

LAND USE & GROWTH MANAGEMENT

Recommendations

1 **BUILD COMPLETE NEIGHBORHOODS, NOT JUST RESIDENTIAL SUBDIVISIONS.**

Complete neighborhoods are not only a quality of life improvement but also reap many financial benefits for the City. In a complete neighborhood, streets and sidewalks are interconnected to make daily needs more accessible by walking or biking. Complete neighborhoods have housing, schools, parks and commercial/personal services within a close proximity to make daily goods and services more accessible from home.

2 **IMPLEMENT NEW POLICIES TO MANAGE AND DIRECT GROWTH.**

Analysis conducted with this Comprehensive Plan shows that expansion of the city limits and extension of new infrastructure is not necessarily required to accommodate a majority of the projected growth. The City should utilize the growth sector map to prioritize development in areas with existing infrastructure instead of extending infrastructure to undeveloped areas, which would unnecessarily increase the City's liabilities long-term.

3 **EXPAND THE CITY'S PARK, OPEN SPACE, AND TRAIL SYSTEM.**

As the City continues to grow, it is essential to prioritize and preserve open space areas for recreational purposes. Parks are a quality of life improvement and critical spaces for community gathering and interaction.

4 **CALIBRATE DEVELOPMENT STANDARDS TO ALLOW THE TYPE OF DEVELOPMENT ENVISIONED WITHIN EACH PLACE TYPE.**

Single use subdivisions and regional commercial centers conflict with the community's desired values, particularly fiscal responsibility, affordability, and healthy living. Development standards should be updated to support the place types and complete neighborhood principles established in this Plan.

SNAPSHOT

Working Toward Sustainable, Inclusive Growth

Land is the most valuable resource a city has. When land is developed, it is often done with current conditions and immediate benefits in mind, such as additional rooftops, businesses, and the tax base that comes with them. However, what is built also has long term impacts on the community. Housing mix and affordability, pedestrian safety and walkability, infrastructure condition, water quality and supply, and the financial health and resilience of the city are all examples of things that are impacted by development decisions over time. Therefore, decisions about where and how development occurs must look at both short and long-term implications.

The Land Use & Growth Management chapter of this plan provides the framework for guiding decisions and setting policy about what will be built, where, and when so the City can capitalize on near term opportunities while also ensuring long-term sustainability and affordability.

30K

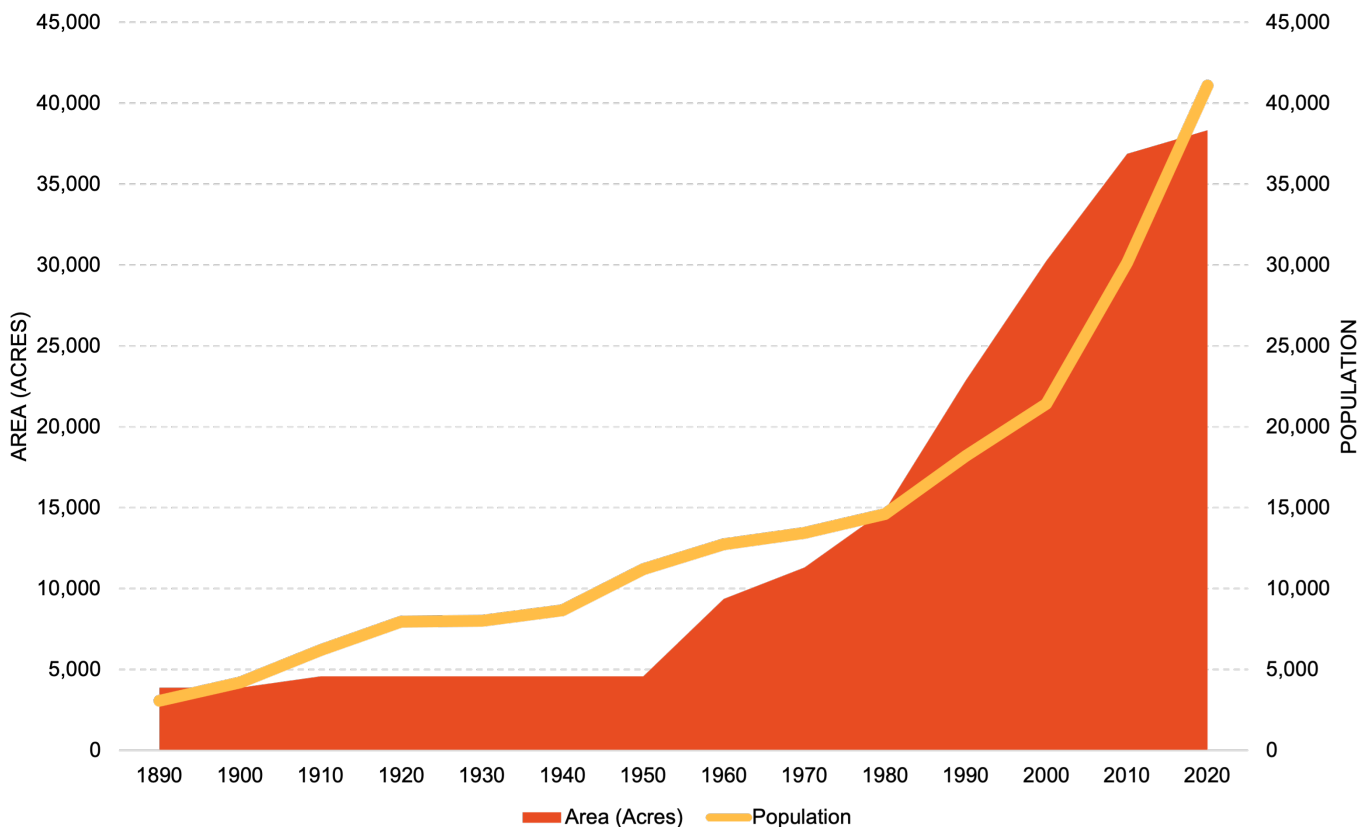
Population In 2010

41K

Population In 2020

36.41%

Population Growth 2010-2020

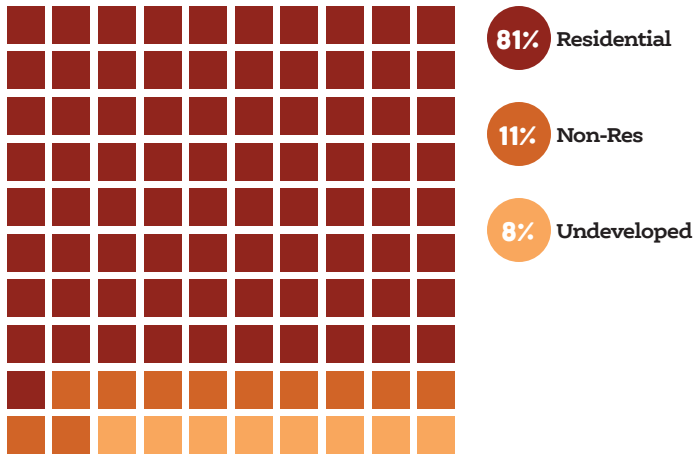


SOURCE: US CENSUS

Current Use Makeup

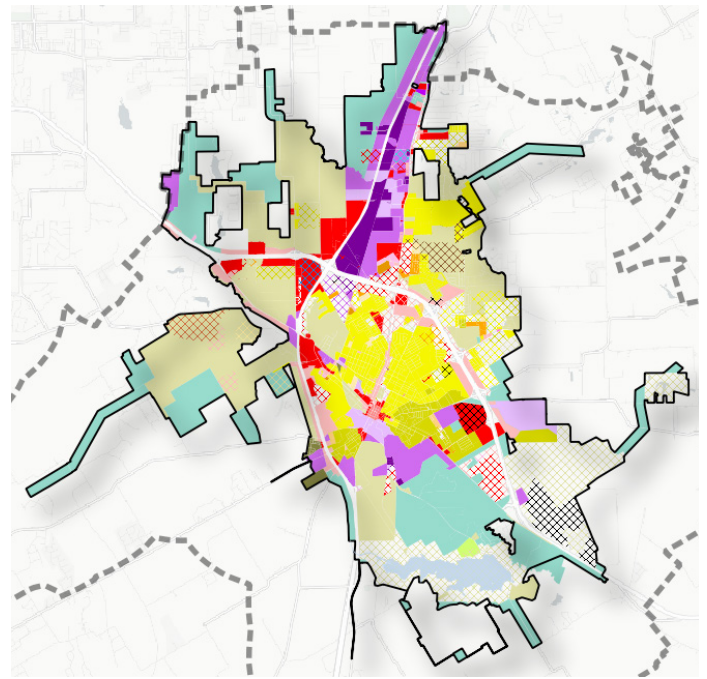
The majority of Waxahachie's land area is used for residential development. While commercial developments exist in Waxahachie, much of them are separated from residential uses by requiring an automobile to access them. Commercial uses generally follow major corridors in the city, this also adds to the geographic separation from homes in a way that requires an automobile to access them.

