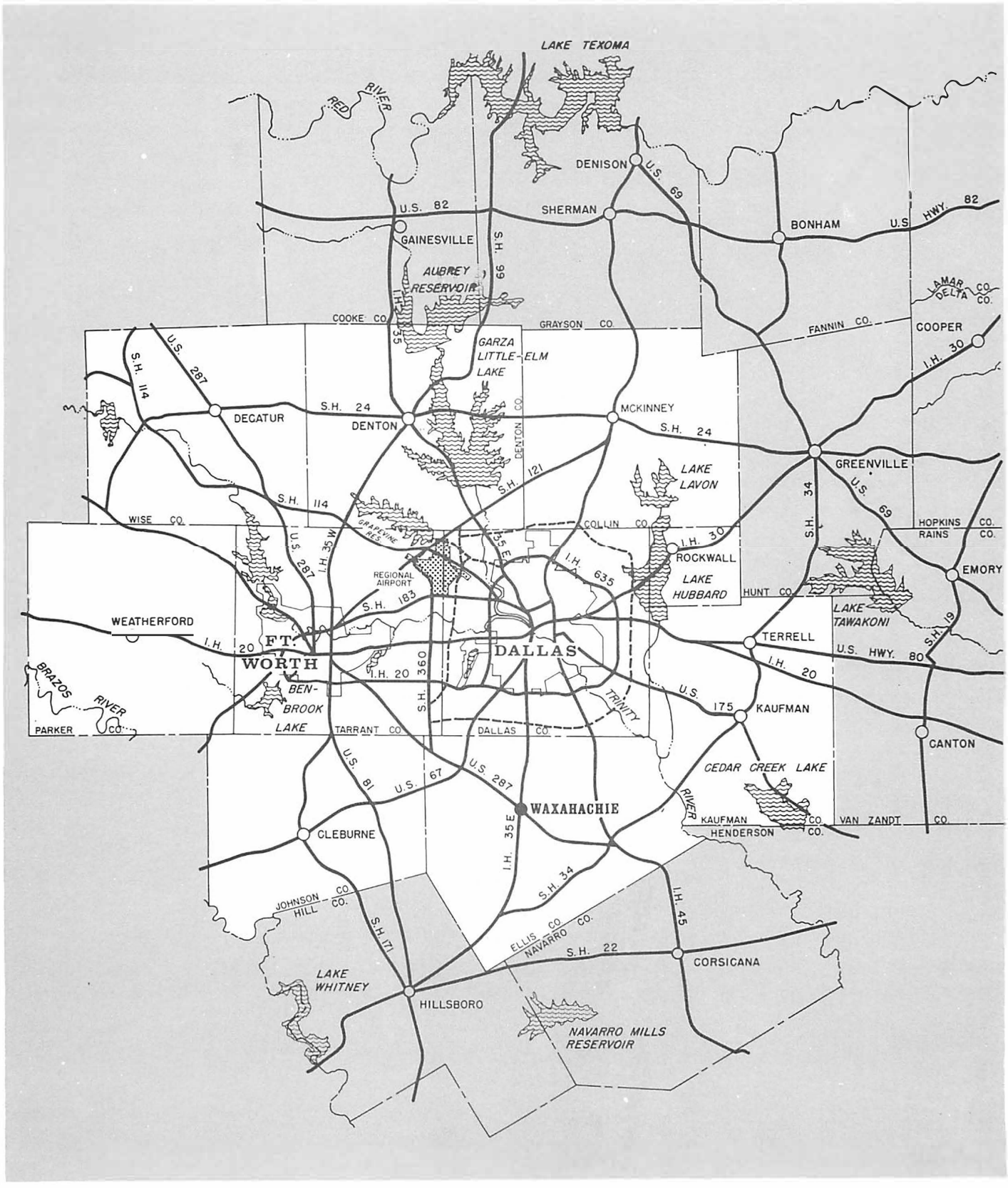
TABLE 1

POPULATION CHANGE

WAXAHACHIE AND ELLIS COUNTY, 1900 - 1970

	City of Waxahachie		Ellis County	
Year	Population	Percent of Change	Population	Percent of Change
1900	4,215	-	50,059	-
1910	6,205	+47.2	53,629	+ 7.2
1920	7,958	+28.3	55,700	+ 3.9
1930	8,042	+ 1.0	53,936	- 3.2
1940	8,655	+ 7.6	47,733	-11.5
1950	11,204	+29.5	45,645	- 4.4
1960	12,749	+13.8	43,395	- 4.9
1970	13,452	+ 5.5	46,638	+ 7.5

Source: U. S. Census



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WAXAHACHIE, TEXAS

RELATIONSHIP TO THE REGION

PLATE 1

The City's consistant population gain has been in contrast to that of the County inasmuch as the County has experienced population losses in four of the last seven decades.

Beginning in about 1930, the changes in agriculture substantially influenced the population trends in Ellis County. For example, in 1920 the City of Waxahachie represented slightly over 14 percent of the total County population. As a result of the decline of the rural population and the increase in the number of people living in the City, by 1970 Waxahachie represented nearly 29 percent of the total population of Ellis County.

Plate 1 illustrates the geographic relationship of the City and the County to Dallas and Fort Worth and shows the direct highway ties by Interstate Highway 35E to Dallas and U.S. Highway 287 to Fort Worth which makes Waxahachie the most significant crossroad location in Ellis County. The distance from Downtown Dallas to Waxahachie is 28 miles and from Downtown Fort Worth to Waxahachie it is 39 miles. Both distances are well within the limits of reasonable commuting for employees from the Waxahachie-Ellis County Area to either Dallas or Fort Worth or for the residents of the larger urban areas to commute to Waxahachie for employment. The proximity of Waxahachie to both Dallas and Fort Worth will increasingly influence its future.

With the exception of Hill and Navarro Counties shown on Plate 1, the combined 10 counties surrounding Dallas and Fort Worth including Ellis County make up the combined Dallas and Fort Worth Standard Metropolitan Areas. The two separate Metropolitan Areas have recently been consolidated with the addition of two additional counties, creating a single new 12 County Metropolitan Area. Any consideration of Waxahachie's future must recognize the fact that the Community is part of the vast urban Region, illustrated by Plate 1, and will respond in the future to the changes as a result of influences and impacts from the Region to a far greater extent than in the past.

THE REGION

The total regional area which influences Waxahachie's future can be defined by varying boundaries depending upon the features and factors being considered. At least three regional areas tend to lend themselves to ready comparison and to be significant for projection purposes; namely, (1) the original combined Dallas and Fort Worth Standard Metropolitan Statistical Areas covering a total of 8 counties, (2) the original North Central Texas Council of Governments' Area covering 10 counties and (3) the combined area of Dallas, Tarrant and Ellis Counties. The trend of each regional area provides some basis for comparison and for evaluating the future potential of Waxahachie.

THE REGIONAL POPULATION CHANGES

The two central urban counties of Dallas and Tarrant have for many decades been the fastest growing counties in the Region. More recently the fringe counties of the Region have shown substantial population increases; a trend which did not generally exist until about 1950 or 1960. Most of the outlying counties lost population from about 1920 to 1950 or 1960 as a result of changes in the agricultural economy and the more efficient development of agriculture. Table 2 shows the population changes for the 10 counties making up the initial North Central Texas Council of Governments' Region from 1900 to 1970. Ellis County (in which Waxahachie is located) ranked fifth among the 10 counties in size in 1970. The significant upward shift in population growth in Ellis County between 1960 and 1970 reflects an urbanization trend which became significantly apparent within the past 10 years.

TABLE 2

POPULATION CHANGE
TEN COUNTY COG REGION, 1900 to 1970

County	1900	1910	1920	1930	1940	1950	1960	1970
Collin	50,087	49,021	49,609	46,180	47,190	41,692	41,247	66,920
Dallas	82,726	135,748	210,551	325,691	398,564	614,799	951,527	1,327,320
Denton	28,318	31,258	35,355	32,822	33,658	41,365	47,432	75,633
Ellis	50,059	53,629	55,700	53,936	47,733	45,645	43,395	46,823
Johnson	33,819	34,460	37,286	33,317	30,384	31,390	34,720	45,769
Kaufman	33,376	35,323	41,276	40,905	38,308	31,170	29,931	32,392
Parker	25,823	26,331	23,382	18,759	20,482	21,528	22,880	33,888
Rockwall	8,531	8,072	8,591	7,658	7,051	6,156	5,878	7,046
Tarrant	52,376	108,572	152,800	197,553	225,521	361,253	538,495	716,316
Wise	27,116	26,450	23,363	19,178	19,074	16,141	17,012	19,687
Total	392,231	508,864	637,913	775,999	867,965	1,211,139	1,732,517	2,371,794

Source: U. S. Census

The importance of the urban complex of which Waxahachie is a part is more fully illustrated by comparing the population gain of the Dallas - Fort Worth Region with that of the State of Texas during the past decade. Plate 2 shows graphically the population change for all the counties in Texas between 1960 and 1970. All of the counties making up the initial North Central Texas COG Region had population gains during the past decade. Ellis County was on the fringe of the rapid growing area surrounding Dallas and Fort Worth while Hill and Navarro Counties, immediately to the south, had moderate population decreases and were part of a band of counties separating the Southeast Coastal Area around Houston from the Dallas - Fort Worth Area and the Austin - San Antonio Area. All of the counties in the dividing area had significant urban population losses. The band of counties with the declining population are those with major rural agricultural economies as contrasted to the basic urban economy of the growing areas. For comparison purposes, the State was divided into four sections illustrated by Plate 2 including the North Central-Northeast Texas Area with Dallas and Fort Worth as urban centers; the Southeast Coastal Area containing Houston, Beaumont and Corpus Christi and the South Central Texas Area centered on Austin and San Antonio. The remaining or fourth area of the State covers the western section where Amarillo, Lubbock, Midland, Odessa, San Angelo and El Paso are the major urban centers.

A total of 49 counties was included in the North Central Texas-Northeast Texas Area as delineated on Plate 2 and all of the counties except 16 in the area experienced significant population gains during the 1960 - 1970 decade. The total gain in population for the North Central-Northeast Texas Area was 691,512 people between 1960 and 1970 and this gain represented 42.7 percent of all of the population gain of the State. The Southeast Coastal Area containing Houston, Beaumont and Corpus Christi experienced a gain totaling 41 percent of all the population gain of the State while the South Central Area around Austin and San Antonio had a gain amounting to 17.8 percent of the State's total. The West Texas Area, where the economy is largely related to agriculture and petroleum, experienced a slight population decline during the period. The fact that Waxahachie is part of the North Central-Northeast Texas Area is considered important to its future growth and economic potential.

An examination of the four large areas delineated on Plate 2 shows that many agricultural counties have experienced population decreases in the past decade and in most cases the declining trend has existed for several decades. All the population gain of the State of Texas has tended to concentrate in and near the counties which contain large urban centers. The counties reflecting the major gains in population between 1960 and 1970 are those which are expected to continue to show population increases in the future. Particularly significant gains can be anticipated for the North Central-Northeast Texas Region as well as for the Southeast Coastal and South Central Regions. The North Central-Northeast Texas Region contains the most significant water supply, resources, population, technical and management skills of any of the four regions illustrated. The substantial urban region surrounding Waxahachie is obviously endowed with many favorable assets which assure a continued demand for urban land and the continued concentration of people in the Area.

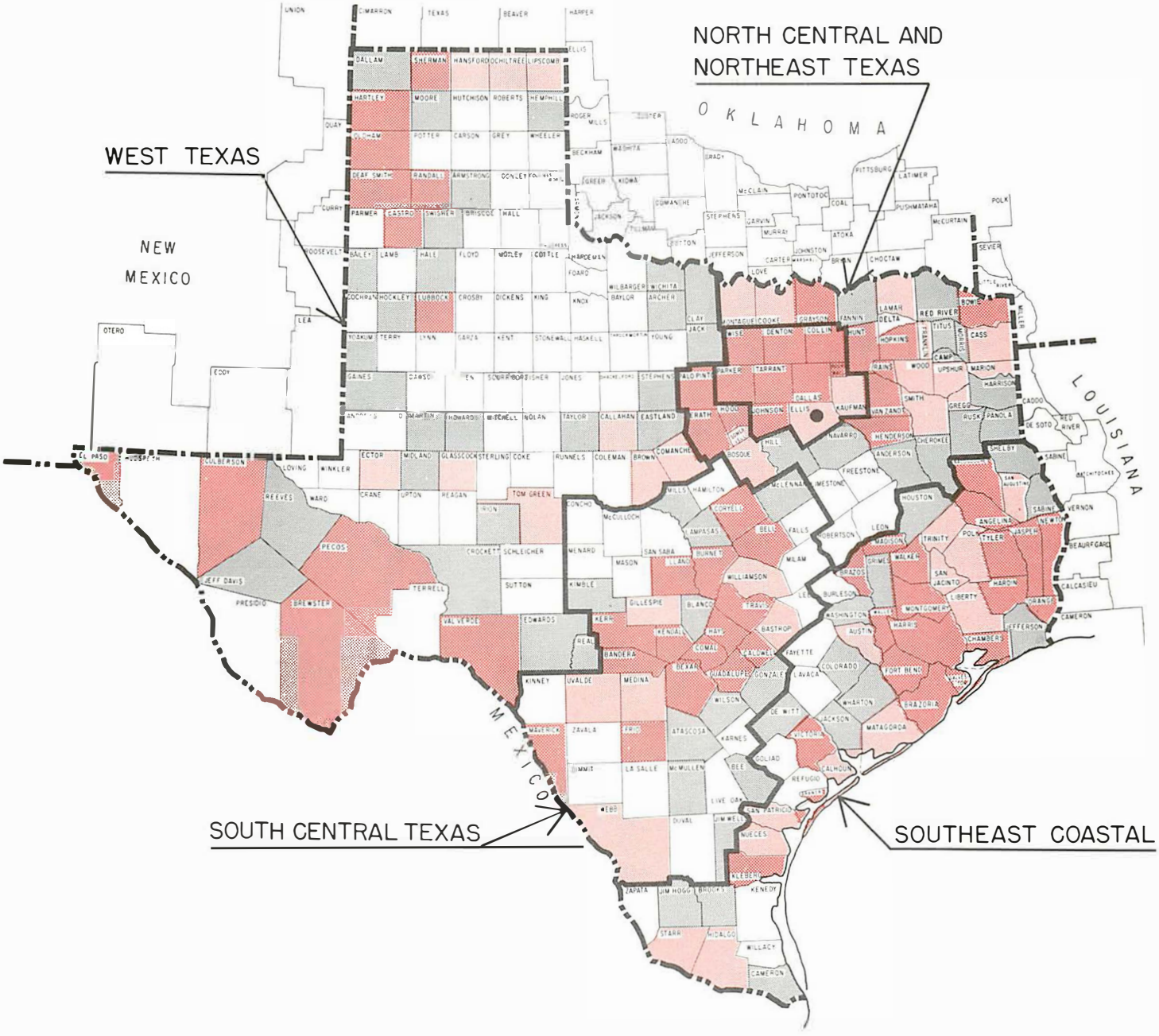
The significance of the concentration of predominantly urban population in the area surrounding Waxahachie is indicated by the following tabulation from the 1970 Census.

Dallas County Population	1,327,320	Dallas SMSA Population	1,556,134
Tarrant County Population	716,316	Fort Worth SMSA Population	762,085
Ellis County Population	46,638	1970 Population - Original Ten County COG Region	2,371,794
1970 Three County Total	2,090,274		

The population gain for the various areas of the Region between 1960 and 1970 was as follows:

Dallas County Gain	375,793	Dallas SMSA Gain	472,533
Tarrant County Gain	177,821	Fort Worth SMSA Gain	188,409
Ellis County Gain	3,243	Ten County COG Region Gain	639,277

The substantial population gain in the Region is attributed heavily to the expansion of employment opportunities in the area which have attracted a substantial number of in-migrants and which, it is expected, will continue to attract in-migrants to the Region.



POPULATION CHANGE · 1960 – 1970

- MORE THAN 10% INCREASE
- 0-10% INCREASE
- 0-10% DECREASE
- MORE THAN 10% DECREASE
- 10 COUNTY COG REGION

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STATE OF TEXAS

POPULATION CHANGE BY COUNTIES, 1960-1970

PLATE 2

REGIONAL EMPLOYMENT

The status of employment by category in the combined Dallas and Fort Worth Standard Metropolitan Areas as of April, 1970, is shown by Table 3 along with comparisons for the State of Texas. The combined Metropolitan Areas had a total employment of 1,045,300 workers as of 1970 and a total labor force of 1,070,800 people. At the same period, the State of Texas had a total employment of 4,608,400 persons. The combined Dallas - Fort Worth Area accounted for 22.7 percent of the total employment of the State of Texas in 1970.

TABLE 3

EMPLOYMENT BY INDUSTRY GROUP
DALLAS AND FORT WORTH SMSA'S AND STATE OF TEXAS

Industry	Dallas SMSA	Fort Worth SMSA	Combined Dallas-Fort Worth SMSA	Percent of State of Texas	State of Texas
Non-Agricultural					
Manufacturing	166,800	93,300	260,100	30.3	859,700
Construction	45,700	15,100	60,800	21.4	283,955
Transportation, Communication and Utilities	54,300	16,200	70,500	22.8	308,555
Wholesale and Retail Trade	195,000	73,700	268,700	26.3	1,023,060
Finance, Insurance and Real Estate	58,400	13,400	71,800	32.4	221,325
Service and Miscellaneous	130,300	55,600	185,900	26.4	704,145
Government	69,300	35,000	104,300	13.3	785,375
Mining	8,300	2,000	10,300	8.6	120,295
Total Non-Agricultural	728,100	304,300	1,032,400	24.0	4,306,400
Agricultural	9,700	3,200	12,900	4.3	302,000
Total Employed	737,800	307,500	1,045,300	22.7	4,608,400*
Unemployed and Idle	16,800	8,700	25,500	18.4	138,800
Total Civilian Labor Force	754,600	316,200	1,070,800	22.6	4,747,200

Source: Texas Employment Commission

*Proprietors and self-employed distributed proportionately to the various employment categories. Proprietors and self-employed total 586,500.

The comparison made in Table 3 of the percentages of the various categories of employment in the combined Dallas - Fort Worth Metropolitan Areas to that of the State of Texas shows some significant relationships. Nearly one-third of the manufacturing, financial, insurance and real estate employment in the State is concentrated in the Dallas and Fort Worth Areas. Over one-quarter of the State's trade and service employment is likewise found in the combined Metropolitan Areas. Nearly

one-fourth of all the Texas employment in construction, transportation, communication and utilities is allocated to the area. Agriculture and mining employment are the only two categories that represent a percentage of the State employment in their respective categories which is lower than the 21 percent which the area's population represents of the total State population. Despite recent changes in employment in defense oriented industries in the Dallas - Fort Worth Area, it is anticipated that employment will continue to rise and that any dip resulting from employment adjustments will be of short duration. Recent trends have shown that the impact in reduction in defense oriented industries has been fully absorbed and employment is continuing to rise in the area. There is a direct relationship between population gain and employment in the Region and Waxahachie enjoys a location well related to the major employment centers of the Region.

SOURCES OF REGIONAL POPULATION CHANGE

The population gain to an area results from two factors; namely, (1) natural increase or the number of resident births less the number of resident deaths and (2) from the gain or loss resulting from migration to or from the area. The trend in births and deaths and the resulting natural increase for the 10 year period from 1960 to 1970 is shown by Tables 4, 5 and 6 for the Dallas Standard Metropolitan Area, respectively. The Dallas Metropolitan Area experienced a natural increase gain of 188,685 persons for the decade while the Fort Worth Metropolitan Area had a gain of 81,626 persons by natural increase. The overall natural increase gain for the combined Metropolitan Areas was 270,311.

Comparison of the natural increase gain with the total population gain for the various areas indicates that the in-migration exceeded the natural increase in all areas. The in-migration gain for the Dallas Metropolitan Area was 230,654 persons as contrasted to a natural increase gain of 188,685. The Fort Worth Metropolitan Area had an in-migration gain of 102,264 persons as contrasted to a natural increase gain of 81,626 persons for the same period. For the combined Metropolitan Areas, the net in-migration gain was 332,918 persons between 1960 and 1970 as contrasted to the natural increase for the past decade of 270,311 persons. The large gain from in-migration reflects the expanding economy of the Region inasmuch as the preponderance of all in-migrants were persons in their productive years seeking employment or related economic opportunity in the area.

Reference to Tables 4, 5 and 6 shows that the annual number of births in both the Dallas and Fort Worth Metropolitan Areas experienced moderate decreases during the mid-1960's. By 1970, however, the annual number of births in each of the areas substantially exceeded the 1960 births. The maintenance of a relatively high number of births annually in the Region is considered significant inasmuch as there has been a drastic reduction in the birth rate in most areas of the Nation in recent years.

TABLE 4

BIRTHS, DEATHS AND NATURAL INCREASE
DALLAS SMSA, 1960 - 1970

Year	Births	Deaths	Natural Increase
1960	28,694	8,602	20,092
1961	28,809	8,469	20,340
1962	29,009	9,270	19,739
1963	29,091	9,552	19,539
1964	29,026	9,828	19,198
1965	27,143	9,762	17,381
1966	27,205	10,456	16,749
1967	27,820	10,449	17,371
1968	29,421	11,447	17,974
1969	32,022	11,720	20,302
Total	288,240	99,555	188,685

Source: Vital Statistics - Texas State Department of Health

TABLE 5

BIRTHS, DEATHS AND NATURAL INCREASE
FORT WORTH SMSA, 1960 - 1970

Year	Births	Deaths	Natural Increase
1960	14,044	4,515	9,529
1961	13,617	4,422	9,195
1962	13,195	4,686	8,509
1963	12,896	5,004	7,892
1964	13,309	4,875	8,434
1965	12,313	5,112	7,201
1966	12,227	5,408	6,819
1967	12,615	5,422	7,193
1968	13,758	5,821	7,937
1969	14,770	5,853	8,917
Total	132,744	51,118	81,626

Source: Vital Statistics - Texas State Department of Health

Actually, the crude birth rate, that is the number of children born annually per 1,000 persons in the area, has decreased from about 25 children per 1,000 in 1960 to about 17 or 18 at the present time. The expanding population of the area, however, resulted in an actual increase in the number of births.

TABLE 6

BIRTHS, DEATHS AND NATURAL INCREASE
COMBINED DALLAS - FORT WORTH SMSA'S, 1960 - 1970

Year	Births	Deaths	Natural Increase
1960	42,738	13,117	29,621
1961	42,426	12,891	29,535
1962	42,204	13,956	28,248
1963	41,987	14,556	27,431
1964	42,335	14,703	27,632
1965	39,456	14,874	24,582
1966	39,432	15,864	23,568
1967	40,435	15,871	24,564
1968	43,179	17,268	25,911
1969	46,792	17,573	29,219
Total	420,984	150,673	270,311

Source: Vital Statistics, Texas State Department of Health

The birth trend reflected by the three tables is in sharp contrast to those found in most metropolitan areas of the Nation and indicates a relatively youthful and vigorous population in the Region. As is indicated later, Waxahachie has tended to follow the same basic pattern reflected for the Region.

AGE COMPOSITION

The changes in the age composition for the combined Dallas and Fort Worth Metropolitan Areas are shown by Table 7. The percentage of the population represented by each age group classification shown by Table 7 has remained relatively stable over the past 10 years. In many other areas of the Nation, there has been a significant trend toward an ageing population; however, it is apparent that the major in-migration of younger people to the Dallas-Fort Worth Region has maintained a significantly youthful character to the area's population. The performance of the Prime Labor Force Group is especially worthy of note inasmuch as this category represents the most productive age group both from the standpoint of employment and from the standpoint of production of children. It

TABLE 7

NUMERICAL CHANGES IN AGE COMPOSITION
DALLAS AND FORT WORTH SMSA'S, 1960 AND 1970

Age Group	1960		1970	
	Number	Percent of Total	Number	Percent of Total
Young (0-14 Years)				
Under 5	199,342	12.0	217,137	9.4
5 - 9	179,257	10.8	239,404	10.3
10 - 14	151,588	9.2	237,342	10.2
Sub-Total	530,187	32.0	693,883	29.9
High School, College, New Family (15-24)				
15 - 19	113,767	6.9	207,014	8.9
20 - 24	109,165	6.6	204,165	8.8
Sub-Total	222,932	13.5	411,179	17.7
Prime Labor Force (25-44)				
25 - 34	242,383	14.6	340,577	14.7
35 - 44	233,047	14.1	278,292	12.0
Sub-Total	475,430	28.7	618,869	26.7
Older Labor Force (45-64)				
45 - 54	182,634	11.0	246,508	10.6
55 - 59	71,558	4.3	96,692	4.2
60 - 64	55,823	3.4	80,385	3.5
Sub-Total	310,015	18.7	423,585	18.3
Elderly (65 and Over)				
65 - 74	79,355	4.8	108,269	4.7
75 and Over	38,897	2.3	62,251	2.7
Sub-Total	118,252	7.1	170,520	7.4
Total	1,656,816	100.0	2,318,036	100.0

Source: U. S. Census

is also important to note that the High School, College, New Family Category, which precedes the Prime Labor Force Age Group chronologically, has shown significant gains during the past decade and that it is obvious that the Prime Labor Force Group will continue to be sustained by the transfer of many of the present youth to that category in the future. The age composition characteristics of the Region's population as reflected by Table 7 establishes an extremely favorable condition for continued population increase and the expansion of the economic activity of the Region. The favorable conditions reflected by Table 7 will directly influence the population gain of Waxahachie.

THE FUTURE OF THE REGION

The single most important factor which will contribute to the continued growth of the Dallas - Fort Worth Region is employment expansion. Employment is the major contributor to the in-migration which has caused rapid growth and in-migration and is expected to continue to exceed the natural increase as a source of population gain in the Region. The following outlines some of the significant features of employment in the Region and the changes which are anticipated to occur during the next 10 to 20 years.

MANUFACTURING - Despite the current trend toward adjustment in the defense and space oriented industry, the Region is expected to continue to expand in manufacturing activity and manufacturing employment. Within the Region some relocation will occur in certain types of manufacturing activities. Those industries with more moderate pay scales such as textiles, wood products, leather products, apparel, home furnishings and furniture will tend to relocate or direct their expansion toward the smaller communities removed from the central densely developed areas. Waxahachie has heretofore gained from this shift and can expect to continue to gain.

It is also probable that automation will increasingly affect employment in a wide range of industries. Printing and publishing, a very important type of regional industry, is becoming rapidly automated. Automation will reduce the rate of employment growth in some industries which are involved while at the same time increasing the output per worker. Automated industries will tend to be the highest paying industries. A compensating feature of automation should be an increased concern for product

development which also requires skill and well paid personnel.

Manufacturing in the Fort Worth and Dallas Standard Metropolitan Areas will continue to represent a significant portion of the total employment but it is expected to increase at a slightly reduced rate as a result of some manufacturers expanding or locating within the general Region but beyond the higher competitive salary area found in the central counties of the Region. Table 8 shows the projected changes and anticipated growth in manufacturing employment and other employment categories to 1990.

NONMANUFACTURING - Nonmanufacturing activities are actually of greater importance in the Dallas - Fort Worth Area than in most urban areas. It was predominantly nonmanufacturing activities which created the growth stimulus for the area. The diversity and depth of nonmanufacturing activities is an important factor contributing to the continued growth of the Region. Some of the important segments of the nonmanufacturing employment include the following:

1. Finance and Banking is one of the primary growth segments of the Region. Within the Region, particularly in Dallas, are found several of the Nation's leading banks, a Federal Reserve Bank, major mortgage firms, investment underwriters and stock brokers, numerous home and regional insurance offices and a concentration of savings and loan associations. The financial know-how and financial resources of the area are capable of stimulating further economic expansion.

   Future income gains, industrial expansion and population growth can be expected to multiply and increase the importance of finance oriented activity. Automation is expected to affect some levels of employment and financial oriented activities but continued increase in number and quality of employees in the finance field is anticipated.

2. Wholesale Distribution has long been a very strong employment segment of the area's economy. While Ellis County has not heretofore shared significantly in the area's distribution industry, improvement of transportation to the Regional Airport will likely influence expansion of wholesale distribution activity in Ellis County and in Waxahachie.

The steady and continued growth expected in wholesale distribution activity in the Region should assure that, while Waxahachie will gain significantly in distribution related industry, the Community's location on Interstate Highway 35E is of special significance from the distribution standpoint.

3. Transportation, Communication and Utilities are expected to continue to grow to serve the expanding regional commercial and industrial base. Employment at the New Dallas-Fort Worth Regional Airport alone is expected to add significantly to the transportation oriented activity by 1975. While automation may cause slight adjustments in the rate of growth in this category, it will continue to be an expanding and significant part of the Region's employment base.

4. Retailing will continue to rise as a result of higher personal income and in-migration of a productive worker group. As the population of Waxahachie grows, the number of retail outlets will likewise increase.

5. Service employment is expected to become an increasingly important segment of the employment base. The various professions and other personal and business services including motels, entertainment and amusement are all prime expansion sources for the Region and some of this expansion should accrue to the Waxahachie Area.

6. Government Employment at all levels from local to State and Federal categories is expected to increase in the Region. Waxahachie is a county seat town and already has significant governmental employment. It can be anticipated that the governmental category will continue to increase in the area.

7. Construction activity will continue at a high level despite occasional fluctuations resulting from changes in fiscal policy and economic adjustments. Much of the building inventory of the Region is of recent construction and a need to begin replacing functionally obsolete facilities will likely soon be added to the substantial need for new construction in residential, commercial, industrial and transportation fields. The

replacement construction will provide additional stimulus to the construction employment.

8. Mining and Agriculture are not expected to be major factors in the future employment requirements of the area. Agricultural employment in the Region is expected to continue to decline as the area becomes more urbanized despite Waxahachie's close relationship to the agricultural areas of Ellis County; a continued decline in this category of employment can also be expected in the Community.

Table 8 shows the projected employment for the combined Dallas - Fort Worth Metropolitan Areas to 1990 and compares the projections with actual employment in 1970 and the percent of the total employment represented by each category in 1970 and the anticipated percentage in each group in 1990.

TABLE 8

PROJECTED EMPLOYMENT BY CATEGORY

COMBINED FORT WORTH AND DALLAS METROPOLITAN AREAS *

Type Employment	1970 Number of Employees	1970 Percent of Total	1990 Number of Employees	1990 Percent of Total
Manufacturing	260,100	24.9	390,000	22.9
Construction	60,800	5.8	112,600	5.8
Transportation, Communication and Utilities	70,500	6.7	104,700	5.9
Wholesale and Retail Trade	268,700	25.7	440,800	24.9
Finance, Insurance and Real Estate	71,800	6.9	139,000	7.9
Service and Miscellaneous	185,900	17.8	370,200	20.9
Government	104,300	10.0	208,300	11.7
Mining	10,300	1.0	10,000	0.6
Total Non-Agricultural	1,032,400	98.8	1,765,600	99.7
Agricultural	12,900	1.2	4,500	0.3
Total Employed	1,045,300	100.0	1,770,100	100.0
Unemployed and Idle	25,500	-	32,000	-
Total Civilian Labor Force	1,070,800	-	1,871,100	-

Estimated Employment 1990 by Marvin Springer and Associates

* Includes Dallas, Tarrant, Collin, Denton, Kaufman, Johnson, Ellis and Rockwall Counties

Adjustments in percentage represent anticipated changes such as manufacturing shifts and automation which are likely to occur between 1970 and 1990.

During the 1960-70 decade, Ellis County began to share in an important manner in the growth and expansion of the Region. The future of Waxahachie is inextricably bound to the future of the Region of which it is becoming an increasingly important part.

FUTURE POPULATION OF THE REGION

In 1970, the combined Dallas and Fort Worth Metropolitan Areas contained 2,318,036 people and the regional employment was 1,045,300 or a ratio of 2.21 persons per employee. In 1960, the population-employment ratio was about 2.5 for the Region. The large number of people that commute into the Region from surrounding areas contribute to the low population-employee ratio. Some of the commuting originates in Ellis County. It is anticipated that, due to an increase in employed women and a lower birth rate, the ratio of population to employed persons will continue to drop and that by 1990 the population-employee ratio in the Region will be from 2.1-1 to 2.0-1.

Based on the projected employment for the Region (Table 8), a population of from 3,750,000 to 3,930,000 people is expected to reside in the Region by 1990 or 1995.

The Region's population (combined Dallas and Fort Worth SMSA's) is expected to experience population increase in accordance with the following projections:

1970	1975	1980	1985	1990	1995
2,318,036	2,620,000	2,960,000	3,340,000	3,750,000	4,000,000

Ellis County and Waxahachie can be expected to acquire an increasing share of the regional population gain as a result of the availability of land for development, transportation advantages, the increasing number of major urban problems in the urban centers of Dallas and Fort Worth and the opportunity to achieve a superior living and working climate in Waxahachie.

CHARACTERISTICS OF THE POPULATION
WAXAHACHIE AND ELLIS COUNTY

The people living in the Community have long been Waxahachie's most important resource. As a basis for examining the future growth and development potential of the Community, it is appropriate to examine the basis of past growth and the characteristics of the people who reside in the Community. Among the various characteristics of the population for which information is available are the size of families, birth and death trends, amount of in-migration, skill and occupation of the residents and the general educational level of the people. The following summarizes the information concerning the characteristics of the population of Waxahachie and of Ellis County and provides a basis for comparing this information with similar information outlined for the Region.

NATURAL INCREASE AND IN-MIGRATION

It was indicated previously, in examining the Region, that the population gain of any area results primarily from two factors; namely, natural increase and the net in-migrants. Between 1960 and 1970, there were 2,683 births in Waxahachie and 1,722 deaths resulting in a net natural increase gain of 961 persons. When the natural increase gain is compared with the actual population gain of the Community for the past decade, amounting to 703 persons, it is obvious that there was an outward migration of approximately 250 persons from Waxahachie during the 1960-70 period. Table 9 shows the trend in births, deaths and natural increase for Waxahachie and Ellis County since 1960. The population loss indicated by Table 10 occurred primarily in two age group categories; namely, the Young (0-14 years of age) and the Prime Labor Force Group (25-44 years of age).

Ellis County's trend in births and deaths was slightly different than that of Waxahachie in that there were 9,172 births between 1960 and 1970 and 5,581 deaths resulting in a natural increase of 3,591 persons. The total population gain for Ellis County between 1960 and 1970 was 3,243 persons resulting in a net outward migration of 348 persons. It is apparent from the data shown by Table 10 that, during the 1960-70 period, there was still a slight trend for people to leave the County and the City for economic opportunity but it is also apparent that this trend is declining and will likely be reversed during the coming 10 year period.

TABLE 9

BIRTHS, DEATHS AND NATURAL POPULATION INCREASE
CITY OF WAXAHACHIE AND ELLIS COUNTY

	City of Waxahachie			Ellis County		
Year	Births	Deaths	Natural Increase	Births	Deaths	Natural Increase
1960	265	157	108	907	534	373
1961	277	126	151	922	462	460
1962	256	170	86	873	530	343
1963	242	151	91	868	515	353
1964	224	163	68	851	527	324
1965	231	144	80	826	451	375
1966	228	151	77	797	475	322
1967	239	156	83	745	494	251
1968	215	164	51	712	515	197
1969	246	187	59	800	547	253
1970	260	153	107	871	531	340
Total	2,683	1,722	961	9,172	5,581	3,591

Source: Vital Statistics, Texas State Department of Health

It is also significant to note the trend in births both in the City and County. Despite the significant downward trend in the birth rate, the number of births in Waxahachie in 1970 was almost identical with the number which occurred in 1960. The number of births in the County in 1960 was slightly above the number recorded in 1970. The fact that the number of births occurring in both the County and the City remained fairly stable over the past 10 year period indicates that the population of both the City and the County has remained fairly young and actually suggests that the area is attracting young in-migrants, a trend which has not existed in the area for at least 30 years.

AGE COMPOSITION

The changes in age composition in the City of Waxahachie since 1950 is indicated by Table 10. The numerical change in the various age categories reflects a surprising stable composition over the 1960-70 period. There has been a slight decrease in the number of Young and those in the Prime Labor Force Group and an increase in the Older Labor Force Group and the Elderly. The High School, College Age Category has also increased substantially in the past 10 years as a result of those children born in the 1950's following World War II reaching the High School age. One of the most significant trends indicated is the gradual rise in the percentage of the Elderly (those persons over 65 years of age) in the total population. In 1950, 9.8 percent of the population of Waxahachie

TABLE 10

CHANGES IN AGE COMPOSITION
CITY OF WAXAHACHIE - 1950, 1960 AND 1970

Age Group	1950 Number	1950 Percent of Total	1960 Number	1960 Percent of Total	1970 Number	1970 Percent of Total
Young (0-14 Years)						
Under 5	1,217	10.8	1,336	10.5	1,146	8.5
5 - 9	857	7.6	1,204	9.4	1,247	9.3
10 - 14	690	6.2	1,170	9.2	1,254	9.3
Sub-Total	2,764	24.6	3,710	29.1	3,647	27.1
High School, College New Family (15-24)						
15 - 19	936	8.4	1,070	8.4	1,332	9.9
20 - 24	1,053	9.4	825	6.5	1,143	8.5
Sub-Total	1,989	17.8	1,895	14.9	2,475	18.4
Prime Labor Force (25-44)						
25 - 34	1,698	15.2	1,515	11.9	1,472	10.9
35 - 44	1,433	12.7	1,389	10.9	1,294	9.6
Sub-Total	3,131	27.9	2,904	22.8	2,766	20.5
Older Labor Force (45-64)						
45 - 54	1,210	10.8	1,439	11.3	1,398	10.4
55 - 59	543	4.9	631	4.9	720	5.3
60 - 64	465	4.2	573	4.5	682	5.1
Sub-Total	2,218	19.9	2,643	20.7	2,800	20.8
Elderly (65 and Over)						
65 - 74	736	6.5	996	7.8	1,075	8.0
75 and Over	366	3.3	601	4.7	689	5.2
Sub-Total	1,102	9.8	1,597	12.5	1,764	13.2
TOTAL	11,204	100.0	12,749	100.0	13,452	100.0

Source: U. S. Census

was 65 years of age or older. By 1970, this group had increased to 13.2 percent of the population. The trend toward a larger number of older people in the population reflects a general trend throughout the Southwest and most of the Nation, and it can be anticipated that the Elderly Group will continue to increase slightly during the next 10 to 20 years in Waxahachie.

EDUCATIONAL LEVEL

The educational level of a community's population can be considered an important community resource. The educational status of the residents of Waxahachie, 25 years of age and over, is shown by Table 11 with trends from 1950 to 1970 and similar data for Ellis County is shown by Table 12.

TABLE 11

EDUCATIONAL STATUS - 25 YEARS OF AGE AND OVER
CITY OF WAXAHACHIE - 1950, 1960 AND 1970

	1950		1960		1970	
Years	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
No School Years Completed	100	1.6	187	2.6	130	1.7
Elementary School						
1 - 4	600	9.5	585	8.2	568	7.7
5 - 6	715	11.3	770	10.8	1,041	14.1
7	555	8.8	606	8.5		
8	680	10.8	787	11.1	629	8.5
Sub-Total	2,650	42.0	2,935	41.2	2,368	32.0
High School						
1 - 3	1,650	26.1	1,501	21.1	1,929	26.1
4	1,025	16.2	1,532	21.5	1,742	23.6
Sub-Total	2,675	42.3	3,033	42.6	3,671	49.7
College						
1 - 3	595	9.4	668	9.4	685	9.3
4 or More	395	6.3	481	6.8	671	9.0
Sub-Total	990	15.7	1,149	16.2	1,356	18.3
Total	6,315	100.0	7,117	100.0	7,395	100.0
Median School Years Completed	9.9		10.2		11.0	

Source: U. S. Census

TABLE 12

EDUCATIONAL STATUS - 25 YEARS OF AGE AND OVER
ELLIS COUNTY, 1950, 1960 AND 1970

Years	1950 Number	1950 Percent of Total	1960 Number	1960 Percent of Total	1970 Number	1970 Percent of Total
No School Years Completed	735	2.9	990	4.1	717	2.7
Elementary School						
1 - 4	3,290	13.1	2,477	10.2	1,976	7.6
5 - 6	3,355	13.4	2,867	11.8	3,869	14.9
7	2,830	11.3	2,313	9.5		
8	3,005	12.0	2,812	11.6	2,532	9.7
Sub-Total	13,215	52.7	11,459	47.2	9,094	34.9
High School						
1 - 3	6,365	25.4	5,264	21.7	6,345	24.3
4	2,890	11.5	4,803	19.8	6,687	25.6
Sub-Total	9,255	36.9	10,067	41.5	13,032	50.0
College						
1 - 3	1,535	6.1	1,653	6.8	2,194	8.4
4 or More	1,065	4.2	1,081	4.5	1,738	6.7
Sub-Total	2,600	10.4	2,734	11.3	3,932	15.1
Total	25,070	100.0	24,260	100.0	26,058	100.0
Median School Years Completed	8.8		9.3		10.8	

Source: U. S. Census

There has been a substantial gain in the percentage of the population which has attained a high school education and those which have obtained a college education in the City over the past 20 year period. The median school year completed by adults 25 years of age and over was 9.9 years in 1950, 10.2 years in 1960 and 11 years in 1970. The percentage of the population of Ellis County which has gained a higher educational level is slightly lower than that for the City of Waxahachie. The median year of school completed for adults 25 years and older in 1970 was 10.8 years for the County. The generally upward trend of the educational level of the population reflects the type of in-migrants to the City and County. It can be reasonably anticipated that both the City and County will continue to reflect the higher educational attainment level in the future.

For comparison purposes, the median school year of education attained for a selected group of cities in Texas is shown by the following:

MEDIAN YEAR OF SCHOOL ATTAINED
POPULATION 25 YEARS AND OLDER - 1970

WAXAHACHIE	11.0
Dallas	12.1
Denison	11.7
Fort Worth	11.9
Plano	12.7
McKinney	10.6

Source: U. S. Census

It will be noted that Waxahachie tends to rank in the middle range in educational attainment. The recent efforts of the Waxahachie Independent School District to provide technical training should have a beneficial influence on the educational level of the area in the future. Continued emphasis on the educational level of the population will be desirable inasmuch as the level of educational attainment can be considered an important community resource.

EMPLOYMENT

The trend in employment in Waxahachie is shown by Table 13 and the trend for Ellis County is shown by Table 14. In reviewing the information shown by Tables 13 and 14, it should be recognized that there are a large number of people from the County and City that commute daily to the Dallas-Fort Worth Area for employment and that any consideration of future employment for the area must recognize that the City and County are an integral part of the large urban Region. It is likely that an increasing number of people will live in Ellis County, particularly in the northern part of Ellis County, and work daily in Dallas and Tarrant Counties.

