

AGENDA

The Waxahachie Planning & Zoning Commission will hold a regular meeting on ***Tuesday, February 28, 2023 at 7:00 p.m.*** in the Council Chamber at 401 S. Rogers St., Waxahachie, TX.

Commission Members: Rick Keeler, Chairman
Melissa Ballard, Vice Chairman
Betty Square Coleman
Bonney Ramsey
David Hudgins
Erik Test
Ron Ansell

1. Call to Order
2. Invocation
3. ***Public Comments:*** Persons may address the Planning & Zoning Commission on any issues. This is the appropriate time for citizens to address the Commission on any concern whether on this agenda or not. In accordance with the State of Texas Open Meetings Act, the Commission may not comment or deliberate such statements during this period, except as authorized by Section 551.042, Texas Government Code.
4. ***Consent Agenda***

All matters listed under Item 4, Consent Agenda, are considered routine by the Planning & Zoning Commission and will be enacted by one motion. There will not be separate discussion of these items. Approval of the Consent Agenda authorizes the Chairman to execute all matters necessary to implement each item. Any item may be removed from the Consent Agenda for separate discussion and consideration by any member of the Planning & Zoning Commission.

 - a. Minutes of the regular Planning & Zoning Commission meeting of February 14, 2023
5. ***Public Hearing*** on a request by the City of Waxahachie to adopt the Waxahachie Comprehensive Plan, including but not limited to the Future Land Use Plan, and Thoroughfare Plan.
6. ***Consider*** recommendation of Waxahachie Comprehensive Plan
7. ***Consider*** a request by Tim Jackson, Texas Reality Capture & Surveying, LLC, for a Plat for Fort Joe, Lot 1, Block A, being 5.0 acres, located at the southeast corner of South US Highway 77 and FM 55, situated in the C. Cobb Survey, Abstract 220, an addition in the Extra Territorial Jurisdiction of the City of Waxahachie (Property ID 294883) – Owner: KATHRYN JORDAN (SUB-116-2022) Staff: Eleana Tuley

8. **Consider** a request by Jose M. Medina & Ana Maria Medina, for a Replat of Medina Estates, Lots 1-5, being a replat of lots 2R and 3R of Alford's Acres, located on Little Branch Road, an addition in the Extra Territorial Jurisdiction of the City of Waxahachie (Property ID: 138728) – Owner: JOSE M. & ANA MARIA MEDINA (SUB-65-2022) Staff: Zack King
9. **Public Hearing** on a request by Royce Barrington, N3 Commercial Real Estate, for a Specific Use Permit (SUP) for an Automotive Care Center use within the General Retail District (GR) a zoning district located at approximately 875 feet south of Butcher Road on the east side of US Highway 77 (Property ID 189379) - Owner: VAQUERO HIGHWAY 77 WAXAHACHIE PARTNERS, LP (ZDC-157-2022) Staff: Eleana Tuley
10. **Consider** recommendation of Zoning Change No. ZDC-157-2022
11. **Public Hearing** on a request by Corey Vaughan, QT South, LLC, for a Specific Use Permit (SUP) for a Convenience Store with Gasoline Sales use (QuikTrip) within a General Retail zoning district located at 1342 Brown Street (Property ID: 295114 & 295115) – Owner: BUFFALO CREEK PLAZA LLC (ZDC-175-2022) Staff: Zack King (ZDC-175-2022) Staff: Zack King
12. **Consider** recommendation of Zoning Change No. ZDC-175-2022
13. Adjourn

The P&Z reserves the right to go into Executive Session on any posted item.

This meeting location is wheelchair-accessible. Parking for mobility-impaired persons is available. Any request for sign interpretive services must be made forty-eight hours ahead of the meeting. To make arrangements, call the City Secretary at (469) 309-4006 or (TDD) 1-800-RELAY TX.

Notice of Potential Quorum

***One or more members of the Waxahachie City Council may be present at this meeting.
No action will be taken by the City Council at this meeting.***

The Waxahachie Planning & Zoning Commission held a regular meeting on Tuesday, February 14, 2023 at 7:00 p.m. in the Council Chamber at 401 S. Rogers St., Waxahachie, TX.

Members Present: Rick Keeler, Chairman
Betty Square Coleman
Bonney Ramsey
David Hudgins
Erik Test

Members Absent: Melissa Ballard, Vice Chairman
Ron Ansell

Others Present: Shon Brooks, Executive Director of Development Services
Jennifer Pruitt, Senior Director of Planning
Zack King, Senior Planner
Eleana Tuley, Senior Planner
Macey Martinez, City Engineer
Amber Villarreal, City Secretary
Chris Wright, Council Representative

1. **Call to Order**
2. **Invocation**

Chairman Rick Keeler called the meeting to order and gave the invocation.

3. **Public Comments**

Ira Tenpenny, 109 Rosa, Waxahachie, Texas, asked the City to identify separately metered and/or addressed accessory dwelling units and find out how those were allowed in the city.

4. **Consent Agenda**

- a. Minutes of the regular Planning & Zoning Commission meeting of January 24, 2023
- b. Minutes of the Planning and Zoning Commission briefing of January 24, 2023

Action:

Ms. Bonney Ramsey moved to approve items a. and b. on the Consent Agenda. Mr. Erik Test seconded, All Ayes.

5. **Consider a request by Shawne Walker, Walker Land Surveying Company, for a Plat of the Montes Addition, Lot 1, Block A, being 3.186 acres, located approximately 250 feet North of 1744 Butcher Road, situated in the Ashton Slayback Survey, Abstract 1005, an addition to the City of Waxahachie (Property ID: 289912) – Owner: JORGE MONTES & Yael Montes (SUB-182-2022) Staff: Zack King**

Zack King, Senior Planner, presented the case noting the applicant requests to plat the subject property into one (1) lot for single-family residential use. He explained the proposed lot meets all lot size and dimension requirements of the Future Development zoning district and the applicant

(4a)

is proposing a roughly 10' right-of-way (ROW) dedication along FM 387 in compliance with the City of Waxahachie Thoroughfare Plan. Staff recommends approval of the plat as presented.

Action:

Mr. David Hudgins moved to approve SUB-182-2022, a plat of the Montes Addition, authorizing the Planning & Zoning Commissioner to sign the associated documents accordingly. Ms. Bonney Ramsey seconded, All Ayes.

6. Public Hearing on a request by Henry Quigg, Richmond Group, for a Replat of a portion of Lot 3A, Block 30 of the Bullard's Revision, to create Lot 3A-R, being 0.324 acres, located at 100 S US Highway 77 (Property ID: 172431) Owner: PEARMAN OIL & LP GAS, INC. (SUB-146-2022) Staff: Zack King

Mr. King presented the case noting the applicant is requesting to replat the subject property into one (1) lot for commercial use. The proposed lot meets the minimum required size and dimension standards of the Commercial zoning district and the applicant has filed a mutual access easement on the southeastern corner of the property to allow for access to the site via a shared driveway on S US Highway 77.

Mr. King noted the applicant has requested a Petition of Relief Waiver for the right-of-way (ROW) dedication requirement along S Rogers Street and S US Highway 77. The City of Waxahachie Thoroughfare Plan identifies S Rogers Street as a future 80' thoroughfare and S US Highway 77 as a future 110' thoroughfare. Due to this, the applicant is required to provide an additional 10' of ROW dedication along S Rogers Street and an additional 15' of ROW dedication along S US Highway 77. The applicant is requesting to provide no additional ROW dedication due to adverse effects on the subject property. The applicant has noted that a previously existing building on the property had to be demolished when TxDOT acquired ROW for the recent expansion of Highway 77. At that time, TxDOT did not opt to acquire additional ROW from the subject property. The applicant is pursuing a replat of the property in order to prepare it for future development. Due to the recent acquisition of ROW from the subject property and the TxDOT control of Highway 77 and S Rogers Street, staff is supportive of the variance request for ROW dedication.

Mr. Erik Test inquired about potential adverse effects on the property if the Petition of Relief Waiver is not granted and Mr. King explained the lot size would reduce significantly.

Chairman Keeler opened the Public Hearing.

Ira Tenpenny, 109 Rosa, Waxahachie, Texas, asked who owned the previous restaurant on the property and Chairman Keeler explained the Commission is only considering the request for the replat of this lot and the Commission does not have the name of the owner for the demolished building.

There being no others to speak for or against SUB-146-2022, Chairman Keeler closed the Public Hearing.

7. Consider recommendation of SUB-146-2022

(4a)

Action:

Ms. Bonney Ramsey moved to recommend approval of SUB-146-2022, a replat of the Bullard's Revision, with the associated Petition for Relief Waiver. Ms. Betty Square Coleman seconded, All Ayes.

- 8. Public Hearing on a request by Erica Duncan for a Replat of Lots 6, 7, 8, & 9, Block 2 of the Cotton Mill Addition, to create Lots 7R & 9R, Block 2 of the Cotton Mill Addition, two (2) residential lots, being 0.8796 acres, located at 232 Patrick Street, (Property ID: 172979 & 172988) Owner: ERICA DUNCAN & DONALD DUNCAN (SUB-176-2022) Staff: Zack King**

Mr. King presented the case noting the applicant is requesting to replat four (4) lots of the subject property into two (2) lots for residential use. He noted the proposed lots meet or exceed all lot size and dimension requirements of the Two-Family-Residential-Duplex zoning district and staff recommends approval as presented.

Chairman Keeler opened the Public Hearing.

Ms. Bonney Ramsey noted the home on the property burned completely to the ground and inquired about the future use of the property. Mr. King explained only the replat request is being reviewed at this time.

There being no others to speak for or against SUB-176-2022, Chairman Keeler closed the Public Hearing.

- 9. Consider approval of SUB-176-2022**

Mr. Erik Test moved to approve SUB-176-2022, a replat of the Cotton Mill Addition, authorizing the Planning & Zoning Commissioner to sign the associated documents accordingly. Ms. Bonney Ramsey seconded, All Ayes.

- 10. Public Hearing on a request by Chris Snow for a Specific Use Permit (SUP) for an accessory structure +700 sf use within a Single Family Residential-2 zoning district located at 107 University Avenue (Property ID 176369) - Owner: CHRISTOPHER & KAREN SNOW (ZDC-160-2022) Staff: Eleana Tuley**

Eleana Tuley, Senior Planner, presented the case noting the applicant is requesting a specific use permit to construct an 864 sq. ft. accessory structure in the rear portion of the single-family residential lot. The accessory structure consists of an enclosed building with an attached carport and the applicant has confirmed the structure will not be used as a dwelling of any kind and will not be metered, sold, or leased separately from the existing home. Ms. Tuley explained the owner received a building permit prior to approval of the specific use permit and improved his existing gravel drive. She noted the accessory building and carport were not originally constructed as one unit and that is why the building permits were granted.

(4a)

Ms. Tuley explained the property owner is not proposing to improve the driveway with concrete surface material as required, but instead utilize the existing gravel driveway. Staff recommends approval per the following comments:

1. The accessory structure shall not be used as a dwelling.
2. The accessory structure shall not be used for commercial purposes.
3. The accessory structure shall not be leased or sold separately from the primary residence and shall not be separately metered.

Chairman Keeler opened the Public Hearing.

Chris Snow, 107 University Avenue, Waxahachie, Texas, explained the original intent was for a permit to construct an accessory structure; however, when the carport was constructed and attached to the accessory structure, the increased size required a specific use permit. Mr. Snow noted he was not aware of the requirement to provide a concrete drive and had already improved the existing gravel drive.

Ms. Tuley clarified the request for the specific use permit is for the accessory structure already constructed.

There being no others to speak for or against ZDC-160-2022, Chairman Keeler closed the Public Hearing.

11. Consider recommendation of Zoning Change No. ZDC-160-2022

Action:

Mr. David Hudgins moved to recommend approval of ZDC-160-2022, a Specific Use Permit (SUP) for an accessory structure +700 sf use, subject to the modified conditions of the staff report, authorizing the City Manager and or Mayor to execute all documents accordingly. Ms. Bonney Ramsey seconded, All Ayes.

12. Public Hearing on a request by Steve Homeyer, Homeyer Engineering Inc., for a Specific Use Permit (SUP) for a Drive-Through Car Wash use within a General Retail (GR) zoning district located directly North 500 N US Highway 77 (Property ID: 289738) – Owner: RS WAXAHACHIE LLC (ZDC-173-2022) Staff: Zack King

Mr. King presented the case noting the applicant proposes constructing a 4, 456 sq. ft. express tunnel car wash. The development is proposed to include a 273 square foot office and 13 self-service vacuum bays. An 8' masonry thinwall is proposed along the eastern boundary of the property, as required by the existing zoning for the property (PD-24-GR). The applicant is proposing to access the site via mutual access easements connecting to existing private drives to the north and south; however, these access easements do not currently exist. The proposed carwash is expected to operate from 7:30am to 8:00pm Monday-Saturday and 8:00am to 7:00pm on Sundays. The applicant expects the facility to serve 450 guests per day with an average of 4 employees on site at any one time. No detail services are proposed as part of the car wash.

Mr. King explained the applicant has proposed one elevation/façade plan for consideration with this SUP. The primary façade material proposed for the car wash is a painted concrete masonry unit. The façade plan also utilizes tile, glass and metal panels to a lesser degree. It is important to note that roof-mounted equipment for development is proposed to be screened by louvered metal panels. and the "Renderings" exhibit showcases a woven canopy for the proposed vacuum bays; however, the applicant is proposing a metal canopy for all vacuum bays. The applicant is proposing to meet all landscaping requirements for the site.

Mr. King reported the applicant has requested a variance to deviate from the minimum rear setback requirement of the General Retail (GR) zoning district. The GR zoning district requires a minimum rear setback of 25' when adjacent to residential uses. The applicant is proposing to proceed with a minimum rear setback of 15'. The applicant is also seeking a variance to deviate from the minimum side setback requirement of 20' along the northern property line.

Staff recommends denial of ZDC-173-2022 due to the following staff concerns:

- **Access:** At the time of this request, the applicant has not provided staff with filed copies of the mutual access easements necessary to facilitate access to the development as shown on the site plan. The applicant has also provided no confirmation that the adjacent property owners are amenable to granting said mutual access easements. Staff has concern that the proposed access for the development may be unfeasible due to the absence of these mutual access easements.
- **Proximity to Residential Uses:** The applicant has requested a variance to deviate from the minimum rear setback requirement of the General Retail (GR) zoning district. The GR zoning district requires a minimum rear setback of 25' when adjacent to residential uses. The applicant is proposing to proceed with a minimum rear setback of 15'. Given the adjacency of existing single-family residences at the rear of the subject property, and the intensity of the proposed use, staff is not supportive of this variance request.
- **Saturation:** It is important to note that the proposed development is located less than half a mile from the existing Waxahachie Express Wash. Staff is concerned that the construction of an additional car wash at this location would lead to an oversaturation of car wash uses in the area.
- **Compatibility with the Site:** Staff has concern that the scale and intensity of the proposed use is not compatible with the unique conditions of the subject property or the surrounding area. The Clear Water Express Carwash design is proposed to feature interior lighting displays. Staff has concern that this lighting will result in a nuisance for the residences immediately adjacent to the site. The applicant has provided a photometric plan to address this concern; but this plan does not account for the internal lighting of the carwash. The subject property's small size paired with a lack of direct access to Highway 77 also raises a specific concern with traffic and vehicular flow on site, given that the applicant expects an average of 450 customers per day. Staff is concerned that the level of noise and light associated with the development will constitute a nuisance for the existing residences immediately adjacent to the site. With these concerns in mind, staff does not believe the proposed development is the highest and best use for the subject property.

Chairman Keeler opened the Public Hearing.

(4a)

Heather Rimmer, 4336 Marsh Ridge, Carrollton, Texas, explained there is an approved access easement with Braums that doesn't match the site plan, but the developer plans to revise the easement once the zoning case is approved. She explained the developer is committed to adding a wall to the east of the property, adjacent to the residences. Ms. Rimmer provided a letter of support from an adjacent neighbor.

Chairman Keeler acknowledged the drive-through stacking at Braums occasionally extends to Highway 77 and Ms. Rimmer noted there will be an employee available to assist with traffic.

The Commission expressed concern with the setback variance requests needed to operate the carwash on the small lot.

Those who spoke in opposition:

Ira Tenpenny, 109 Rosa, Waxahachie, Texas
Faye Ellison, 1611 Alexander Drive, Waxahachie, Texas
Jorge Montes, 1744 Butcher Road, Waxahachie, Texas
Don Ellison, 1611 Alexander Drive, Waxahachie, Texas

There being no others to speak for or against ZDC-173-2022, Chairman Keeler closed the Public Hearing.

13. Consider recommendation of Zoning Change No. ZDC-173-2022

Action:

Mr. Erik Test moved to recommend denial of ZDC-173-2022, a Specific Use Permit (SUP) request for a Drive-Through Carwash use at Property ID: 289738. Ms. Bonney Ramsey seconded, All Ayes.

14. Public Hearing on a request by Iris Showalter, Owner of Studio Iris, for a Zoning Change from a General Retail (GR) zoning district to Planned Development – General Retail (PD-GR) zoning district, located at 120 North Highway 77 (Property ID 173425) - Owner: 120 NORTH, LLC (ZDC-177-2022) Staff: Eleana Tuley

Ms. Tuley presented the case noting the applicant is requesting a zoning change from General Retail District (GR) to a Planned Development District (PD) with a base zoning of General Retail District (GR) to allow for a tattoo shop. The applicant is not proposing to modify the zoning district regulations, but to simply allow the use since it is currently prohibited in the GR zoning district.

Ms. Tuley explained the applicant is the owner of Studio Iris, which is a tattoo shop focused on cosmetic and restorative tattooing. Cosmetic services may include beauty enhancements, such as tattooing eyebrows, lip liner, and other beauty marks. Restorative services are tattooing services that cover scars from an accident or a medical procedure. The operational plan discloses more details on the services provided by this business. The applicant is proposing to operate the tattoo shop in Suite A (approximately 550 square feet) in the multi-tenant building at 120 N. Highway 77 and will only have one employee, the applicant, and will generally operate Monday through

Friday, 10 am to 6 pm, Saturday, 11 am to 5 pm, and closed on Sunday. Services will be performed by-appointment-only and will not be open for general walk-ins.

Ms. Tuley explained, in light of the numerous zoning requests the City has received for tattoo shops, staff recommends denial for consistency with past recommendations. Currently, tattoo shops are permitted within the Commercial (C) District, and staff recommends the applicant choose another location where the zoning allows the use. Should the Planning and Zoning Commission and City Council consider allowing the use in other zoning districts, staff can facilitate the process to discuss the amendment in a workshop or future meeting.

Based on the details provided in this Staff Report and the present status of the documents subject to the request, the Planning Department recommends denial of the zoning request, however, if the zoning request is approved, the applicant will need to comply with the development standards (Exhibit B) listed below.

1. Permission to operate a tattoo shop on the subject property is only granted to Iris Showalter as the owner of Studio Iris. Approval to operate a tattoo shop within the limits of the subject property will not transfer to another tattoo establishment or another tattoo shop owner for Studio Iris.
2. The tattoo shop can only operate in Suite A in the building located at 120 North Highway 77 and cannot expand beyond the existing footprint (550 square feet) unless requested through a zoning amendment approved by City Council.
3. The hours of operation are limited to Monday through Friday from 10 am to 6 pm, Saturday 11 am to 5pm and closed on Sunday. Modifications to the hours of operation shall require a zoning amendment approved by City Council.
4. A tattoo shop shall require a license from the Texas Department of State Health Services (DSHS) at all times.
5. All exterior signage shall require a sign permit from the Building Department.

Chairman Keeler opened the Public Hearing.

Mr. Test asked if the state identifies the difference between tattoos and microblading and Ms. Tuley explained the State does not; however, the City zoning ordinance distinguishes the uses.

Iris Showalter, 120 North Highway 77, Waxahachie, Texas, explained her studio would provide a spa like environment and clients are serviced by appointments only. She reviewed her business plan noting she specializes in subtle beauty enhancements as well as paramedical restorative or cosmetic tattoo work due to cancer, surgery, autoimmune, and other circumstances.

The Commission expressed support for services provided for paramedical restorative tattoos and encouraged Ms. Showalter to work with staff on finding a studio location in the Commercial zoning district where the use is permitted. The Commission also clarified that they are a recommending body to City Council who has the authority to grant zoning changes.

Mayor Pro Tem Chris Wright explained the Commission can request City Council to consider changes to the zoning ordinance to allow this use in other zoning districts.

(4a)

Those who spoke in favor:

Ben Wilson, 120 N. Hwy. 77, Waxahachie, Texas
Ira Tenpenny, 109 Rosa, Waxahachie, Texas

There being no others to speak for or against ZDC-177-2022, Chairman Keeler closed the Public Hearing.

15. Consider recommendation of Zoning Change No. ZDC-177-2022

Action:

Mr. Erik Test moved to recommend approval of ZDC-177-2022, a Zoning Change from a General Retail (GR) zoning district to Planned Development – General Retail (PD-GR) zoning district, incorporating development standards and staff comments located in Exhibit B.

Motion failed due to lack of second.

Action:

Mr. David Hudgins, with regret, moved to recommend denial of ZDC-177-2022, a Zoning Change from a General Retail (GR) zoning district to Planned Development – General Retail (PD-GR) zoning district. Ms. Betty Square Coleman, with regret, seconded, the vote was as follows: Ayes: Rick Keeler, Betty Square Coleman, Bonney Ramsey, and David Hudgins. Noes: Erik Test.

The motion carried.

16. Adjourn

Eleana Tuley, Senior Planner, announced the Public Hearing on the adoption of the Waxahachie Comprehensive Plan will be held at the February 28, 2023 Planning and Zoning Commission meeting and the March 6, 2023 City Council meeting. The draft plan is available on the Planning Department's website.

Betty Square Coleman recognized February as Black History Month.

Mayor Pro Tem Chris Wright announced the memorial service for City employee Steve Brigman will be held on February 25, 2023 from 10am-noon at Big Al's Down the Hatch.

There being no further business, the meeting adjourned at 8:44 p.m.

Respectfully submitted,

Amber Villarreal
City Secretary

(5+6)

Planning & Zoning Department Zoning Staff Report

2022 Comprehensive Plan Update



MEETING DATE(S)

Planning & Zoning Commission: February 28, 2023

City Council: March 6, 2023

CAPTION

Public Hearing on a request by the City of Waxahachie to adopt the Waxahachie Comprehensive Plan, including but not limited to the Future Land Use Plan, and Thoroughfare Plan.

RECOMMENDED MOTION

"I move to recommend approval of the Waxahachie Comprehensive Plan, authorizing the City Manager and or Mayor to execute all documents accordingly."

THE 2022 COMPREHENSIVE PLAN

Planning Authority

The Texas Local Government Code (Section 213.002) allows cities to adopt a comprehensive plan to guide the City's long-term growth and serve as the foundation for the City's development code. A comprehensive plan may include, but is not limited to, land use, transportation, and public facilities provisions. Per state law, a comprehensive plan must be adopted by ordinance and a public hearing is required during the adoption process to allow the public to provide comments.

Previous Planning Efforts

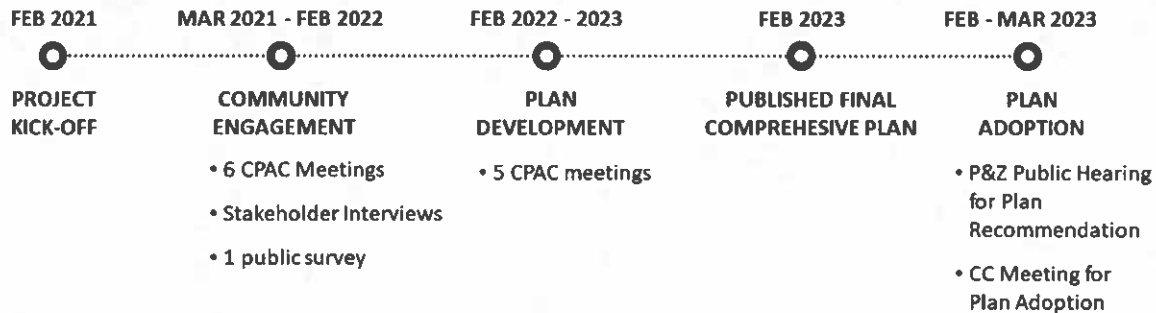
Waxahachie has a long history of comprehensive planning. It is evident through the City's growing population that the City's previous planning efforts have made Waxahachie a desirable place to live. The City of Waxahachie adopted the first Comprehensive Plan in 1974. The City subsequently updated the Plan in 1983, 1995, 2007, and 2016. The Future Land Use Plan and the Thoroughfare Plan have been critical components of all the previous plans.

The 2016 Comprehensive Plan made a conservative assumption that the City would continue to grow by 2.5% year over year, resulting in a population estimate of 39,608 by 2022. As of December 31, 2022, the City's population was 46,111 resulting in a 4.75% growth rate since 2016. Given the significant growth the City has experienced in the last few years, the 2022 Comprehensive Plan has conservatively projected the City to grow 4.5% yearly. Based on the 4.5% growth rate, the City's population is projected at 63,818 by 2030, 99,107 by 2040, and 153,910 by 2050. The Comprehensive Plan serves as a mechanism for the City to strategically assign resources and prioritize investments to effectively manage the anticipated growth of the City.

The Comprehensive Planning Process

The 2022 Comprehensive Plan update started in February 2021 when the City retained Verdunity to update the City's Comprehensive Plan. The Comprehensive Plan Advisory Committee (CPAC) oversaw the comprehensive planning process. The CPAC served as the sounding board for the City by ensuring that the Plan represented the Community's priorities, interests, and concerns. Most significantly, the CPAC helped foster transparency and accountability throughout the planning process. The CPAC comprised of the Planning and Zoning Commission, the City Council, and a group of residents appointed by council members serving during the 2021 term. The Comprehensive Plan acknowledges the contributions of these members in the "Acknowledgements" section of the Plan.

Figure A. Comprehensive Plan Timeline



In addition to the CPAC meetings, the consultant team gathered input from the public from the "2021 Resident Survey" conducted by the ETC Institute and the "2021 Community Assessment Survey" conducted by Verdunity. The results for both surveys are in the appendix of the Comprehensive Plan beginning on page 157.

The City published updates regarding the Comprehensive Plan on the City's website for the 2022 Comprehensive Plan Update. The City published an agenda for each CPAC meeting, and plan drafts were made available for public comment on the City's website. Staff also created an email distribution list for the Comprehensive Plan and received 253 subscribers. The Planning Department issued email notifications for upcoming CPAC meetings and draft publications. With the assistance of the City's marketing team, public meetings regarding the Comprehensive Plan were also advertised on the City's social media channels and resident newsletter.

The primary objective for Staff was to facilitate a transparent, engaging, and collaborative process for the 2022 Comprehensive Plan. Staff prioritized engaging the community at every stage of the planning process since the success of the Comprehensive Plan relies on its ability to address the needs and desires of the community it serves.

About the Plan

This is a pivotal time for Waxahachie as the City continues to experience unprecedented growth. The Comprehensive Plan reinvigorates the City's vision for the future and path forward with the Community's values as its foundation. The 2022 Comprehensive Plan is a policy document that provides a long-term vision and framework for managing anticipated long-term growth. The purpose of the comprehensive Plan is to help City leaders make informed decisions about allocating resources and prioritizing investments to achieve the City's priorities and values. The "Executive Summary" in the Comprehensive Plan is a brief and concise summary of the Plan.

The 2022 Comprehensive Plan is a policy document, and the adoption of the Plan does not alter the City's development regulations contained in the City's zoning and subdivision regulations. The next steps following the adoption of the Comprehensive Plan are in "*Chapter 5 – Implementation.*" City staff, the Planning and Zoning Commission, and City Council will review and discuss each action item within the timeframe noted in the implementation table before executing the actions in the implementation chapter.

NOTIFICATIONS

As a courtesy, the City published notice of the public hearings for the Comprehensive Plan in the Waxahachie Sun. The Texas Local Government Code (Section 213.002) does not require the City to mail notice of the public hearing to each property owner in the City of Waxahachie.

RECOMMENDATION

The Planning Department recommends approval of the Comprehensive Plan Update.

ATTACHED EXHIBITS

1. 2022 Comprehensive Plan

STAFF CONTACT INFORMATION*Prepared by:*

Eleana Tuley, AICP

Senior Planner

eleana.tuley@waxahachie.com

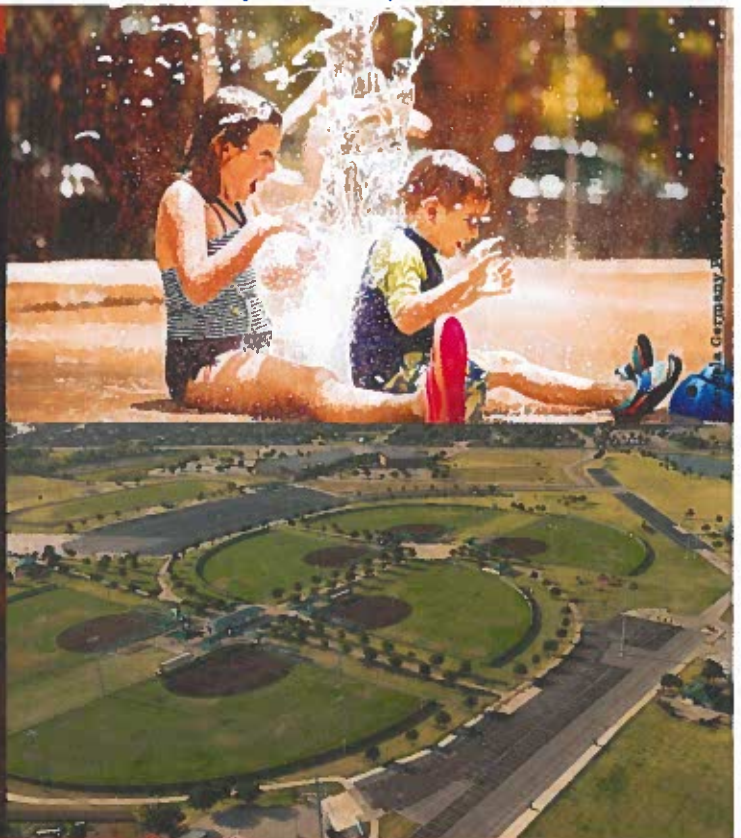
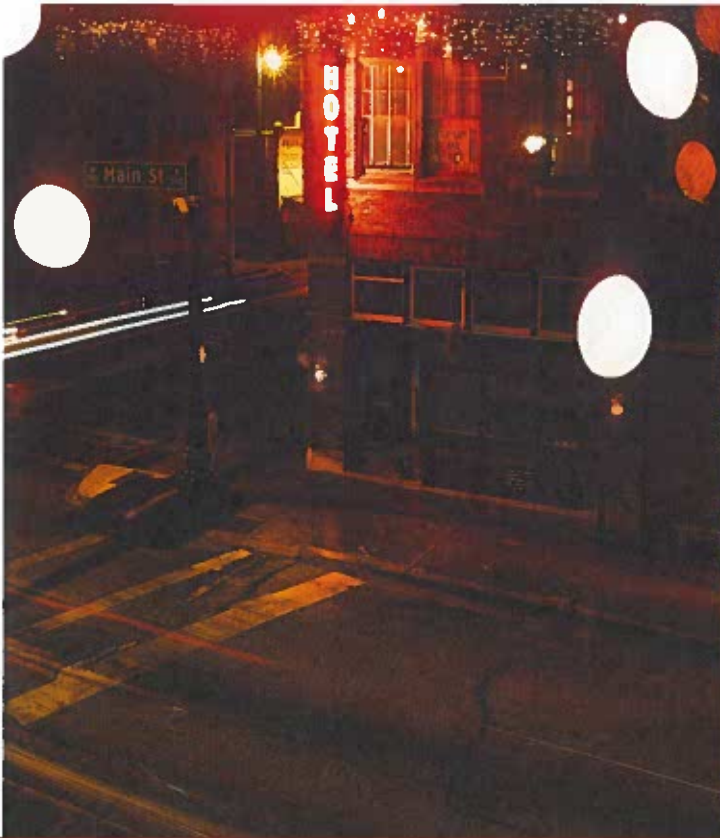
Reviewed by:

Jennifer Pruitt, AICP, LEED-AP, CNU-A

Senior Director of Planning

jennifer.pruitt@waxahachie.com

(5+6)



City of Waxahachie

.....

2023 COMPREHENSIVE PLAN





City of Waxahachie **2023 COMPREHENSIVE PLAN**



Adopted:

March 6, 2023

Created by:

The City of Waxahachie Planning Department

With assistance from:

Verdunity

TBG

Mobility+ Group

ACKNOWLEDGMENTS

This Comprehensive Plan would not be possible without the effort and time given by members of the community in dedication to making our city ever greater and more welcoming. This plan was created with the input of countless people and organizations, many are listed below.

RESIDENTS OF WAXAHACHIE

This document was prepared for the City of Waxahachie with the input and guidance of Waxahachie residents.

COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC)

David Hill	Mayor Council Member Place 1 CPAC Chair
Kathleen Bowen	Council Appointee CPAC Vice Chair
Chris Wright	Mayor Pro Tem Council Member Place 3
Patrick Souter	Council Member Place 2
Billie Wallace	Council Member Place 4
Travis Smith	Council Member Place 5
Rick Keeler	Planning & Zoning Commission Chair
Melissa Ballard	Planning & Zoning Commission Vice Chair
Betty Square Coleman	Planning & Zoning Commission Member
Bonney Ramsey	Planning & Zoning Commission Member
David Hudgins	Planning & Zoning Commission Member
Erik Test	Planning & Zoning Commission Member
Ron Ansell	Planning & Zoning Commission Member
Tina Langford Ensinia	Council Appointee
Charles B. Beatty	Council Appointee
Stacey Bailey	Council Appointee
Bruce Zimmerman	Council Appointee
Shane Henry	Council Appointee
Doug Barnes	Former Mayor & Council Member Place 2
Melissa Olson	Former Council Member Place 3
Jim Phillips	Former Planning & Zoning Commission Member

CITY STAFF

Michael Scott	City Manager
Albert Lawrence	Deputy City Manager
Shon Brooks, AICP	Executive Director of Development Services
Jennifer Pruitt, AICP, LEED-AP, CNU-A	Senior Director of Planning
James Gaertner, PE, CFM	Executive Director of Public Works and Utilities
Jim Lockhart, PE, CFM	Assistant Director of Public Works
Eleana Tuley, AICP	Senior Planner
Zack King	Senior Planner
Michelle Venissat	Planning Technician
Mathias Hudock	GIS Technician
Macey Martinez, PE	City Engineer
Sylvestre E. Traore	Graduate Engineer

CITY DEPARTMENTS

- Public Works and Engineering Department
- Economic Development
- Building and Community Services
- Communications and Marketing
- Downtown Development
- Parks and Recreation

CONSULTANT TEAM

- Verdunity
- TBG
- Mobility+ Group

COLOPHON

This document principally employs the typeface Ernestine Pro, designed by Nina Stössinger of FontFont. Headlines and text accompanying many graphics are set in Cubano, designed by Chandler Van De Water.

The document was laid out and typeset by Marshall Hines in Adobe InDesign on Macintosh Computers.

TABLE OF CONTENTS

Chapter 1 – Introduction	4
Chapter 2 – Land Use & Growth Management	59
Chapter 3 – Mobility & Connectivity	81
Chapter 4 – Neighborhoods & Downtown	105
Chapter 5 – Implementation	137
Appendix	145

EXECUTIVE SUMMARY

This is a pivotal time for Waxahachie, as the City continues to experience unprecedented growth. The Comprehensive Plan reinvigorates the City's vision for the future and path forward with the Community's values as its foundation.

This Plan is organized into five chapters; Introduction, Land Use & Growth Management, Mobility & Connectivity, Neighborhoods & Downtown, and Implementation. This document was created with input from the community, including residents, stakeholder groups, City staff, and the Comprehensive Plan Advisory Committee (CPAC). The consultant team identified the City's assets, obstacles, and opportunities through a series of public surveys and meetings with the CPAC during the public engagement process at the beginning of the project. The CPAC drafted the following identity statement during the initial stages of the comprehensive planning process.

IDENTITY STATEMENT

"We value family, responsibility to our community, and inclusivity. We respect our history, nature, and culture – and we are working together to cultivate a vibrant place that is enjoyable and affordable for residents and a true destination that welcomes new people and businesses to our community"

The guiding principles are an extension of the identity statement. They help align the City's growth and development with the community's desires for the future. By making these the forefront of all decisions, the City can drive growth and development in alignment with the City's values and priorities.

GUIDING PRINCIPLES

1

Resource stewardship and fiscally responsible growth ensures a more prosperous community for the long haul.

2

Our historic core is valuable and worthy of investment and incremental improvement.

3

When what we need is closer to home, we need fewer roads and quality of life improves.

4

When housing types are diverse and plentiful, more people can afford to live comfortably.

5

Everyone deserves access to a safe, affordable, and efficient mobility system.

6

Our culture, places, and people form the foundation for a diverse, resilient, and locally-focused economy.

The Plan provides recommendations for the three main components of the Plan; Land Use & Growth Management, Mobility & Connectivity, and Neighborhoods & Downtown. The recommendations are broad yet have a clear direction towards the goal. More specific action items are in the

implementation table in the last chapter of the Plan called "Implementation." The CPAC, Staff, and consultant team developed each recommendation to carry forward the overall mission of the identity statement.

RECOMMENDATIONS

LAND USE & GROWTH MANAGEMENT

1. Build complete neighborhoods, not just residential subdivisions.
2. Implement new policies to manage and direct growth.
3. Expand the city's park, open space, and trail system.
4. Calibrate development standards to allow the type of development envisioned within each Place Type.

MOBILITY & CONNECTIVITY

1. Coordinate land use and mobility strategies to create commercial nodes in each quadrant of the City and within neighborhoods.
2. Redesign the 77 corridor to improve traffic circulation, streetscaping, and connectivity.
3. Improve network connectivity.
4. Design neighborhood streets to prioritize people, place, and productivity.
5. Prioritize safe and efficient movement of vehicles on arterials.
6. Maximize return on investment for mobility infrastructure.
7. Provide mobility options for everyone.

NEIGHBORHOODS & DOWNTOWN

1. Maintain the character of Waxahachie.
2. Diversify housing mix to encourage diverse housing types at various price points.
3. Prioritize infill and revitalization to maximize existing infrastructure and public services.
4. Update design standards to preserve historic places and encourage higher quality design standards in historically significant areas of the City
5. Improve and enhance the central core of Waxahachie.

EXECUTIVE SUMMARY, CONTINUED

Research has proven that goals are achieved when they are written down and a strategy to achieve them is established. The implementation table organizes the recommendations by chapter, and there is either one or more actions to achieve each recommendation. Additionally, the implementation table identifies the entity responsible for carrying

out the action and the timeframe in which each should be accomplished. Staff should monitor the implementation table on an annual basis to track the progress of the recommendations and their associated actions. The progress should be presented to City Council for informational purposes periodically.

