

3 | Future Land Use Plan

The right of a municipality to manage and regulate land use is rooted in its need to protect the health, safety, and welfare of local citizens. The first step in establishing the guidelines for such oversight is the community's comprehensive plan. Although it is one of several components of this 2016 Comprehensive Plan Addendum, the significance of the Future Land Use Plan text and map cannot be overstated. Similar to the way in which a map serves as a guide to a particular destination, the Future Land Use Plan should serve Waxahachie as a guide to its unique vision of its future form as the City continues to develop.

The Future Land Use Plan is divided into two sections. First, the future land use categories are defined and a projection of the total acreage each land use is expected to encompass within the city limits, its ETJ, and the overall planning area is outlined within a table. Second, the future land use policies are outlined. The City should use these policies in conjunction with the Future Land Use Plan Map to guide decisions as Waxahachie continues to develop.

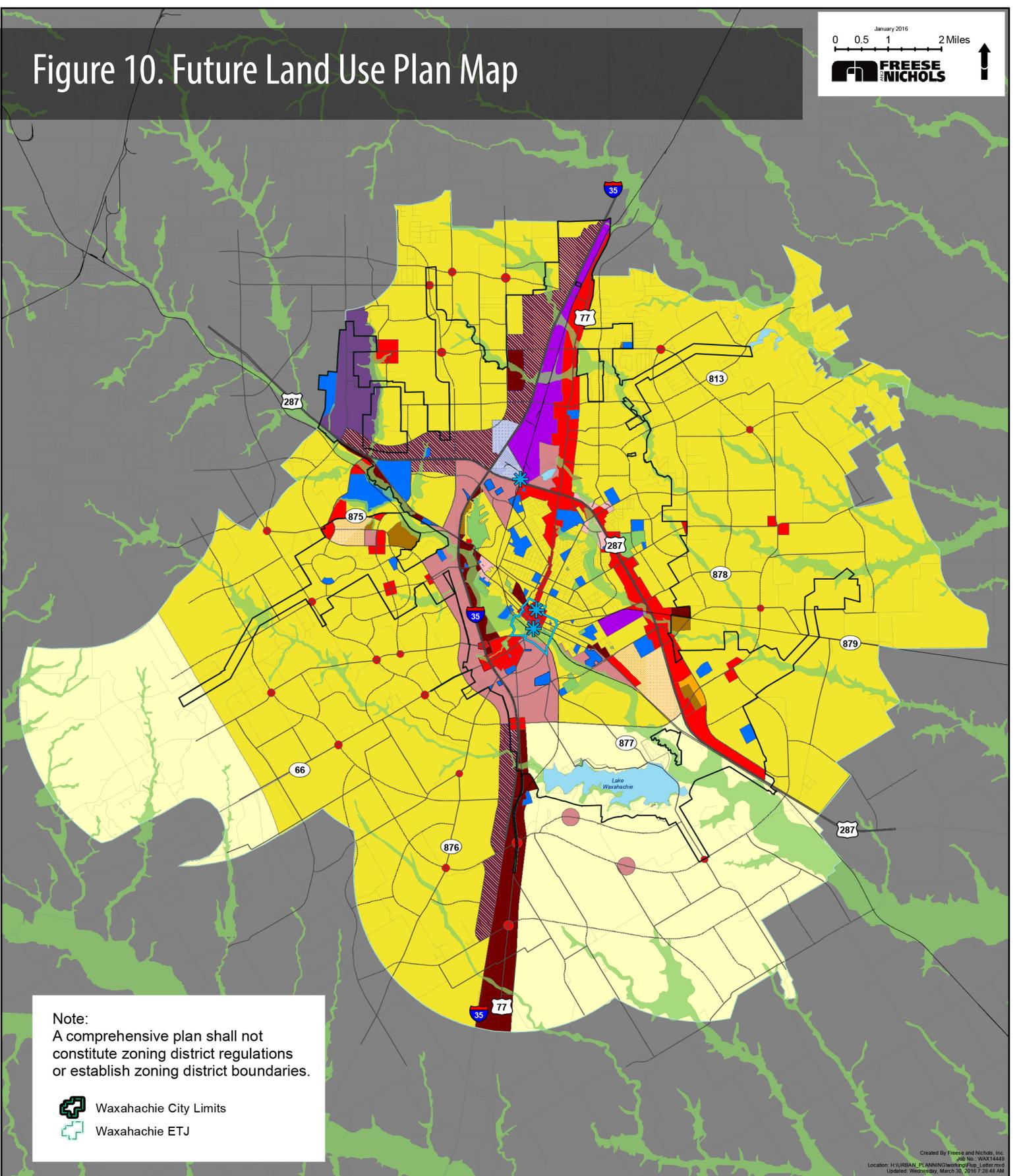