The trend in employment reflected by Tables 13 and 14 is a basis for considering the future employment potential of the County and the City. There has been a significant gain in manufacturing employment both in the County and the City in recent years. In 1950, 18 percent of the employment in Waxahachie was related to manufacturing. In 1970, this category had risen to 27 percent of the employment. Significant gains also occurred in the finance, insurance and real estate and in the service and government employment categories in Waxahachie and in the County.

TABLE 13

EMPLOYMENT BY INDUSTRY GROUP

CITY OF WAXAHACHIE - 1950, 1960 AND 1970

Industry	1950		1960		1970	
	Number of Employees	Percent of Total	Number of Employees	Percent of Total	Number of Employees	Percent of Total
Manufacturing						
Durable Goods	299	7.2	589	11.5	1,005	17.9
Non-Durable Goods	450	10.8	556	10.9	513	9.1
Sub-Total	749	18.0	1,145	22.4	1,518	27.0
Nonmanufacturing						
Wholesale and Retail Trade	1,075	25.7	1,119	21.9	1,160	20.8
Transportation, Communications and Utilities	1,326	7.8	328	6.5	383	6.8
Finance, Insurance and Real Estate	138	3.3	244	4.8	287	5.1
Service and Government	1,133	27.1	1,414	27.7	1,751	31.2
Construction	363	8.7	380	7.4	367	6.5
Agriculture and Mining	319	7.6	216	4.2	148	2.6
Sub-Total	3,354	80.3	3,701	72.5	4,096	73.0
Industry Not Reported	74	1.8	259	5.1	-	-
Total Employed	4,177	100.0	5,105	100.0	5,614	100.0

Source: U. S. Census

The only significant decline in employment has been in the agricultural category and this change has occurred both in the County and in the City with the most pronounced decrease being in the County. The percentage of the total employment in agriculture and in mining in Ellis County dropped from 28.9 percent in 1950 to 8 percent in 1970.

There has been a gradual decrease in the number of persons per employee in both Waxahachie and Ellis County. The change since 1950 is reflected as follows:

City of Waxahachie - Persons Per Employee	Ellis County - Persons Per Employee
1950 - 2.6	1950 - 2.8
1960 - 2.4	1960 - 2.7
1970 - 2.3	1970 - 2.5

The trend toward a greater number of employed persons in recent years reflects the increase in the number of adults in the population and the tendency toward a greater number of working females.

TABLE 14

EMPLOYMENT BY INDUSTRY GROUP
ELLIS COUNTY - 1950, 1960 AND 1970

Industry	1950		1960		1970	
	Number of Employees	Percent of Total	Number of Employees	Percent of Total	Number of Employees	Percent of Total
Manufacturing						
Durable Goods	842	5.3	1,627	10.3	2,914	15.7
Non-Durable Goods	1,442	9.0	2,086	13.2	2,312	12.5
Sub-Total	2,284	14.3	3,713	23.6	5,226	28.2
Nonmanufacturing						
Wholesale and Retail Trade	2,681	16.8	2,708	17.2	3,289	17.7
Transportation, Communications and Utilities	1,526	9.6	1,169	7.4	1,414	7.6
Finance, Insurance and Real Estate	363	2.3	503	3.2	907	4.9
Service and Government	2,882	18.1	3,256	20.6	4,789	25.8
Construction	1,120	7.0	1,131	7.2	1,450	7.8
Agriculture and Mining	4,590	28.9	2,719	17.2	1,489	8.0
Sub-Total	13,162	82.7	11,486	72.9	13,338	71.8
Industry Not Reported	482	3.0	560	3.5	-	-
Total Employed	15,928	100.0	15,759	100.0	18,564	100.0

Source: U. S. Census

It is anticipated that the employment in Waxahachie will increase significantly in the manufacturing category and in retail trade, finance, insurance and real estate and in the services and government. The increase in local employment will overlap the trend toward increased employment in the Region and the combination of increased local and regional employment will provide the basis for the future growth and expansion of Waxahachie.

CHARACTERISTICS OF THE WAXAHACHIE SITE

The City of Waxahachie is nearly centrally located in Ellis County at the intersection of two important highways, Interstate Highway 35E (old U.S. Highway 77) and U.S. Highway 287. At one time, U.S. Highway 77 and U.S. Highway 287 intersected at a point one block west of the Courthouse Square. As traffic increased, it was not possible to expand the capacity of the existing central street system and a system of by-pass routes has been developed to carry the heavy volumes of through traffic around the congested area of the City. The developing highway system along with other man-made and natural features of Waxahachie's site have influenced the pattern of development and have a bearing upon the future potential of the area.

PHYSICAL FEATURES OF THE SITE

Plate 3 shows the physical and topographic features of the Waxahachie site and the important man-made elements. The entire town site drains toward Waxahachie Creek and the drainage system consists of three creeks, all tributaries of Waxahachie Creek. The creeks tend to run through the area from the northwest to the southeast with the exception of South Prong Creek which has a nearly east-west alignment. Waxahachie Creek is the central element of the drainage system with Mustang Creek as a tributary on the north and South Prong Creek on the south. Lake Waxahachie is a reservoir impoundment on the South Prong Creek from which the City draws its water supply. Northeast of Mustang Creek another drainage system (Grove Creek) lies within the potential development area of the Community and also has a northwest-southeast alignment. The drainage systems divide the area into a series of ridges and valleys which are illustrated on Plate 3. The drainageways are important physical features of the site inasmuch as they provide the route for removing the surface storm water from the area and are also the logical routes along which major trunk sanitary sewer mains should be extended to serve the area.

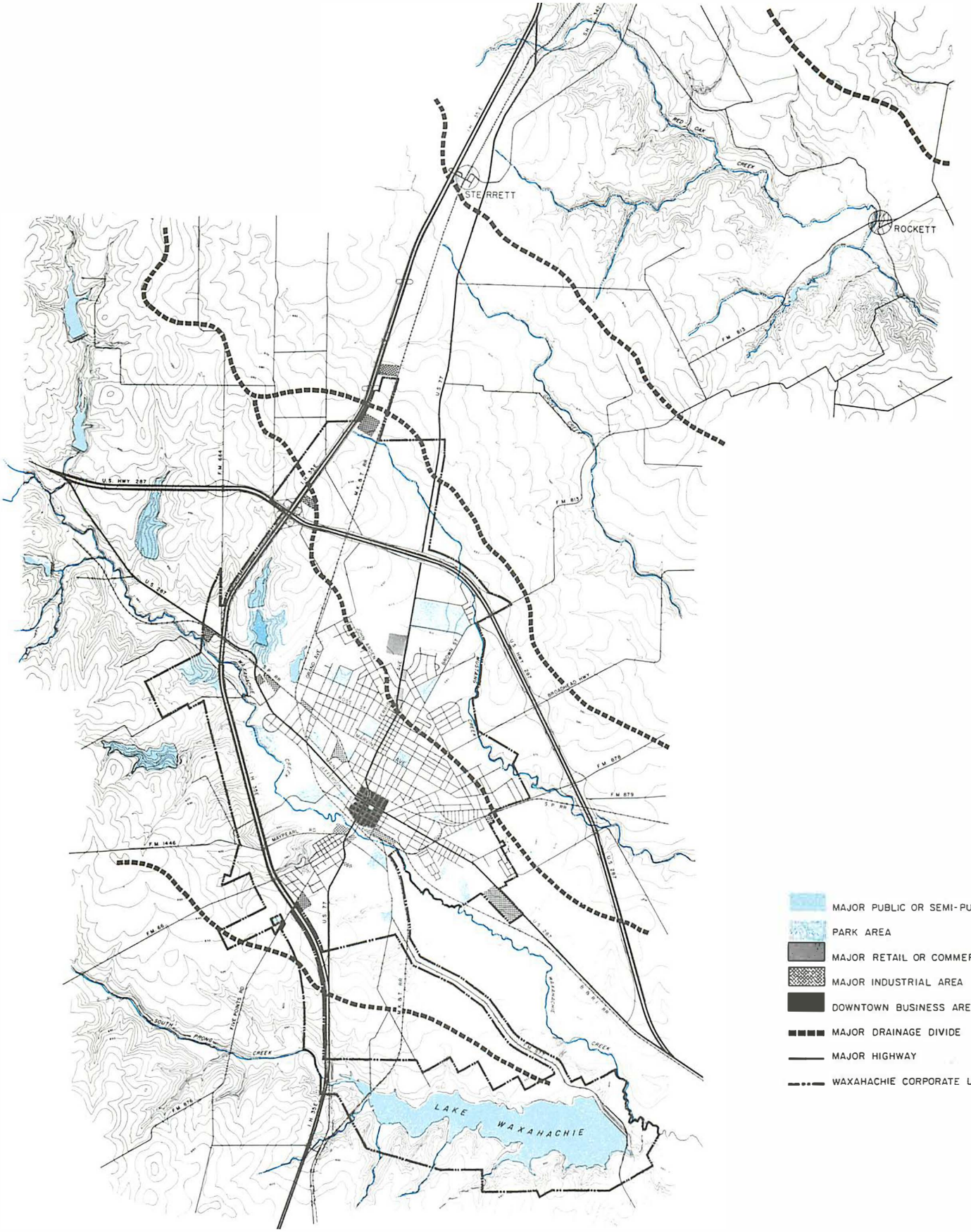
Red Oak Creek cuts across the northern most portion of the area shown on Plate 3 and is considered to be a drainage system beyond any reasonable development responsibility for Waxahachie. The ridge line delineating the separation between the Red Oak Creek System and the Grove Creek System approximates the desirable northern limits of Waxahachie's planning responsibilities.

It is especially important in the future development of Waxahachie that the drainageways be protected from encroachment so as to assure adequate space for the removal of the surface water from the area during periods of heavy precipitation and to avoid costly future drainage works. An example of the encroachment on a drainageway exists where a branch of Waxahachie Creek extends northwesterly through the edge of the Central Business Area and where encroachments have reduced the channel of the Creek and where, in some situations, the Creek has been placed in a conduit. The cost of providing storm sewers and correcting drainage problems is extremely great when encroachments occur within the reasonable limits of a drainageway.

South Prong Creek, Waxahachie Creek and Mustang Creek are now important physical features of Waxahachie and eventually it can be anticipated that Grove Creek will also be included in the City. A number of soil conservation reservoirs exists on the branches of Waxahachie Creek and these reservoirs perform a flood control function as well as substantially reducing the silting which would otherwise occur in the creek bed. The soil conservation and flood control efforts on upper Waxahachie Creek have substantially reduced the flood hazard on the Creek through the Waxahachie Area.

By their alignment, the creeks flow southeasterly and the terrain also slopes in the same direction. The northwest corner of the Waxahachie town site area has an elevation of approximately 700 feet above sea level while the lower points on Waxahachie Creek in the southeast corner of the area are approximately 500 feet above sea level; thereby providing a 200 foot slope diagonally across the site. The slope of the terrain is generally adequate to assure good drainage for urban development, provided proper precautions are taken in the development to allow for the movement of surface water to the drainage systems and the maintenance of adequate space along each creek to handle heavy runoff and flash rises in the channels.

Waxahachie Creek meanders through a flood plain area of varying width and even though upstream flood control and soil conservation reservoirs have been constructed, it must be recognized that urban development will, in the future, substantially increase the runoff into Waxahachie Creek and that the flood plain area should be respected in development efforts and generally maintained in open space. Waxahachie Creek is the recipient of the effluent from the sewerage treatment plant



WAXAHACHIE, TEXAS

PHYSICAL FACTORS INFLUENCING DEVELOPMENT

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PLATE 3

downstream from the City and in order to maintain a simple sanitary sewer collection system, it will be desirable to pump all sewerage from the other drainage systems into the Waxahachie Creek system where a single plant can treat it.

The railroads which were built into Waxahachie in the late 1800's tend to follow the drainage system for gradient reasons and to converge on the central part of the City. The industrial development of the City is influenced substantially by the railroad locations. The radiating nature of the rail lines provides considerable flexibility in the location of industrial areas but at the same time, the numerous rail routes complicate and act as barriers to street development by restricting the location of crossings.

SURFACE GEOLOGY

The basic surface material in Ellis County is from the Upper Cretaceous Period referred to generally as the Austin Group. Most of the Waxahachie town site is in the Austin Chalk Formation which ranges upward to 600 feet in thickness. The Austin Chalk overlays a shale formation generally referred to as the Eagle Ford Group and this formation outcrops west of Midlothian but is not found at the surface in the Waxahachie Area.

To the east of Waxahachie another formation, the Ozan Group, is found and this formation extends eastward to the vicinity of Ennis and Interstate Highway 45. The beginning of the Ozan Formation is east of Interstate Highway 35 and generally parallel to it. South of Waxahachie along the general divide between the Austin Chalk and the Ozan Formations, several fault lines are located running generally parallel with the division between the formations. The upthrown side of the faults lie to the west and the downthrown side is to the east. Northeast of Waxahachie another fault system occurs which has the upthrown side to the east and the downthrown side to the west. Illustration 1 shows the general nature of the surface geology in the Waxahachie Area.

The parent material of the Austin Chalk Formation is a soft chalky limestone which is often crumbly in character and is found on the surface where creeks or erosion have cut deeply into the prairie surface. While the Austin Chalk material is used for some road construction, it is generally of poor

quality and not acceptable for concrete aggregate or base material for heavily traveled thoroughfares.

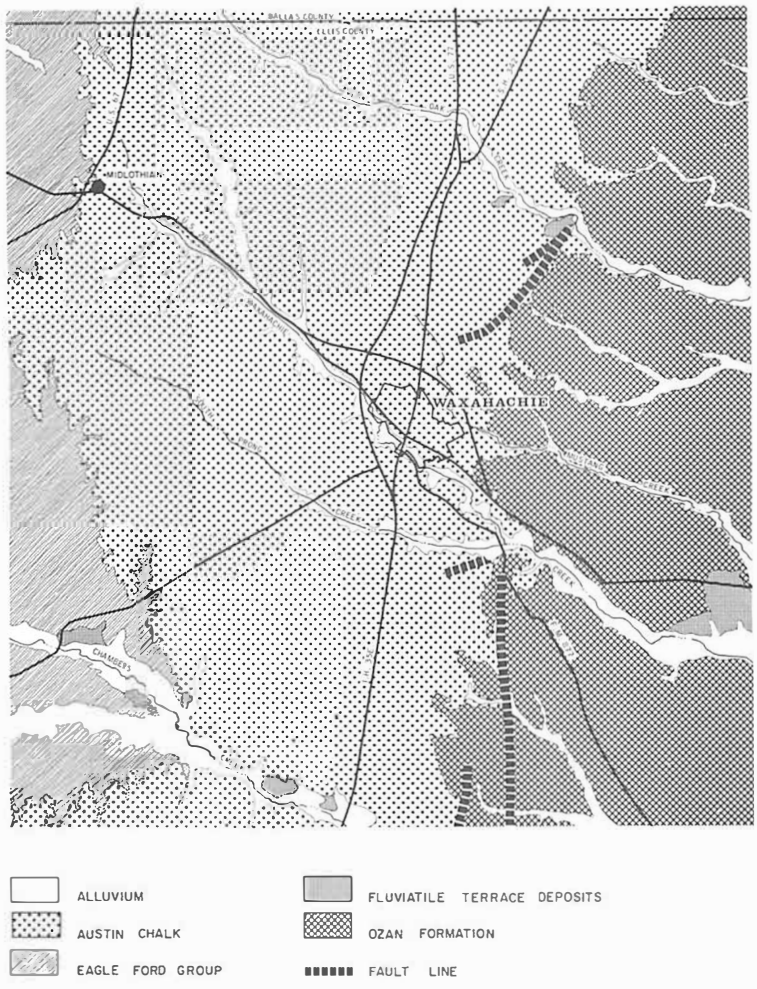


ILLUSTRATION 1
SURFACE GEOLOGY - WAXAHACHIE AREA

The Austin Group is generally cut into or overlaid along major stream valleys such as Waxahachie Creek by fluviatile terrace deposits of more recent origin. Despite the minor faulting conditions in the vicinity of Waxahachie, no petroleum production is known to exist in the area.

Farther east and southeast of Waxahachie in the Corsicana area more extensive faulting has been the basis for substantial oil production. The Austin Chalk which underlays Waxahachie is used as a raw product for the manufacture of cement and several cement plants are located along the edge of the Austin Formation in the Midlothian area.

SOILS

Waxahachie is located in the Blackland Prairie Region of Texas, an elongated area of the State extending from near San Antonio almost to the Red River. The blackland soils are divided into a series of types of which the Houston Black Clays are generally dominant. Much of Ellis County's soils are included in the Houston Blackland Clay type. Illustration 2 shows the relationship of the general soil types which exist in the Waxahachie Area.

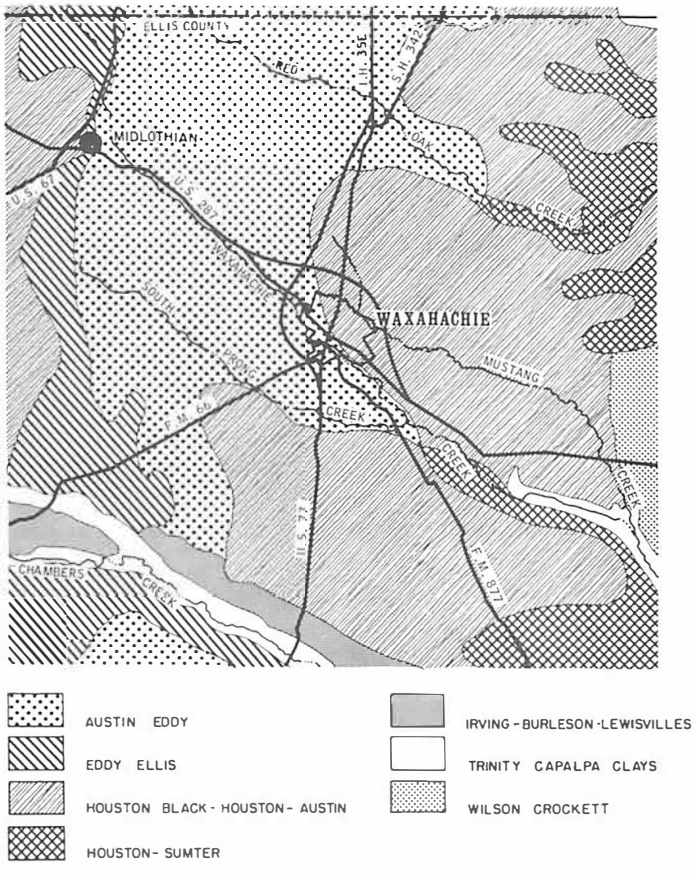


ILLUSTRATION 2
GENERAL SOIL GROUPS - WAXAHACHIE AREA

Generally, the soils divide through the center of the City on a northwest - southeast axis which tends to parallel the drainage system. On the east of the divide the Houston Black and Houston Austin soils are found and on the west the Austin-Eddy soils are located. The Austin-Houston-Black Clay Group is a gently sloping cultivated area while the Austin-Eddy soils are often referred to as "Whiterock land" and tend to have steeper gradients.

The Houston-Austin Clay Group cracks badly when dry and have a very large expansive characteristic when wet. The expansive and contractive characteristics of blackland soils resulting from moisture change create some building problems and problems with street and highway construction. In the cultivated areas the blacklands tend to silt the drainage systems and reduce their capacity. Where future subdivision occurs in cultivated blackland, it will be desirable to improve the natural drainage system and control erosion to assure that it has capacity to carry the surface water. In the areas which have not been subject to such extensive cultivation, such as those to the west of Waxahachie, the natural drainage system has developed in a mature manner and has not been subject to extensive silting. The generally tight nature of the blackland clay soils also tends to create problems for septic tank disposal systems, and urban type developments on blackland soils requiring such systems should be discouraged. There is a tendency for substantial development lacking sanitary sewers to occur northeast of Waxahachie. Usually such urban type developments on blackland soil become problems after a period of years, particularly in wet weather periods.

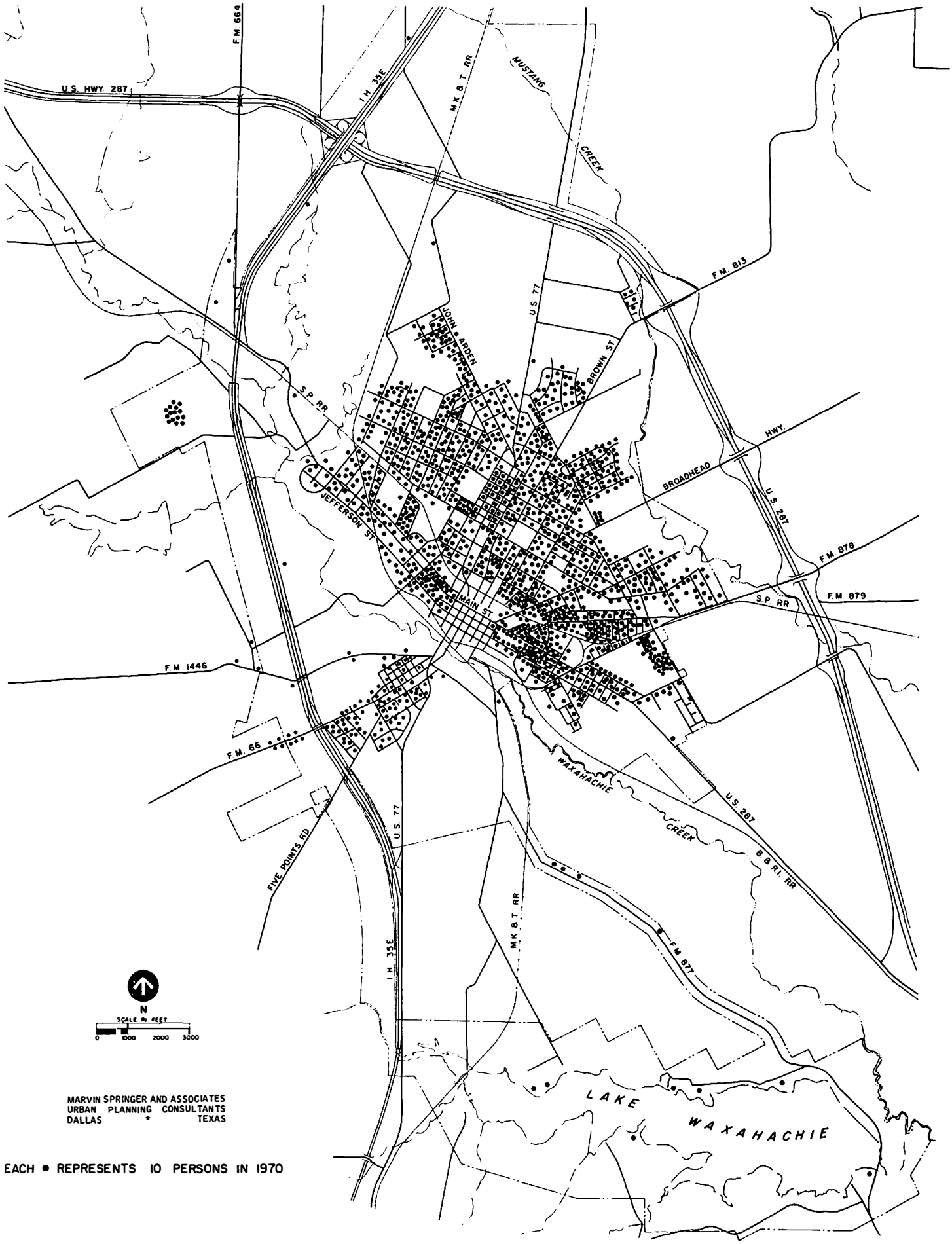
The gently rolling and well drained characteristics of the Waxahachie town site make it possible for urban development to expand in almost any direction provided urban utilities can be extended to such development. The most significant and constraining feature of Waxahachie's site, in terms of urban development, is the series of drainage systems running from northwest to southeast across the area which will influence the location and extension of sanitary sewers. It will be desirable to recognize the drainage systems and to attempt to confine urban development to logical locations within the systems which can be most economically and conveniently served with sanitary sewers.

POPULATION DISTRIBUTION

The distribution of population in Waxahachie, as of 1970, is shown by Plate 4 which indicates the general place of residence of the population on the basis of each dot representing 10 persons. The preponderance of the population of Waxahachie is located northeast of Waxahachie Creek and is generally centered in a semicircular radial arrangement around the Downtown Area. A relatively small portion of the population is located southwest of Waxahachie Creek and the preponderance of the people reside north and east of the Downtown Area. It is anticipated that the developing by-pass highway system which is indicated on Plate 4 will have a significant influence on the future population distribution. Comparison of population distribution shown on Plate 4 with the physical features of the site indicated by Plate 3 indicates that the preponderance of the existing population is located within the drainage system of Waxahachie Creek but is beginning to spread into the Mustang Creek area. Since 1970 there has been a strong tendency to expand residential development north to new Highway 287 Freeway and there is some tendency to extend beyond the freeway to the north and northeast.

The existing population distribution pattern of Waxahachie is fairly compact and results in a reasonably efficient urban arrangement. It will be desirable in the future to attempt to retain the type of population distribution arrangement which exists and to attempt to fill in the area between the by-pass freeway system and the existing development before significant growth expansion beyond the freeway system occurs.

Inasmuch as Waxahachie's residential development is predominantly of single-family type, the population distribution and the population density is fairly uniform throughout the developed area. The tendency for an increased amount of apartment construction will create more dense clusters of population in the future in various parts of the Community; however, the overall population distribution pattern is expected to continue at about the present density of from 5,000 to 6,000 persons per square mile of residential development. The extent to which the future population distribution will extend outward from the present compact arrangement depends upon the future growth of the Community.



WAXAHACHIE, TEXAS

EXISTING POPULATION DISTRIBUTION - 1970

PLATE 4

PROJECTED POPULATION AND EMPLOYMENT GROWTH

It has been indicated that Waxahachie has a complex relationship to the entire Dallas-Fort Worth Region and the future growth of the Community will be directly related to the growth and development of the Region. The population expansion will be influenced by the gains in employment both in the Region and in Ellis County and Waxahachie. It should be recognized that Waxahachie tends to be in competition with a number of other outlying communities in the Dallas-Fort Worth Urban Region for employment generating activities and for population. The quality of life and the general environmental character of the Community will have a major bearing upon the City's competitive position with other communities in the area.

The increasingly complex urban problems which are arising in the major urban centers of the Region have already created a tendency for migration to such outlying communities as Waxahachie. It is anticipated that the trend for migration to smaller communities in the Region will continue for some time and that Waxahachie will gain substantial population as a result of this trend. The provision of adequate desirable housing will also be a major influence on the rate of growth of the Community.

In considering the future population of Waxahachie it must be recognized that there is a tendency toward a change in family composition. The average size of a family in Waxahachie in 1950 was 3.12 persons, in 1960 the average family contained 3.05 persons and in 1970 the average family size was 2.95 persons. While some continued decrease in the family size is expected it is assumed that the in-migrants to Waxahachie in the future will tend to be in the younger family age group and that a moderate increase in children will result causing the average family size to remain at about 2.8 by 1990.

EMPLOYMENT

Any projection of future employment for Waxahachie involves a complex relationship with the Region on the basis of regional trends. Based upon the past performance of the Waxahachie Area, it is estimated that the future employment in the City will grow in accordance with Table 15.

TABLE 15

PROJECTED EMPLOYMENT
WAXAHACHIE, TEXAS - 1970 AND 1990

Type Employment	1970 Number of Employees	1970 Percent of Total	1990* Number of Employees	1990* Percent of Total
Manufacturing	1,518	27.0	4,275	28.5
Wholesale and Retail Trade	1,160	20.8	3,150	21.0
Transportation, Communication and Utilities	383	6.8	900	6.0
Finance, Insurance and Real Estate	287	5.1	975	6.5
Service and Government	1,751	31.2	4,590	30.6
Construction	367	6.5	1,050	7.0
Agriculture	148	2.6	60	0.4
Total Employees	5,614	100.0	15,000	100.0

* Estimated Employment 1990 by Marvin Springer and Associates

The employment estimates for 1990 include considerations of a number of changes including an increase in the employee-population ratio. In 1970 Waxahachie had 2.3 persons per local employee. By 1980 the ratio is expected to drop to 2.1 resident persons per employee and by 1990 to reach 2.0 persons per employee. The increase expected in working women and the trend to smaller families will create the change indicated.

Based upon the anticipated changes in employment and population composition the population of Waxahachie and Ellis County is expected to increase as follows:

Year	Employees	Population-Employee-Ratio	Estimated Population
WAXAHACHIE			
1970	5,614	2.3	13,452
1980	8,800	2.1	18,500
1990	15,000	2.0	30,000
2000	21,000	2.0	42,000
ELLIS COUNTY			
1970	18,564	2.5	46,638
1980	27,820	2.3	64,000
1990	44,000	2.1	92,500
2000	60,000	2.0	120,000

It is indicated that the employment should rise at a faster rate than the population to achieve the projected growth. The forecast shown by Table 15 indicates the basic employment growth desirable in Waxahachie and Ellis County to produce the population increase shown. The proximity to the Dallas-Fort Worth area provides considerable flexibility in the actual employment required to produce the projected growth as long as the living environment of Waxahachie and the County is maintained at a competitive or superior level.

The population and employment projections indicated represent a reasonable assessment of Waxahachie's growth potential. The changes in the number of people, the characteristics of the population, the income level and other factors have an influence on the type of Community structure which will evolve. Planning for Waxahachie's future should take cognizance of all the changes outlined in order to meet future Community needs and assure that the Community will continue to benefit both from its historical heritage and its future potential.

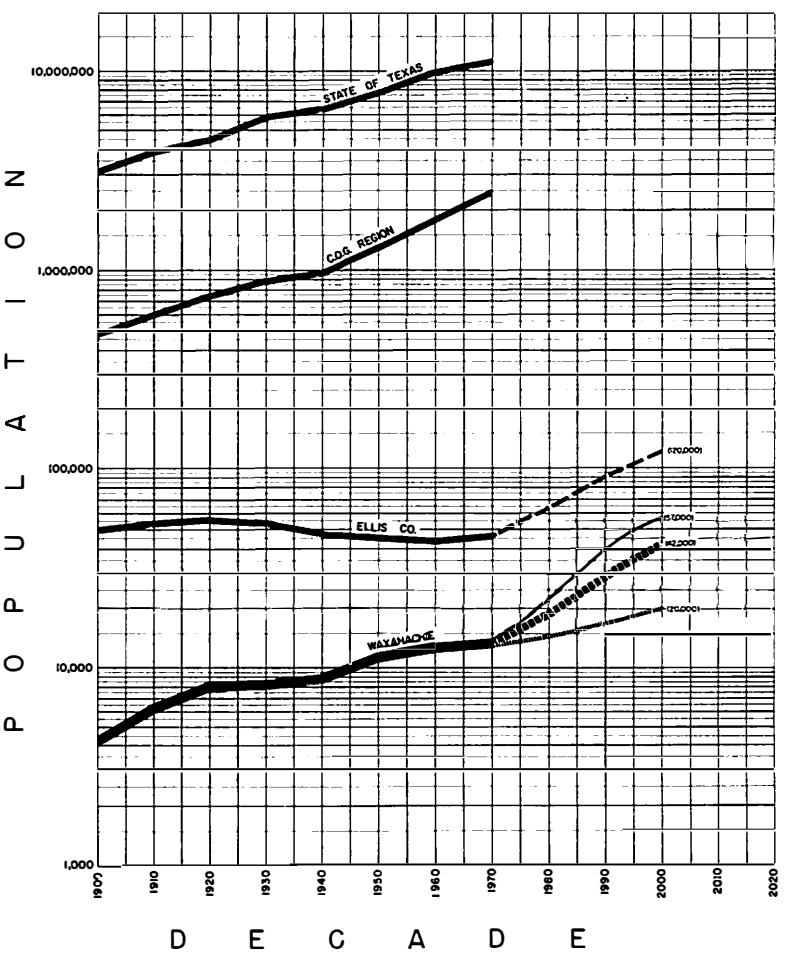


ILLUSTRATION 3

PAST POPULATION GROWTH
AND
FUTURE POPULATION
PROJECTIONS

WAXAHACHIE, TEXAS

The actual growth of Waxahachie can vary within a reasonable range depending upon a number of local and regional variables. Illustration 3 shows graphically the Waxahachie range of growth change resulting from the variables. The following illustrates the range from a low growth rate to a high rate.

Year	(A) Median Estimate For Planning	(B) Low Growth Rate	(C) High Growth Rate
1970	13,452	13,452	13,452
1980	18,500	14,500	22,500
1990	30,000	17,000	40,000
2000	42,000	20,000	57,500

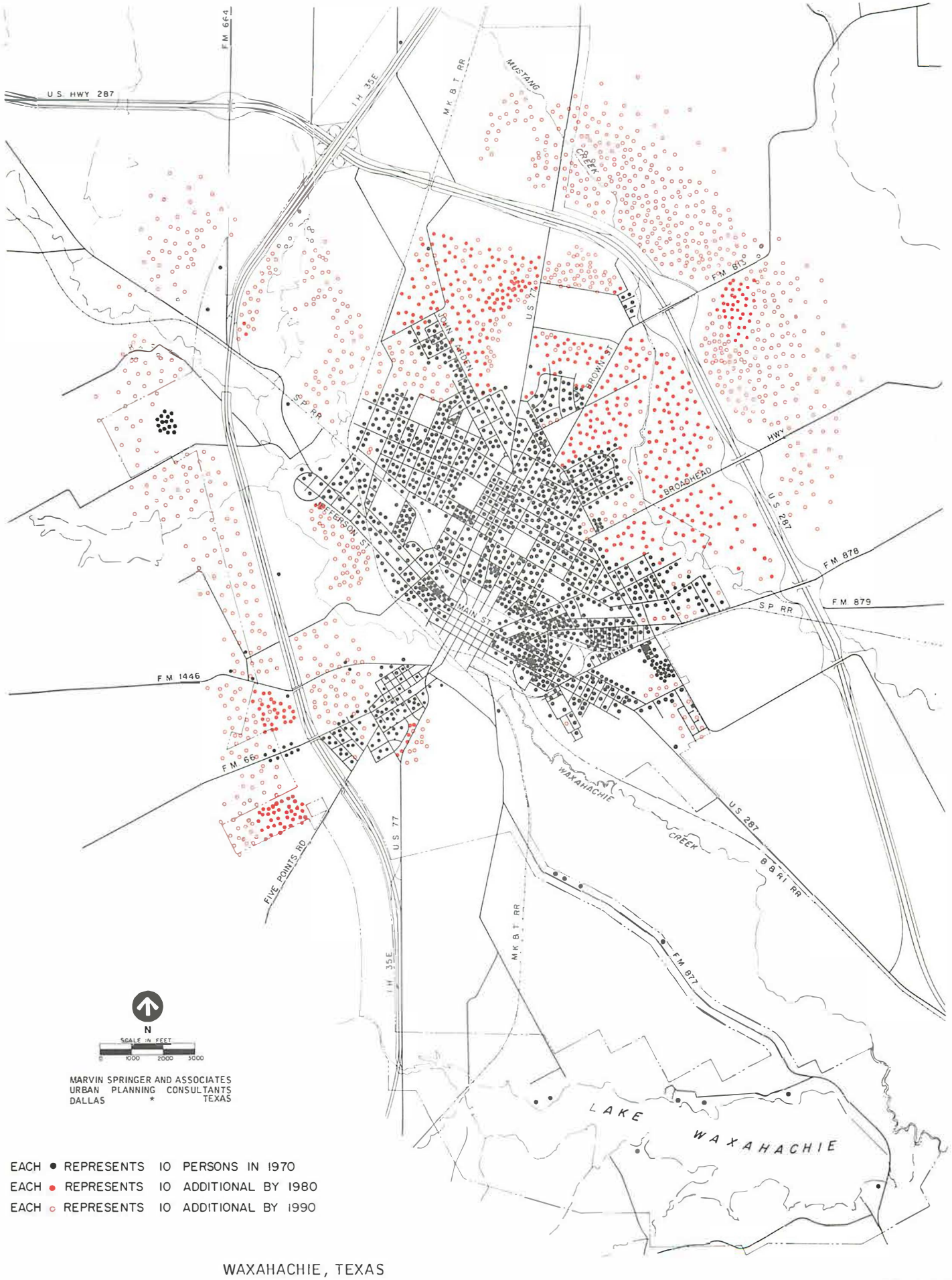
FUTURE POPULATION DISTRIBUTION

Plate 5 shows the anticipated distribution of the 18,500 people projected for Waxahachie in 1980 and the 30,000 people estimated for 1990. The preponderance of the residential expansion in Waxahachie is expected to take place inside the by-pass freeway system until about 1980. After 1980 substantial development is anticipated outside the freeway system.

It will be desirable to encourage as complete a development as possible inside the freeway system for reasons of economy of service and to achieve a fuller return on utility investments. Some future residential development is expected to take place west of Interstate Highway 35E as shown by Plate 5. If the development does not cross the highway, it can be expected that there will be a major additional expansion northward along U.S. Highway 77.

The trend toward industrial development northward between Interstate Highway 35E and U.S. Highway 77 will tend to restrict residential expansion northward and to shift the emphasis in a northeasterly direction probably into the Grove Creek drainage area. Some residential development to the south of the Downtown Area is indicated but is expected to be a minor part of the overall growth. Any trend for residential development to the south should be encouraged in order to achieve a more even population distribution around the Downtown Area.

The population distribution pattern to 1990 illustrated by Plate 5 conceives of a fairly compact and efficient arrangement and generally recommends the utilization of those areas most appropriate for residential development for such purpose. Future utility and service planning should recognize the population distribution concept shown by Plate 5.



WAXAHACHIE, TEXAS

FUTURE POPULATION DISTRIBUTION

PLATE 5

LAND USE

An increasing urban population in Waxahachie will demand expanding amounts of land to provide space for housing, businesses, industry, recreation, transportation and other forms of urban use. The conversion of rural or vacant land to urban use through subdivision, building or allocation of urban activities is a very important act which influences the economy and the future character of the Community. In Waxahachie, it is evident that major conversion of rural land to urban use can be expected during the next two decades.

To a considerable degree the character, efficiency and general future quality of Waxahachie will be determined by the relationship of the various forms of urban land use that evolves. The demand for streets, sanitary sewer, water supply, fire and police protection and the many other services required in urban areas will be determined by the magnitude and relationship of the various forms of urban land use in the Waxahachie Area. Determination of the nature, location and extent of existing and future urban land use is essential to all urban planning efforts which are intended to shape a convenient, functional, economical and environmentally pleasant community.

For the purposes of determining the extent, type and location of existing land use in the Waxahachie Area, a parcel by parcel land use survey was conducted. Each parcel of property within the corporate limits and in the fringe around the corporate limits was examined and the type and extent of use found thereon was recorded and mapped. The use of each parcel of land was classified into one of several general land use categories. The categories to which the various land uses were allocated are summarized by the following list:

RESIDENTIAL USES

Single-Family Residences - One-Family units and their accessory buildings.

Two-Family Residences - Two-Family units and related accessory buildings.

Multiple-Family Residences - Apartments, rooming houses and accessory buildings.

Mobile Homes - Trailer houses and other relocatable housing.

RETAIL USES	Stores, Shops, Offices and Service Uses.
COMMERCIAL USES	Building Material Yards, Garages, Machinery Yards and Warehouses.
INDUSTRIAL USES	Light Industrial - Storage and light processing uses.
	Heavy Industrial - Heavy processing, salvage yards, etc.
PARKS AND OPEN SPACE USES	Playgrounds, Playfields, Parkways and Recreational Areas.
PUBLIC AND SEMI-PUBLIC USES	Schools, Churches, Cemeteries, Hospitals and Other Institutions.
TRANSPORTATION USES	Railroad Rights-of-Way, Yards and Switching Facilities, Highway, Street and Alley Rights-of-Way and Airports.
VACANT OR AGRICULTURAL LAND	Land not found under use for urban purposes.

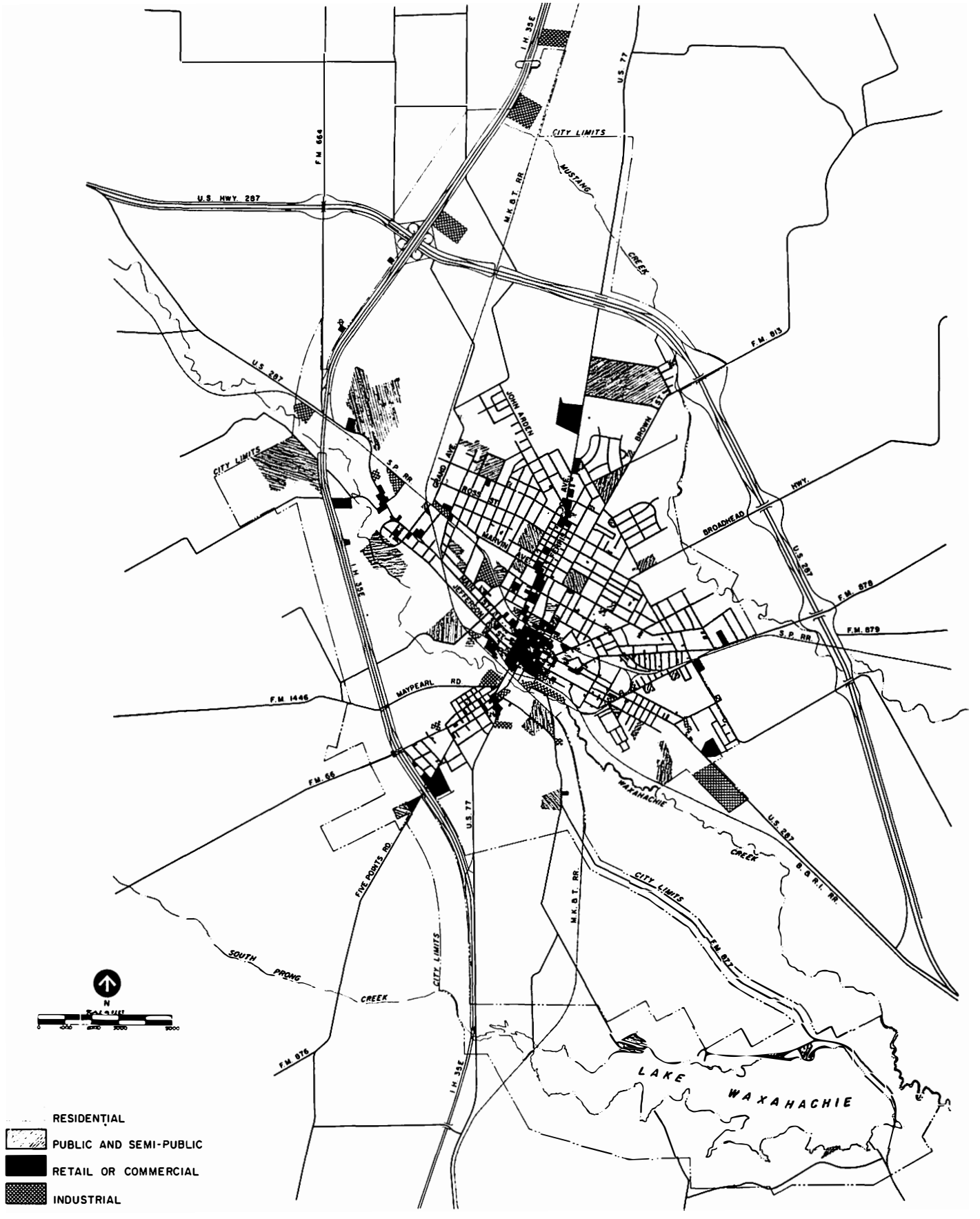
Major areas of water surface are also indicated on the land use map.