MIX OF USES BY TOTAL LAND AREA



Zoning

A city's zoning code controls the types of land uses allowed within a certain area of a city. The zoning map shows what type of development is allowed by right on every parcel in the city, and the accompanying regulations outline parameters such as setbacks, building coverage, building heights, and parking. Waxahachie has 22 zoning districts, including the PD designation. Many PDs have been approved with unique development standards. Aside from the PD zoning district, there are twelve residential districts, five commercial districts and four industrial districts.



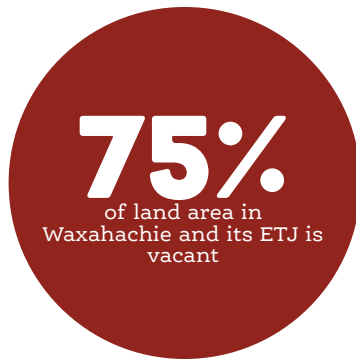
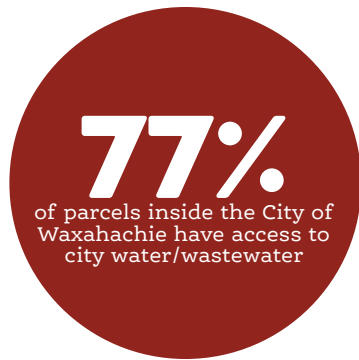
2F	LI-2	PD-2F	PD-LI-1	PD-O, PD-2F	PD-SF-3
AD	LI-2,FD	PD-C	PD-LI-2	PD-O-IHL	PD-SF-3, MF-1
C	MF-1	PD-CA	PD-MF	PD-R	R
CA	MF-2	PD-FD	PD-MF-1	PD-SF	RR
FD	MF-3	PD-GR	PD-MF-1/GR	PD-SF1	SF
GR	MH	PD-GR/P	PD-MF-2	PD-SF-1	SF-1
GR-L	NS	PD-GR/PD-MF-2	PD-MF-GR	PD-SF1,2,3 MF-1 GR	SF-2
HI	O	PD-GR-MU	PD-MUNR	PD-SF2	SF-3
LI	P	PD-GR-MUR	PD-NS	PD-SF-2	
LI-1	PD	PD-HI	PD-O	PD-SF-2, PD-SF-3	

WHERE DOES IT MAKE SENSE TO GROW?

Selectivity Helps Productivity

A common approach in communities in recent years has been to expand city limits and extend street and utility infrastructure to greenfield areas to spur growth. However, this approach is also one of the primary causes of fiscal gaps in cities. When cities expand infrastructure, the infrastructure's life cycle begins the day the construction is finished. The longer it takes to develop the property served by the infrastructure, the more critical it becomes for the development that is built to produce higher taxable value so that the city has revenue to pay for maintenance and replacement of the infrastructure when it reaches the end of its life cycle.

Waxahachie has already built out infrastructure to the majority of its city limits with the exception of the northwest area bounded by Marshall Road and Interstate 35. The focus now should be on infill development of vacant and underdeveloped lots to generate additional tax revenue in areas the city is already paying to serve. Additionally, any remaining greenfield development should be designed and phased in a way to maximize value productivity of development and minimize the time it takes to build development after infrastructure is put in.