MOBILITY RECOMMENDATIONS

Recommendation	Action	Type	Timeframe					Department/Entity	
			Always	6 Months	1 Year	3 Year	5 Years	Lead	Support
M-1 Coordinate land use and mobility strategies to create commercial nodes in each quadrant of the City and within neighborhoods.	1 Consider developing design guidelines for 35 and 287 to preserve and enhance the visual aesthetic of these major gateways into the City. Design guidelines should address building and parking placement, signage, and streetscaping.	Guidelines				X		Planning Dept.	N/A
M-2 Redesign the 77 corridor to improve traffic circulation, streetscaping, and connectivity.	1 Consider coordinating with TxDOT to improve the 77 corridor. The City should identify what corridor changes or improvements can improve traffic flow, pedestrian connectivity, landscaping for beautification purposes, and simply better fit into the context of the area it serves. If the City Council considers any future improvements to 77, there should be public meetings to discuss such changes with the public to garner support. It should be noted that this action may require more city funding to hire a consultant to design improvements.	Partnerships					X	Planning Dept. & Public Works and Engineering Dept.	P&Z Commission and City Council
	1 Encourage street stub outs and/or cross access to adjacent undeveloped land with new development to increase connectivity.	Regulations	X					Planning Dept. & Public Works and Engineering Dept.	N/A
	2 Encourage short block lengths and a gridded street pattern with new development.	Guidelines	X					Planning Dept. & Public Works and Engineering Dept.	N/A

The Comprehensive Plan focuses on refining the City's priorities and desires for the future, while improving its fiscal health. The Plan discusses development patterns and the financial correlation for each. The consultant team conducted a fiscal assessment of various sites in Waxahachie to assist the community make informed decisions on the type of development that generates more value for the City. Not all kinds of development yield the same returns on investment. The City's most financially productive places, in terms of the property tax revenues per acre, were clustered around historic downtown Waxahachie. Repeated studies across the country have shown that street-fronting businesses on small lots in compact, walkable areas—such as those in downtown—tend to be vastly more productive per acre than the more suburbanized auto-oriented sites with larger lots and dedicated parking areas. The fiscal performance assessments in the Comprehensive Plan highlighted the places that generate sufficient revenue to cover the infrastructure cost to serve them, and which places cost more to serve than they generate in revenue.

The goal of the Comprehensive Plan is to encourage a development pattern that helps the City balance its tax revenues with the cost of public services and its long-term infrastructure maintenance obligations. Oftentimes, the initial cost of roads and utilities are paid by developers. However, the City is then responsible for the ongoing maintenance cost of the streets and utilities after they are constructed, which are funded through tax revenues and other public funds. Communities across the country have welcomed growth with little thought about the long-term financial implications of maintaining the associated infrastructure that comes with growth over time. However, Waxahachie has long thought about the costs to future generations and has sought to approach community development in a more fiscally responsible manner instead of solely relying on tax increases or resorting to cutting public services. With the extensive amount of undeveloped land and infill opportunities, Waxahachie is an optimal time to grow the City's wealth and prosperity through fiscally responsible development, which optimizes tax revenues, but is in keeping with the character of the community.

Waxahachie is home to several vibrant neighborhoods and is recognized for its rich

collection of historic resources. New development, whether infill or greenfield, should be context-sensitive and fit into the scale and character of existing neighborhoods. Future neighborhoods should exemplify the complete neighborhood concepts in the comprehensive plan, and the quality and design should embrace and carry over Waxahachie's character and unique charm. As the City continues to grow, Waxahachie must balance revenues, cost of public services, and placemaking efforts that enhance the community character of Waxahachie. In addition, the City will need to monitor its fiscal health by ensuring short and long-term infrastructure maintenance costs stay within the City's ability to pay for them. Through fiscally responsible development, Waxahachie can be a fiscally resilient, affordable, and vibrant community. By making the identity statement and the guiding principles at the forefront of all decisions, elected and appointed officials can align their efforts for fiscally responsible growth with the City's values and priorities.

SUBURBAN RETAIL



TRADITIONAL MIXED-USE



AN INTRODUCTION TO COMPREHENSIVE PLANS

Waxahachie is entering a critical period in its growth and development as a community. The city is experiencing rapid growth, with hundreds of new homes being entitled and built each year. Since the city's last comprehensive plan was adopted in 2016, the population has grown from 34,000 people to over 41,000 (over 20%), and the city limits now span roughly 51 square miles. While this growth has brought more people, businesses, and amenities to the community, it has also increased the amount of services and infrastructure the city is tasked with providing and maintaining long term.

Issues that were mentioned in the 2016 plan such as traffic congestion and the need to diversify housing continue to be present, and by some metrics, have worsened as a result of continuing to build mostly single family detached homes and auto-centric commercial. These tensions and constraints will only get worse without intentional efforts to bridge the gaps.

Lasting prosperity does not come from endless new growth and expansion. It's cultivated over time by the people living and working in the community.

Where, when, and how the city develops in the next 10-20 years will have a direct impact on the city's long-term fiscal health, affordability, and vibrancy.

This plan has been crafted with a primary focus on leveraging growth and public investments in a manner that incrementally enhances quality of life for residents while also closing the city's resource gaps over time.

Through an extensive process of engagement, the community expressed both their concerns and aspirational vision for the future. This plan was drafted by taking into consideration the needs of a diverse group of stakeholders. Insight from residents, business owners, employees, and organizations throughout Waxahachie are all a part of this document.



WHY DO WE NEED A NEW PLAN?



To make growth work for, not against us.

Growth does not always lead to sustainable, inclusive prosperity. In fact, certain types of growth can actually lead to the opposite. Waxahachie's development to date has been a healthy balance of neighborhoods that serve a diverse population in a pattern that is financially affordable, but recent growth pressure has the potential to skew the city's development pattern to one that is more expensive to serve and live in and less inclusive. This process is about deciding what residents want for their community, laying out a framework to manage growth to achieve these outcomes, and most importantly, understanding and getting comfortable with necessary compromises.

To introduce consistency, communication, and accountability that residents desire.

Managing expectations of residents during growth can be extremely challenging, time consuming and frustrating. Establishing a cohesive vision, core values, planning principles, policies and prioritized implementation actions will clarify roles and expectations for City Council, staff, local businesses, and residents and empower everyone in the community to contribute. Action items and decisions will be measured and tied back to this Plan, providing transparency and accountability.

To make the city more proactive, and less reactive.

The absence of current, coordinated plans and development codes has resulted in many decisions and day-to-day activities being reactive. Handling most development projects as planned developments (commonly referred to as PDs) is time consuming for staff, makes it difficult to manage and clearly communicate expectations, and sometimes limits the City's ability to maximize return on investments. Updating the Comprehensive Plan and Development Code to allow incremental and infill development to increase intensity gradually city-wide puts city leaders in a position to streamline permitting efforts and be proactive decision-makers across all aspects of the City's development and operations.

To get more bang for our collective buck.

Infrastructure and development decisions today have financial consequences in the future. Choosing to build in less naturally high returning patterns forces the city to try and find revenue elsewhere. The City has to be especially careful about how limited funds are invested. City leaders need a plan for maximizing the return on investment of the City's resources in a way that increases property values, improves quality of life, and reduces long-term infrastructure liabilities. Otherwise, the City will soon be faced with deteriorating neighborhoods and service liabilities that far exceed the community's capacity to pay for them.

THE MAKEUP OF A PLAN

Leading a city is a daunting task. There are always more demands than resources. As the name suggests, this plan outlines a comprehensive overview of city needs and desires. Then, it outlines the path forward. City officials change over time, so the Plan serves as the constant guide. It expresses the goals and direction of the community, and lays out the “game plan” for making these outcomes a reality. Clear expectations and responsibilities are outlined so meaningful progress can be made.

In Waxahachie’s case, the plan serves both as an educational document which provides a basic understanding of many of the concepts required to understand and interpret the needs of the community as well as an organized series of recommendations and supporting documentation that serve to help make Waxahachie more reflective of its residents and guiding principles. Items like a Future Land Use Map and a Thoroughfare Plan provide specific suggestions on how to improve land use and transportation planning. An

implementation strategy is provided at the end of the plan to establish an action plan to achieve the recommendations and goals for this plan and to move the community closer to its shared vision and identity. The Plan provides the framework necessary to move forward. However, success is wholly reliant on City officials and residents.

The Texas Local Government Code (Section 213.002) allows cities to adopt a comprehensive plan to guide the City’s long-term growth and serve as the foundation for the City’s development code. It serves as a 10-20 year plan that establishes the City’s overall land use pattern, transportation network and water/wastewater infrastructure. The comprehensive plan identifies the lack or availability of resources to manage the anticipated growth in the future. The City can amend and update the comprehensive plan to recalibrate the plan to reflect changes in the City’s growth and development pattern over time.

Who Was Involved?

INPUT & EXPERTISE



Public

The public provided input on the community’s strengths, weaknesses, areas for improvement, and desired future. They also participated in public input meetings and gave feedback on various drafts of the comprehensive plan.



Stakeholder Groups

Interviews with representatives of WISD, and Waxahachie Partnership Incorporated as well as business owners and organization leaders were conducted to get well rounded feedback.



Comprehensive Plan Advisory Committee

The comprehensive plan advisory committee (CPAC) was composed of the Planning and Zoning Commission (P&Z), City Council, and a group of residents appointed by council members serving during the process. The CPAC met to oversee the planning process, and to inform the identity statement, guiding principles, and plan goals. They served as ambassadors of the Plan to ensure the City’s values were reflected and captured in the Comprehensive Plan.

PLAN DEVELOPMENT



Consulting Partner

The City of Waxahachie hired Verdunity to update the City’s Comprehensive Plan. They conducted an analysis of existing conditions, facilitated all project meetings, educated Staff, and CPAC on best practices; and drafted the comprehensive plan.

REFINEMENT & ADOPTION



City Staff

City staff provided ongoing input and review of the planning process and deliverables to ensure the content in the plan is accurate and actionable.



P&Z and City Council

In addition to their role on the CPAC, commissioners and council members were given the opportunity at the end of the process to approve or reject the plan for adoption, with City Council having the final authority to formally adopt the plan.

WHAT IS OUR GOAL, AND WHY DOES IT MATTER?

WE AIM TO ACCOMPLISH...

Understanding our current and forecasting future needs

To remain fiscally solvent, a city must develop in a manner that generates sufficient revenue to cover liabilities, not just today, but in the future.

Telling the story of Waxahachie

Having a clear identity and set of values helps Waxahachie avoid becoming “Anywhere, USA” and distinguishes it from the surrounding communities.

Getting the big stuff right

Creating priorities for land, infrastructure, and economic development decisions is essential. Doing so maximizes return on investment. It also builds a high quality of life today and for years to come.

Establishing clear expectations and consistent, predictable decisions

In this process, elected officials, staff, and other partners will be unified, efficient, and proactive.

Creating an informed and engaged public

Engaged residents support city leadership and bring ideas forward. They actively participate in decisions. They represent their neighborhoods and wishes. Most importantly, they contribute to positive change.

WE DO THIS BY ASKING...

What can the city, and its residents afford?



What defines Waxahachie today, and in the future?



How, and why do we want to grow?



What does a successful implementation program look like?



How do we empower our residents to contribute to this process?



SO WHY DOES THIS MATTER?

It's simple. The future of a city affects everyone within it, from its newest arrivals to lifelong residents. Everyone has a vested interest in making their community the best place it can be to live, work and play.

HOW TO USE THIS DOCUMENT

Basic Organization

This Comprehensive Plan has been organized so as to be useful to the city staff and elected officials who will use the document to underpin and support their day to day work – but special consideration has been made to ensure that the plan is understandable and approachable to the community it aims to serve. The document is organized into three main parts.

INTRODUCTION

The introduction (which you are reading now) is designed to do a few things. First, to give you an understanding of the plan itself; how it was written, who participated in its creation and what it aims to accomplish. It also provides an educational foundation for a number of the concepts that the plan relies heavily on. Namely the concept of fiscal stewardship, and how land use in any community substantially affects the economics of that community.

Finally, the introduction concludes with an assessment of Waxahachie today, how the city has developed over time, how past decisions have affected the City's revenue, services, and affordability, and what generally must be done to put the City on a more financially sustainable path.

MAJOR COMPONENTS

The major components of the plan are Land Use & Growth Management, Neighborhoods & Downtown, and Mobility & Connectivity. A chapter has been dedicated for each of these topics in the Comprehensive Plan.

The Land Use & Growth Management chapter establishes the City's overall land use pattern for the next 10-20 years, and identifies the type of development and housing we want to see in the future. It is imperative that we choose options that will make Waxahachie fiscally resilient and this chapter explores a fiscal impact analysis of the chosen long-term growth pattern.

Neighborhoods & Downtown provides guidance on the makeup of different neighborhoods and the elements inside those neighborhoods that will make them successful. How blocks are arranged and pedestrians are accommodated for are considered along with a specific assessment of one of Waxahachie's premiere neighborhoods, Downtown.

The chapter on Mobility & Connectivity looks at how the residents of Waxahachie get around and provides a thoroughfare and trail plan that provides for multimodal connectivity across the city. How successfully a community is able to convey people between their homes and the services and activities they use regularly directly affects both the economic productivity of the city as well as the health and happiness of its residents.

WHERE NEXT?

IMPLEMENTATION

The implementation chapter is an action plan to accomplish the recommendations from each plan component. Action items are organized by plan component and identify a department or entity responsible for carrying out each action item.

RESIDENTS

If you are a resident of Waxahachie and reading this document for the first time, it's best to acquaint yourself with the Introduction Chapter, specifically the subsections on The Economics of Land Use, Waxahachie's Identity Statement, and Guiding Principles. These three parts provide the contextual knowledge to help you understand how the plan components (Chapters 2-4) were drafted. Then you can skip around to the specific chapter that you are most interested in to see the direction and plans the city has regarding that specific component.

STAFF

Since much of the day-to-day interaction that staff will have with this plan will be referencing the recommendations, those have been put right at the beginning of each Chapter. The actions that accompany the recommendations are accessed most easily in Chapter 5. Understanding and internalizing the Guiding Principles is also important for staff since new recommendations from staff should always be aligned with making progress toward the community's priority outcomes.

ELECTED & APPOINTED OFFICIALS

As an elected official, you are constantly endeavoring to understand and apply the will of the community to the decisions you are making. The Identity Statement and Guiding Principles form a checklist to evaluate proposed projects against and help inform decisions so that the benefits that may come today are balanced with the values, character, and desired future of the community. Most importantly, understanding how development decisions impact fiscal sustainability and affordability as explained in the Economics of Land Use section is critically important.

DEVELOPERS

The Economics of Land Use section in Chapter 1 and the Chapters Land Use & Growth Management (2), and Mobility & Connectivity (4) will contain a great deal of relevant information to provide an understanding of how Waxahachie wants to grow. Understanding the Identity Statement and Guiding Principles can help to align your projects with the broad directional statements that are at the heart of Waxahachie's focus for the future.

UPDATING THE PLAN

This plan, and all of its components should be systematically reviewed and updated to reflect the changing nature of the City of Waxahachie and its goals. However, no component of the Comprehensive Plan should be altered or updated without first considering its correlation to the vision statement and guiding principles. These foundational elements of the plan are a representation of what's important to the residents of Waxahachie.

Recommendations and their accompanying actions are the items which will need the most frequent review. As existing recommendations are achieved, new ones should be introduced that move Waxahachie toward the future imagined in the Guiding Principles. Staff will be the most common source of these updates as their on-the-ground work provides an exceptional vantage point

to see where new work needs to be done to improve the community. City Council should also review recommendations yearly to see how progress is being made and if necessary, suggest additions. Though these two groups are the most likely ones to suggest changes to recommendations, public input should be gathered on a regular schedule to help inform staff and Council's work. A low-overhead way of doing this would be to solicit feedback on a specific organizational component during high-turnout public events. Regardless of the source, it's imperative to ask two questions when weighing new recommendations. First; Does this recommendation align with the identity and guiding principles that the community has identified? Second, does this recommendation align with the fiscal goals of the City in the short, and long-term?



Writing Meaningful Recommendations

Recommendations are broad, but they are clearly directional. They suggest a large goal that will help to move the community toward the Identity Statement in a manner that adheres with the Guiding Principles. They are aligned with a specific Chapter. They do not include individual tasks. For example, a good Land Use & Growth Management aligned recommendation might be: "Implement a logical growth boundary to focus future development within existing service areas." Whereas a recommendation that is too prescriptive would be: "Do not allow high intensity uses east of US 287."



**BROAD DIRECTIONAL
RECOMMENDATION 1**



**BROAD DIRECTIONAL
RECOMMENDATION 2**



**BROAD DIRECTIONAL
RECOMMENDATION 3**



**BROAD DIRECTIONAL
RECOMMENDATION 4**



**BROAD DIRECTIONAL
RECOMMENDATION 5**



**BROAD DIRECTIONAL
RECOMMENDATION 6**

Writing Useful Actions

Actions are specific tasks that serve to accomplish recommendations. It is easy to think of these as a checklist that, when finished, allows the community to call a recommendation complete. For example, using the growth boundary recommendation previously mentioned could have the following actions:

1. Identify geographic features that create logical and natural boundaries city-wide
2. Identify all areas of the city that can be currently served by city W/WW within 100'
3. Draw a boundary that takes into consideration these two factors that produces the smallest land area.

Each of these actions are tasks that staff can follow specifically to produce the outcome recommended.



ACTION 1

Specific Achievable Task



ACTION 2

Specific Achievable Task




ACTION 3

Specific Achievable Task



ACTION 4

Specific Achievable Task



**Successfully completing all
actions should mean that the
recommendation has been fulfilled.**

THE PLANNING PROCESS

Phasing

This Comprehensive Plan was broken up into five major phases. Major milestones in each phase are listed on the right side of this page. After adoption of the plan, successful implementation and meaningful and measured refinement should take place over time.

Community Engagement

A variety of methods were used to collect input and feedback. The engagement program was intentionally organized to balance information sharing (education and awareness), information gathering (listening), and two-way discussions to explore topics in more detail and capture context. Options were also balanced to provide opportunities for the community to engage online, in person in group settings, and through private one-on-one discussions. Most importantly, multiple presentations and discussions were held early in the process to explain connections between past development and current infrastructure and resource challenges. These discussions and the accompanying land use fiscal analysis have been used at multiple points in the process to bring people and perspectives together and build consent around the strategies Waxahachie will need to embrace to become a more financially resilient and prosperous community.



HOW ENGAGEMENT INFORMED THIS PLAN

**VIBRANT
COMMUNITY
ASSESSMENT**



**BASELINE
ESTABLISHED**

**SURVEYS &
COMMUNITY
MEETINGS**



ASSETS

IDENTIFIED

OBSTACLES

**CPAC, PLANNING
& ZONING, AND
CITY COUNCIL**



REFINED INTO



**IDENTITY
STATEMENT**



**GUIDING
PRINCIPLES**

INITIAL BASELINE

Resident Survey

A community wide survey was completed by ETC Institute in April 2021. Results were presented to city leaders just as the planning process was beginning and a copy of these results are in the appendix of this document. This survey represented a deep-dive into a broad range of topics and was used as the starting point for development of this plan. Over 80% of residents said they were satisfied or very satisfied with Waxahachie as a place to live and raise children, and the City ranked well above state and national averages for the quality of city services and customer service from city employees. Top community priorities in this survey included:



**CITY STREETS
AND SIDEWALKS**



**OVERALL EFFECTIVENESS
OF CITY COMMUNICATION
WITH THE PUBLIC**



**OVERALL
ENFORCEMENT
OF CITY
CODES AND
ORDINANCES**



**OVERALL
QUALITY OF
CITY WATER
& SEWER
FACILITIES**



**OVERALL
QUALITY OF
POLICE, FIRE,
& EMERGENCY
MEDICAL
SERVICES**

Vibrant Community Assessment

This assessment provided a starting place to understand the community's positions on a number of issues. In June of 2021, residents across the city provided answers to 11 questions on a 10-point scale. These questions are listed below with the average score they received. The first number is how the question scored with council and staff, and the second number is how the community responded.

	STAFF	RESIDENTS
1. How engaged are your community's citizens?	4.2	3.9
2. How likely is it that young people will live and work in the community after graduating from high school or college?	4.3	4.1
3. How attractive is your town to new businesses and/or talent?	6.1	5.3
4. How strong is your education system?	7.1	6.6
5. How vibrant is your downtown?	8.0	6.6
6. How successful are you at getting wealth off the sidelines and encouraging people to invest in the community?	5.9	4.9
7. How easy is it to create and run a small business in your community?	6.9	5.3
8. How likely are small business owners to receive the training and development they need to thrive long-term?	5.6	4.7
9. How proficient is your community at measuring, tracking, and reporting outcomes and results and making objective decisions based on them?	6.1	4.6
10. To what extent are local government entities aligned and successful at working together to create a better quality of life for your community?	6.8	5.2
11. How committed are you to making your community the best it can be?	9.4	8.1

DIRECT COMMUNITY FEEDBACK

Survey Quotes

The consultant team conducted the Community Assessment Survey between July and August 2021. The survey consisted of a total of 18 questions. A copy of the survey results is in the Appendix. Collectively, the survey results informed the consultant team of the City's opportunities and challenges. Based on the responses for question 11 (Please describe what you feel is the City's biggest opportunity to

improve?) and question 12 (Please describe what you feel is the City's biggest challenge?), survey respondents were most concerned with: the pace of growth, infrastructure, traffic and congestion on 77, lack of commercial services, lack of communication, and the need to manage property taxes. Below are quotes from these survey questions.

THE PACE AND PLACES OF GROWTH

"Quite a bit of growth is planned, including thousands of new homes and citizens. Is there a plan to create water to supply these new homes, businesses and citizens?"

TRAFFIC & CONGESTION ON HWY 77

"Provide infrastructure to improve traffic patterns"

LACK OF COMMUNICATION WITH THE CITY

"Improve communication between citizens and local government"

INFRASTRUCTURE

"Make sure infrastructure is keeping up with growth."

LACK OF COMMERCIAL SERVICES

"No shopping diversity and not enough grocery stores to accommodate us"

NEED TO MANAGE PROPERTY TAXES

"Property taxes are taxing long-standing citizens out of their homes"

IDENTIFIED ASSETS

Assets

In the same survey, respondents identified these elements which were most unique and valuable to Waxahachie. These elements can be viewed as building blocks upon which we can build Waxahachie's future. The list is ordered by the number of mentions of each asset.

1. History and Culture

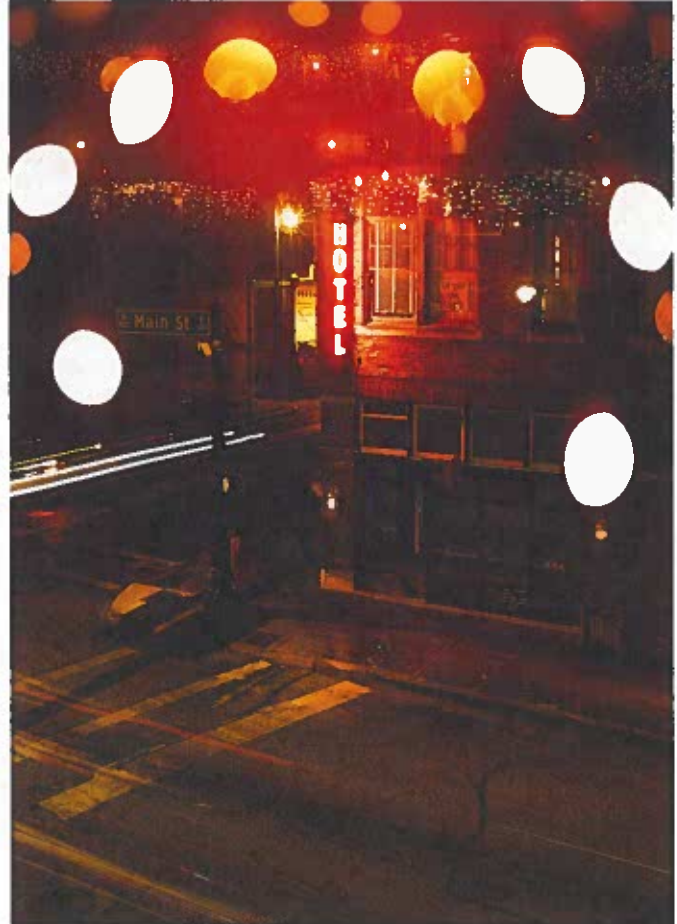
When you visit Waxahachie, you immediately get a sense of the community's past. There are many neighborhoods filled with well preserved historic homes. Continuing to preserve and enhance the city's historic buildings and places is important to current residents, but also serves to attract new residents and tourists to the community.

2. Downtown

Waxahachie has one of the more successful and thriving historic downtowns for communities of similar scale. Continuing to cultivate the development and evolution of this area without compromising its unique character is important.

3. Small Town Feel

Waxahachie has been, and continues to be a tight-knit community. The relationships, diversity, and shared values of those who have lived here are important, but as the city grows, it's becoming more difficult to maintain this culture. Those living here want to protect this culture while still embracing growth.



4. Natural Amenities

The mature tree canopies and undisturbed creeks and floodplain corridors present a distinct contrast from much of the DFW Metroplex. These natural resources must be protected and integrated into the design and buildout of the community.

5. Location

Waxahachie is in the center of one of the fastest-growing regions in Texas. It is an attractive destination for future residents, businesses, and tourists since Waxahachie is the county seat for Ellis County and is less than 30 miles from Dallas.

OPPORTUNITIES

Places we can Improve

Opportunities for improvement were compiled from discussions with residents and stakeholders at community meetings and during stakeholder one-on-one meetings throughout the planning process. As is noted in this section, the residents made it clear - Waxahachie has some challenges. However, these challenges present even more opportunities.



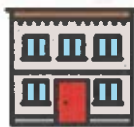
More, Diverse Businesses

Residents expressed the desire for more local businesses and entertainment options, as well as more diverse industries and employment options that would enable them to work closer to home. Waxahachie's location and culture will continue to make it attractive to larger businesses, and land is available for businesses with different needs. At the same time, residents also stated they would love to have more of their daily needs located closer to home. Continuing to recruit and cultivate a mix of businesses and distribute them throughout the different geographic areas of the city will help support a transition to complete neighborhoods and reduce traffic in the 77 corridor.



Expand Downtown

Residents stated that while the downtown is a destination on weekends and evenings, additional businesses and programming would help make it more vibrant seven days a week and throughout the day. As a result of COVID and the place-based economic development movement, many businesses are looking to locate in vibrant, walkable downtowns and local businesses can start small there with a lower barrier to entry.



Diversify Housing and Neighborhoods

One of the strengths of Waxahachie has been its housing diversity. The older parts of the city have a wide range of housing types at a range of price points, which has provided more affordable housing for some, and high-end, high value historic homes for others. This mix of housing and neighborhoods has kept Waxahachie affordable, inclusive, and unique up to this point, and serves as a blueprint for future development if the city wants to maintain its identity and values into the future.



Embrace Nature and Active Living

While Waxahachie has some nice natural areas and public parks, residents are hungry for more. Surveys and interviews indicated an interest in having access to more parks and public spaces within neighborhoods, as well as preserving natural areas for trails and other passive recreation activities. Residents would like a well-planned network of trails for commuting and recreational purposes.

THE ECONOMICS OF LAND USE

Where, when, and how a city develops has a direct impact on a city’s fiscal health. The form and process by which property develops in a community is what is called a development pattern. Different development patterns come about because of varied wants, needs, and desires amongst community leaders, residents, and developers. Below are three of the common development patterns seen in Texas and across the United States: rural, urban, and suburban. Each of these patterns accommodates a certain amount of people, requires different amounts of infrastructure and public services, and consumes varying amounts of land.

Understanding the economic constraints these patterns present is key to helping build a resilient and fiscally sustainable place. The economics of land use, at a high level, pertains to how these different development patterns generate revenue back to the city in the form of property tax, sales tax, and other revenues and similarly generate costs and liabilities in the form of services and infrastructure that require maintenance over time. To be financially sustainable, a City’s development pattern must generate sufficient revenue to pay for public services (such as public safety, recreation facilities, and administration) and infrastructure (streets, drainage, utilities), not just today but over time.

RURAL



VALUE PER ACRE	LOW
INFRASTRUCTURE COSTS*	LOW
SERVICE LEVELS	LOW
POPULATION PER ACRE	LOW
COST PER HOUSEHOLD	LOW

SUBURBAN



VALUE PER ACRE	MID
INFRASTRUCTURE COSTS	HIGH
SERVICE LEVELS	HIGH
POPULATION PER ACRE	MID
COST PER HOUSEHOLD	HIGH

URBAN



VALUE PER ACRE	HIGH
INFRASTRUCTURE COSTS	MID-HIGH
SERVICE LEVELS	HIGH
POPULATION PER ACRE	HIGH
COST PER HOUSEHOLD	LOW-MID

* Low when city services are not extended.

THE SUBURBAN GROWTH EXPERIMENT

Densely packed buildings and narrow/gridded streets were constructed in the past because it was the most cost-effective way of growing and commuting. Before the automobile, people walked and biked to their destination, making this compact and dense development pattern more desirable. Additionally, it was more cost-efficient to build upon the existing infrastructure instead of expanding it, especially since growth happened when the demand and money were available. Consequently, development focused on creating an environment on a human scale conducive to pedestrians.

When the automobile was invented, it led to what engineer and Strong Towns founder Charles Marohn coined the “suburban experiment.” The creation of the highway system, increasing car ownership, and mass-scale housing programs rolled out after

WW2 combined to create a new environment where developers were able to purchase and develop land out on the edge for fairly low costs, and the suburbs were born. Streets and buildings became more spread out than ever before, and residential, commercial, and other uses were separated. Fewer buildings were designed with unique character and built to last. Instead, they were mass-produced to be more cost-effective and resulted in today’s “cookie-cutter” homes. An example is when we see multiple homes with the same design, and there is no variation in architectural design within a subdivision. And unlike the previous growth pattern before the automobile, cities began to see massive amounts of housing, streets, and infrastructure being built over a much larger service area over a short amount of time - typically just one or two decades.

WAXAHACHIE AS IT LOOKED IN 1953



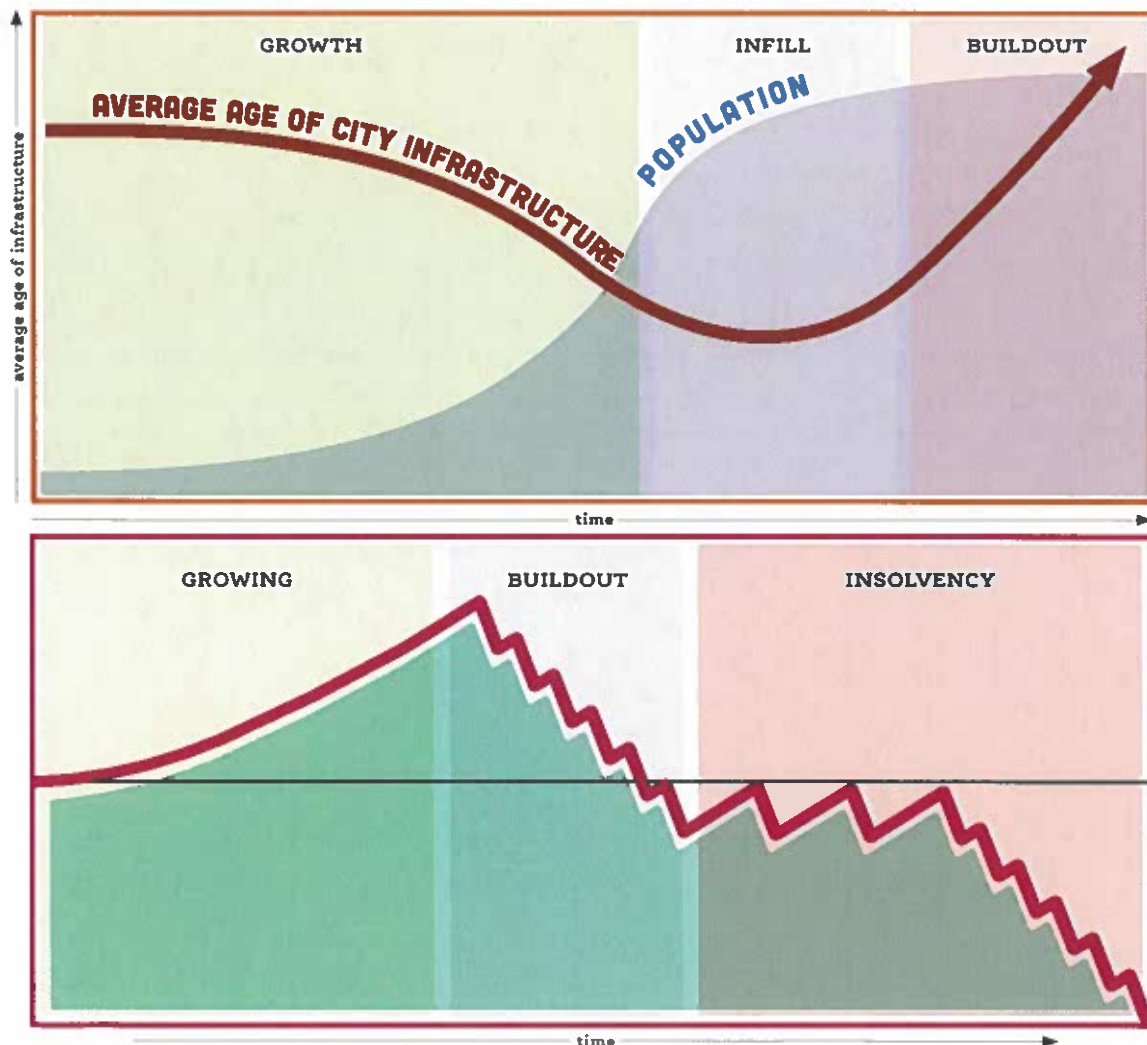
SOURCE: USGS

THE EFFECTS OF RATE AND PATTERN OF GROWTH

As the suburban growth model caught on, cities across the country began to embrace and incentivize rapid growth without fully considering long-term impacts. Private developers built subdivision after subdivision, putting in miles of new infrastructure “at no cost to the city!” and selling cities on the additional rooftops and tax revenues. This creates what Marohn refers to as an “illusion of wealth”, where the overall look and feel of the community is new and affluent. During this time, there is also typically pressure to keep property taxes down and sales tax revenue will fluctuate up and down based on market conditions and demand.

Today, the significant costs of this approach are revealing themselves. As cities continue to age

and expand, development and the revenue boost from the additional homes and businesses slows down, but the neighborhoods, facilities and infrastructure built decades prior by developers have reached the end of their life cycle and are in need of replacement. Community leaders are left struggling to keep up with basic service, employment and lifestyle expectations with limited resources. This starts a cycle where cities fix what they can, and defer what’s left, and eventually ends in neighborhoods deteriorating to the point where those with the ability to do so move out, while those less fortunate are forced to remain in an environment of decline and neglect.



As a city reaches full build-out, it is essential for infrastructure maintenance costs to stay within the population's ability to fund those costs. If not monitored, infrastructure costs can quickly outpace the City's ability to maintain them.

While a city grows, new revenue comes in while no major maintenance is required. But when a city stops growing and major infrastructure repairs are needed, initial gains are quickly lost. And even if growth returns, if the development pattern remains, it is impossible to recover from mounting losses.













RESOURCE CONSTRAINTS

How healthy are we right now?

In today's environment, most residents are not willing and/or able to pay more in property taxes or fees, but cities don't have the revenue needed to cover basic services and infrastructure maintenance. Each year, maintenance liabilities and resource gaps grow, and residents' concerns over property taxes and being priced out of their homes do as well. Recent state legislation to cap

property taxes and limit annexation and local control of building regulations has only increased this tension.

There are generally three scenarios that cities find themselves in when it comes to their position on the growth curve and how they are managing the resource gap:

	 Services	 Infrastructure	 Revenue	
Scenario A IN GOOD SHAPE				The city has quantified service costs, knows what its infrastructure liabilities are, and has a good clear plan to generate enough revenue to pay for those things - all while staying within the limits of what the residents there are willing and able to pay for.
Scenario B DOING OK FOR NOW				These communities tend to be in the middle of their growth phase. Older parts of the city require maintenance, but revenue from new growth is covering these costs. The wave of infrastructure reconstruction costs has not hit these communities yet, but is looming out in the future.
Scenario C ALREADY RUNNING BEHIND				These are older cities where there is limited growth, and oftentimes decline. Large areas of the city are past their initial life cycle and in need of repair. There are neighborhoods beginning to decline and there is no clear plan for how the city is going to address those needs.

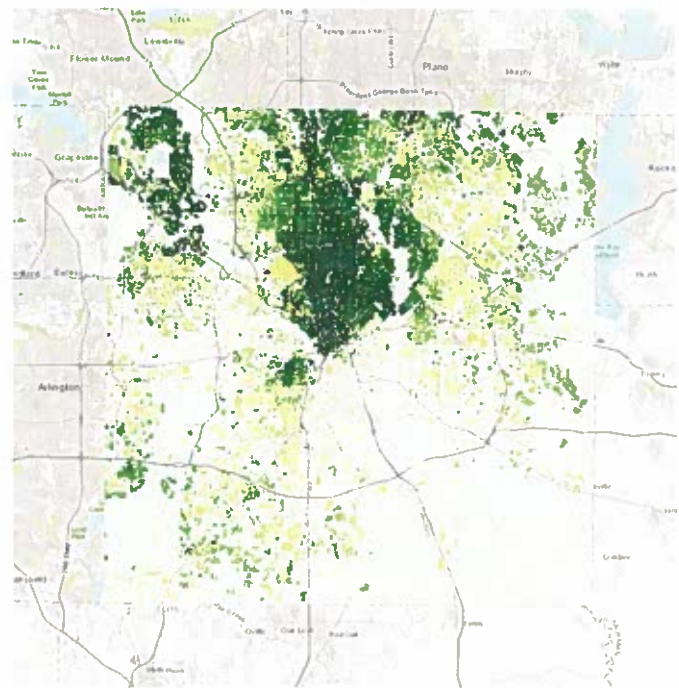
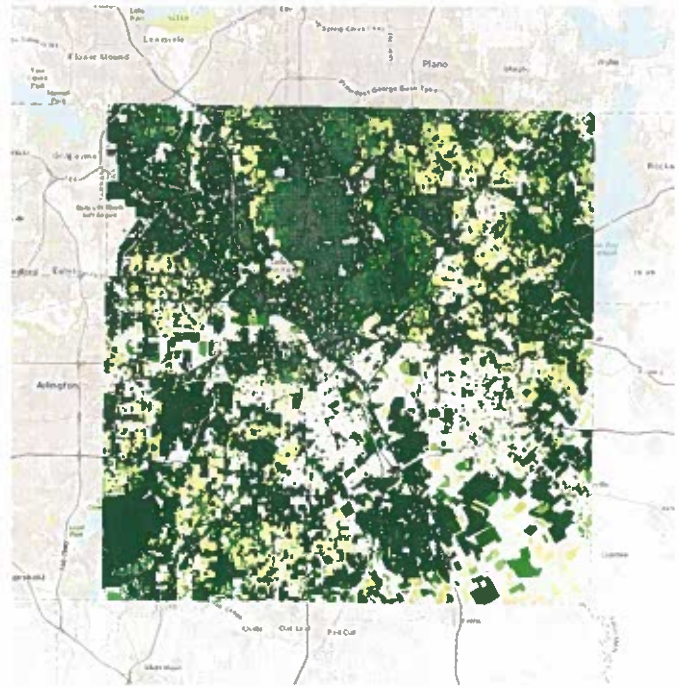
LAND USE FISCAL ANALYSIS

Why It's Important

In order to align development, services, and revenues, cities need a common language to discuss common problems and find common solutions. Land use fiscal analysis is a powerful tool that can help frame discussions and inform decisions about land use, development, infrastructure, and budgeting. Land Use Fiscal Analysis is a parcel-level analysis of the property taxes (levy or revenue) and general fund service costs for real property throughout the city. The analysis uses property tax revenue per acre and net revenue per acre on a parcel-level to map the net fiscal productivity (parcel revenue to the city minus service costs) of every property in the city. By quantifying and mapping revenues and costs on a parcel and per acre basis, we are able to see how various land uses and development patterns perform in relation to one another. The analysis also illuminates which parcels generate sufficient property tax revenue to cover the costs to serve them, and which parcels cost more to serve than they generate in revenue, thereby requiring subsidies from other parts of the city and revenue streams.