EXISTING LAND USE RELATIONSHIPS

The arrangement of existing land use in Waxahachie is shown by Plate 6. The total area within the city limits consists of approximately 8,800 acres including the land around Lake Waxahachie and the water surface of the Lake. The various types of land uses outlined in the survey are shown graphically on Plate 6 and vacant and agricultural land has no symbol.

With the exception of two large trailer park areas and some scattered residential development, the major residential areas of Waxahachie are located north and east of Waxahachie Creek and the Downtown Area. The residential use pattern is fairly compact in the north and northeast and is tending to expand toward the new U.S. Highway 287 by-pass. The large mobile home areas are indicated as residential though the large areas developed were not fully occupied by mobile homes at the time of the survey.

The major concentrations of retail and commercial uses are in the Downtown Area and extend northward along Ferris Avenue and include the new shopping center on the west side of U.S. Highway 77. The relationship of the Downtown Area to the residential development is significant in that the



WAXAHACHIE, TEXAS

EXISTING GENERAL LAND USE

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PLATE 6

Downtown Area tends to be on the southwestern edge of the preponderance of the residential development rather than in the center. The off-center relationship of the Downtown Area will tend to create increasing competition in the future and indicates the importance of action to improve the character and quality of business environment in the Downtown Area.

Industrial uses in Waxahachie are generally related to the railroad system and to the major highways. The original and older industrial development tended to locate southwest of the residential development in general relation to the railroads and Waxahachie Creek. The more recent industrial development tends to extend north along Interstate Highway 35E and there is some industry developing in the eastern part of the Community along the right-of-way of U.S. Highway 287 by-pass. The general relationship of industrial sites in Waxahachie is considered to be a desirable one and because of the extensive development of the highway system, substantial quality industrial frontage exists on the highways and provides an excellent opportunity for future expansion.

Public and semi-public uses are indicated at various locations on the land use map and the larger ones consist of such areas as the Country Club, the Presbyterian Orphans Home, the schools and some of the larger church sites. Generally, public and semi-public uses are of the type which serve people and are, therefore, usually scattered throughout the community much in accordance with the pattern which exists in Waxahachie at the present time.

The substantial amount of vacant and agricultural land which surrounds Waxahachie is one of the most significant characteristics of the present state of the Community's development. The City obviously has ample room for growth and no competitive municipal areas exist at the present time in the vicinity of Waxahachie. It will be desirable to retain Waxahachie as the single dominant urban community in the area and to oppose the creation of adjacent suburban incorporated communities. At the present time the only location in the immediate Waxahachie Area where a possibility of future incorporation might be created is along Grove Creek south and east of U.S. Highway 77 where a number of substantial single-family residences have been constructed in recent years. "Room to Grow" will become an increasingly important asset in the Dallas - Fort Worth Region and Waxahachie appears to have major growth opportunities. The conversion of the presently rural land surrounding Waxahachie

to urban uses offers a unique opportunity for the City to guide its future so as to become a Community of efficiency and quality.

AREAS OF EXISTING LAND USE

There are approximately 8,800 acres of land within the corporate limits of the City of Waxahachie of which 2,855 are developed with some form of urban use. The Lake Waxahachie reservation accounts for an additional 1,273 acres and the remaining area in the City is vacant or in agricultural use. The vacant and agricultural land amounts to 53.2 percent of the total area within the corporate limits.

TABLE 16

EXISTING LAND USE
WAXAHACHIE, TEXAS - 1971

Land Use Category	Acres of Developed Area	Percent of Developed Area	Percent of Total Area
Single-Family Residence	860.25	30.1	9.8
Two-Family Residence	35.77	1.3	0.4
Multiple-Family Residence	16.74*	0.6	0.2
Mobile Home Residence	119.92**	4.2	1.4
Retail	66.96	2.3	0.7
Commercial	73.77	2.6	0.8
Light Industry	64.96	2.3	0.7
Heavy Industry	43.04	1.5	0.5
Railroad Right-of-Way	131.19	4.6	1.5
Park Land	46.36	1.6	0.5
Public and Semi-Public Area	358.35	12.6	4.1
Street and Alley Right-of-Way	1,037.68	36.3	11.8
Total Developed Area	2,854.99	100.0	32.4
Lake Waxahachie Reservation	1,273.30	-	14.4
Vacant and Agricultural Land	4,671.91	-	53.2
Total	8,800.20		100.0

* 7.1 acres of multiple-family residence and 23.5 acres single-family residence added since 1970.

** Occupancy of mobile home parks variable - at time of survey only 5.94 acres were in use.

Table 16 shows the area tabulation of the various land use categories in Waxahachie as of the time of the land use survey. The largest single category of land use is street and alley right-of-way which accounts for 36.3 percent of the total developed area. The high percentage of the Community

devoted to street and alley space is accounted for by the two major freeways which are located within the City and the generally small block pattern of much of the originally developed part of Waxahachie.

The second largest land use category is single-family residence which accounts for 30.1 percent of all the developed area of the Community. Two-family residence and multiple-family residence account for a relatively small portion of the total developed area of the Community. When all forms of residential use including mobile homes are combined, residential uses account for 36.3 percent of the total developed area of the City.

LAND USE - POPULATION RELATIONSHIPS

As a basis for evaluation and comparison, the land use areas in Waxahachie were related to population to provide an indication of the number of acres of land use in each category per 100 residents. The land use - population relationships are shown by Table 17. A total of 21.22 acres of developed land is used in Waxahachie per 100 persons and in McKinney it was found that 21.76 acres is used per 100 persons indicating the surprisingly close relationship of population to urban land use which is found in most cities.

TABLE 17

LAND USE RELATED TO POPULATION

WAXAHACHIE, TEXAS - 1971

Land Use Category	Acres Used	Acres Used Per 100 Persons
Single-Family Residence	860.25	6.39
Two-Family Residence	35.77	0.27
Multiple-Family Residence	16.74	0.12
Mobile Home Residence	119.92	0.89
Retail	66.96	0.50
Commercial	73.77	0.56
Light Industry	64.96	0.48
Heavy Industry	43.04	0.32
Railroad Right-of-Way	131.19	0.98
Park Land	46.36	0.34
Public and Semi-Public Area	358.35	2.66
Street and Alley Right-of-Way	1,037.68	7.71
Total Developed Area	2,854.99	21.22
Lake Waxahachie Reservation	1,273.30	9.47
Vacant and Agricultural Land	4,671.91	32.50
Total Area in City	8,800.20	63.19

It is possible, through such comparison and by making adjustments for anticipated changes, to project with reasonable accuracy the amount of land required for future population by evaluating each type of land use and making appropriate adjustments for the future. As further indication of the close relationship of urban land to population, a land use survey in the City of Corsicana indicated 21.86 acres of urban land use per 100 persons.

It is anticipated that various categories will change slightly as a result of current trends. For example, it is expected that a somewhat higher ratio of apartment development can be anticipated in the future in Waxahachie. Likewise, a greater amount of land for industrial use is proposed; however, railroad right-of-way is not expected to increase significantly except as a result of the extension of lead tracks from the existing rail system to serve industry or by the addition of land containing existing railroad right-of-way to the corporate limits. The high percentage of developed land in street and alley use in Waxahachie is expected to decrease in the future as a result of more efficient subdivision of land. The existing park area, which is relatively low in Waxahachie, is expected to be increased substantially in the future and minor changes are expected in the amount of public and semi-public land developed in the future.

PROJECTED LAND USE REQUIREMENTS

The basis for future land use requirements in Waxahachie for the years 1980 (18,500 people), 1990 (30,000 people) and the year 2000 (42,000 people) is shown by Table 18. Comparisons are made between the existing acres used per 100 persons for each land use category and the acres projected for future use in the various categories.

For simplification and in recognition of recent technological trends, industry is listed as a single category and a substantial increase in the amount of land devoted to industrial use per 100 persons is indicated. The amount of land in single-family residence per 100 persons is reduced slightly to recognize an increase in apartment development and the possible increase in modular type housing which is represented by mobile homes at the present. The amount of land devoted to retail use per 100 persons is expected to remain basically the same as at present at 1/2 acre per 100 persons. Railroad right-of-way will decrease and the substantial gain in park land to approximately 1 1/2

acres per 100 persons is proposed. The addition of new schools, churches and similar public and semi-public facilities is expected to add to the amount of land required in this category. A particularly significant decrease is indicated for street and alley rights-of-way primarily because of the proposed greater efficiency in the design of street and alley space. The overall amount of land required per 100 persons in the future is expected to be slightly below that existing at present or at approximately 20.7 acres per 100 persons. The actual projections shown by Table 18 do not allow for the normal amount of vacant land and agricultural land and land held by owners who do not desire to develop at any given period of time within the City.

TABLE 18

PROJECTED LAND USE REQUIREMENTS
WAXAHACHIE, TEXAS

Land Use Category	Existing Acres Per 100 Persons	Future Acres Per 100 Persons	Existing Acres In Use	Future Land Requirements 1980 Population 18,500	1990 Population 30,000	2000 Population 42,000
Single-Family Residence	6.39	6.60	860.25	1,221.0	1,980.0	2,772.0
Two-Family Residence	0.27	0.20	35.77	37.0	60.0	84.0
Multiple-Family Residence	0.12	0.35	16.74	64.7	105.0	147.0
Mobile Home Residence	0.89	0.20	119.92*	37.0	60.0	84.0
Retail	0.50	0.50	66.96	92.5	150.0	210.0
Commercial	0.56	0.50	73.77	92.5	150.0	210.0
Light Industry	0.48	1.50	108.00	277.5	450.0	630.0
Heavy Industry	0.32					
Railroad Right-of-Way	0.98	0.40*	131.19	138.0	150.0	168.0
Park Land	0.34	1.50	46.36	277.5	450.0	630.0
Public and Semi-Public Area	2.66	3.00	358.35	555.0	900.0	1,260.0
Street and Alley Right-of-Way	7.71	6.00	1,037.68	1,350.0	1,800.0	2,520.0
Total Developed Area	21.22	20.75	2,854.99*	4,142.7	6,255.0	8,715.0

* The area actually occupied by mobile homes is substantially below the area developed for such purpose.

By adding the contingency and reasonable vacant land factor, the actual land requirements for Waxahachie at the periods of time indicated by Table 18 would be as follows:

Year	Population	Specific Use	Reservation	Vacant and Contingency	Total City Area
1980	(18,500 people)	4,142.7 acres	1,273.3 acres	4,184.0 acres	9,600.0 acres
1990	(30,000 people)	6,255.0 acres	1,500.0 acres	4,245.0 acres	12,000.0 acres
2000	(42,000 people)	8,715.0 acres	1,800.0 acres	4,485.0 acres	15,000.0 acres

The tabulation allows for the Lake Waxahachie area and for other possible similar open space developments on the fringe of the City which may be publicly owned. By providing for a reasonable vacancy

and contingency factor, it is indicated that there should be an approximate 20 percent expansion of the corporate limits by 1980 and a 50 percent increase by 1990 from the current area and that by the year 2000 at least double the amount of area presently within the City should be available for urban use. The manner in which the existing and future areas within the City are planned and used will have a major bearing upon the efficiency and character of the Community.

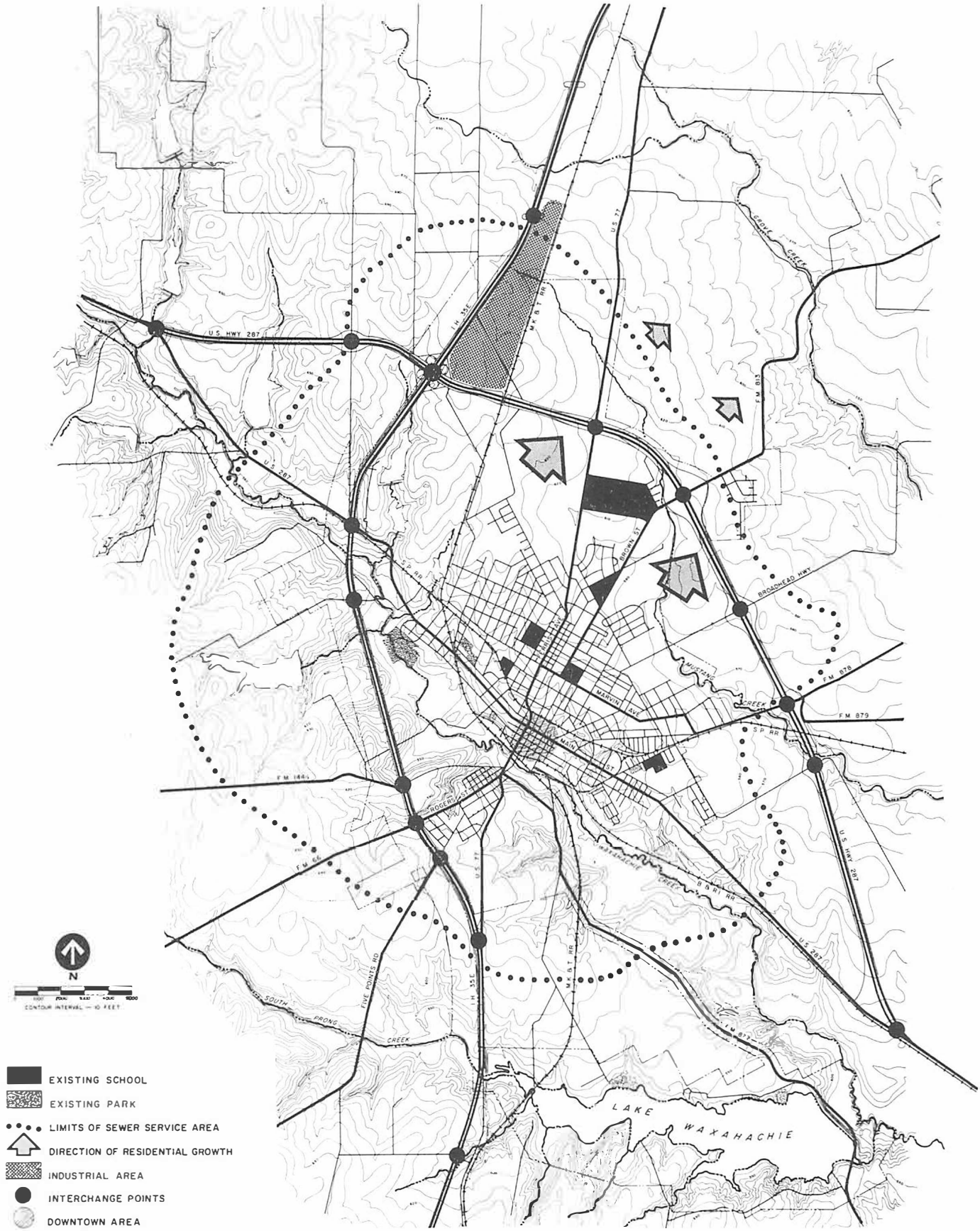
PHYSICAL FACTORS INFLUENCING FUTURE LAND USE

The physical features of Waxahachie's site, both natural and man-made, which will influence the future pattern of land use are shown by Plate 7. Among the most significant elements influencing future land use are the highway and street arrangements and in particular the location of the various interchanges on the highway system. There will be a strong tendency for nonresidential development, particularly of the commercial and retail type, to relate to the highway frontage and in particular to the interchange locations. The combination of highway access and rail access will influence industrial location especially along Interstate Highway 35E north of the City. Parks and schools also will influence development, particularly residential development, as such facilities are forms of service to residential areas. The area which can be served by sanitary sewers is also shown on Plate 7 and the arrows indicate the anticipated direction of residential growth in the Community.

The Grove Creek drainage system north and east of the new State Highway 287 will create sanitary sewer demands in a separate drainage system. The creek and drainage systems illustrated on the Physical Factors Map (Plate 3) will also have a major influence on development inasmuch as the drainage system will be related to the economy of utility system extensions.

Currently, there is a strong trend for both industrial, residential and retail growth northward from the central part of the City and this trend is expected to continue. It will be desirable to encourage a more balanced pattern by the eventual extension of residential development to the east and to the south as a matter of public policy.

The future land use projections shown by Table 18 will be influenced as to location by the various features illustrated by Plate 7. In order to provide a realistic basis for the Future Land Use Plan,



WAXAHACHIE, TEXAS

FACTORS INFLUENCING LAND USE

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PLATE 7

both the projections of Table 18 and the elements influencing land use shown by Plate 7 should be recognized.

The Future Land Use Plan is shown by Plate 30 along with the other structuring features of the Community such as thoroughfares and parks and open space. The information presented by Table 18 and Plate 7 will be helpful in decisions concerning future zoning of land. It is suggested that the area requirements indicated particularly for retail, commercial and apartment use be recognized as guides and that at no point in time should the amount of desirable land for either the retail, commercial or multiple-family use significantly exceed the projections.

The opportunity for continuing guidance of the land use pattern is illustrated by the area changes which occurred between 1960 and 1971 in land use. The following compares the general land use data for 1960 with the data from the recent land use survey.

Category	Acres Used-1960	Acres Used-1971	Acres Used-Gain
Residential Use	819.2	1,032.68	213.48
Retail and Commercial Use	76.7	140.73	64.03
Industrial and Railroad Use	151.1	239.19	88.09
Public and Semi-Public Use	168.5	358.35	189.85
Park Use	37.0	46.36	9.36
Street and Alley Use	458.2	1,037.68	579.48
Total Developed Land	1,710.7	2,854.99	1,144.29

The substantial gain in developed urban land in Waxahachie indicated by the tabulation results from several changes. A substantial area was annexed to the City soon after the 1960 land use survey and this action added major areas of highway right-of-way and railroad right-of-way. The more recent influence of the close proximity to Dallas and Fort Worth is also apparent in the rapid land use changes of the last five years. The large new high school site and other uses such as new churches were added to the public and semi-public land inventory. Future land use changes are expected to be more rapid than the experience of the past decade; offering a significant opportunity for building major new sections of Waxahachie in accordance with an overall plan.

THOROUGHFARES, VEHICULAR CIRCULATION AND TRANSPORTATION

The preponderance of Waxahachie's recent development has been related to the highways which connect the City with other communities of the Region. Interstate Highway 35E has become a significant factor in industrial development in the Community and U.S. Highway 287 by-pass, which is not complete, is having an early major influence upon land use in the Community. Transportation facilities, initially in the form of railroads and later as highways, have long influenced Waxahachie's development. The crossroad relationship of both the highway and the railroads account for Waxahachie's evolvement as an important urban community. There should be continued emphasis on transportation facilities to assure the retention of Waxahachie's favorable relationship to the urban region.

It is essential that a thoroughfare system be developed in Waxahachie that is capable of handling the expanded vehicular traffic volumes which future growth will create and which will provide convenient access to the various areas of the Community which are expected to become urban in the future. Because Waxahachie is part of a complex urban region, which covers much of North Central Texas, the traffic movements in the area will be both internal (local within the City) and external (movements through or around the area for some other destination). Interstate Highway 35E and U.S. Highway 287 are designed and intended to carry a very large volume of the external movements.

The future thoroughfare system in Waxahachie must recognize and utilize existing features of the present street system. The future thoroughfare system must also be designed to accomplish the following objectives:

1. Provide a structural framework for future growth and development which allows for the creation of logical community units bounded by high capacity efficient major thoroughfares.

2. Minimize the traffic through developed and yet to be developed residential areas with particular consideration for the various proposed neighborhood units.

3. Provide right-of-way, pavement, alignment and intersection standards capable of handling future traffic volumes.

4. Provide a guide for the expenditure of funds on major streets and highways to meet future growth demands and required additions to the thoroughfare system.

5. Provide a guide to the subdivision of land and a basic framework for the organization of urban land use in the Community.

6. Create a concept around which all agencies responsible for the thoroughfares in the Waxahachie Area (the State, County and City) can coordinate their development efforts.

The present status of thoroughfare development in Waxahachie is largely the result of past Community efforts and the existence of a thoroughfare plan prepared ten years ago. The location of U.S. Highway 287 by-pass is a direct result of the former thoroughfare planning effort and of the significant Community effort to achieve major highway projects for the Waxahachie Area. As a result of the previous planning effort, the basic elements of a major thoroughfare system exist in Waxahachie today. It is the purpose of this study to review the existing status of highway planning and development and to recommend changes and additions in accord with the current and projected development status of the Community.

VEHICLE REGISTRATION AND TRAFFIC

The degree to which traffic is likely to increase in Waxahachie, in the future, is indicated by the trends in vehicle registration and related traffic volume factors. The following indicates the trends and projections for vehicle registration:

1. ELLIS COUNTY - Vehicle ownership in Ellis County has been increasing in recent decades at a much more rapid rate than the population. The following table indicates the previous trend in vehicle registration in the County and illustrates the changes that have taken place during the past two decades. Vehicle registration data is only available for counties; however, Waxahachie's growth has had a significant influence on the change indicated by Table 19.

   Passenger vehicle registration increased between 1950 and 1960 by approximately 7,000 vehicles in Ellis County. In the 30 year period since 1940, the total annual

number of vehicles of all types registered in Ellis County had nearly tripled.

TABLE 19

ELLIS COUNTY VEHICLE REGISTRATION
1940 - 1970

Year	Population	Passenger Vehicles	Commercial Vehicles	Other Vehicles	Total Registration	Persons Per Passenger Vehicle
1940	47,733	-	-	-	11,576	-
1950	45,645	13,758	3,102	447	17,307	3.31
1960	43,395	15,314	4,253	1,227	20,794	2.83
1970	46,638	20,553	7,461	3,780	31,794	2.12

The ratio of persons to motor vehicles shown by Table 20 provides an indication of the affect that the increasing population will have on vehicle registration. The ratio of people to motor vehicles has decreased steadily, and it can be anticipated that the ratio in the future will approach 1 passenger vehicle for each 2 persons in the County.

TABLE 20

PROJECTED VEHICLE REGISTRATION
CITY OF WAXAHACHIE

Year	Population	Passenger Vehicles	Commercial and Other Vehicles	Total Registration	Persons Per Passenger Vehicle
1970	13,452	6,200	3,000	9,200	2.12
1980	18,500	9,250	4,100	13,350	2.0
1990	30,000	15,000	7,200	22,200	2.0
2000	42,000	21,000	10,000	31,000	2.0

In 1970 there was a ratio of 1 passenger vehicle for each 2.12 persons in the County. Changes which are occurring in the composition of the population tending toward a greater number of adults will cause an increase in the number of vehicles per unit of the population; however, the rising cost of motor vehicle operation and the possibility of some restriction on motor vehicle fuel will probably act against the tendency for an increased number of vehicles resulting in only a moderate change from the present level.

2. CITY OF WAXAHACHIE - The total Ellis County passenger vehicle registration in 1970 was 20,553 vehicles. Of the total registration the City of Waxahachie is

estimated to have accounted for approximately 30 percent or about 6,200 passenger vehicles. The total vehicle registration for the City of Waxahachie including all types was approximately 9,000 in 1970. Despite problems related to present automobile operation, it is expected that the result of increased population and automobile usage in Waxahachie will be an approximate tripling of the number of motor vehicles which are locally owned and which will be using the streets of the Community in the future.

Presently, it is estimated that approximately 5 vehicle trips are made daily for each passenger vehicle in the Community, resulting in over 31,000 vehicle trips daily on the local streets. About 70 percent of the passenger vehicle trips made in the Community have the home or place of residence as either the point of trip origin or the destination of the vehicle trip. The development of new residential areas will be a major contributor to expanded traffic in the Waxahachie Area in the future.

EXISTING TRAFFIC VOLUMES

The volume of traffic moving daily on the basic arterial street system in the Waxahachie Area (as of 1970) is shown by Illustration 4. The largest recorded volume on any thoroughfare in the area is found on Interstate Highway 35E immediately north of the U.S. Highway 287 by-pass intersection. The trend of traffic volume increase on Interstate Highway 35E is revealed by comparison with the volumes which existed on the same facility 10 years ago. The maximum volume on Interstate Highway 35E ten years ago was 5,050 vehicles daily at the point where 13,160 vehicles are now found. In the central segment of the Interstate Route below the new U.S. Highway 287 interchange, the volume in 1963 was 3,670 vehicles daily. Currently, the volume at the same location exceeds 11,000 vehicles daily. Over the ten year period of operation, the traffic volume on Interstate Highway 35E has doubled and even tripled indicating the significance of the facility as a connector from Waxahachie to other parts of the State and Region. Interstate Highway 35E must be recognized as one of the most important highways in the State and of major significance to Waxahachie.

Other existing vehicle traffic volumes worthy of note include existing U.S. Highway 287 in the

vicinity of the Downtown Area where a volume of nearly 8,000 vehicles a day are found and Marvin Avenue where up to 7,800 vehicles move daily. Ferris Avenue also has high traffic volume and has experienced moderate increases over the past decade. In 1963, 8,800 vehicles daily were moving on Ferris Avenue as contrasted to a peak condition at the current time found just north of Marvin Avenue of 11,840 vehicles daily.

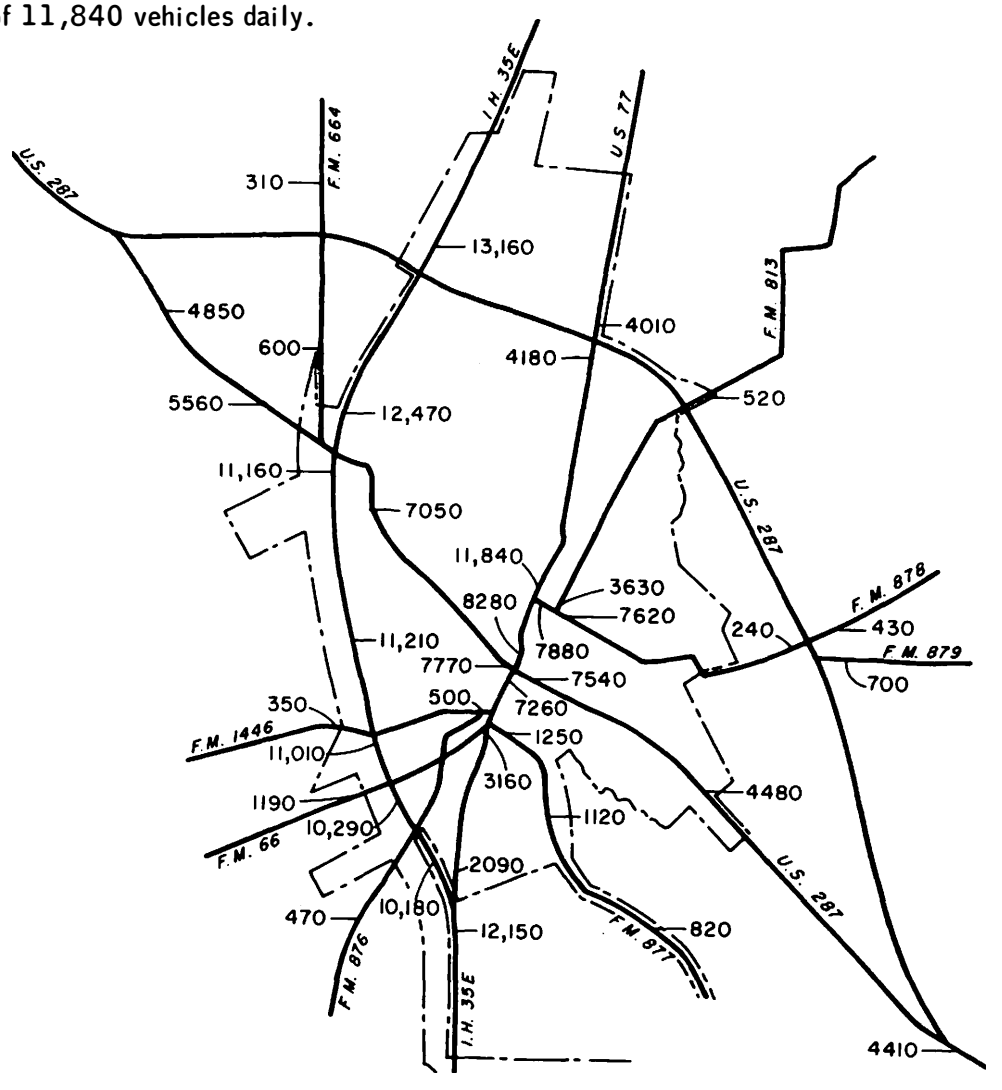

ILLUSTRATION 4

AVERAGE ANNUAL 24 HOUR TRAFFIC VOLUME
WAXAHACHIE, TEXAS - 1970

Comparison of the traffic volumes on Illustration 4 with the existing population distribution shown by Plate 4 will indicate the relationship of urban population to traffic volumes. Those thoroughfares which are directly related to the place of residence of the preponderance of the people in Waxahachie are those which show the largest volumes.

EXISTING STREET PATTERN

The original layout of Waxahachie provided a grid street pattern creating blocks generally 200 feet square. The original streets were generally north-south and east-west in direction, but there is a variation of several degrees in the original street alignment from the cardinal points of the compass. The location of the railroad lines in Waxahachie appears to have influenced the continuity of the original street system and caused many of the streets to be dead end and discontinuous (See Plate 8).

Very few streets cross the railroads or Waxahachie Creek to the west and to the southwest of the Downtown Area. There is a general lack of continuity in most of the street system and it must be concluded that many of the local streets were laid out for the convenience of the landowners with no consideration for a basic overall street pattern or for the differentiation of a street system into a functional arrangement of major and minor streets and thoroughfares. Some streets such as Marvin Avenue appear to have been part of an overall plan but the continuity and alignment of the street was discontinued at the edge of the developed area with the result that the discontinuity prevents the street from functioning efficiently as a major traffic artery. Intersection jogs and offsets along with dead end streets complicate the development of an orderly street pattern in Waxahachie.

The interchange points on thoroughfares crossing Interstate Highway 35E and U.S. Highway 287 tend to predetermine the significance of a number of thoroughfares such as Brown Street, Broadhead Highway, F.M. 878, Five Points Road and F.M. 66. Most of the streets which have interchanges with the freeways have continuity extending into the area beyond the freeway by-pass system and must be recognized as the arteries which will connect the future urban development outside of the by-pass system with that which takes place inside the system. The location of the interchange points with the by-pass freeway system is generally in accord with the 1963 Thoroughfare Plan for Waxahachie and the interchange points tend to fix certain thoroughfares as major arteries for future development.

One of the most important functions of a Major Thoroughfare Plan is the designation of certain streets for improvement to a high standard as major arteries. The major thoroughfares designated by the Thoroughfare Plan are those on which the preponderance of the funds for thoroughfare improvement

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EXISTING STREET PATTERN

PLATE 8

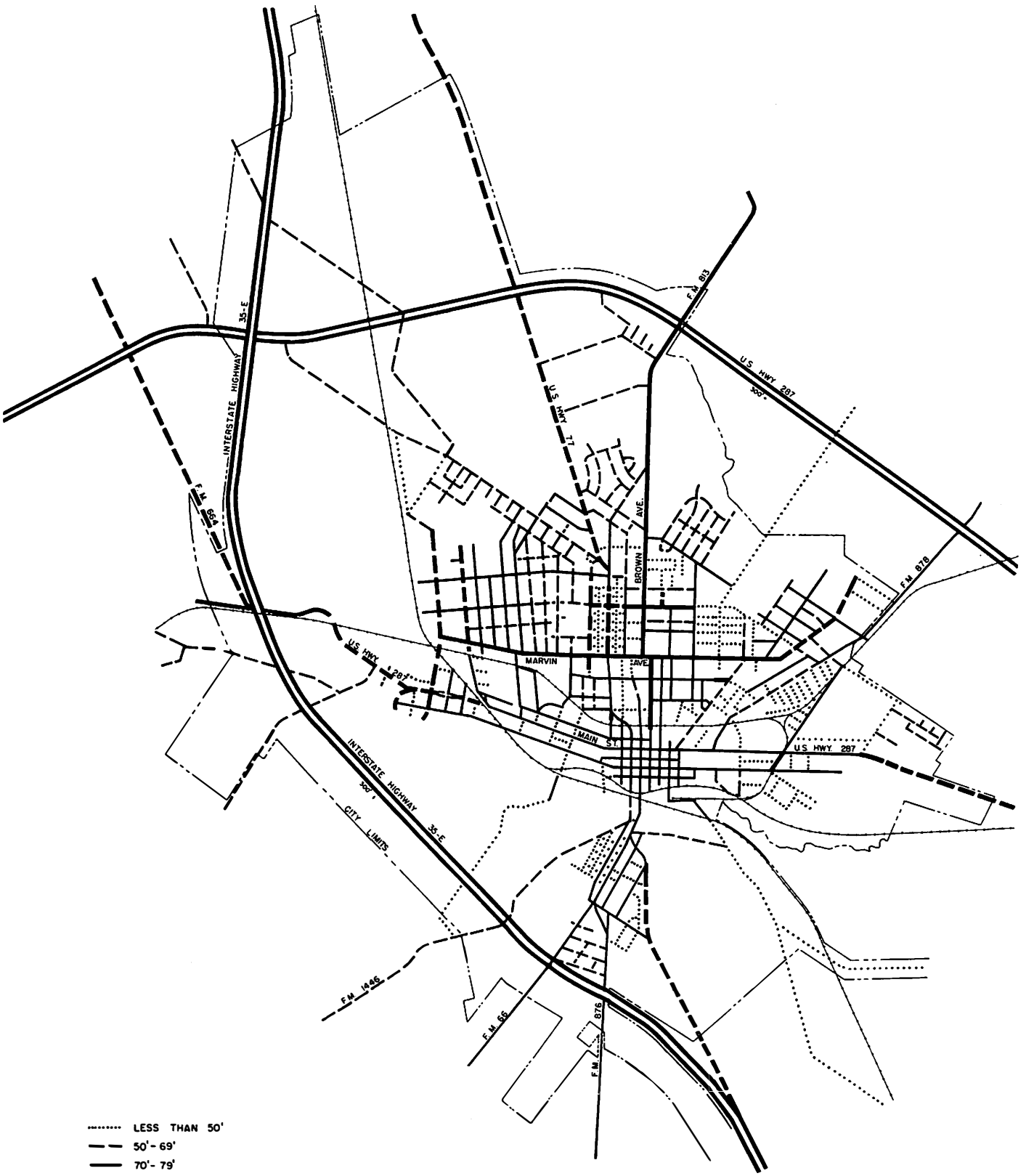
should be expended, and generally such major thoroughfares represent a small percentage of the total street mileage in the community. In order to achieve reasonable traffic function on arteries designated as major thoroughfares, it may be necessary to eliminate jogs or in some cases combine two existing streets as a pair of one-way arteries to efficiently utilize the right-of-way which exists without seriously disrupting the existing development by street widening. The basic framework for Waxahachie's future thoroughfare system has been largely created over the past 10 to 12 years by the development of the freeway system. The effort over the coming 10 year period should be directed toward improving those designated thoroughfares which interconnect the freeways with the existing development of the Community and which project outward to provide access for future urban development.

EXISTING RIGHT-OF-WAY WIDTHS

In order to assure that the Thoroughfare Plan makes maximum utilization of the existing street system, an evaluation was made of the widths of rights-of-way on the existing thoroughfares. Plate 9 illustrates graphically the existing conditions relative to thoroughfare right-of-way and classifies the existing streets into five categories of width. Right-of-way width is a controlling factor affecting the width of pavement that may be developed on any thoroughfare.

The widest thoroughfare rights-of-way in Waxahachie are those found on Interstate Highway 35E and U.S. Highway 287 by-pass both of which have rights-of-way in excess of 300 feet in width. At interchange locations, particularly on U.S. Highway 287 by-pass, the right-of-way width is expanded substantially to accommodate the type of interchange structure provided on the highway. The major increase in the amount of land devoted to street and thoroughfare right-of-way over the past 10 years, as reflected by the land use study, is largely accounted for by the substantial width of rights-of-way on the two freeways which serve Waxahachie.

Most of the original streets in Waxahachie were laid out 70 feet in width but there appears to have been no uniformity in street width outside of the original town area. Brown Street, a portion of College Avenue and Marvin Avenue are the only streets in Waxahachie with rights-of-way at least 100 feet in width. U.S. Highway 77 (Ferris Avenue) has a right-of-way varying in width from 60 to 80 feet. It is of particular significance to note that the east-west artery with continuity (U.S.



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WAXAHACHIE, TEXAS

EXISTING RIGHT-OF-WAY WIDTHS

PLATE 9

Highway 287) through the Downtown Area has a relatively narrow right-of-way despite the fact that at the current time very high volumes of traffic (approaching 8,000 vehicles per day) use the artery. Even after the through traffic movements are diverted to U.S. Highway 287 by-pass, it will be desirable and necessary to increase the vehicluar capacity for east-west movements to and through the Downtown Area.

One of the significant features illustrated by Plate 9 is that relatively few of the existing streets have rights-of-way adequate to accommodate substantial pavement sections. It will be important to designate the need for more adequate right-of-way in the Major Thoroughfare Plan so that at times of development or redevelopment along the designated arteries more adequate right-of-way can be provided. One of the important functions of the Thoroughfare Plan is to provide a guide for coordinating the street and thoroughfare development with the development or redevelopment of adjacent property.

EXISTING PAVING WIDTHS

A graphic evaluation of the widths of existing street and highway pavements in Waxahachie is shown by Plate 10. Five categories of pavement are indicated by the drawing including one which indicates streets which are open but unpaved. The pavement classifications indicate those which have surfaces less than 27 feet in width; a dimension which is considered to be a minimum standard for local residential pavement. Those streets with pavements 27 to 35 feet in width, which are in the standard residential range and those with pavements 36 to 39 feet in width which can accommodate up to four lanes of moving traffic and those greater than 40 feet in width are also included in the classification. No pavement width indication is shown on U.S. Highway 287 by-pass inasmuch as this highway is not presently completely surfaced.

Comparisons with Plate 9 (Existing Right-of-Way Widths) indicate that in some locations there is a correlation between the width of pavement on a street and the right-of-way width. In many cases, however, the substantial street pavements are located on streets with relatively narrow pavement indicating that the maximum capacity of the thoroughfare under existing conditions has already been developed. Marvin Avenue, Main Street, Ferris Avenue (U.S. Highway 77) and Brown Street are the internal streets which have fairly wide pavements.

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PLATE 1

WAXAHACHIE, TEXAS

EXISTING PAVEMENT WIDTHS

A street's traffic carrying capacity is primarily related to the width of pavement and the number of moving lanes of traffic which can be accommodated on the pavement. Included among the other factors influencing traffic movement are surfacing, alignment, intersection design, parking use and interference from cross traffic. It will be particularly important that more adequate streets be extended outward from the central part of the City to at least the interchange points on the freeway system in order to provide improved access to the Regional Highway System and to encourage the recommended compact urban development within the freeway by-pass system in Waxahachie.

Another factor which relates to the width of right-of-way and the width of pavement on the thoroughfare is the safety of turning movements. On major thoroughfares where significant volumes of turning movements are anticipated to take place, it is desirable to install a median strip into which protected left turning lanes can be added thereby permitting cars desiring to turn left from the thoroughfare to seek a safe refuge while waiting the opportunity to complete the turning movement. The need is especially acute on U.S. Highway 77 north for protected left turn facilities and the future pavement design should provide for protected left turn movements.

RAILROAD - STREET CROSSINGS

Very few grade separations are found at the railroad - thoroughfare crossings in Waxahachie. The existing street grade crossings of the railroad system are indicated on Plate 8. The layout of the existing street system has obviously been significantly influenced by the railroad locations. The numerous dead end and discontinuous streets at railroad rights-of-way tend to minimize the number of crossings. It will be desirable in the future street system to continue to minimize the number of crossings of the rail system through the future layout of the local street system. There are, however, a number of major thoroughfare crossings of the railroads which should be improved and protected and at some locations grade separations will be justified. All access routes to the Downtown Area except U.S. Highway 77 from the south and old Highway 287 from the west have railroad grade crossings and some of the crossings occur on curves. At Ferris Avenue, special attention to safety and warning devices is of major importance. Observation indicates that the volume of railroad traffic through the central parts of Waxahachie is not sufficient to justify extensive efforts to grade separate all crossings. It is possible that some railroad line consolidation could occur and that such

consolidation would provide the opportunity to reduce the number of grade crossings. The possibility of eliminating a portion of the Southern Pacific trackage in the vicinity of the Downtown Area by diversion to the M.K.&T. Line would significantly improve the access from the north through the Downtown Area.