VACANT LAND

LEGEND

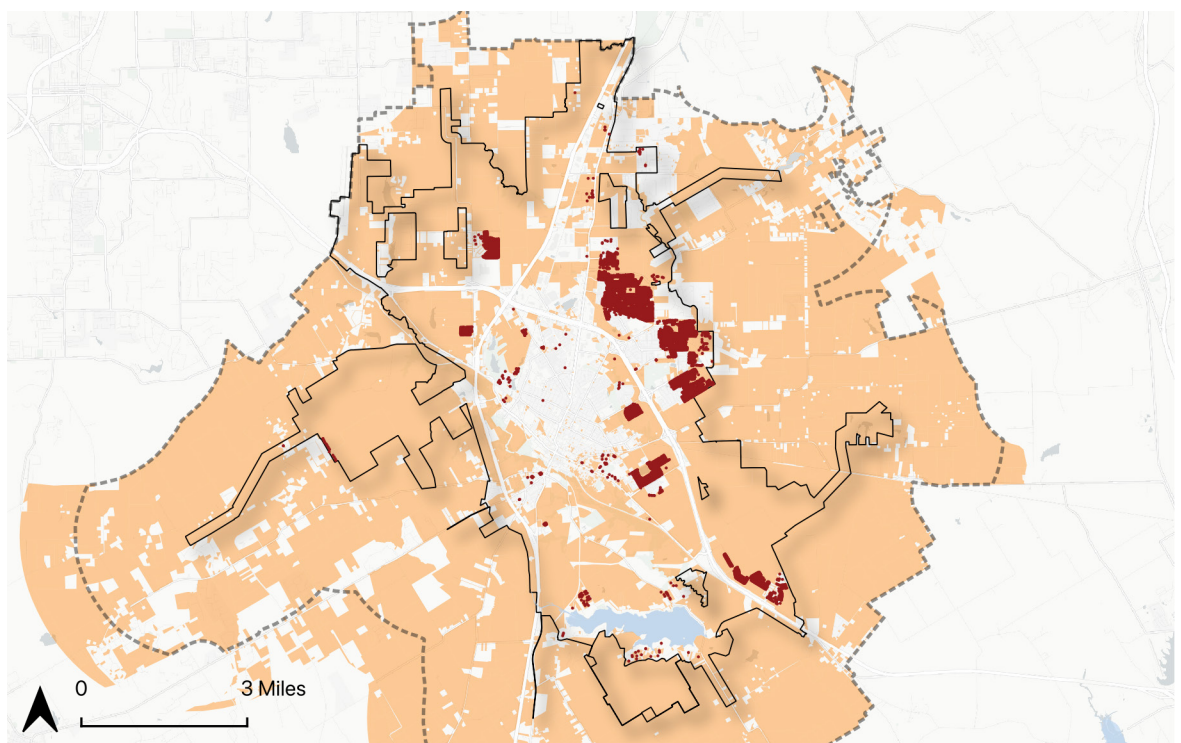


Vacant Parcels



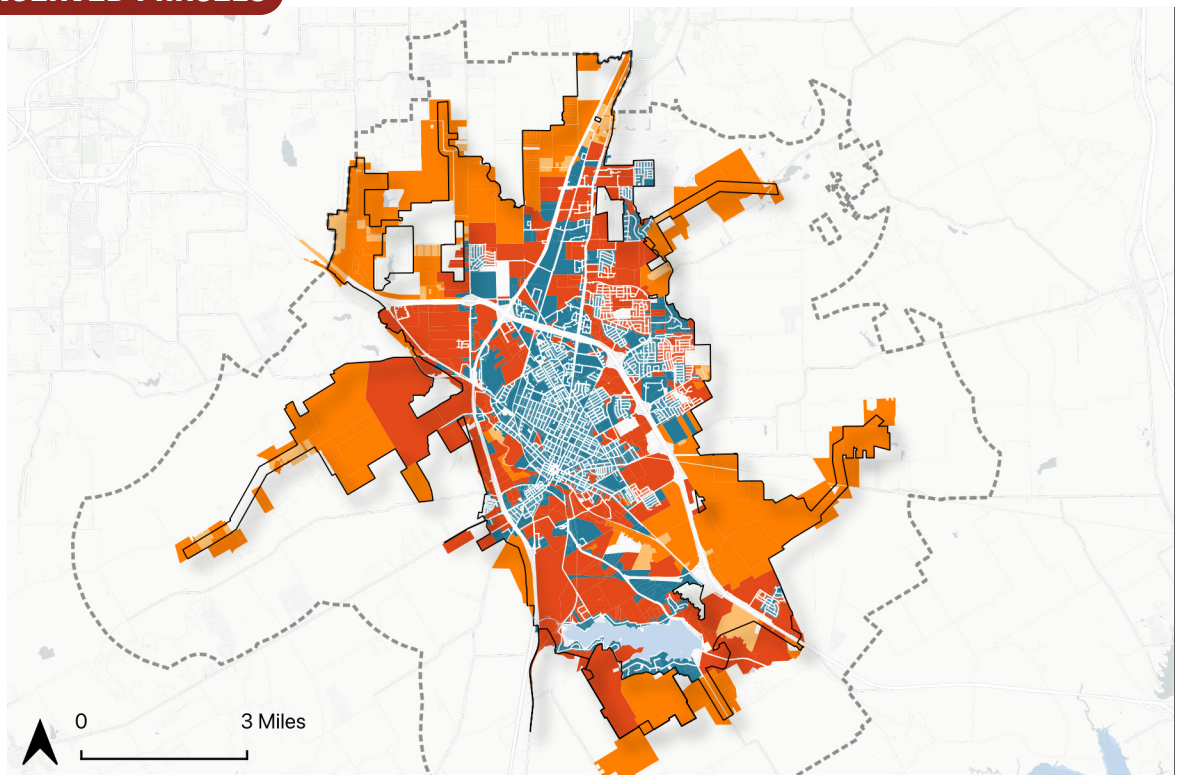
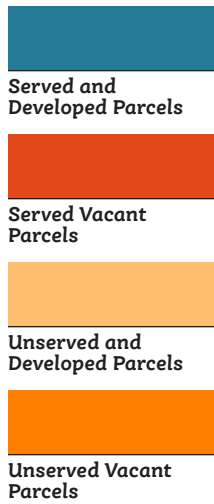
Vacant Developed

Vacant Developed properties are simply properties which have a structure on them but are not currently occupied. These may be disused old buildings, or it might be developed new homes which have not yet been sold or moved into.