Measuring the Value of Development Patterns

Not all kinds of development yield the same returns on investment. Our most financially productive places, in terms of the property tax revenues they bring in per acre, tend to be clustered around our older downtown developments and walkable neighborhoods. Repeated studies across the country show that street-fronting businesses on small lots in compact, walkable areas—such as those along Main Street—tend to be vastly more productive per acre than the more suburbanized auto-oriented sites with larger lots and dedicated parking areas. Very little infrastructure cost is associated with this Main Street-style development, and units can easily adapt to different uses. Contrast this with the big-box-and-strip-mall approach, which eats up valuable land for diminishing returns, requires significantly more infrastructure, and is particularly inflexible to reuse.



At the top of the page, a parcel level analysis of Dallas County assessed values. This map shows “Value” spread fairly evenly across the county. But in the second map where we see the parcels represented with a value per acre of land it becomes clear that the urban core of Dallas county is where substantial value is.

CREATING A FISCALLY INFORMED PLAN

This document is intended to be a plan for the future of Waxahachie that is directly informed by, and adapted to, the fiscal realities of the community. Intentionally guiding development and redevelopment into certain areas of the city and in certain patterns can increase revenues, reduce service costs, and close the city's resource gaps over time. In order to create this type of plan and recommend strategies to ensure a resilient future for Waxahachie, there are a few questions to consider:

1

What policies support a fiscally productive and resilient pattern?

This is critical. In many places across the country, the patterns that are most fiscally productive for a city can no longer be built under the current code and design standards. Refining and re-framing these policies to make it possible to build in this more productive way is one of the things we will explore in this Comprehensive Plan.

2

How are the current development patterns in the city performing?

Providing a financial report on a more frequent basis to show how different land uses and development patterns are performing will inform the City on each development type's financial gain or loss and how it is contributing to the City's overall fiscal health.

3

What people and organizations can partner with the city to build quality infill and small projects?

Historically, development was completed by local developers. Over the past 60 to 80 years much of the explosive development seen in the United States, and very specifically in north Texas, has been undertaken by ever larger multi-regional and national development firms. For Waxahachie to thrive and sustain itself, it is important to foster and bolster local development talent by providing them with the means to be successful in the community. This means that the City needs to explicitly seek out the locals that are willing to build one building, one parcel, or one block at a time and connect them to the resources they need to be successful.

4

How can the current development pattern change to provide more value per acre?

The fiscal analysis identifies the properties with the highest and lowest values per acre. A high value property generates sufficient property tax revenues to cover the costs to serve them. A low value property costs more to serve than it generates in revenue. Understanding the financial impact of each development type will help the City to capitalize on infill, redevelopment or greenfield opportunities to maximize the City's return on public investments and offset the service costs of under performing development.

HOW COMMERCIAL PATTERNS AFFECT PROPERTY TAX LEVIES

SUBURBAN RETAIL



\$7,236

PROPERTY TAX LEVY PER ACRE

TRADITIONAL MIXED-USE



\$15,208

PROPERTY TAX LEVY PER ACRE



**61.2
ACRES**

**\$67.1M
ASSESSED
VALUE (2021)**

**Waxahachie
Towne
Center**



**47.5
ACRES**

**\$109.5M
ASSESSED
VALUE (2021)**

**Downtown
Waxahachie**

NOTE

Older neighborhoods are, or can be, some of the most fiscally productive for the city in terms of tax revenue per acre while also continuing to be affordable due to the smaller lots and buildings. In decades past, tearing down aging structures and starting fresh was the desired approach, but the rise of small developers across the country has proven that these places can be improved incrementally and inexpensively and provide a much better return for the community with very modest investment.

SMALL PAD RETAIL



\$9,525

PROPERTY TAX LEVY PER ACRE



**.68
ACRES**

**\$990,000
ASSESSED
VALUE (2021)**

**Fast Food
Highway 77**

DOWNTOWN HALF-BLOCK



\$43,351

PROPERTY TAX LEVY PER ACRE



**.42
ACRES**

**\$2.8M
ASSESSED
VALUE (2021)**

**Downtown
Waxahachie**

HOW RESIDENTIAL PATTERNS AFFECT PROPERTY TAX LEVIES

RURAL WITH INFRASTRUCTURE



\$1,779

PROPERTY TAX LEVY PER ACRE



**1.5
ACRES**

**\$410,020
ASSESSED
VALUE (2021)**

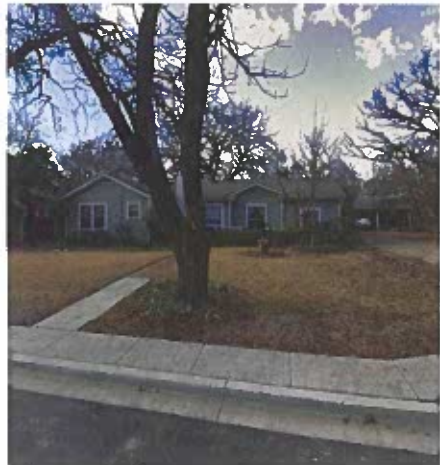
**Howard
Road**

SUBURBAN



\$3,276

PROPERTY TAX LEVY PER ACRE



**.43
ACRES**

**\$213,450
ASSESSED
VALUE (2021)**

**Cynisca
Street**

NOTE

As development patterns become more compact, levy per acre increases. It is important to understand though, that the highest value places, the ones whose levy per acre is 'off the charts' include much more than just compactness as their identifying feature. They are in walkable, mixed use neighborhoods where things like parking, public places, and green space are designed and integrated in a manner that enhances quality of life for everyone in the area. This enhanced quality of life drives values up, while the compact development pattern keeps property affordable without overburdening the tax payers. Additionally, levy per acre here was calculated by using the adopted tax rate in 2021 of \$0.66/100 of valuation. This is meant to show a representative value, but does not account for homestead or other text exemptions on these specific properties.

COMPACT SUBURBAN



\$11,317

PROPERTY TAX LEVY PER ACRE



**.14
ACRES**

**\$236,630
ASSESSED
VALUE (2021)**

**Overland
Drive**

URBAN TOWNHOMES



\$45,679

PROPERTY TAX LEVY PER ACRE

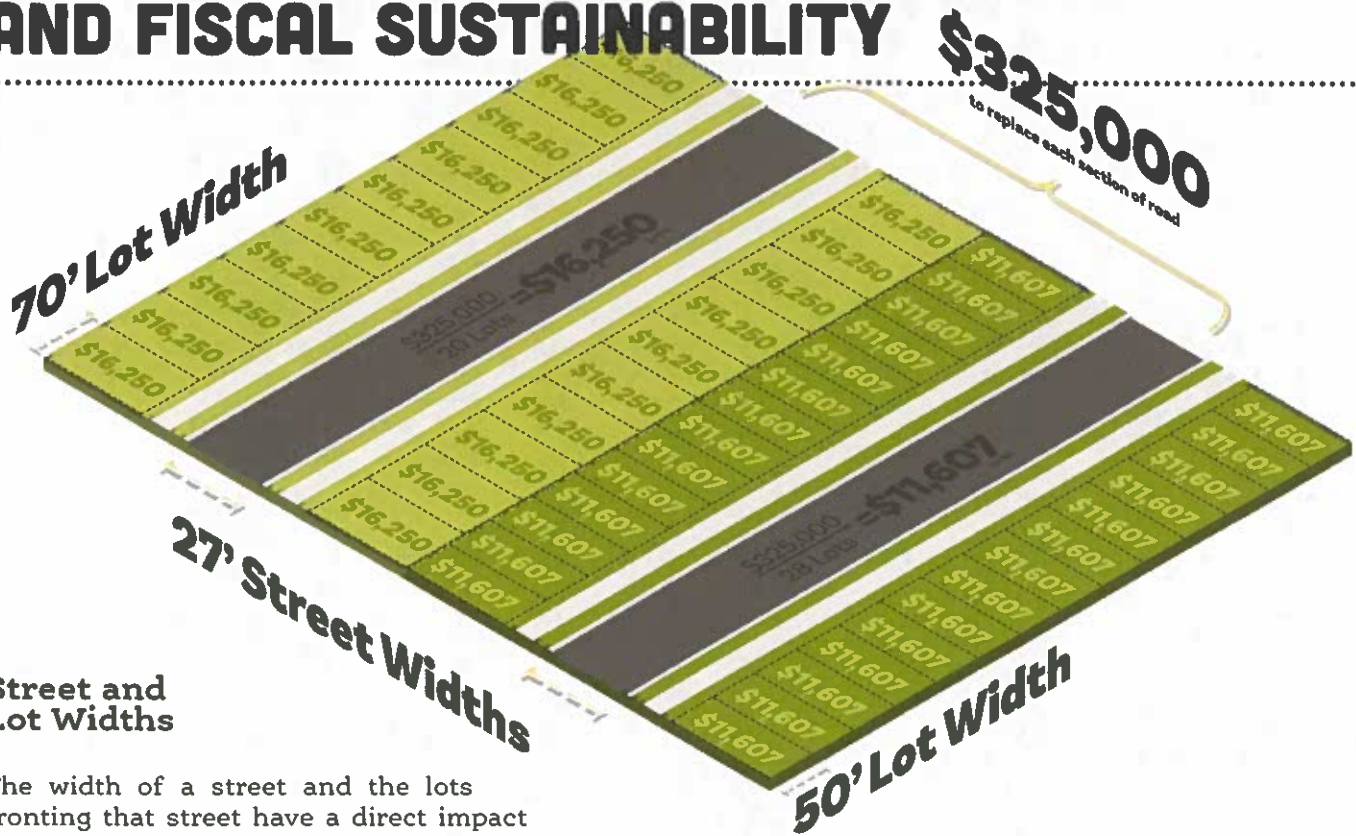


**.23
ACRES**

**\$1,592,520
ASSESSED
VALUE (2021)**

**Downtown
Waxahachie**

FACTORS AFFECTING AFFORDABILITY AND FISCAL SUSTAINABILITY



Street and Lot Widths

The width of a street and the lots fronting that street have a direct impact on the cost burden per lot or household to maintain the street. The wider the street, the more expensive it is to maintain and rebuild - at minimum, asphalt roads cost \$500,000 per 11'-lane mile. But concrete streets and other factors like sidewalks, street trees, and drainage can bring costs up to \$1.5M per lane mile.

A lot's share of the replacement cost is impacted by the number of properties fronting the street. Higher lot widths (70' in this example) reduce the number of lots fronting the street and result in a higher share of the street cost per lot, whereas lower lot widths (50' in this example) create more lots on the street and reduce the cost share per lot.

Building Coverage and Height

Taxable value can also be increased based on the building configuration on the lot. Put simply, the more building we put on a lot in both footprint and floor area (via multiple stories), the more taxable value is generated. Requirements for parking and open space can limit the buildable area for a site, so it's important to explore strategies for shared parking, stormwater management (regional detention), and parks and open space to find an optimal balance between land usage, revenues, and costs.





THESE HALF-BLOCKS HAVE IDENTICAL

SIDEWALKS	STREET LIGHTS
CURBS	TRASH
WATER	POLICE
SEWER	FIRE SERVICE
STORMWATER	SCHOOLS
TREES	BLOCK SIZE
UTILITIES	CHARACTER
STREETS	
TRAFFIC LIGHTS	

**COST BURDEN
SHARED BY 9
HOUSEHOLDS**
11.1% of total per
household

39%
LESS EXPENSIVE
PER HOUSEHOLD

**COST BURDEN
SHARED BY 2
HOUSEHOLDS**
50% of total per
household

Intensity of Development

The intensity of a development pattern has a major influence on its ability to remain solvent. In the graphic above, Kronberg Urbanists + Architects illustrate how two similar blocks will have the same infrastructure costs associated with them. Both will need access to power, water, and wastewater infrastructure, and services like fire and police at equal rates. But one block spreads the cost of that infrastructure over two properties, and the other across many more. This translates to a wildly different tax burden for the residents of the lower block versus those on the upper block.

Housing typologies like Accessory Dwelling Units (ADUs) and duplexes have the added benefit to owner occupants of creating a revenue stream that can make it easier for them to age in place.

It's common for residents to believe that infill development like we see above results in a crowded and unpleasant neighborhood. But what is clear from this scale illustration is that a higher intensity of development can feel just like the streets that many of us grew up on, as long as the building form is scaled to the humans that inhabit it and the features of a great neighborhood are a part of the design. Great neighborhoods prioritize pedestrians by providing interconnected sidewalks, street trees for shading, and safe crosswalks.

WAXAHACHIE'S IDENTITY

Elements of Our Identity

The elements below represent the distillation of the concepts, ideas, and discussion that came out of the public engagement process for this Comprehensive Plan. It is made up of three parts; Values, Assets, and Aspirations. When these items are put together it gives a clear and meaningful picture of how the residents of Waxahachie see themselves and their community now, and how they wish to be in the future.

VALUES A shared collection of things that matter to us.

- 1. Family and faith
- 2. Fiscal responsibility
- 3. Diversity and inclusion

ASSETS The elements we want to protect and improve.

- 4. Historic core
- 5. Natural amenities (trees, creeks)
- 6. Diversity of housing
- 7. Heritage and culture

ASPIRATIONS what we want to be tomorrow.

- 8. Culture of trust and collaboration
- 9. Vibrant downtown core that is the economic, cultural, and social heart of the community
- 10. Balance of quality of life and affordability
- 11. Growth that benefits the people and businesses here
- 12. Regional hub and destination

Our Identity Statement

This statement was built by taking elements seen on the previous page and crafting them into a single sentence which is simple and memorable. This statement strives to encompass the nature of Waxahachie as its residents see it.

Throughout this plan you will see recommendations for improving Waxahachie. Each of those recommendations has been vetted by asking “Does this align with the identity of the community?”

“We value family, responsibility to our community, and inclusivity. We respect our history, nature, and culture – and we are working together to cultivate a vibrant place that is enjoyable and affordable for residents and a true destination that welcomes new people and businesses to our community.”

GUIDING PRINCIPLES



Resource stewardship and fiscally responsible growth ensures a more prosperous community for the long haul.

Stewardship at its core is a dedication to taking care of something. In this case, Waxahachie and its residents have identified that stewarding their resources in the short and long-term is a fundamental part of how they want to operate.

The community wants to grow in a way that benefits current residents and businesses, and strengthens the community's vibrancy and relevance over time. To do that, it will be imperative to manage development and capital investments in a manner that guarantees the city has the resources it needs to maintain and eventually replace the infrastructure that underpins the built environment in and around the city. In simple terms, this means the city will seek to improve development to provide a better return on its investment and to align the services that they provide with what the community is willing to pay for.

Resources are not only financial. Waxahachie is committed to protecting and preserving its natural resources as well. Ensuring that the community has access to the scenic and natural qualities in and around Waxahachie is paramount to success.



Our historic core is valuable and worthy of investment and incremental improvement.

Waxahachie's Downtown, historic homes, and original neighborhoods are the foundation of the community's culture, identity, and fiscal health. Continuing to invest in the city's historic core is critical to strengthening the community's culture, expanding local businesses and events, and diversifying housing options and price points. Downtowns and the neighborhoods surrounding them are becoming increasingly popular for retirees, young professionals, and couples interested in living and participating in an environment where most of what we need is within walking distance and maintenance of large yards or multiple automobiles is not required. However, because of this pent up demand for these places, it is also important to manage the rate and scale of development in these areas, as too much too fast would almost certainly jeopardize the character and affordability for those living and working here.

Small development principles that prioritize infill, organic growth, and incremental improvements to add people, buildings, and affordable space at a scale and pace that doesn't conflict or disrupt the existing character of surrounding properties is key to avoiding skyrocketing property values and gentrification. Additionally, these areas are ideal for strategic programming and pop-up activities that can be used to activate vacant spaces and test out ideas before investing more significant resources.



When what we need is closer to home, we need fewer roads and quality of life improves.

Quality of life is measured at the neighborhood level. Personal safety, exercise, personal education and experience, and access to basic needs are all impacted directly by where we live, who lives around us, and how long it takes to get to things. The auto-centric development pattern prioritized for the past 70 years directly impacts many of these basic human needs, mostly in a negative way, as most of these needs have been designed to be within a 15-20 minute drive.

Intentionally shifting development to prioritize complete neighborhoods where the majority of daily needs are available within a 15 minute walk or bike ride puts quality of life back at the forefront. A well designed mix of residential, commercial, and recreational uses together in close proximity improves quality of life for those in the neighborhood, but it also helps to address larger citywide issues like traffic congestion, infrastructure costs, and keeping housing and city services affordable.



When housing types are diverse and plentiful, more people can afford to live comfortably.

The combination of market pressures and rising municipal service costs is going to continue driving the price of single family homes upward. Additionally, it's important to understand that not everyone can afford or wants to live in a detached single family home in an exclusively residential neighborhood. As demographics shift to a more balanced mix of ages, interests, and incomes, more people are looking for options that are more affordable and/or in a different context, such as a duplex or small cottage that's more affordable due to the smaller size, or upscale urban living and townhomes that are more expensive but in a walkable, mixed-use context as discussed previously.

A critical piece of the puzzle required to keep housing affordable for everyone in a community is to build and maintain a mix of options both in typology and context. Having different options allows people to choose where and how they want to live at a cost they can afford, and spreads the market demand out over different types versus artificially driving up demand for any one type. It also provides people at different ages and stages of life the ability to move around as their needs evolve and still remain in Waxahachie.

GUIDING PRINCIPLES, CONTINUED



Everyone deserves access to a safe, affordable, and efficient mobility system.

To the vast majority of people, the single most important element in a transportation network is how safe it is. Yet, fatalities of pedestrians are rising. Put simply, we can't say our top priority is safety if our decisions about how we design, build, and operate our mobility system prioritizes moving vehicles quickly. By attempting to prioritize both movement of vehicles and development of places people need and want to visit for their daily needs or entertainment, we're building roads that don't function well at either.

A safe, equitable, and functional mobility system is one that serves all members of Waxahachie well, consistently and affordably. Shifting our approach to prioritize complete neighborhoods where uses are mixed and connected in a manner that is safe and convenient will reduce demand on existing roadways over time, eventually reducing the amount of money that is needed for maintenance. For more near-term success, utilizing low-cost tactical improvements to connect pedestrian facilities can provide better access to many users, while thoughtful striping and street furniture can turn a high-speed overly-wide roads into a slow-speed street with on-street parking, bike lanes, and wide sidewalks that create places where people want to spend their time and money.



Our culture, places, and people form the foundation for a diverse, resilient, and locally-focused economy

Waxahachie already has a healthy mix of both local and regional businesses across a variety of industries, and a strong education system focused on developing the current and future workforce. Growing demand for mixed-use, "live-work-play" developments, commitment from employers and younger generations to sustainability and resource stewardship, and the rise of remote work have all contributed to a shift toward place-based economic development. This approach prioritizes the creation of places where residents, employees, and potential partners and clients want to be and then using these places to attract companies and businesses. This approach is ideal for recruiting, developing, and growing a strong network of local entrepreneurs and businesses that are critical to a resilient local economy.

While there are still some industries and companies where having large tracts of land serviced and ready to build on is important, that should be a complementary strategy that supports a place-based approach. In Waxahachie, the unique culture, people, and talent development pipelines provide the framework to succeed in cultivating a strong and resilient local economy through a focus on placemaking.

COMMUNITY CONTEXT

Regional & National Trends

As technology and other factors continue to evolve, Waxahachie has both the challenge and opportunity to keep and attract people and businesses to the city. While focusing on local context and resources are the starting point, it's also important to be aware of regional, national, and global trends that are impacting where people choose to live, work, shop, worship, and play.



ALL IMAGES: SIGHTLINE INSTITUTE

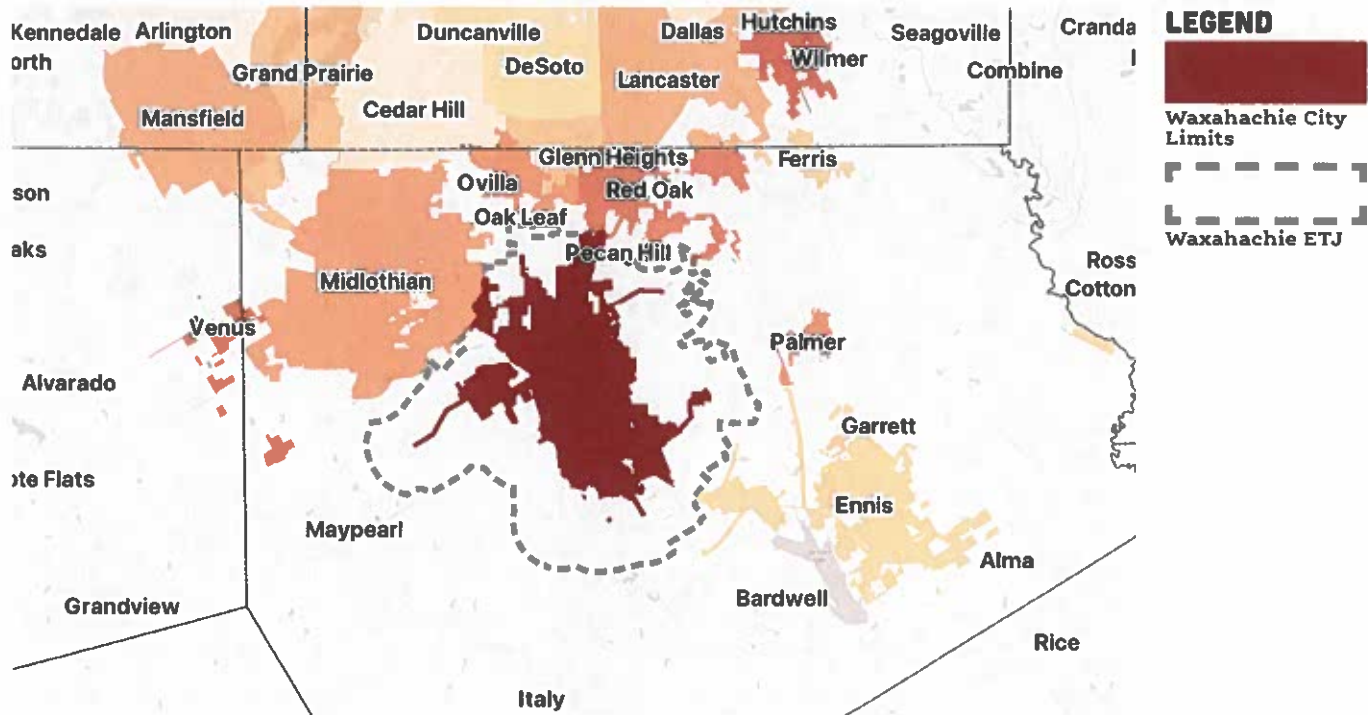
Missing Middle Housing and Choice Shifts

Many cities are finding that a key to retaining talent is the ability to find housing types that suit a broad range of people. In most places, housing variety has not met the needs of changing demographics. Household sizes have been decreasing, and many people want to age in a home that is the right size for them. Diversity of housing type is directly tied to affordability. Diverse housing in neighborhoods allows mixing of socioeconomic groups, which is appealing to Gen Xers and Millennials.

Missing middle housing comprises the range of housing styles that fall between the extremes of the detached single-family homes and the mid-rise apartment complex. These buildings generally share a similar footprint to single-family homes and as a result blend seamlessly into otherwise

monolithic neighborhoods. Since these typologies often contain 4 to 8 units they provide a more robust tax base for the city without significantly increasing service cost or infrastructure liabilities. These housing styles, which include townhouses, duplexes, courtyard apartments, and live/work units, were an essential building block of pre-1940s neighborhoods, and their appeal is being rediscovered today in towns across the country. The missing middle typologies are an opportunity to increase "high-value properties," which are development types that generate sufficient tax revenues to cover the costs to serve them and sometimes produce a surplus to offset the service costs for under performing development types.

COMMUNITY CONTEXT, CONTINUED



Regional Growth

The Dallas-Fort Worth metro region continues to grow at a rapid pace, and communities in Ellis County are experiencing their share. According to the November 2021 Dallas Morning News report on the Dallas area housing market, the median sales price of homes in the Metroplex area rose 18 percent compared to the year prior. With large employer relocations to the region, housing stock is being stressed, pushing housing prices skyward. At the time of the report, there were roughly 8,000 homes on the market in the Metroplex compared to the roughly 1.9-million single-family housing units on the ground. Those who cannot afford a home in the core Metroplex area have begun to settle in the surrounding communities.

While Ellis County's median price is \$237,533 according to the most recent census calculations, Waxahachie has a median price that is comparable in the region at \$220,498. Red Oak's median price is \$223,200 and Midlothian is the highest at \$242,300. The communities with higher end suburban residential and commercial development are rapidly expanding, though with Waxahachie

and these peer communities there is still a majority of the housing stock that was built prior to the turn of the century.

The City of Waxahachie is located at the crossroads of I-35E, US Highway 287 and US Highway 77. As part of the robust Dallas-Fort Worth Metroplex (DFW), and just 30 miles south of the City of Dallas, the City is in a prime location to capitalize on the regional growth in North Texas. Waxahachie's proximity to a regional roadway system makes it appealing to various industries, an opportunity for the City to diversify its local economy and provide its residents with ample employment opportunities. To capture the workforce it needs, the City must diversify housing to attract the talent.

Waxahachie is close to the Dallas Love Field Airport, DFW International Airport, and the Mid-Way Regional Airport, which serves as a general field airport popular among the corporate executives and private pilots visiting the area. These are assets in the area that can help leverage the City as a destination and tourist attraction in the region.

E-Commerce

E-Commerce and Social Selling eCommerce tools have taken local retailers to a new level. These tools help customers make online payments. They provide online storefronts. They can search inventory. They greatly expand the reach of small businesses. Email marketing and promotional tools are other eCommerce tools. Social selling is simply the selling of products and services online. These options allow small businesses to operate from anywhere, especially areas with lower costs of living.



Remote Work

The COVID-19 pandemic appears to create a lasting demand for remote work. Whether it is working from a home in the same city, or working from across the country, working remotely is here to stay. According to a survey by Upwork, about 26.7% of Americans will be working from home during 2021. According to CNBC, a quarter of the nearly four million remote workers in the U.S. make over \$100,000 a year. This creates opportunities for people to land jobs in companies that are not physically located in the Waxahachie area.



Place-Based Economic Development

Place is of great importance to Millennials, Gen Xers, and younger age groups. In particular, the “third place”, a term coined by Ray Oldenburg. The third places are places for gathering. Coffee shops, bars, bookstores, pubs, cafes, and other places where people can interact are third places. Connectedness is a priority for these groups. Walkable neighborhoods are greatly valued by these groups. They seek the celebration of differences in people, cultures, and neighborhoods. Authenticity is a high priority. Many cities do not offer this.



WHO MAKES UP WAXAHACHIE?

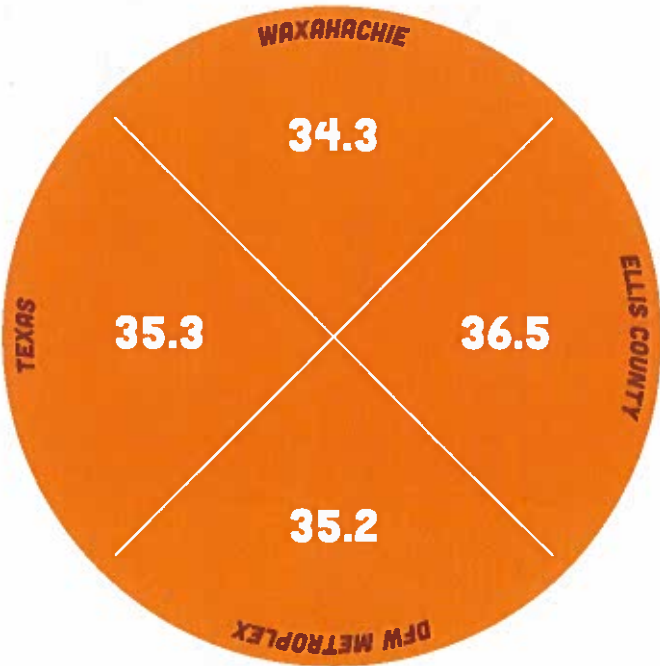
Waxahachie's history has deep ties to the Shawnee Trail that went right through where the Historic Downtown District sits today. Waxahachie translates to "buffalo creek" alluding to the Waxahachie Creek that the community was built around as well as their early dependence on the trade of livestock. True expansion came to town at the beginning of the twentieth century, and challenged the area and existing population, but the city has evolved to be a diverse and inclusive community.

Waxahachie is still growing and building out as a major contributor in Ellis County population growth. Between 2000-2020, Waxahachie's population grew from just under 21,500 to over 41,100. This rapid growth is projected to continue, projecting an average growth rate of 4.5 percent annually over the two decades. Waxahachie's population is growing younger, with an average age of around

33-years old. Looking at the adults recorded in the 2019 Census survey, only 11 percent were senior residents, while 46 percent were between 18 and 45. Overall, Waxahachie households earn 6 percent more than the state in median income but are right in the middle of the pack when compared to communities in the area. For the most part, people in Waxahachie are working around town or in the greater metroplex, with the largest industry being focused in industrial or commercial employment followed closely by education and health care.

Waxahachie's most common residents in the future will be young families that are more educated than in the past. Providing quality schools, a multitude of youth and family-friendly activities as well as more local employment opportunities will enable the city to continue to attract the younger demographic and serve residents' needs in the decades to come.

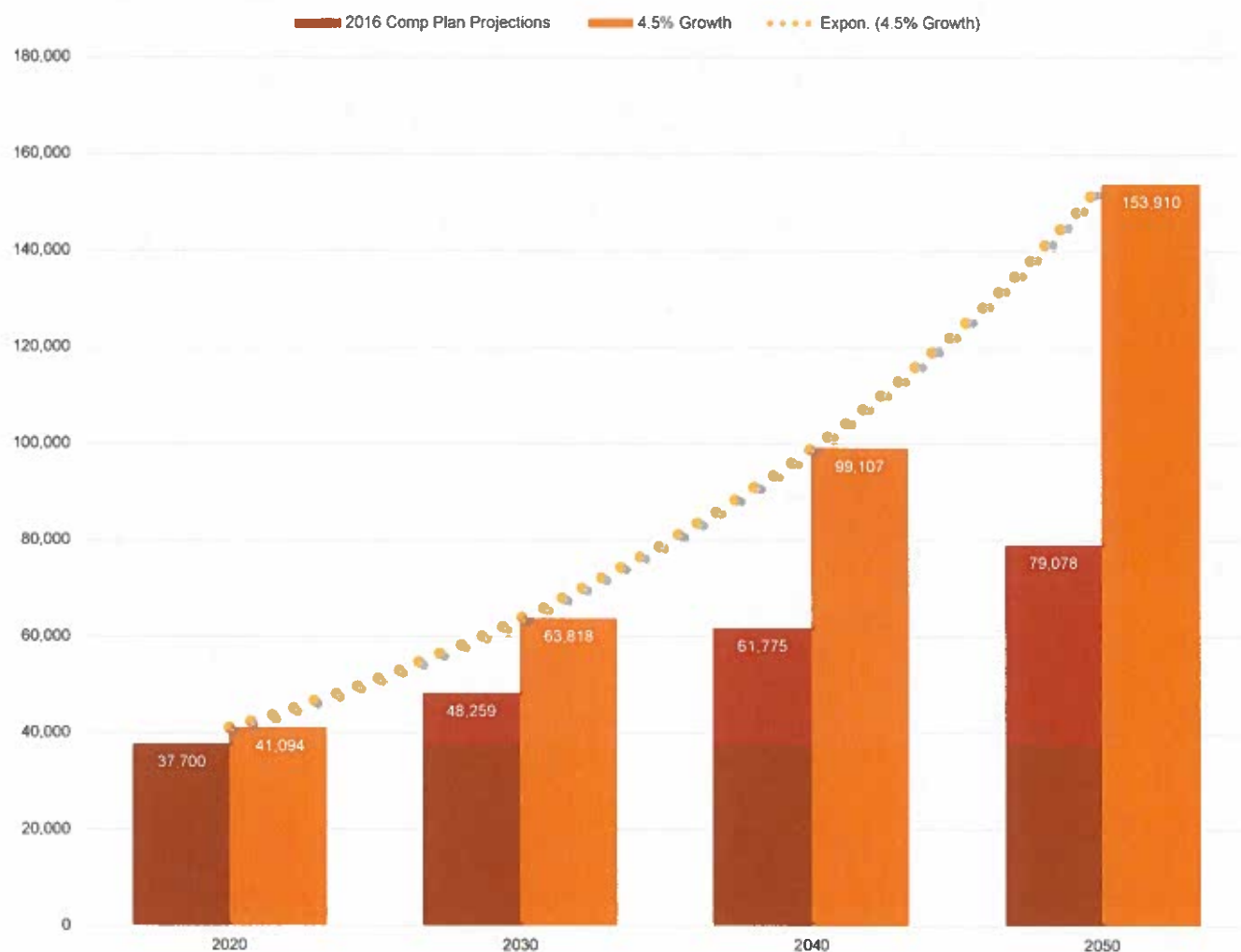
2021 Median Age



2021 Median Household Income



POPULATION PROJECTIONS



Current population estimates were compared to the population projections prepared as part of the last comprehensive planning effort which projected a 2.5 percent growth rate. The City has exceeded the growth rate projected in 2016 plan.

In an internal study of the population trends in recent years, the city has developed its own projection that leans into the last three years of population growth averaging 4.7 percent. This analysis and current housing demand has led

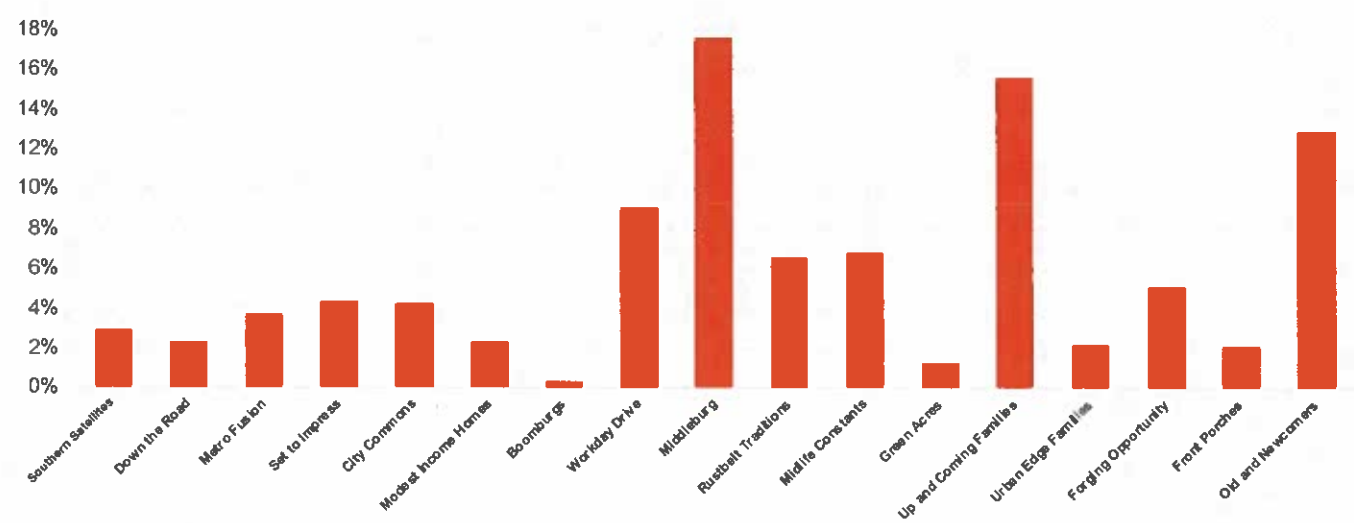
the city to utilize a 4.5 percent population growth number for this planning effort and the period of the next 20 years. The rate in 2019 was 4.7%, the growth rate in 2020 was 5%, and the growth rate in 2021 was 4.4%. Anticipating a 4.5% growth rate for the future is conservative and realistic since the average growth rate for the past three years was 4.7%.

DEMOGRAPHICS

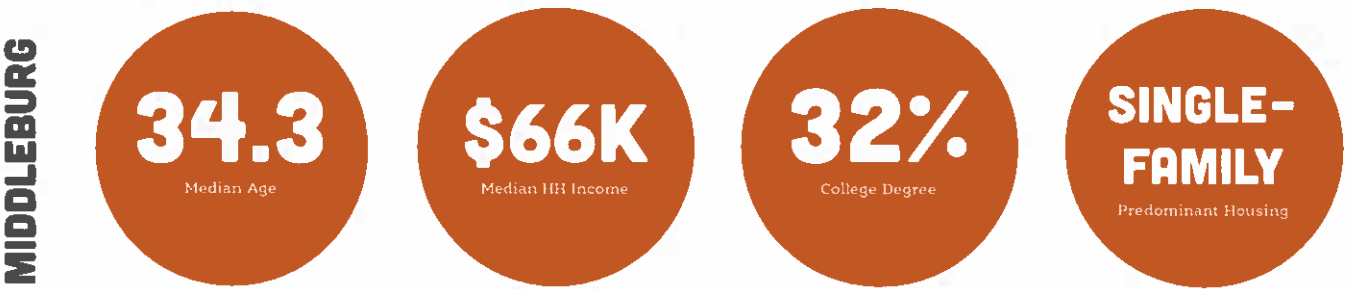
ESRI Tapestry Segmentation classifies US neighborhoods into 14 unique Life Mode groups. These groups are then further classified as 67 different consumer segments with commonly shared traits. The chart below shows the segments present in Waxahachie, with the most dominant being Middleburg. The information in the tapestry

segments provides a comprehensive profile of the City's consumer market. Demographics are most helpful to identify where we are not meeting the needs of our segments. More information on all of the tapestry segments identified in Waxahachie can be found in the appendix.