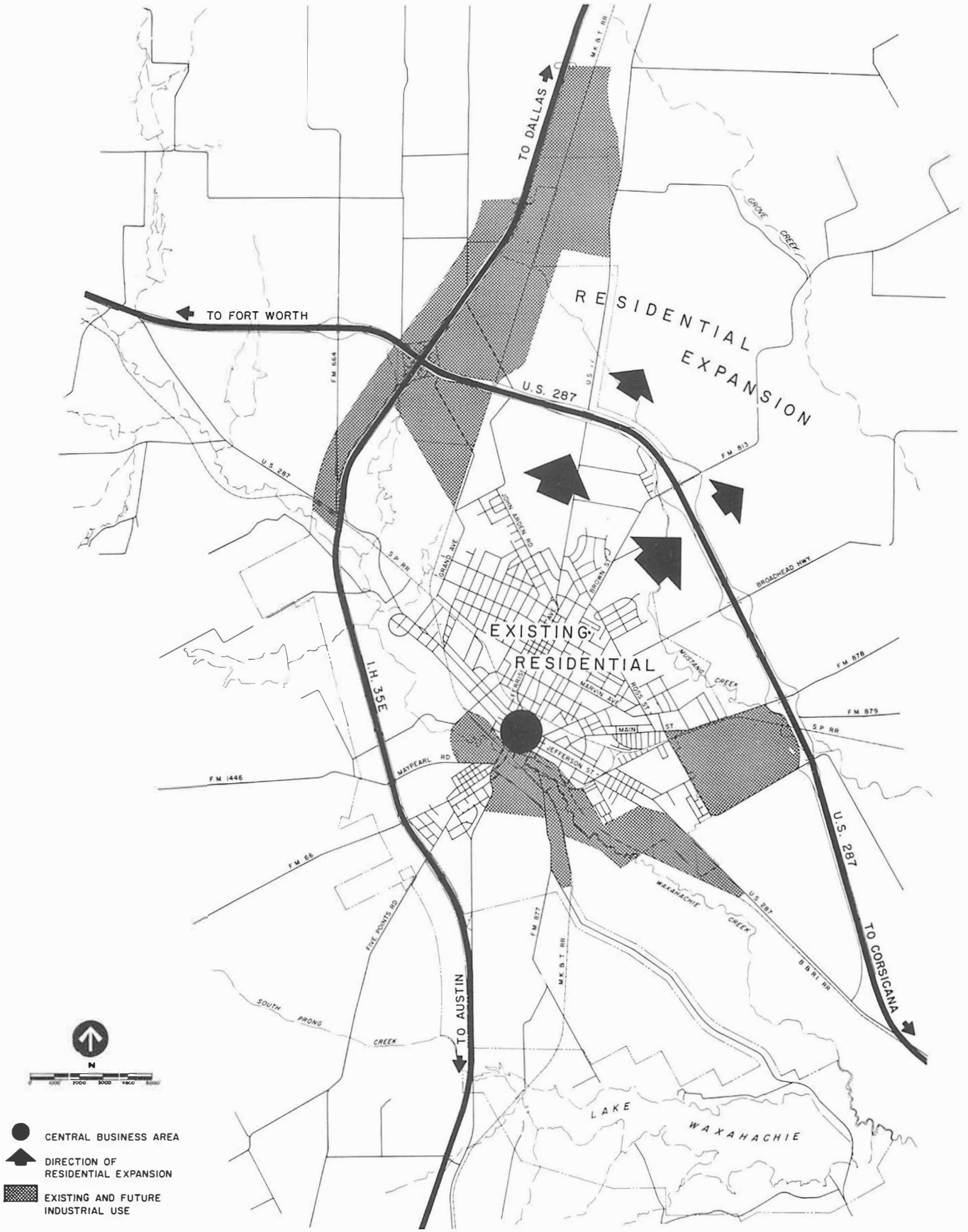
FOCAL POINTS OF TRAFFIC GENERATION

The existing and anticipated future points of major traffic generation in the Waxahachie Area are illustrated by Plate 11. Several types of existing and future land use areas are indicated as points of major traffic generation which should be recognized by the Thoroughfare Plan. Among the significant points of traffic generation are the following:

1. The Downtown Business District is expected to continue to be a major point of traffic generation. Future thoroughfare improvements are expected to make the Downtown Area more a point of traffic destination than a route for through traffic but good access to the area will always be important.

2. Commercial and industrial areas can be anticipated to be points of high traffic generation. Such areas as the commercial development along Ferris Avenue and U.S. Highway 77 north will be locations of continued traffic growth. The industrial development along Interstate Highway 35E north extending to U.S. Highway 77 is also an area where a significant amount of employment traffic can be expected to develop in the future. It will be desirable that routes to and from the major industrial employment areas, which are independent of the freeway system, be developed so that a substantial portion of the local employment traffic may be accommodated without the necessity of entering the freeway system and competing with the growing regional traffic on the freeways.

3. Traffic on the regional system, particularly that on Interstate Highway 35E and U.S. Highway 287 by-pass, can be expected to expand and much of the traffic will be generated externally and will not be directly related to Waxahachie. It is important that the external and unrelated traffic be routed around the internal part of the Community and such routing is the basis for the development of the freeway by-pass system.



WAXAHACHIE, TEXAS

MAJOR TRAFFIC GENERATORS

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PLATE 11

4. The preponderance of all traffic movements within Waxahachie have the place of residence as the origin or destination of the vehicle trip. Residential areas are a principle source of traffic generation and such areas must be adequately linked by thoroughfares to the places of employment, business, shopping, schools and other facilities.

5. Although the schools are not heavy overall traffic generators, the short peak load periods which are created at the time school takes up or lets out are factors in the movement of vehicles in the area. The new Waxahachie High School on U.S. Highway 77 north is an example of the heavy short peak load created by a school. The proposed new elementary school campus on the northeast side of U.S. Highway 287 can be expected to generate heavy peak movements on Broadhead Highway and Brown Street inasmuch as the preponderance of all the students that will attend the school will originate on the south and southwest sides of the Highway.

The major traffic generators illustrated by Plate 11 must be taken into consideration in the development of the Waxahachie Thoroughfare Plan and in the programming of improvements in accordance with the Plan.

Studies of local traffic movements indicate that about 25 percent of the total trips are made to work and that the home is the destination of up to 40 percent of the traffic movement, that business, shopping and medical services account for about 18 percent of the vehicle trips and that trips to school and for social purposes account for approximately 13 percent of the trips in the Community. It is apparent from the breakdown of trip purpose that the location of the residences, places of employment and business and public and semi-public institutions will be the major internal factors influencing future traffic generation.

REGIONAL THOROUGHFARE CONSIDERATIONS

The importance of Waxahachie's relationship to the evolving Regional Thoroughfare System has been indicated. Access to the new Dallas-Fort Worth Regional Airport, for example, is of major economic significance to the Waxahachie Area. Illustration 5 shows the regional highways in the Dallas - Fort

Worth Area as they exist and are planned. The available routes to the Regional Airport and to the centers of Dallas and Fort Worth are also illustrated on the drawing. The evolving circumferential thoroughfare system in the Dallas Area provides Waxahachie residents with the opportunity for access directly to the central part of Dallas or to by-pass it on either Interstate Highway 635 or Loop 12 and eventually by Loop 9 to interconnect the Waxahachie Area with the various radial routes leading to and from Dallas.

●●● ACCESS ROUTES TO REGIONAL AIRPORT

ILLUSTRATION 5

REGIONAL HIGHWAY ACCESS
WAXAHACHIE, TEXAS

The most convenient access to Fort Worth is by U.S. Highway 287 which is currently under improvement. The circumferential highway system is not as fully developed in the Fort Worth area as in

Dallas; however, Interstate Highway 820 as it interconnects with U.S. Highway 287 provides a by-pass route for Waxahachie oriented traffic to West Texas or to the north without the necessity of traversing the center of Fort Worth.

The existing and future access routes from Waxahachie to the Regional Airport are of special importance. Two routes from Waxahachie will interconnect with thoroughfares to the Airport. Interstate Highway 35E may be utilized north to Interstate Highway 635 (Interstate Highway 20) in the vicinity of DeSoto where airport destined traffic may move west to a north-south route either on Spur 408 or to State Highway 360 through the Grand Prairie - Arlington area, and eventually the west leg of Loop 9 will intersect Interstate Highway 20 and provide an additional route to the Airport. The approximate distance from Waxahachie to the center of the Regional Airport reservation by the various routes indicated is approximately 33 miles. The developing freeway system shown by Illustration 5 will make it possible to reach the Airport from Waxahachie as quickly and conveniently as can be done from a number of communities around the fringe of Dallas County.

The improvement of U.S. Highway 287 to Interstate Highway 45 from Ennis through Waxahachie to Fort Worth provides access to the direct Interstate route to Houston and further improves the Waxahachie crossroad's location in the Region. The improving Regional Highway System will enhance the thoroughfare access to Waxahachie and increase its attractiveness to industry and residential development.

FUTURE THOROUGHFARE STANDARDS AND REQUIREMENTS

Despite increased concern over the energy crisis, the preponderance of Waxahachie's residents during the next 10 to 20 years are expected to use private automobiles for the large number of the daily trips related to their employment, recreation, shopping, social and educational functions. Waxahachie's economic welfare will continue to be tied to the use of the motor vehicle whatever the source of energy powering the vehicles may be. Improved streets and thoroughfares will be essential to permit the mobility and circulation required in the daily activities of the Community's residents. The location, alignment, standards of development and general design of the street and thoroughfare system are elements of major importance to the Community's future.

It is essential that a thoroughfare system be developed in Waxahachie that is capable of handling the expanded vehicular traffic resulting from future growth. Inasmuch as Waxahachie is an integral part of the complex Dallas-Fort Worth Urban Region, the traffic movements will be both internal (local within the City) and external (movements through or around the area to some other destination). The Regional Highway System which connects Waxahachie with other parts of the Region is in an advanced status of development, and it is important the the local thoroughfare system required to serve the large number of internal traffic movements be given continued consideration.

PROPOSED STANDARDS FOR THOROUGHFARES

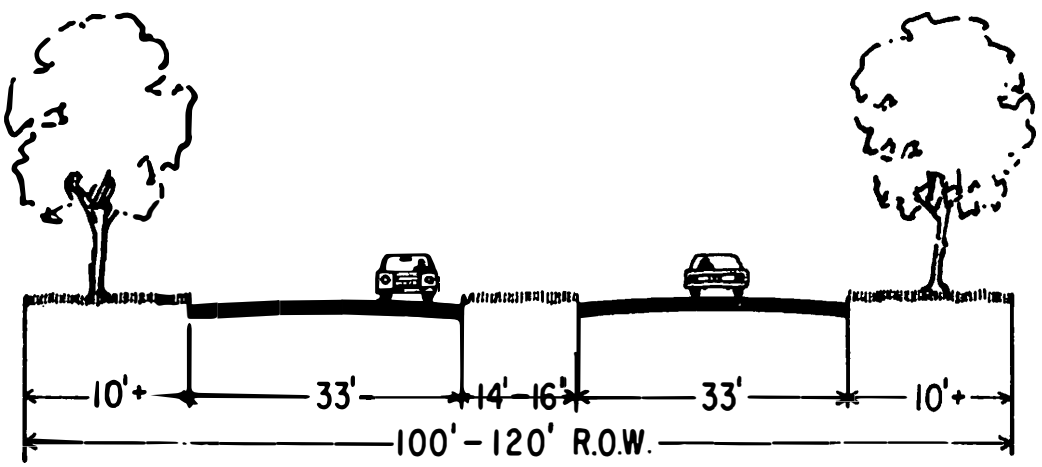
The cross section standard of a thoroughfare is one of the important factors influencing the capacity and safety of the facility. The cross section standard likewise determines the appropriate right-of-way width which should be reserved for various standards of thoroughfares in the system. It should be recognized that not all streets and thoroughfares have the same function nor do they require the same standards of space and development.

Generally, the number of traffic lanes provided in the thoroughfare design is a major factor affecting vehicular capacity of the facility. It is not only desirable to develop adequate thoroughfares in a community, but it is also important that the capacity and function of the thoroughfares be preserved by avoiding conflicts which will reduce their efficiency and destroy a substantial amount of the investment made in them. A series of thoroughfare standards which are considered adequate for Waxahachie's future demands and anticipated traffic volumes have been developed and the following sets forth the various recommended thoroughfare cross section standards.

Freeway - The highest standard of thoroughfare anticipated in the Waxahachie Area has already been established in Interstate Highway 35E and the U.S. Highway 287 by-pass. Both of these facilities have rights-of-way in excess of 300 feet in width and are designed for two or more moving lanes in either direction separated by a wide center median strip and in most cases parallel frontage roads providing access to adjacent property are also part of the design. The limited access feature of the freeway system tends to protect the moving traffic from adverse influence of adjacent land use. In the design of the local thoroughfare system it should be recognized that the frontage roads on all the

freeways will become one-way roads and that the local thoroughfare arrangement should recognize the need for a circulation system related to the one-way operation of the frontage roads.

Type A Thoroughfare - The highest standard of local thoroughfare proposed in the Waxahachie system consists of two 33 to 36 foot pavement sections separated by a 14 to 16 foot center median with marginal areas on either side adequate for tree planting or for utilities and the provision of reasonable curb radii at points of drive intersection with the thoroughfare.



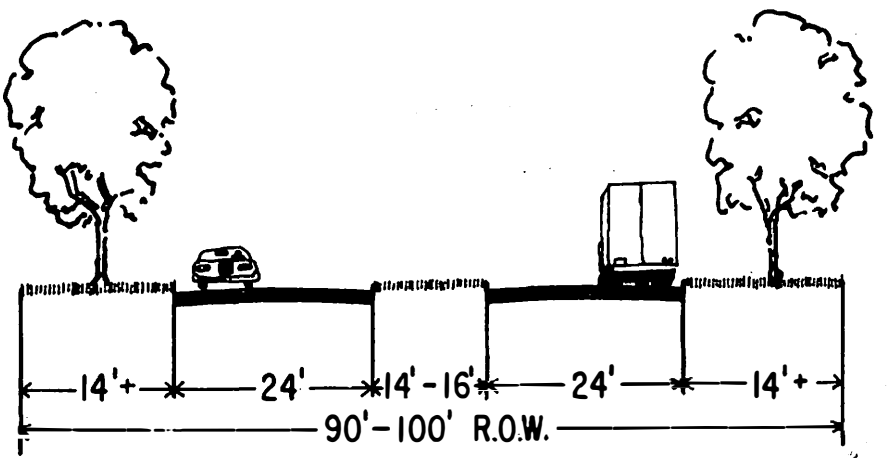
TYPE A

MAJOR THOROUGHFARE

The Type A Thoroughfare is expected to carry a high volume of traffic and the local street design should recognize the need to space intersections on a Type A Thoroughfare widely in order to eliminate conflict with the moving lanes of traffic on the thoroughfare. U.S. Highway 77 north from Ferris Avenue is recommended for development as a Type A Thoroughfare, and intersection design along this thoroughfare will have a major influence on its future capacity and safety of the Highway. Rights-of-way from 100 to 120 feet in width will be required for the Type A Thoroughfare standard.

Type B Thoroughfare - Where moderate future thoroughfare volumes are anticipated, a four lane divided thoroughfare designated as Type B is recommended. The two 24 foot wide pavement sections proposed would be separated by a 14 to 16 foot median divider. The right-of-way required for a Type B Thoroughfare section would be 90 to 100 feet in width. It is anticipated that a number of

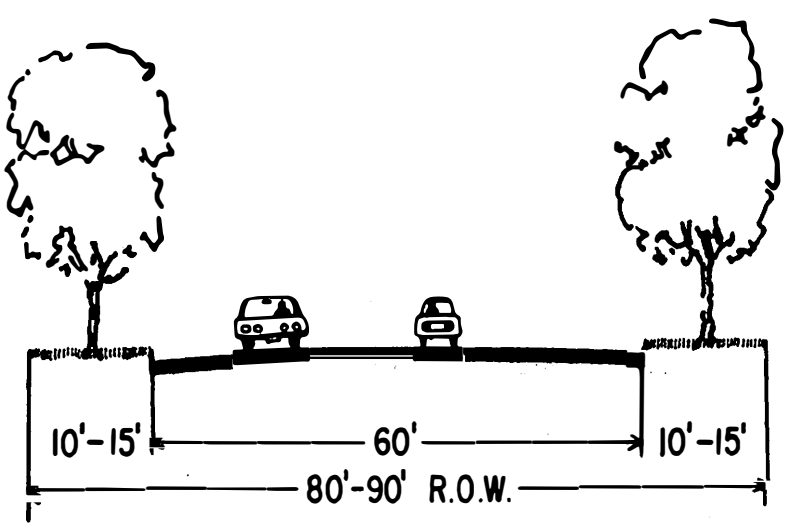
the local thoroughfares in Waxahachie will be developed at the proposed Type B Thoroughfare standard.



TYPE B

MAJOR THOROUGHFARE

Type C Major Thoroughfare - A single 60 foot wide pavement section is proposed for the Type C Thoroughfare standard and the minimum desirable right-of-way would be 80 to 90 feet in width.

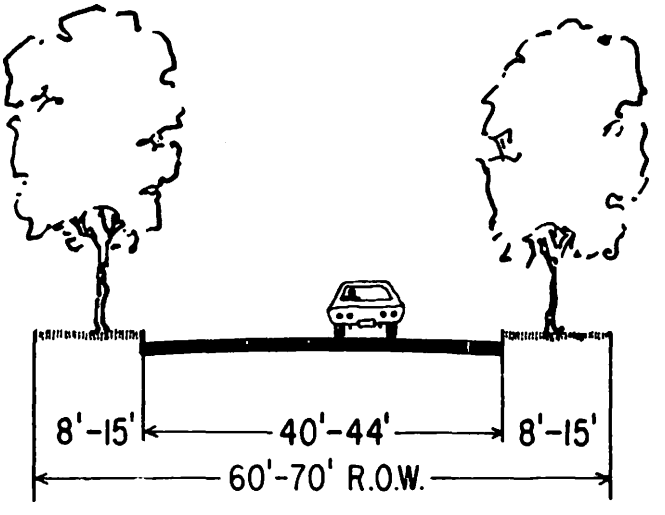


TYPE C

MAJOR THOROUGHFARE

The Type C standard is appropriate for use for 4 moving lanes of traffic with 2 parallel parking lanes and, in certain conditions where speeds are modest, 6 moving lanes may be accommodated with parking restricted. The single pavement section is adapted to one-way operation in combination with another street or as a directional street with an offset center line allowing 3 to 4 lanes to move in one direction during the heavy traffic movement peak and offers the possibility for reversing the offset arrangement during other periods of peak directional movement.

Type D Major Thoroughfare or Secondary Collector Street - The Type D Thoroughfare standard is intended to serve as both the moderate capacity major thoroughfare and as a high type secondary or collector street. The Type D standard is proposed for traffic volumes requiring intermediate capacity and can be used as a major thoroughfare in areas where 4 moving lanes of traffic are required but right-of-way restrictions limit the use of a divided section.

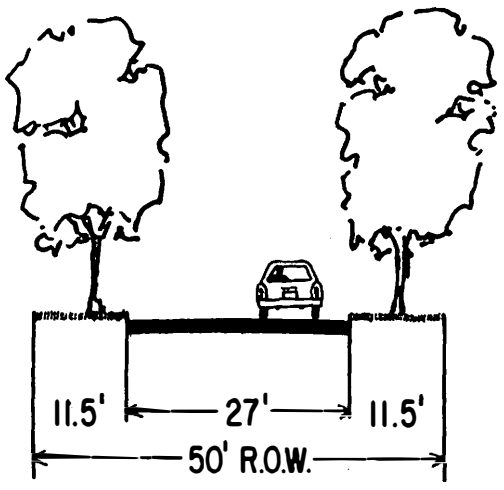


TYPE D
COMBINATION MAJOR THOROUGHFARE-SECONDARY COLLECTOR

The pavement section for the Type D standard is proposed to be from 40 to 44 feet in width depending upon the intended function of the thoroughfare. Where parallel on-street parking is anticipated the 40 foot section will provide one moving lane in either direction plus parallel parking. Where

parking can be restricted, the 44 foot section provides 4 moving lanes of traffic and achieves a rather high capacity. The right-of-way requirements for Type D sections are from 60 to 70 feet in width. The Type D Thoroughfare standard may be used in combination with a one-way street system to provide for major thoroughfare movements of high volume where right-of-way is restricted and where the advantage of the existing right-of-way on two parallel streets may be utilized by a one-way operation. The Type D standard also will be appropriate in certain industrial areas and commercial areas where the traffic generation or the truck movements in the area require reasonably wide pavements.

Type E Local or Minor Access Streets - In residential areas where the local street system is generally discontinuous as a result of loops, cul-de-sacs and curvilinear design, a right-of-way width of 50 feet is recommended and a pavement section 27 to 30 feet in width should be provided. The relatively narrow section recommended for local streets would allow for two travel lanes with one lane of parking, and in conditions of heavy on-street parking in residential areas, the capacity of the minor street would be reduced to a single lane. Experience has shown that a Type E standard, while narrow, is adequate for local streets when the system is designed so as to prohibit through traffic movements and where the number of houses served by each street is limited. Some modification of the Type E pavement may be appropriate in special cases due to unique subdivision design but the 50 foot right-of-way width should be considered minimum for local residential streets.



TYPE E
RESIDENTIAL STREET

THE THOROUGHFARE PLAN

Based upon the physical features of Waxahachie's site, its present status of development and the projected potential growth of the Community, a recommended plan for major and secondary thoroughfares was developed and the Thoroughfare Plan is shown by Plate 12. The plan proposes a system of radial and circumferential thoroughfares focused on the Downtown Area and designed to link the major areas of employment and business with the residential areas and is also designed to serve the entire area considered reasonably subject to urbanization. The Thoroughfare Plan is also designed to create a transportation structure for the Community. The following discusses the standard and functional concept of each thoroughfare proposed to be designated as a major thoroughfare on Plate 12. Each thoroughfare is numbered for identification.

RADIAL THOROUGHFARES

Identification Number:

(1) Ferris Avenue (U.S. Highway 77) - This thoroughfare is the original north-south highway route through Waxahachie and is arranged so as to have high capacity interchanges with Interstate Highway 35E which is the by-pass route for the original highway around the City. Ferris Avenue is evolving as an important business street despite the problems of inadequate right-of-way which exists on it. A Type D standard is recommended for Ferris Avenue from its intersection with John Arden Drive south through the Downtown Area. North of John Arden Drive a Type A standard is recommended though the initial development may provide only 2 moving lanes of traffic in either direction separated by a median. That portion of the thoroughfare south from the John Arden Drive intersection will require supplemental north-south traffic facilities in the future. The plan for the upgrading of the capacity along the in-town portion of the Ferris Avenue corridor is shown by Plate 14, Central Area Street System. The provision of additional north-south parallel streets in the Ferris Avenue corridor will improve the increasingly critical intersection problem at Ferris Avenue and Marvin Avenue.

(2) Brown-College Street (F.M. 813) - The existing right-of-way of Brown Street north from Marvin Avenue is 100 feet in width and an interchange is provided for the thoroughfare at U.S. Highway 287 by-pass. It is recommended that the jog at Marvin Avenue from Brown Street to College Street be adjusted so as to create a continuous alignment south to the Central Business District. It is recommended that a Type B standard having 4 moving lanes of traffic separated by a median be provided on Brown Street from Marvin Avenue northward. South of Marvin Avenue (College Street), the thoroughfare is proposed to be of a Type D section to the Downtown Area. Supplemental capacity for local traffic is proposed on parallel streets (See Plates 13 and 14).

(3) Farley-Broadhead - This radial thoroughfare has an interchange location on U.S. Highway 287 and extends from Marvin Avenue northeastward and is well located to establish the boundary for logical neighborhood units in the vicinity of U.S. Highway 287. The existing right-of-way is relatively narrow on much of Broadhead; however, opportunity exists to widen the right-of-way for substantial distance as future development occurs on presently agricultural land. It is recommended that a Type D section with 44 feet of pavement be ultimately provided for the thoroughfare.

(4) Wyatt Street (F.M. 878) - The location and alignment of Wyatt Street gives it importance as a radial thoroughfare and provision has been made for an interchange at U.S. Highway 287 by-pass. The spacing of Wyatt Street in relation to Broadhead provides a desirable relationship for future neighborhood unit development. A Type D Thoroughfare with 44 feet of pavement is proposed for Wyatt Street (F.M. 878). Southwest of the intersection of Main and Wyatt Streets, it is proposed that an extension be made across Waxahachie Creek in a curving alignment to intersect with Hilltop and Avenue C southwest of the Downtown Area as part of a proposed circumferential street system around the Downtown Area.

EXISTING — PROPOSED

FREEWAY

MAJOR THOROUGHFARE

SECONDARY THOROUGHFARE

INTERCHANGE

(A) THOROUGHFARE TYPE
SEE TEXT FOR DESCRIPTION

(2) IDENTIFICATION NUMBER
SEE TEXT FOR DISCUSSION

STERRETT

ROCKETT

RED OAK CREEK

BUTCHER RD.

I.H. 35E

M.K.&T. RR.

U.S. HWY. 77

S.P. RR.

GROVE

MUSTANG CREEK

U.S. HWY. 287

MAYPEARCHIE

SOUTHERN PACIFIC RR.

F.M. 664

SOLON RD.

JOHN ARDEN DR.

GRAND AVE.

BRYSON AVE.

FERRIS AVE.

MARVIN AVE.

BROADHEAD

F.M. 813

F.M. 878

F.M. 879

WYATT ST.

MAIN ST.

JEFFERSON ST.

ROGERS ST.

F.M. 1446

SEE PLATE 13 FOR DETAIL

F.M. 66

FIVE POINTS RD.

F.M. 876

SOUTH PRONG CREEK

HOWARD RD.

F.M. 877

SPUR 394

BURLINGTON-ROCK ISLAND RR.

LAKE WAXAHACHIE

N

0 1000' 2000' 3000' 4000' 5000'

CONTOUR INTERVAL 10 FEET

WAXAHACHIE, TEXAS

MAJOR THOROUGHFARE PLAN

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PLATE 12

(5) Main Street - Jefferson Street (old U.S. Highway 287) - The traffic movement along the Main Street - U.S. Highway 287 corridor is very heavy. It is expected that high volumes of traffic will remain on the thoroughfare even after the U.S. Highway 287 by-pass is opened. Due to the restricted right-of-way available on the existing highway and the need for improved capacity, it is recommended that Main Street and Jefferson Street be designed so that they can be paired as a one-way system from the vicinity of M.K.&T. tracks on the northwest to south of Graham Street on the southeast. From the points of intersection of the Jefferson - Main pair on the southeast and northwest, it is recommended that the necessary right-of-way for the development of a Type B section be acquired. The initial improvement of either end of the thoroughfare may require an intermediate type section; however, it is recommended that building lines be established and that as development occurs space be provided for a minimum of 100 feet of right-of-way on the two-way sections of the thoroughfare.

(6) Howard Road (F.M. 877) - This thoroughfare projects southeastward parallel to Waxahachie Creek and provides access to the Lake Waxahachie Area. The thoroughfare is presently developed as a two lane Farm Road and it is proposed that the right-of-way be widened as development occurs to provide at least 80 feet of width upon which a Type D 44 foot wide pavement can be constructed. Howard Road improvement will be important to any development which occurs in the southern part of the Waxahachie Area. The road also has recreational significance in that it is the main access route to Lake Waxahachie.

(7) Elm Street (U.S. Highway 77 South) - This thoroughfare is the southern projection of U.S. Highway 77 and is an important access route to the Downtown Area from the south and a Type D standard is proposed for the thoroughfare. The detail of the relationship of the Elm Street thoroughfare to the proposed thoroughfare improvements around the Downtown Area is shown by Plates 13 and 14.

(8) Rogers Street (F.M. 66) - The Rogers Street route provides access from the Downtown Area southwesterly and has an existing interchange at Interstate Highway 35E. Substantial mobile home park development has occurred along this route and a continuation of such development will result in substantial traffic volume increases which will require the improvement of the thoroughfare. A Type D Thoroughfare standard is recommended for the future upgrading of Rogers Street (F.M. 66).

(9) Five Points Road - This thoroughfare lacks a crossing at Interstate Highway 35E and is proposed to extend southwesterly from an intersection with F.M. 66. It is recommended that the thoroughfare be protected for development as a Type D Thoroughfare and that the projected connection be made with Rogers Street so as to gain the advantage of the existing crossing of the Interstate Highway.

(10) Maypearl Road (F.M. 1446) - An overpass structure for Maypearl Road exists on Interstate Highway 35E and new ramps have been added at the intersection. The thoroughfare is an important access route from the Downtown Area west across the Interstate Highway. It is also proposed that the thoroughfare be connected under the U.S. Highway 77 bridge structure to a route intersecting Howard Road (See Plate 13). A Type D standard is proposed for Maypearl Road (F.M. 1446) throughout its length.

(11) Brookside Drive - An interchange on Interstate Highway 35E exists at Brookside Drive and gives access to Waxahachie's largest motel. The present condition of Brookside Drive to old U.S. Highway 287 (Main Street) is indirect and a more direct projection of the Drive to old U.S. Highway 287 is proposed. A Type D standard is recommended for the thoroughfare.

(12) F.M. 664 - The intersection of F.M. 664 with old U.S. Highway 287 at Interstate Highway 35E creates a complex traffic problem which will become

particularly acute when development west of the Interstate Highway occurs and the volume of traffic increases on F.M. 664. It is recommended that F.M. 664 be developed as a Type D thoroughfare with provisions made to intersect it with a future thoroughfare parallel to the Freeway and for relocating the intersection with old U.S. Highway 287; thereby removing a complicated intersection on Highway 287 at the Interstate Highway 35E interchange. The proposed parallel thoroughfare designated 16 is intended to provide access to the future land use expected to develop along the frontage of Interstate Highway 35E.

CIRCUMFERENTIAL AND GRID THOROUGHFARES

To provide for the movement of traffic between the various radial thoroughfares and to provide access to the developing areas of the Community, a system of circumferential and grid type thoroughfares are indicated on the Thoroughfare Plan. The general nature and function of the circumferential and grid routes is as follows:

(13) Grand Avenue - Solon Road - Grand Avenue has an adequate right-of-way at its intersection with old U.S. Highway 287 (Main Street) and projects northward parallel to Interstate Highway 35E. It is proposed that a connection of Grand Avenue with a realignment of Solon Road to a point where a structure exist beneath U.S. Highway 287 by-pass be made to create a north - south circumferential route with the Grand Avenue leg extending northward into a proposed industrial area which is partially developed along Interstate Highway 35 E frontage. North of the U.S. Highway 287 by-pass, the projected thoroughfare is arranged to be some distance removed from the M.K.&T. Railroad tracks for the purpose of providing reasonable industrial track depths as an encouragement to the utilization of this area for industrial purposes. A Type C standard is recommended for the Grand Avenue - Solon Road extension.

(14) The Outer Loop Thoroughfare System - In order to interconnect the radial thoroughfares outside of the Freeway by-pass system and to provide for the urban

development which is expected to occur outside of the freeway system, a circumferential thoroughfare of Type B standard is recommended and is indicated as number 14 on Plate 12. It is expected and intended that right-of-way for the proposed circumferential thoroughfare will be acquired as development occurs and that it will be developed by increments as the need arises. The arrangement of the thoroughfare is such as to allow for logical neighborhood units to be developed in that portion of the area east of U.S. Highway 77 north and the thoroughfare generally parallels U.S. Highway 287 by-pass approximately one mile to the northeast of the by-pass route. It is possible to project the east leg of the circumferential loop system northward parallel to U.S. Highway 77 as development needs make such extension appropriate. The southern leg of the circumferential system has been designated Spur 394 by the Highway Department as part of the Waxahachie highway system, and it is proposed that the southern leg, which would connect from Interstate Highway 35E eastward to the U.S. Highway 287 by-pass, be of Type B standard with interchanges provided at each freeway intersection. The westerly leg of the circumferential loop is proposed to be located approximately one mile west of Interstate Highway 35E and generally parallel to it. The western leg would turn easterly about a mile north of the U.S. Highway 287 by-pass and cross Interstate Highway 35E at an existing structure over the highway to interconnect and create the northern leg of the loop system.

While the other circumferential loop is considered to be a long-range highway facility, it will be important that the right-of-way for its development be protected in order to assure Waxahachie's ability to grow in an orderly manner outside the freeway by-pass system.

(15) Marvin Avenue - This street performs a circumferential and distributor type function in that it extends from Grand Avenue to Wyatt Street generally perpendicular to the radial thoroughfares, and it is recommended that the street be improved as

a Type C section with special consideration for the intersections of Ferris Avenue, Brown Street and Broadhead. The intersection design should provide for high volume of turning movements inasmuch as the major function of Marvin Avenue is to distribute traffic between the various radial thoroughfares and to provide a choice of access to the Downtown Area.

(16) The 35E Parallel Thoroughfare - The proposed thoroughfare parallel to Interstate Highway 35E extending from F.M. 1446 northward to the northern leg of the outer circumferential loop is indicated as a Type C standard and this thoroughfare is proposed as a land service street to facilitate the development of the frontage on Interstate Highway 35E and to provide a way of interconnecting the various interchanges so as to create a choice of access to the frontage. It is anticipated that the parallel street would develop only as the frontage development along the Freeway requires it. Experience has shown that a parallel street to a freeway substantially improves the service function of the freeway and enhances the land development potential.

(17) Butcher Road - This proposed major thoroughfare is located in the extreme northern part of the Waxahachie Planning Area. The thoroughfare is proposed as an east-west thoroughfare connection from an existing interchange structure on Interstate Highway 35E located approximately one mile north of Thoroughfare (14). A Type C standard is proposed for the thoroughfare with a minimum of 90 feet of right-of-way. Semi-rural residential development is occurring in the vicinity of the proposed thoroughfare and it is essential that adequate right-of-way be provided to assure reasonable access to the development.

(18) Sterrett - Rockett Road - A new major thoroughfare is projected from Interstate Highway 35E through the Sterrett Community to the Rockett Community tying to the interchange on Interstate Highway 35E at Sterrett. Only the western portion of the thoroughfare is within the Waxahachie Planning Area as the eastern

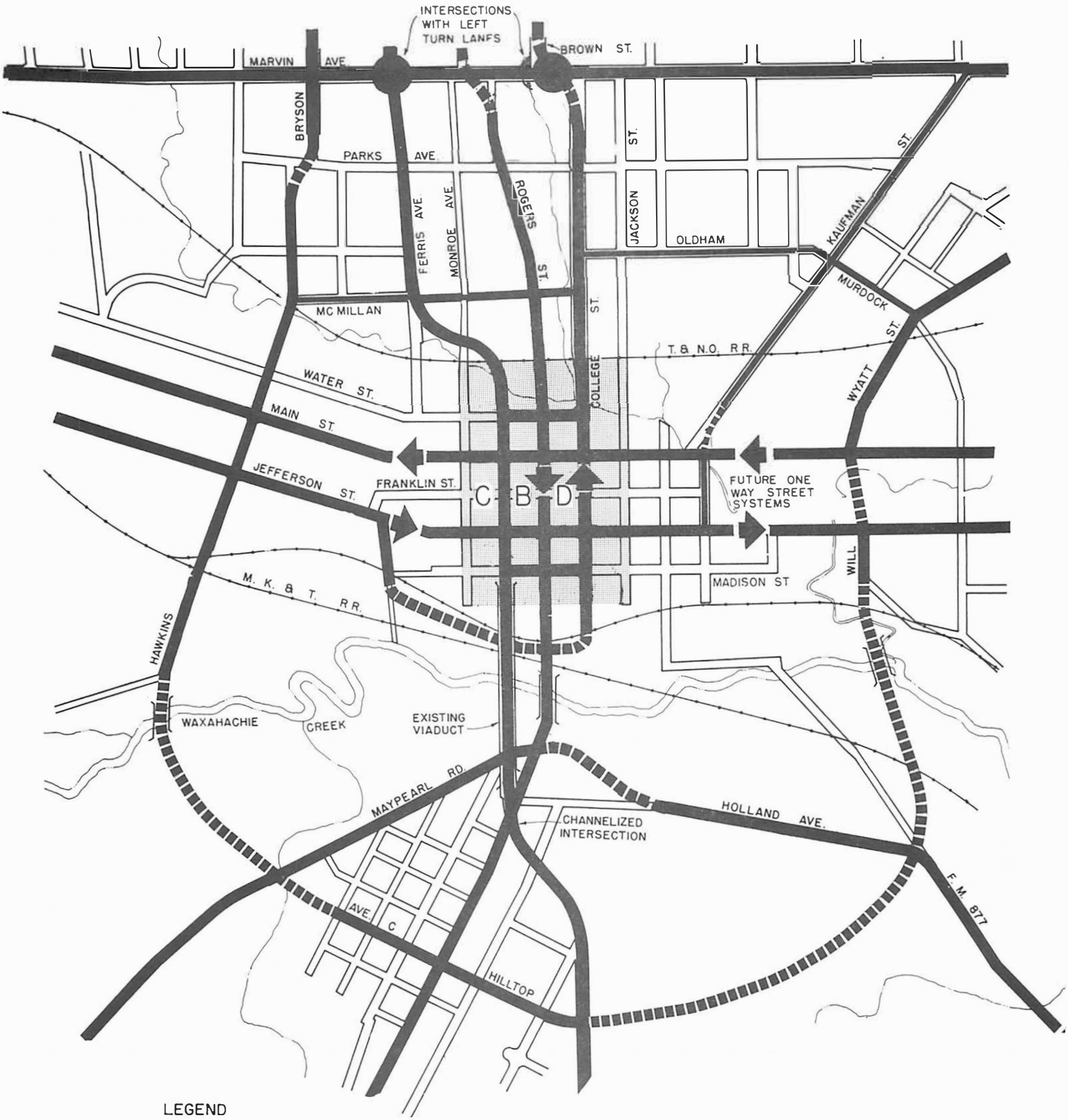
portion is within the Red Oak Creek drainage area, most of which it is recommended be considered outside Waxahachie's responsibility. The relationship of the proposed thoroughfare system immediately north of the proposed Sterrett-Rockett Road is indicated on Plate 12 for coordination purposes.

SECONDARY STREETS

Within the framework created by the Major Thoroughfare System outlined by Plate 12, it is desirable to locate a series of secondary or collector streets for the purpose of providing access within the neighborhood area and to permit the subdividing of each neighborhood into logical sub-units for traffic service. Some thoroughfares that exist in Waxahachie at the present have been designated as secondary or collector thoroughfares. John Arden Drive is an example of such designation. Several other thoroughfares which have continuity and interconnect with major thoroughfares are indicated as collector streets. It is anticipated that such thoroughfares will be added as future development occurs. In most cases, the location and indication of a secondary or collector street is subject to design adjustment when specific development plans are made and approved by the Planning and Zoning Commission. The standard recommended for a secondary thoroughfare is a Type D with 40 feet of pavement; however, in some residential areas, 36 feet of pavement will be adequate for secondary or collector street function.

THE DOWNTOWN STREET SYSTEM

The proposed thoroughfare system for the Downtown vicinity is shown by Plate 13. The area from Marvin Avenue south to Waxahachie Creek has a street system which evolved in a period of low traffic demand and is inadequate to handle the growing traffic volumes. North-south vehicular movements are largely related to Ferris Avenue and east-west movements utilize Main Street (U.S. Highway 287). Improvements in the Downtown Area street system are required to achieve several objectives; namely, (1) increased access capacity from all directions, (2) acknowledgment of Downtown as a primary traffic destination, (3) provisions to by-pass the traffic around Downtown which has no destination or reason for entering the area and (4) generally improved circulation in the older established portion of the City.



LEGEND

- EXISTING SECONDARY RIGHT - OF - WAY
- EXTENSION - NEW SECONDARY RIGHT - OF - WAY
- EXISTING MAJOR RIGHT - OF - WAY
- EXTENSION - NEW MAJOR RIGHT - OF - WAY

N

0 200 400 800 1200

WAXAHACHIE, TEXAS

PROPOSED THOROUGHFARE SYSTEM DOWNTOWN AREA

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PLATE 13

The proposed Downtown Street System is shown by Plate 13. Included among the features of the Downtown Street System are the following:

1. Main and Jefferson Streets are proposed to be paired through the area so that they may be ultimately operated as a one-way system, if the traffic demand warrants, with Main Street westbound and Jefferson Street eastbound. The improvement and design of the streets in the Core of Downtown should recognize the Downtown improvement plans.

2. Rogers and College Streets are proposed to be operated as a one-way pair from Water Street to Madison Street.

3. The radial thoroughfare system from Marvin Avenue to Downtown would include Ferris-Elm Street, College Street, Kaufman Street and Wyatt Street. From the south, Elm Street, Maypearl Road, Holland Avenue, Howard Road and Five Points Road approach the Downtown Area.

4. A connection of College Street to Patterson Street along the M.K.&T. tracks near Waxahachie Creek is proposed to assit circulation and provide the access essential to any improvement of the area around the old Depot.

5. A new circumferential thoroughfare is proposed on the south side of Waxahachie Creek to interconnect the radial thoroughfare routes and provide a way for through traffic to by-pass the Downtown congestion. The east leg of the circumferential route would connect with Wyatt Street at Main Street and the west leg would connect with Hawkins Street and extend to Bryson Street. Marvin Avenue would act as the north distributor leg of the Downtown circumferential system. Two new crossings of Waxahachie Creek would be required by the southward extension of the circumferential by-pass streets.

The plan for reinforcing of the Ferris Avenue corridor's capacity between John Arden Drive at U.S. Highway 77 and Downtown is shown by Plate 14, The Proposed Central Area Street System.

PROPOSED CENTRAL AREA STREET SYSTEM

The arrangement of existing streets and proposed street openings and connections to improve access

to the Downtown Area and reinforce the traffic capacity of the Ferris Avenue corridor is shown by Plate 14. The multiple street system connects to U.S. Highway 77 north of John Arden Drive and Center Street and a connection is proposed from Bryson to John Arden Drive, U.S. Highway 77 and Center by an extension and redesign of the present complicated intersection.

Four streets with a general north-south alignment are proposed as part of the system and others are indicated as important interconnectors.

1. Bryson - Hawkins Street would provide the most westerly north-south thoroughfare extending from U.S. Highway 77 at John Arden Drive south to connect with the Main-Jefferson pair. A jog correction at Park Avenue and future widening of Hawkins Street would be required to achieve the movement arrangement indicated.

2. Ferris Avenue - Elm Street would continue as the main traffic artery in the corridor.

3. Rogers - Dunn Street would become a continuous thoroughfare from Sycamore Street southward through Downtown. An important jog correction from Dunn to Rogers at Marvin would be required to achieve the continuity proposed.