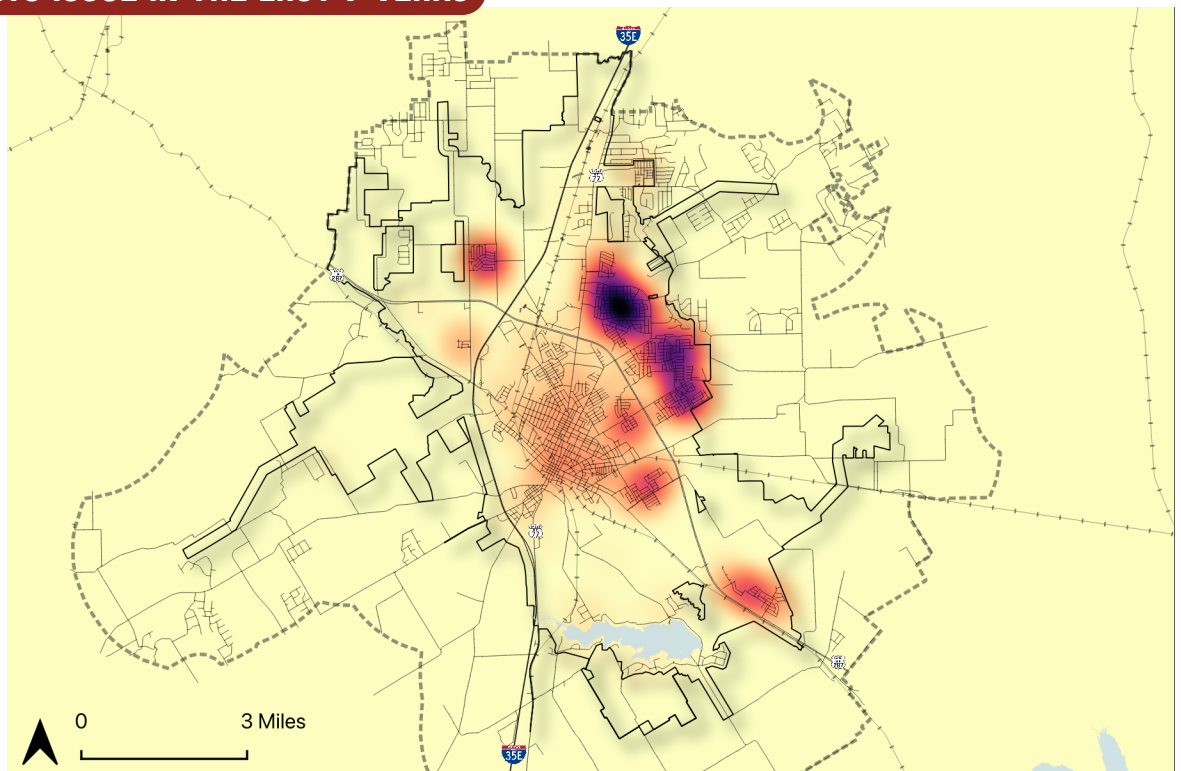
SERVED, AND UNSERVED PARCELS

LEGEND

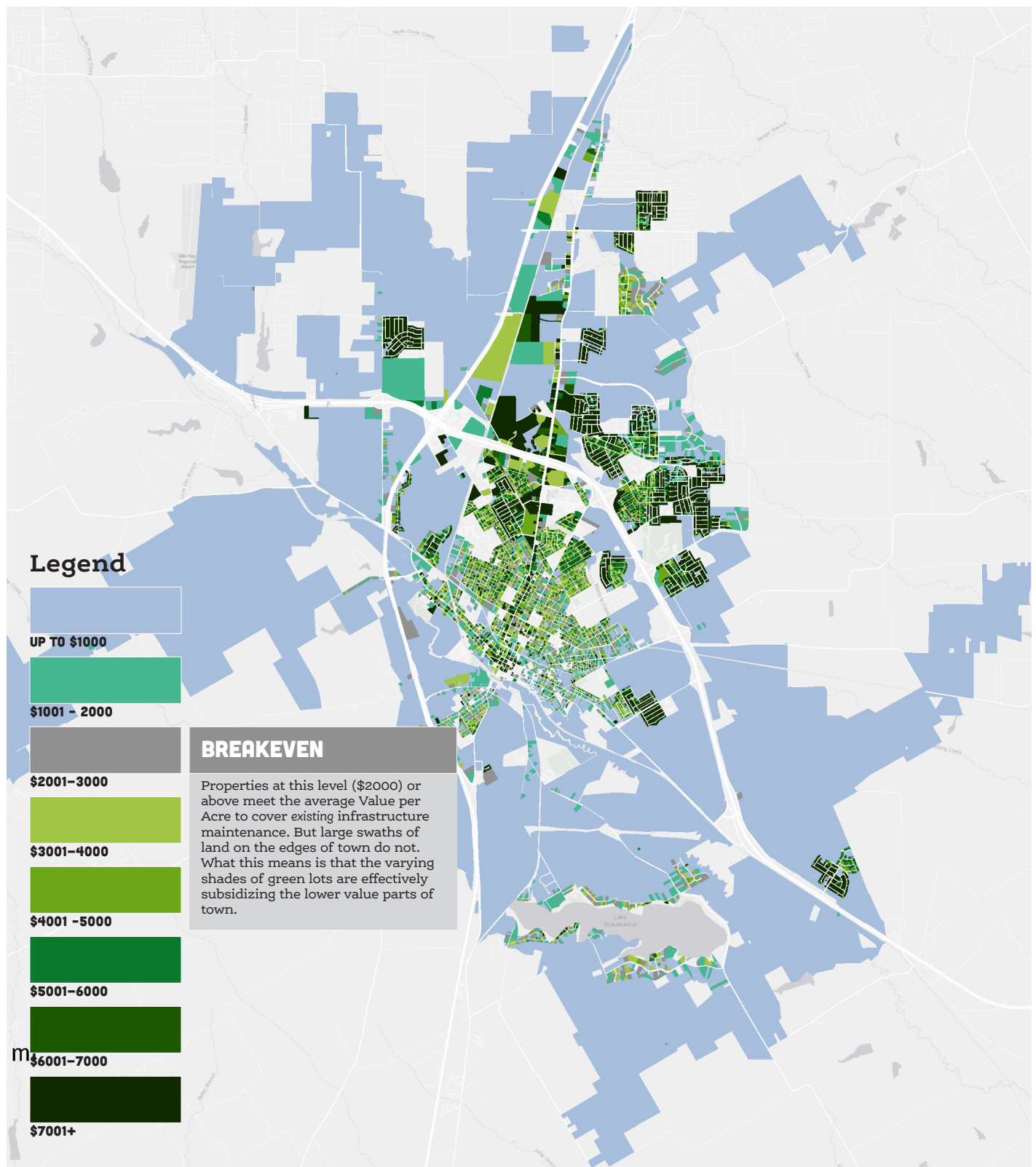


BUILDING PERMITS ISSUE IN THE LAST 7 YEARS

In this heatmap it is clear in the darker areas of the map that the majority of new permits have been issued around the edges of Waxahachie. A renewed focus on redevelopment in the core of town is important to maintaining a solvent municipal government.



CURRENT FISCAL HEALTH OF OUR LAND USE



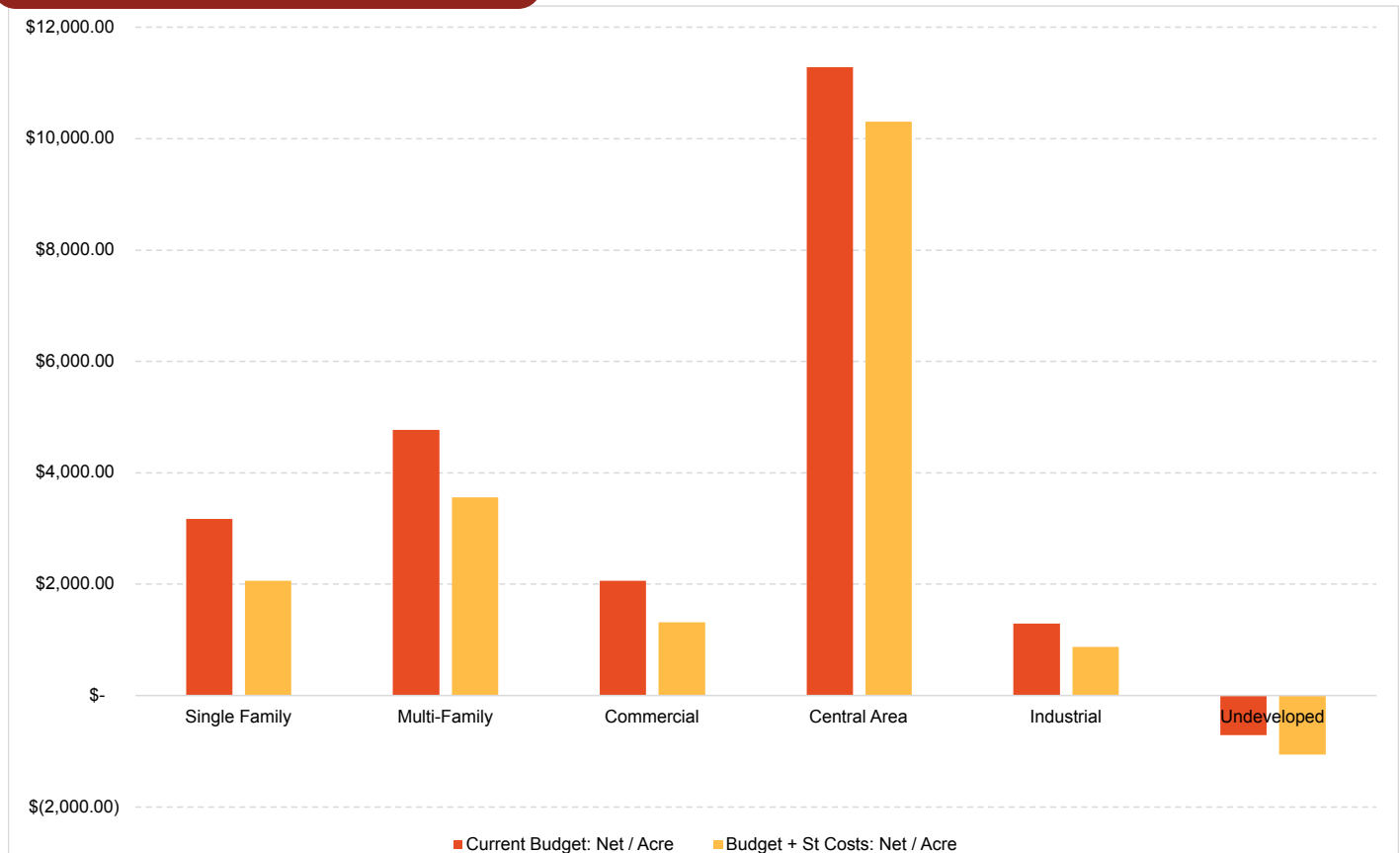
What will our current value cover?

The map on page 64 shows a breakdown of levy per acre calculations of individual parcels citywide. What we see is that the vast majority of the city's land area is not producing enough value to account for the infrastructure maintenance needs of today. To meet today's needs, the average levy per acre, city wide needs to be \$2,000 per acre. Today that number is only \$800 per acre. And on an individual parcel basis we can see that some parcels have dramatically higher levy per acre. If we have enough of these very high value parcels in the developed part of the city they effectively subsidize the lower performing outer edges of the city. This makes clear how imperative a development pattern that is more valuable is needed if we want Waxahachie to remain solvent for decades to come.

Land Use Type Productivity

Below we can see that some land uses are currently more productive than others. Single-family homes, for example, appear to generate revenue when accommodating for the current budgeted amount of maintenance costs for streets. But when we calculate what we need to put away just to guarantee continued maintenance of the streets we already have, select single-family homes along with almost all multi-family and two-family properties generate enough revenue. These highly productive single-family homes are currently propped up in their fiscal productivity because of their high appraisal values and their relatively new construction status. Over time these single family values will not retain their value the same way missing middle uses will. This means over time level of fiscal productivity currently being captured from these single-family homes will decrease. If we wish to remain solvent, we need to work to make these other categories more productive.

REVENUE GENERATED BY LAND USE



BARRIERS TO SUCCESS

The items shown below are the most pressing barriers to achieving success in line with Waxahachie's stated goals.

1

Complex Euclidean Zoning and Separation of Uses

Waxahachie's current Future Land Use Map and zoning ordinance are based on the Euclidean model where uses are geographically separated. This almost invariably means that an automobile is necessary when getting from home to another use, and has exacerbated horizontal expansion that is not always fiscally productive or sustainable from a value generation and service cost perspective. Moreover, Waxahachie's existing zoning ordinance includes a large number of very narrowly defined districts, further segregating different kinds of housing into even smaller buckets that become harder and harder to mix. An overly complex ordinance is also time consuming to administer for city leaders and staff in the planning, engineering, and permitting departments. Public opinion about separation of uses and "not in my backyard" perspectives are one of the most difficult obstacles cities today have to overcome to create and sustain neighborhoods that balance quality, equity, and affordability.

2

Inconsistent Codes and Design Standards

The City currently relies heavily on the Planned Development (PD) process to influence development character and design elements. This approach does give the city more control on individual developments, but it fosters an environment of uncertainty and lack of clarity for current property owners and prospective developers looking to improve property in the city. Updating the land use approach to place types and combining that with upgraded design standards that clarify base expectations for different types of neighborhoods can improve clarity and reduce staff time processing developments, while still ensuring development meets the community's standards and goals.