Tapestry Segmentation



Waxahachie's Dominant Segment



1. Traditional values are the norm here - faith, country, and family. Sports include hunting, fishing, bowling, and baseball.
2. Entertainment is primarily family-oriented, TV and movie rentals or theme parks and family restaurants.
3. Prefer to buy American and for a good price. Media preferences include country and Christian channels.
4. Comfortable with the latest in technology, for convenience (online banking or saving money on landlines) and entertainment.
5. Spending priorities also focus on family (toys and apparel for children) or home DIY projects. Residents are partial to domestic vehicles.

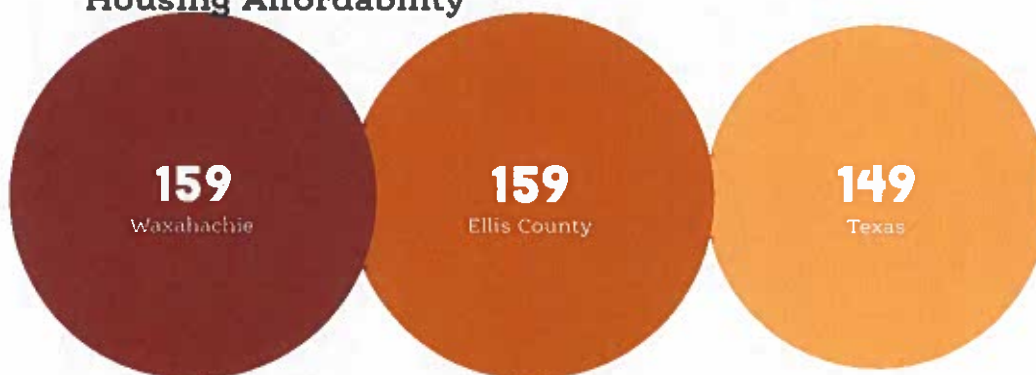
KEY INDICES

ESRI establishes measures (indices) to better understand certain characteristics in a community including housing, crime, wealth and diversity. When compared to the region, Waxahachie has a housing affordability index that outpaces the state as a whole. However, similar to other cities in the metroplex, housing affordability continues

to decrease in Waxahachie. Waxahachie's crime index is dramatically lower than regional and state averages, and diversity trails slightly.

On all of these indices, 100 is considered average. Above 100 is higher than the national average and below 100 represents a scoring below the average.

Housing Affordability



Wealth



Crime



Diversity



WHERE DO OUR RESIDENTS LIVE?

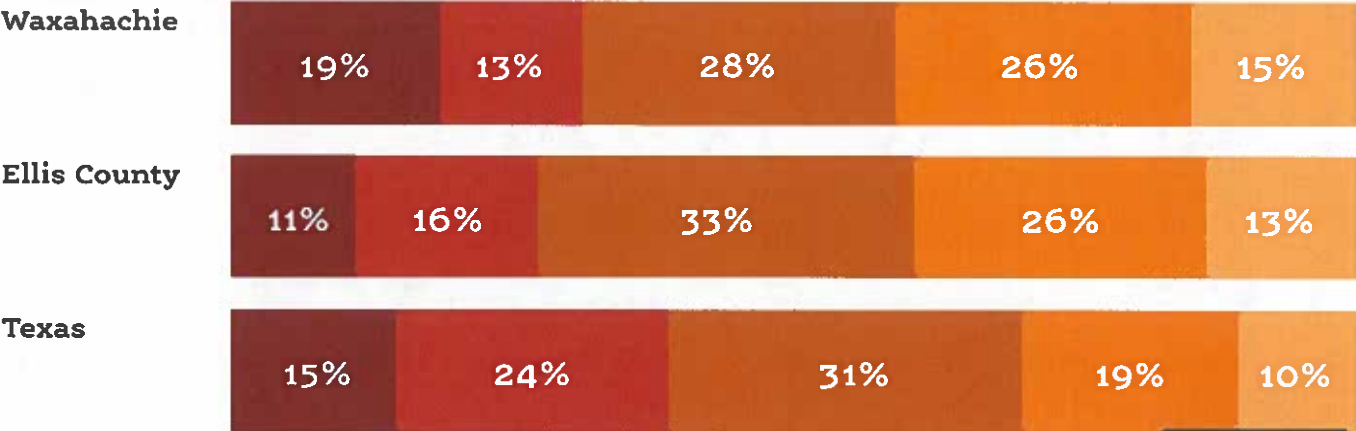
Waxahachie provides a more diverse mix of housing choices than many communities in North Texas. Waxahachie has a higher percentage of renter-occupied housing units than most and vacancy rates in 2021 were on par with the region, however, more recent information indicates a much lower vacancy rate and limited housing stock availability.

The median home value is \$220,498, which is almost 8 percent lower than the regional average. Most of the housing stock in Waxahachie consists of single-family homes, with newer homes and subdivisions being built in the north, west, and southern parts of the City. Almost 40% of the housing stock has been constructed since 2000.

Legend



AGE OF LOCAL HOUSING STOCK



SOURCE: RCS SURVEY



WHERE DO OUR RESIDENTS WORK?

Workforce

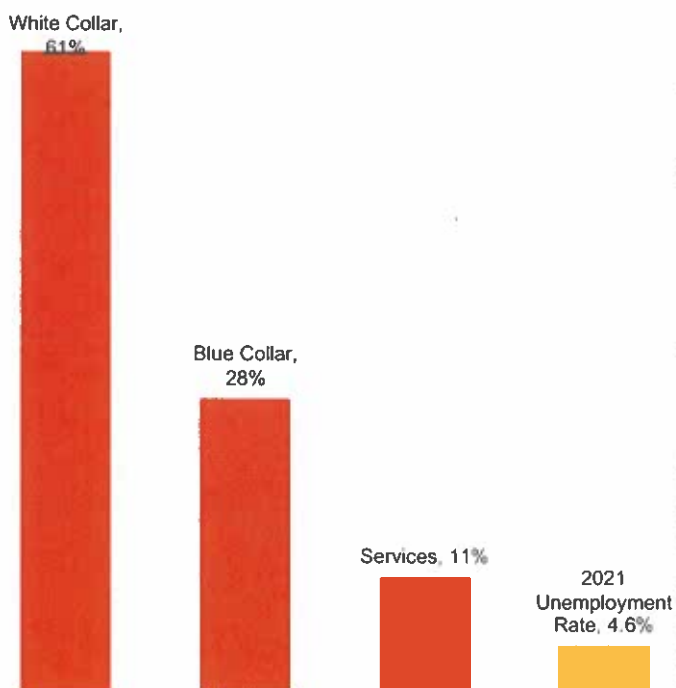
Waxahachie's civilian workforce consists of approximately 18,600 people. The unemployment rate, 4.6%, is lower than regional averages.

Most employees work in the Industrial and Retail, Manufacturing, and Education, Health Care and Social Services. With regards to occupation 61% are employed in white collar occupations, while 28.1% are employed in blue collar occupations.

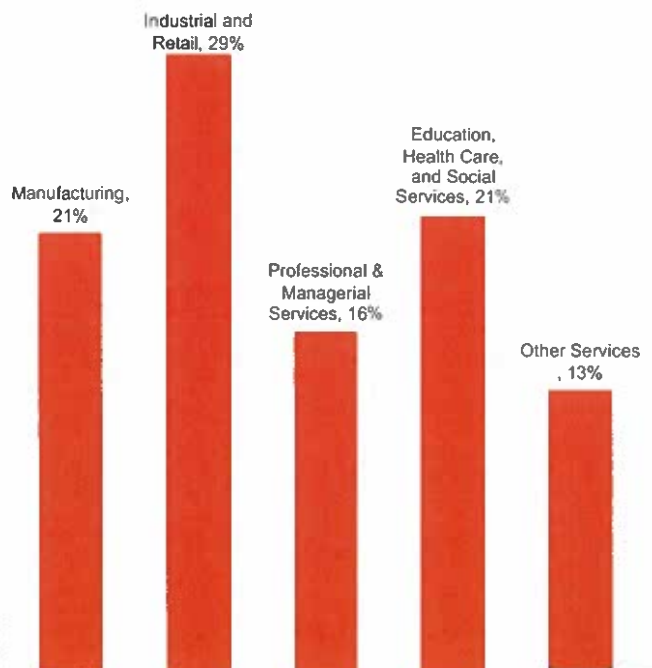
Business & Industry

There are over 1,500 businesses in Waxahachie with approximately 20,000 employees. Dominant industries in terms of number of businesses are Retail Trade, Other Services, and Health Care & Social Assistance Services. Industries employing the largest number of employees include Retail Trade, Education, Food Services, and Health Care. Major employers in the Greater Waxahachie area include Waxahachie ISD, Baylor Medical Center, and Dart Container Company.

EMPLOYMENT BY OCCUPATION



EMPLOYMENT BY INDUSTRY



SOURCE: ESRI

WAXAHACHIE'S DEVELOPMENT PATTERN

Waxahachie's original development occurred in what is now the core part of the city in the downtown and surrounding neighborhoods. The city has expanded in all directions over time, initially in the traditional grid style and then more recently in the auto-centric, suburban style. From 1950 to 2020, Waxahachie's city limits expanded from approximately 4,600 acres to 32,500. During this same period, the city's population density decreased from 2.44 people per acre to 1.07.

The majority of residential development built in recent years has occurred in greenfield development in the southern and northeastern parts of the city. While residential development has expanded outwards, the majority of the city's commercial business is located in downtown and along the 77 corridor. There has been some infill and redevelopment activity in the core of the city. This type of development should be supported through active improvements to pedestrian connectivity and streetscapes.

ANNEXATION HISTORY

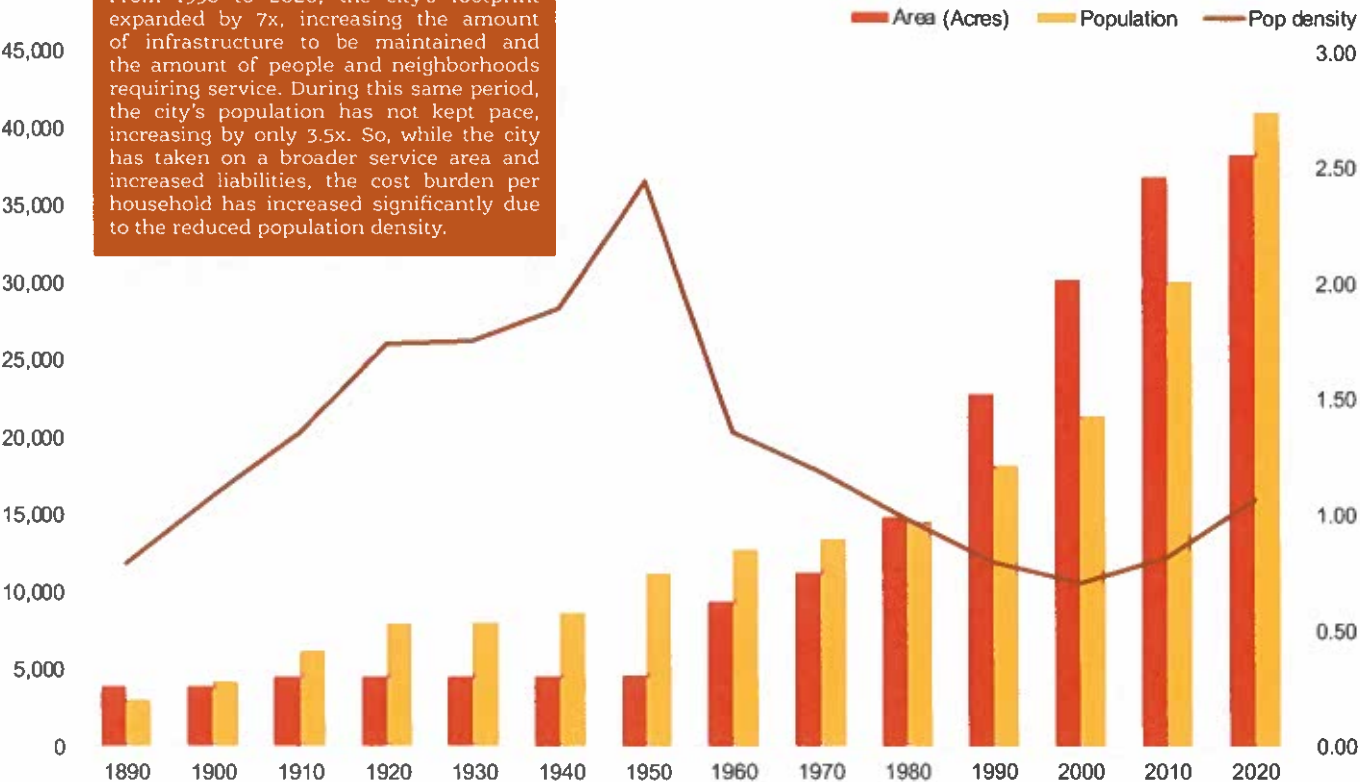
1950s 1960s 1970s 1980s 1990s 2000s
2010s 2020s



SOURCE: CITY OF WAXAHACHIE

NOTE

From 1950 to 2020, the city's footprint expanded by 7x, increasing the amount of infrastructure to be maintained and the amount of people and neighborhoods requiring service. During this same period, the city's population has not kept pace, increasing by only 3.5x. So, while the city has taken on a broader service area and increased liabilities, the cost burden per household has increased significantly due to the reduced population density.

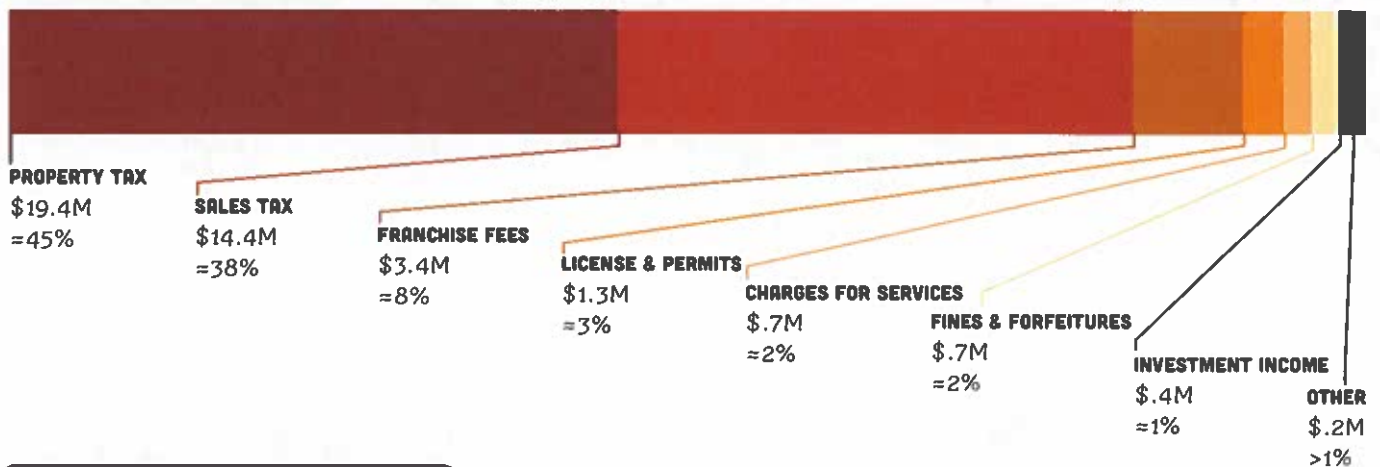


SOURCE: CITY OF WAXAHACHIE

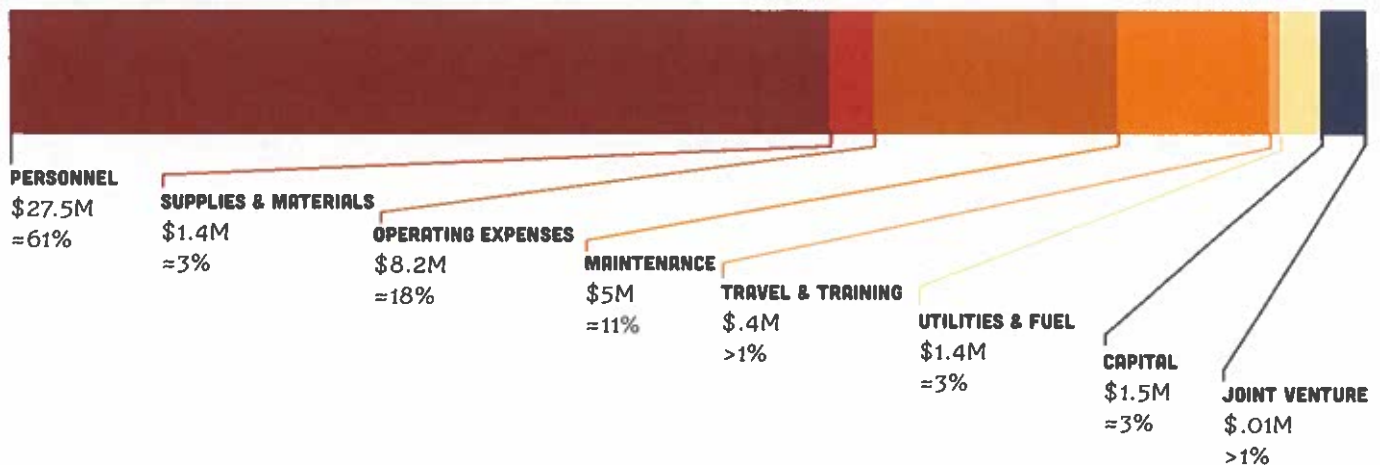
CURRENT BUDGET

In the City's fiscal year 2021 budget, general fund expenditures are budgeted to total \$45.4M, approximately a 7 percent increase from the Fiscal year 2020 revised budget. Property taxes are the largest source of revenue for the City (45 percent). The fiscal year 2021 budget includes an 8 percent increase in property tax revenue, which is primarily due to new construction and increased value. Sales tax revenue increased a little over \$2M(15 percent) over fiscal year 2020 revenue, primarily due to a full year of collections from retail that opened in fiscal year 2020, more local commerce and activity due to the decline of the COVID-19 pandemic, and conservative estimates for new retail opening in the next year.

GENERAL FUND REVENUE



GENERAL FUND EXPENDITURES



UNFUNDED LIABILITIES & RESOURCE GAPS

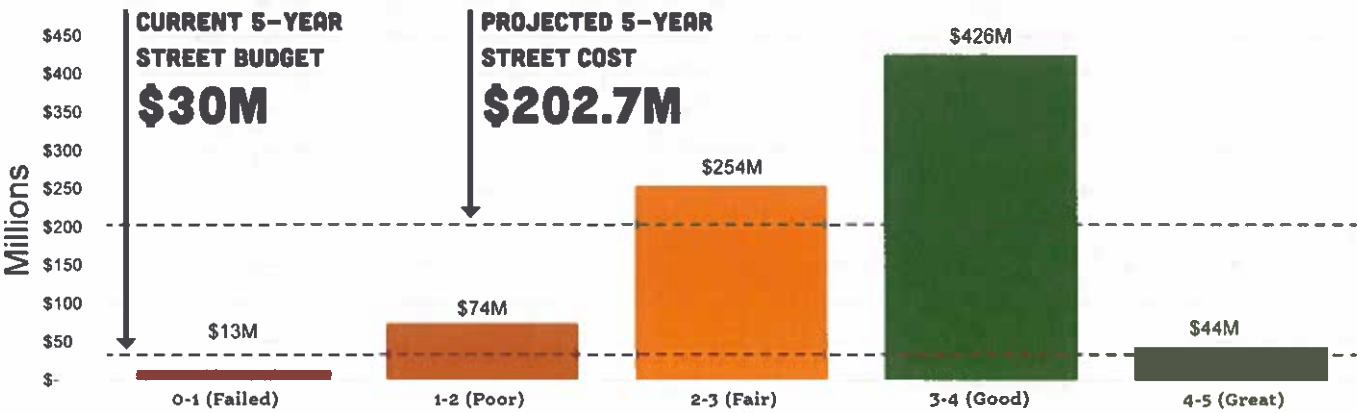
Are Expenses & Revenues Balanced?

The costs to provide basic public services to residents increases over time as a city expands its service area and adds people. The city's past decisions to extend its service area and infrastructure outward in all directions without the population density to support it have created a situation where there are fewer people to pay for the services. This has produced tension over how to balance the demand to improve public services while also keeping taxes and service costs affordable.

In order to be fiscally sustainable long-term and maintain or improve service levels, the city will need to generate additional revenue to cover existing and future maintenance costs. This can be done through raising the property tax rate and adding fees such as a street fee, but it can also be done by adjusting the city's growth and development approach to prioritize infill and incorporate higher value producing development patterns.



CURRENT ROAD CONDITIONS AND RECONSTRUCTION COSTS



AS NOTED ON PAGE 51, ROAD CONSTRUCTION COSTS ARE BASED ON A \$1.5M/LANE MILE CONSTRUCTION COST. IT IS IMPORTANT TO NOTE THAT A NUMBER OF FACTORS CAN AFFECT THIS PRICE.

DEFERRED MAINTENANCE AND STREET REPLACEMENT COSTS

Unfunded (Street) Infrastructure Liabilities

As of June 2021, the city had roughly 541 lane-miles to maintain. Using a replacement cost of \$1.5M per 11' lane-mile, it would require approximately \$811M to replace the existing streets when they reach the end of their life cycle. Averaged over a maximum replacement life of 50 years as might be typical for concrete pavement, the annual cost would be \$16.2M. However, many of the city's older roads are asphalt and already nearing replacement, so it's more likely that the city will need to replace the majority of its existing roads within the next 20 years. Averaged over this more realistic timeline this would require the city to be saving or spending an average of \$40.5M per year on street reconstruction, \$34.5M per year more than what the city currently allocates to street maintenance. Materials and labor costs have also risen dramatically since the COVID-19 pandemic – this means that replacement costs could increase above this estimate in the future, widening not reducing, the liability gap. If you incorporate Capital Improvement Program (CIP) dollars into this, it partially reduces this gap, but not nearly enough to get the city to a break-even point. As additional development is built, the number of streets to maintain and replace in the future will continue to increase.

This large sum is not only a result of the sheer number of streets and infrastructure on the ground, but also the way that infrastructure has been designed. Thoroughfares with wider than necessary right of way only adds to the infrastructure costs. For example, consider a street in Waxahachie today is 36-feet wide with 12-foot lanes that could be reduced to 33-feet wide with 11-foot lanes. Reducing the street width by 3 feet saves nearly \$410,000 per mile of street.

When a development does not produce enough in property tax revenue to pay for infrastructure, these costs must be subsidized by sales tax, fees, and other funding sources. Typically though, these other funds are appropriated for other purposes, and not anywhere near what is needed to close the gap. The result is infrastructure liabilities being deferred and streets and neighborhoods that slowly deteriorate over time.

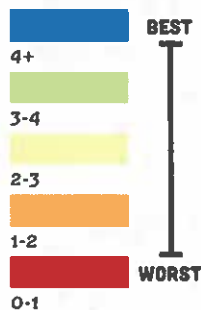
Road Conditions



LEGEND



City Limits



LAND USE FISCAL ANALYSIS – OVERVIEW & LEVEL 1 ANALYSIS

Overview

An in-depth analysis of the fiscal productivity of Waxahachie's development pattern and service model was performed as part of the comprehensive planning process. A parcel-level analysis of the property taxes and general fund service costs for the various land uses and development patterns in Waxahachie provides a glimpse into which perform better than others in terms of their ability to generate sufficient property tax revenue to cover their share of service costs, including long-term roadway maintenance. The analysis used the metrics of property tax revenue per acre and net revenue per acre to map the net fiscal productivity (revenue minus each parcel's proportionate share of service costs) of all parcels in Waxahachie.

Three levels of analysis were completed to understand the fiscal performance of development today and when costs for future infrastructure replacement are considered. Each of those levels are explained on this and the following five pages.

Certain development patterns will hold their value and remain positive, even with the additional cost burden, while others will decrease significantly. The following pages provide the maps and additional detail on each level of the analysis for Waxahachie, followed by a summary of key takeaways from the analysis. Results of this baseline modeling and context from other cities was then used to project how different future development scenarios would perform financially and inform the final growth scenario, recommendations, and action plan.

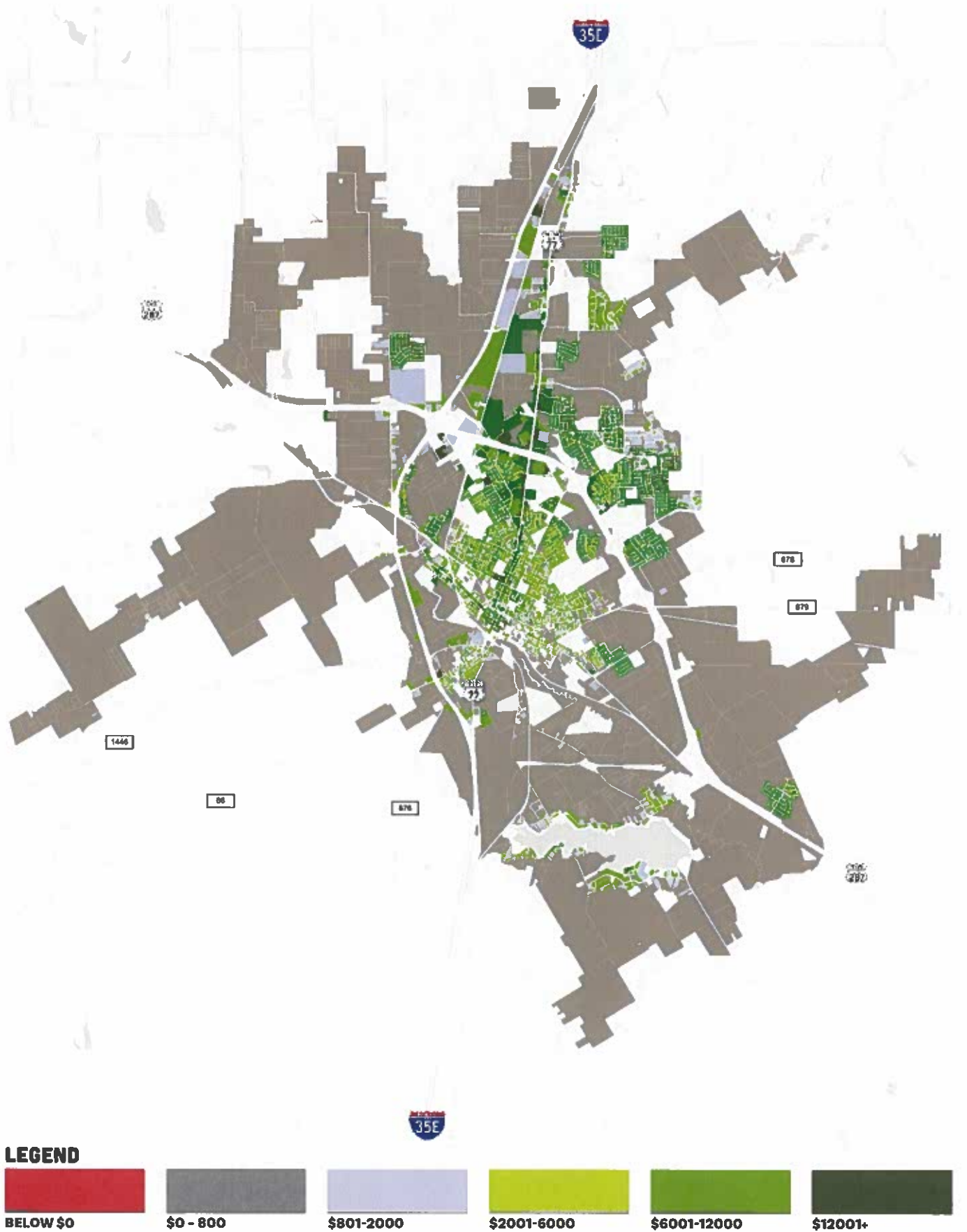
Level 1 Analysis

Property Tax Revenue Per Acre

The first level of the analysis process involves mapping the revenue side of the fiscal equation. Property data and property tax levy amounts were pulled directly from the Ellis Appraisal District database files for the 2020 certified tax rolls. Levy amounts were verified with the city budget and then the appraised value, assessed value, and actual levy paid after exemptions were mapped to the parcel level. Exempt parcels such as city owned properties, churches, and other tax exempt areas such as street rights-of-way were removed from the analysis.

The map on the adjacent page illustrates the property tax levy per acre for parcels in Waxahachie, ranging from \$0 per acre up to a maximum of \$80,659 per acre. Three reference points are important when reviewing this map. First, the current general fund per acre from property tax in the city is \$831 per acre. In order to cover roughly half of the city's current (budgeted) general fund costs and replacement of existing streets with property tax revenue, the city needs to have an average levy per acre value of approximately \$2,000 per acre, or roughly \$1,640 per acre more than it's currently getting. 20% of the city's parcels and 88% of the city's land area are under this value. Finally, should the city continue to build out in a pattern similar to what's been built so far, the average levy per acre value would need to be over \$6,000 per acre to cover half of the projected general fund service costs and street replacement costs. 45% of the city's parcels and 5% of the city's land area currently exceed this value.

Level 1 Analysis Map



LAND USE FISCAL ANALYSIS - LEVEL 2

Level 2 Analysis

Net Value per Acre with Current Budget Expenditures

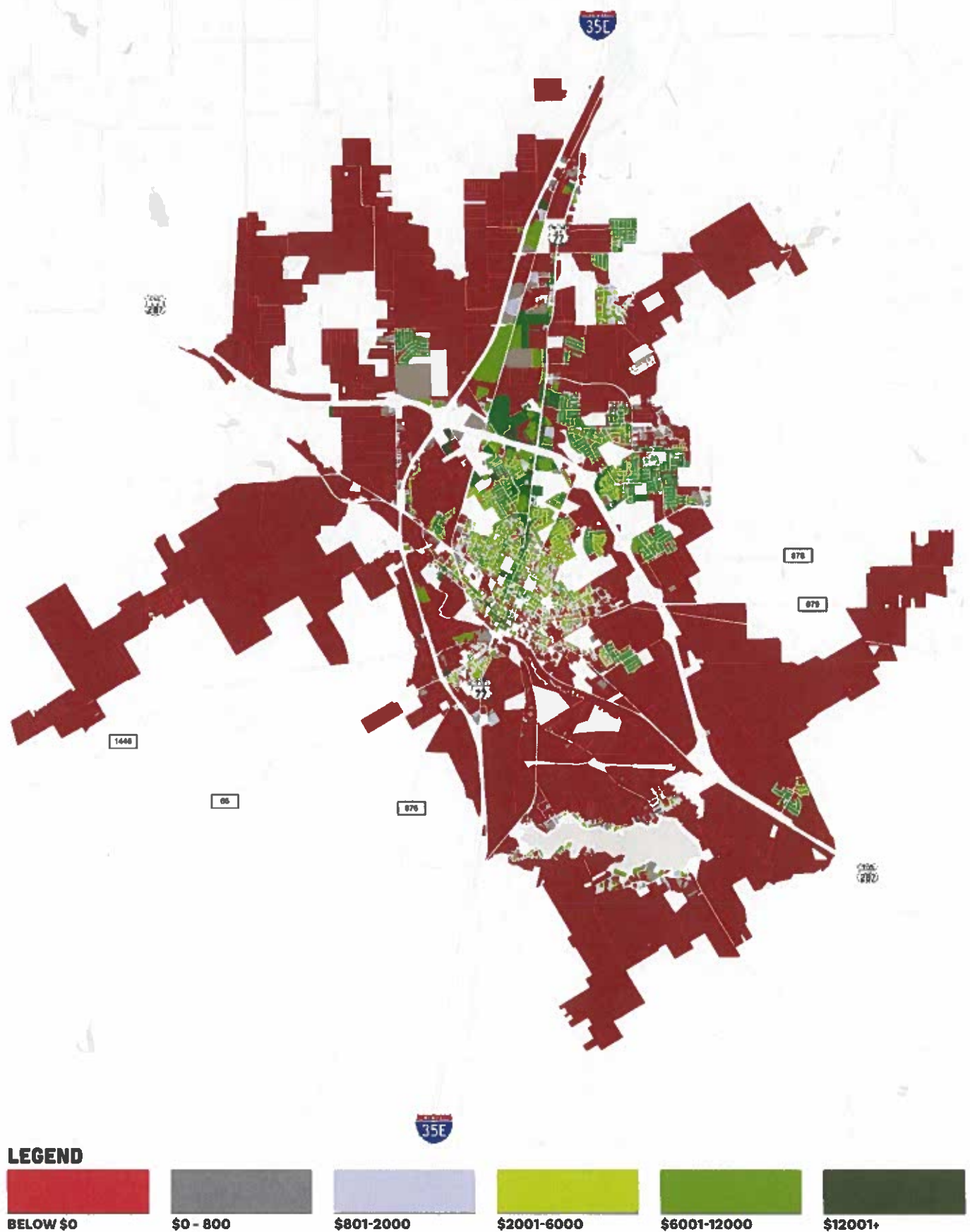
The revenue per acre mapping alone does not tell the full story. In order to understand the fiscal impacts of different development patterns, costs for services and infrastructure must also be taken into account. The first level of cost analysis focuses on allocating general fund service costs from the current year's budget to the parcels. First, the amount of general fund costs being covered by property tax was determined using the city's budget (40% or \$21,120,330). Developed properties were assumed to carry 85% of these costs, while undeveloped properties carried 15%. These amounts were then allocated to individual parcels based on proportionate area.

Only costs covered from the general fund and property taxes were considered in this analysis. Costs for water and wastewater infrastructure were not factored in, as those are typically funded through a separate enterprise fund tied to utility rates. It's important to note that utilities tend to follow the same trend as streets in that cities do not have sufficient revenue to maintain and replace utility infrastructure at current funding levels.

This generates a map that illuminates which parcels generate surplus revenue based on current budget costs, and which ones cost more to serve than they generate in tax revenue.

The map on the adjacent page shows the net value per acre for each parcel when we take the revenue it generates and subtract the costs as described. Any parcels showing in green on this map are generating a surplus amount to cover current conditions, while those in the red cost more to serve than they generate in property tax. This map and the supporting data and analysis behind it demonstrate that under the current budget and tax rate structure, while there are some development patterns and properties in the city that do generate a surplus, the majority of the city is not generating enough revenue overall to pay for the future replacement of streets and other infrastructure. This is the resource gap that future development strategies must work to close if the city hopes to avoid significant tax increases or substandard infrastructure in the future.

Level 2 Analysis Map



LAND USE FISCAL ANALYSIS – LEVEL 3

Level 3 Analysis Net Value Per Acre with Projected Maintenance Needs

The third and final step in the baseline analysis projects what additional revenue the city would need to replace existing streets when they reach the end of their life cycle. Typically, cities budget an annual amount for preventative maintenance and fund a few CIP projects through bond programs every 3-5 years. This approach does not cover the full amount needed, and while these costs are often out in the future, having a plan to reserve and build up funds annually will ensure the funding is there when it's needed.

The additional amount it would take for the city to replace existing street infrastructure was estimated as roughly \$811M. A straight average over 50 year life cycle for pavement was calculated, and then these additional costs were allocated to each parcel based on a similar proportionality process. The yearly cost for both asphalt and concrete roads is identical, the difference being concrete roads amortize the total cost of rebuild over a timeline generally twice that of asphalt. This second version of the map shows how different parcels and development patterns perform fiscally when considering the infrastructure burden and assuming these costs are covered from property tax revenue.

It's important to note that this step only accounts for replacement of existing streets, and assumes that the city does not build or take on (from new development) any additional pavement, either through widening of existing roads or adding new ones.

Level 3 Analysis Map



BRIDGING THE GAP

What solution works for us?

For cities to be financially resilient and affordable for years to come, city leaders must work to close the gap between their resources and their obligations to residents. More specifically, they must find ways to generate additional revenue to rebuild aging streets and infrastructure. Generally speaking, there are three ways in which a city can close this gap.

1



**INCREASE
TAXES OR FEES**

Keep development patterns and service levels as-is but charge more (via higher taxes and fees) to cover the true costs. This is a difficult option because an increasing number of people do not have the means to pay much more than they are currently paying.

2



**REDUCE
SERVICES**

Maintain current taxes and fees where they are but cut services to align with revenues. This is what most cities are currently doing, where services and maintenance needs are budgeted to fit available revenue and those that are unfunded get deferred. This can work for a short period, but eventually the neighborhoods and infrastructure must be maintained, or property values will start to decline causing people and businesses to leave the city.

3



**DEVELOP
RESPONSIBLY**

Adjust development and infrastructure to enable an affordable balance of services and taxes. By prioritizing infill, redevelopment, and more financially productive development patterns, the city can generate additional tax base from its service area and improve the return on investment of taxpayer dollars without necessarily having to raise the tax rate or charge more fees. This is the most feasible and effective option.