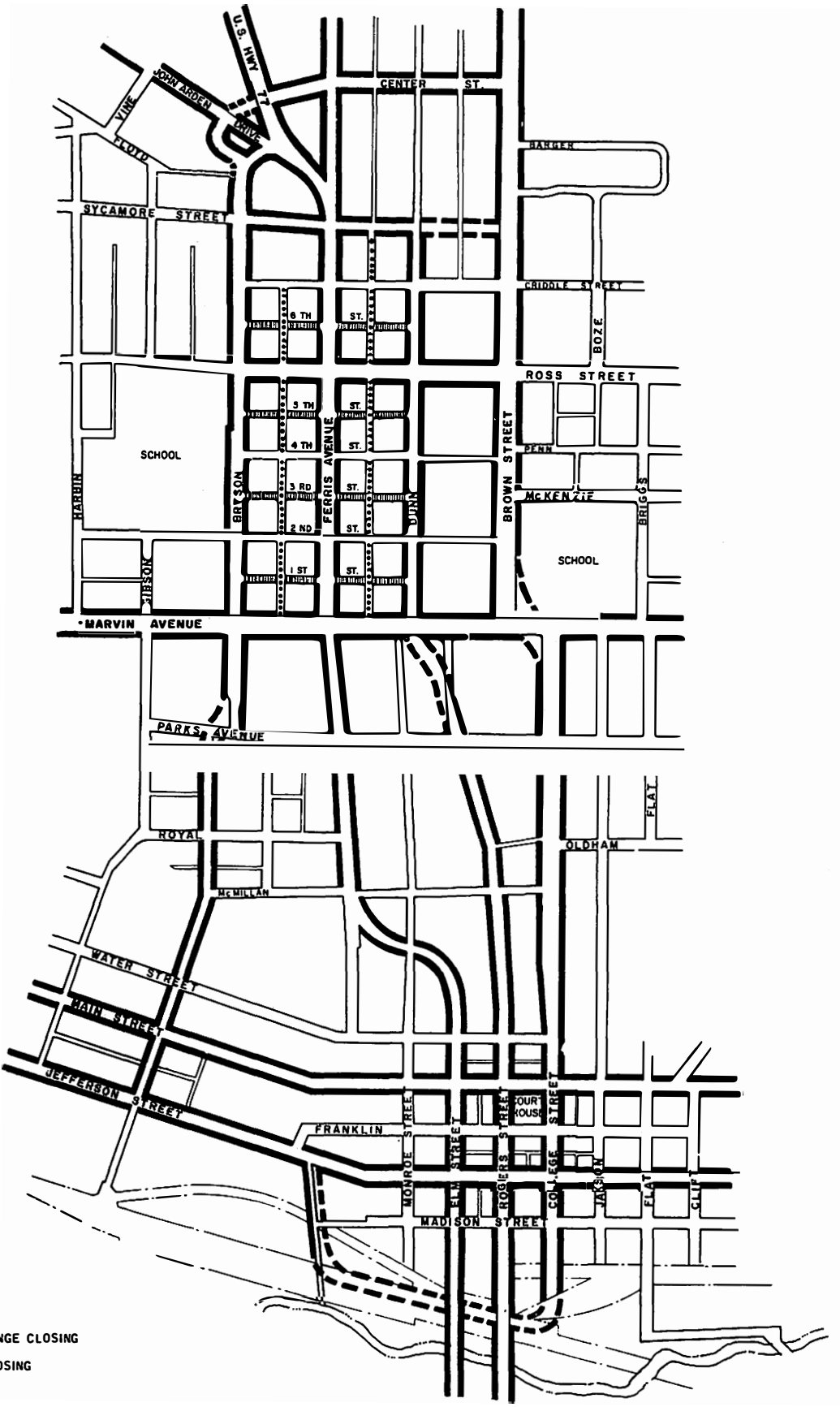
4. College - Brown Street can become an important artery along the eastern portion of the corridor by the provision of a jog correction at Marvin Avenue.

5. Marvin Avenue will perform an important traffic distribution function in the system.

6. Ross Street is proposed as an important interconnection for the north-south streets.

7. Sycamore Street is proposed to be extended eastward to form a connector between Bryson and Brown Street and also intersect Ferris and Dunn.

Several narrow east-west streets which create extremely small blocks are located along Ferris Avenue north of Marvin Avenue. The narrow streets are 1st, 2nd, 3rd, 4th, 5th, 6th and Criddle Streets. To provide a basis for the improvement of the traffic function and the more efficient use of land along Ferris Avenue, it is proposed that the long-range street system plan allow for the closing



MAJOR TRAFFIC ARTERIES

STREET SUBJECT TO LONG-RANGE CLOSING

POSSIBLE FUTURE STREET CLOSING

WAXAHACHIE, TEXAS

PROPOSED
CENTRAL AREA STREET SYSTEM

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PLATE 14

of 1st, 3rd, 5th and 6th Streets and the retention of 2nd, 4th and Criddle Streets. If consolidation of property and uses should occur, it could become possible to close all or a portion of the unnamed north-south streets located between Bryson and Ferris and between Ferris and Dunn.

The Central Area Street System proposed by Plate 14 takes maximum advantage of the existing street space to achieve an access and circulation plan to serve the area it traverses and the Downtown Area. The proposed plan has the advantage of being capable of development a portion at a time. The planned jog elimination at Marvin between College and Brown Streets is an example of the stage evolvement of the Central Area Street System Plan.

CONTROL OF LAND SUBDIVISION AS RELATED TO MAJOR THOROUGHFARES

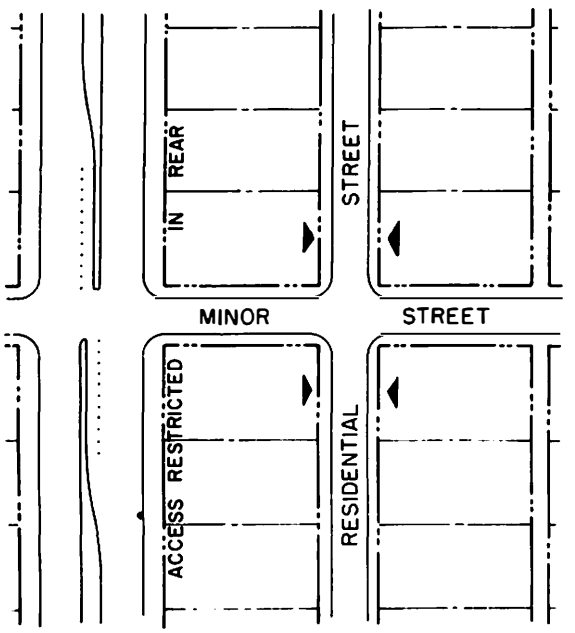
The ultimate efficiency of the Major Thoroughfare System proposed for Waxahachie will, to a large degree, be determined by the manner in which the land adjacent to the major thoroughfares is developed and used. By regulating the points of access to the adjacent property and by providing for wide spacing of intersecting streets, it is possible to design the maximum traffic capacity into each thoroughfare.

Major thoroughfares usually attract large volumes of traffic and it is, therefore, generally not desirable to front residential lots directly on such streets. Where residential lots front directly upon major thoroughfares, the efficiency of the thoroughfare is usually impaired by the frequency of driveways and cross streets entering upon the thoroughfare. Where the subdivision pattern provides lots fronting upon a major thoroughfare, there is usually ultimate pressure for conversion of such areas to strip retail or commercial uses.

IT IS OBVIOUS THAT THE FRONTAGE OF ALL MAJOR THOROUGHFARES IN A CITY CANNOT BE REASONABLY USED FOR RETAIL AND COMMERCIAL PURPOSES INASMUCH AS THE USE DEMAND DOES NOT JUSTIFY THE ALLOCATION OF SUCH EXTENSIVE AREAS FOR RETAIL AND COMMERCIAL PURPOSES.

For example, while the Ferris Avenue corridor is developing for retail and commercial purposes, it is apparent that other parallel major streets in the vicinity cannot reasonably be utilized in this manner.

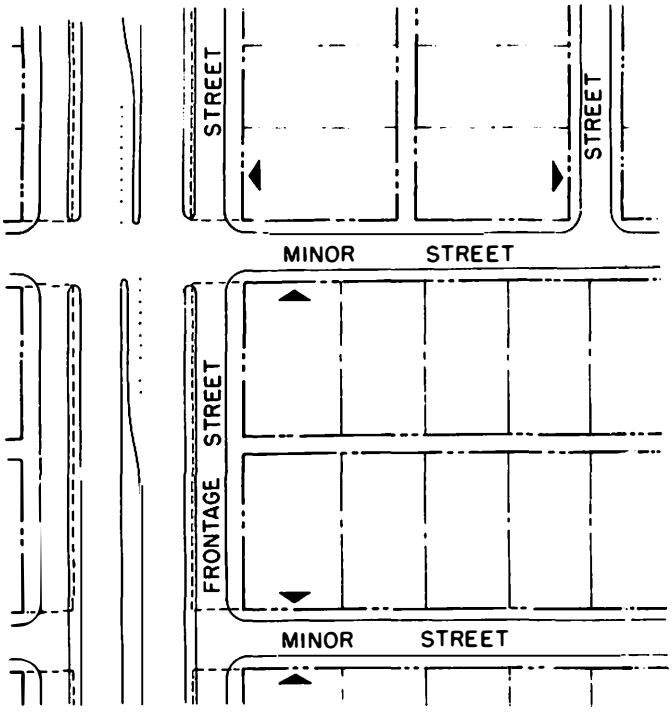
Careful treatment of future subdivision arrangements adjacent to major thoroughfares can contribute substantially to the safety and capacity of the thoroughfare and at the same time protect the adjacent property from the adverse influence of heavy traffic movements and the eventual effort to alter the land use pattern. The following illustrations show residential lot arrangements designed to protect the thoroughfare function and the property adjacent thereto from adverse influences of heavy traffic. One method of accomplishing a desirable major thoroughfare residential lot relationship is to locate a residential street parallel to the major thoroughfare or freeway with lots fronting upon the parallel street and backing upon the major thoroughfare (See Illustration 6). By providing on the subdivision plat for the restriction of access along the rear of the lots which back upon the major thoroughfare, it is possible to prevent the confusion and hazard which would result if all the abutting lots were provided with direct access to the major thoroughfare. Minor and secondary street intersections along the major thoroughfare should be spaced a minimum of 800 to 1,600 feet apart. When minor street intersections with a major thoroughfare are widely spaced, an interior oriented subdivision design usually results which permits access to the property but which discourages through traffic movement in the residential area.



LOTS REARING ON DIVIDED OR UNDIVIDED MAJOR THOROUGHFARE

ILLUSTRATION 6

A second method of arranging lots in relation to the major thoroughfare is shown by Illustration 7 which is an adaptation of the Type A or B Thoroughfare standard with the addition of a frontage road on which the lots or adjacent uses front and gain access. The use of a physical arrangement indicated by Illustration 7 requires a greater amount of right-of-way and the installation of more curbs and pavement than is required in the case of the subdivision arrangement shown by

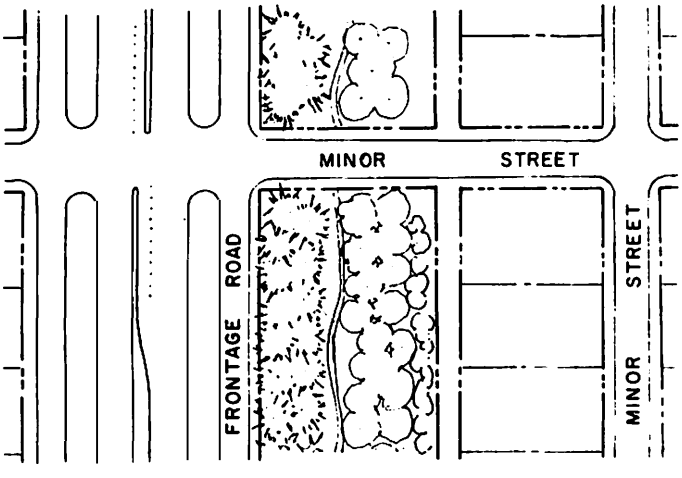


LOTS SIDING OR FRONTING ON FRONTAGE ROAD ON DIVIDED OR UNDIVIDED MAJOR THOROUGHFARE

ILLUSTRATION 7

Illustration 6. By intercepting the minor streets with a frontage road along the major thoroughfare, it is possible to space the access points more widely.

The cost of developing the extra frontage road and of providing for the additional right-of-way is obviously greater than with developments without frontage roads. The frontage road arrangement does, however, provide an excellent buffer to heavy traffic movements. It will often be desirable to provide an arrangement similar to that shown by Illustration 7 where businesses or industrial developments are located immediately adjacent to a high capacity major thoroughfare.



STRIP PARK AS BUFFER BETWEEN MAJOR THOROUGHFARE AND RESIDENTIAL LOTS

ILLUSTRATION 8

Illustration 8 shows the utilization of a park strip and buffer screen between a major thoroughfare and the adjacent residential property. The use of such an interconnecting strip park would offer an opportunity to create desirable neighborhood arrangements in Waxahachie; whereby the park strip could be interconnected with the playground and open space system and in which space for bicycle and pedestrian pathways could be provided in a safe and pleasant environment separated from the thoroughfare. A strip park buffer, as shown by Illustration 8, will be desirable to insulate residential developments along Interstate

Highway 35E and U.S. Highway 287 by-pass from the traffic noise and fumes generated on the highways.

While there has been a definite effort in the proposed Thoroughfare Plan to recognize the existing rights-of-way and the existing thoroughfare improvements, there are locations where long-range plans require widening of right-of-way and the provision of new pavement sections. As future subdivisions are laid out and street improvements are made, the standards proposed by the Major Thoroughfare Plan should be recognized even though staged construction may be required to achieve the ultimate standards recommended.

INTERSECTION DESIGN

The interference and delay resulting from large opposing volumes of traffic attempting to negotiate an intersection of two major thoroughfares is usually the controlling factor determining the actual vehicular volume capacity of each thoroughfare. Extreme care should be exercised in the design of major thoroughfare intersections to allow the most efficient movement of vehicle traffic possible. A major part of the intersection design is the selection of traffic control signal systems. The most flexible type of equipment should be used. Volume-density and other types of modern control equipment are expensive but are also economical in terms of increased intersection capacity, safety and a reduction of delay time and congestion. Sound traffic engineering principles used in the design of new thoroughfares will achieve maximum efficiency and avoid costly modification after the facility has been constructed.

Illustration 9 indicates some of the basic design elements which should be considered in the design of major thoroughfare intersections. Illustration 9 is a typical intersection of two major divided thoroughfares. The curb return of each of the four corners should have a radius of not less than 30 feet. The curb nose of the median nearest the intersection should be pulled back at least 10 feet from the normal curb line of the intersecting street. By setting the nose of the median back, space is allowed for any pedestrian crosswalks and additional maneuver area is provided for left turning vehicles. The left turn lane should be a minimum of 10 feet in width, preferably 11 feet, measured from face of curb to the center line of the traffic buttons. The left turn lane should contain a minimum storage

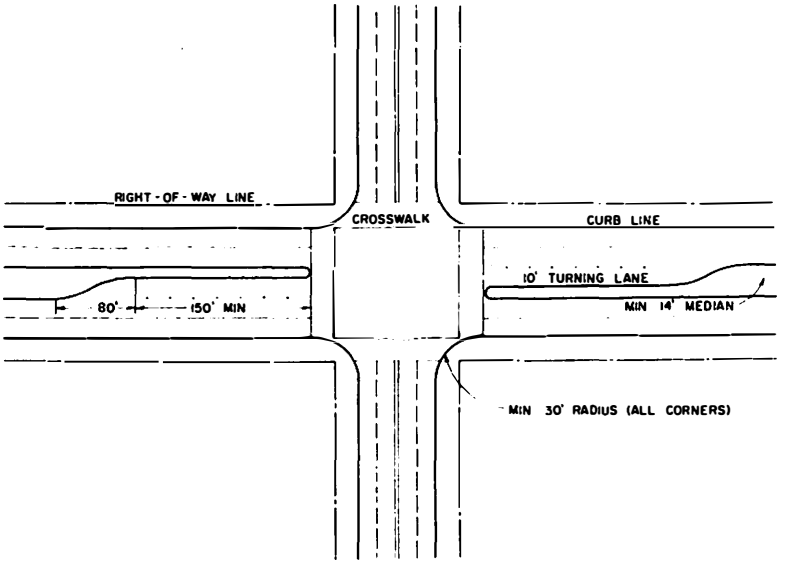


ILLUSTRATION 9

INTERSECTION OF DIVIDED AND UNDIVIDED MAJOR THOROUGHFARES

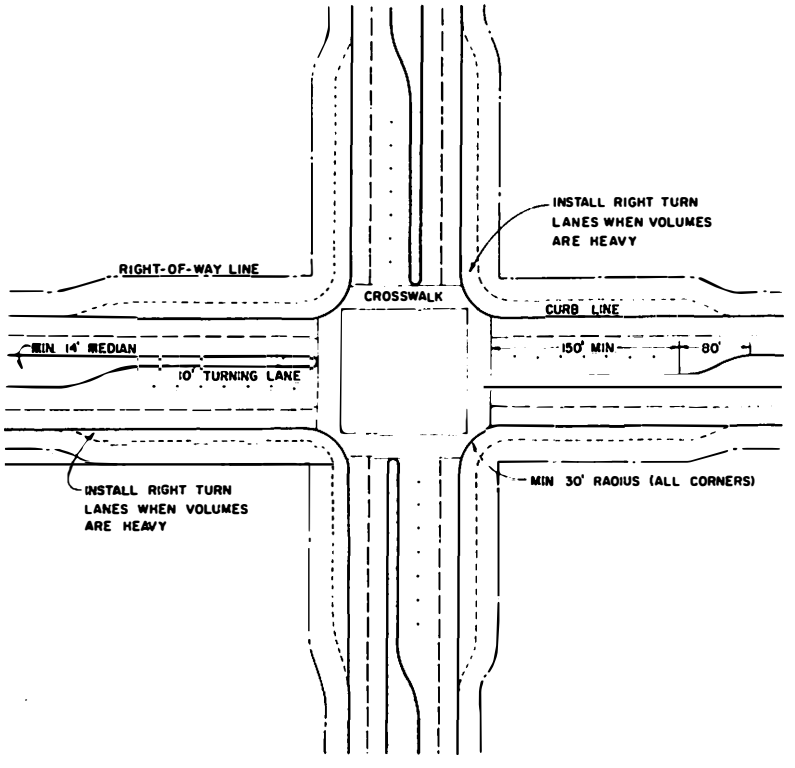


ILLUSTRATION 10

INTERSECTION OF TWO DIVIDED MAJOR THOROUGHFARES

area of 150 feet or more and the additonal lengths should be provided if greater need is indicated. Where heavy left turning movements are expected that would require over 250 feet of left turn storage space, the possibility of widening the median to 24 feet at the intersection and installing double left turn lanes should be considered. The volume of right turning vehicles should also be carefully considered. If the right turning movement is likely to be heavy, a right turning lane should be installed to increase traffic flow. In industrial and commercial areas, particular attention should be given to the design standards required by heavy truck and commercial vehicle operation. The curb returns and other minimum standards should be increased to permit freedom of movement for large trucks in such areas. Illustration 10 shows the intersection of a divided thoroughfare with an undivided thoroughfare. Most of the basic design

principles are the same as outlined for Illustration 9. Often at the intersection of an undivided major thoroughfare or at the intersection of an undivided thoroughfare with a divided thoroughfare, the left turning movements from the undivided street are sufficient to warrant the installation of separate left turn lanes. When this condition is apparent, a median can be installed for a distance back from the intersection and provisions made for separate turn slots. In most cases, additional right-of-way will be needed to make such an adjustment. The median dividers proposed on the Major Thoroughfare System may consist of actual curb delineated central strips or may be painted strips in the center of a single pavement surface. The median arrangement proposed for U.S. Highway 77 north from Ferris Avenue is of the painted type. Wherever possible, the curb and raised center median is recommended inasmuch as such an arrangement has greater life and provides a more positive control of traffic and turning movements.

PARKS AND OPEN SPACE

Waxahachie has several significant park areas including Getzendaner Park which is an outstanding area of natural beauty and is extensively used. The recreational facilities available on Lake Waxahachie are also an indication of the Community's recognition of the importance of park and open space areas. To provide a basis for determining future park needs, an evaluation of the existing park and open space areas of the Community and a review of the resources, both natural and man-made, which might contribute to the future park system, is made herein. A recommended system of parks which is in scale with the projected growth and the anticipated needs of the City is also proposed.

The conversion of increasingly large areas of land to such urban uses as housing, business and industry makes it essential that consideration be given to the development of an overall park system which is designed to preserve an open space structure and to conserve the significant natural open space resources. The future system should serve both the passive and active recreational needs of the people residing in the area. As more development at urban densities takes place, the need for community open space will become increasingly apparent. The lack of parks and open space is usually made apparent by the absorption of open land by buildings and the failure to preserve open areas around which such buildings can be organized. It is usually too late and too costly to correct open space deficiencies after development has occurred.

ALONG WITH THE THOROUGHFARE SYSTEM, PARKS AND OPEN SPACES WILL CREATE A FRAMEWORK FOR THE FUTURE URBAN DEVELOPMENT OF WAXAHACHIE AND WILL HAVE A MAJOR INFLUENCE ON THE FUTURE QUALITY OF THE COMMUNITY.

The role of parks and open spaces in structuring the future Community is usually not as fully recognized as is the influence of the thoroughfare system. There is increasing recognition, however, of the significant role that parks and open spaces play in determining the future character and the living amenities of the Community.

The provision of adequate parks and open space as Waxahachie develops is not only important because of the need to provide such facilities as part of the overall planning and structure of the

Community, but such facilities are also important due to changes which have been occurring in the way of life of people in urban areas. Important among the changes taking place in the style of urban life which are tending to increase the significance of park and open space areas as elements of the Community are the following:

1. An increasing amount of leisure time has been becoming available to urban dwellers over the past two decades. The average work week for urban dwellers has, for example, been reduced. It is probable that, as a result of technological changes and automation, the leisure time of urban dwellers will be further increased. Youth are also finding themselves with a far greater amount of leisure time than has been the previous experience.

2. Retirement systems and pension plans, including Social Security, are tending to develop a growing leisure class among the elderly. The number of elderly in the age composition of most areas is tending to increase. Waxahachie will attract many young families in the future but must also recognize its responsibility to provide for the full life cycle of people. As neighborhood areas age, they tend to contain a greater number of older people and the park and open space facilities should recognize the needs of the elderly persons.

3. Increasing income has made possible the obtaining of recreational, hobby and educational equipment by a larger number of people. The increased ownership of boats, camping equipment, camping vehicles, fishing tackle, homecraft, hobby and sports equipment results from the rising income. Facilities for the use of such types of recreational equipment should be provided within the municipal park system.

4. The increasing availability of transportation is making more distant recreational areas accessible to more urban dwellers. The recreational use of Lake Waxahachie, Bardwell Reservoir and other reservoirs in the Region is an example of the expanding attraction of outlying park and open space facilities removed from the urban complex. Lake Waxahachie appears to serve both the people of Waxahachie and those of the

surrounding area and its proximity to the City makes it a major outlying regional recreational facility directly serving Waxahachie.

5. Parks and open spaces have become essential features of the community structure and Waxahachie will be compared with other communities in the Region as to living quality and the open space system will be a major factor in the rating. As vacant and agricultural land in Waxahachie are absorbed by urban development, the effort to provide parks and to preserve open space will become increasingly important. Without the orderly organization of its future development around an open space structuring system, Waxahachie can hope to be little more than a monotonous accumulation of subdivisions with little if any appeal.

FUNCTIONAL TYPES OF PARKS AND OPEN SPACES

A variety of park and open spaces are recognized as being appropriate and essential for an overall park system and for the open space structure for a complex urban community. Generally, the basic types of facilities considered as essential in a complete park system can be divided into types according to the nature of their function and purpose. Some facilities are required for active play and recreational purpose in close proximity to the place of residence, while other facilities may be more distant and some, such as lighted baseball and athletic fields, should be removed from the immediate proximity of housing to prevent adverse environmental impacts from the nature and time of their operation. Other open space areas need to be preserved for natural, ecological, historic or terrain reasons. The following are the various types of parks and open space areas which are considered significant to Waxahachie's future:

1. PLAYLOT - A playlot is a small children's playground varying from a single residential lot in size to approximately one acre. The primary function of a playlot is to provide recreational space for preschool children and younger elementary school age children at locations near their residence. Usually, the type of function provided by a playlot is available on individual home sites in a single-family residence district. Where substantial development of high density apartment dwellings exist, it is appropriate that playlots be provided for younger children and in such cases, the playlot should be an integral

part of the housing development. In Waxahachie, playlot development should be related to residential development of the apartment density type and in most cases should be operated and maintained by the project management or by a homeowners association.

2. PLAYGROUNDS - A playground is one of the most important features of a park system and its primary function is the provision of recreational space for elementary age school children plus the provision of general recreational facilities for the entire neighborhood which surrounds it. Playgrounds should be located near the center of each neighborhood area and should have a service area of approximately one-half mile radius. A neighborhood playground may be linear in shape and wind through a neighborhood. Linear playground arrangements are usually preferable in that they permit the park area to be located in close proximity to a much larger number of homes. Safe and convenient pedestrian access is considered important to a playground, just as it is to an elementary school.

Generally, the location of playground sites adjacent to heavily traveled major thoroughfares should be avoided as the preponderance of the visitors to a neighborhood playground are expected to walk to the location and it is not considered desirable to provide any substantial amount of off-street parking at a neighborhood playground site.

Facilities normally provided at a neighborhood playground consists of playground equipment for small children, a multiple purpose surfaced play area and athletic area for games, such as baseball, football, soccer and a surfaced area for such sports as volleyball, basketball and similar activities. Swimming pools may be part of a playground development but are usually related to larger and more widely spaced playfields. Tennis courts are also considered a desirable feature of a neighborhood playground. A passive area is also desirable as part of the playground facility and such areas should include landscaping, trees, and walkways. The passive areas are of particular significance to the older people in the Community. It is normally not desirable to provide lighting for large athletic facilities in a neighborhood playground inasmuch as such lighting usually becomes an objectionable feature to the nearby residents.

3. PLAYFIELD - A playfield is usually a larger area than a playground and is oriented primarily to active recreational facilities for all ages. A playfield serves several neighborhood areas and should be conveniently accessible by automobile and include provisions for off-street parking. Activities provided at a playfield should include lighted baseball and other sports, an athletic field for football and soccer, a community building, a major swimming pool, tennis courts and a surfaced multiple purpose play area. The service radius of a playfield is normally upward of one and one-half miles and usually a location adjacent to or as an integral part of a junior high, middle school or high school is considered desirable and appropriate. As in the case of the playground, there is flexibility in the arrangement and location of playfield facilities but those facilities which are intensely lighted and which attract large numbers of people or which generate cheers and noise should be removed from the immediate environs of housing.

4. LARGE PARKS - Areas of from 40 to 100 acres or more in size which provide both passive and active recreation facilities for all age groups are usually classified as large parks. It is desirable that a balance of active and passive recreation facilities be provided in a large park. Such facilities may include picnicking, boating, fishing, water areas, hiking and natural areas. Getzendaner Park offers an excellent opportunity for the creation of a large park facility for Waxahachie. The park areas around Lake Waxahachie could also be of large park type.

5. SPECIAL PARK AREAS - Golf courses, country clubs, zoos, botanical gardens, shooting ranges, motorbike courses, plazas and mini parks are recreational and open space facilities classed as Special Park Areas. It is not anticipated that a large number of Special Park Areas will be required in Waxahachie. The restoration of the Chautauqua House in and adjacent to Getzendaner Park could be classed as a Special Park Area.

6. PARKWAYS, TRAILS AND LINEAR PARK CORRIDORS - In most communities the drainage system, streams and flood plain areas offer opportunities for the preservation

of ecologically sensitive areas and converting of such areas to important features of the park and open space system. There is special need for protection and improvement of the surface drainage system in Waxahachie. The flood plains and adjacent areas along several drainageways can accommodate a wide variety of active and passive park and recreational facilities, while at the same time, preserving the water carrying capacity of the drainageway and enabling the preservation of any tree cover which may exist along them. Bicycle trails, pedestrian trails and nature areas, passive parks, neighborhood playgrounds and similar facilities are adapted to the drainage related open space. Chapman Park, a very important neighborhood playground related to the drainage system, is presently being developed and Chapman Park is expected to become an outstanding example of the wise use of a drainageway and related land to enhance the total community. Numerous other opportunities for similar parkways and linear park corridors exist in the Waxahachie Area.

7. REGIONAL RESERVATIONS AND PRESERVES - Large recreation areas and special preserves are important elements of the park facilities which should be available to urban residents. Lake Waxahachie, Bardwell Reservoir, Cedar Creek Reservoir, Garza-Little Elm Reservoir, Lake Ray Hubbard and Navarro Mills Reservoir are examples of regional recreation facilities within reasonable distance of Waxahachie. Normally, reservations and preserves contain facilities for one or more of the following:

   a. Fishing, boating and water sports
   b. Hiking, camping or both
   c. Picnicking and special group open air meetings
   d. Wildlife preserves and game refuge

The responsibility for regional recreation facilities are normally not that of the municipality. Lake Waxahachie represents a major contribution by the City to the inventory of regional facilities and no additional facilities are recommended as the responsibility of the City. There are, however, excellent opportunities for improving the public

access to Lake Waxahachie and the recreational use of the Lake.

PROPOSED PARK AND OPEN SPACE STANDARDS

The overall park and open space standard recommended for Waxahachie in the land use study was a total of 1.5 acres of park and open space land per 100 persons. The proposed standard is slightly above the minimum acceptable guide of one acre per 100 persons which has been used as a general measure of the adequacy of a community's park system for some years. Waxahachie presently has 45.7 acres* of park area within the City proper and approximately 24 acres of park use around Lake Waxahachie. In addition to the actual park areas, a number of excellent school playgrounds exist which should be recognized as part of the Community's recreational facilities. A total of over 115 acres of active school sites exist in Waxahachie, of which at least 50 percent of the area could be considered as effective recreational area. The following summarizes the distribution of park space for the recommended park system of 1.5 acres per 100 persons or 15 acres per 1,000 persons proposed for Waxahachie:

1. PLAYLOT - These small areas for preschool and younger elementary school children should be provided for in private developments where population densities are anticipated to be relatively high and no area standard is recommended.

2. PLAYGROUND - A minimum of 2.5 acres per 1,000 persons is recommended for the population residing within the playground service area.

3. PLAYFIELD - A minimum of 2.5 acres per 1,000 persons is recommended for playfield use for the population residing within one and one-half miles of the service area of the playfield.

4. LARGE PARKS - The recommended standard for Large Park facilities is also 2.5 acres per 1,000 persons. Large park areas should, wherever possible, be incorporated into the parkway system where joint facilities may be provided.

5. PARKWAY, LINEAR PARKS AND SPECIAL PARK AREAS - An area of 7.5 acres per

* Does not include new Chapman Park

1,000 persons is recommended for the entire broad category of other park areas which are expected to be developed, largely along the drainageways and related to certain other areas in the City.

6. REGIONAL RESERVATIONS AND PRESERVES - No local municipal standard for regional park type facilities is considered applicable to Waxahachie. It is, however, recommended that an increase in public park acreage be made at Lake Waxahachie.

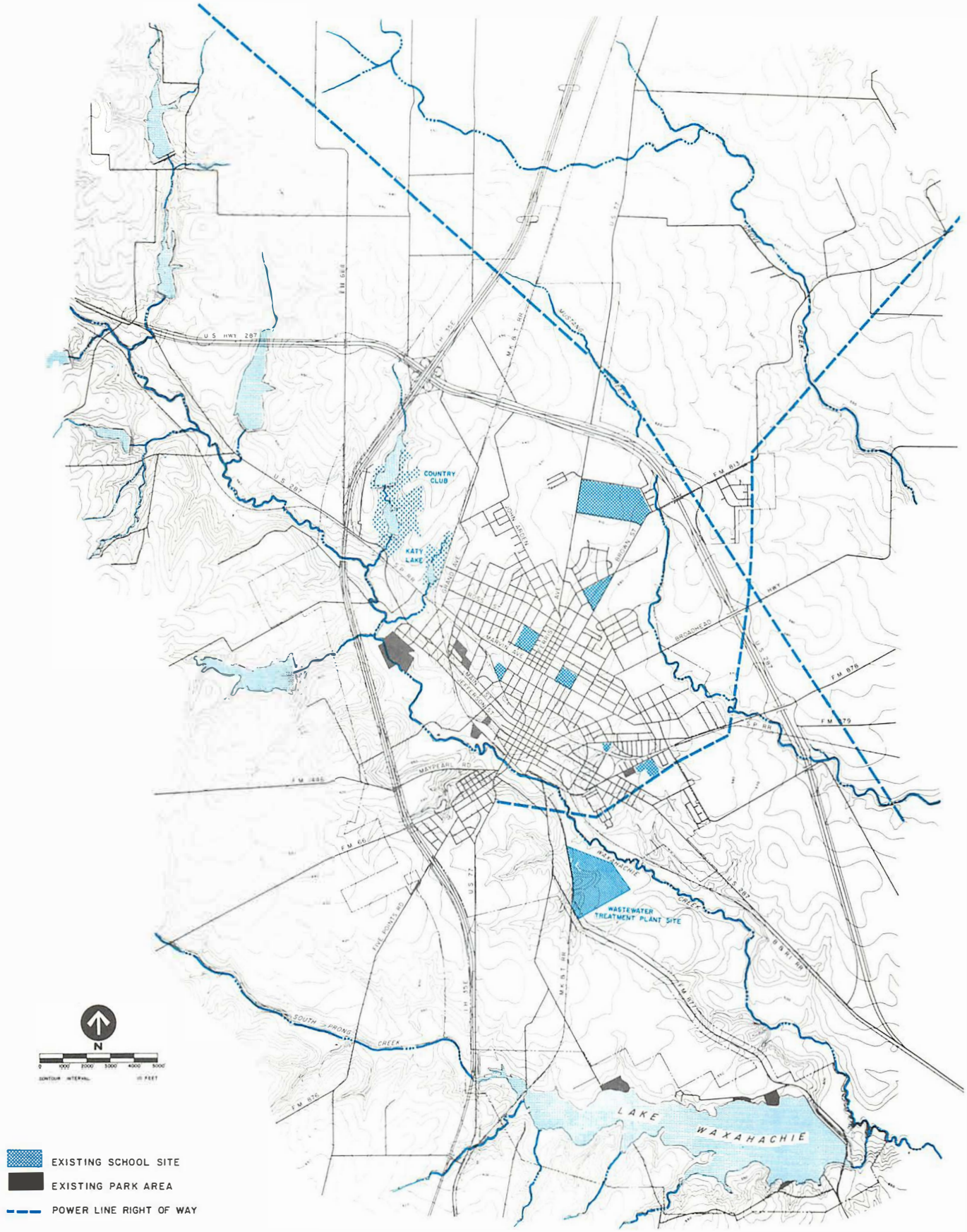
Based upon the allocation of acreage for each type of park area, the following summarizes the future park and open space requirements for the population projected for 1980, 1990 and 2000.

Type Park	Area Standard Per 1,000 People	Park Area For Population 1980 18,500	1990 30,000	2000 42,000
Playground	2.5 acres	46.3	75.0	105.0
Playfield	2.5 acres	46.3	75.0	105.0
Large Park	2.5 acres	46.3	75.0	105.0
Parkway and Linear Park	7.5 acres	138.7	225.0	315.0
Total		277.6	450.0	630.0

The foregoing table provides a general guide to the acquisition and development of park and open space land and should be considered the minimum standard to be achieved in the development of the park system. The table also illustrates that developers of land have a responsibility to provide a pro rata portion of the park and open space area in accordance with the number of families which they add to the Community. A subdivision of 150 residential lots or an apartment project with 150 dwelling units would add 400 to 450 people and create a total park need for 6.75 acres of park area of all types. Some cities provide for developer participation in park area acquisition by requiring dedication of land or contribution of funds in lieu of dedication.

PARK AND OPEN SPACE RESOURCES

The apparent park and open space resources in the Waxahachie Area from which the future park system could be developed are shown by Plate 15. The features of Waxahachie's site considered most adaptable to park and open space utilization include the following:

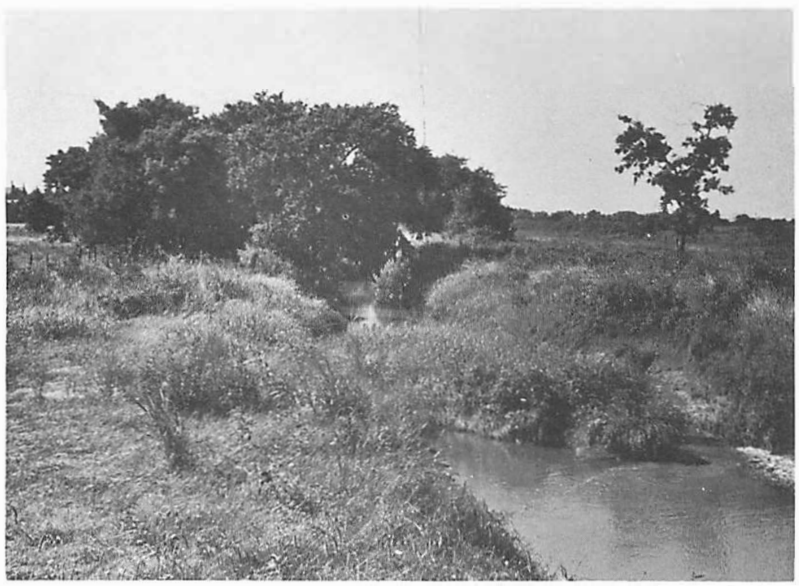


WAXAHACHIE, TEXAS

EXISTING PARK AND OPEN SPACE RESOURCES

MARVIN SPRINGER AND ASSOCIATES
URBAN PLANNING CONSULTANTS
DALLAS * TEXAS

PLATE 15



MUSTANG CREEK OFFERS OUTSTANDING LINEAR PARKWAY DEVELOPMENT POTENTIAL

1. The stream and drainageways in Waxahachie Creek, Grove Creek and Mustang Creek (See photographs).

2. The electric power line rights-of-way which at some locations could be adapted to linear parkway treatment (See photographs).

3. Existing park areas.

4. Existing school grounds.

5. Lake Waxahachie.

6. Soil conservation reservoirs on the tributaries of some of the larger streams.

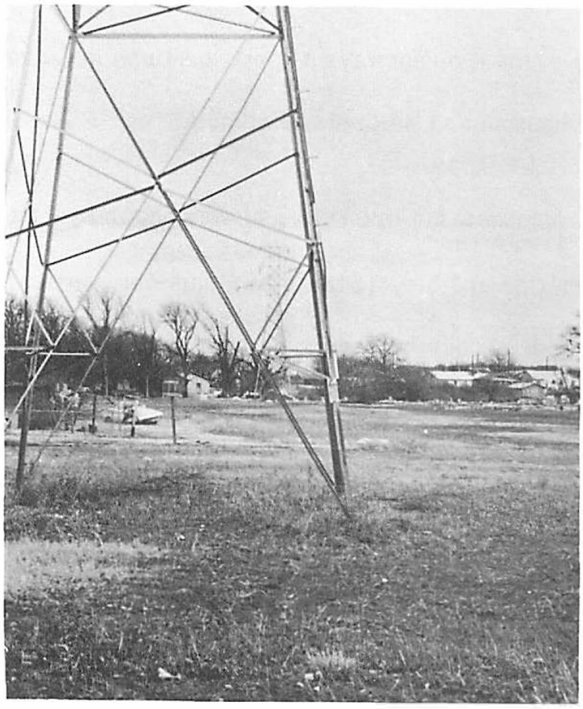
7. Other public areas which may, in the future, become available for park use such as sanitary fill areas.

The preservation of the major drainageways and tributaries for surface drainage and parkway use represents the most appropriate use of the land along the drainageways. Waxahachie has recognized the significance of the drainageways as park locations in Getzendaner Park and currently in the location of the new Chapman and Belle-Vue Parks.

The electric transmission line rights-of-way shown by Plate 15 offer opportunities for the development of pedestrian and bicycle trails in a park-like setting. In some cases, the power line rights-of-way may be wide enough for the inclusion of active play facilities such as tennis or multiple-purpose paved areas. Peripheral planting can be used to enhance the power line's appearance so long as the plantings are low or are clear of the interference zone of the transmission cables.

School sites often serve as valuable neighborhood playground or community playfield sites. A co-operative program of recreation now exists between the City and the School Board and this arrangement is to be commended. Waxahachie's program of "Community Schools" will reduce the number of school sites required in the future but there should be a continuation of joint recreational use and development on all school sites that are suitable for such use including the proposed new "Community Elementary School".

ELECTRIC TRANSMISSION LINE RIGHTS-OF-WAY OFFER EXCELLENT OPPORTUNITIES FOR MULTIPLE USE DEVELOPMENT AS LINEAR PARKS INTERCONNECTING PLAYGROUNDS AND PLAYFIELDS AND LARGE PARKS



EXISTING PARKS

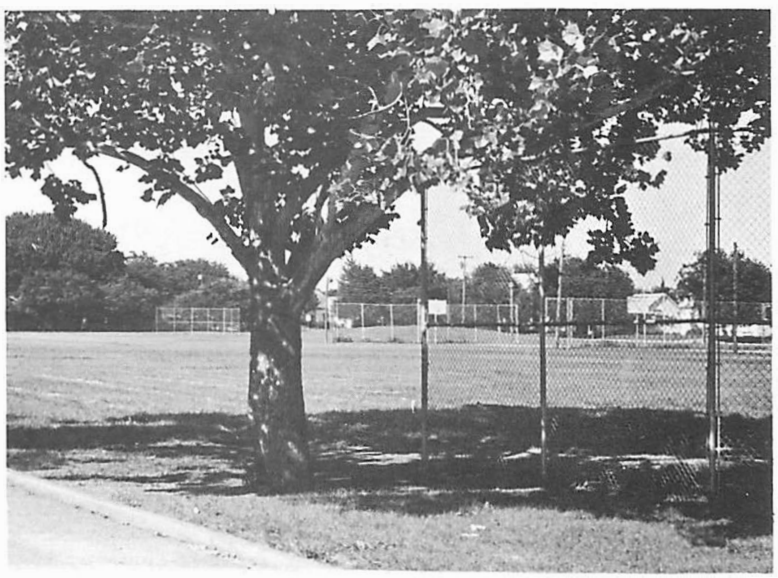
The existing park and school sites are shown by Plate 16. The following summarizes the public park and recreation facilities existing in Waxahachie and provides the base upon which the future park and open space system will be built. The school sites are included in the overall listing because several schools are now performing important summer recreation functions.