3

Monolithic Suburban Neighborhoods

As prices continue to rise for new housing, single family detached homes will become increasingly unattainable. Prioritizing and allowing too much of this one type of housing (or any one type) drives values higher than true market value and makes it difficult for those who cannot afford the higher price points to find housing in the community. Demographic data is showing that the market is shifting to a need for a much more balanced range of housing types, sizes, and prices in a more walkable, mixed-use configuration. Housing is also related to economic development. Today, many businesses are looking for “places” and mixed-use neighborhoods where employees and customers are all located together.

4

Incomplete Fiscal Analysis of Proposed Development

Currently, when new development is presented to the city, there is not a complete process to evaluate the short and long-term fiscal impacts (on revenues, service costs, and infrastructure liabilities) to the city and its taxpayers. And as discussed in Chapter 1 of this plan, this means that the costs associated with long-term maintenance are not fully accounted for. Without a robust fiscal analysis on incoming development projects, staff, management, and the council are deprived of a complete and honest picture of any given project and thus hindered in their ability to determine what will fit with the City’s finances today and in the future.

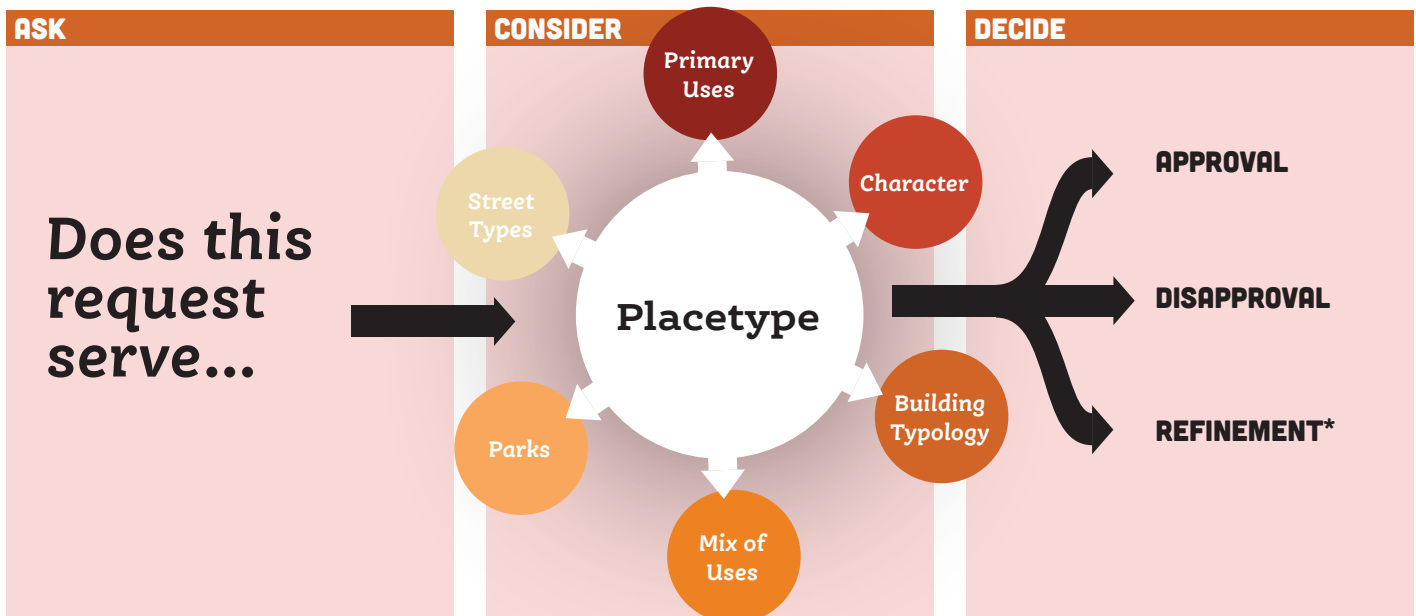
PLACETYPES

Separation of land uses (residential, commercial, industrial) was viewed as a necessary step in improving quality of life in the wake of the industrial revolution. It was codified as zoning laws became the norm during our move to an automobile-centric world, and it remains a common practice today. Some of the primary concerns with this approach, called Euclidean zoning, are that it limits the flexibility for buildings and neighborhoods to evolve over time as the market changes, and that it requires large amounts of roads, water and sewer infrastructure that cities struggle to maintain. It also puts extreme traffic demands on roadway systems, since getting from one use (your home) to another use (shopping) requires a car in most instances.

In recent years, there has been an increase in demand for “complete” neighborhoods where a variety of residential types, office and retail are all integrated together. This change has been driven by the changing demographics and social behaviors, but also because these types of development are more fiscally productive, flexible and resilient. These are commonly proposed as mixed-use zoning districts and planned developments (PDs), and form-based codes are sometimes used to guide development or redevelopment of specific areas. Complete neighborhoods focus on pedestrian connectivity by designing a seamless and cohesive transition among various land uses instead of

segregating them. Various site design elements can create a visual break to transition between different land uses without incorporating a physical barrier or separation, which breaks the continuity of uses and disrupts pedestrian connectivity. One of the benefits of complete neighborhoods is enhanced pedestrian connectivity, but more significantly, it enhances the opportunities for social interaction, which enhance the sense of community.

By replacing land use categories with place types, the City can still achieve the separation of primary uses. For example, instead of separating a multifamily development from a single family development through a physical barrier, the City can require the multifamily building(s) closest to single family homes to step down in height and incorporate a public open space between uses to provide an adequate transition. Complete neighborhoods focus on the site design and the quality of the built environment to create a seamless and cohesive transition among diverse land uses without interrupting pedestrian connectivity. Focusing on the quality of the built environment removes the concerns typically associated with high-density development. As discussed previously, higher density development is advantageous to maximize the City’s returns on their residential tax base to offset existing service costs and long-term maintenance costs, contributing to the City’s long term fiscal resiliency.



* Subject to options outlined in zoning code & the Local Government Code

RURAL ESTATE

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached	RESIDENTIAL BUILDING TYPOLOGIES
Accessory Dwelling Unit	
Cottage Court	
Townhouse	
Smallplex	
Courtyard Apartments	
Live-Work	MIXED-USE BUILDING TYPOLOGIES
Mid-Intensity	
High-Intensity	
Neighborhood Scale	NON-RESIDENTIAL BUILDING TYPOLOGIES
Regional	
Industrial	



This place type is characterized by large lots with single-family homes in rural settings away from the city center as well as public services. This type of development leaves ample amount of surrounding open space, and should involve minimal infrastructure investment.

Parking and public space concerns are low as most lots have enough of both to suit their users, but opportunities for natural preserves should be explored when possible.

Though this place type will almost exclusively be single family homes, it is to be expected that home based businesses may thrive in this environment.

TARGET USE MIX	COMMON USES	THOROUGHFARES & PARKING	PARKS & PUBLIC SPACES	BUILDING CHARACTERISTICS	BLOCK CHARACTERISTICS
<p>4% non-residential</p> <p>96% residential</p>	<ul style="list-style-type: none"> Single Family Homes Home-Based Business Schools Houses of Worship 	<ul style="list-style-type: none"> Thoroughfares Rural Street Parking Driveways Garages 	<ul style="list-style-type: none"> NA 	<ul style="list-style-type: none"> Height 1-2 Stories 	<ul style="list-style-type: none"> Wide Connectivity Priority Cul-de-sacs discouraged 1200' length max

RESIDENTIAL NEIGHBORHOOD

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached	RESIDENTIAL BUILDING TYPOLOGIES
Accessory Dwelling Unit	
Cottage Court	
Townhouse	
Smallplex	
Courtyard Apartments	MIXED-USE BUILDING TYPOLOGIES
Live-Work	
Mid-Intensity	
High-Intensity	NON-RESIDENTIAL BUILDING TYPOLOGIES
Neighborhood Scale	
Regional	
Industrial	



This place type serves to create neighborhoods built with a traditional walkable block/street grid network that allows some variation in housing typologies. Although this placetype will predominantly consist of traditional single family detached housing, denser housing types are encouraged such duplex, cottage courts, and townhomes.