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

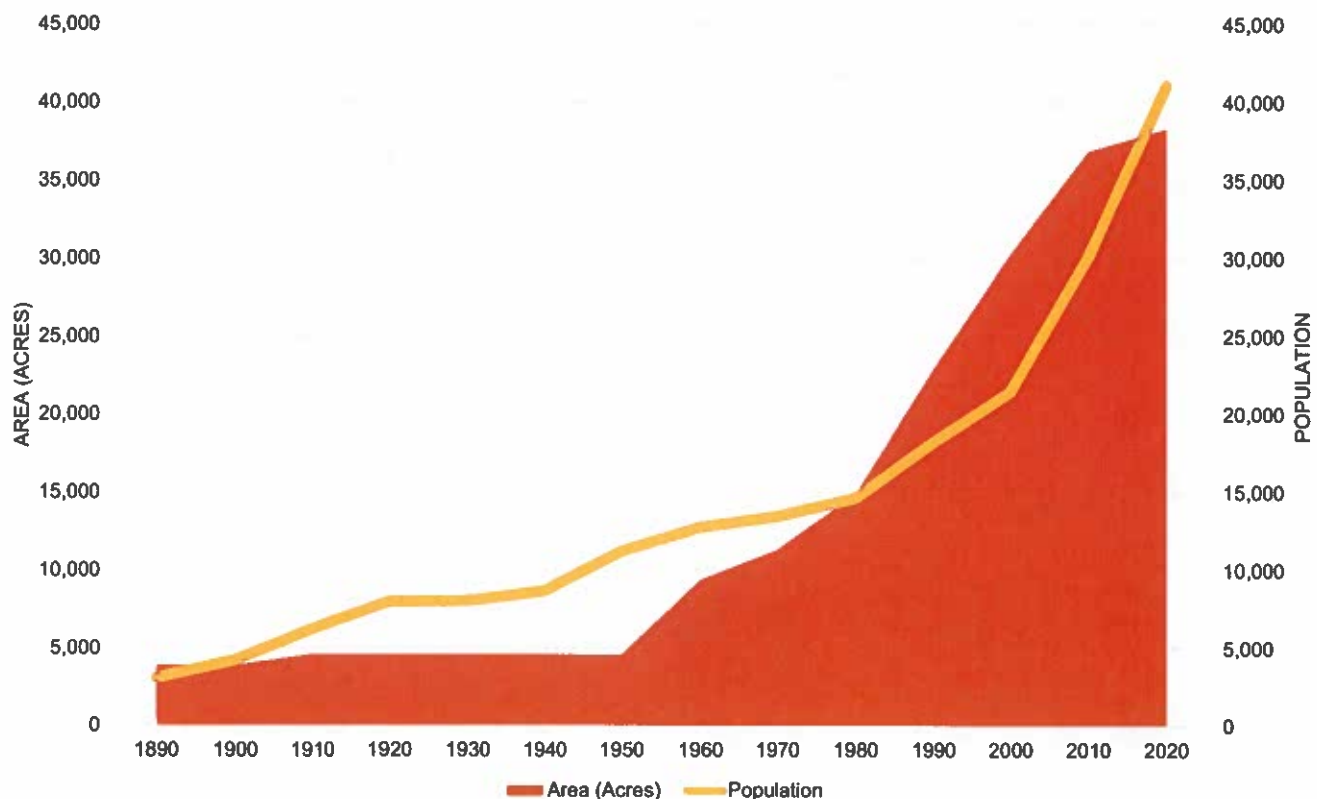
Population In 2010

41K

Population In 2020

36.41%

Population Growth 2010-2020

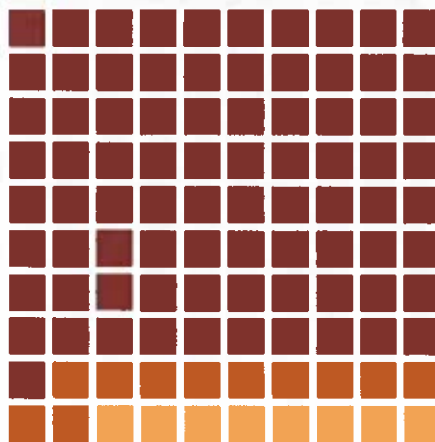


SOURCE: US CENSUS

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



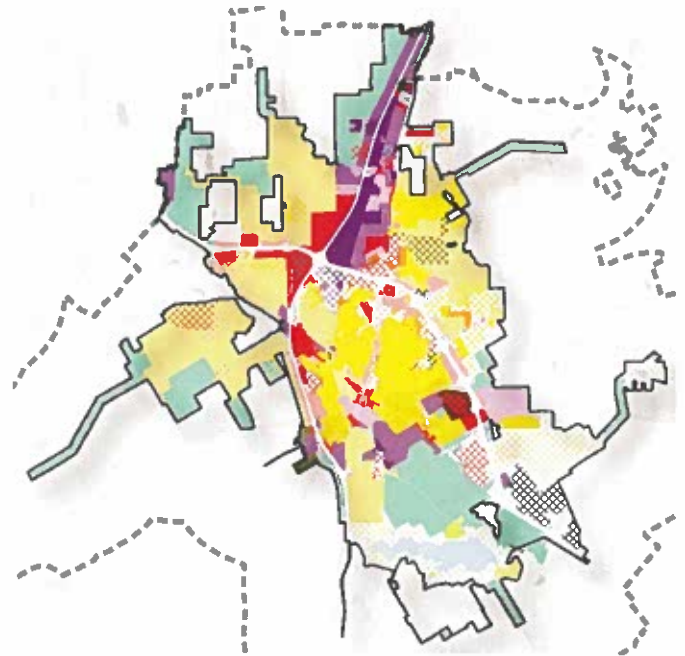
81% Residential

11% Non-Res

8% Undeveloped

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-2H	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-4A/UR	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.

77%

of parcels inside the City of Waxahachie have access to city water/wastewater

75%

of land area in Waxahachie and its ETJ is vacant

VACANT LAND

LEGEND

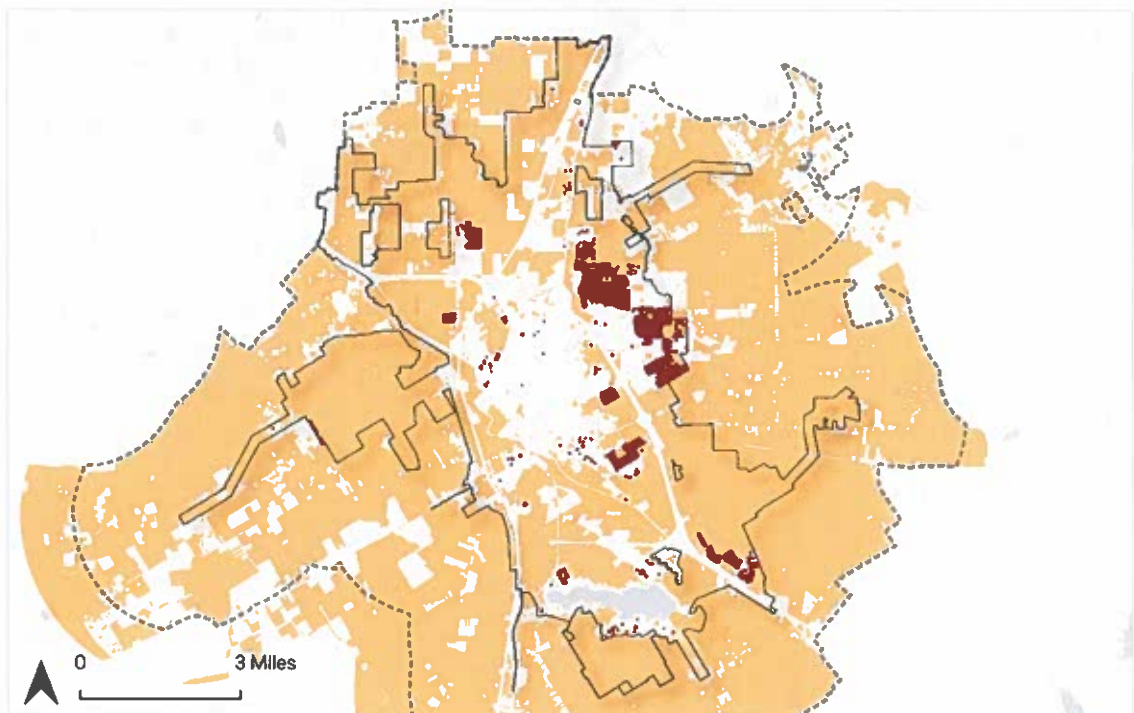


Vacant Parcels



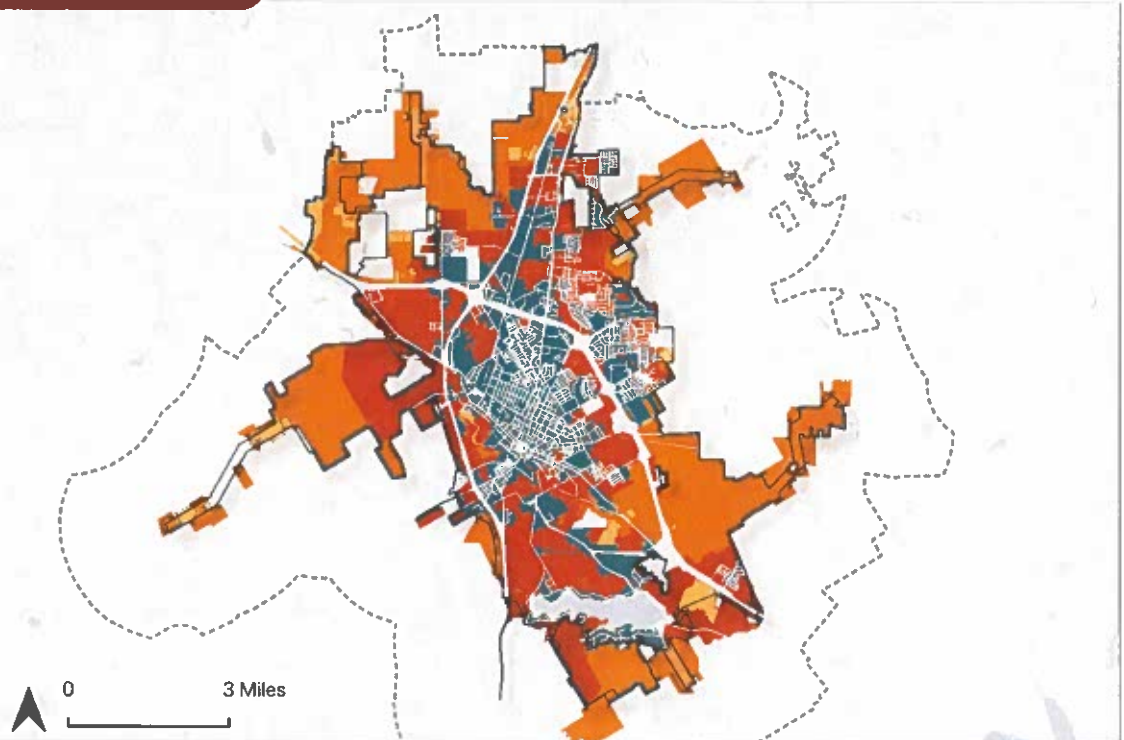
Vacant Developed

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.



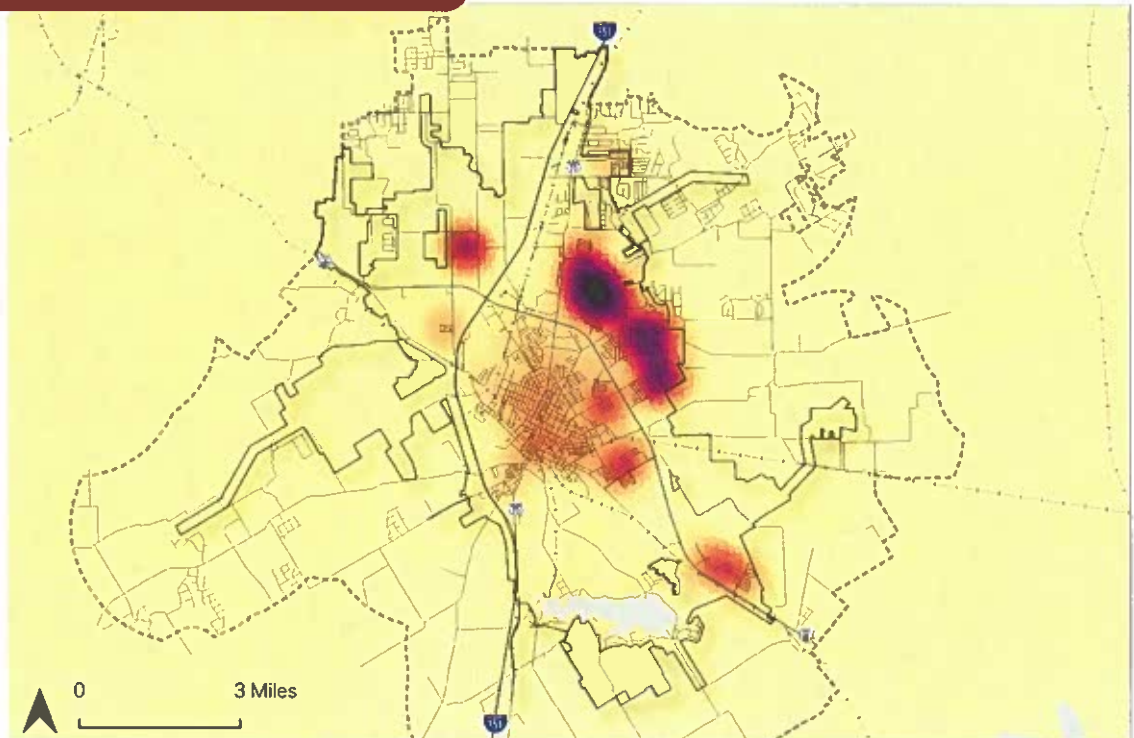
SERVED, AND UNSERVED PARCELS

LEGEND

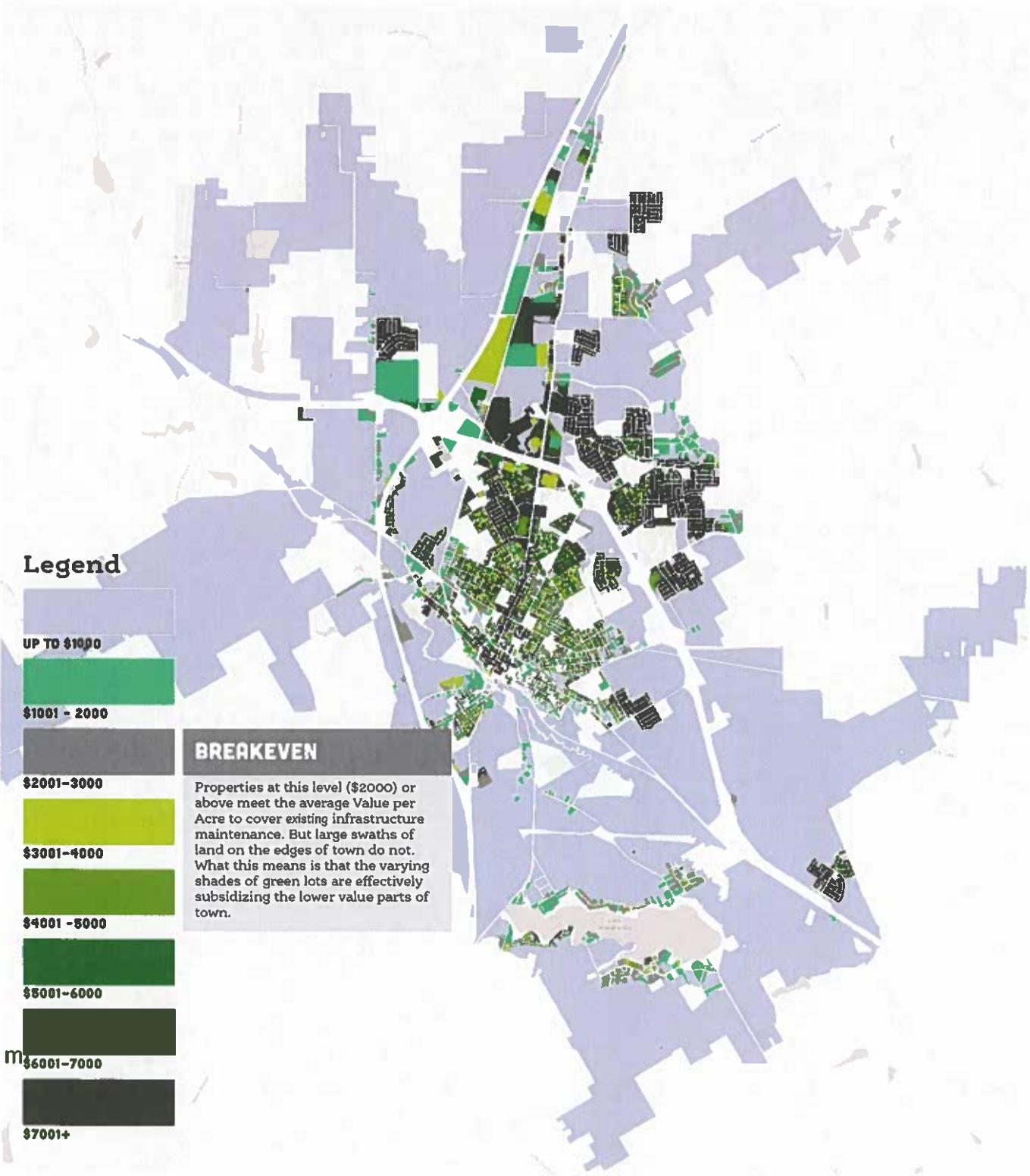


BUILDING PERMITS ISSUE IN THE LAST 7 YEARS

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



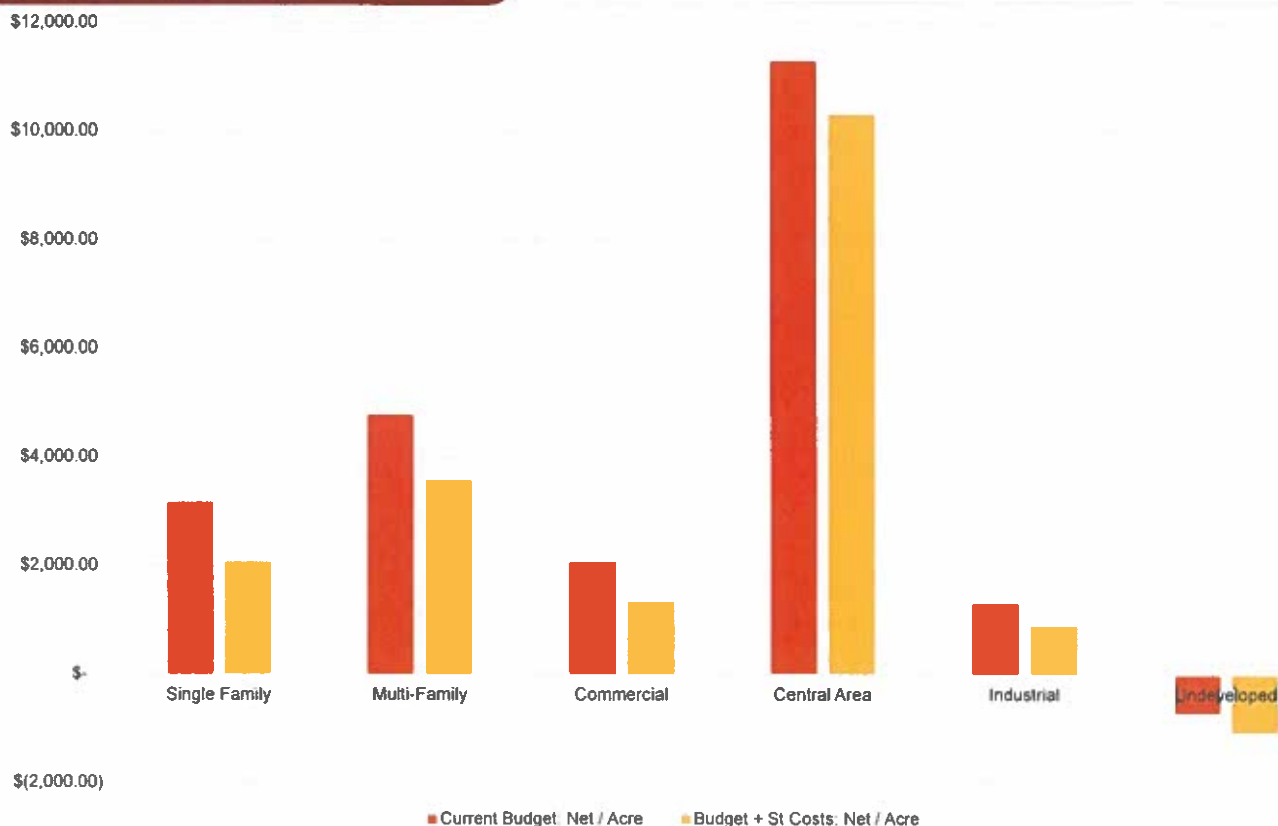
What will our current value cover?

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.

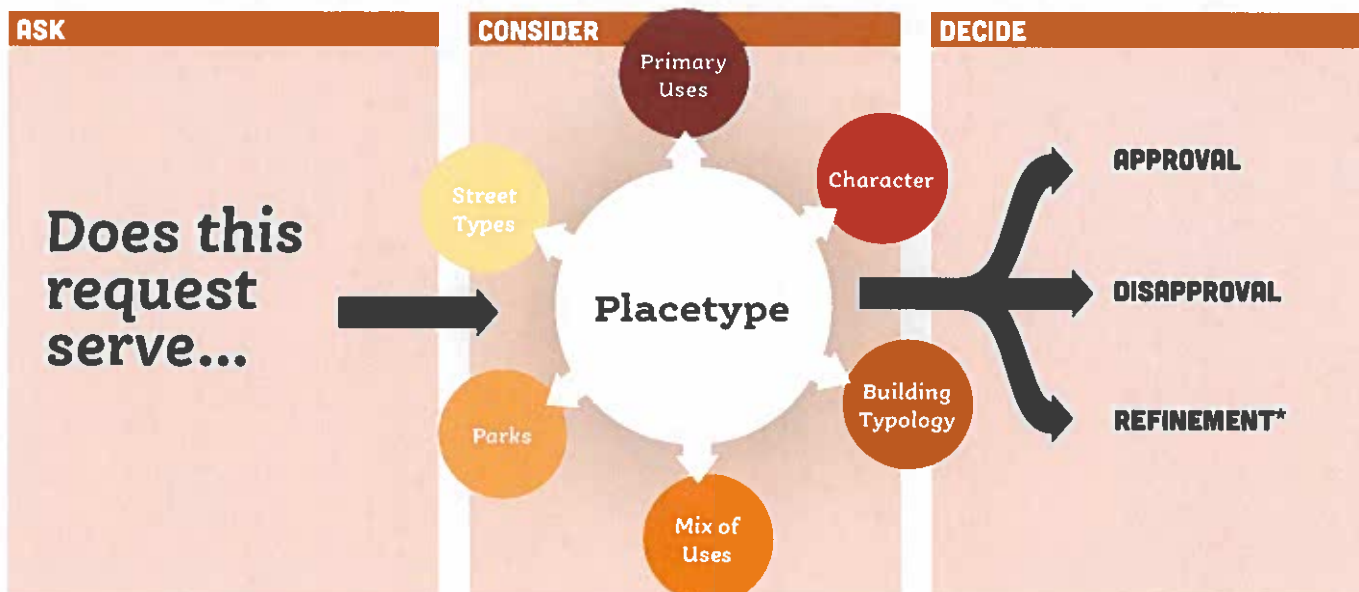
PLACETYPES

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

Accessory
Dwelling Unit

RESIDENTIAL BUILDING TYPOLOGIES

MIXED-USE BUILDING TYPOLOGIES

NON-RESIDENTIAL BUILDING TYPOLOGIES

Neighborhood
Scale



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

4%
non-residential
96%
residential

COMMON
USES

| Single Family
Homes
| Home-Based
Business
| Schools
| Houses of
Worship

THOROUGHFARES &
PARKING

| Thoroughfares
| Rural Street
| Parking
| Driveways
| Garages

PARKS &
PUBLIC SPACES

| NA

BUILDING
CHARACTERISTICS

| Height
| 1-2 Stories

BLOCK
CHARACTERISTICS

| Wide
| Connectivity
Priority
| Cul-de-sacs
discouraged
| 1200' length max

RESIDENTIAL NEIGHBORHOOD

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached

Accessory Dwelling Unit

Cottage Court

Townhouse

Smallplex

Condo and Townhome

Live-Work

Mid-Rise

High-Rise

Neighborhood Scale

RESIDENTIAL BUILDING TYPOLOGIES

MIXED-USE BUILDING TYPOLOGIES

NON-RESIDENTIAL BUILDING TYPOLOGIES



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

Accessory Dwelling Unit

Cottage Court

Townhouse

Smallplex

RESIDENTIAL BUILDING TYPOLOGIES



A mixed-use neighborhood hearkens 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.

Live-Work

Mid-Intensity

MIXED-USE BUILDING TYPOLOGIES



Neighborhood Scale

NON-RESIDENTIAL BUILDING TYPOLOGIES



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

31%
non-residential
69%
residential

COMMON USES

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

THOROUGHFARES & PARKING

Thoroughfares
Minor Collector
Private Alley
Parking
Hidden Surface
Street

PARKS & PUBLIC SPACES¹

Pocket Park
Neighborhood Park
Community Park
Regional Park

BUILDING CHARACTERISTICS²

Height
1-3 Stories

BLOCK CHARACTERISTICS³

Medium, gridded Blocks
700' length max

DOWNTOWN

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached

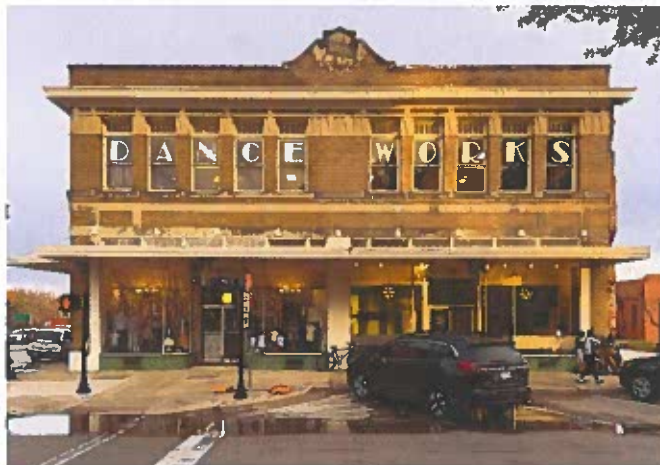
Accessory Dwelling Unit

Cottage Court

Townhouse

Smallplex

RESIDENTIAL BUILDING TYPOLOGIES



MIXED-USE BUILDING TYPOLOGIES

Neighborhood Scale

NON-RESIDENTIAL BUILDING TYPOLOGIES

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

High-Intensity

Regional

NON-RESIDENTIAL BUILDING TYPOLOGIES



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 building and public spaces proposed in the development.
3. All neighborhood should first and foremost provide quality neighborhood design as discussed on page 128.

BLOCK CHARACTERISTICS³

Land Use & Growth Management – Placetypes | 73

REGIONAL COMMERCIAL

Low Intensity

Mid-Intensity

High-Intensity

RESIDENTIAL BUILDING TYPOLOGIES	
Single-Family Detached	
Single-Family Attached	
Multi-Family Detached	
Multi-Family Attached	
Condominium	
Apartment	
Hotel	
Student Housing	
Senior Housing	
Transit Station	
MIXED-USE BUILDING TYPOLOGIES	
High-Intensity	
Neighborhood Scale	
Regional	
Industrial	
NON-RESIDENTIAL BUILDING TYPOLOGIES	



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

RESIDENTIAL BUILDING TYPOLOGIES

Single-Family Detached

Accessory Dwelling Unit

Condo Townhome

Row House

Apartment

Student Housing

Live-Work

Multi-Family

Apartment Building

MIXED-USE BUILDING TYPOLOGIES

NON-RESIDENTIAL BUILDING TYPOLOGIES

Neighborhood Scale

Regional



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

100%
non-residential
0%
residential

COMMON USES

|Office
|Personal Services
|Commercial
|Entertainment
|Restaurants

THOROUGHFARES & PARKING

Thoroughfares
|Minor Collector
|Major Collector
Parking
|Surface
|On-Street

PARKS & PUBLIC SPACES

|Public Plaza
|Pocket Park
|Neighborhood Park

BUILDING CHARACTERISTICS

Height
|1-2 stories

BLOCK CHARACTERISTICS

|N/A

INDUSTRIAL

Low Intensity

Mid-Intensity

High-Intensity

Single-Family Detached	RESIDENTIAL BUILDING TYPOLOGIES	
Accessory Dwelling Units		
Row		
Single-Family Attached		
Multi-Family		
Live-Work	MIXED-USE BUILDING TYPOLOGIES	
Hotel/Motel		
Office/Residential		
Warehouse/Office	NON-RESIDENTIAL BUILDING TYPOLOGIES	
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

100%
non-residential
0%
residential

COMMON USES

|Warehousing
|Large Scale Manufacturing
|Fabrication
|Assembly

THOROUGHFARES & PARKING

|Thoroughfares
|Minor Collector
|Parking
|Surface
|Street
|Structured

PARKS & PUBLIC SPACES

|Public Plaza
|Pocket Park
|Neighborhood Park

BUILDING CHARACTERISTICS

|Height
|1-5 stories

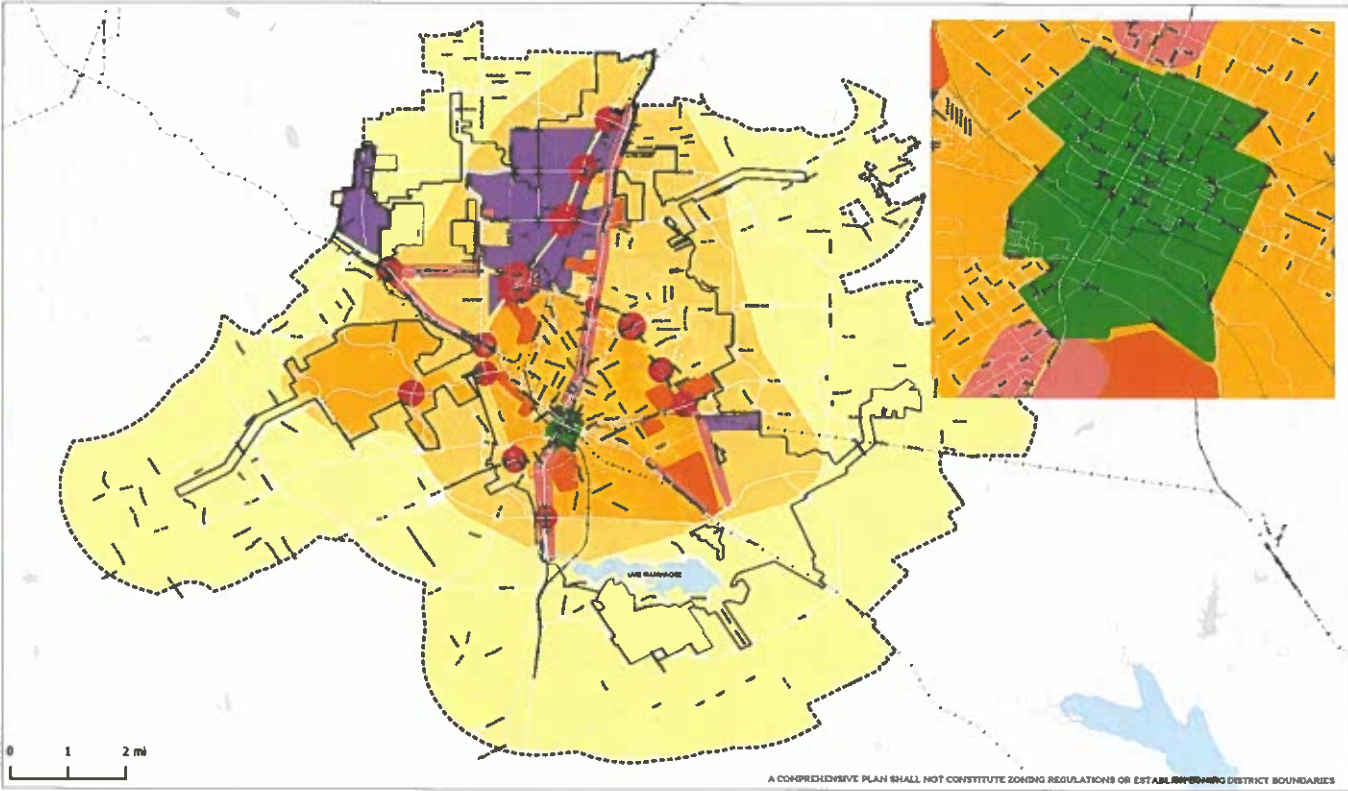
BLOCK CHARACTERISTICS

|Wide Blocks
|1200' length generally

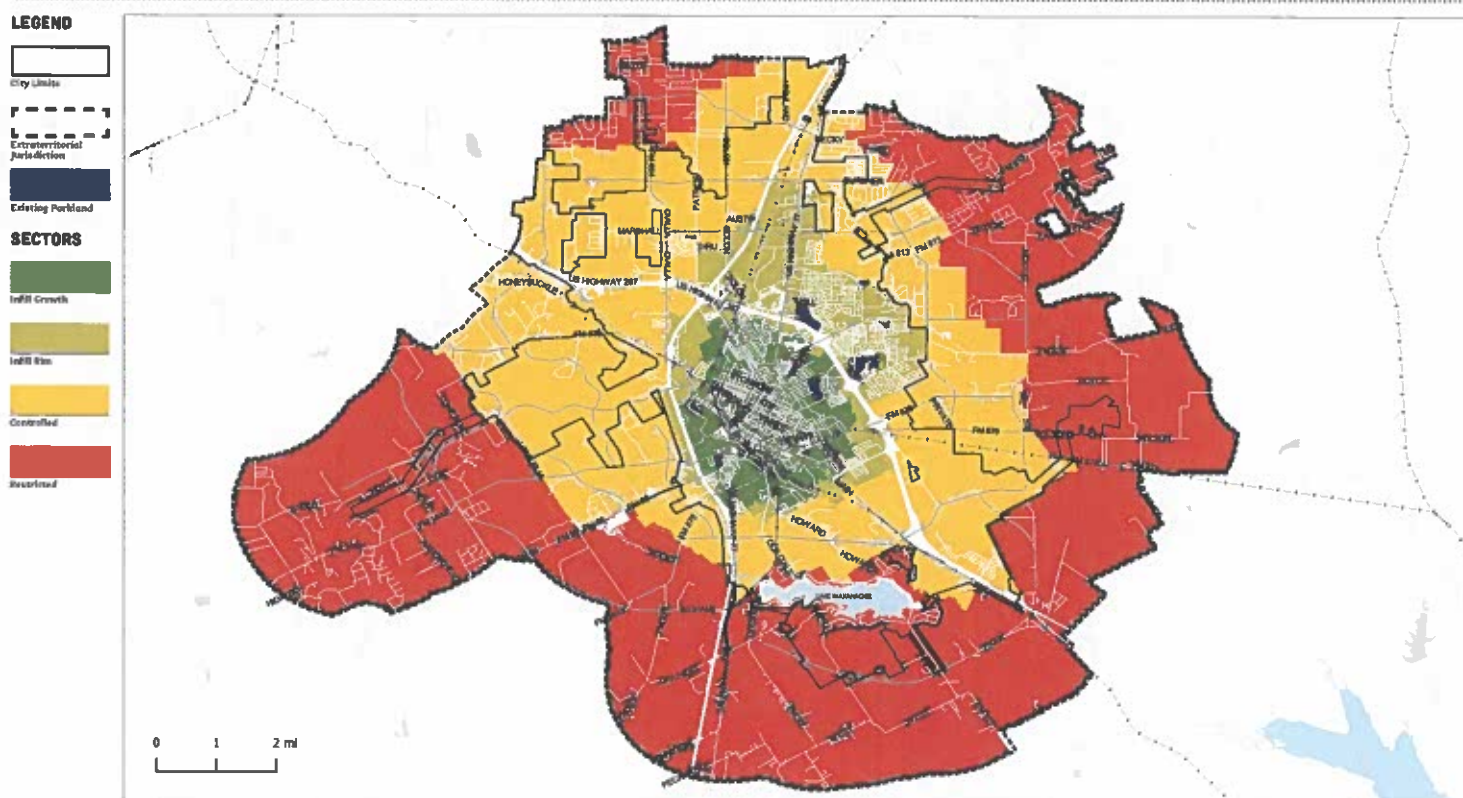
FUTURE LAND USE MAP

LEGEND

- City Limits
- Extrajurisdictional Jurisdiction
- Powell Estate
- Residential Neighborhood
- Planned-Use Neighborhood
- Downtown
- Urban Village
- Regional Commercial
- Local Commercial
- Industrial



SECTOR MAP



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.

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 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.



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.



MOBILITY & CONNECTIVITY

Recommendations

1 COORDINATE LAND USE AND MOBILITY STRATEGIES TO CREATE COMMERCIAL NODES IN EACH QUADRANT OF THE CITY AND WITHIN NEIGHBORHOODS.

Currently the majority of commercial activity occurs along 77. Complete neighborhoods can remove the traffic burden from 77 by encouraging schools, parks, commercial and personal services within a short walking or biking distance.

2 REDESIGN THE 77 CORRIDOR TO IMPROVE TRAFFIC CIRCULATION, STREETSCAPING, AND CONNECTIVITY.

Residents have expressed many traffic and safety concerns with 77, and further analysis and evaluation are necessary to identify the appropriate solution for 77. Additionally, the character and function of Highway 77 are different at various segments of the highway, and it is crucial to understand the context of the area the roadway will serve to redesign 77 appropriately.

3 IMPROVE NETWORK CONNECTIVITY.

A grid style network with short block lengths promotes efficient traffic distribution, helps prevent congestion at concentrated intersections, and slows cars down in neighborhoods where pedestrian safety is the priority.

4 DESIGN NEIGHBORHOOD STREETS TO PRIORITIZE PEOPLE, PLACE, AND PRODUCTIVITY.

In order to build complete neighborhoods and mixed-use centers that generate above average value per acre, streets in these areas must prioritize human interaction, pedestrian mobility, and placemaking over traffic or speeds.

5 PRIORITIZE SAFE AND EFFICIENT MOVEMENT OF VEHICLES ON ARTERIALS.

Whereas neighborhood streets are designed to prioritize people and place over cars, arterial corridors should be dedicated to moving vehicles efficiently across the city. Major and minor arterials should be designed to limit access, crossings, and bike/pedestrian facilities to promote safe and efficient movement of vehicles and reduce opportunities for pedestrian conflict points.

6 MAXIMIZE RETURN ON INVESTMENT FOR MOBILITY INFRASTRUCTURE.

The city currently has more street infrastructure than it can afford to maintain long-term without additional revenue. Proactive preventative maintenance and design strategies to reduce pavement width can spread costs out over longer periods, while intentional growth management strategies can be used to increase tax revenue productivity in served areas and new development. Together, these can help close the infrastructure funding gap over time.

8 PROVIDE MOBILITY OPTIONS FOR EVERYONE.

Building and maintaining a well-connected network of sidewalks and bike facilities will ensure those who want or need to get around the community without a car are able to do so safely and conveniently.

SNAPSHOT

As discussed in the introduction chapter, road maintenance and replacement costs can quickly exceed what the City sets aside for street replacement/maintenance each year. If you assume an average reconstruction cost of \$1.5M/ lane-mile that results in a total of about \$811 million in liabilities. Averaged over a maximum replacement life of 50 years as might be typical for concrete pavement, the annual cost would be \$16.2M. However, many of the city's older roads are asphalt and already nearing replacement, so it's more likely that the city will need to replace the majority of its existing roads within the next 20 years. Averaged over this more realistic timeline this would require the city to be saving or spending an average of \$40.5M per year on street reconstruction, \$34.5M per year more than what the city currently allocates to street maintenance. For many cities, the common

solution to this is simply to hold a bond election when roads need replacement, but ultimately, the more sustainable option is to ensure that the development pattern across the city generates enough value, and thus revenue, that the city can afford to budget for the real costs of the road network. In Waxahachie's case, the problem will become more pronounced year after year through 2035 without changes that bring addition revenue without expanding the existing road network. A new focus on filling in vacant parcels in the core of town with high-quality infill development would provide a major increase to revenue without significant infrastructure expansion.