Future Land Use Plan Map

The Future Land Use Plan should ultimately be reflected through the City's policy and development decisions. The Future Land Use Plan is not a zoning map, which would otherwise address specific development requirements on individual parcels. The zoning map and changes in zoning should, however, be based on the **Future Land Use Plan Map**.

The Future Land Use Plan Map will serve as Waxahachie's most complete long-range "roadmap" as possible and establishes the overall framework for the preferred development pattern of the City based principally on balanced, compatible, and diversified land uses. The map and text ultimately reflect the City's long-range statement of public policy and should be used as a basis for future development decisions.



Figure 10. Future Land Use Plan Map



Note:
 A comprehensive plan shall not constitute zoning district regulations or establish zoning district boundaries.

Waxahachie City Limits
 Waxahachie ETJ

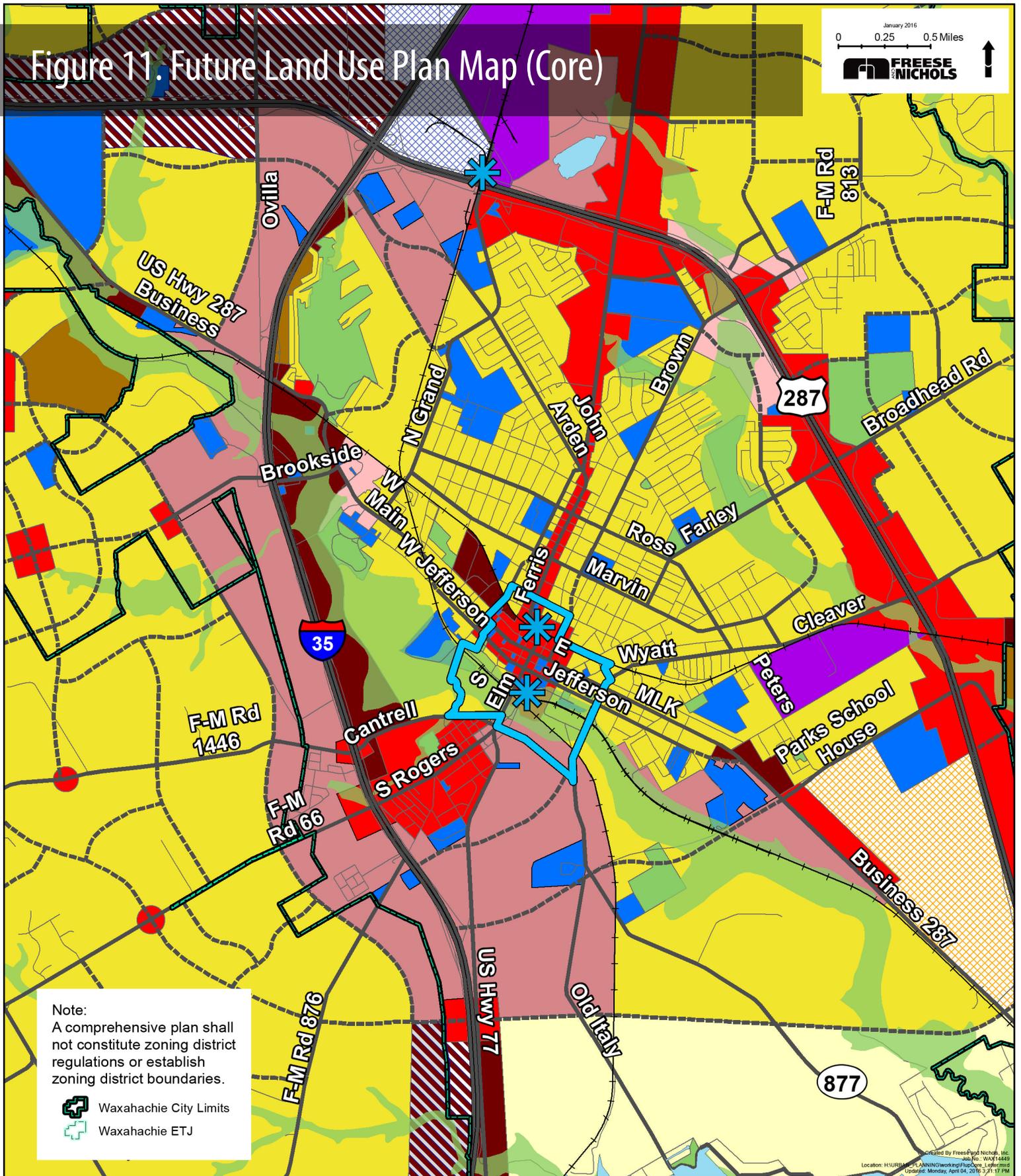
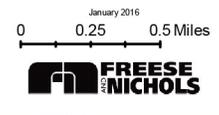
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City of Waxahachie 2016 Comprehensive Plan Future Land Use Plan