Commercial uses need to be context sensitive. Non-residential uses should have access and high visibility to collector streets. Commercial uses in this placetype may be a small pop up facility or a home converted to a small store front. Walkability is key for neighborhood commercial uses so that they are accessible from surrounding neighborhoods. This means that small or pop up facilities, or a residential home near a street corner converting to neighborhood-scale commercial use are generally acceptable. Stacked or horizontal live-work arrangements that are residentially scaled would also be well-suited to this placetype.

Neighborhood-scale commercial should be allowed along collectors and higher intensity roadways. Auto-centric development, such as commercial strip centers, would be out of scale within this place type. A key indicator of a successful Residential Neighborhood area is if every residential property has access to some neighborhood scale commercial within a quarter-mile of their front door.

Since pedestrian connectivity is essential, on-street parking should be encouraged, and on-site parking limited and/or reduced. Small neighborhood and pocket parks are strongly encouraged.

1. All residential units should be within 1/4 mile of a park or public space
2. Allowances for higher density limits require the evaluation of several elements and are on a case-by-case basis. Such components include but are not limited to the fiscal impact, architectural quality, connectivity, and the arrangement, appearance, and function of the buildings and public spaces proposed in the development.
3. All neighborhoods should first and foremost provide quality neighborhood design as discussed on page 128.

TARGET USE MIX

14%
non-residential
86%
residential

COMMON USES

| Residential
| Home Based Businesses
| Neighborhood Scale Retail

THOROUGHFARES & PARKING

Thoroughfares
| Minor Collector
Parking
| Driveway
| On-Street
| Hidden Surface

PARKS & PUBLIC SPACES¹

| Pocket Park
| Neighborhood Park
| Community Park
| Regional Park

BUILDING CHARACTERISTICS²

Height
| 1-3 stories

BLOCK CHARACTERISTICS³

| Gridded blocks
| 800' length max

MIXED-USE NEIGHBORHOOD

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached	RESIDENTIAL BUILDING TYPOLOGIES
Accessory Dwelling Unit	
Cottage Court	
Townhouse	
Smallplex	
Courtyard Apartments	
Live-Work	MIXED-USE BUILDING TYPOLOGIES
Mid-Intensity	
High-Intensity	
Neighborhood Scale	NON-RESIDENTIAL BUILDING TYPOLOGIES
Regional	
Industrial	



A mixed-use neighborhood harkens back to the pre-suburban development pattern with smaller lots, smaller setbacks, shorter blocks, diverse housing typologies and very importantly, a mix of uses. This mixing of activities and uses allows the area to adapt and change over time to suit the needs of its inhabitants.

Though it is not imperative for uses to always be mixed within the same building, it is important to note that large monolithic developments with near exclusive uses such as large multiplex apartments or retail centers with large land area being devoted to automobile parking do not suit mixed-use neighborhoods.

Mixed-use neighborhoods are places where residents can live, work and play and are primarily accessible by foot. Residential uses in this place type can be up to 3 stories in height. Given the various housing typologies encouraged in this place type, it is essential to make sure residential uses appropriately transition from one another based on the housing typology.

1. All residential units should be within 1/4 mile of a park or public space
2. Allowances for higher density limits require the evaluation of several elements and are on a case-by-case basis. Such components include but are not limited to the fiscal impact, architectural quality, connectivity, and the arrangement, appearance, and function of the buildings and public spaces proposed in the development.
3. All neighborhoods should first and foremost provide quality neighborhood design as discussed on page 128.

TARGET USE MIX	COMMON USES	THOROUGHFARES & PARKING	PARKS & PUBLIC SPACES ¹	BUILDING CHARACTERISTICS ²	BLOCK CHARACTERISTICS ³
<p>31% non-residential</p> <p>69% residential</p>	<p>Compact/Urban Residential</p> <p>Neighborhood Scale Retail</p> <p>Low-Mid Intensity Office</p>	<p>Thoroughfares</p> <p>Minor Collector</p> <p>Private Alley</p> <hr/> <p>Parking</p> <p>Hidden Surface</p> <p>Street</p>	<p>Pocket Park</p> <p>Neighborhood Park</p> <p>Community Park</p> <p>Regional Park</p>	<p>Height</p> <p>1-3 Stories</p>	<p>Medium, gridded Blocks</p> <p>700' length max</p>

DOWNTOWN

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached	RESIDENTIAL BUILDING TYPOLOGIES
Accessory Dwelling Unit	
Cottage Court	
Townhouse	
Smallplex	
Courtyard Apartments	MIXED-USE BUILDING TYPOLOGIES
Live-Work	
Mid-Intensity	
High-Intensity	NON-RESIDENTIAL BUILDING TYPOLOGIES
Neighborhood Scale	
Regional	
Industrial	



It is most appropriate to think of the Downtown placetype as a modification of the mixed-use neighborhood placetype.

Waxahachie benefits from an attractive historic core and this placetype serves to preserve and allow for incremental improvement of that area. The core of Downtown is ripe for quality vertical mixed-use development. New single family homes are generally discouraged here as denser housing types are desired in downtown to provide more patrons to support the abundance of local businesses downtown.

Attached and stacked housing is permissible, since the downtown core is predominantly developed, denser housing will most likely occur on the fringes or edges of downtown. Adaptive reuse of single family homes and existing buildings into neighborhood-scale commercial space both creates new opportunities for business in Downtown and preserves existing and historic buildings. Infill and rehabilitation of existing structures should be encouraged in downtown.

To maintain the existing historic character and scale of downtown, buildings should be limited to three stories. Active rooftops, sidewalk cafes, and parklets are an opportunity to further activate the downtown core.

1. All residential units should be within 1/4 mile of a park or public space
2. Allowances for higher density limits require the evaluation of several elements and are on a case-by-case basis. Such components include but are not limited to the fiscal impact, architectural quality, connectivity, and the arrangement, appearance, and function of the buildings and public spaces proposed in the development.
3. All neighborhoods should first and foremost provide quality neighborhood design as discussed on page 128.

TARGET USE MIX

54%
non-residential
46%
residential

COMMON USES

Compact/Urban Residential
Neighborhood Scale Retail
Low-Mid Intensity Office

THOROUGHFARES & PARKING

Thoroughfares
| Minor Collector
| Private Alleys
Parking
| Hidden Surface
| Street
| Structured

PARKS & PUBLIC SPACES¹

| Pocket Park
| Neighborhood Park
| Community Park

BUILDING CHARACTERISTICS²

Height
| 2-3 stories

BLOCK CHARACTERISTICS³

| Short, gridded blocks
| 600' length max

URBAN VILLAGE

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached	RESIDENTIAL BUILDING TYPOLOGIES
Accessory Dwelling Unit	
Cottage Court	
Townhouse	
Smallplex	
Courtyard Apartments	MIXED-USE BUILDING TYPOLOGIES
Live-Work	
Mid-Intensity	
High-Intensity	NON-RESIDENTIAL BUILDING TYPOLOGIES
Neighborhood Scale	
Regional	
Industrial	



An urban village is intended to be a bustling center of activity with active streets and a focus on the pedestrian. Filled with high-yield development, it is also one of the most fiscally resilient placetypes and in the right proportion can subsidize low-value development patterns.

Streets are narrow with on-street parking making the streetscape comfortable for people who inhabit and patronize the homes and businesses here. When uses which require large amounts of parking are built, parking is hidden with continuous building frontage. Commercial uses on the ground floor should have a higher proportion of glazing to create a more interesting interface between the public and private realm. Most commercial uses make sense in this area as long as the building form treats pedestrians as their principal user.

1. All residential units should be within 1/4 mile of a park or public space
2. Allowances for higher density limits require the evaluation of several elements and are on a case-by-case basis. Such components include but are not limited to the fiscal impact, architectural quality, connectivity, and the arrangement, appearance, and function of the buildings and public spaces proposed in the development.
3. All neighborhoods should first and foremost provide quality neighborhood design as discussed on page 128.