Total Street Reconstruction Costs Citywide	\$811M
Average Annual Cost Over 20 Years	\$40.5M
Current Street Budget Yearly	\$6M
Estimated Deficit Yearly	\$34.5M

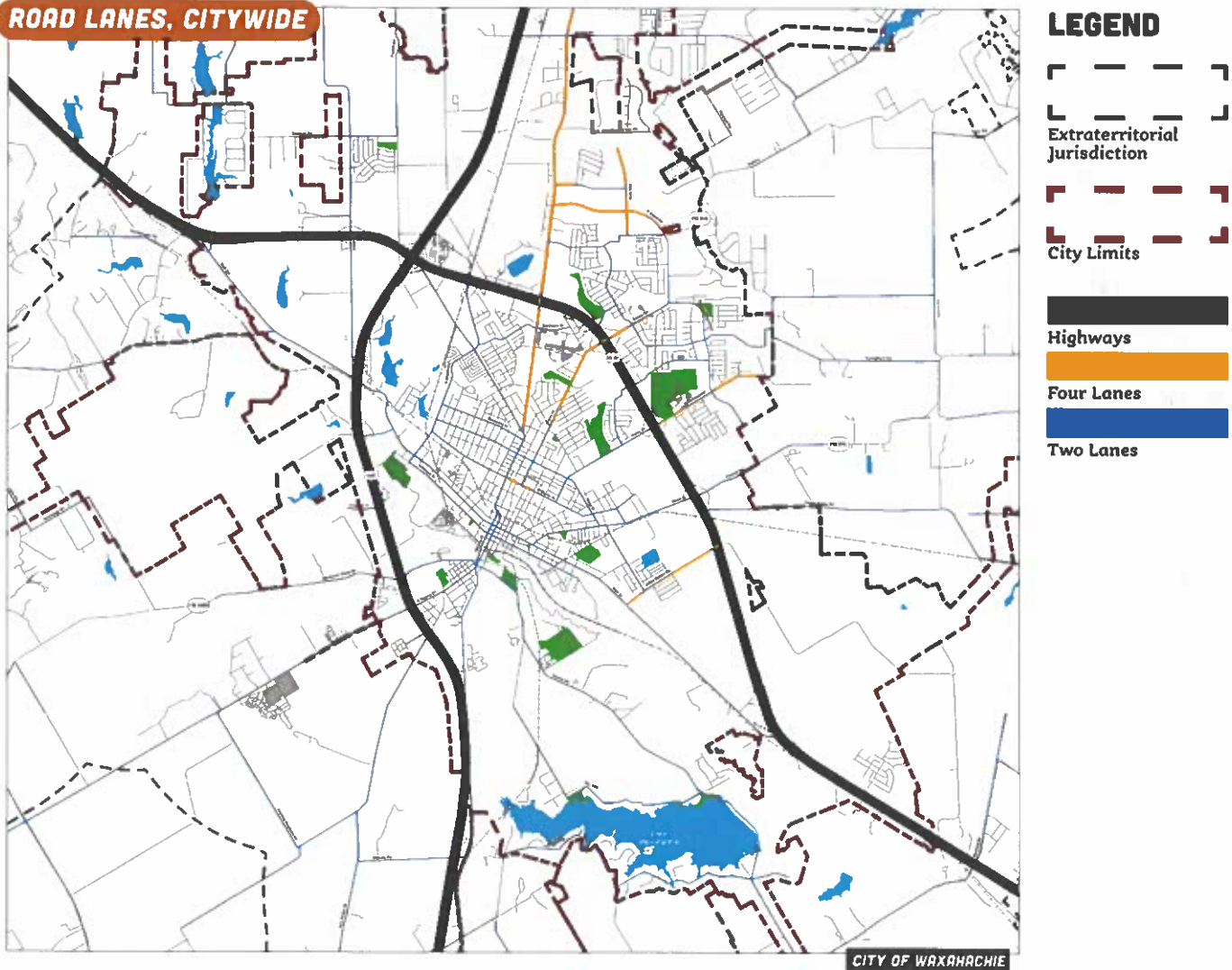
ROAD CONDITIONS



SOURCE: CITY OF WAXAHACHIE

EXISTING THOROUGHFARE NETWORK PERFORMANCE

ROAD LANES, CITYWIDE



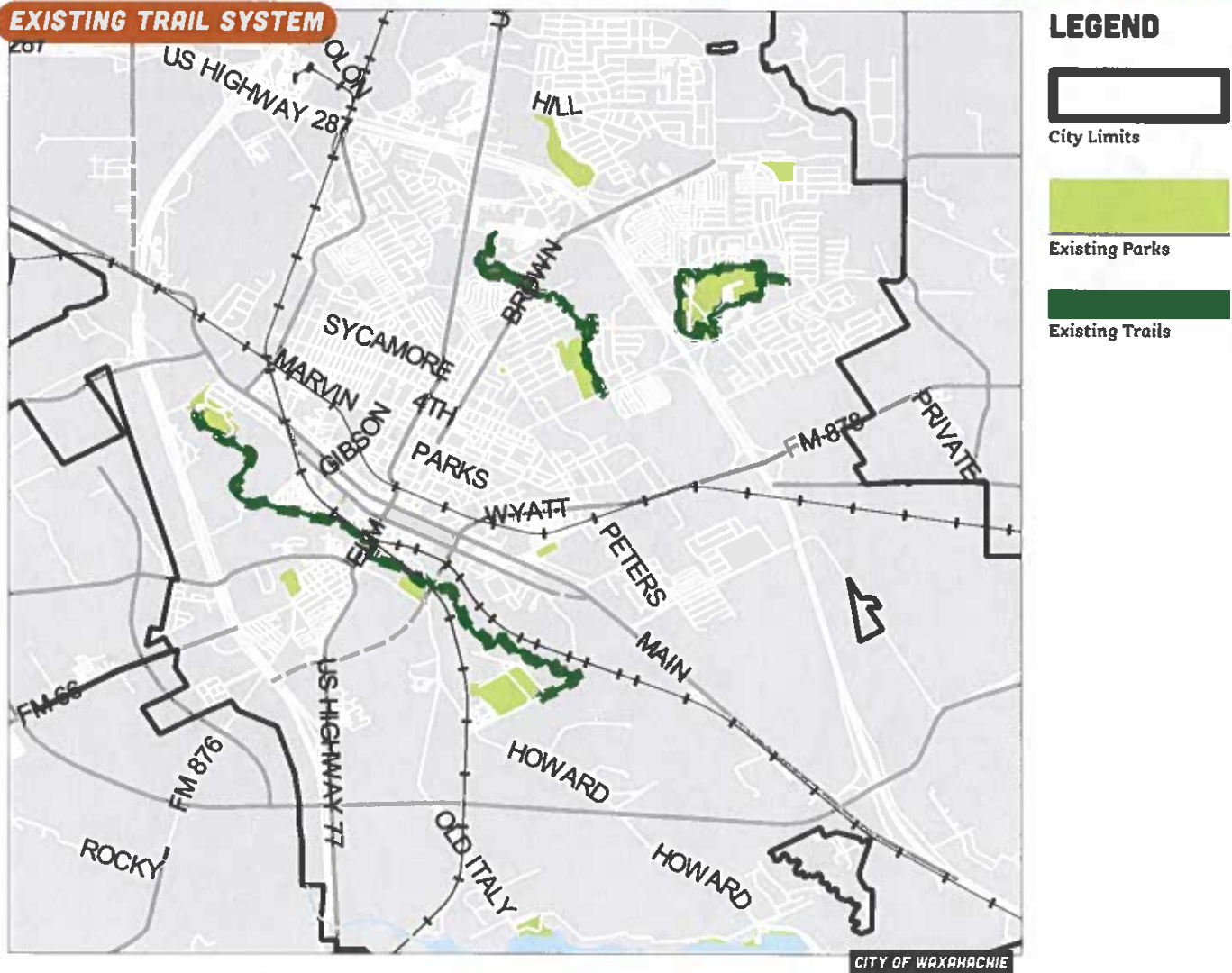
In June of 2021, Waxahachie had roughly 541 lane-miles of roadways. TxDOT owns and maintains most of the high volume corridors, including I-35, US287, Bus287, and US77. The majority of the city-owned roads are 2 or 3 lane local streets and minor collectors laid out in a 'hub and spoke' style network with a grid in the downtown and several roads extending out in various directions. This layout in the core of the city supports a slow speed environment ideal for supporting walkable, complete neighborhoods. As new development has come in around the perimeter of the city, more 4 lane arterials are being built, which support and incentivize a more auto-oriented development pattern.





THE AUTO-FOCUSED MOBILITY MODEL

EXISTING TRAIL SYSTEM



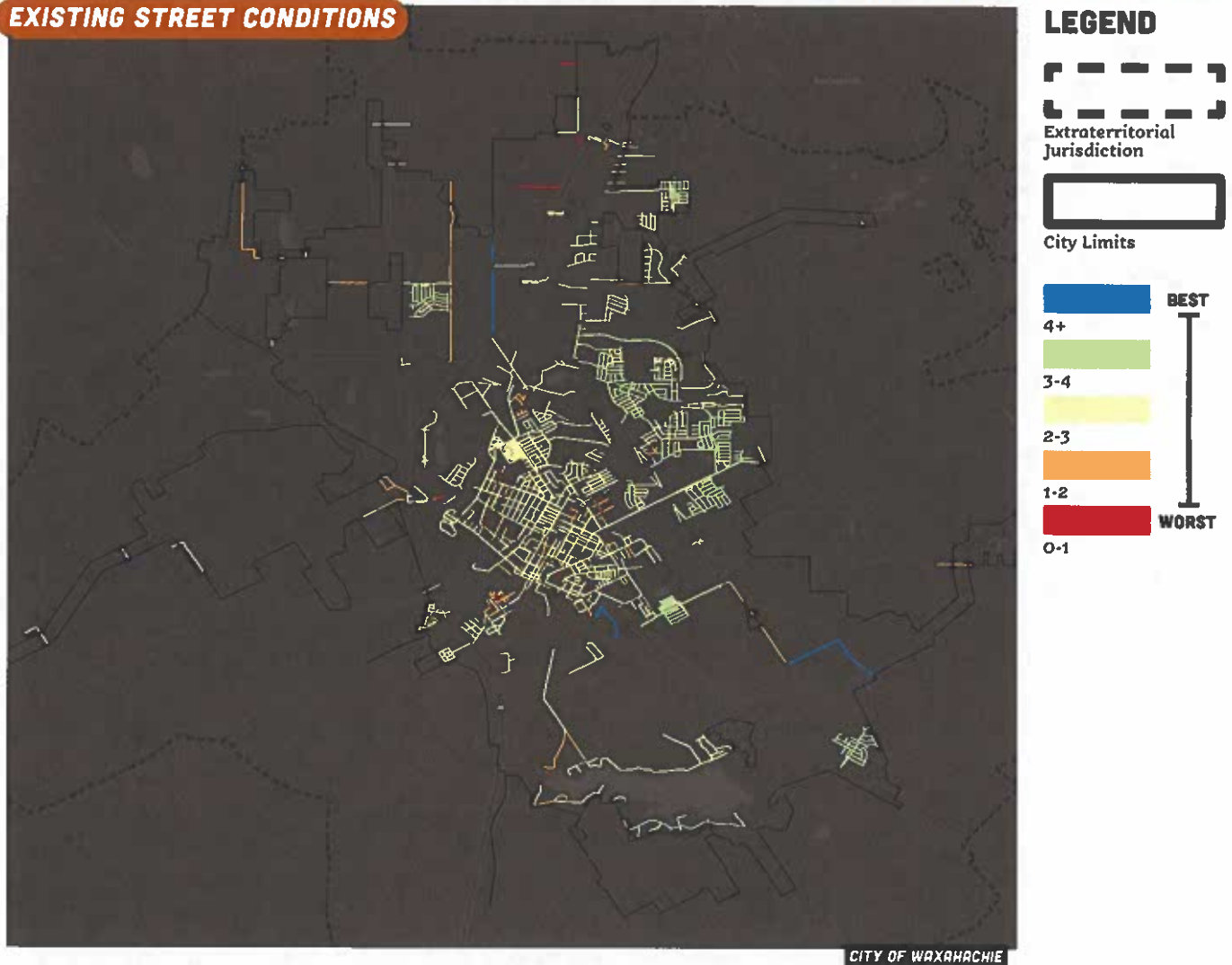
Waxahachie does not have a public transportation system in place, and it lacks a robust, well connected bike and pedestrian network. In addition to the lack of multimodal options, the majority of Waxahachie's roads are designed primarily for vehicles and drivers, which makes them unsafe for those biking or walking. This makes it extremely difficult for those who either can't afford a car or don't want to drive everywhere to get around the City.

The city's 2020 resident survey and engagement activities held during this planning effort indicate that residents would like to have more walkable and bikeable neighborhoods for both recreation

and commuting purposes. The City is working with developers to build more robust sidewalk and trail systems within new neighborhoods and has been working with regional partners to design and construct a regional Veloweb shared use path connecting Waxahachie to Midlothian. On and off-street connections between neighborhoods and other destinations throughout the city are also being planned. One of the objectives of this plan is to provide guidance on where these connections should be to improve safety and expand options.

PLANNING FOR FUTURE STREET REPLACEMENT COSTS

EXISTING STREET CONDITIONS



The City has some older roads that are in need of repair or replacement soon, but current and planned budget amounts should be sufficient to keep up with these. The challenge will be securing the funds to maintain and replace the rapidly growing amount of roads that have been put in by developers in recent years. These roads are in good condition today and require limited maintenance, but in 15-20 years when they do begin to age, the City will need significantly more money than what it is currently budgeting. Without building or accepting any more lanes or new roadways, the City would need roughly \$40.5M per year for these future improvements - \$34.5M more than what is currently being budgeted.

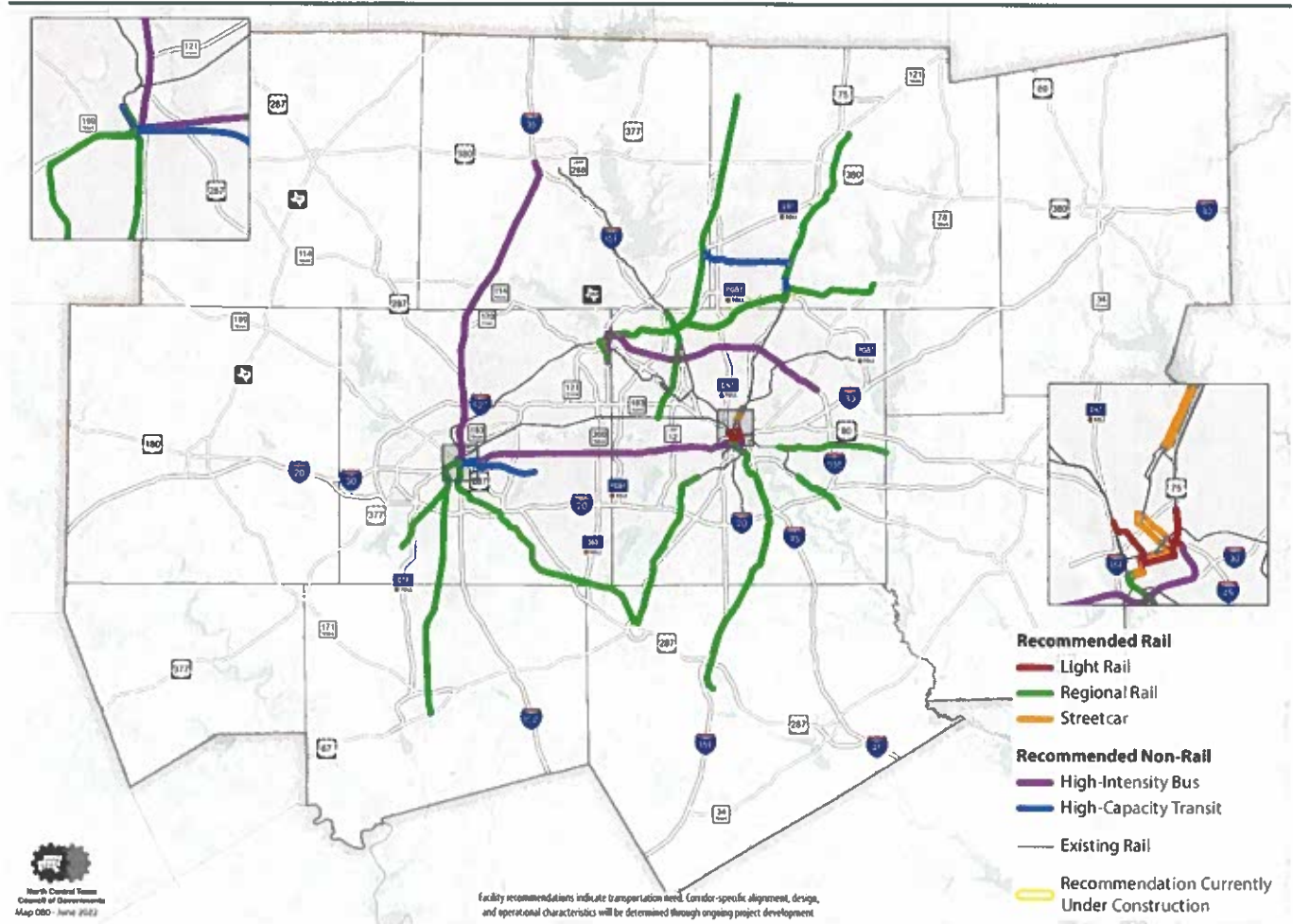
Investment in strategic preventative maintenance programs can extend the life of existing streets, and bond elections for capital improvement projects can help to fund some of these needs, but there will still be a large amount of unfunded liabilities. Raising property tax rates and charging street fees are not popular with residents, so a more feasible option is to explore ways to adjust the city's development pattern so that it aligns the tax revenue generated with what it ultimately costs to serve. In this scenario, buildings and development would generate enough in property tax over a 20 or 40 year life cycle to pay for the roads serving them.

REGIONAL TRANSIT PLANNING

North Central Texas Council of Governments (NCTCOG) identifies a regional rail system from Dallas to Waxahachie in the Mobility 2045 Plan. Although funding has not been allocated for this project the Waxahachie Rail Line remains apart of the NCTCOG's future transit corridor projects.



Major Transit Corridor Recommendations



**TRANSIT CORRIDORS
RECOMMENDED BY NCTCOG
IN THEIR MOBILITY 2045
PLAN, UPDATED JUNE 2022**

BARRIERS TO SUCCESS

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

1

Auto-centric development and expansion

Waxahachie's core was built with a more compact, walkable pattern, but in the past two decades, the pattern has prioritized auto-centric residential development around the perimeter and focused the majority of commercial activity along US 77. This pattern generates more, longer trips and funnels traffic into 77, which exacerbates congestion in the core. Integrating commercial uses and public spaces into local neighborhoods and designing streets to encourage biking and walking can help to reduce trip volume and length and reduce congestion along 77 and in the core.

2

Street design optimized exclusively for cars

Three of the primary concerns expressed by residents during the planning process were safety, deteriorating street conditions, and lack of trails and pedestrian friendly facilities. The current thoroughfare design standards prioritize automobile traffic over people, place, and safety. More specifically, many of the minor arterials, collectors, and local streets are wider than they really need to be, and too frequently mix bike/pedestrian facilities with traffic traveling at speeds unsafe for these other users. Without a focus on adding more protected bicycle facilities and enhancing pedestrian paths and connectivity within neighborhoods, residents will continue to feel that they are not being appropriately served.

3

Underfunded maintenance and replacement budget

Most of Waxahachie's roads are still fairly new and early in their life-cycle, and therefore have not required much attention or resources. So far, the City has been able to keep up with street maintenance and replacement of the older streets in the city with the current budget, but the amount of miles and width of roads has drastically increased over the past two decades. Waxahachie's current development pattern and budget will not provide sufficient revenue to replace all of these roads when they reach the end of their life cycle. In order to maintain a safe and functioning roadway system in the future, new revenue sources will be required to cover the life cycle costs. Strategies must be explored that reduce costs such as reducing pavement width, or construction and pavement management strategies that extend the life of the assets, or some combination of both .

4

Poor access management and conflicting road functions

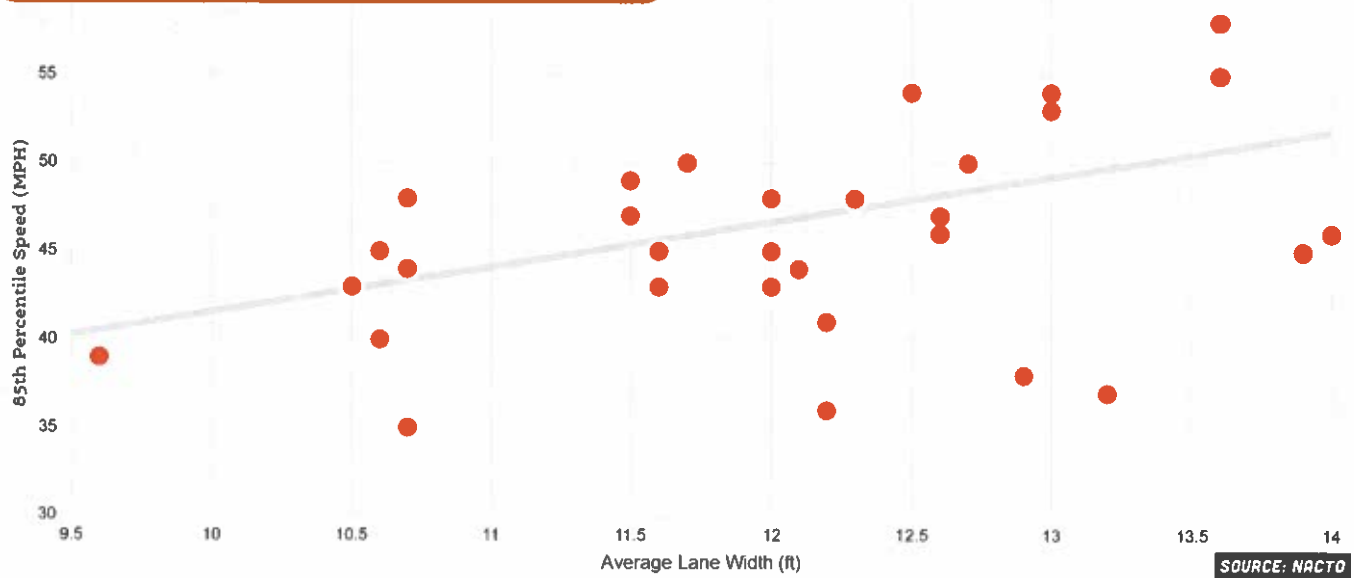
Several arterials and major collectors in the city, in particular US77, are intended to move large volumes of vehicles quickly, but don't function as well as they could due to the frequency of traffic signals, driveways, and median openings. In these cases, having too many access points and adjacent development negatively impacts the flow of traffic.

TRAVEL SPEEDS AND SAFETY

The speed at which automobiles travel (as opposed to the designated speed limit) has a direct effect on how safe that roadway is. Multiple studies have shown that the likelihood of a fatal injury to someone hit by a vehicle drastically increases when speeds exceed 30 mph. Designing a road with narrower lanes and physical objects in close proximity to the street that naturally make drivers

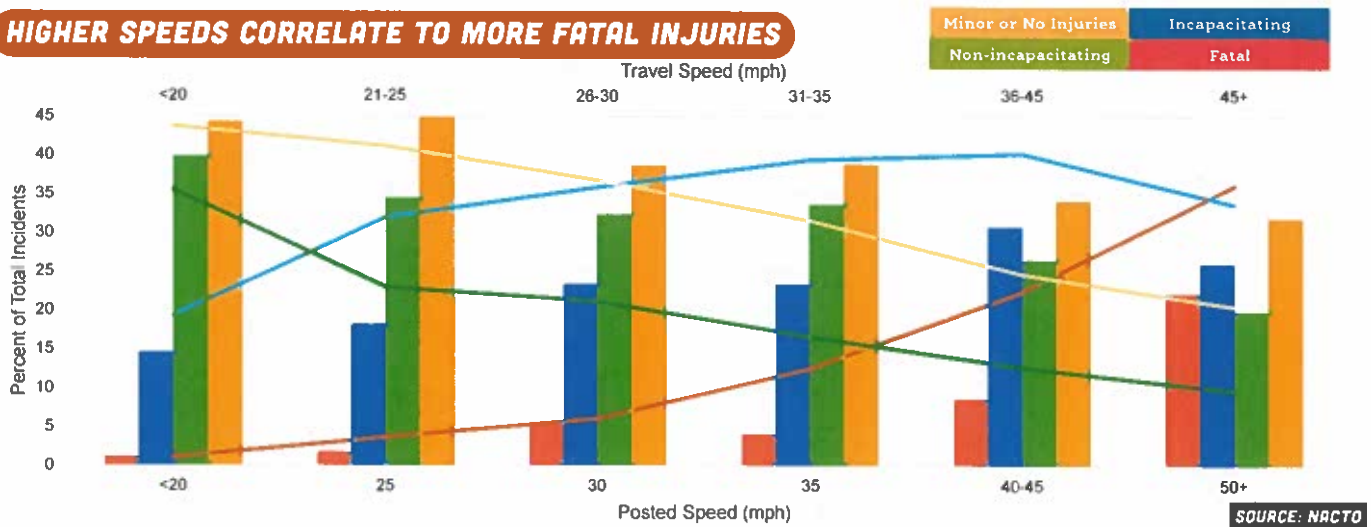
travel at slower speeds is a far more effective way of reducing crashes and serious injury than very high enforcement, 'tack-on' traffic calming like speed humps or speed limit reductions.

WIDER LANES CORRELATE TO HIGHER SPEEDS



Injury Types

HIGHER SPEEDS CORRELATE TO MORE FATAL INJURIES



Auto Speed and Human Reaction Time

At higher speeds, the driver of an automobile is required to focus their attention farther down their intended path. This reduces their effective field of vision significantly. In areas with large numbers of pedestrians such as downtown and residential neighborhoods, street design should slow cars down to widen the field of vision. Where the

environment is designed for cars to move at higher speeds, pedestrian crossings and facilities should be minimized as much as possible. When they are included, extra care should be taken to incorporate physical barriers and increased buffer distances to separate pedestrians from vehicles.



**15
MPH**



**20
MPH**



**25
MPH**

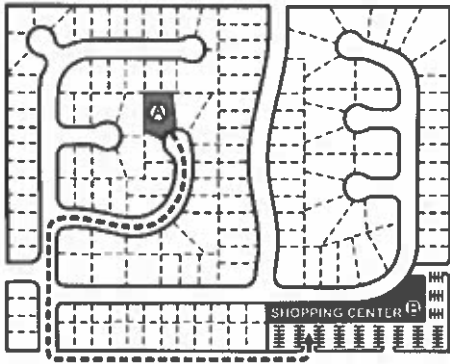


**30
MPH**

NETWORK PLANNING

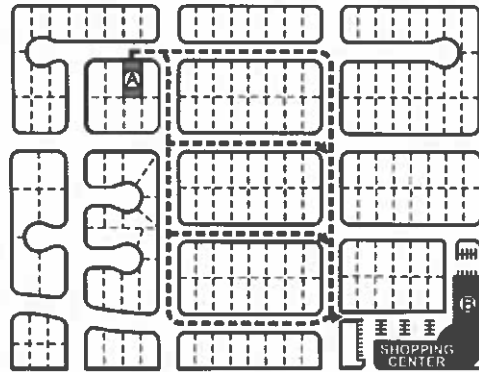
Transportation networks are generally built around a system of arterial streets, which are intended to allow both connectivity and continuity. Inside this arterial street framework is a more local network of roadways, which tend to be designed in one of two ways:

Suburban



While conventional suburban networks reduce through traffic in the inner parts of the network (on curvilinear residential streets and cul-de-sacs, for example), they funnel and magnify traffic on the main arterial network, which requires larger, more expensive roads. Major arterials in a conventional suburban area can be spaced up to a mile apart, where the City is willing to accept roads of up to six lanes, and these are supplemented by minor arterials spaced at most a half-mile apart. This is an auto-centric mobility pattern that requires most trips to be completed by driving.

Traditional



Traditional networks spread the traffic out over a network of connected streets, which may increase traffic on some streets but greatly reduces heavy traffic and the need for overly-large arterials. These areas are intended to be walkable and often include a mix of uses, which requires a tighter grid of streets that create short blocks. A traditional network has few if any major arterials, and minor arterials are generally closer together—separated by a half-mile or less. Some of these are also designed as primary corridors for cycling traffic and neighborhood commercial with on street parking (collectors). Because of the more walkable, compact pattern, vehicular trips can be reduced and local streets can be designed to prioritize pedestrians and much slower speeds.

The philosophy represented in this Mobility Plan is to incorporate a traditional grid system with a tighter network of pedestrian-focused streets in areas where walkability is the priority. Areas such as our downtown, historic core, and mixed use neighborhoods are good examples of this type of pattern. As we move outward a natural transition to a more vehicle-focused network with arterials

that are more spread-out is acceptable. In these places, auto-oriented residential developments and retail centers can be located. In this way, the transportation network can better align with the aims of the Land Use Plan and become more user-friendly overall.

ALTERNATIVE TRANSPORTATION

Waxahachie's current mobility system is primarily focused on moving people and goods around by vehicle. In order to provide a range of mobility options that meet the needs of everyone in the community, additional options must be provided and connected that allow people without a car to get around. These include a combination of active transportation options like cycling, skating, and walking with an appropriately scaled version of public transit that includes micro transit (scooters

and ebikes), bus, and/or rail. A safe, functional, and equitable mobility system is only possible if the city develops in a way that enough residents and destinations are concentrated in nodes with transit stops and/or complete neighborhoods where people have access to most of their daily needs within a 15-20 minute walk or bike ride.



Active Transportation

Active transportation, unlike driving and public transit, involves getting around in ways that are human-powered—walking, bicycling, using a wheelchair, skateboarding, and so on. Our communities were once set up to be navigable this way by default. Once again, cities across Texas are realizing the importance of creating opportunities to easily move around on foot. Fluctuating gas prices, increased traffic and associated delays, environmental concerns, a more wide-spread focus on personal health and fitness, and the shifting lifestyle preferences of younger generations all point to a greater demand for walkable, bikeable communities. Communities like Frisco, McKinney, Cedar Hill and others have embraced active transportation as a key component of their community branding and recruiting efforts. Now more than ever, residents and employers are looking for a robust system of parks, trails, and active living as key elements of where they choose to locate.



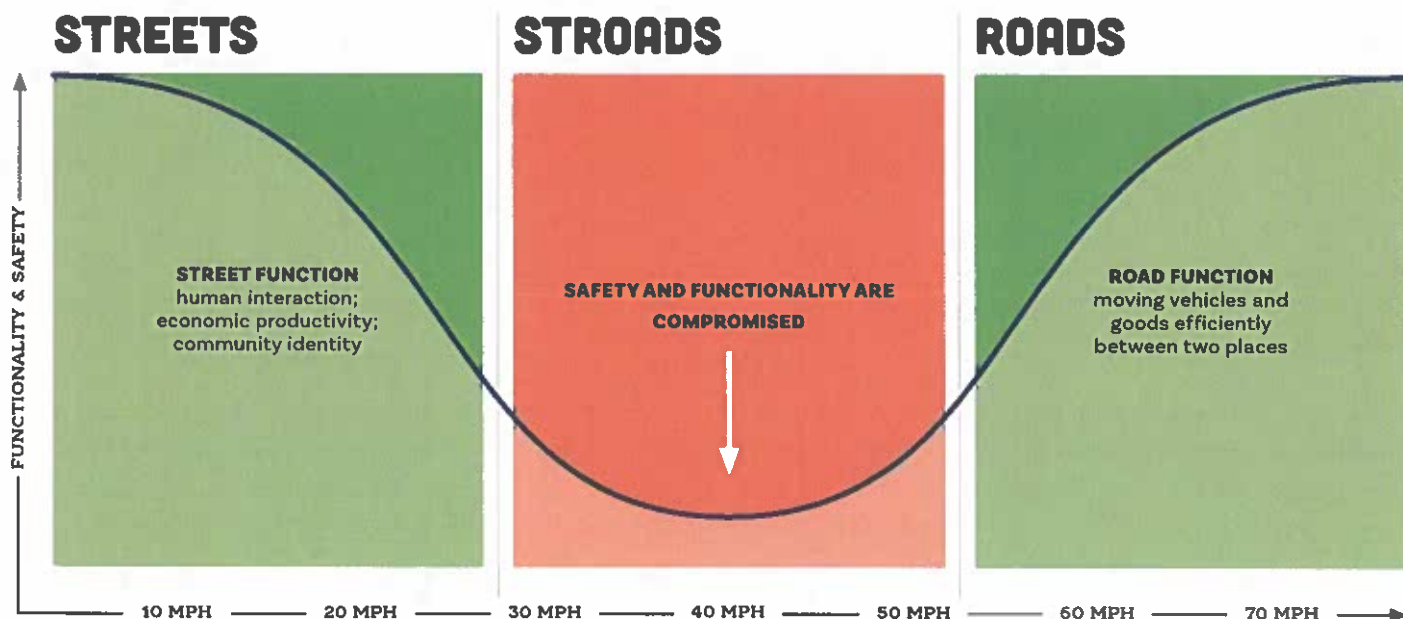
Waxahachie can become more friendly to active-transportation by committing to a more compact, multi-use pattern of development. By investing in pedestrian facilities like sidewalks and shared use paths, and by designing streets as low-speed, people-first places. When walking or biking is more convenient for residents, they are far more likely to make these healthy activities a part of their daily lives. This plan recommends the City update the Citywide Trail Plan with the Parks Master Plan. The City is in an optimal time to require the construction of on-street and off-site trails with new development. First, however, the City must have a citywide trail plan to ensure all new trail systems constructed by developers connect to other existing facilities.

ALIGNING CORRIDOR FUNCTION WITH DESIGN

The transportation system can either help us create the kind of safe, walkable community we want, or it can get in the way. The key is in understanding that different parts of our transportation network serve fundamentally different purposes. First, streets and roads are not interchangeable. Arterial corridors should serve as roads, moving high volumes of vehicles and goods quickly around the city and to/from other cities and limiting opportunities for vehicle-pedestrian incidents as much as possible. Collectors and local streets should be slower speed corridors (35 mph or slower) that support multiple modes of transportation and provide the

platform for human interaction, commerce, and placemaking.

Attempting to mix these functions results in stroads, a hybrid that attempts to accommodate both vehicles and pedestrians, but struggles to do either efficiently or safely. A key aspect of a safe, efficient, and affordable transportation system is prioritizing certain corridors as roads, and then designing the rest of the system to be various combinations of slower speed streets that support the surrounding neighborhood context and needs.



The street is a low-speed area that allows for human activity and interaction. A buzzing Main Street with businesses, or the quiet residential street with children playing in front yards are streets. They can be part of a larger place, or can be destinations themselves; they're where people spend time. They prioritize pedestrians but are usable by all. Streets are platforms for economic growth.



Stroads are failed attempts to get the economic productivity of a street and the efficiency of a road in one corridor. They are designed for high volumes of cars and faster speeds but often are built with pedestrian amenities directly adjacent to high speed travel lanes. Large numbers of traffic signals and driveways accommodate auto oriented businesses, but also introduce more opportunities for crashes.



The primary function of a road is to move people and goods quickly between places; think of highways and farm-to-market roads. Here, the automobile is prioritized, and higher speeds are appropriate. Effective roads are not economic development corridors. In order to maintain safety, driveways and intersections should be limited. Pedestrian and bike facilities should be separated from travel lanes.

THOROUGHFARES

Designing well-functioning streets within the thoroughfare network depends on understanding their surroundings, or their context. Key features that create context are:

- Land use;
- Site design and urban form (including building orientation and setback, parking type and orientation, and block length); and
- Building design (including building height and thoroughfare enclosure, building width, building scale and variety, and building entries).

Context influences what thoroughfare type is appropriate, but the design of a thoroughfare itself also has a significant impact on shaping the context

of a place—just as much as building and landscape do. There is not a one-size-fits-all solution. What may be appropriate for a farm-to-market road wouldn't make sense on Main Street, and vice versa. Additionally, the design of a corridor may need to evolve as the development adjacent to it changes. For example, a corridor may start out with a group of one story commercial buildings along it that require auto access and on-street parking, and then over time, as multi-story residential and parking garages are added, the right-of-way may need to shift to facilitate more bus, bike, and pedestrian mobility. This is why this plan focuses first on the context—understanding and defining place types—and then on transportation planning to support that context in a balanced way.

Street Elements



New classifications and design criteria supporting this combination of function and context sensitive design have been released in recent years by CNU-ITE, NACTO, and MUTCD. These resources provide further guidance for organizations looking to integrate function and context into the design of streets, intersections, and pedestrian facilities. However, the hierarchical network and associated terminology (arterial/collector/street) is still the

norm in transportation design, especially when coordinating with TxDOT, regional MPOs, and counties. Therefore, the sections proposed in this plan embrace a hybrid approach where some context sensitive design principles have been incorporated into the standard classifications.