EXISTING PARK AND RECREATION FACILITIES

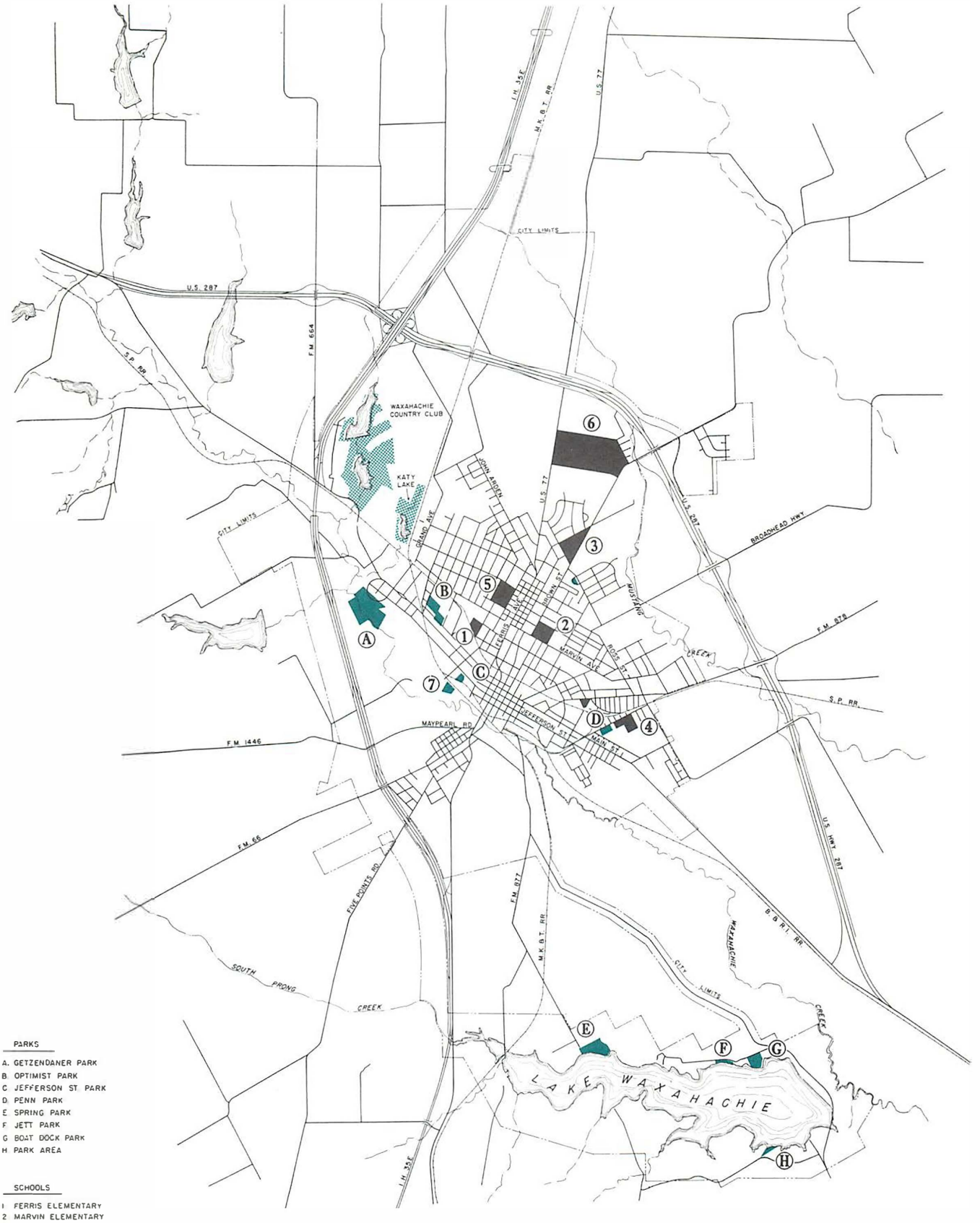
Map Symbol	Name	Type	Area	Comments
A	Getzendaner Park	Large Park	33.9 acres	Excellent passive area.
B	Optimist Park	Playfield	7.3 acres	Extensive playfield type development.
C	Jefferson Street Park	Tot Lot Size	1.7 acres	Small area in close proximity to Getzendancer and Optimist Park.
D	Penn Park	Playground	2.8 acres	Playground supplements middle school, very active, need improving.
E	Spring Park			Important water oriented facilities.
F	Jett Park	Special	23.8 acres	
G	Boat Dock Park and Launch Area	Regional		
	Total Parks		69.5 Acres	Includes Waxahachie Lake Parks
H	Chapman Park			
I	and Belle-Vue Park have been recently added to the System.			

SCHOOL SITES

1	Ferris School	Elementary	Being phased out	
2	Marvin School	Elementary	9.4 acres	Excellent playground area.
3	North Side	Elementary	14.6 acres	Adequate playground area.
4	Middle School	6th Grade	9.4 acres	With Penn Park - provides needed facilities in area served.
5	Wileman School	Junior High	12.8 acres	Site small for Junior High and Community playground use.
6	Waxahachie High	High School	69.2 acres	Excellent school and has important playfield potential.
7	Richards Park	Ball field	3.2	Recommended to be phased out.
	Total		118.6 Acres	



MARVIN ELEMENTARY SCHOOL PROVIDES
EXCELLENT NEIGHBORHOOD PLAYGROUND
FACILITIES IN A PARK SETTING



PARKS

A. GETZENDANER PARK
B. OPTIMIST PARK
C. JEFFERSON ST. PARK
D. PENN PARK
E. SPRING PARK
F. JETT PARK
G. BOAT DOCK PARK
H. PARK AREA

SCHOOLS

1. FERRIS ELEMENTARY
2. MARVIN ELEMENTARY
3. NORTHSIDE ELEMENTARY
4. SIXTH GRADE ELEMENTARY
5. WAXAHACHIE JUNIOR HIGH
6. WAXAHACHIE HIGH SCHOOL
7. RICHARDS PARK

EXISTING SCHOOL
EXISTING PARK

N

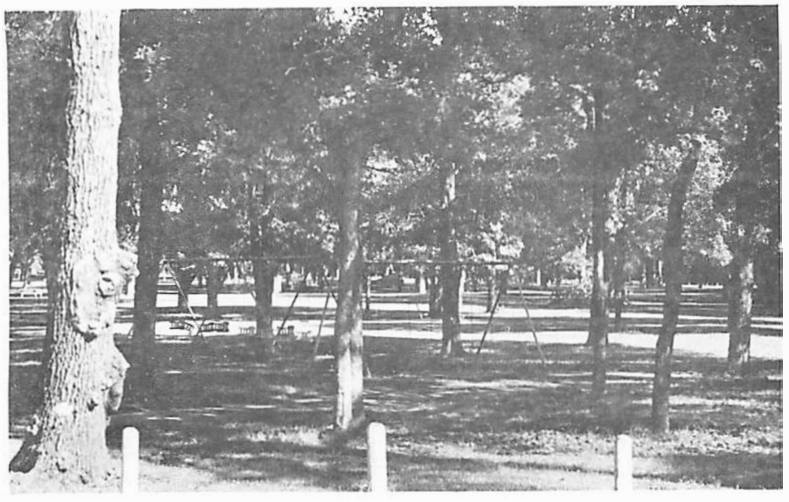
0 1000 2000 3000 4000 5000

MARVIN SPRINGER AND ASSOCIATES
URBAN PLANNING CONSULTANTS
DALLAS * TEXAS

WAXAHACHIE, TEXAS

EXISTING PARKS AND SCHOOL SITES

PLATE 16



GETZENDANER PARK-
OUTSTANDING AND
VALUABLE PARK
RESERVATION WHICH
SHOULD BE PRESERVED

LAKE WAXAHACHIE IS A
VALUABLE RECREATION
RESOURCE AND SHOULD
BE MADE MORE ACCESSI-
BLE IN THE FUTURE

It is estimated that the school sites listed add at least 40 acres of potential playground and playfield space and some of it is being effectively utilized. Marvin Elementary School provides excellent neighborhood playground facilities (See photographs).

Two of Waxahachie's park areas are considered to be outstanding. Getzendaner Park contains many fine large trees, picnicking and playground facilities and is the location of the old Chautauqua House. Consideration should be given to expansion of Getzendaner Park along Waxahachie Creek. The accompanying photographs illustrate the excellent park character of Getzendaner Park.

Lake Waxahachie is the second significant existing park area. Provisions should be made to improve public access to the Lake and restrictions should be placed upon what appears to be private development encroachments into the public area around the Lake at several locations. As Waxahachie's population grows, the recreational significance of the Lake will also grow (See photographs).

SCHOOL SITES

The Waxahachie Independent School District has undertaken a progressive and innovative school and educational program. The program is aimed at large school plants and a wider range of educational opportunities. The neighborhood elementary school is tending to be replaced by larger and more flexible "Community Schools". The School District is one of five Districts in the State which has a grant from the Mott Foundation to assist in the innovative education concept development which will include evening instruction.

Examination of the enrollment trends and the capacity of the school buildings shows that very efficient use is being made of the facilities. Remodeling or expansions have recently been made or are in the process on four of the school buildings and a new "Community School Site" is being acquired. It is estimated that the present facilities plus the new "Community School Campus" will serve the School District until the mid 1980's at which time other decisions will be required concerning school space.

Of the approximate 3,600 total school enrollment, about 700 students from outlying parts of the District are bused to the City schools daily. It can be expected that the students from the outlying areas will increase but the preponderance of the school enrollment growth will be generated in

Waxahachie. From the recreational planning standpoint, the continued joint use of playground and playfield facilities on school sites is desirable and recommended. The opportunity exists for the joint development of a major recreational complex on the proposed new Community School Site. When the need for future Community School Sites is determined, consideration should be given to the co-operative recreational development of the sites. If in the future the Waxahachie Independent School District should return to the neighborhood elementary school concept, the elementary schools should be related to the neighborhood playground sites recommended on Plate 17, the Proposed Park and Open Space System Plan.

Richards Park is a School District facility used largely as a baseball field. Access to the area is difficult and expansion and improvement would also be difficult. It is recommended that Richards Park could eventually be added to the Waxahachie Cemetery Site or used for other public purposes. The partial playfield function performed by Richards Park could be appropriately replaced by an addition to Getzendaner Park of a major playfield.

Jefferson Park is of playlot size and, while it could be retained for the short range, it is considered appropriate to replace the park with a more adequate neighborhood playground nearby.

Two additions to the Park and Open Space System which have occurred during the preparation of the Comprehensive Plan are Chapman and Belle-Vue Park. Both new park areas are on the Mustang Creek drainage system and both create links in the proposed parkway system. It is also significant that both of the new park areas was a dedication gift to the City. Experience has shown that citizens will contribute substantial sums and important land areas to a park system which is aggressively developed and maintained. Chapman Park added 13.5 acres and Belle-Vue Park added 5.97 acres to the Waxahachie Park and Open Space System and can be considered to be the first achievements under the Proposed Park and Open Space Plan.

PROPOSED PARK AND OPEN SPACE PLAN

The proposed Park and Open Space Plan for Waxahachie is shown by Plate 17. The basic features of the Plan include the following:

PROPOSED PARK AND OPEN SPACE SYSTEM
WAXAHACHIE, TEXAS

Plan Symbol	Type Park	Area or Effective Acreage	Comments
1	Playground (Chapman Park)	13.5 acres	Well located and offers excellent development opportunities.
2	Playground (on Mustang Creek)	7.5 acres	Spaced to supplement Chapman Park.
3	Playground (Northside School)	5.0 acres	Adequate area for playground use.
4	Playground (on Mustang Creek)	7.5 acres	Well centered in neighborhood area.
5	Playground (Marvin School)	4.5 acres	Well located and of excellent character.
6	Playground (Penn Park)	5.0 acres	This playground needs enlarging and improvement.
7	Playground (Southside)	5.0 acres	Will be needed when and if development occurs on southside.
8	Playground (Southwest area)	5.0 acres	Should be provided for existing development and tied to Getzendaner Park by linear parkway.
9	Playground (Optimist Park)	7.3 acres	Ultimate conversion of playfield to playground and move of playfield to expand Getzendaner Park proposed.
10	Playground (Westside)	5.0 Acres	This playground site is needed to serve area on both sides of M.K.&T. Railroad.
11	Playground (Northwest)	5.0 acres	This playground is needed to serve a developing neighborhood and is proposed to be tied to Chapman Park along drainageway.

12	Playground (Upper Mustang)	5.0 acres	A playground will be needed on upper Mustang Creek when development occurs in area.
13	Playground (Northeast)	5.0 acres	Related to Grove Creek drainage.
14	Playground (North of 287)	5.0 acres	On Mustang Creek north of U.S. Highway 287 by-pass.
15	Playground (Power line east)	5.0 acres	Proposed to serve neighborhood where development is started - attempt to relate to power line.
16	Playground (East)	5.0 acres	Attempt to relate to power line for linear parkway tie.
17	Playground (Southwest 35E)	5.0 acres	Located southwest of 35E to serve mobile home neighborhood.
18	Playground (West 35E)	5.0 acres	Proposed to be adjacent to Soil Conservation Reservoir west of 35E.
19	Playground (West 35E)	5.0 acres	To serve large neighborhood area opposite Brookside Inn.
20	Playground (Northwest 35E)	5.0 acres	Proposed to be related to Soil Conservation Reservoir on tributary of Waxahachie Creek.
	Total Area Playgrounds	115.3 Acres	
A	Playfield (Getzendaner Park)	35.0 acres	Proposed southwest side of Waxahachie Creek in open area.
B	Playfield (Waxahachie High School)	20.0 acres	For special athletic use, effective area assumed to 20 acres.
C	Playfield (New Community School)	20.0 acres	It is proposed that a playfield be developed at new school to serve northeast part of City.
D	Playfield (Waste Water Plant Site or Sanitary Land Fill Site)	30.0 acres	A site should be available at one of the locations eventually for heavy athletic use.
	Total Area Playfields	105.0 Acres	

WAXAHACHIE, TEXAS

PROPOSED PARK AND OPEN SPACE PLAN

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PLATE 17

Getzendaner Large Park	110.0 acres **
Linear Parks on Mustang Creek, Waxahachie Creek and tributaries and along power lines	315.0 acres
Total Park Area Proposed	645.3 acres

** Large park acreage exclusive of playfield.

In addition to the park and open space areas outlined, it is recommended that at least 100 acres of additional park land be acquired or reserved on Lake Waxahachie for future water oriented recreation use.

One of the significant features of the Proposed Park and Open Space Plan for Waxahachie is the linear parkway loop shown around the inner part of the City. It is proposed, by the use of segments of power line right-of-way, Waxahachie Creek, Mustang Creek and tributaries to both creeks plus a strip along the M.K.&T. Railroad, to create a greenbelt loop around the inner City. The linear park loop would tie together 6 playgrounds including Chapman Park and would traverse Getzendaner Park. Two and possibly three of the proposed playfields would also be directly related to the greenbelt loop. The minimum development along the greenbelt would be a pedestrian-bicycle path with some planting. The more extensive development would include parks such as Chapman Park (See Plate 18). Illustrations of the features proposed for the linear park system are shown by Plates 19 and 20. Plate 19 shows the concept of a parkway along a drainageway. Plate 20 shows the concept of the parkway treatment of a power line right-of-way. A variety of park interests can be added to the linear parks and substantial tree planting is recommended as early effort to add interest to Waxahachie's greenbelt.

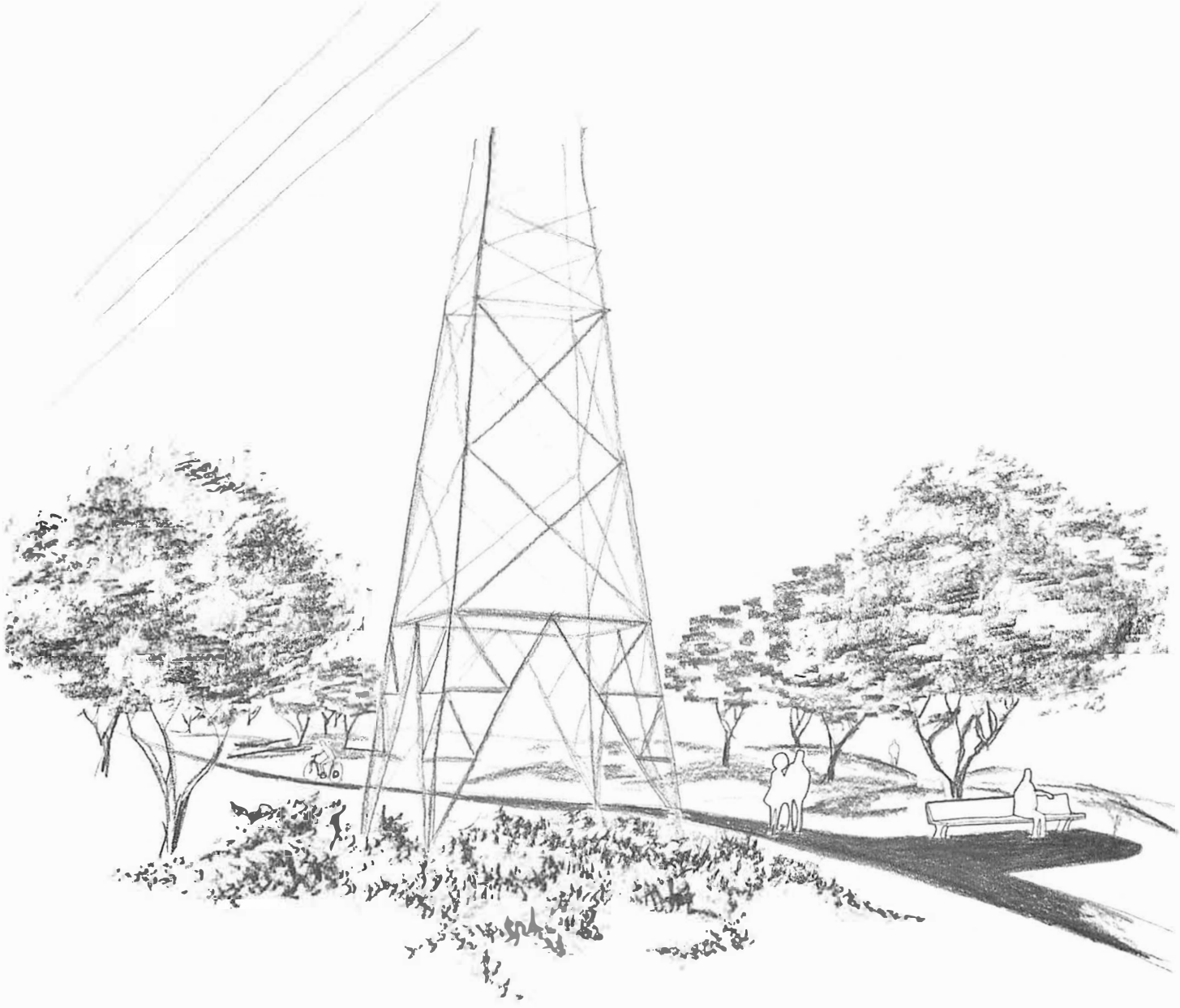
THE CHAPMAN PARK PLAN - The Plan for Chapman Park is shown by Plate 18. The Plan is included herein to illustrate the potential for playground and other park development along the drainage system. The Park is located along an existing drainage ditch which is a tributary of Mustang Creek and the drainageway is retained as a feature of the Park. During periods of heavy runoff, some water will rise in the Park for short periods but no damage to facilities should result.

WAXAHACHIE, TEXAS

CHAPMAN PARK

A Typical Linear Park and Playground

PLATE 18



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WAXAHACHIE, TEXAS

Perspective View

LINEAR PARK ON POWER LINE

PLATE 19

Chapman Park is a large playground and includes the following:

1. A combination football, soccer and softball field which has room for two softball diamonds. It is not intended that the athletic field be lighted for night play.

2. Two tennis courts are provided adjacent to Brown Street (a major thoroughfare). Lighting of the tennis courts is proposed and a parking area is provided directly related to Brown Street.

3. A multiple purpose paved play surface is proposed where volleyball, basketball, roller skating and similar activities could occur in wet or dry weather.

4. A small children's play area is proposed where conventional and innovative play equipment would be provided on a surfaced area of bark, small gravel or similar material.

5. A park shelter for use by all age groups but particularly by the elderly is located near the small children's play area where the activities may be easily supervised from the shelter by mothers or others.

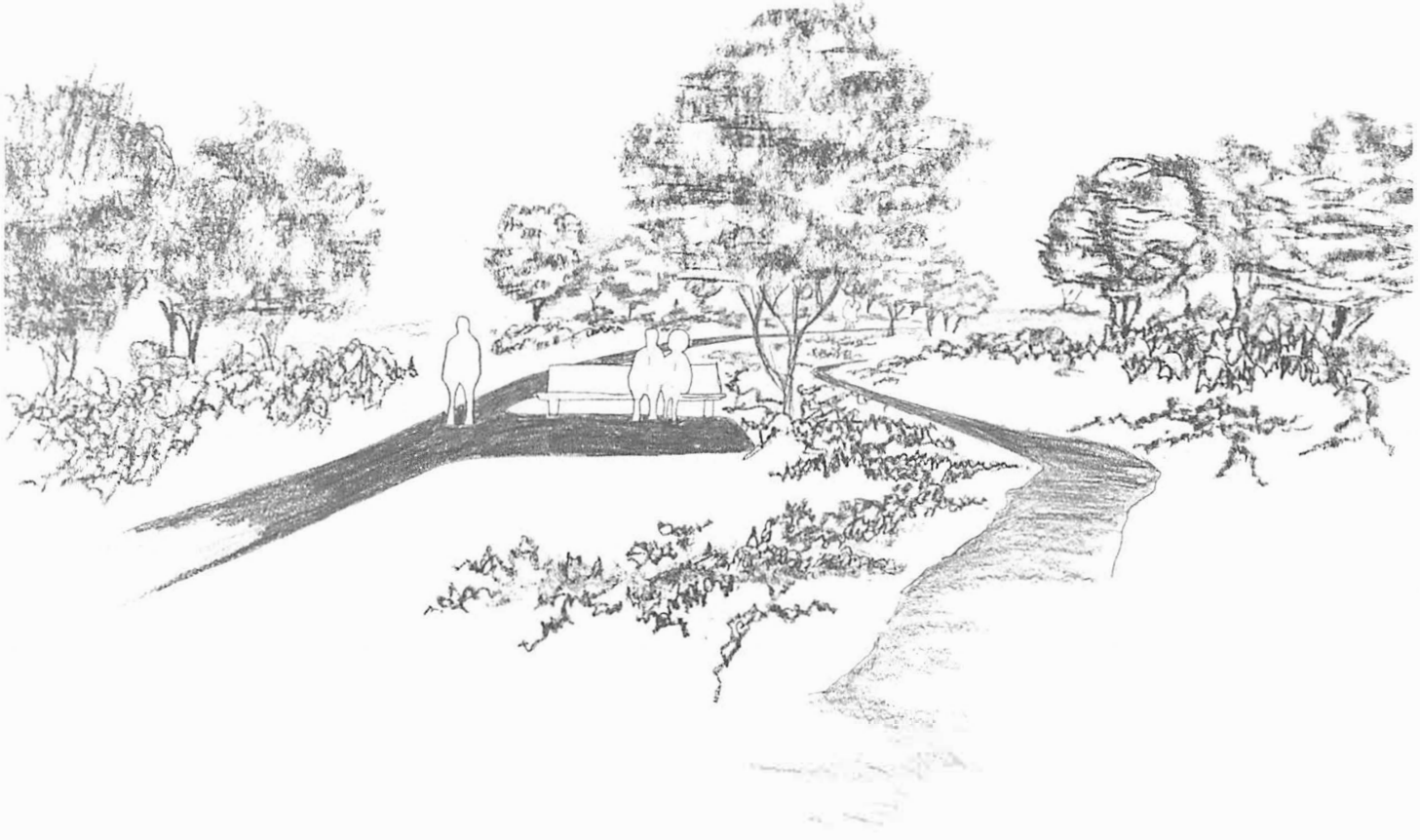
6. A small formal garden area where seating is provided and which might contain a piece of sculpture or a fountain is located in direct relationship to the shelter. The seating area could be a place for story telling, discussions or instruction.

7. A large park meadow with heavy tree planting framing it and a path system around it in the shade is located west of the shelter for use by all but for particular use of the elderly. Picnicking is also proposed in the shaded area.

8. Rest rooms are also shown in relation to the shelter.

9. The trail systems which traverse the park are projected to the west and the east as ties to other parks which are shown on Plate 17.

The facilities shown for Chapman Park are typical of those which should be provided at the various playgrounds shown by Plate 17. The smaller playgrounds would not have tennis courts, large park



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WAXAHACHIE, TEXAS

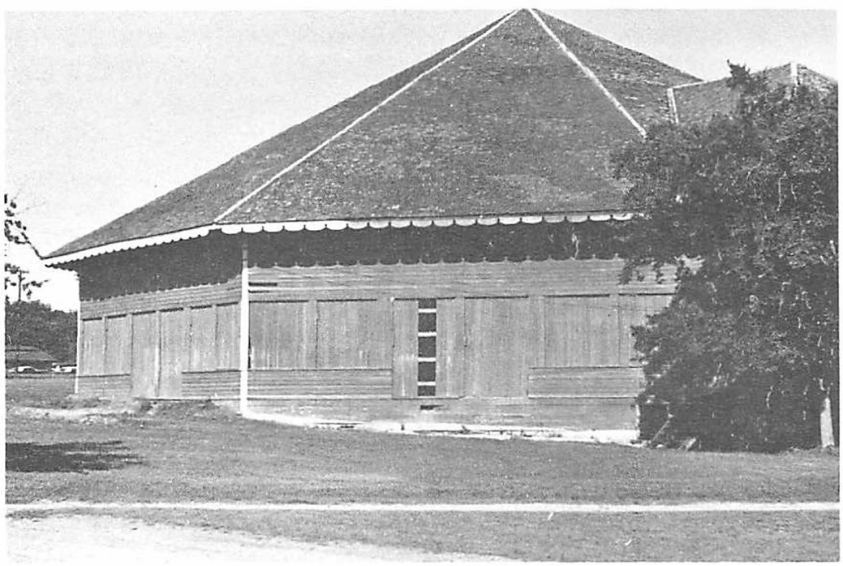
Perspective View

PLATE 20

LINEAR PARK ON DRAINAGEWAY

meadows or even shelters but would contain most of the other features planned for Chapman Park.

The gradual development of park facilities such as illustrated by the Plan for Chapman Park will assure that Waxahachie has a quality park system and an excellent physical environment.



THE WAXAHACHIE CHAUTAUQUA

The historical heritage of Waxahachie should be preserved in the development of the Park and Open Space System. The restoration and preservation of the Chautauqua House in the Getzendaner Park would be an outstanding example of historic preservation and would also be a valuable addition to the cultural and social facilities of the City. There should be a continuing effort to achieve the restoration of the Chautauqua as part of the Getzendaner Park improvement and the restoration should recognize the need for the provision of off-street parking facilities to serve the Chautauqua and other park functions.

PUBLIC BUILDINGS

The buildings and facilities which house the various governmental functions are usually related in size and complexity to the population served. An increase in population usually influences the demand for public services and the facilities which house such services. The quality and efficiency of the public building facilities housing the various services likewise directly influences the relative cost and level of services.

A community usually requires two types of public buildings and facilities; (1) those requiring a generally central or common convenient location and serving the entire municipal area and (2) those serving specific segments of the Community on a service area basis such as a fire station. The City Hall is an example of a governmental building requiring a convenient location to the entire Community.

As a basis for determining the long-range municipal government space needs, an evaluation of the existing facilities and probable future needs was made. The results of the evaluation are included herein as a guide for future decisions concerning future public buildings in Waxahachie. The following summarizes the present public building space:

A. City Hall - The City Hall is a modern structure containing 3,600 square feet and located on a small site at the fringe of the Downtown Area. At present, 18 employees are housed in the City Hall and all the space is fully utilized. The average employee occupancy of a City Hall in a city of Waxahachie's size is about 26 employees. It can be reasonably assumed from comparison that the space in Waxahachie's City Hall has become inadequate. McKinney, a county seat city of similar size, had 30 employees housed in its City Hall as of 1973. The space needs arising in the Waxahachie City Hall raise questions concerning the most desirable and efficient methods of meeting the needs.

B. Service Center - A total of 40 employees work out of the Municipal Service Center and some activities such as engineering represent those customarily included in the City Hall. The service facility is located at the southeastern edge of the Downtown

Area on Madison Street. As the City expands and new space becomes available, it is likely that a reorientation of the Service Center activities will be desirable with some functions being relocated.

C. Health and Sanitation - The Health Clinic is located near the Service Center and contains 663 square feet. There is obvious need for more adequate space for this facility.

D. Park Department - A converted frame dwelling presently serves as the Park Department offices. Eventually, the park function should be more adequately housed. The offices contain 750 square feet and the entire composite of storage and maintenance facilities occupies 10,230 square feet.

E. Police Facilities - The police facilities are presently located in a portion of the Central Fire Station and occupy slightly over 2,000 square feet. The present space is extremely inadequate and will require improvement at an early date.

F. Fire Stations - Two fire stations presently serve Waxahachie and are located less than one mile apart. One station, No. 1 (Central), is located northwest of the Downtown Area and contains the preponderance of the fire fighting equipment. Station No. 2 is located at the confluence of Ferris Avenue, John Arden Drive and Bryson Street. Both stations are substantial buildings in generally good condition. The location of the present stations provide reasonable coverage for most of the developed portion of Waxahachie; however, recent growth trends raise significant questions concerning future stations. The present day costs of equipping and manning fire stations make it essential that the maximum efficiency and coverage be achieved by each station.

G. Sims Library - The library serving Waxahachie is a private and not a municipal library but is partially maintained by an allocation of municipal taxes. The library contains 34,876 volumes which is substantially above the minimum standards for a city of Waxahachie's size. The Southwestern Assemblies of God College Library can also be considered as partially supplemental to the community library and the College Library

contains 53,626 volumes. Despite the apparent adequacy of the present library facilities, it will be appropriate to consider the future library space needs resulting from future population growth.

FUTURE PUBLIC BUILDING SPACE NEEDS

Decisions concerning expanding, relocating, remodeling or building public buildings should be made against the background of both the long-term and short-term needs. Normally public buildings are expected to serve 25 to 50 years and longer and often represent substantial investments. The ability to expand both the building and the site to accommodate growing demands is often a major consideration. The following summarizes the estimated public building space needs for Waxahachie as of 1980 and 1990 and compares the needs with existing facilities:

A. City Hall - Waxahachie presently has 90 municipal employees exclusive of fire and and police personnel. On the basis of the accepted average of one municipal employee for each 150 persons and assuming a current population of 15,000 people, the City would have 100 employees. The present level of municipal employees is obviously about 10 percent below the average. At present 20 percent of the employees are housed in the City Hall and normally 25 percent are located in the Central Administrative Offices. The present 18 employees fully utilize the City Hall space and from the evaluation it must be concluded that additional space is needed. The projected space needs in the City Hall would be:

1980 - Population	18,500	City Hall Space	8,000 square feet
1990 - Population	30,000	City Hall Space	12,000 square feet

The present 3,600 square feet of space in the City Hall is not adequate for the needs of the future and can reasonably be classed as currently inadequate. The City Hall site is also small and does not meet the present off-street parking needs during periods of heavy use. An expansion of the present building could be achieved but the expansion of the site would be difficult and costly. The future City Hall needs can likely be best provided from a new location.

B. Service Center - The present Service Center operation could appropriately be altered

to consolidate the administrative functions, such as public works and engineering, into the City Hall and by relocating maintenance, vehicle storage, supply and equipment operations to a new site on the Waste Water Treatment Plant area or nearby. The availability of rail service to the Service Center could become important in the future for the delivery of construction material and equipment. A location either near the Waste Water Treatment Plant or the Sanitary Land Fill Site would make rail service possible to the Service Center Area.

C. Health and Sanitation - A location convenient to the Downtown Area is important to the Health Service offices. Convenience of access by the public which the Health Offices serve is an essential feature of the operation. A location in a future City Hall would also be possible. The sanitation function should be housed at the Service Center.

D. Park Department - When a new Service Center is provided, space should be allocated to the Park Department Maintenance. An area adequate for some plant nursery and greenhouse operation would be desirable for Park Department use. Any future park director should be located in the Central Administrative facilities for coordination reasons and also because such a person would likely have other duties as a member of the City Manager's staff.

E. Police Facilities - The projected police building space needs, based upon 180 square feet for each 1,000 people, would be:

1980 - Population	18,500	Police Space	3,500 square feet
1990 - Population	30,000	Police Space	5,400 square feet

The projected space includes jail or short-term holding facilities. The space in the present City Hall could reasonably accommodate the police function into the 1980's and with special jail provisions might be adequate into the 1990's.

F. Fire Stations - Expansion of the municipal area raises questions concerning future fire stations. Plate 21 illustrates the overlap in service area existing between Fire

A - EXISTING CITY HALL
B - CENTRAL FIRE STATION
C - FIRE STATION NO. 2
D - SIMS LIBRARY
E - EXISTING MUNICIPAL SERVICE CENTER
F - NEW WASTE WATER TREATMENT PLANT
G - RELOCATED FIRE STATION NO. 2
H - NEW FIRE STATION SITE
I - POSSIBLE FUTURE FIRE STATION
J - ALTERNATE NEW CITY HALL LOCATION
K - ALTERNATE NEW CITY HALL LOCATION
L - ALTERNATE SERVICE CENTER LOCATION
M - SANITARY LAND FILL SITE
N - ALTERNATE SERVICE CENTER LOCATION
O - EXISTING HEALTH AND SANITATION OFFICE

SERVICE AREA OVERLAP BETWEEN EXISTING FIRE STATIONS

N

WAXAHACHIE, TEXAS

EXISTING & FUTURE PUBLIC BUILDINGS AND FACILITIES

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PLATE 21

Station No. 1 and Fire Station No. 2 on the basis of 1 1/2 miles service radius which is the accepted standard where no special exposure conditions or response problems exist. To provide more adequate coverage for the expanding residential areas and the developing industrial area along Interstate Highway 35E, it is recommended that Station No. 2 be relocated to the vicinity of U.S. Highway 287 and the Ovilla Road crossing of the Highway.

The underpass structure on the Highway should provide direct access to the industrial area along Interstate Highway 35E and the connection to John Arden Drive provides direct access to the developed areas to the south.

A future third fire station is suggested near the Broadhead Road interchange on the New Highway 287 by-pass. A location near or even on the new school campus just east of the Highway could be appropriate. The third station location would reinforce coverage to the east and the southeast portions of Waxahachie without creating inefficient service overlap. Plate 21 shows the general locations suggested for the relocation of Fire Station No. 2 and the location of No. 3 in relation to the service area and location of Fire Station No. 1 which it is recommended remain at its present location.

A future need could develop for a fourth fire station in the southern part of the Planning Area near Lake Waxahachie. When and if such need arises, a location near the intersection of Howard Road and projected Spur 394 would be a desirable location.

G. Future Library Space Needs - The future space needs for a community library in Waxahachie is estimated to be:

By 1980	9,000 to 11,000 square feet
By 1990	15,000 to 18,000 square feet

The proximity of the present library to the Downtown Area is considered to be desirable.

H. Community Meeting Space - The present demand for Community meeting space is largely served by the High School and College Auditoriums and the City Council Chamber.

None of the existing facilities are considered adequate and a need exists for a convenient place of public assembly and meetings in Waxahachie. The renovation of the Chautauqua could provide for part of the meeting needs but the full community meeting space requirements include an auditorium and exhibit space. The facility should be planned to accommodate meetings of various sizes, exhibits, plays, dining and social activities. A flexible design of the structure should allow the space to be used for plays, lectures, all sizes of meetings up to about 1,000 people, art, antique and similar exhibits and related events. No extensive space should be provided for conventions but rather the space should be directed toward meeting the social and cultural needs of the area's residents. An overall space of 25,000 to 30,000 square feet with off-street parking for 200 to 300 automobiles is estimated to be the appropriate requirements for a Community Meeting Space. A location near the Downtown Area is considered to be the most desirable site for the proposed facility.

The location of a new City Hall is one of the more complicated public building problems in Waxahachie. Two possible future City Hall sites exist. One would be directly west of the present City Hall and the second location would be in the old Federal Post Office building located on Rogers Street. It is possible that even with the appreciated building costs the remodeling of the old Federal Post Office building could prove to be the most economical and satisfactory decision. Alternate location concepts for the City Hall are shown on Plate 21. Both locations suggested reinforce the Downtown Area as they should. The present City Hall could be readily utilized as a police building and could possibly include the health services also.

THE DOWNTOWN AREA

Downtown Waxahachie has until recent years been the focal point of trade and business activity serving the City and the surrounding area. The Downtown Area remains today the center of the Community's financial, governmental and service activities. Substantial retail service still remains Downtown despite the recent expansion of retailing along Ferris Avenue and U.S. Highway 77. A number of changes have occurred which are affecting the role of Downtown in the Community. If the Downtown Area is to retain its dominance as the heart of the Community, it must adapt to change.

In recent years, the business districts of most cities have been under increasing competitive pressure created by outlying retail developments and shopping centers. The physical arrangement of most of the shopping centers tend toward developments which are inviting to shoppers, offer convenient parking and a pleasant atmosphere.

The primary impact of the recent changes has been on retailing. The removal of retail functions from a downtown area adversely affects all the other activities. In seeking to adapt Downtown Waxahachie to change, it is essential that need for an improved retailing environment be recognized. It is improbable that Waxahachie can be improved as a place of work and residence if the Downtown Area is permitted to deteriorate and cease to function as the business heart of the Community.

The problems which the Downtown Area is presently experiencing and those which will occur in the future are elements of change, which if left to run their normal course without guidance, can result in serious disruption to the Area. It has, however, been proven possible to direct the changing conditions to the benefit of a downtown area and achieve an improved and revitalized business heart for a community.

An improvement effort in an established downtown area requires the coordinated effort of the property owners, tenants, the city and the citizens of the community. Part of the downtown area is private property and is the primary responsibility of the owners and tenants. A substantial portion of the downtown area is street space and as such is directly the responsibility of the City. Governmental buildings, plazas and parks in downtowns are also usually the responsibility of either the City, County,

State or Federal Government. The complexity of ownership and responsibility make it essential that a high degree of cooperation and understanding be achieved if improvement progress is to result.

The basis for possible improvement of a downtown area is obviously the condition and resources of the area as they exist. Appropriate approaches to downtown improvement are usually suggested by an examination of existing conditions in the area.

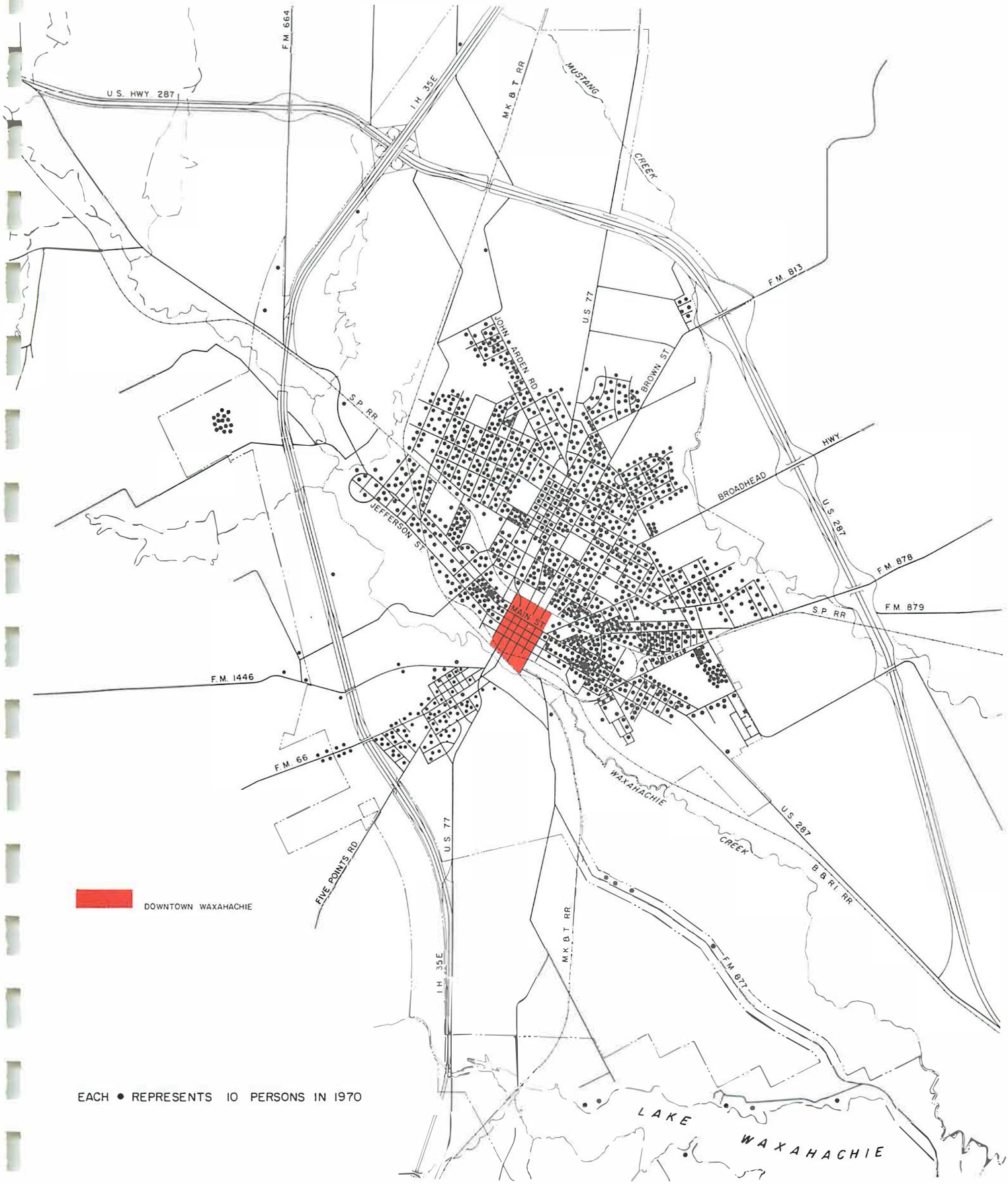
EXISTING CONDITIONS - DOWNTOWN WAXAHACHIE

One of the obvious features of Waxahachie's Downtown Area is its relationship to the total City Area. Plate 22 indicates the Downtown Area as it relates to the rest of the City. Waxahachie Creek, the Courthouse Site and later the railroads influenced the location of the Downtown Area. As the City has expanded, primarily northward, the Downtown Area became less of a central location. The anticipated expansion pattern of the City tends to continue to make Downtown less of a central location.

Residential development to the south toward Lake Waxahachie would improve the relationship of the Downtown Area to the entire urban complex. Regardless of the direction of future residential growth, it will be desirable to take all possible steps to improve and strengthen the Downtown Area as the business heart of the Community. If Downtown is lost through neglect, it is unlikely that any single area will arise to take its place and Waxahachie will then take on the form of satellite to Dallas and Fort Worth.

EXISTING LAND USE

The area considered to be the Downtown of Waxahachie varies depending upon the factors considered. For study purposes, that portion of the Community from Monroe Street to Flat Street and from the M.K.&T. Railroad on the south to the T.&N.O. Railroad on the north was considered as the Downtown Area. The area so defined contains 52.4 acres of land which is occupied by a wide variety of uses. The center of the area is the Courthouse Square and the Square is generally surrounded by retail, office, financial and service establishments in the typical pattern of a county seat town. Substantial commercial and open storage uses are found, particularly on the north and south fringes of the area in the vicinity of the railroads.