- | | | |
|----------------------------|---------------------------|-----------------------------------|
| Proposed Rail Stations | High Density Residential | Airport Industrial |
| Downtown Area | Mixed Use Residential | Commercial |
| Land Uses | Mixed Use Non-Residential | Highway Commercial |
| Estate Residential | Medical District | Industrial |
| Low Density Residential | Office | Parks and Open Space |
| Medium Density Residential | Retail | Public/Semi-Public |
| | | 1-Percent Flood Risk Zones (FEMA) |

Figure 11. Future Land Use Plan Map (Core)



Note:
A comprehensive plan shall not constitute zoning district regulations or establish zoning district boundaries.

- Waxahachie City Limits
- Waxahachie ETJ

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City of Waxahachie 2016 Comprehensive Plan Future Land Use Plan

- Proposed Rail Stations
- Downtown Area
- Estate Residential
- Low Density Residential
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Future Land Use Types Defined

Estate Residential

This use is representative of traditional, single-family detached dwellings on large lots that are over one acre in size. This type of land is envisioned to primarily be located in the southern portion of the City and in the ETJ area south and west of Waxahachie.

Low Density Residential

This category is representative of smaller single family homes and some duplex units. The majority of Waxahachie's current development is of a similar density. It is appropriate to have approximately 3.5 dwelling units per acre.

Medium Density Residential

Medium Density Residential is representative of two-family, attached dwelling units, such as townhomes, duplexes, condominiums, zero-lot line homes, and apartment developments. This category is intended to accommodate the City's need for diversity of housing choices.

High Density Residential

Traditional apartment- and condominium-type units in attached living complexes characterize high density residential land use. These developments may take a variety of forms. This land use has evolved from traditional garden style apartments to courtyard apartments due to the focus upon situating dwelling units around a courtyard, pool, or other common space.





Mixed Use Residential

Areas with a mixture of residential and nonresidential uses, with a larger percentage of residential. Approximately 80 percent of the acreage or square footage of any proposed development should be residential, with the remaining 20 percent of the acreage or square footage nonresidential. Acreage would apply in a horizontal mixed use development, while square footage would apply in a vertical development. Both vertical and horizontal mixed use could be provided together.

Mixed Use Nonresidential

Similar to Mixed Use Residential, land designated with this land use are intended for a mixture of nonresidential and residential uses. The only difference would be that Mixed Use Nonresidential has a greater percentage of nonresidential components than residential. Specifically, 80 percent of the acreage or square footage of proposed developments are required to be nonresidential with the remaining 20 percent of the acreage or square footage allocated to residential. Southlake's Town Center is an example of Nonresidential Mixed Use.