TARGET USE MIX

64%
non-residential
36%
residential

COMMON USES

- | Office
- | Urban Residential
- | Townhomes
- | Restaurants
- | Retail
- | Entertainment
- | Senior Housing
- | Institutions

THOROUGHFARES & PARKING

- Thoroughfares
- | Minor Collector
- | Private Alleyway
- Parking
- | Hidden Surface
- | Structured
- | On-Street

PARKS & PUBLIC SPACES¹

- | Pocket Park
- | Neighborhood Park
- | Community Park
- | Regional Park

BUILDING CHARACTERISTICS²

- Height
- | 2+ stories

BLOCK CHARACTERISTICS³

- | Short, gridded blocks
- | 600' length max

REGIONAL COMMERCIAL

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached	RESIDENTIAL BUILDING TYPOLOGIES
Accessory Dwelling Unit	
Cottage Court	
Townhouse	
Smallplex	
Courtyard Apartments	
Live-Work	MIXED-USE BUILDING TYPOLOGIES
Mid-Intensity	
High-Intensity	NON-RESIDENTIAL BUILDING TYPOLOGIES
Neighborhood Scale	
Regional	
Industrial	



These places are first identified by their principal focus on auto-oriented traffic. Logically placed near high traffic intersections, these spaces bring people from many surrounding neighborhoods. Typical uses will include regional businesses including but not limited to restaurants, retail, gas stations, and offices. These spaces often walk a fine line between fiscally dubious and fiscally catastrophic. To create a more sustainable development, care should be given to make the experience for users pleasant once they exit their vehicle. The era of a mile-long linear strip center that require multiple car trips through the parking lot to get to the business a resident might want to visit has passed. This type of development can be more financially advantageous to the City by allowing residential uses over commercial to leverage tax revenue. Additionally, while often overlooked in major commercial development historically, human-scale amenities can make these places worth returning to. A focus on adding spaces for public gathering and pedestrian shading to encourage people to walk from one establishment to another and interact with other patrons should be a priority of future development in the Regional Commercial Place Type. Though the size of a regional commercial node is flexible based on local context, generally these are about a half-mile in diameter.

TARGET USE MIX

100%
non-residential
0%
residential

COMMON USES

- | Major Retail
- | Entertainment
- | Restaurants
- | Auto-Oriented Businesses
- | Multi-Family Residential Over

THOROUGHFARES & PARKING

- Thoroughfares**
- | Minor Collector
- | Major Collector
- | Major Arterial
- Parking**
- | Surface
- | Structured
- | On-Street

PARKS & PUBLIC SPACES

- | Public Plaza
- | Pocket Park

BUILDING CHARACTERISTICS²

- Height**
- | 1-5 stories

BLOCK CHARACTERISTICS

- | Wide Blocks
- | 1200' length max

LOCAL COMMERCIAL

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached	RESIDENTIAL BUILDING TYPOLOGIES
Accessory Dwelling Unit	
Cottage Court	
Townhouse	
Smallplex	
Courtyard Apartments	
Live-Work	MIXED-USE BUILDING TYPOLOGIES
Mid-Intensity	
High-Intensity	
Neighborhood Scale	NON-RESIDENTIAL BUILDING TYPOLOGIES
Regional	
Industrial	



The local commercial place type includes areas for restaurants, shops, grocery stores, offices, and personal service establishments. This place type was incorporated to preserve the City's commercial corridors. Where appropriate, local commercial uses should be located at the intersection or frontage of major thoroughfares (60 feet or greater).

The intensity of this place type falls between neighborhood scale commercial and regional commercial. Neighborhood scale commercial is encouraged near residential uses, so they are within walking distance. Large parking lots and heavy traffic circulation is strongly discouraged in neighborhood scale commercial. Regional commercial is the most intense scale of retail and commercial services and will predominantly consist of big-box retail. In contrast, local commercial will consist of a single or cluster of standalone office, retail or commercial buildings with an anchor.

Local commercial uses should be interconnected with sidewalks to increase walkability. In addition, a shared open space comprised of a plaza or park is encouraged for multi-pad site developments.

TARGET USE MIX	COMMON USES	THOROUGHFARES & PARKING	PARKS & PUBLIC SPACES	BUILDING CHARACTERISTICS	BLOCK CHARACTERISTICS
100% non-residential 0% residential	Office Personal Services Commercial Entertainment Restaurants	Thoroughfares Minor Collector Major Collector Parking Surface On-Street	Public Plaza Pocket Park Neighborhood Park	Height 1-2 stories	N/A

INDUSTRIAL

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached	RESIDENTIAL BUILDING TYPOLOGIES
Accessory Dwelling Unit	
Cottage Court	
Townhouse	
Smallplex	
Courtyard Apartments	
Live-Work	MIXED-USE BUILDING TYPOLOGIES
Mid-Intensity	
High-Intensity	
Neighborhood Scale	NON-RESIDENTIAL BUILDING TYPOLOGIES
Regional	
Industrial	





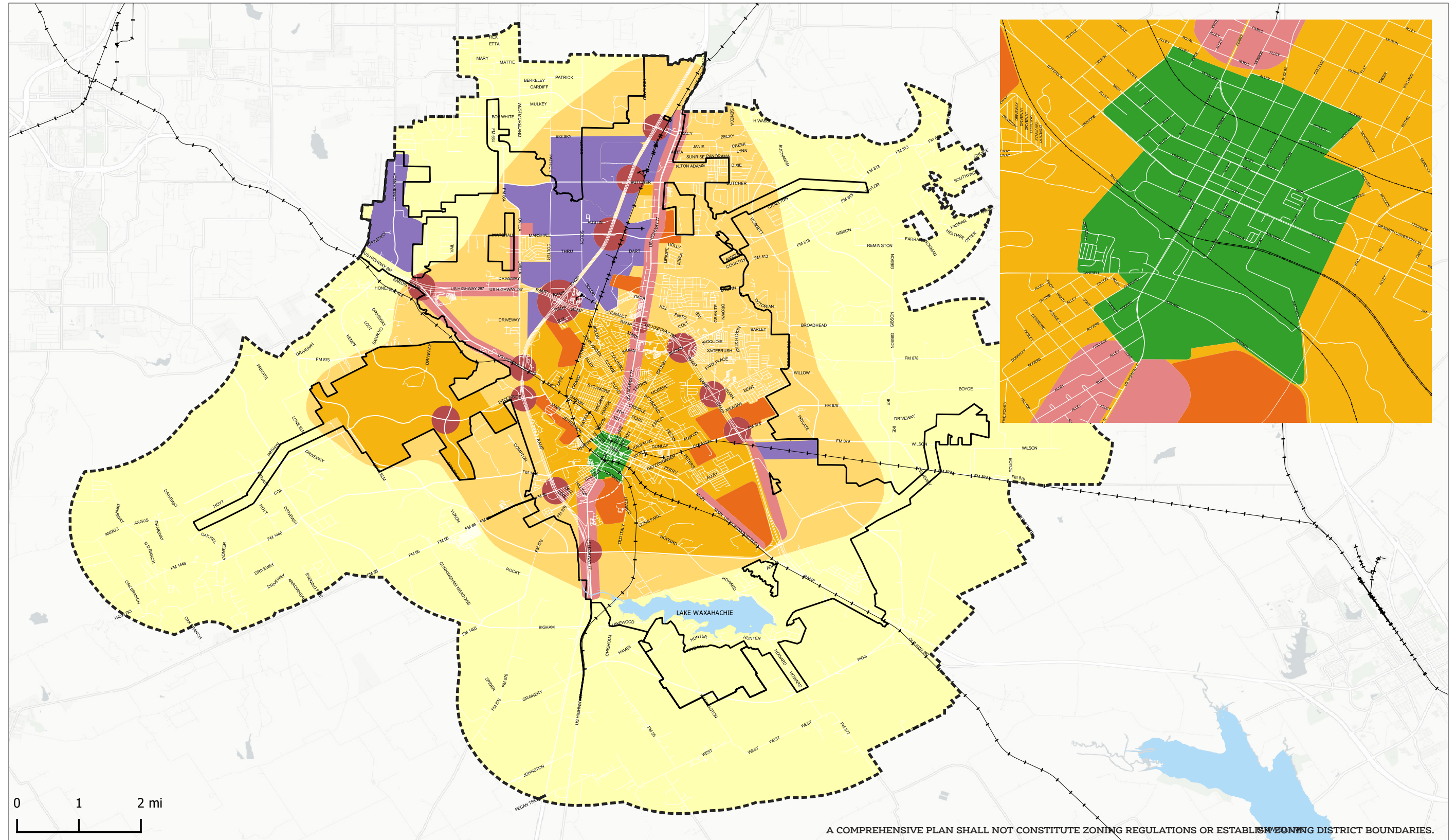
Industrial uses vary from the technology industry to manufacturing. The designated locations for heavier industrial uses are intended to keep them away from residential categories. These are located along roadways that have adequate capacity to serve the larger industrial vehicles. Lighter industrial uses are integrated with other commercial uses. Required parking is encouraged to be placed behind structures to keep these areas more readily able to redevelop into more urban places over time. Industrial spaces today can be the artists communities of the 2040s and beyond. When uses are abutting a residential property, a separation should be provided such as a landscape buffer, deeper setback, and/or a screening wall.