DOWNTOWN AREA
RELATIONSHIP TO CITY OF WAXAHACHIE

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DALLAS * TEXAS

PLATE 22

The street system is a grid pattern generally creating square blocks, having a dimension of 200 feet on a side. Many blocks contain less than one acre and the physical arrangements of streets and blocks result in a very high percentage of the Downtown Area being in street spaces as compared with the land available for private development.

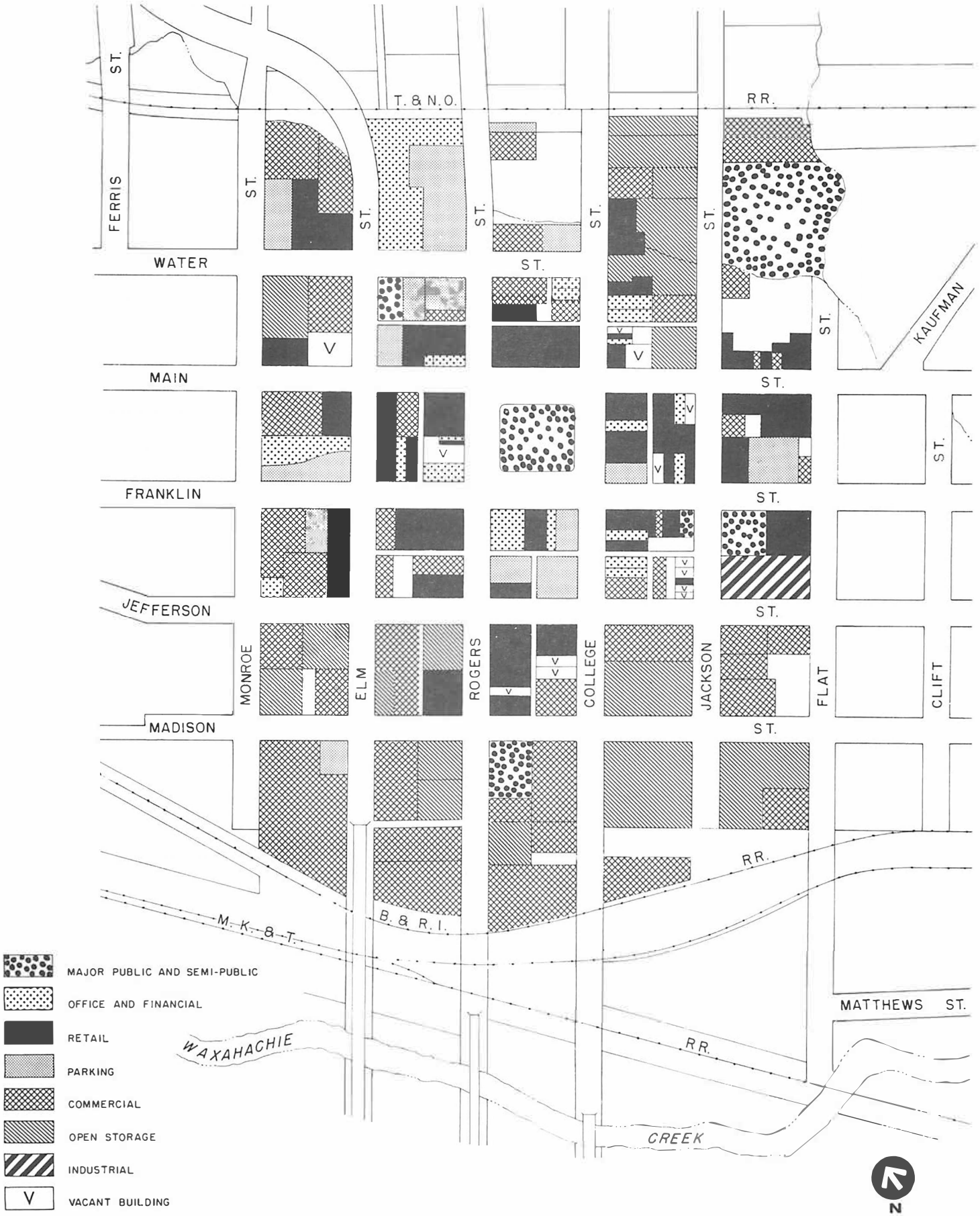
The detail land use, by category, within the Downtown Area is shown by Table 21.

TABLE 21

EXISTING LAND USE
DOWNTOWN WAXAHACHIE - 1974

Use Category	Square Feet	Acres	Percent of Developed Area	Percent of Total Area
Public and Semi-Public	95,790	2.2	4.5	4.2
Office or Financial	87,700	2.0	4.1	3.8
Retail	249,900	5.7	11.7	11.0
Commercial	449,000	10.3	21.0	19.6
Industrial	53,450	1.2	2.5	2.3
Parking	110,945	2.6	5.2	4.9
Open Storage	238,250	5.5	11.1	10.4
Vacant Buildings	27,150	.6	1.3	1.2
Streets and Alleys	827,900	19.0	38.6	36.3
Total Developed	2,140,085	49.1	100.0	93.7
Vacant Land	143,725	3.3	-	6.3
Total Area	2,283,810	52.4	-	100.0

The largest single category of land use within the area is that of street and alley space. Commercial uses such as automobile dealerships, building supply yards and machinery sales represent the second largest category of land use, accounting for about 20 percent of the total developed area. Retail activities account for the third largest land use category and the retail activities tend to be concentrated near the center of the area. The concentration of retail is considered to be desirable from the standpoint of convenience to customers for shopping. Office and financial institutions represent about the same amount of use in the Downtown Area as do public and semi-public facilities. The primary public facilities involve the Ellis County Courthouse and the Waxahachie Municipal Building. Semi-public buildings are represented largely by churches which are located on or near the fringe of the Downtown Area. It is significant to note that vacant building space accounts for a



DOWNTOWN WAXAHACHIE

EXISTING LAND USE

MARVIN SPRINGER AND ASSOCIATES
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DALLAS * TEXAS

PLATE 23

relatively small portion of the total area of Downtown. This condition is considered to be indicative of the fact that Downtown Waxahachie is continuing to perform an important function in the Area. There are, however, some types of buildings such as the old hotel and some of the second story space in retail buildings which do not appear to have an important use at the present time. Open storage uses including automobiles and machinery represent a relatively high portion of the Downtown Area and most of the open storage activity is located near the railroads.

Existing off-street parking in the Downtown Area accounts for 5.2 percent of the developed area or about 2.5 acres. It is likely that the off-street parking area in the downtown section will have to be increased to accommodate downtown customers. One of the most logical expansions of the off-street parking space in the Downtown Area would involve replacement of some of the open storage uses which do not contribute to the primary function of the Downtown Area.

The most significant feature of the land use arrangement in the Downtown Area, as shown by Plate 23, is the concentration of retailing and related service functions around the Courthouse Square and extending along Rogers and College Streets. All improvement efforts in the Downtown Area should be directed toward the retention and enhancement of the retail service concentration so as to assure a convenience to the shoppers, customers and clients who come to the Downtown Area. Some off-street parking lots have been introduced along the frontage of the Square. It is recommended that future off-street parking be located removed from the Square so as not to disrupt the relationship of retail and service facilities around the Square.

Where retail, office or financial institution types of land use are indicated in the Downtown Area, the land area reflects approximately the floor area of the buildings involved inasmuch as most of these facilities represent nearly 100 percent coverage of the land. The combined retail, office and financial use space in the Downtown Area exceeds one-third of a million square feet and collectively represents the largest concentration of such facilities in any single area of the City. The existence of a concentration of retail and service facilities of the magnitude indicated, along with the low amount of vacancy found in the Downtown Area, reflects favorably upon the continuing function of the Area as the business heart of the Community.

Another feature of the Downtown Area which is not indicated by the land use and other physical evaluations of the Area is the general character of the architecture reflecting the period in which the preponderance of the buildings in the area were constructed. The architecture of the area provides a unique quality to the Downtown, particularly that portion in the vicinity of the Courthouse Square, where the Courthouse itself is one of the architecturally unique courthouses in Texas. The quality of the period architecture in the center of the Downtown Area is considered to be a major asset and one which suggests that any approach to Downtown improvement should not consider major demolition which would remove the architectural quality from the area. The concept of eliminating demolition and land clearance from the improvement possibility suggests that the basic improvement potential for the Downtown Area involves the retention and enhancement of the existing structures and the more efficient and attractive use of the street space which represents nearly 40 percent of the total area.

PARKING INVENTORY

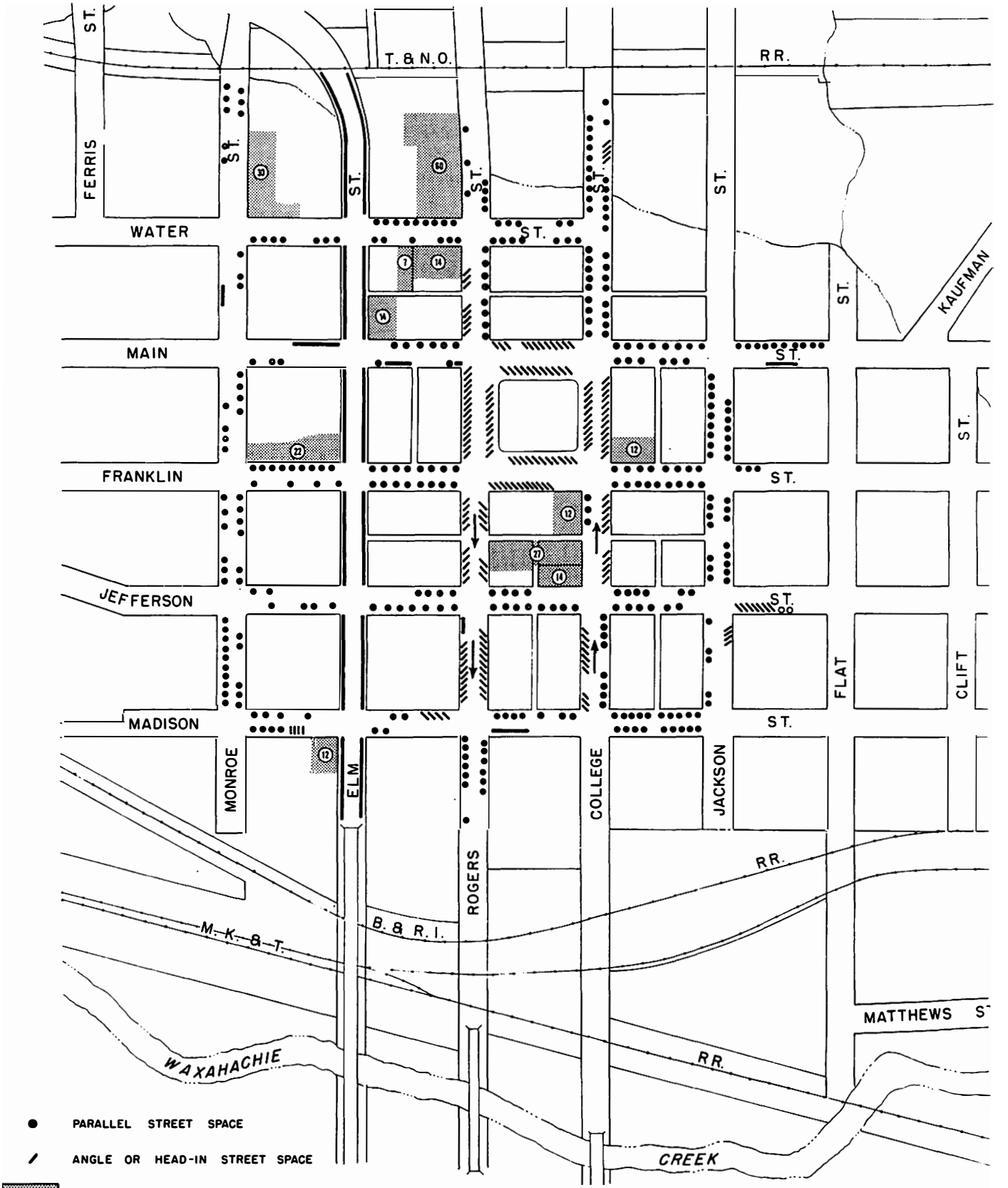
The location and amount of on-street and off-street parking available in Downtown Waxahachie as of late 1973, the survey date, is shown by Plate 24. Within the area defined as Downtown, a total of 764 parking spaces were found, of which 70 percent were on-street parking spaces and approximately 30 percent were located in lots off the street. Since the time of the survey, a Parking Authority has been formed in the Downtown Area and substantial progress made to provide additional off-street parking space. It is obvious from an investigation that it is not reasonable to assume that the amount of on-street parking space can be increased in the Downtown Area. In fact, it is probable that some of the on-street spaces will be lost to physical improvement of the area and to traffic changes which will be required. It is also obvious that the improvement plan which proposed to remove all of the street parking space would require the provision of a very substantial amount of off-street parking space to merely offset the loss of on-street space. It is, therefore, suggested that the future improvement plan for Downtown Waxahachie consider retention of as much on-street parking space as is possible, consistent with the function of the street and the improvement of the Downtown environment.

Most of the on-street parking in the Downtown Area is of the parallel type due to the relatively narrow nature of most of the street pavement. Angle parking, which requires substantially more street

space, exists around the Square and on portions of College and Rogers Streets. The angle parking is considered to be much more convenient to the customer than parallel parking but angle parking can only exist where reasonably wide street space exists. One-way street operation has been introduced between Franklin and Madison Streets along Rogers and College to permit the operation of angle type parking on one side of these streets. A review of the Downtown Area, however, indicates that all of the angle parking that it is reasonable to provide presently exists in the Downtown Area and that no additional angle parking could be created without major changes in the street system.

Elm Street, which is the route of U.S. Highway 77 through Downtown Waxahachie, has parking prohibited throughout its distance in the Downtown Area. The other major highway through the Downtown Area is Highway 287 which has parking along it. The removal of through traffic movements from the Downtown Area when the by-pass route of U.S. Highway 287 is open should permit the retention of parking on Main Street (U.S. Highway 287) despite its continued designation as a highway.

Evaluation of the present number of parking spaces provided in the Downtown Area related to the retail and service functions indicates that the present demand is for slightly over 1,000 off-street parking spaces as compared to the total availability of 764 parking spaces. When allowances are made for other types of uses in the Downtown Area, it is estimated that the current parking inventory for Downtown Waxahachie should be approximately 1,500 vehicles. It is, therefore, suggested that one of the improvement targets for the Downtown Area be the provision of off-street parking space for approximately double the present number of vehicles. It is obvious that, to meet the projected parking requirement, a substantial amount of land area must be devoted to the parking function. It will also be desirable to locate the parking spaces sufficiently removed from the Square so as not to interfere with the concentration of retail and service functions in the area. It will also be desirable to attempt to locate the additional parking spaces within 300 to 600 feet of the edge of the retail service concentration inasmuch as this distance is the approximate distance that people will walk under present environmental conditions for shopping and other service.



DOWNTOWN WAXAHACHIE

PARKING INVENTORY

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PLATE 24

ACCESS AND STREET SPACE DIFFERENTIATION

Because of their location, width and continuity, the streets in the Downtown Area tend to have varied functions. Plate 25 illustrates the functional relationship of the various streets in the Downtown Area and the following summarizes the information shown by the drawing:

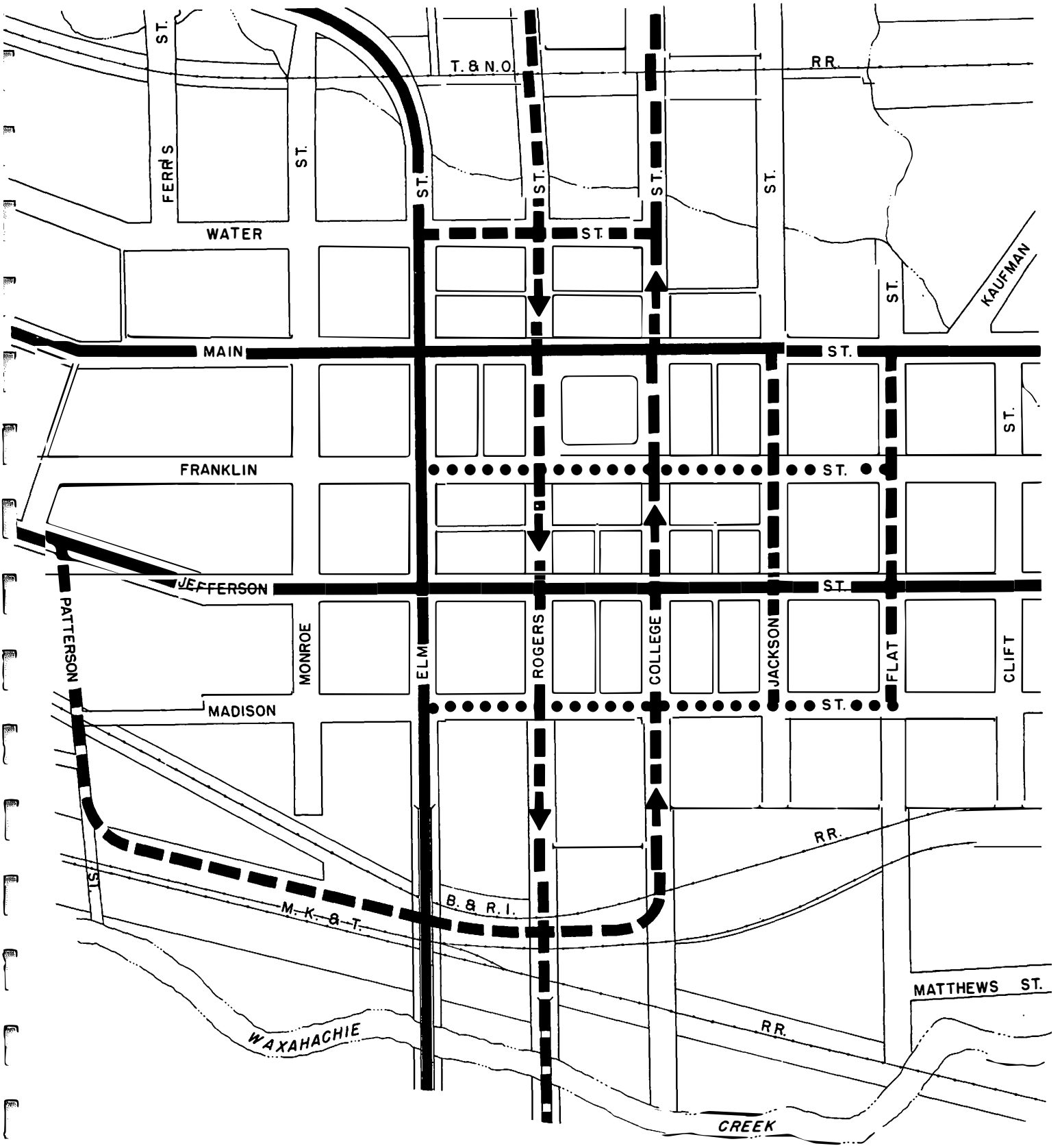
1. The primary north-south access to the Downtown Area is by the Elm-Ferris major thoroughfare (U.S. Highway 77). The continuity and the alignment of the Elm-Ferris thoroughfare, which is the western boundary of the Downtown Area, dictates that traffic movement be the primary function of this street.

2. The present primary east-west access thoroughfare to the Downtown Area is Main Street (U.S. Highway 287). The nature of traffic on Main Street is expected to change in the future, resulting in the thoroughfare functioning primarily as the access route to Downtown rather than a through traffic artery. Main Street, along with Jefferson Street, are indicated as major thoroughfares on the Thoroughfare Plan.

3. Jefferson Street is proposed to be a supplemental thoroughfare to Main Street in an east-west alignment and the Thoroughfare Plan provides for the future connection of Main and Jefferson on the east and west of the Downtown Area. The connection of the two thoroughfares on either side of the Downtown Area would ultimately permit the operation of the thoroughfares through the Downtown as a pair of one-way streets. The one-way operation should be considered as a regulatory measure to be applied when and if the need for one-way operation develops.

4. Rogers Street has continuity north and south and is projected as part of the Thoroughfare System. In the Downtown Area, the primary function of Rogers Street is proposed to be access and circulation. It is not anticipated that Rogers Street will carry any significant volume of through traffic but rather that it will function as an important access route to the Downtown Area.

5. College Street has a function similar to Rogers Street and is proposed to be provided continuity by a jog on the north end and the elimination of a dead end condition on the



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DOWNTOWN WAXAHACHIE

ACCESS AND STREET DIFFERENTIATION

PLATE 25

south. College Street is proposed to be tied to Rogers Street so as to connect to the bridge across Waxahachie Creek on the south. It is also proposed to connect Rogers Street with Brown Street by a jog correction in the vicinity of Marvin Avenue on the north. The primary function of College Street in the Downtown Area is proposed to be primarily that of access and circulation. Portions of Rogers and College Streets now operate as one-way streets and the general arrangement of the suggested street system would permit the extension of the one-way operation of Rogers and College Streets as a one-way pair through the Downtown Area if and when such change is needed.

6. Jackson Street is proposed as an access and circulation street between Main Street and Madison Street with its primary function being that of distributing traffic to and from the intersecting streets.

7. Flat Street has a function similar to Jackson Street and is the boundary of the area delineated as Downtown.

8. Water Street from Elm Street to College Street has an important access and traffic distribution function and when and if Rogers and College Streets are operated as a one-way pair, the traffic distribution function of Water Street will become very significant.

9. Franklin Street lacks continuity in the east-west direction and it is, therefore, suggested that Franklin Street be considered as a local access thoroughfare only where the primary function of the street space can be allocated to parking and to pedestrian use.

10. Madison Street has a relationship to Downtown similar to Franklin Street and is also proposed for only a local access function.

The arrangement of thoroughfares and streets indicated by Plate 25 suggests that most of the thoroughfares and streets are capable of adjustment to permit greater emphasis on serving the Downtown Area than on serving through traffic. Elm Street on the western boundary of the Downtown Area is the only thoroughfare where it is considered that through traffic movement must be given priority over parking and other functions related directly to the Downtown Area. The concept of street differentiation

presented by the drawing should provide the basis for determining the function of the various downtown thoroughfares in any improvement plan.

SUMMARY OF CONDITIONS DOWNTOWN

The following existing conditions in Downtown Waxahachie should be recognized by any improvement plan for the Area.

1. The principle retail and service concentration in the Downtown Area is in the vicinity of the Courthouse Square and on College and Rogers Streets and this relationship should be preserved.

2. While a substantial inventory of parking space exists in the Downtown Area, the preponderance of the space is provided on the street and there is little opportunity for expanding on-street parking.

3. The architectural character and condition of the buildings in the Downtown Area make it desirable to favor an improvement plan which conceives of protecting and enhancing the unique historical character of the Downtown Area.

4. Over 38 percent of all the land in the Downtown Area is in street and alley space and this space should be developed so as to better serve the shopper, the client and the visitor to the Downtown Area.

6. The Downtown Area is no longer centrally located to the population and future growth to the north will tend to make the Downtown Area even more off-center in the future.

7. Despite its location away from the center of the population, Downtown Waxahachie is still a crossroads location and is the most accessible business area in the Community.

8. It is essential to the welfare of the financial, governmental and office facilities in the Downtown Area that a compact and functional retail service area be retained as part of the development.

9. The general conditions in the Downtown Area at the present time are not significantly

conducive to pedestrian movements and to shopping activity inasmuch as the preference has heretofore been given primarily to serving the automobile in the Downtown Area.

10. There is an indicated need for approximately doubling the amount of parking space available in Downtown Waxahachie and the expansion of parking space should logically be directed toward a change of use of the substantial open storage areas which are found around the fringe of Downtown.

APPROACHES TO IMPROVEMENT

Approaches to the improvement of Downtown Waxahachie should include several principles which have been indicated by the studies. A general goal for the improvement of Downtown Waxahachie might be stated as, "to renovate, enhance and improve the use of the buildings and street space in the Area so as to assure the continued function of the Downtown Area as the business heart of Waxahachie". The following specific objectives provide the suggested basis for an approach to improvement:

1. Create an improved environment for retail activities which includes improved pedestrian facilities and an attractive appearance.

2. Establish a differentiated use of street space which designates specific streets for the primary service of the Downtown Area other than for the movement of through traffic.

3. Retain and enhance the period architectural character of the Downtown buildings.

4. Focus as much community-wide activity on the Downtown Area as is possible including the provision of space for meetings, shows, displays and the retention of the primary governmental and financial activity in the area.

5. Achieve the organization of a strong Downtown Improvement Association which combines the wide range of interests found in the Area including the owners and tenants of buildings. The organization should direct its effort to providing the leadership for an overall improvement effort and a broad purpose nonprofit corporation has been found to be the most effective type of organization to accomplish the improvement objectives in

a downtown area.

6. Agree upon and adopt a plan of improvement and an overall financial framework that can be cooperatively entered into by the property owners, the Downtown Improvement Association, the Parking Authority and the City of Waxahachie and other interests.

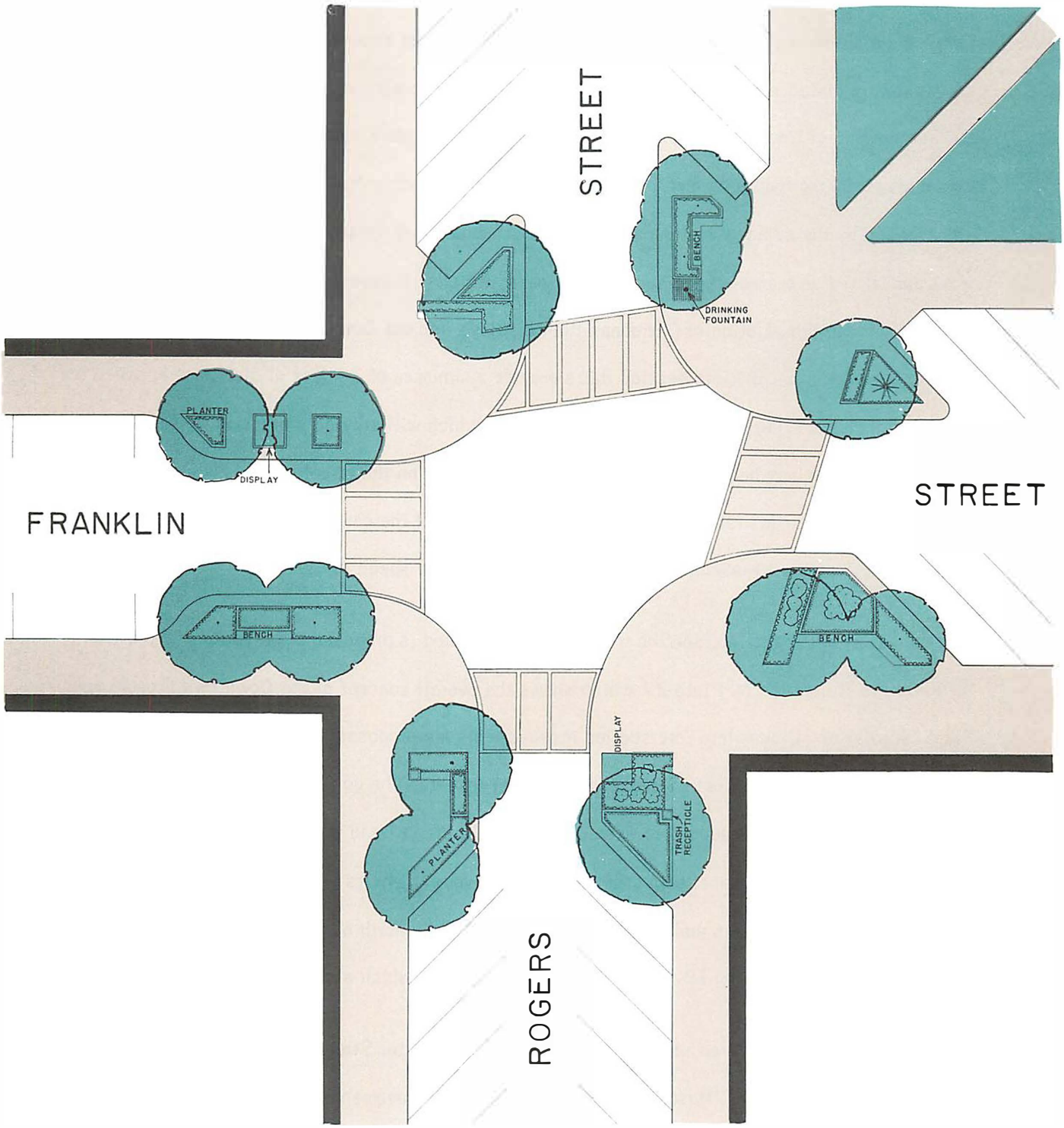
The initiative for the improvement of the Downtown Area must come heavily from those most affected by the conditions and changes of the Area; namely, the property owners and those with business and related activity in the Area. The preparation of this study represents the concern of the City of Waxahachie for the Downtown Area and the study is intended to provide the basis for improvement decisions. It is not possible for the City, by itself, to achieve the improvements essential to the protection and enhancement of the Downtown Area.

PROPOSED IMPROVEMENT CONCEPT

The recommended approach to the improvement of Downtown Waxahachie involves three major areas of activity and concern; namely, (1) improvement of the off-street parking conditions aimed at ultimately approximately doubling the parking inventory in the area (this effort has been undertaken by the Parking Authority in cooperation with the City and additional parking is already assured), (2) enhancement of the street space to provide an improved pedestrian environment in the Downtown Area and (3) improvement of the existing buildings in the Downtown Area in keeping with their architectural character.

The overall improvement of street space recommended for Downtown Waxahachie involves the treatment of street intersections and sidewalk areas by the introduction of well designed pavements, a reduced crosswalk area, a provision of places to sit, trees for shade and appearance along with other types of planting and the addition of attractive street furniture.

A typical detail of a proposed intersection treatment in the Downtown Area is indicated by Plate 26. The drawing illustrates the suggested change which it is proposed be created at the intersection of Franklin Street and Rogers Street, whereby the parking arrangement that presently exist on the thoroughfare would be retained and in effect the street itself converted to a type of parking lot which



DOWNTOWN WAXAHACHIE

SUGGESTED INTERSECTION IMPROVEMENTS

0' 5' 10' 15' 20' 25'

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PLATE 26

permits through circulation of the area but which is not conducive to heavy traffic movement. The arrangement proposes to flair the intersections to create a greater amount of pedestrian space and reduce the crosswalk distance of the street at the intersections. The additional space provided would allow the introduction of trees and the provision of benches, raised planting beds, well designed trash receptacles, drinking fountains and the introduction of free standing display cases which could be rented or leased by the adjacent merchants. It is recommended that the tree plantings proposed be at least partially of evergreen types such as live oaks, which will have a year-round effect and which would permit the introduction of Christmas light displays into the Downtown in an interesting fashion. It is recommended that the intersection flairs provide a minimum of 24 feet of clearance between the curbs and that such flairs be generally of a dimension which will provide protection for the rears of automobiles which may be parked either angularly or parallel on the street. Both angle parking and parallel parking are illustrated by the drawing. The radius of the corner of the flairs should be at least 16 feet to permit reasonable turning movements at slow speed in the area.

The manner in which the intersection treatment recommended is proposed to be applied to the Downtown Area is illustrated by Plate 27 which shows the overall concept of the Downtown Improvement Plan. A total of 10 complete intersection improvements are proposed along Rogers and College Streets extending from Madison Street through Water Street. The general improvement of sidewalk and planting is also recommended to extend northward to the railroad where substantial off-street parking is being provided. A local bank, through its improvement efforts, has added a park along the drainageway between Rogers and College Streets immediately north of Water Street. The strip park area is adjacent to a parking lot being developed by the bank which also is being well landscaped.

An installation of an improved intersection at the corner of Water Street and Rogers Street has been approved for the purpose of illustrating the environmental improvement which can be achieved in the use of street space. Detail design of the Courthouse Square generally in keeping with the concept illustrated by Plate 27 is under consideration and the Courthouse Square improvement would become the heart of the overall Downtown Improvement Plan. One of the desirable objectives of the improvement of the Courthouse Square would be to provide attractive and convenient pedestrianways across the Square between the various businesses which exist around the Square. The Downtown

RETAIL AND SERVICE USES

MAJOR PUBLIC OR SEMI-PUBLIC USE

PARKING

COMMERCIAL USES

N

0 50' 100' 150' 200'

WAXAHACHIE, TEXAS

PROPOSED DOWNTOWN PLAN

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PLATE 27

Improvement Plan is capable of stage development and of extension to other streets as the need may arise.

Plate 28 shows a perspective sketch of the proposed improvement of the southwest intersection of Rogers and Main Streets.

The Parking Authority is proposing to add a substantial amount of off-street parking area in the northern part of the Business District. It is recommended that additional effort be made to provide off-street parking south of the Courthouse Square and east of the Courthouse Square to supplement the parking which is provided on the street. It may also be possible to add some off-street parking west of the Square in the Elm Street vicinity and such an addition would be desirable.

Substantial progress has been made recently toward the detailed planning of the suggested types of improvement in the Downtown Area. It is recommended that the effort toward improvement cooperation continue and that the division of responsibility which has generally been demonstrated in the public meetings be generally accepted.

RESPONSIBILITY FOR AN ACTION PROGRAM

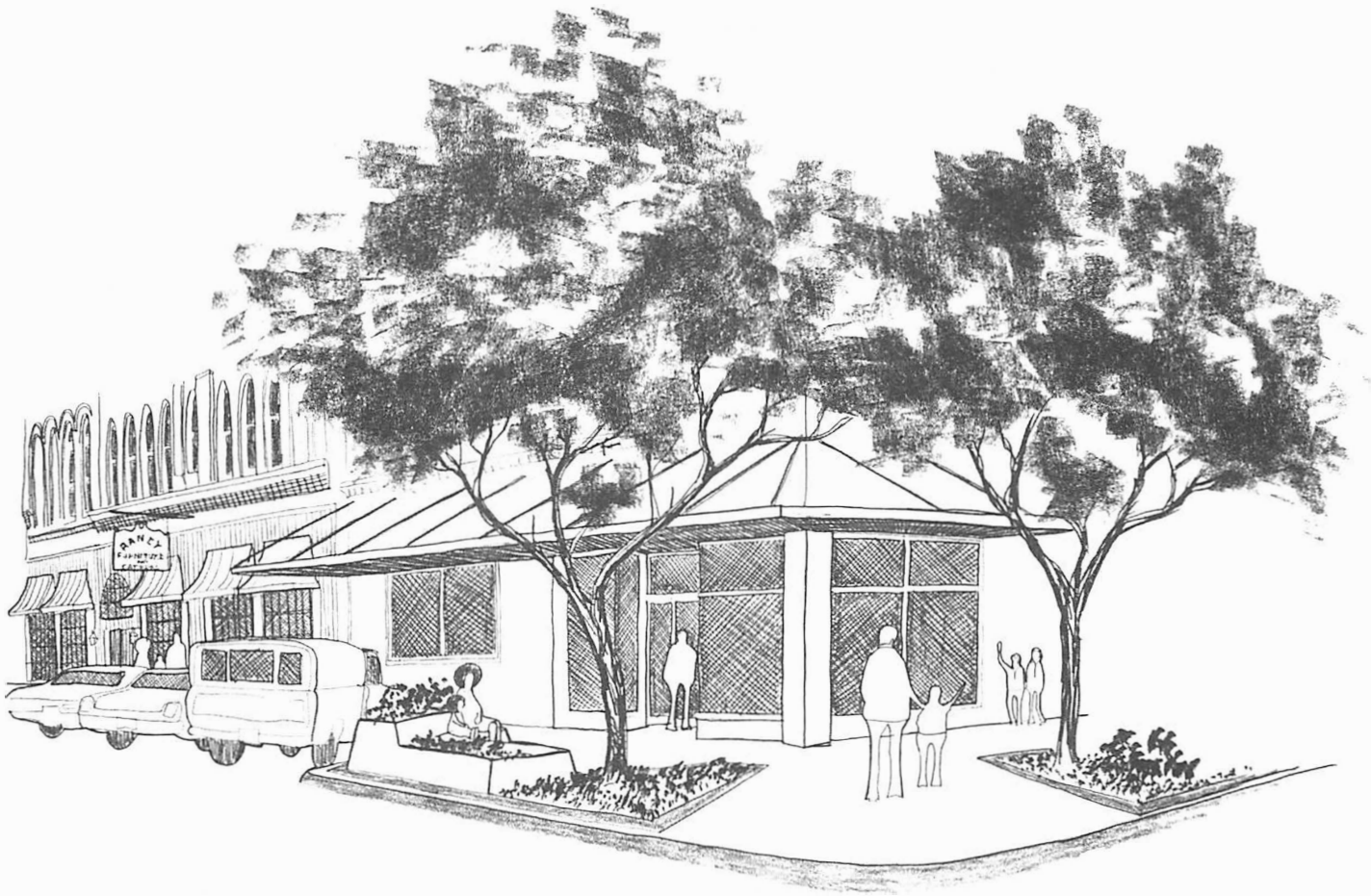
All of Waxahachie's residents should have an interest in adapting the Downtown Area to the changes necessary to keep it a vigorous and functional center of the Community. While the responsibility for improving Downtown Waxahachie rests on many persons in a general way, the responsibility must be accepted and made specific before progress will be made. It is obvious that the major responsibility of action rests with a strong Downtown Improvement Association. The areas of action responsibility tend to divide as follows:

THE DOWNTOWN IMPROVEMENT ASSOCIATION'S RESPONSIBILITY FOR ACTION INCLUDES:

1. Full cooperation with the City on elements for which the City may become responsible.

2. Achieving a collective agreement on the steps to be taken and the pursuing of the action related thereto.

3. Provision of the stimulus and financing when required for parking, landscaping and similar items of general improvement.



DOWNTOWN WAXAHACHIE

PERSPECTIVE SKETCH – INTERSECTION IMPROVEMENT

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PLATE 28

4. Achieving agreement on an overall plan of improvement for the Downtown Area.

5. Promoting Downtown Waxahachie as a special business and shopping area.

6. Seeking and supporting such regulations as are needed for the provision of parking, sign control, parking regulations and similar developments or operating activities and programs.

7. Providing unanimity of action on behalf of the Downtown Area in dealing with the City and the County and other agencies and institutions.

8. Maintaining a continuity of effort over a period of years directed toward the total modernization of the Downtown Area including the building facades and the interiors of the structures.

9. Encouraging investment in and the improvement of property at the fringes of the Downtown Area for multiple-housing, office, civic, governmental and related satellite uses.

10. Entering into such contracts and agreements with the City and others as are required to achieve the physical improvement and the operating responsibility essential to the preservation of Downtown.

11. Stimulating improvement, replacement expansion and remodeling of buildings where such activity is appropriate.

12. Encouraging the commissioning and/or donation of significant pieces of sculpture, fountains, lighting and major elements of street furniture for the open space in the Downtown Area.

13. Establishing and policing an effective system of employee parking for the Downtown Area and achieving the provision of at least double the amount of vehicle parking spaces presently existing in the Downtown Area.

14. Creating a calendar of regular people events in the Downtown including art shows,

festivals, concerts, antique shows, special displays, garden events and other activities which focus attention on Downtown Waxahachie.

THE CITY OF WAXAHACHIE'S RESPONSIBILITY FOR ACTION INCLUDES:

1. Evaluating the concepts contained in this Study and making an effort to reach agreement with the Downtown interests concerning them.

2. Cooperating in the financing of improvements and maintenance of street space improvements. Such cooperation will likely include improvement assessment, capital financing, operating agreements, agreements to franchise, lease or even abandon some street space for specific uses in accordance with the overall plan.

3. Making changes and improvements in the signs, street lighting and similar street elements as may be agreed upon.

4. Adjusting the street for service or pedestrian use where required and to accommodate the surface drainage alterations which result from the improvements.

5. Accepting responsibility for maintenance of the planting and other facilities and appurtenances and improvements in the Downtown street space.

6. Cooperating with the Texas Highway Department and the Downtown Association to adjust Main Street to the concepts of the Downtown Plan.

7. Enacting such ordinances and regulations as are required and found desirable for carrying out the intent and purpose of the Downtown Improvement Association.

8. Maintaining a program of equitable assessment and regular reevaluation of Downtown property.

9. Providing street resurfacing and crosswalk delineation as needed to carry out the proposed plan.

10. Providing engineering assistance and design assistance for the developing of detailed

construction plans for the initial stage of the Downtown improvement.

11. Adjusting utilities and other facilities where needed, particularly storm drainage facilities, to accommodate the Plan.

The improvement of Downtown Waxahachie should be considered as a continuing long-range effort requiring a high degree of cooperation. The concepts and approaches outlined herein have been tailored to the Waxahachie situation but in some form have been tried and found successful in other downtown areas. No one step will achieve the total structuring of the Downtown Area but a composite of the improvements and changes outlined will result in a major transformation of Downtown Waxahachie and assure its continued dominance as the business heart of the Community.

EXISTING AND FUTURE NEIGHBORHOODS

Waxahachie is truly a community of homes and people who care about their homes and neighborhoods. The tree lined streets and generally well kept lawns reflect the residents' interest in their Community. The numerous well maintained large old homes also attest to the genuine interest in Waxahachie as a place to live.

The maintenance of quality housing and neighborhoods is primarily a reflection of the attitudes of people toward their Community. Neglect and disinterest are two of the major factors causing deteriorated areas and poor housing. Economic ability to provide and maintain reasonable housing and the adequacy of housing in terms of space and facilities also have an influence on community quality and environment.

Where the private citizens and the municipality join in an overall community interest, substantial improvement and enhancement of existing housing and neighborhoods can be achieved, the quality of existing housing can be maintained and a good standard of future housing assured. This section of the Comprehensive Plan is intended to focus on the present and future environmental character of neighborhoods and the quality of existing and future housing in Waxahachie.

HOUSING AND NEIGHBORHOOD AREAS

The area unit of urban residential development is usually considered to be a neighborhood. Varied definitions of a neighborhood exist and there have been questions raised as to whether a neighborhood concept has a validity in our current highly mobile society. There are strong reasons for dividing an urban area into units for evaluation and for functional planning and organizational purposes. An individual's and a family's attachment to their place of residence is universal. Likewise, the long-term welfare and quality of the place of residence is related to the relationship of a wide variety of factors which are not necessarily directly part of the individual dwelling unit. The delineation of neighborhood areas provides a basis for planning logical units of a city as the step by step process of city building proceeds over the years.

For planning purposes, a neighborhood is considered to be an area of the community which is

predominantly residential in development and is bounded by major thoroughfares or by some other natural or man-made features such as a railroad, industrial area or major topographic feature. The area encompassed by a neighborhood may vary from about 300 acres to 900 acres or more and 600 acres is considered about average. A neighborhood unit should contain some park and playground features and be served by schools. Some convenience shopping and various public facilities such as churches are also appropriately part of a normal neighborhood unit. Some recent changes in school service concepts do not recognize the neighborhood as an urban unit, but despite such concepts the neighborhood provides the most logical unit for detailed planning and for organizing housing action and for studying housing needs of a community.