Medical District

The Medical District area signifies an area that revolves solely around the medical industry. This area will provide all of the uses one would need when visiting or working at Baylor Scott & White and other medical offices, specialty healthcare facilities, or research and development locations that are anticipated to develop in the area. Therefore, appropriate businesses in the district include retail, dining, hotel, office buildings, multi-family housing, and gyms.

Office

This land use type is intended for businesses such as banks, insurance agencies, and accounting offices. Office land uses are generally compatible with residential areas, with the exception of high-rise office buildings. Land designated for office is appropriate along U.S. Highway 287, at a close proximity to IH-35E within Mixed Use Nonresidential areas, as well as within the Medical District.

Retail

Retail includes areas that have restaurants, shops, grocery stores, and personal service establishments. Retail businesses generally require greater visibility than do other types of nonresidential land use (e.g., office, commercial).

Airport Industrial

The Airport Industrial land use type is intended to provide areas for industrial uses that are related to the Midway Regional Airport, such as industrial uses that need the ability to transport goods by plane. Another example would be industries that manufacture airplane parts or components. This land use designation is also intended to help protect the future sustainability of the airport and its operations.

Commercial

Commercial areas are intended for establishments that provide services to customers. Examples include car dealerships, self-storage businesses, and repair shops. Such uses are generally not significant contributors to a municipality's tax revenue, and, by their nature, commercial businesses can detract from positive aesthetics. Primarily for these reasons, commercial uses have generally only been recommended in locations consistent with where such uses currently exist.

Highway Commercial

Highway Commercial areas are intended to allow for traditional commercial land uses, but such uses should be developed to a higher standard. For example, outside storage may be permitted, but would have to be screened and not visible from the road. In addition, a more limited array of commercial uses would be permitted. Hotels, motels, and car dealerships would be permitted, for example, but manufactured home sales and self-storage businesses would not. The idea is for these areas to show a positive image of Waxahachie and make visitors want to travel into the main part of the City.





Industrial

Industrial applies to areas intended for a range of heavy commercial, assembly, warehousing, and manufacturing uses. Large tracts of land with easy access to major roadways and air transportation are becoming increasingly difficult to find for the industrial business community. However, these businesses can be advantageous for a municipality in terms of providing employment and an increased tax base. Therefore, several large areas have been identified as Industrial. Examples of desirable uses within these areas include company headquarters, computer technology businesses, and other types of large businesses.



Parks & Open Space

This land use designation identifies all of Waxahachie's public parks and open spaces. A community's park system is key to a high quality of life. The City has recognized this not only through its current allocation of significant park/open space areas, but also by the fact that the City also has a history of planning for parks and open space.



Public/Semi-Public

This land use category includes uses that are educational, governmental or institutional in nature. This type of land use is generally permitted within any area, therefore, only the current Public/Semi-Public uses are shown on the map.



Proposed Rail Stations

The two rail transit stations shown in the **Figure 36** correlate with the Transit-Oriented Development (TOD) areas, which will be discussed in greater detail in **Chapter** Error! Reference source not found.. These locations have been determined by the North Central Texas Council of Governments (NCTCOG) as part of their regional rail planning effort. Areas with this designation are envisioned to have a mixtures of higher density nonresidential and residential uses to support the nearby transit stations.



Land Use Projections

Table 12 shows a breakdown of the Future Land Use categories within the city limits and the ETJ area. Within Waxahachie’s Planning Area (city limits and ETJ combined), Low Density Residential is the largest use, followed by Estate Residential, Retail, Mixed Use Nonresidential and Highway Commercial. Within the existing city limits, approximately 17,667 acres will be residential uses and 13,406 acres will be nonresidential uses.