THOROUGHFARES CLASSIFICATION

THOROUGHFARE CLASSIFICATION	RIGHT-OF-WAY	FUNCTION	NUMBER OF LANES	NOTES
A Major Arterial	140'-150'	Highway	6 travel lanes	TXDOT Roadway
A Major Arterial	120'	High Speed Vehicle Movement; Mid-High Volumes; Major cycling corridors	6 travel lanes	Limited access; Wide landscaped median; Separated shared use paths/ cycle tracks; 45mph design speed
B Greenway Arterial	120'	High Speed Vehicle Movement; Mid-High Volumes; Major cycling corridors	4 - 6 travel lanes	Limited access; Wide landscaped median; Separated shared use paths/ cycle tracks; 45mph design speed
C Minor Arterial	100'	Mid Speed Vehicle Movement; Mid Volumes	4 travel lanes	Limited access; Raised medians; Separated shared use paths; 35-40mph design speed
D Major Collector	80'	Low-Mid Speed Vehicle Movement; Low-Mid Volumes; Low-Mid bike/ped activity	2-4 lanes	Occasional access; Narrow travel lanes; Separated bike paths and sidewalks; 30mph design speed, various cross sections based on need
E Minor Collector	60'	High bike/ped activity; Low Speed Vehicle Movement; Low Volumes	2 travel lanes	Primarily local car trips; Narrow travel lanes; Convertible outside lanes for parking, dedicated bike lane, or additional travel/turn lane; Wide sidewalks w/ streetscape; 20-25mph design speed

THOROUGHFARE MAP

- Legend**
2050 THOROUGHFARE PLAN
FUNCTIONAL CLASS
- HIGHWAYS-TXDOT
 - A-MAJOR ARTERIAL, 150, 6 LANE
 - A-MAJOR ARTERIAL, 140, 6 LANE
 - A-MAJOR ARTERIAL, 120, 6 LANE
 - B-GREENWAY ARTERIAL, 120, 4-6 LANE
 - C-MAJOR ARTERIAL, 100, 4 LANE
 - D-MAJOR COLLECTOR, 80, 2-4 LANE
 - E-DOWNTOWN STREET 60, 2 LANE

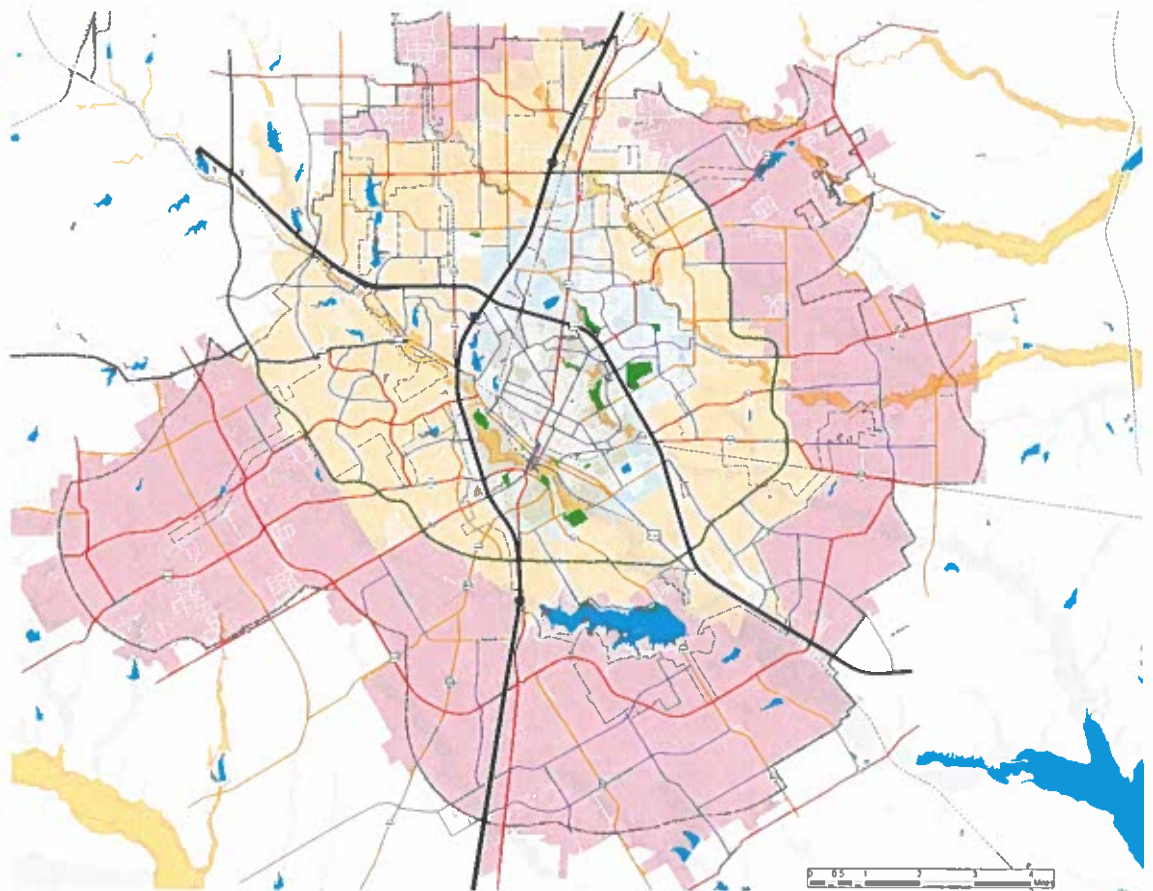
THE RIGHT-OF-WAY FOR THE PROPOSED SECTIONS A-D WILL PROVIDE AN ADDITIONAL 15 FEET AT THE INTERSECTION TO ACCOMMODATE A RIGHT TURN LANE WHICH TYPICALLY EXTENDS 100 FEET FROM THE INTERSECTION. THE TURN LANE IS REQUESTED EACH WAY AFTER THE CITY'S DETAILS AND SPECIFICATIONS.

- Lakes
- RR
- CITY LIMITS
- Downtown
- Parks

- FLOOD ZONE**
- A
 - AE
 - X

- GROWTH SECTORS**
- existing growth
 - existing non
 - intended growth
 - open
 - restricted growth
 - ETJ

The Thoroughfare Plan is not targeted to a specific point in the future but is intended to accommodate the ultimate development of the city's thoroughfare network. It is a right-of-way preservation document, allowing the orderly development of a future road network. A significant change in the Thoroughfare Plan was to modify future roadway alignments to coincide with the County's and Midlothian's Thoroughfare Plan. City staff met with the City of Midlothian and Ellis County to share and coordinate the new thoroughfare alignments. Additionally, City staff adjusted roadway alignments to eliminate conflicts with existing buildings and issues with natural site constraints that could make the construction of a future roadway challenging to construct in the future.



THIS AREA LEFT INTENTIONALLY BLANK.

ARTERIALS

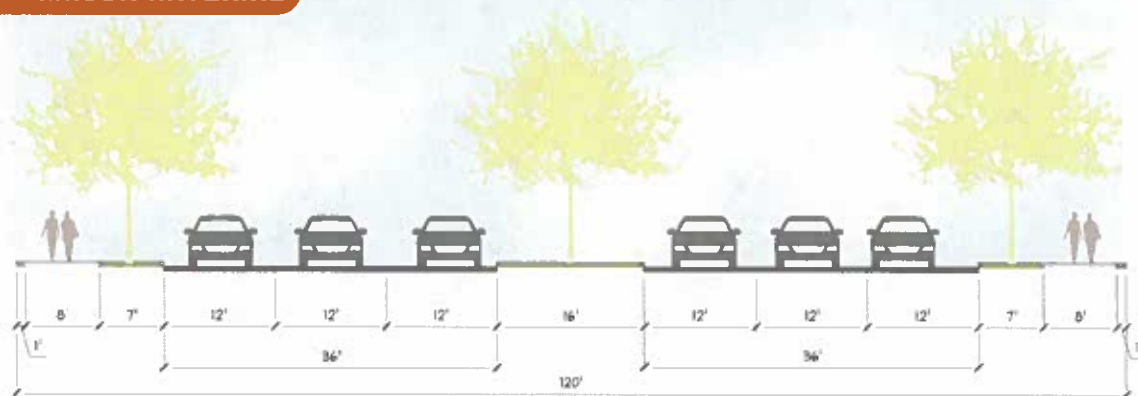
Measurements are face-of-curb to face-of-curb.

The primary purpose of arterials is vehicular traffic movement for longer distances. These corridors create efficient connections between the major commercial nodes throughout the city and adjacent communities. To function effectively as higher-speed roads, they should be designed as long corridors with limited access, crossings and stop conditions—meaning they are not meant to have commercial development along the full length. Arterials have

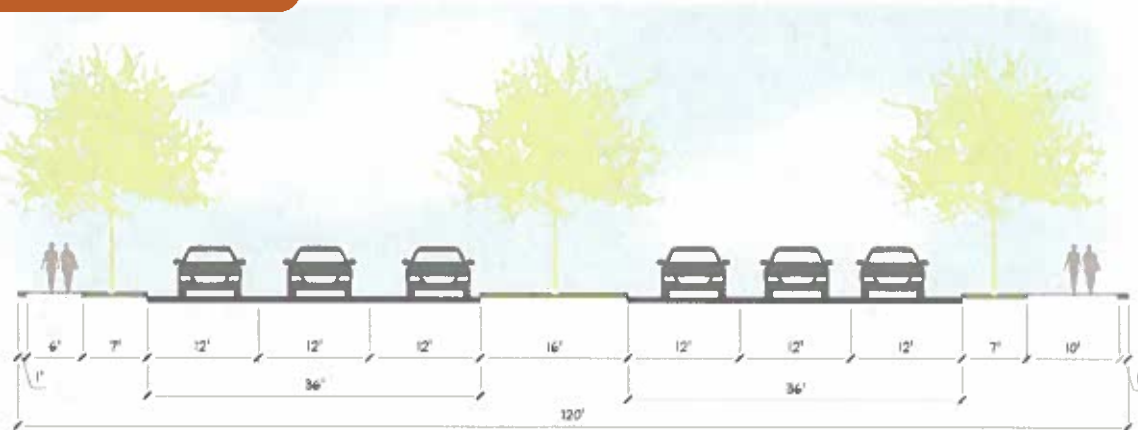
four or six lanes, divided by a median, and should have a design speed of 40 to 45 mph.

In some cases, arterials can also accommodate pedestrian and bicycle traffic via dedicated paths that have safe separation from the travel lanes through distance and physical barriers. Crossings should be much less frequent than on collectors or local streets.

A - MAJOR ARTERIAL



A - MAJOR ARTERIAL



THIS SECTION SHALL BE USED WHEN ADJACENT TO A 10FT ON-STREET TRAIL SYSTEM. THE 10-FOOT MULTI-USE PATH WILL GO ON THE SIDE OF THE ROAD WHERE THE TRAIL IS PLANNED.

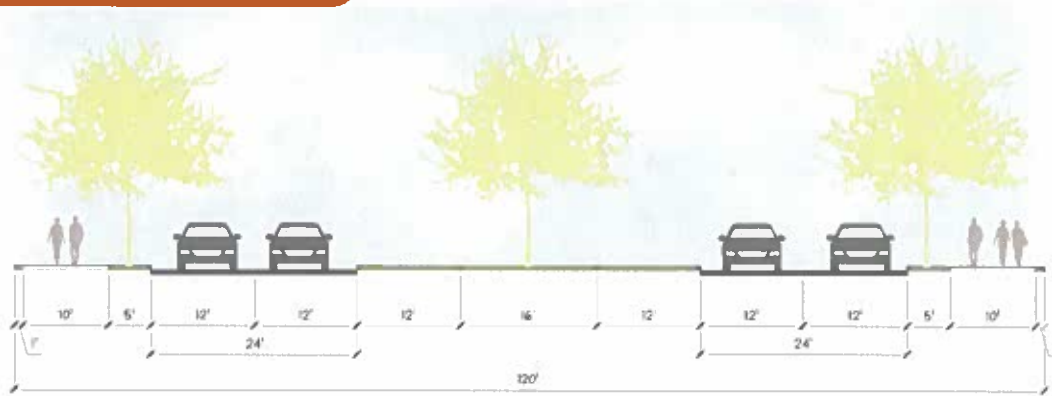
ARTERIALS, CONTINUED

Measurements are face-of-curb to face-of-curb.

Together with highways and county roads, these roadways should provide higher speed connections to move vehicles and goods between the various parts of the city and to/from adjacent cities and regional destinations. If or when public transit

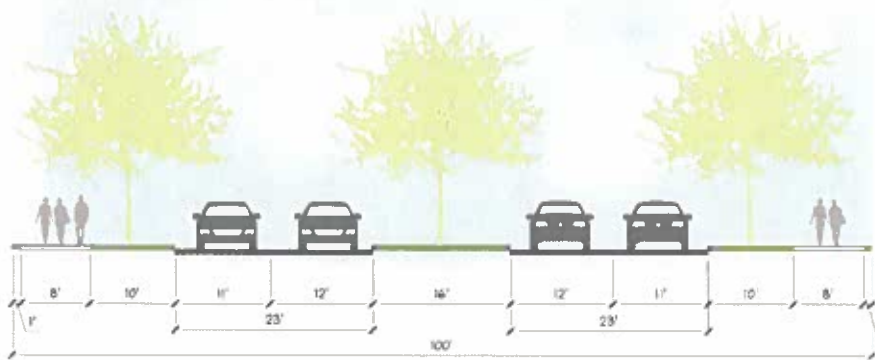
is considered, these corridors can also form the backbone of local transit routes with buses that make stops in commercial hubs and neighborhood centers.

B - GREENWAY ARTERIAL

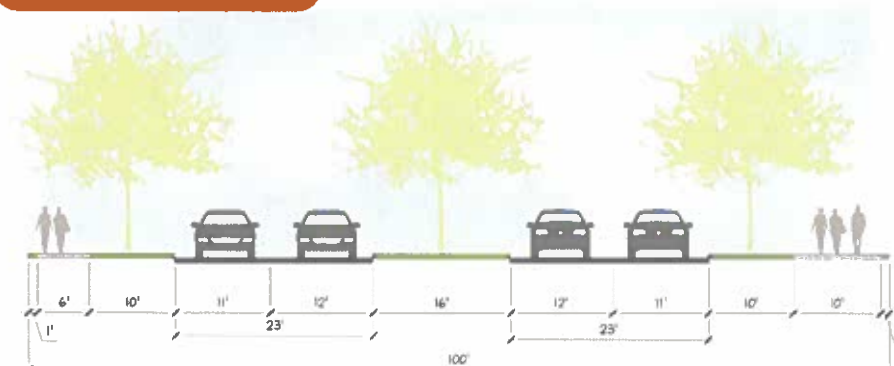


THE 40-FOOT MEDIAN CAN BE CONVERTED INTO 2-12-FOOT LANES WITH A 16-FOOT MEDIAN. TREES MUST BE CENTERED IN THE 40-FOOT MEDIAN SO THAT THEY ARE PRESERVED IN THE FUTURE 16-FOOT MEDIAN IF ALTERED IN THE FUTURE.

C - MINOR ARTERIAL 1



C - MINOR ARTERIAL



THIS SECTION SHALL BE USED WHEN ADJACENT TO A 10FT ON-STREET TRAIL SYSTEM. THE 10-FOOT MULTI-USE PATH WILL GO ON THE SIDE OF THE ROAD WHERE THE TRAIL IS PLANNED.

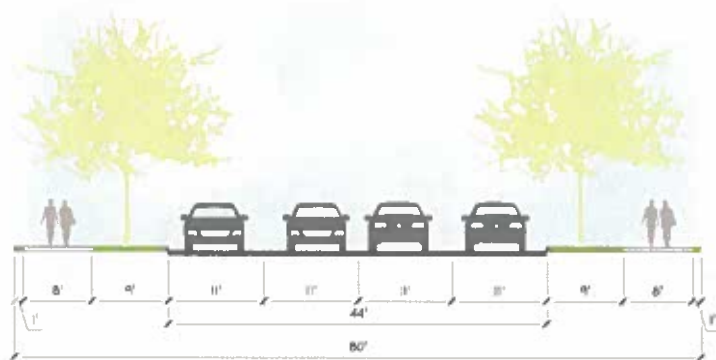
COLLECTORS

Measurements are face-of-curb to face-of-curb.

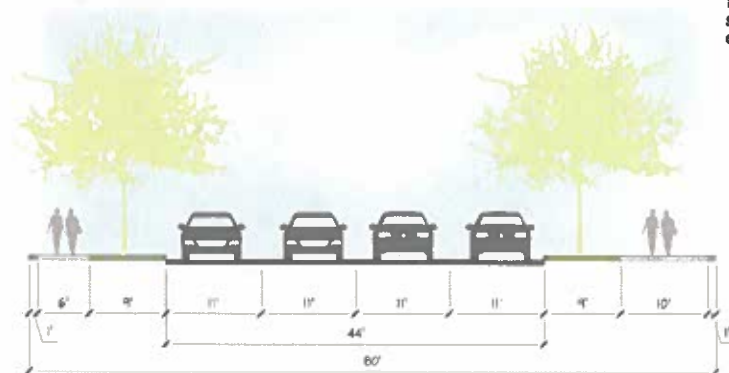
Collectors carry local traffic within neighborhoods, and they are intended to be low-speed (35 mph or less), people-friendly corridors that safely incorporate high volumes of pedestrian and bicycle traffic. Collectors are associated with the creation of places, so while they often carry significant local vehicle traffic, they need to be designed as comfortable spaces for those not in vehicles. In the

city's spectrum of thoroughfare types, corridors provide the most flexibility to evolve over time to support different development patterns. While the right-of-way stays consistent, the space can be allocated through paint or permanent improvement to shift between travel lanes, parking, bike lanes, and parklets that extend the sidewalk environment.

D1 - MAJOR COLLECTOR

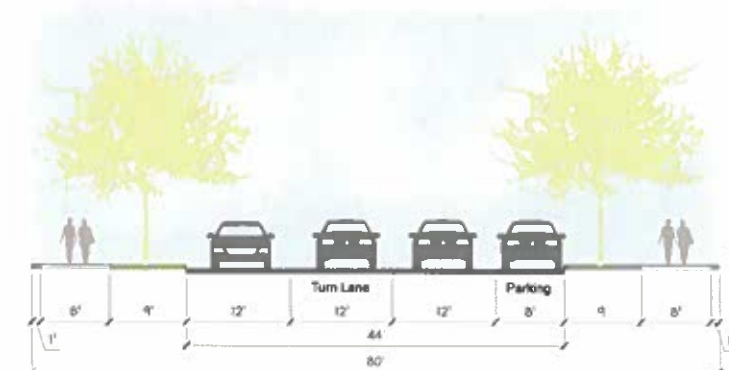


D1 - MAJOR COLLECTOR



THIS SECTION SHALL BE USED WHEN ADJACENT TO A 10FT ON-STREET TRAIL SYSTEM. THE 10-FOOT MULTI-USE PATH WILL GO ON THE SIDE OF THE ROAD WHERE THE TRAIL IS PLANNED.

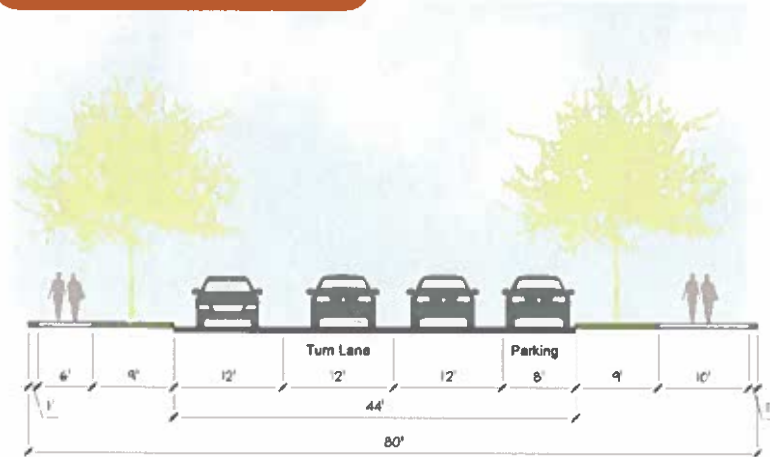
D2 - MAJOR COLLECTOR



COLLECTORS, CONTINUED

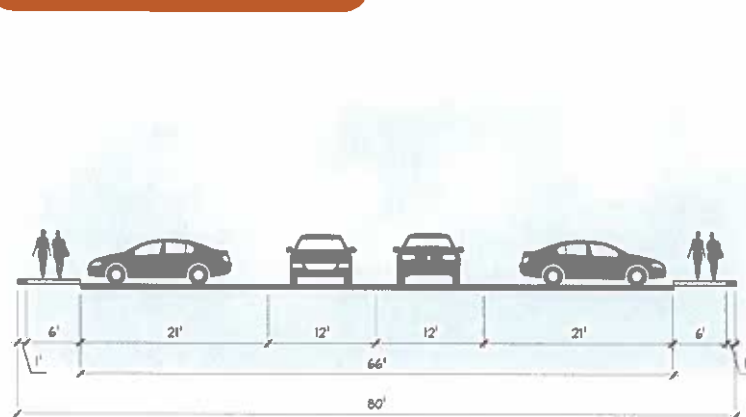
Measurements are face-of-curb to face-of-curb.

D2 - MAJOR COLLECTOR



THIS SECTION SHALL BE USED WHEN ADJACENT TO A 10FT ON-STREET TRAIL SYSTEM. THE 10-FOOT MULTI-USE PATH WILL GO ON THE SIDE OF THE ROAD WHERE THE TRAIL IS PLANNED. SIDE OF THE ROAD.

D3 - MAJOR COLLECTOR

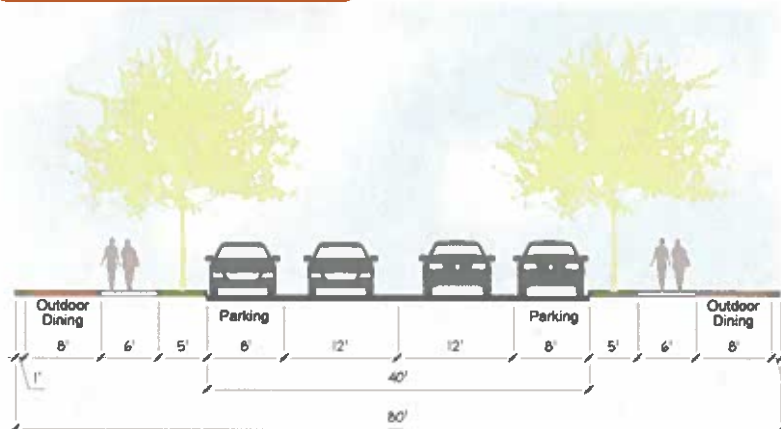


COLLECTORS, CONTINUED

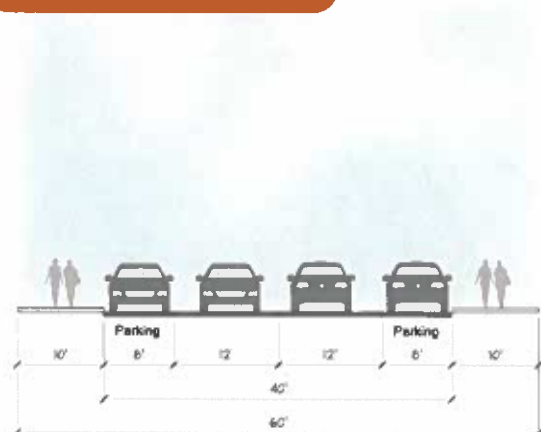
Measurements are face-of-curb to face-of-curb.

D4 - MAJOR COLLECTOR

8-FOOT PARKING LANE CAN BE CONVERTED TO A PARKLET.



E - MINOR COLLECTOR



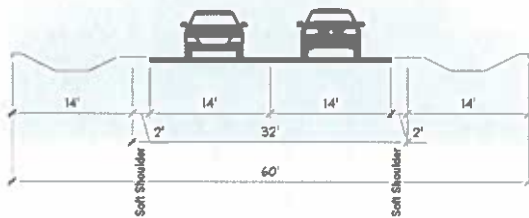
NEIGHBORHOOD STREETS

Measurements are face-of-curb to face-of-curb.

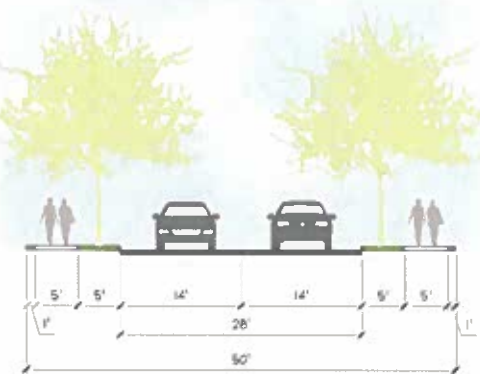
These streets fit within the context of diverse and complete neighborhoods. As a result, they should be low speed, pedestrian-first environments that serve as active places for people. In areas where more commerce takes place, striped on-street parking and a larger area between the curb and building frontage provides more space for interaction and activity. Travel lanes should be narrower to slow traffic and necking of travel lanes

at key intersections can provide a safer, more comfortable pedestrian environment. Where a mix of uses is desired, alleys and rear-entry homes and buildings are ideal. Alongside the Residential Street, parking for visitors or business customers should be accommodated with small pocket parking lots distributed throughout the neighborhood and complemented by on-street parking along nearby streets.

RURAL STREET



RESIDENTIAL STREET



NEIGHBORHOODS & DOWNTOWN

Recommendations

1 MAINTAIN THE CHARACTER OF WAXAHACHIE.

Development and redevelopment should match the existing character of Waxahachie. The traditional pattern of development in the older parts of Waxahachie reflects the principles and goals of this plan. New development should continue this pattern whether constructed in infill or greenfield settings.

2 DIVERSIFY HOUSING MIX TO ENCOURAGE DIVERSE HOUSING TYPES AT VARIOUS PRICE POINTS.

Building more smaller homes that use less land is one of the key takeaways for becoming more fiscally sustainable as a city and a key element of making housing more affordable to build, rent, and own. The City can work toward ensuring a healthy mix of options by requiring a percentage mix in existing and new neighborhoods dependent on the size of the development and applicable Place Type.

3 PRIORITIZE INFILL AND REVITALIZATION TO MAXIMIZE EXISTING INFRASTRUCTURE AND PUBLIC SERVICES.

This is the fastest way to close the City's resource gap and maximize return on taxpayers' investments. There are numerous vacant parcels and plenty of opportunities for Accessory Dwelling Units (ADUs) and vertical development to add incremental density and diversify housing and commercial options without requiring more infrastructure. Additionally, providing smaller units makes them more affordable for residents and small business owners. All development, whether infill or greenfield, should be context-sensitive so as not to disrupt the neighborhood's character and fabric.

4 UPDATE DESIGN STANDARDS TO PRESERVE HISTORIC PLACES AND ENCOURAGE HIGHER QUALITY DESIGN STANDARDS IN HISTORICALLY SIGNIFICANT AREAS OF THE CITY

Expand overlays to preserve and protect historic properties.

5 IMPROVE AND ENHANCE THE CENTRAL CORE OF WAXAHACHIE.

Continue to improve and invest in downtown Waxahachie and ensure that development on the periphery compliments downtown.

SNAPSHOT

Providing Housing for Everyone

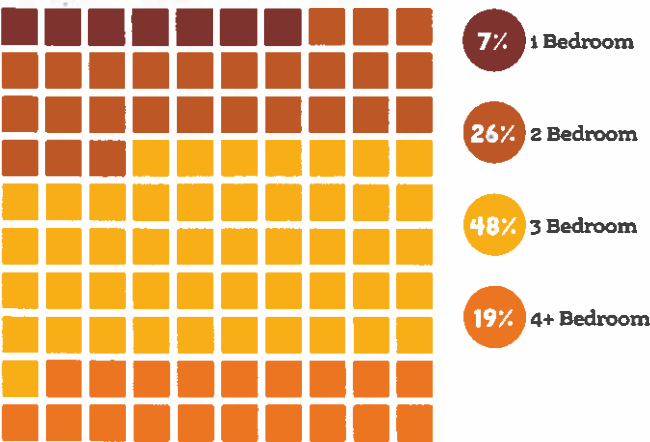
Waxahachie has been and wants to continue to be a community that appeals to people of all ages, backgrounds, interests, and income levels. Historically, Waxahachie has offered a full spectrum of housing and neighborhood choices, and the historic homes and neighborhoods are the foundation for the community’s authentic character. However, the majority of development built over the past decade has been in a suburban, single family subdivision style. This accomplished a goal of expanding options on the higher end of the price point spectrum and generating additional tax base for the City. However, if the City continues to build out the remainder of its city limits in this pattern, it will skew the housing mix too far in the high direction, making housing in the city less affordable for most people.

In order to keep housing attractive and affordable for everyone, Waxahachie must return to its roots and build a variety of housing and neighborhood types. Affordability and quality of life mean

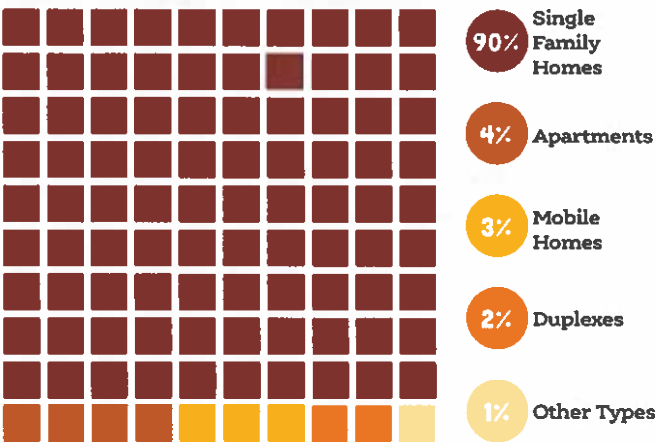
different things to different people, so it’s important for the City and its developer partners to work together to understand and meet these different expectations. Waxahachie will accomplish this by building neighborhoods, not subdivisions.

There are several elements that must work together to create complete, affordable neighborhoods. The primary ones include housing and commercial options, parks and public space, streets, and programming. The Place Types outlined in the Land Use and Growth Management component provide the basic context for character, scale, and mix of uses for rural, urban, and suburban style neighborhoods. Thoroughfare Classifications and street sections are covered in the Mobility component. The Neighborhoods component of the plan provides information on housing and commercial building typologies and other ancillary elements necessary to create more complete, affordable, and inclusive neighborhoods in Waxahachie.

HOUSING SIZE CITYWIDE



PROPORTION OF HOUSING TYPOLOGIES



Neighborhoods or Subdivisions?

Most large residential developers focus on building subdivisions. They acquire and subdivide property, build and sell single family homes, and then move on to another location. Depending on city codes, standards and the market they are trying to serve, there may also be a park or amenity center to add a recreational component. Commercial uses and other housing options beyond single-family detached houses are typically excluded, requiring those living in subdivisions to drive to daily needs, and making it difficult for those who can't afford or don't want a detached single-family home to live there. And while sidewalks are usually included and streets are intended to be safe for pedestrians, higher vehicle speeds allowed by wider suburban style streets and longer blocks make the environment less safe for residents and children walking, biking, or playing than it needs to be.

Neighborhoods, on the other hand, are designed and built to intentionally mix uses together so that the majority of daily needs are accessible within a safe and walkable distance - commonly defined as a quarter mile or a 15 minute walk. A diverse housing inventory reaps financial benefits for the City, but also provides life cycle housing and

provides housing for everybody regardless of their socioeconomic situation and life stage. The full-life cycle is intended to describe all stages of life — young singles, professionals, families with children, families without children, empty-nesters, retirees and seniors. Full-life cycle housing incorporates homes of various sizes, including large lots, small lots, townhomes, lofts, assisted living, multifamily complexes, condominiums, mother-in-law suites, carriage homes, garden homes, etc. Non-residential uses may include schools and child care facilities, parks and recreational facilities, small restaurants and coffee shops, corner stores, and other small businesses that fit a neighborhood context and require limited parking. Streets and public spaces are designed to prioritize walkability and human interaction over automobiles, often having narrower travel lanes laid out in a grid network with short blocks and more sidewalks, trails, and bike paths. Our built environment significantly influences how people interact with one another. Being purposeful in the layout and design of our neighborhoods can go a long way to creating a sense of belonging and community.

77

WALKSCORE

Very Walkable



51

WALKSCORE

Somewhat Walkable



27

WALKSCORE

Car Dependent



BARRIERS TO SUCCESS

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

1

Outdated codes and design standards

Current standards do not support design elements that are needed to build complete neighborhoods, such as street trees, shorter block lengths, smaller lots and mix of uses, and a wider variety of street sections that support walkability and placemaking.

No amount of planning can overcome a binding ordinance that is working in the opposite direction.

2

A development community focused on single-use places

While the city does have alternatives to single family homes such as duplexes, townhomes, and apartments, many of them are older and are in need of rehab. As long as the existing housing stock that we have is viewed as substandard by prospective buyers and renters they will continually seek out new builds. This, paired with the predominant housing types being single-family homes or large multi-family complexes makes the housing market weaker.

Office, retail, and entertainment destinations in the city are almost exclusively auto-focused and located along major thoroughfares that are either too far or too unsafe to access by bike, foot, or micro-transit; these uses become even more imperative.

This is principally caused by the use-based zoning ordinance. But another factor is a presumption by many people who have grown up in the decades since suburbanization that these uses are supposed to be separated. As long as the narrative remains that these uses cannot exist within developed places, it will be difficult to create neighborhoods out of subdivisions.

3

Existing middle-scale housing is aging

Developers' focus on exclusively building new single family homes is hurting Waxahachie's ability to offer a wider variety of options to residents (both in price and type). This particular development is one of the most expensive to serve and maintain, so very high home values are needed to cover the costs at the existing property tax rate. Additionally, commercial development has largely followed a similar segregated model where commercial developers almost never take part in the process of building a sense of place outside of their own project.

4

Lack of amenities inside existing neighborhoods

Many of the existing subdivisions lack pocket and neighborhood parks, trails, bike lanes, and complete sidewalk systems. When open space is included in a development, it is often land not suitable for development of parks. These amenities support active lifestyles, neighbor interaction, and improved quality of life. Without these things inside the majority of neighborhoods, many more residents are forced into their cars to meet their daily needs.

This is a significant barrier because retrofitting largely suburban neighborhoods from the top down is difficult. On the other hand, it's often hard to achieve bottom-up, small-scale improvements made by the residents of neighborhoods due to a complex governmental structure. Without residents feeling empowered to make their own neighborhoods better, the task is likely to be too large for the City to solve on its own.

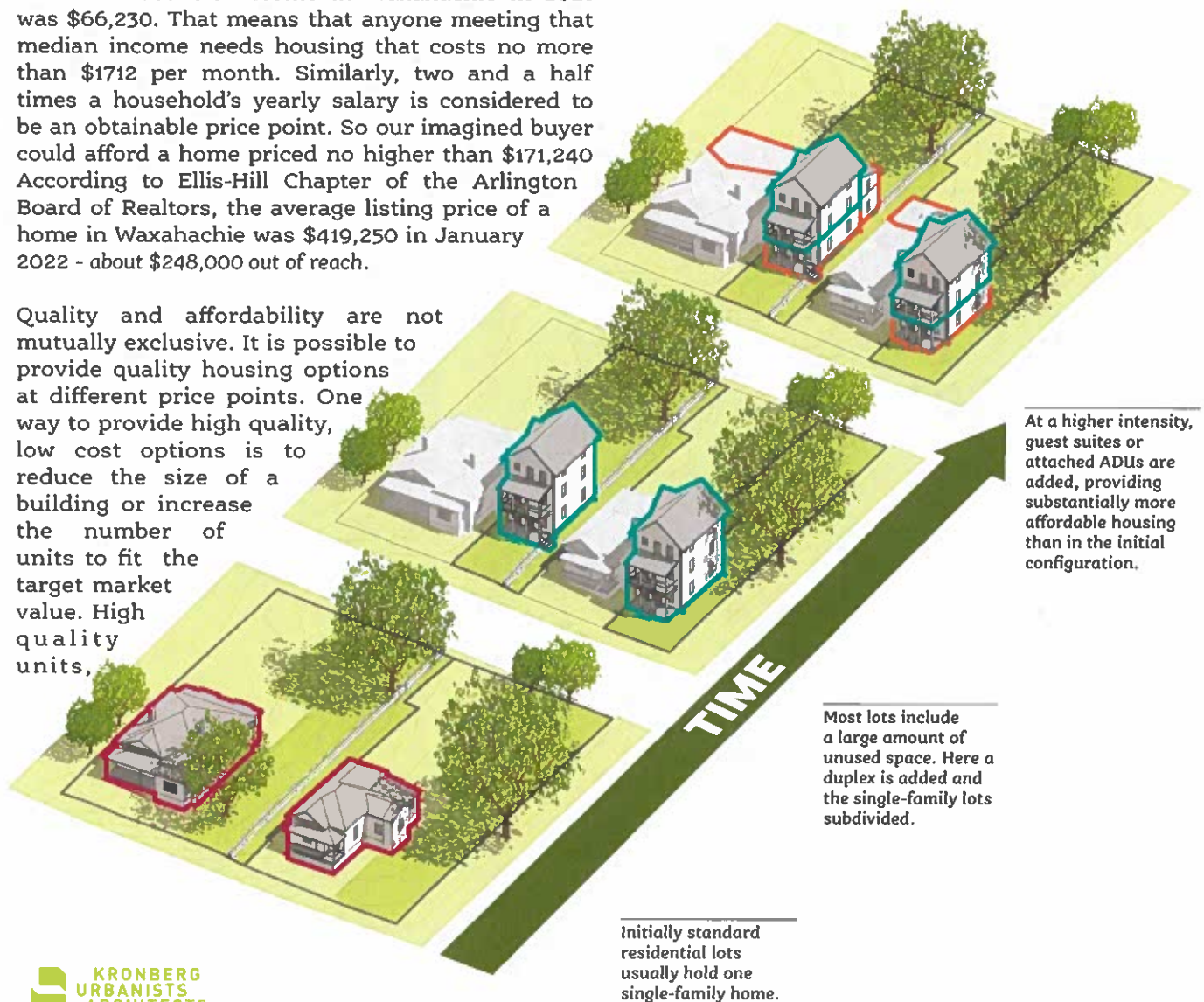
MAKING HOUSING AFFORDABLE

Often, when the term “affordable housing” is used, it is recognized as housing that is being subsidized in one way or another to provide a dwelling unit to someone who otherwise could not afford that same space at market value. But housing affordability in the broader sense is simply a measure of whether or not someone has the means to afford a given residence, either for purchase or rent.

It is generally accepted that a household can afford to spend up to 30% of their income on housing costs. This includes a mortgage or rent, and utilities. The median household income in Waxahachie in 2021 was \$66,230. That means that anyone meeting that median income needs housing that costs no more than \$1712 per month. Similarly, two and a half times a household's yearly salary is considered to be an obtainable price point. So our imagined buyer could afford a home priced no higher than \$171,240. According to Ellis-Hill Chapter of the Arlington Board of Realtors, the average listing price of a home in Waxahachie was \$419,250 in January 2022 - about \$248,000 out of reach.

Quality and affordability are not mutually exclusive. It is possible to provide quality housing options at different price points. One way to provide high quality, low cost options is to reduce the size of a building or increase the number of units to fit the target market value. High quality units,

in compact neighborhoods on smaller lots can still meet market demand and price points. Incremental developers across the state have shown that this is possible. Down market effects of these units coming online are freeing up space in lower value units and making prices more affordable for people at the bottom of the economic ladder. Higher price point buyers and renters can benefit from urban townhomes, in more walkable places. A diverse stock of housing is a win for everyone.