TARGET USE MIX	COMMON USES	THOROUGHFARES & PARKING	PARKS & PUBLIC SPACES	BUILDING CHARACTERISTICS	BLOCK CHARACTERISTICS
<p>100% non-residential</p> <p>0% residential</p>	<p> Warehousing</p> <p> Large Scale Manufacturing</p> <p> Fabrication</p> <p> Assembly</p>	<p>Thoroughfares</p> <p> Minor Collector</p> <p>Parking</p> <p> Surface</p> <p> Street</p> <p> Structured</p>	<p> Public Plaza</p> <p> Pocket Park</p> <p> Neighborhood Park</p>	<p>Height</p> <p> 1-5 stories</p>	<p> Wide Blocks</p> <p> 1200' length generally</p>

FUTURE LAND USE MAP

LEGEND

-  City Limits
-  Extraterritorial Jurisdiction
-  Rural Estate
-  Residential Neighborhood
-  Mixed-Use Neighborhood
-  Downtown
-  Urban Village
-  Regional Commercial
-  Local Commercial
-  Industrial



SECTOR MAP

LEGEND



City Limits



Extraterritorial Jurisdiction



Existing Parkland

SECTORS



Infill Growth



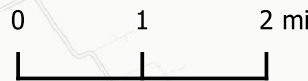
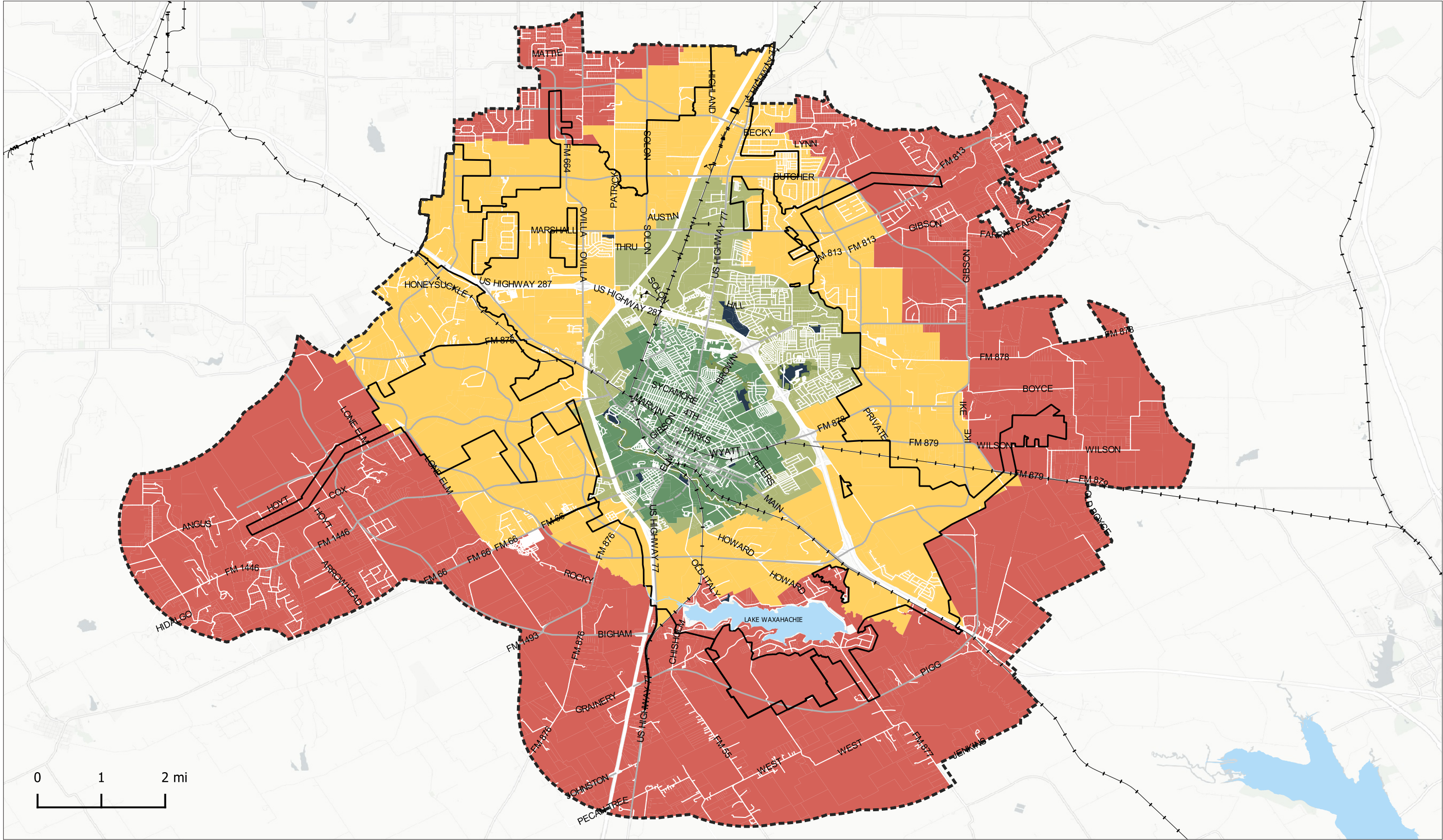
Infill Rim



Controlled



Restricted



GROWTH SECTORS

The sectors identified here are designed to focus new growth first in the core of Waxahachie and limit growth in areas where there are no services. If development is allowed outside the infill growth and infill rim, it should develop in a higher density way that generates value above and beyond the cost of associated infrastructure costs.



Infill Growth

Properties in this sector have existing development and full service, but are located in areas where additional population, higher development intensities, and integration of uses is desired. This sector is primarily located in Downtown and the neighborhoods immediately around it. Growth policies for this area should aggressively support infill, redevelopment, and infrastructure projects that accommodate more residents and small businesses and improve walkability.

Increased fiscal scrutiny should be applied to each successive sector level. Conversely, the Infill Growth Sector should have the lowest barrier to entry for new growth.



Infill Rim

This sector includes areas of the city that are already developed and have access to city services and infrastructure, but have vacant, underutilized, or poorly developed commercial properties. Growth policies for this sector should encourage development or redevelopment of these properties with accessory dwelling units, smallplexes, and micro commercial that provides incremental increases in density and tax revenue. Development should match the existing character and improve walkable access to businesses and amenities for people living and working in the vicinity and small businesses.



Controlled

Land in this sector includes vacant tracts that are currently under development or already entitled for future buildout, as well as property that is in close proximity to existing development and has access to existing or planned infrastructure. Development in this sector should align with the guiding principles of this plan, particularly those related to diversifying the housing and neighborhood options in the city.



Restricted

This sector includes areas in the city limits and ETJ that aren't adjacent to existing development and that would require new city infrastructure to access or connect into. These areas are primarily large lot homesteads and farmland that have value as open space or agricultural use. Expansion of infrastructure and development in these areas should be discouraged, at least during the duration of this plan.