Figure 12. Percent of Future Acreage of All Land Use Types in Planning Area

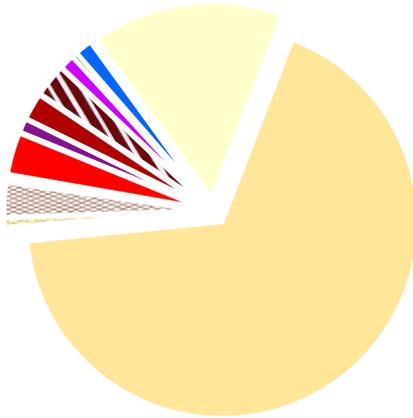


Figure 13. Percent of Future Acreage of Nonresidential Land Use Types in Planning Area

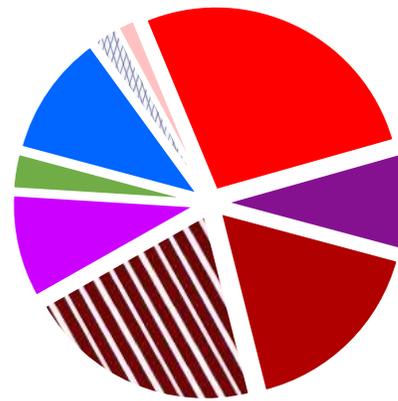


Table 12. Future Land Use Acreage

Future Land Use	City		ETJ		Planning Area		
	Acres	%	Acres	%	Acres	%	Acres per 100 Persons
Residential							
Estate Residential	3,534	11%	21,749	18%	25,283	16%	3.4
Low Density Residential	13,821	45%	49,824	77%	63,645	68%	14.6
Medium Density Residential	70	0%	0	0%	70	0%	0.0
High Density Residential	242	1%	63	0%	305	0%	0.1
Nonresidential							
Mixed Use Residential	746	2%	0	0%	746	1%	0.2
Mixed Use Nonresidential	2,496	8%	473	1%	2,969	3%	0.6
Medical District	295	1%	0	0%	295	0%	0.1
Office	215	1%	0	0%	215	0%	0.0
Retail	3,124	10%	518	1%	3,642	3%	0.7
Airport Industrial	753	2%	408	1%	1,161	1%	0.2
Commercial	898	3%	1,395	2%	2,293	2%	0.5
Highway Commercial	2,007	6%	804	1%	2,811	3%	0.6
Industrial	1,245	4%	0	0%	1,245	1%	0.3
Parks and Open Space	431	1%	0	0%	431	0%	0.1
Public/Semi-Public	1,196	4%	274	0%	1,470	1%	0.3
Total Acreage	31,073	100%	75,508	100%	106,581	100%	21.6

Note: The ultimate capacity population for the planning area (494,036) was used to calculate acres per 100 persons

Land Use Policies

The Goals & Objectives in Chapter 2 and the concepts outlined previously within this chapter provide a basis for these land use policies. The Implementation Strategies (Chapter 7) will outline specific ways in which the City can implement these policies, along with other recommended policies from other chapters of the 2016 Comprehensive Plan Addendum. It should be noted that the policies are in no specific order of importance.

1. Provide a balance of residential & nonresidential land uses

West Side of IH-35E IH-35E Rebuild Mid-Way Airport **Growth Strategies** Trail Connections Medical Center District Roadways

It is extremely important for the City to have a budget that is balanced by revenue from residential and nonresidential land uses—they are mutually supportive and both are needed. A community without enough nonresidential uses can be overburdened by providing necessary services to residential uses. For these reasons, the Future Land Use Plan Map shows a good balance of both.

- Ensure that as residential development proposals are approved, there is a positive balance of nonresidential development to help offset the cost of public services needed by residential uses.
- Pursue the development of quality nonresidential uses that will continue to contribute to the local tax base over time.
 - Prime retail land is found along the City’s major thoroughfares and should be retained for retail uses. Development proposals that put forward another use of this land should only be approved if they are clearly beneficial to the City in some other way, for example it would provide a large source of employment or it would contribute to the City’s image.
 - Retail uses (including mixed use), regardless of their desirability in terms of tax revenue, should be developed to a high quality. The City should not settle for a lesser quality of development to obtain an immediate sources of sales tax revenue, to the detriment of the long-term sustainability and attractiveness of Waxahachie.

2. Carefully consider any requested “upzoning” of property

West Side of IH-35E IH-35E Rebuild Mid-Way Airport **Growth Strategies** Trail Connections Medical Center District Roadways

Several legislative bills that were introduced around the time of the 2007 Comprehensive Plan proposed that Texas cities be required to compensate landowners if the city initiates a “downzoning” of their property. Although none were passed, it is important to be aware of change attitudes about zoning. Downzoning refers to a decrease of the intensity of a zoning district; for instance, a downzoning occurs if a City initiated a zoning change from a multiple-family zoning district to a single-family zoning district. Although there are relatively few instances of City-initiated rezonings, as opposed to landowner-initiated rezonings, this could be a concern for Waxahachie if this type of law is eventually adopted by the State legislature.