In Waxahachie, the Major Thoroughfare Plan, large areas of nonresidential land use and other physical features of the Community were used to delineate a series of neighborhood areas which are illustrated by Plate 29. Because of existing features, some areas tend to be smaller than desirable for neighborhood units but the preponderance of the areas are logical divisions of the Community which meets the neighborhood concept.

Each of the neighborhood units has its own specific character, conditions and problems. It is in the broad public interest to maintain the highest possible housing quality and good environmental character in each neighborhood unit. Cooperative action by the property owners, tenants, landlords, the municipality and others will be required to maintain and upgrade the housing quality in Waxahachie. To achieve improvement in community housing, four forms of housing action are considered appropriate: (1) Redevelopment or Clearance, (2) Rehabilitation, (3) Conservation and (4) Development Guidance. One or more of the forms of action will be appropriate for every neighborhood unit in and adjacent to Waxahachie. The following summarizes each form of housing action.

1. REDEVELOPMENT OR CLEARANCE - Whenever housing units reach an advanced state of deterioration and obsolescence which makes it impractical and uneconomical to attempt to rehabilitate them, Redevelopment action becomes necessary. Redevelopment is the removal of a structure or structures from the land, preparing it for use in constructing new facilities thereon in place of those previously existing. Through Redevelopment

action, the same type of land use generally replaces former uses; however, in some cases, it is possible for other forms of use to be located on the land being redeveloped. The removal of obsolete or deteriorated structures can be accomplished most easily by Code Enforcement. It has been indicated by study that some obsolete dwelling units exist in Waxahachie though no major clearance effort appears to be called for. The Redevelopment of large areas containing several parcels involves various problems when attempted by private Redevelopment. A Redevelopment program often requires a collection of several related parcels into one project area. Obtaining several parcels may become a problem when one or more owners within the area of Redevelopment are either not interested in the project or consider their property more valuable than the current market value determined by appraisals or other means. Often Redevelopment effort provides a basis for restructuring a portion of a neighborhood by eliminating nonessential streets or adding linear parkways, open space or by the introduction of new housing types such as townhouses.

2. REHABILITATION - This type of action is appropriate when a substantial number of housing units in a neighborhood are structurally sound but are in need of the type of repairs which can be done without excessive cost to the property owner. Within an area appropriate for Rehabilitation action, some units may be such that Clearance action is necessary on a few parcels. Since Rehabilitation action should be conducted as an area wide program, basic considerations to the project are necessary prior to initiation. Community support must be given to the project by (1) establishing an organizational structure to accomplish the program goals, (2) making available financial assistance at a reasonable interest rate, preferable from local sources, (3) consulting with property owners requiring help to organize their individual program and (4) establishing means whereby continued contact with area owners can be maintained to further educate them in Code Enforcement and methods of Conservation.

3. CONSERVATION - Where areas of sound housing exist and where a reasonable compliment of community facilities are available, a Conservation type housing program is

appropriate. The fundamental purpose of Conservation action is to preserve and protect existing desirable conditions by upholding local regulations such as the Zoning Ordinance, Building Code and other health and safety ordinances. Conservation action also involves the securing and maintenance of adequate utilities and community facilities, playgrounds, parks, school, community centers and street paving. A Conservation program, if closely followed, should eliminate the necessity of future Rehabilitation or Redevelopment programs and is much easier applied. The program is one which the municipal government can implement and carry out as a part of their normal planning process. In Waxahachie, Conservation programs should take special cognizance of the historical and "gingerbread" housing for which the Community is known. The Conservation of the large older houses is a significant consideration in any housing program for neighborhood improvement and maintenance.

4. DEVELOPMENT GUIDANCE - Future residential growth in Waxahachie will bring about new areas of residential construction as well as improvement to vacant lots and tracts within the presently developed areas. The standards for new housing improvement should maintain a level whereby it will not be necessary to require other forms of corrective housing action other than to encourage proper maintenance of structures and the provision of neighborhood amenities. Proper application of Subdivision Regulations, Zoning Standards, Building Codes, a Minimum Standards Housing Ordinance and the encouragement of good housing and neighborhood design will result in the creation of residential neighborhoods of lasting value with good physical environment. Each neighborhood unit delineated on Plate 29, which is now vacant, should receive careful Development Guidance consideration. Each subdivision submitted within the future nieghborhood units should be considered as an element of the neighborhood and not as simply a vacant parcel of land on which dwellings will be constructed. All land subject to Development Guidance by the Planning and Zoning Commission at the time of any request for zoning change or land subdivision provides a basis for initiating good neighborhood design and for assuring the continuity and quality of the neighborhood.

CHARACTERISTICS OF EXISTING HOUSING

The characteristics of a city's housing inventory generally reflect the quality of the living environment in the community. The characteristics of a community's housing inventory are influenced by many factors including the physical conditions, age, type of structure, location in the community and the characteristics and attitudes of the occupants of the dwellings. Over a period of time, housing structures tend to change and their desirability as places of residence is also often altered either because of location, environment, structural features or the interest or the ability of the occupants to maintain the structure. A decline in the physical condition of the dwellings, change in urban transportation routes, changes in building technology and changes in the economic base of the community can all be factors contributing to the decline or obsolescence of residential areas. AGE ALONE IS NOT NECESSARILY A CRITERIA FOR JUDGING HOUSING QUALITY OR CONDITION. The interest in the neighborhood and economic demand for housing is often a factor determining housing quality and the state of maintenance. Many examples exist where housing of recent construction, which was created to meet the large demand for a certain economic level, has declined in a short period of time because the group for which the housing was created is no longer required due to economic changes in the community. In contrast, housing which may be many decades old is often found in excellent condition and serving its function well. Waxahachie has numerous examples of such housing.

Any effort to improve the overall quality of housing in a community or to maintain it involves both effort of the individual property owner and the housing occupant along with effort by the municipality and related organizations. Basically, the improvement of housing quality is a local problem and one which will not be resolved by outside agencies even though help may be provided from time to time from outside sources. The owner or occupant's interest in housing is usually related to the quality of the area in which he lives and the adequacy of the housing as a safe, pleasant and sanitary place in which to reside. The owner of the dwelling also has a major economic interest as the investment in the dwelling usually represents one of the major life time investments of any family and the value of the investment is a matter of major concern.

The community's interest in housing quality involves primarily two areas; namely, (1) the existence of good housing and good neighborhood areas are major factors contributing to the attraction of new

industry, new jobs and new residents to the community and (2) housing conditions bear a direct relationship to health, crime, poverty and similar social problems which can involve costly corrective programs and which have an adverse influence on the entire urban environment. Areas of the City containing substantial numbers of deteriorated and dilapidated dwelling structures are usually the locale of numerous social and health problems. It should, however, be recognized that housing, in itself, cannot be said to be the primary contributing factor to social and health problems but rather the economic status or attitude of the people living in undesirable housing tends to generate a higher incident of social problems than is normally found in sections of the community having better housing.

As important as his dwelling is to an individual in an urban area, the individual's effort to maintain and improve his housing conditions must be related to an overall effort on the part of the community. The close association of dwelling units in an urban area makes the condition of housing and other environmental conditions of an area matters of community-wide concern. In areas where housing is below acceptable standards, some individual and community action is usually required to bring the housing up to reasonable standards. Cities are in constant economic competition as places in which to live and work and the condition of the overall housing inventory is an increasingly important factor related to the City's economic future.

Waxahachie is generally a community in which good housing exists and in which the people take a special interest in the maintenance of homes and the surrounding yards and open space. It is, however, appropriate to evaluate the changes which occur in housing in order to provide a basis for determining the various types of housing action appropriate in the various neighborhoods in the Community.

HOUSING CHARACTERISTICS

The net number of dwelling units in Waxahachie increased by 341 between 1960 and 1970. Table 22 shows the population change, the dwelling unit change and the number of persons per occupied dwelling unit in 1960 and 1970. It is significant to note that the number of persons per dwelling unit decreased over the 10 year period and it can be anticipated that an additional decrease will occur in the future.

The result of the change in the number of persons per occupied dwelling unit is that an increased

number of dwelling units will be required to house the same population in the community.

TABLE 22

POPULATION IN HOUSING UNITS
CITY OF WAXAHACHIE, 1960 AND 1970

	1960	1970
Population In Housing Units	12,615	12,902
Per Occupied Unit	3.1	3.0
Owner	3.0	2.9
Renter	3.3	3.1
All Occupied Units	4,030	4,371

Source: U.S. Census

The tenure and vacancy status of dwelling units in Waxahachie from 1960 to 1970 is shown by Table 23.

TABLE 23

TENURE, RACE AND VACANCY STATUS
CITY OF WAXAHACHIE - 1960 AND 1970

	1960		1970	
	Number	Percent of Total	Number	Percent of Total
Total Housing Units	4,200	100.0	4,668	100.0
Occupied Units	4,030	95.9	4,371	93.6
Vacant Units	170	4.1	297	6.4
Owner Occupied	2,472	100.0	2,749	100.0
White	1,987	80.4	2,264	82.3
Black	485	19.6	485	17.7
Renter Occupied	1,558	100.0	1,622	100.0
White	1,198	76.9	1,307	80.6
Black	360	23.1	315	19.4

Source: U.S. Census

The majority of the population of Waxahachie are homeowners and this trend applies both to black residents and white residents. In 1970, approximately 63 percent of the occupied dwelling units were owner occupied and 37 percent were renter occupied units. Owner occupancy experienced a slight increase in terms of the percentage of the total number of dwelling units in the City between

1960 and 1970. It is considered likely that Waxahachie will continue to be predominantly a community of owner occupied homes. It is also significant to note that the percentage of black persons who are homeowners follows very closely the trend for white homeowners.

The general age of housing units in Waxahachie is indicated by Table 24 which shows the periods in which the housing inventory was constructed.

TABLE 24

AGE OF HOUSING
CITY OF WAXAHACHIE, 1960 AND 1970

	1960	
Year Built	Number	Percent of Total
1950 to March, 1960	1,030	24.5
1940 to 1949	720	17.1
1939 or Earlier	2,450	58.4
Total	4,200	100.0

	1970	
Year Built	Number	Percent of Total
1960 to March, 1970	846	18.1
1950 to 1959	849	18.2
1940 to 1949	698	15.0
1939 or Earlier	2,275	48.7
Total	4,668	100.0

Source: U.S. Census

It is significant to note that in 1970 nearly 50 percent of Waxahachie's housing inventory was constructed earlier than 1939. When the basically good condition of housing in Waxahachie is considered against the age of housing, it is obvious that the preponderance of the housing in the community has experienced good maintenance and a recent survey of the various residential sections of the City confirms such a conclusion. It also should be noted that 18.1 percent of Waxahachie's housing inventory was constructed since 1960 and is less than 10 years old. No information on the condition

of housing in 1970 was recorded by the Bureau of the Census; however, in 1960 such a determination was made and at that time 5.2 percent of Waxahachie's housing was classified as dilapidated. Since 1960, a number of dilapidated structures have been removed from the housing inventory and it is considered likely today that the total number of dilapidated dwellings in the City does not exceed 3 percent of the total number of dwelling units. The dilapidated units appear to be of two types; namely, (1) those that were constructed originally in a substandard manner and (2) those which have, because of age and lack of maintenance, been permitted to deteriorate to a state of dilapidation. The dilapidated dwellings tend to be concentrated in certain sections of the City; however, it was observed that some dilapidation exists in many of the older areas intermixed with quality housing. The total amount of dilapidated housing in Waxahachie is considered to be quite modest and capable of being eliminated over a period of time by reasonable Code Enforcement practices.

There is a direct relationship between what a family can pay for housing and their income. A family with an income of $5,000 per year is not considered to be able to pay more than $70 to $80 per month for housing and the size of the family substantially influences the actual amount which they can afford to pay. Reference to Table 25 indicates that an increasing percentage of the families in Waxahachie can afford reasonable housing even when inflation and rising costs are considered.

TABLE 25

FAMILY INCOME TRENDS

CITY OF WAXAHACHIE - 1960 AND 1970

	1960		1970	
Income	Number	Percent of Total	Number	Percent of Total
Less Than $ 1,000	233	7.0	86	2.4
$ 1,000 to $ 1,999	385	11.6	160	4.5
$ 2,000 to $ 2,999	417	12.5	230	6.4
$ 3,000 to $ 3,999	386	11.6	226	6.3
$ 4,000 to $ 4,999	502	15.2	256	7.2
$ 5,000 to $ 5,999	407	12.2	238	6.7
$ 6,000 to $ 6,999	312	9.5	305	8.5
$ 7,000 to $ 9,999	449	13.5	800	22.4
$ 10,000 and Over	231	6.9	1,268	35.6
Total	3,322	100.0	3,569	100.0
Median Income	$ 4,478		$ 8,139	

Source: U.S. Census

No programs of housing assistance are currently available for those who would require public assistance or subsidy in order to afford adequate housing and nay approach must, therefore, be local and the problem is basically a local one.

The most serious problems of adequate housing normally occur among the elderly and the separated or widowed mothers with families. Some effort is needed in all communities to assure that the most needy and deserving of the low income groups are reasonably housed. In Waxahachie, public housing projects exist to fulfill this need. It is estimated that approximately 400 to 450 families in Waxahachie are of such income level as not to be able to afford adequate housing in the current market. This group must be furnished housing involving subsidy in some form.

Increased costs and increased housing demands plus the inflationary trends have tended to raise the value of housing and the monthly rent paid for housing in Waxahachie as well as in all other communities. Tables 26A and 26B show the trend in owner occupied dwelling units by value and the monthly rent for renter occupied dwelling units for 1960 and 1970.

TABLE 26A

OWNER OCCUPIED DWELLING UNITS BY VALUE
CITY OF WAXAHACHIE, 1960 AND 1970

	1960		1970	
Value	Number	Percent of Total	Number	Percent of Total
Less than $5,000	789	32.7	413	16.2
$ 5,000 to 9,999	910	37.7	785	30.9
10,000 to 14,999	462	19.1	582	22.9
15,000 to 19,999	160	6.6	335	13.2
20,000 to 24,999	32	1.3	191	7.5
25,000 or More	63	2.6	236	9.3
Total	2,416	100.0	2,542	100.0
Median Value per Unit	$6,800		$10,500	

Source: U. S. Census

Rental rates in Waxahachie are generally moderate as compared with other communities in the area. While cost factors and inflation will make it increasingly difficult to provide housing in the moderate

cost and rental ranges, it is considered likely and appropriate that Waxahachie will meet its future housing needs by private housing construction and by maintenance and improvement of the existing housing inventory.

TABLE 26B

RENTER OCCUPIED DWELLING UNITS
BY MONTHLY RENT
CITY OF WAXAHACHIE, 1960 - 1970

	1960		1970	
Montly Rent	Number	Percent of Total	Number	Percent of Total
0 to $39	396	25.4	150	9.4
$ 40 to $59	515	33.1	275	17.3
$ 60 to $99	532	34.2	698	44.0
$100 or More	35	2.2	336	21.1
No Cash Rent	80	5.1	131	8.2
Total	1,558	100.0	1,590	100.0
Median Monthly Rent	$52.00		$76.00	

Source: U.S. Census

The role of the City Council, City Officials and the Planning and Zoning Commission in aiding the community's future housing needs is varied. Two of the broad forms of community action, Conservation and Development Guidance, will play the major role in determining the quality of future housing in Waxahachie. Conservation action will require substantial Code Enforcement efforts including the adoption of a Minimum Standards Housing Ordinance. Because Waxahachie is expected to grow significantly in the future, Development Guidance, which is the easiest type of housing action to achieve, will be the major activity contributing to future neighborhood and residential quality.

NEIGHBORHOOD UNITS AND RECOMMENDED IMPROVEMENT ACTION

A total of 32 possible neighborhood unit areas within Waxahachie's Planning Area are delineated on Plate 29. The following is a description of the general nature of each neighborhood area and the recommended planning and Code Enforcement action appropriate in each area.

NEIGHBORHOOD AREAS

1. This Neighborhood Area has a central location and contains much of the original development of Waxahachie. The quality of housing in the area varies widely and some dilapidation exists. The lot sizes also vary widely and there are many older homes and some unpaved streets. One of the major problems of this central neighborhood is the fact that it is cut by a number of major thoroughfares including Ferris Avenue, Brown Street, Marvin Avenue and others. The numerous major thoroughfares which converge on the Downtown Area through Neighborhood Area 1 tend to create conditions conducive to change of residential land uses to business uses. While it is possible that additional land use changes will occur, particularly south of Marvin Avenue in the future, all applications for land use change should be carefully considered in light of the stability and maintenance of the residential quality of the area. A number of the old historical and "gingerbread" type homes in Waxahachie exist in this area. The Marvin Elementary School and playground provide convenient neighborhood park facilities centrally located to the neighborhood unit. Conservation action with some emphasis on Rehabilitation of neglected dwellings appears appropriate for Neighborhood Area 1.

2. This neighborhood is located generally east of Kaufman Street and is the major existing residential unit in the southeastern portion of the City. The housing in the area shows substantial areas of deterioration and contains pockets of dilapidated dwellings. There are also a number of new homes recently constructed in the area. The Neighborhood Area is cut significantly by thoroughfares and by the railroads which traverse the section. It is proposed that the community facilities of the area be improved to include the development of a linear parkway along the power line which traverses the area and the connection of the parkway to the proposed Waxahachie Creek Parkway System as part of the inner loop parkway in the Community. Substantial Code Enforcement efforts and Rehabilitation will be required in this area and there is sufficient vacant land to justify concern with Development Guidance, particularly in the eastern portion of the area. It is considered likely that the proper development of the proposed linear parkway

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NEIGHBORHOOD AREAS

PLATE 29

along the power line can at least partially overcome, by the provision of pedestrianways, the manner in which the neighborhood is divided by major thoroughfares and railroad lines.

3. Neighborhood Unit 3 is a relatively small area south of the Downtown Area extending to Interstate 35E freeway. The area is partially developed with housing of variable quality and approximately two-thirds of the area (the northern portion) remains to be developed. The opportunity exists to tie a proposed linear parkway system proposed in Neighborhood Unit 3 to the Waxahachie Creek Parkway. The provision of a neighborhood playground is also proposed in the area. Both Conservation through Code Enforcement and Development Guidance are appropriate forms of action in Neighborhood Unit 3.

4. This Neighborhood is a small area northwest of Downtown and contains some industrial and commercial land use intrusions. The housing is variable containing numerous older frame dwellings, some new dwellings and new apartments. There is a need for paving a number of the streets in the neighborhood so as to upgrade the general environment and access and Conservation with Code Enforcement appears to be the major form of housing action appropriate for the area along with selective Rehabilitation.

5. The general quality of housing in Neighborhood Unit 5 can be classed good to excellent though there are some pockets of small frame dwellings where maintenance needs were observed. The Neighborhood Unit is located northwest of the Downtown Area and is largely developed except in the northwest corner where it is proposed that a new playground be established to serve the area. The new playground is proposed to be in the vicinity of the College which is part of the Neighborhood. One of the significant factors in Neighborhood Area 5 is the recommended linear parkway parallel to the railroad along its western boundary. The provision of a perimeter parkway in Neighborhood 5 is essential to the complete linking of the parkway system proposed along the various drainageways and creation of the inner parkway loop proposed by the Park and Open Space Plan. The alignment adjustment and extension of Grand Avenue to and

through the Ovilla Road structure on U.S. Highway 287 by-pass is an important development consideration in the Neighborhood. The boundaries of Neighborhood Area 5 are fairly clearly delineated by Marvin Avenue, Grand Avenue, John Arden Drive and the Ferris Avenue business corridor and no pressure for major land use change is expected within the area. Conservation and Development Guidance are the recommended types of action of Neighborhood 5.

6. Neighborhood Unit 6 is bounded by John Arden Drive, the projection of Grand Avenue, the U.S. Highway 287 by-pass and U.S. Highway 77 north. The largest shopping center in Waxahachie, on U.S. Highway 77, is contained within the Neighborhood. There has been recent construction of new apartments and single-family residence housing within the Neighborhood and Development Guidance is the major form of action proposed. Several features of the Comprehensive Plan affect the Neighborhood and should be noted in any land use change or subdivision action. The significant features involve the projection across the area of two secondary thoroughfares and the provision of a centrally located neighborhood playground which is proposed to be interconnected with the Mustang Creek Parkway System and the proposed linear parkway along the railroad. All new subdivision plats in the area should be carefully coordinated to achieve the basic objectives of the Comprehensive Plan and assure the establishment of a quality neighborhood. A service thoroughfare parallel to U.S. Highway 287 by-pass and dividing the residential land use from the highway related commercial use area is also an important thoroughfare planning consideration.

7. Waxahachie's newest park development, Chapman Park, is located in Neighborhood Unit 7. The Neighborhood is an elongated area bounded on the east by Brown Street and on the west by U.S. Highway 77 and extending northward to the U.S. Highway 77 by-pass. The Waxahachie High School is located within the area and tends to divide it into two sections. A substantial area exists around the High School, which is of yet undeveloped, and the action recommended in Neighborhood Unit 7 is primarily Development Guidance. Care should be taken to assure the interconnection of Chapman

Park with the linear Park System proposed whenever development occurs. Platting of vacant land north of the High School also involves a number of physical problems including an access street proposed to serve the commercial land use along U. S. Highway 287 by-pass.

8. This Neighborhood Unit is located between Broadhead and Brown Streets and extends southwesterly from U.S. Highway 287 by-pass. Nearly all of the housing that exists within the Neighborhood Area is of good quality and of fairly recent construction as it is one of the newer areas of the City. A new park has also been donated to the City in the area. The new park, Belle-Vue Park, is centrally located in the Neighborhood and is part of the proposed Mustang Creek Parkway System. Future retail services are anticipated at the intersection of Broadhead and U.S. Highway 237 but no extensive commercial development is proposed along U.S. Highway 287 itself. It will be desirable to achieve a development design along the Highway which insulates, insofar as possible, the residential development from the traffic and noise which the Highway will generate. The use of earthen berms and tree planting would assist to insulate the Neighborhood from the potentially adverse influence of the Highway. Development Guidance and Conservation are the primary forms of action proposed for Neighborhood 8.

9. The area between Broadhead and Wyatt Street (F.M. 878) and extending northeasterly from Marvin Avenue is designated as Neighborhood Area 9. The Neighborhood is traversed by Mustang Creek near its center and a playground is proposed along the Mustang Creek Parkway to serve the area. The major form of action proposed is Development Guidance and it is particularly important that provision be made for the extension of a secondary thoroughfare through the Neighborhood connecting from Marvin Avenue to Broadhead and such street extension will require a bridge on Mustang Creek. The need for the secondary thoroughfare should be recognized in any subdivision development which occurs in the area. No commercial development is anticipated in Neighborhood Area 9 along U.S. Highway 287 by-pass except local service facilities proposed at the intersection of Broadhead and the Highway. Residential development

along the Highway should be designed so as to be insulated from the Highway.

10. Neighborhood Area 10 is delineated along Howard Road south of the Waste Water Treatment Plant and while it is not anticipated at the current time that this area is likely to develop for residential purposes, it is appropriate to recognize the area as a neighborhood in the event that there is a stimulus for development in the southern part of the Community. The construction on Spur 394 could provide such stimulus. A major playfield facility is proposed adjacent to the Neighborhood on the site of the Waste Water Treatment Plant.

11. This Neighborhood Unit is located along the north shore of Lake Waxahachie and some residential development has occurred along the Lake. The Lake exposure along with improved access resulting from the construction of Spur 394 could stimulate residential development in this Neighborhood. Among the planning considerations to be recognized if development occurs is the extension of a Drive along the Lake and provision of playground facilities not indicated by the Park and Open Space Plan. If this area attracts development, Development Guidance should be the primary area of concern.

12. Neighborhood Unit 12 is located directly west of Neighborhood 11 and fronts the upper part of the Lake. The development questions in the two Lake front Neighborhoods are the same. Sanitary sewer service to both Neighborhoods can be a problem as the terrain slopes toward the Lake and away from the Waste Water Treatment Plant.

13. A presently vacant area located east of Interstate Highway 35E, west of the M.K.&T. Railroad and north of the projected location of Spur 394 is designated as Neighborhood 13. The area is immediately southwest of the Waste Water Treatment Plant. Because of its rail and highway service potential, the area could become industrial rather than residential. At the time of the decision concerning the development of the area, it will be appropriate to allocate the land to all residential or all commercial and industrial use. The Neighborhood Area is considered inadequate to achieve a quality development with economic service to a mixed land use arrangement. Development Guidance

is the appropriate action whichever form of land use develops for the area.

14. Neighborhood Unit 14 is located immediately north of Neighborhood Unit 13 and is bounded on the east by Howard Road and on the west by U. S. Highway 77 (Elm Street). The area is vacant and subject to possible development. The Neighborhood could be readily adapted to modest price range housing. A playground and parkway along the principle drainageway is proposed and no adverse influence to residential development is anticipated from the Water Treatment Plant located along Howard Road. The terrain is fairly rugged and, except for the fringe areas along the existing and projected bounding major streets, it is not considered suitable for industrial use. It would be undesirable to border the Neighborhood Area with commercial and industrial uses and leave the more rugged central terrain in a relationship which would be undesirable for housing. Development Guidance is the primary action recommended for Neighborhood Area 14.

15. The area shown in the extreme southwestern portion of the Waxahachie Planning Area is designated Neighborhood 15. It is not anticipated that major development will occur soon in the area. Access to the area is by Five Points Road and the area is not well related to the rest of Waxahachie for sanitary sewer service. The projection of Spur 394 westward bisects the area, and in case of any development proposal the location of this important thoroughfare should be determined and right-of-way provided. Residential development will also justify the provision of a playground and some open space reserve along South Prong Creek which is the southern boundary of the Neighborhood Area. It is possible that development attempts could be made in the area using septic tanks. The upstream relationship to Waxahachie's Water Supply raises serious questions concerning septic tank waste disposal. The primary action for Neighborhood 15 is Development Guidance when and if development efforts occur.

16. A substantial area located both north and south of F.M. 66 on the west side of Interstate 35E is indicated as Neighborhood Area 16. F.M. 66 tends to bisect the area and create two distinct sections. The future street system should be designed to

provide convenient communication between the two areas and provision should be made for a safe and protected pedestrian crossing of F.M. 66 to provide access to the proposed playground which is located north of F.M. 66.

Other development concerns involve the relocation of Five Points Road to intersect F.M. 66 as proposed by the Major Thoroughfare Plan and the extension of a secondary access street parallel to Interstate Highway 35E to provide circulation related to the Freeway interchanges. Some mobile homes exist in the area and part of the frontage on F.M. 66 has been developed for housing. The mobile home development in the area may establish the character of Neighborhood Area 16. Development Guidance to achieve the thoroughfare and open space structure proposed is a very essential type of action for Neighborhood Area 16.

17. A very large area north of F.M. 1446 and west of Interstate Highway 35E is designated as Neighborhood Area 17. Only a few scattered dwellings now exist in the area and sanitary sewer extensions across the Freeway will be necessary before substantial development can occur. Future development considerations involve locating the proposed north-south secondary street parallel to Interstate Highway 35E and the location of the projected leg of the loop thoroughfare on the western boundary of the Neighborhood. Consideration must also be given to the large soil conservation reservoir existing in the area at the time of development. The reservoir is important for flood and erosion control on the Waxahachie Creek System and at least a portion if not all of its shoreline should be in permanent open space. A parkway and playground related to the drainage system are also proposed features of the Neighborhood. Development Guidance is the obvious form of primary action desirable for Neighborhood Area 17.

18. The second large Neighborhood Area indicated west of Interstate Highway 35E and directly north of Neighborhood Area 17 is designated 18. The northern border of the Neighborhood is formed by the old route of U.S. Highway 287 and Waxahachie Creek. The United Presbyterian Home occupies a substantial portion of the area and is the basis

for a proposed adjustment in the alignment of the projected thoroughfare parallel to Interstate Highway 35E. Most of the Freeway frontage in the Neighborhood is part of the United Presbyterian Home site and no nonresidential uses are proposed along the Highway. The alignment of the proposed thoroughfare parallel to the Freeway and of the Loop Thoroughfare which forms the west boundary of the Neighborhood are of special concern in future development. A neighborhood playground with a linear parkway connecting to the proposed Waxahachie Creek Parkway is part of the neighborhood structure recommended for this area. Development Guidance is the primary action required when and if sanitary sewer extensions across Interstate Highway 35E make possible the development of Neighborhood 18.

19. A substantial part of the land in the Neighborhood designated as 19 is occupied by the Waxahachie Country Club. Recent new housing construction has taken place around the Country Club. The general character of the area appears to be established though it would be possible to expand the residential development northward into area considered to have an industrial potential. One of the important planning proposals for the County Club area is the projection of an access thoroughfare westward across the M.K.&T. track to intersect Interstate Highway 35E. The projected thoroughfare should be recognized in future platting and development in the area.

20. A large area west of Interstate Highway 35E and north of the old route of U.S. Highway 287 is indicated as Neighborhood Area 20. The area is tributary to Waxahachie Creek and could be provided with sanitary sewer when and if the trunk main is extended across Interstate Highway 35E. The frontage along the Freeway is proposed for commercial-industrial use and would be separated from the residential development by a projected access thoroughfare parallel to the Freeway. It is proposed that the access thoroughfare be the basis for adjusting the intersection of F.M. 664 to create a safer, more functional connection with U.S. Highway 287. A soil conservation reservoir located along the western boundary of the Neighborhood should be linked with the Waxahachie Creek Parkway and a playground is proposed near the reservoir.

21. North of the new U.S. Highway 287 by-pass and west of Interstate Highway 35E, a very large Neighborhood Area indicated as 21 is delineated. The area could be served by sanitary sewer by a trunk extension northward up a tributary to Waxahachie Creek. The bounding thoroughfare structure is indicated by the Major Thoroughfare Plan, but no detail secondary street system is indicated and no parks or parkways are shown inasmuch as the area is outside the sections in which development is expected during the Planning Period (to 1990). If development becomes likely, consideration should be given to the requirements for secondary streets and park areas and Development Guidance action is appropriate.

22. The Neighborhood shown as 22 is located west of U.S. Highway 77 and north of the new U.S.Highway 287. Industrial use is anticipated on the west and north and commercial use along U.S. Highway 287 on the south. The area contains a substantial quarry pit resulting from highway construction, and it is proposed that the pit be developed as a water feature in the residential area. A parkway along the drainageway which traverses the area and a neighborhood playground are also proposed. It should be recognized that efforts at commercial or industrial development of the area containing the quarry pit are likely to result in the creation of unsightly open storage and related unsightly and undesirable uses along the northern gateway to the City. Development Guidance including careful land use control are considered to be the needed forms of action for Neighborhood Area 22.

23. The large area shown as Neighborhood Unit 23 is located to the northeast of the intersection of U.S. Highways 77 and new 287 and is intended to be entirely residential in character. Approximately one-half of the area will drain to the Mustang Creek System which contains sanitary sewerage facilities. The eastern portion of the area slopes to Grove Creek where no sanitary sewerage facilities presently exist. The initial development of the Neighborhood should occur in the western part. Early development of the eastern portion of the Neighborhood will likely involve a sewage pump station or septic tank density. The use of septic tanks should be discouraged in the

Neighborhood where blackland soil would tend to create disposal problems. Two playgrounds and related parkways using the drainageways and power line rights-of-way are indicated and particular care should be taken to assure that the parkways along the power lines are of reasonable width (100 feet). The projected major and secondary thoroughfare concept for the Neighborhood should also be recognized with special attention to the projection of Brown Street eastward as shown on the Major Thoroughfare Plan. The development design should provide for insulating the residential development from the Highway. Development Guidance represents the major form of action appropriate for Neighborhood Unit 23.

24. Neighborhood Unit 24 is located northeast of the new U.S. Highway 287 between Brown and Broadhead and contains the proposed new Community School Campus. Some development has begun in the area. It is proposed that a major playfield related to the School Campus be created and that a centrally located neighborhood playground be added. It is suggested that the two power lines which tend to converge on the New School Campus be developed as linear parkways providing pedestrian access to the School. Consideration should be given to proposed secondary thoroughfares which are internal to the Neighborhood. Insulation from U.S. Highway 287 by-pass is also needed in this area. Development Guidance is the primary form of action appropriate for Neighborhood Unit 24.

25. The most southerly Neighborhood indicated north and east of U.S. Highway 287 is Neighborhood 25 which is bounded by Broadhead and F.M. 878. There is a possibility that the development of this area could be stimulated by the improvement of the New School Campus directly to the north. Most of the area is in the Mustang Creek drainage area although the eastern most portion slopes to Grove Creek. The major development considerations involve the provision of internal secondary streets, provision of adequate right-of-way on the bounding major thoroughfares, establishment of neighborhood playgrounds and the development of the power line easement or right-of-way as a linear parkway leading to the New School Campus. Development Guidance is the

recommended emphasis for Neighborhood Unit 25.

NEIGHBORHOODS
26, 27, 28, 29, 30, 31 and 32

A total of seven Neighborhood Areas shown by Plate 29 are located entirely in the Grove Creek drainage system where no sanitary sewer currently exists. Several semi-rural type subdivisions have taken place in recent years at various locations in the listed neighborhoods and the scattered developments have raised questions concerning adequate street surfacing, drainage and utilities. Waxahachie has subdivision jurisdiction over most of the area of concern. It would be desirable to discourage development in the Grove Creek System at this time and until it is economic to provide an adequate sanitary sewer system to serve the area. Lacking the ability to delay development, it is recommended that all subdividions be of an estate density (1 acre or more per lot), that easements for future sanitary sewer be provided on each plat and that the subdivision design as related to the terrain make possible the logical installation of a gravity sewage collection system and provision of adequate right-of-way and alignment for the major thoroughfares indicated for the neighborhoods and provision of secondary thoroughfares. It will also be desirable to provide a parkway dedication along Grove Creek to protect the storm water carrying capacity of the Creek. Consideration to proper drainage of the streets and building sites should be required on all plats in the area. The street layout should recognize the Neighborhood Unit Concept illustrated for Neighborhoods 26, 27, 28, 29, 30, 31 and 32. The area designated Unit 33 is outside the proposed Waxahachie Planning Area in the Red Oak Creek drainage system.

It will be desirable to seek legislative authority for both the City and County to better enable each jurisdiction to handle the problems of early and premature subdivision like that which is tending to occur in the Grove Creek Area.

The arrangement of neighborhood units and the development requirements of each unit should be referred to whenever the question of land use, subdivision approval, park development, thoroughfare extension, surface drainage or utility service arises.

FUTURE LAND USE PLAN AND RELATED ELEMENTS OF THE COMPREHENSIVE PLAN

Two major structuring elements are proposed as the framework for Waxahachie's future urban form. One element, the major thoroughfare system, is intended to provide a system of transportation arteries over which movement between the various areas and functional units of the Community can occur and about which the future land use arrangement can develop. The second structuring element, the park and open space system, is also intended to influence the land use pattern and to preserve a human scale in neighborhood areas and where possible to protect the surface water drainage system and interconnect neighborhoods.

Both of the structuring elements provide the basis for projecting the Future Land Use Plan shown by Plate 30. Illustrated by the Plan are the intended locations of major categories of urban land use and the principal community facilities related to the land use pattern such as parks, fire stations and other public buildings. There is a direct relationship between the land use pattern and the requirements for community facilities. The predominant residential expansion of Waxahachie is expected to occur in the area to the north of the present urban area, and the major industrial expansion is projected in the area along Interstate Highway 35E with substantial commercial area related to U.S. Highway 287 by-pass. Convenient communication by thoroughfares between all residential areas and the industrial and commercial employment centers will be essential to the smooth function and preservation of both areas.

The Land Use Plan illustrated by Plate 30 is designed to serve as a pattern for public and private development decisions and to accomplish the following objectives:

1. Create a compact, orderly and economic pattern of development for the Community.
2. Provide a guide for the development of all types of community facilities and utilities.
3. Provide a general basis for decisions relative to future zoning and land use questions.
4. Encourage a high quality of physical development, particularly in the designated residential areas.

5. Establish and assist in protecting adequate area for future residential, industiral and commercial development in Waxahachie.

RESIDENTIAL
MAJOR PUBLIC OR SEMI-PUBLIC
RETAIL
COMMERCIAL
DOWNTOWN BUSINESS AREA
INDUSTRIAL
SCHOOL SITE
PLAYGROUND
LARGE PARK
SPECIAL USE OR OTHER PARK AREA
OTHER OPEN SPACE
PARKWAY
LINEAR PARK
PLAYFIELD
Existing / Proposed MAJOR THOROUGHFARE
INTERCHANGE
FIRE STATION

N

0 1000' 2000' 3000' 4000' 5000'

CONTOUR INTERVAL — 10 FEET

WAXAHACHIE, TEXAS

FUTURE LAND USE AND COMMUNITY STRUCTURE

MARVIN SPRINGER AND ASSOCIATES
URBAN PLANNING CONSULTANTS
DALLAS * TEXAS

PLATE 30

IMPLEMENTATION OF THE COMPREHENSIVE DEVELOPMENT PLAN

The process of implementing Waxahachie's Plan began with many study and review sessions held with the Planning and Zoning Commission and others.

With the publication of this Comprehensive Plan, Waxahachie has achieved the development of a Comprehensive Plan. The various elements of the Plan are based upon realistic and agreed upon objectives and Goals for Waxahachie. Changes will, from time to time, occur which were not anticipated in the Plan and adjustments will be required. Elements of the Community which were treated in general relation to the overall area may, in the future, require specific and detailed attention. The Comprehensive Plan should never be considered a finished product, but rather a broad guide for Community development which is ever broadening and changing its scope. Planning for the Community's future, therefore, is a continuing process.

The full benefits of the Comprehensive Plan for Waxahachie can only be realized by maintaining it as a vital up-to-date document. As changes occur and new facets of the Community's development become apparent, the Plan should be altered, adjusted and expanded to recognize and encompass such changes and needs. When new conditions force a decision contrary to some element of the Plan, the effected element should be revised rather than ignored. By such action, the Plan remains always current and effective.

THE PLAN SHOULD BE A GUIDE TO DAILY DECISIONS - The physical City is the product of the efforts of many individuals and groups. Each subdivision that is platted, each home that is built, each industrial plant, school, church, hospital or shopping center represents an addition to the physical City. The composite of all such efforts and facilities creates the Community as it is seen and experienced by its citizens. If planning is to be effective, it must guide each individual decision whether it be that of a private homeowner or of the entire City. The City, in its daily decisions to surface a street, approve a subdivision, amend the Zoning Ordinance, enforce the building code or the housing code or construct a new utility line, should refer to the basic proposal outlined in the Plan. The private builder or investor, likewise, should recognize the broad concepts of the Plan so that his effort becomes part of a more meaningful whole and so that his investment is, over the

years, reinforced by the entire Community development.

INTERAGENCY COOPERATION WILL BE REQUIRED - The governmental efforts which contribute to the development of Waxahachie are wider than the municipal government. Today, municipal development involves a complex of many governmental agencies. A few of those agencies which influence and become involved in Waxahachie's development are the following:

1. The Board of the Waxahachie Independent School District
2. Texas Highway Department
3. Ellis County Commissioner's Court
4. North Central Texas Council of Governments
5. Texas Department of Community Affairs
6. Waxahachie Improvement Commission
7. Housing and Urban Development Department and Other Federal Agencies
8. The Waxahachie Chamber of Commerce
9. City of Waxahachie Park Board
10. The Municipal Water District
11. Utility Companies, Railroads and Others

Decisions made by any of the foregoing will influence Waxahachie's future development. Experience indicates that a degree of cooperation now exists between many of the agencies listed and the City. The cooperation between all the governmental agencies influencing the City's future should be continued and nurtured in the interest of comprehensive development and the welfare and overall economy of the area.

PERIODIC REVIEW OF THE PLAN - At periods of about one year, an overall review of the

Comprehensive Plan and current conditions should be made. Such regular and scheduled reevaluations will provide a basis for adjusting capital expenditures and priorities and will point up changes and additions which should be made. It would be appropriate that one meeting of the Planning and Zoning Commission, annually, be devoted to a review of the status of the Plan in light of current conditions. Those items which appear to need attention should be examined in detail and changes and additions made. By such periodic reevaluations, the Plan will remain current and functional and give effective direction. Reports of such review should be filed with the City Council.

CAPITAL IMPROVEMENT PROGRAMMING - The Comprehensive Plan covers features of the physical improvements proposed to accomplish the physical changes envisioned for Waxahachie over the next 10 to 20 years. Many of the changes involve improvements which will be financed by future capital improvement programs. It will be a desirable practice to invest regularly in the physical improvement of Waxahachie rather than to undertake large "catch up" programs at wide intervals. A modest amount expended annually and regularly in accordance with the Plan will produce a far greater return to the Community than large expenditures at 10 year intervals.

It is recommended that priority projects be determined annually and that the Improvement Program be generally scheduled on a two year basis. Capital Improvement Programs which are funded over long periods usually experience difficulty as a result of changing economic conditions and needs. At least one meeting of the Planning and Zoning Commission annually should be devoted to a review of the status of the Capital Improvement Program. A joint review meeting between the Commission, the City Council and the City Manager and his staff would be desirable. It should be recognized that the Planning and Zoning Commission's role in the Capital Improvement process is advisory and that the financing and priority decisions are finally vested with the City Council.

In their advisory role, the Planning and Zoning Commission should seek to achieve balanced programs which are geographically representative and which include all important elements of the Community's development from parks to transportation.

ADMINISTRATIVE PROCESSES - The usual processes of reviewing and processing zoning amendments and subdivisions provide significant opportunities for implementing the Comprehensive Plan.

The act of subdividing land to create urban building sites is one of the most important and significant city building activities. Much of the basic physical form of the City is created by the layout of streets, easements, alleys, lots and community parks and parkways. Many of the physical proposals of a Community's Comprehensive Plan can be achieved through the exercise of subdivision control. Such elements of the Plan as major thoroughfare rights-of-way, drainage easements, park sites and linear parkways can be influenced, guided or actually achieved during the process of subdividing the land. Once completed and filed for record and with development started, the subdivision becomes a fixed part of the Community and can, thereafter, be changed only by great effort and expense.

THE FUTURE QUALITY OF LIFE IN WAXAHACHIE AND THE ENVIRONMENT OF THE COMMUNITY WILL BE SUBSTANTIALLY INFLUENCED BY THE MANNER IN WHICH THE COMPREHENSIVE PLAN IS ADMINISTERED AND MAINTAINED.