- Use the Future Land Use chapter as a guide to determine whether the requested rezoning is appropriate and consistent with the City’s vision for development.
- Ensure that the proposed development is of a type and quality that will be acceptable for the long-term.
- Require a Planned Development or Developers Agreement if the rezoning is requested on a speculative basis. This would allow Waxahachie to stipulate that future site plans or plats must conform to regulations in existence at the time the site plan or plat is submitted.

3. Integrate innovative concepts to promote quality development into land use decisions

West Side of IH-35E IH-35E Rebuild Mid-Way Airport Growth Strategies Trail Connections Medical Center District Roadways

At times, the City will likely encounter development proposals that do not directly reflect the purpose and intent of the land use pattern shown on the Future Land Use Plan. Review of such development proposals should include the following considerations:

- Does the development provide something unique to Waxahachie?
- Is the development within walking distance to retail areas, public uses, parks and open space, etc.?
- Does the development provide off-street pedestrian and bicycle connections to existing and future development?
- How does the development proposal impact the City fiscally—tax revenue, employment, public considerations, etc.?
- How does the development proposal impact the school district in terms of school planning and school attendance zoning?
- Does the development allow for the future integration of transit, when applicable?
- How does the development respect environmentally significant areas like floodplains—are these areas used as an amenity?

If the proposed development meets the intents of these guidelines, then it should be considered for approval.

4. Encourage mixed use development

West Side of IH-35E IH-35E Rebuild Mid-Way Airport Growth Strategies Trail Connections Medical Center District Roadways

Studies have shown that great neighborhoods—places where uses are mixed together such that people can easily access all types of uses to meet all of their needs—are more sustainable over time, and more long-term value is created. This is the reason that various mixed use land designations have been recommended within this Future Land Use Plan—sustainable neighborhoods with a mixture of uses are what is desired for Waxahachie. The creation of such neighborhoods will ultimately make the City a unique place, one that people will desire to live within and will not want to leave.

5. Plan land uses to support a Medical Center District

West Side of IH-35E IH-35E Rebuild Mid-Way Airport Growth Strategies Trail Connections Medical Center District Roadways

With the creation of the Baylor Scott & White Hospital along IH-35E, the area around the hospital has tremendous potential. What currently exists around the hospital are industrial plants, the Waxahachie Civic Center, and an automobile dealership on the opposite side of the highway. In order for the area to be successful, Waxahachie needs to plan what type of developments should be allowed within the district. The Medical Center District is shown in the Future Land Use Plan Map. The District should provide a wide range of land uses that include the following:

- Retail and service support
- Fitness and recreation facilities
- Office space for medically oriented services
- A range of housing types and hotels for visitors from outside of the City



6. Encourage the Development of Unique Neighborhoods

West Side of IH-35E IH-35E Rebuild Mid-Way Airport **Growth Strategies** Trail Connections Medical Center District Roadways

The residential development within Waxahachie generally consists of traditional single-family subdivisions, which does not provide for full life-cycle housing opportunities within the City. A quality community is one that provides a variety of housing options for the full cycle of life. As an individual progresses through life, their requirements, necessities, and general expectations for what they consider to be “home” may change. For example, young singles and young couples without children may wish to live in a location where there are a variety of activities present or within a close proximity to work and/or transit. The next stage of life may require a larger home with more bedrooms, a larger family space, a yard, among other things for a family to start to grow. Empty nesters, households without children present, may require a smaller home with less yard space since yard and house maintenance may no longer be an amenity.

Waxahachie should aim to provide housing options that are available in all types and sizes in order to accommodate the different stages of life. Planning a life-cycle community takes into consideration that housing preferences may change throughout one’s life. These properties should have distinguishable characteristics such as views, proximity to open space, access to retail services, etc. The uniqueness of each property will appeal to different needs and desires of the market, thereby creating neighborhoods that attract and that are sustainable.

7. Provide for limited, traditional multiple-family development

West Side of IH-35E IH-35E Rebuild Mid-Way Airport **Growth Strategies** Trail Connections **Medical Center District** Roadways

- Allow multi-family development in the High Density Residential areas shown in the Future Land Use Plan Map
- Increase the zoning standards related to traditional multi-family development. Making these developments high quality is one of the ways to ensure sustainability. Such developments should have the following characteristics:
 - A minimum of amenities should be provided from a City-established list. Examples of amenities include:
 - A gated entrance
 - An increased amount of landscaping
 - A water feature
 - A jogging trail
 - A central green space
 - Covered parking
 - If retail land uses are adjacent, pedestrian access via a trail to such uses should be provided
 - Garages should be provided for certain percentages of the units (such as 50 percent)
- Encourage multi-family uses in a mixed use concept for multi-family development proposals that do not have previously approved zoning
 - Development proposals that include multi-family units in a vertical, mixed use development should be encouraged
 - Such development is appropriate within areas designated Mixed Use Residential and Nonresidential, Transit-Oriented Development, and Medical District on the Future Land Use Map
 - Such development is also appropriate in and around Downtown Waxahachie
 - Such Development may also be appropriate within areas designated for Medium Density and High Density on the Future Land Use Plan Map.

8. Encourage unique retail development

West Side of IH-35E IH-35E Rebuild Mid-Way Airport Growth Strategies Trail Connections Medical Center District Roadways

Uniqueness, quality and location are key aspects of long-lasting retail development. Waxahachie should ensure that the following characteristics are created within new retail developments throughout the City.

- Pedestrian and roadway connections to adjacent neighborhoods
- Less visible parking—this could be achieved with internalized parking with buildings out front (as opposed to large parking lots located adjacent to the street), or with wide setbacks
- Separation of parking areas to minimize wide expanses of concrete
- Minimized spacing between buildings to encourage walking instead of driving
- Adjacent accessible land uses, such as residential and/or office, that provide a built-in market

The City should also review current retail development standards and increase such standards if necessary. Form-based regulations, which focus more on building and site design aspects rather than land uses, may also be a way in which the City can achieve these recommended retail development standards. In order for Waxahachie to be a unique and sustainable community, the quality of any proposed retail development should be a primary consideration for whether the City approves a proposal.

9. Plan for growth west of IH-35E

West Side of IH-35E IH-35E Rebuild Mid-Way Airport Growth Strategies Trail Connections Medical Center District Roadways

With the west side of IH-35E, north of 287, being a prime location for development within Waxahachie, it is appropriate for the City to begin proposing and establishing what type of uses will be allowed in the area. The majority of the land is currently vacant, with some industrial uses. In order for appropriate development to occur in the area the City should:



- Begin to create a vision for the Highway Commercial corridor that will create a better connection between the airport and IH-35E
- Establish a northern east-west corridor connection from IH-35E to Mid-Way Airport
- Suburban residential with single-family development at 4-6 DUA (dwelling units per acre) should occur in the areas located to the north and south of the northern east-west corridor
- To ensure a variety of housing choices on the west side of IH-35E, a ratio of one acre of multi-family housing to every 10 acres of single-family housing should be allowed
- The area across IH-35E from the Medical Center District should include space for hotel, retail, and restaurant accommodations
- Hotels are also appropriate close to the Airport Industrial future land use area
- Due to traffic volumes, business use along IH-35E should be regional and businesses along US 287 should also be regional, but at a smaller scale
- Neighborhoods should be built with high quality standards and should be allowed to reflect the older areas of Waxahachie

10. Develop industrial uses around Mid-Way Regional Airport

West Side of IH-35E IH-35E Rebuild Mid-Way Airport Growth Strategies Trail Connections Medical Center District Roadways

The City should take advantage of the regional connection provided by the airport.

- Focus on providing aviation-compatible land uses around Mid-Way Regional Airport that would spur employment
- Landscaping along the roadways should be the predominate feature in this area
- Buildings should be constructed of quality building materials and have articulation on the façades facing roadways
- Consider making this the location for large office developments and possibly a business park