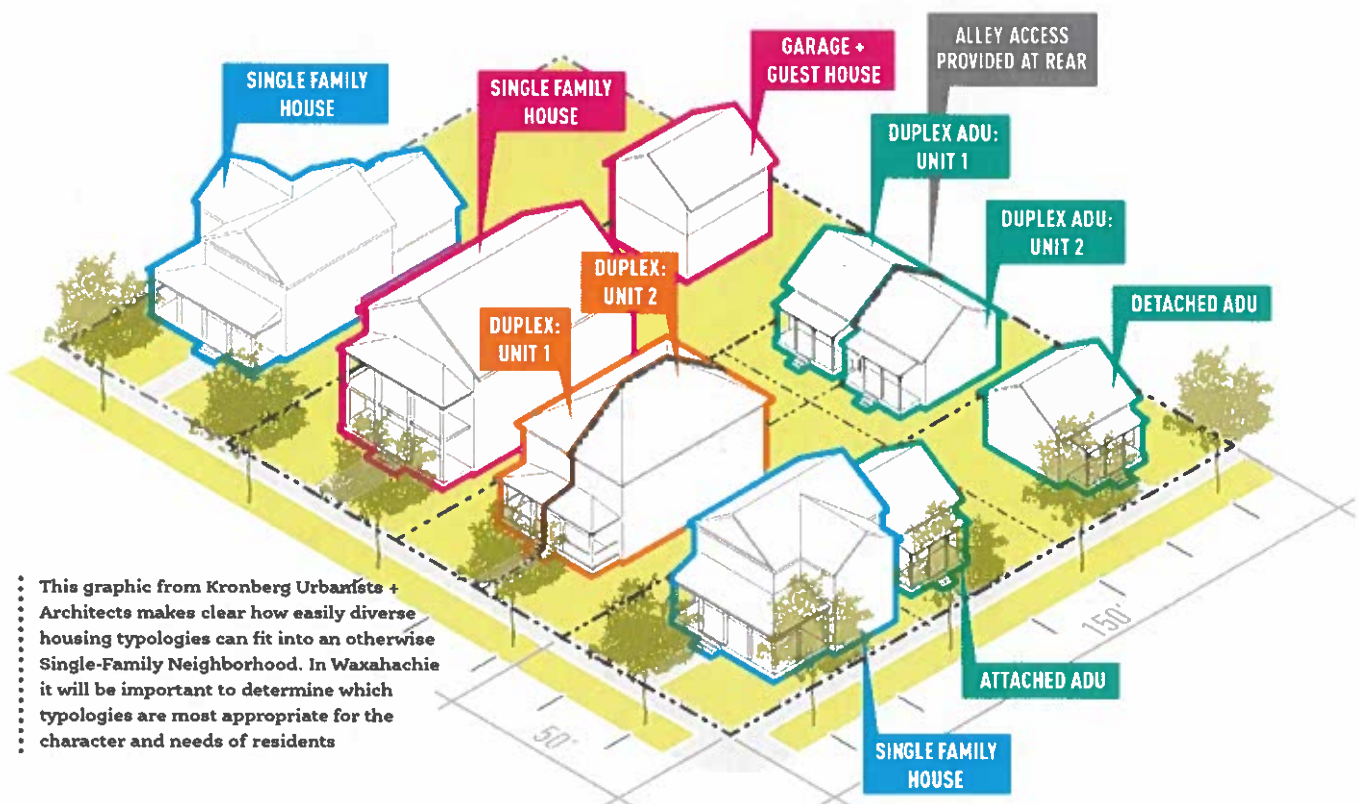


MEETING HOUSING NEEDS

Growth pressure in Waxahachie is at an all-time high. The city approved 1,053 building permits in 2021, and is on track to add even more in 2022. Most residential projects are being processed as planned developments (PDs) where lot size, housing mix and size, open space, and other design elements are negotiated for each development. Like much of the Dallas Metroplex, home prices are rising rapidly and supply is not keeping up with demand. This combination of building mostly single family homes at higher price points and not building more smaller, affordable options is driving median values in Waxahachie up and making the community less affordable overall. Access to more housing types within the city is critical, because the City is better able to facilitate the high quality development it needs for fiscal sustainability.

Ensuring that housing typologies are as diverse as the community will make Waxahachie more attractive and competitive in the Metroplex. While there is historically diverse housing in the downtown, on the edges of the city almost all housing is exclusively detached single-family.

These Missing Middle typologies can be built on vacant lots, infill lots, or lots with existing substandard housing without significantly altering the character of the area. In single family suburban style subdivisions, simple regulatory changes such as reducing setback requirements can make it possible to create ADUs in backyards. ADUs are appropriate for all housing types, from large acre estates to smaller residential lots. Additionally, ADUs can boost the revenue collected from infill lots without adding new infrastructure that would increase costs to the City. When development regulations are tailored to preserve the character of the neighborhoods, these units provide financial benefits to the city and the homeowner, and feel like a pleasant addition the area. The ideal location for higher intensity options like small multiplexes that contain 3-6 units are within areas that have a street grid, narrower lots, and improved walkability. Access to nearby neighborhood scale commercial is a mutually beneficial improvement. The residents benefit from a reduced need for auto trips, and businesses see gains from a larger concentration of patrons nearby.



This graphic from Kronberg Urbanists + Architects makes clear how easily diverse housing typologies can fit into an otherwise Single-Family Neighborhood. In Waxahachie it will be important to determine which typologies are most appropriate for the character and needs of residents

PRESERVING WAXAHACHIE'S HISTORIC PLACES

The Rogers Hotel (right) is an example of a well conceived rehabilitation of a historic building. Below, Joshua Chapel AME Church designed by William Sydney Pittman.



The City of Waxahachie has an impressive collection of unique historic and architectural resources. Their distinct character-defining features evoke great civic pride in the entire community. The City and its residents have taken proactive steps over the years to protect these distinctive resources for future generations. As Waxahachie is experiencing tremendous growth and change, public officials and residents must continue to make informed decisions about the fate of these irreplaceable resources which distinguish the City as a unique and valuable place in the state of Texas. Growth and preservation are not mutually exclusive; they can be managed in a way that is thoughtful and respectful to one another while being compatible with, and sensitive to, the City's historic fabric.

Ongoing improvements have been made to the City of Waxahachie's heritage preservation program in recent years. The Heritage Preservation Commission (HPC) approved tax incentives for local historic resources and historic overlay districts,

and adopted guidelines for proper commercial and residential restoration. Under the leadership of Historic Waxahachie Inc. (HWI), in collaboration with the City of Waxahachie's Certified Local Government (CLG) program, a citywide survey plan and four historic resource surveys have been completed. The surveys have identified and assessed thousands of historic resources, many of which are eligible for National Register of Historic Places (NRHP) designation. The most recent 2019 historic resources survey has been integrated into the City of Waxahachie's GIS All In One Map. These actions assist in current decision making and proactive planning for future development and promote a greater understanding of the potential impacts to historic resources from permits for construction, demolition, and/or moving requests.

The City of Waxahachie currently has 49 individually listed NRHP properties and 5 National Register Historic districts. The 2019 Historic Resources survey recommends designating an additional 91



A collection of Historic Homes in Waxahachie. The 2019 Historic Resources Survey identified properties in the city which are eligible for NRHP designation.

individual properties as NRHP and 6 new additional National Register Historic districts. This NRHP recommendation is a significant distinction for a city the size of Waxahachie. It quantifies the value of our historic resources. The National Park Service's National Register of Historic Places was authorized by the National Historic Preservation Act of 1966 and is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic resources. In addition, federal and state programs encourage the preservation of historic structures by allowing favorable tax treatment for rehabilitation of such properties.

The City of Waxahachie should consider developing a comprehensive citywide Historic Preservation Plan, including the creation of a dedicated Historic Preservation Officer (HPO) who meets the Secretary of the Interior's Professional Qualification Standards. The Historic Preservation Plan would help to ensure that recommendations from the

2019 Historic Resources survey are followed, and that building codes and amendments are created that provide specific protections for historic properties. The HPO would be closely integrated into all planning and building departments to ensure historic preservation remains an essential part of City planning and development. The creation of a Historic Resources Plan and HPO will support the recommendations of recent Historic Resources Surveys, the continued advocacy and educational activities from volunteer groups like HWI and HPC, input from concerned residents, and strong, informed leadership from City officials as we all work together to protect the City's rich and important historic resources. Ongoing improvements in historic preservation practices must remain a top priority for all residents and local decision makers as Waxahachie continues its journey to becoming a vibrant, resilient and sustainable city.

EXISTING HISTORIC DISTRICTS



Preserving and Improving Existing Districts

Waxahachie already has a relatively extensive network of Historic Districts. In two districts, the Ellis County Courthouse District and the Oldham Avenue District, overlays have been created to ensure that new development in these areas is consistent with the vision for these places. Creating a similar overlay that focuses directly on the character of the other districts should be a high priority for the City and the Heritage Preservation Commission.

West End

The West End Historic District provides an excellent cross-section of the many domestic architectural styles and plan types that were popular in Waxahachie during the town's most prosperous period. Some of the City's finest Queen Anne and Neoclassical Revival dwellings can be found in the district alongside outstanding examples of vernacular and popular architectural house forms such as Folk Victorian and Craftsman, which were common throughout North Central Texas during the late 19th and early 20th centuries. Some of the oldest and most elegant homes are found in this district. The Garden City movement of the late 19th century helped to guide the development to include a focus on access to green spaces.

North Rogers

The North Rogers Street Historic District contains an extremely high concentration of late nineteenth and early twentieth-century vernacular dwellings. Located just north of the town's central business district, the district has remained remarkably intact. Recent renovation efforts are seen in many buildings in the area and the low number of modern structures enhance the district's historic integrity and significance. The majority of structures date to the late 1880s and 1900s and are L or modified L-plan domestic buildings with a number of T-plan house types in the district. Fine examples of bungalow architecture and Prairie School architecture are also found in the district.

Oldham Avenue

The Oldham Avenue Historic District presents outstanding examples of locally popular, late 19th and early 20th century domestic architectural styles. The houses generally stand on large irregularly sized lots. The dwellings are of frame construction and remain virtually unaltered. With strong vertical composition and ornate detailing, the Queen Anne residences visually dominate the neighborhood. Other more modest vernacular house types are also evident. There are premier examples of bungalow architecture which represents a link to Waxahachie's growth during the early 20th century. The houses have generally maintained their architectural integrity, and restoration efforts in recent years have revitalized the neighborhood. This District is also the first residential Historic Overlay District in the City.

Ellis County Courthouse Wyatt Street

In April 1975, the Ellis County Courthouse Historic District, which comprises an area of roughly 25 square blocks in the center of downtown Waxahachie, was listed on the National Register of Historic Places. Located within this area are some 50 architecturally or historically significant buildings and engineering structures including Romanesque Commercial, Victorian Commercial, High Victorian Italianate, Neo-Classical Revival and Early Twentieth Century Commercial. Dating from the late 19th through the early twentieth century, these structures reflect the history of Waxahachie during its prominence as a major cotton producing region in the Southwest. Primarily commercial in character, the district centers on the spectacular Ellis County Courthouse in the public square.

This eight house streetscape is unique in Waxahachie. The development was completed by 1925. The houses are almost identical in their box construction. There are small rear additions made in the 1940s when city code require indoor toilets. The shotgun house was a long established vernacular house type in the African American culture. Following the Civil War, the shotgun house spread to densely populate urban areas throughout the South where it proved to be an affordable rental housing type for laborers. In 1986, the Wyatt Street Shotgun House Historic District was listed on the National Register of Historic places as an important link to an often overlooked segment of Waxahachie's past. Since 1986, many modern alterations have been made to these homes, but these importance of the district remains.

NEIGHBORHOOD HIERARCHY

Waxahachie's aim is to be a neighborhood-centric community. From a planning perspective, this means shifting thinking from what all residents need at the citywide scale to what is needed by people in different parts of the city at a more local scale, and then mixing different types of neighborhoods together across the city to offer a variety. The neighborhood should become the central planning unit—and the city's goal needs to be making every neighborhood a complete neighborhood.

Waxahachie's neighborhood planning needs can be categorized into three different tiers:



1 Neighborhood Scale

The local (Neighborhood) Scale is where most residents' daily needs are met, and where they spend most of their time. For most neighborhoods, this means amenities and destinations are easily reached on foot. At this scale, traffic patterns should favor pedestrians and bicyclists, and access to transit should be available. Housing is mixed, and in less rural neighborhoods, uses are mixed more freely. Neighborhoods themselves differ from one to the next, so plans should be created with substantial input from current residents regarding their needs in that area.

2 Development Zone

The Development Zone is the next tier—a halfway point between the local scale and the citywide scale. At the Development Zone level, the City provides services that are not offered at the neighborhood scale—fire stations, community parks, middle schools, and libraries. Additionally, development zones should provide neighborhood scale commercial to serve the nearby neighborhoods, filling in the commercial gaps that those neighborhoods may have (such as supermarkets).

3 Citywide Scale

At the Citywide Scale are those services and amenities that serve the whole population of Waxahachie, and sometimes the broader region. These include places such as City Hall, the post office, regional retail/office/commercial centers, large regional parks and conservation areas, athletic complexes, high schools, and regionally-connected trails.

EQUITY AND ACCESS

Using these hierarchical levels, we can determine goals for services and amenities that should be accessible to every resident of Waxahachie from their home. The Neighborhood Scale is roughly anything within a 5 minute walk. The Development Zone is within a 15 minute walk. And the Citywide Scale amenities should be reachable within a short drive.

The lists below are illustrative of the types of needs that should be met within each level of hierarchy. The lists are not meant to be exhaustive.

NEIGHBORHOOD SCALE	5 Minute Walk <ul style="list-style-type: none"> Diverse Housing Retail – Fresh Food Retail – Restaurant Services – Laundry Amenities – Public Space, Park or Plaza
DEVELOPMENT ZONE	15 Minute Ride <ul style="list-style-type: none"> Retail – Grocery Store Retail – General Merchandise Services – Pharmacy Services – Public Schools Amenities – Larger Parks
CITYWIDE SCALE	Short Drive <ul style="list-style-type: none"> Major Cultural Institutions Medical Providers Higher Education Major Employers Amenities – Regional Park

NEIGHBORHOOD BUILDINGS

Building a diverse mix of housing options at different price points is key to keeping housing in a community affordable, and attracting and retaining people in different stages of life and different levels of means. Likewise, offering a mix of commercial buildings at various scales and in different contexts provides business owners and customers with options.

Detached Single-Family

RESIDENTIAL



The most common housing style which can be found in a wide range of development types. These vary from small modular, prefabricated homes on compact lots to large estate-style houses on large lots. Especially in Waxahachie's core, multiple single-family homes on one lot can be a good way to add housing capacity without the need for major new infrastructure outlays.

Accessory Units

RESIDENTIAL

COMMERCIAL

Accessory Units are most commonly found with detached single family homes, as those homes often have a large amount of unused land on the lot. Accessory units are also possible with other building typologies, or anywhere that there is spare land on which a small building could be placed. In residential areas, these are also often referred to as Accessory Dwelling Units, or ADUs.



Townhouse

RESIDENTIAL



Typically consisting of two to eight small- to medium-sized single-family structures attached side by side. Each unit has street frontage. However, these may also be detached structures. Waxahachie is lucky to have new high quality townhomes being built downtown. This should be encouraged and expanded.

NEIGHBORHOOD BUILDINGS, CONTINUED

Duplex

RESIDENTIAL



A small- to medium-sized structure consisting of two dwelling units. The units may be side-by-side or stacked on top of one another. When these types of buildings are thoughtfully designed, they fit seamlessly into predominately residential neighborhoods. With a single entry point, duplexes often look exactly like nearby single-family homes.

Triplex/Quadplex

RESIDENTIAL



A small- to medium-sized structure consisting of three or four dwelling units. It is most common to see these units span multiple floors. When these types of buildings are thoughtfully designed, they fit comfortably into predominately residential neighborhoods. It is common for quadplexes to have a large porch and a single entry door that opens onto a hallway with access to the first floor units and a set of stairs to the second floor units. In this configuration, the exterior of the building is largely indistinguishable from a large single-family home.

Small Multiplex

RESIDENTIAL



A medium-sized structure that includes five to 10 units that may either have their own individual entrance or may share an entrance along the front of the building. The units may be side by side or stacked on top of each other.

Cottage Court

RESIDENTIAL



A collection of homes generally fronting onto a green space. This space serves as a community gathering spot that is most often used by the residents of the homes that line it. It is also possible for cottage courts to serve as boundary developments to larger public spaces like parks, and thus the dividing line between the courtyard for the cottages and the park itself can be blurry. When thinking about building neighborhoods that serve the widest range of residents, cottage courts can be a great way to add very small housing units that meet a lower price point while still being a complement to an otherwise very high price point place.

NEIGHBORHOOD BUILDINGS, CONTINUED

Courtyard Apartments

RESIDENTIAL



One medium- to large-sized structure with multiple units that are accessed from a courtyard or a series of courtyards. The units may be side-by-side or stacked on top of each other. Units may each have their own entrance or share an entrance with several units.

Live/Work

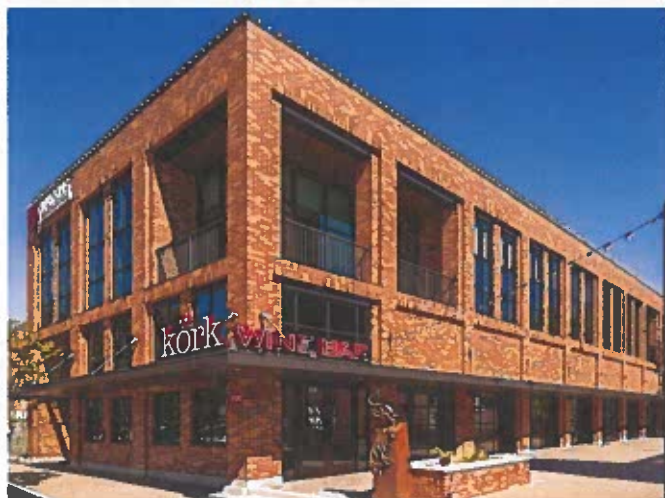
MIXED USE



A small- to medium-sized structure that includes a dwelling unit above or behind a non-residential unit. These structures may be attached or detached. The non-residential use has the flexibility of being used for a variety of commercial uses that are compatible with the residential use. Both units are owned by the same entity and occupied by the same tenant or property owner.

Middle Intensity

MIXED USE



A mixed use building where a small number of units, either office or residential, are on a floor above a commercial use (generally retail). Office over retail is common in downtowns and Main Streets where there is not a large demand for residential presently. For these spaces to adapt and change over time to suit the needs of the community, it is important that the uses allowed inside these buildings be as broad as possible. Generally these buildings will not be more than three stories, and often not more than two.



NEIGHBORHOOD BUILDINGS, CONTINUED

High Intensity

MIXED USE



A mixed use building where a large number of units, either office or residential, are on floors above a commercial use (generally retail). Office over retail is common in downtowns and Main Streets where there is not a large demand for residential presently. In modern mixed use developments, these are generally retail on the ground floor with apartments above. This allows an immediate and nearby group of patrons for the commercial uses downstairs. Waxahachie has the capacity for both office over retail or residential over retail in currently vacant upper floors of buildings on the square.

Small Scale

COMMERCIAL



Blending in with residential uses, light commercial uses serving the residents include coffee shops and professional offices as well as food trucks, carts, and open air market retail. These uses do not require a large amount of parking, and the structures are small in size and can resemble the surrounding buildings.

Neighborhood Scale

COMMERCIAL

MIXED USE



Light- to medium-intensity commercial uses are located within and around neighborhoods to serve the surrounding communities by being easily accessible by foot or car. These uses consist of those that are essential to the community such as restaurants, general retail stores, medical offices, and fuel stations, and sometimes small residential units.

Regional Scale

COMMERCIAL

MIXED USE



Serving the larger region, includes a more expansive mix of uses. These include commercial centers with grocers, restaurants, and retail, large office campuses, and higher density residential. Although these are auto-oriented and draw in a larger customer pool from across the region, they serve the surrounding neighborhoods as well. It is important to understand that an otherwise auto-oriented building can be part of a broader mixed-use development. There is some overlap between this category and the high-intensity mixed use building type, in that residential can be introduced to otherwise commercial-only places.

Industrial

COMMERCIAL

MIXED USE



Industrial consists of primarily intense commercial or industrial uses that may not be compatible with lower intensity and residential uses. These uses include technology industries, light to heavy manufacturing, and outdoor operations and storage. It is important that the ability to mix uses inside an industrial building is maintained or that accessory residential buildings are allowed in these developments. Smaller makers often find it particularly advantageous for there to be some housing capacity to accompany the larger industrial use.

PARK TYPES



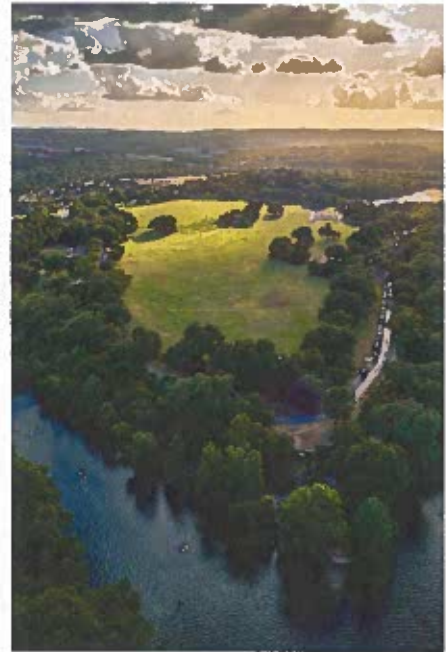
Neighborhood Park

Local parks that may serve a singular neighborhood or several smaller neighborhoods.



Community Park

Large parks that serve a group of neighborhoods or a portion of the city. Community parks feature a wide variety of recreational facilities and opportunities.



Regional Park

Large, region-wide destinations with unique offerings that draw in both locals and visitors from outside communities.

SIZE	3-10 Acres
-------------	-------------------

SERVICE AREA	1/2 Mile
---------------------	-----------------

RECOMMENDED AMENITIES

- Play equipment
- Picnic area & pavilion(s)
- Sports fields
- Sports courts
- Flexible open space
- Trees
- Multi-purpose / nature trails
- On-street parking

SIZE	10-50 Acres
-------------	--------------------

SERVICE AREA	1-2 Miles
---------------------	------------------

RECOMMENDED AMENITIES

- Play equipment
- Picnic area & pavilion(s)
- Sports fields
- Sports courts
- Flexible open space
- Restrooms
- Lighting
- Multi-purpose / nature trails
- Recreation center
- Amphitheater

SIZE	50+ Acres
-------------	------------------

SERVICE AREA	5-10 Miles
---------------------	-------------------

RECOMMENDED AMENITIES

- Large nature park with unique natural characteristics
- Destination athletics complex



Linear Park & Open Space

Hike and bike routes that generally follow a utility or stream corridor, ravine, or other elongated natural area.

SIZE	Varies
-------------	---------------

SERVICE AREA	1/2 Mile
---------------------	-----------------

RECOMMENDED AMENITIES

- Multi-purpose / nature trails
- Trailhead & wayfinding signage
- Trail lighting
- Benches
- Trees
- Shade structures
- Natural areas



Pocket Park

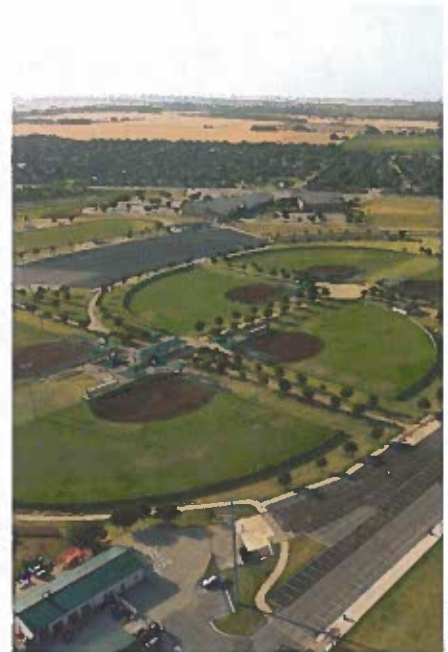
Centrally located within a neighborhood, these small parks capitalize on walkability and serve as informal gathering nodes for residents.

SIZE	0.5-2 Acres
-------------	--------------------

SERVICE AREA	1/4 Mile
---------------------	-----------------

RECOMMENDED AMENITIES

- Enhanced landscaping
- Benches
- Play equipment
- Open lawn
- Trees
- Shade structure



Special Purpose Park

Accommodates specialized activities or amenities.

SIZE	Varies
-------------	---------------

SERVICE AREA	Varies
---------------------	---------------

RECOMMENDED AMENITIES

- Athletic complexes
- Golf courses
- Nature centers & preserves
- Aquatics centers
- Dog parks
- Skate parks

NEIGHBORHOOD DESIGN

For Waxahachie's existing neighborhoods to grow and improve over time, and for new neighborhoods to feel welcoming and complete, a number of best practices should be applied across the city for new and existing development.

The Place Types introduced in the Land Use and Growth Management chapter cover how land is distributed between different scales of natural, residential, and commercial uses. Neighborhoods will generally reflect the use mix and context associated with the place type they are located within, but will also have their own unique mix of building, infrastructure, and public space elements that further support the character and lifestyle expected by those who choose to live there. The following base design guidelines should be utilized as a starting point when planning new development in each of the three primary neighborhood types (rural, transitional, and complete).

An important part of any cohesive neighborhood is a shared or unified sense of context. This means that the borders of a neighborhood, while

not delineated visually by a line on the street, are apparent through the character of place. It should be noted that Downtown is a unique neighborhood in Waxahachie that wouldn't necessarily comply with the following neighborhood types. Guidelines for downtown begin on page 132.

A number of elements can make up this context;

Scale, which is made up of size and shape of buildings, and how they interact with the public space (usually streets).

Architecture, which describes the style and character of buildings themselves.

Pedestrian access levels, or the ability for a pedestrian to comfortably move through a place.

Connection to the existing fabric, wherein new development respects the character and historical significance of the area it inhabits.

Auto-Pedestrian Continuum



The principal factor that changes between these neighborhoods is where they lay along an auto-oriented to pedestrian-oriented continuum. Rural being the most auto-oriented and Complete being pedestrian-oriented.

RURAL NEIGHBORHOODS



Amenities and non-residential uses in rural areas are limited and require driving to get to. Those living in rural areas can expect to have fewer neighbors, more open space, and less traffic.

BLOCK CHARACTER

Variable block configuration generally represented by longer blocks and some dead-end streets

Limited pedestrian infrastructure and connectivity

LOT CHARACTER

Larger homestead style lots

Private drive access to each property off the main public street or county road

PARKING ACCOMMODATION

Private drives and parking on private property

STREET CHARACTER

Rural roads with limited access and connectivity

Bar ditches and trees in their natural locations

PARKS & OPEN SPACE

Limited, if any public parks

Natural open spaces such as floodplain and conservation land

Large private lots in lieu of public parks

ARCHITECTURAL DIVERSITY

Variety of architectural styles suited to rural environment and character

CIVIC SPACE

Passive recreation in floodplain and conservation areas

SECONDARY USE

Home-Based Businesses

TRANSITIONAL NEIGHBORHOODS



Transitional Neighborhoods are most commonly found in the Residential Neighborhood placetype and are intended to have a mix of residential options with pockets of neighborhood scale commercial located within walking distance. Because of the focus on residential, some commercial uses will be consolidated into larger neighborhood and regional commercial nodes that are accessible via a short drive. Streets and public space in these

neighborhoods should prioritize pedestrians and walkability with a few collector style corridors that balance slow speed vehicular access and shared use trail connections to the larger citywide network.

BLOCK CHARACTER

Generally, 600'-800' block lengths.

Provide connectivity between blocks and developments.

Some flexibility in street connectivity around environmental constraints, but pedestrian connectivity is essential.

Cul-de-sacs are rarely used and where they must exist pedestrian access is provided.

LOT CHARACTER

A variety of lot sizes should be used in proximity within a neighborhood.

Utilize larger lots at logical points like end cap, T intersection, corner, and entry point lots.

Utilize alley lots on busier or prominent streets to limit driveways that interrupt continuous sidewalks.

PARKING ACCOMMODATION

On street

Driveways

Garages:

- Rear-Entry
- J-Swing
- Pull-Through

Front-Entry
(only on lots over 50')

Non-residential uses requiring parking should have neighborhood-scaled and screened lots.

STREET CHARACTER

Primarily slow, narrow streets with parking on one or both sides.

Street trees are encouraged and sidewalks on both sides are required.

Encourage connectivity to major collector streets. More connection points means less traffic per street.

PARKS & OPEN SPACE

Green space within ¼ mile of all homes.

Connect all parks and open space through sidewalks and trails.

Integrate detention areas as meaningful parts of open space network, or should be created as scenic focal points.

ARCHITECTURAL DIVERSITY

Variety of Architectural Styles:

- 50-100 homes - 3 distinct styles
- 100-300 homes - 4 distinct styles
- 300+ homes - 5 distinct styles

Utilize common design themes across architectural styles.

Styles should encourage porches, stoops, and balconies - to add visual interest.

Encourage alternative exterior materials that are more durable and sustainable long term, such as cement fiber board in lieu of wood for craftsman and farmhouse styles.

Add details such as pocket parks, or outdoor dining at terminated vistas to add interest to neighborhood design. These points where people must pause before continuing are opportunities for small investments that greatly enhance the overall beauty of a place.

CIVIC SPACE

Schools and houses of worship should feel integrated into the overall neighborhood.

Include pedestrian connectivity to the site.

Ensure parking lots are not predominate in site design, as much as possible hide parking behind buildings and bring buildings closer to the street.

SECONDARY USE

Commercial nodes should primarily serve adjacent residential areas and be integrated into the overall neighborhood.

Site design to serve pedestrians and cyclists first and automotive access second.

COMPLETE NEIGHBORHOODS



Complete Neighborhoods are most commonly found in the Mixed-Use Neighborhood placetype and are most complete in terms of use mix, access, and activity. Those living in these neighborhoods should expect constant change where the scale and use of properties is incrementally evolving to meet the residential and commercial needs of those living and working there. Residential and commercial uses can be mixed on the same block

or grouped into small nodes that make the majority of needs convenient and accessible by biking or walking. Streets and public spaces are designed to prioritize pedestrians, walkability, and human interaction. Where higher levels of vehicular access are required, streets are designed to be slow-speed and accommodate on-street parking.

BLOCK CHARACTER

Generally, 400'-600' block lengths

Provide connectivity between blocks and between developments.

Some flexibility in street connectivity around environmental constraints, but pedestrian connectivity is imperative.

Cul-de-sacs are not permitted.

LOT CHARACTER

A variety of lot sizes should be used in proximity within a neighborhood.

Utilize larger lots at logical points like end cap, T intersection, corner, and entry point lots.

Utilize alley lots on busier or prominent streets to limit driveways and increase yard space.

Incorporate at least 2-4 lot sizes per block.

PARKING ACCOMMODATION

On street

Driveways

Garages:

- Rear-Entry
- J-Swing
- Pull-Through

Front-Entry
(only on lots over 50')

Non-residential uses requiring parking should have neighborhood-scaled and screened lots.

STREET CHARACTER

Primarily slow, narrow streets with parking on both sides.

Street trees and sidewalks on both sides are required.

Encourage high levels of connectivity to collectors.

PARKS & OPEN SPACE

Green space within ¼ mile of all homes.

Connect all parks and open space through sidewalks and trails.

Integrate detention areas as meaningful parts of open space network, or should be created as scenic focal points.

ARCHITECTURAL DIVERSITY

Variety of Architectural Styles:

- 50-100 homes - 3 distinct styles
- 100-300 homes - 4 distinct styles
- 300+ homes - 5 distinct styles

Utilize common design themes across architectural styles.

Styles should encourage porches, stoops, and balconies - to add visual interest.

CIVIC SPACE

Schools and houses of worship should feel integrated into the overall neighborhood.

Include pedestrian connectivity to the site.

Ensure parking lots are not predominate in site design, as much as possible hide parking behind buildings and bring buildings closer to the street.

SECONDARY USE

Commercial nodes should serve adjacent residential areas and destination users.

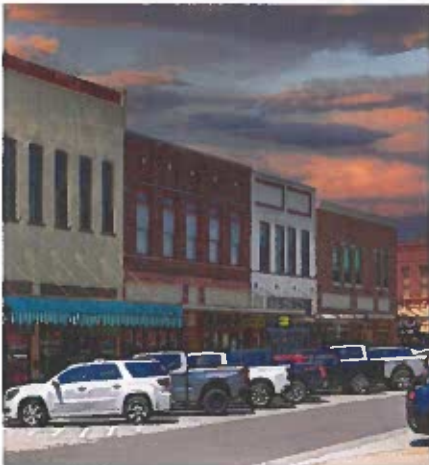
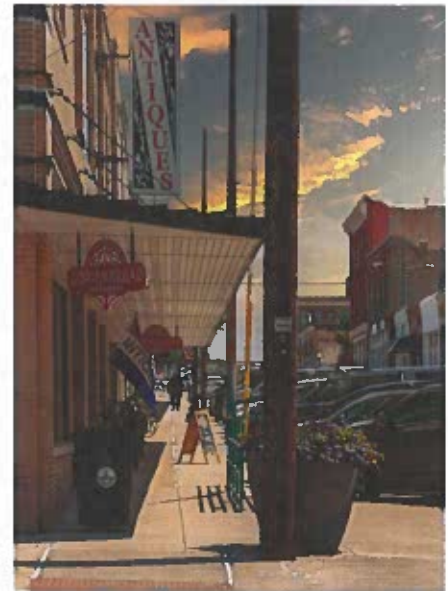
Sites should be integrated into the overall neighborhood.

Site design to serve pedestrians and cyclists first and automotive access second.

Encourage alternative exterior materials that are more durable and sustainable long term. Such as cement fiber board in lieu of wood for craftsman and farmhouse styles.

Add details such as pocket parks, or outdoor dining at terminated vistas to add interest to neighborhood design. These points where people must pause before continuing are opportunities for small investments that greatly enhance the overall beauty of a place.

DOWNTOWN



Downtown Waxahachie is a historic and unique neighborhood that serves as the cultural and civic center of the city. Anchored by the historic Ellis County Courthouse, Downtown's public realm is characterized by its compact, walkable street grid, active storefronts, and wide range of architecturally significant buildings that frame the street. Downtown provides a variety of commercial, office, and residential uses, while serving as the backdrop for several prominent festivals and events that attract residents and visitors alike. While Downtown epitomizes the character and authenticity of Waxahachie's past, it is also an important asset for future development. Planning efforts for this neighborhood requires the right balance of preserving the past while facilitating growth.

Downtown's existing boundary is based off the Downtown Historic Overlay District. The purpose of this district is to help protect and preserve the places and areas of architectural and cultural

importance by designating historic resources and establishing design guidelines. The Historic Overlay District closely resembles the Ellis County Courthouse Historic District listed on the National Register.

The Historic boundaries may remain constant, but the overall Downtown boundary should be expanded so that there can be greater influence on the appropriate development patterns as growth continues both within and around the existing Downtown Waxahachie. A larger boundary is able to encompass potential catalyst sites that are in close proximity but are not technically considered part of the Downtown. These tracts of land may have important impacts from a variety of standpoints including land use, economic development, and connectivity. As areas develop over time, the existing street grid and pedestrian connections should either be extended or reestablished to encourage walkability.

CHARACTER DISTRICTS

Character Districts provide a broad framework for what type of development should occur within a set planning area. Character Districts identify both the existing conditions and boundaries, and the aspirational qualities of how a place may look or feel in the future. District characteristics may include land use, building density, transportation connectivity, and access to greenspace. Good design principles allow districts to be both distinct from one another, yet complimentary when viewed collectively. Official district designations should reflect factors such as planning analysis, public engagement, and a market study.

LEGEND

- Proposed Downtown Boundary
- Downtown Core
- Historic Street District
- Downtown Living District
- Urban West End District
- Huber District
- Park Space
- Open Space
- Primary Gateway
- Trailhead
- Connector
- Existing Regional Trail
- Vehicle Trail

POINTS OF INTEREST

1. City County Courthouse
2. Washachos City Hall
3. City County Courts & Administration
4. Michael P. Stone Library
5. Redwood Park
6. Steps A. Hader Dog Park
7. Washachos Downtown Farmers Market
8. Washachos Pedestrian Corridor
9. A&P Thompson Park
10. George Brown Plaza
11. Rogers Spring Branch Brewery & Park
12. Downtown Historical Plaza





CHARACTER DISTRICTS, CONTINUED

Downtown Waxahachie is a diverse neighborhood that can be further classified into separate character districts. The proposed districts include:

- Main Street District
- Urban West End District
- Downtown Living District
- Maker District

While each district has its own particular focus, no district is considered more important than another in terms of attracting investment. For

example, attention should not solely be placed on one district before moving to another district. Instead, the priority should be placed on pursuing infill development opportunities where the market expresses interest and where they are most logical. This growth pattern should be organic and may occur incrementally across multiple districts at the same time. Furthermore, the name of each Character District are not intended to prescribe or restrict particular uses, as downtowns are a place for mixing of uses, but rather just indicate a focus or a predominate use.

PURPOSE To enhance and preserve our most recognizable asset

USE AND FORM

- 1-3 story retail / office with zero setback
- Architecturally significant building facades
- Pedestrian focused streetscape with wide sidewalks, street trees, and safe crossings
- Enhanced public realm with active storefronts, patios, and signage, art, parallel or pull in on-street parking
- Live-work residential, townhomes
- Pocket parks (5 min walking radius)

Main Street District

PURPOSE To serve as the neighborhood core of Downtown Waxahachie

USE AND FORM

- Gradually steps down from the scale of Downtown Waxahachie to be more compatible with the adjacent residential neighborhoods
- Neighborhood scale-retail (shops and services that meet the needs of nearby residents)
- Intended to be walkable
- Avoids front parking lots
- Provides bike racks
- Appropriately scaled multi-family, Missing Middle Housing, single-family

Downtown Living District

PURPOSE To transition from Downtown to the West End Historical District

USE AND FORM

- Softens the transition from Downtown to the West End Historical District
- More residential than Downtown Living, but higher intensity than the West End Historical District
- Live-work residential, and Missing Middle Housing focus, Neighborhood-scale retail (shops and services that meet the needs of nearby residents)
- Intended to be walkable
- Few if any parking lots
- Provides bike racks
- Small parks and greenspace

Urban West End District

PURPOSE To reimagine the industrial areas of Downtown Waxahachie

USE AND FORM

- Adaptive reuse of industrial structures
- Creative maker-space / arts
- Recreation Opportunities: Waxahachie Creek Hike & Bike Trail
- Dog Park
- Entertainment
- Restaurants / Breweries
- Farmer's Market

Maker District

DOWNTOWN NEIGHBORHOOD CHARACTERISTICS

Downtown, like other neighborhoods in the city, can be placed along the Auto-Pedestrian Continuum. Downtown development occurs on a density/intensity spectrum. For example, denser building forms should take place most closely to the central core of Downtown Waxahachie. Careful attention should be made so that each transitional zone of the Downtown should step down to the next, ultimately blending into the neighborhoods that are on the other side of the boundary. This will ensure that the Downtown urban form is compatible between districts and respectful to adjacent neighborhoods.

LOT CHARACTER

Orient pedestrian entrances to the primary street with automotive and service entrances on the alley or secondary street

Utilize alley access to limit driveways

STREET CHARACTER

Primarily commercial streets with parking on both sides.

Street trees and sidewalks on both sides are required.

Encourage high levels of connectivity

PARKS & OPEN SPACE

Connect all parks and open space through sidewalks and trails

Provide key trailheads and wayfinding to larger trail network

CIVIC SPACE

Government buildings, schools and houses of worship should be key architectural features of the neighborhood

Buildings should predominate with parking behind (surface parking is discouraged)

PARKING ACCOMMODATION

On street

Shared use parking garages

Parking Lots screened by building or landscaping (surface parking is discouraged)

ARCHITECTURAL DIVERSITY

Pedestrian Scaled Buildings

Historic Districts

- West End Historic District
- North Rogers Street Historic District
- Oldham Avenue Historic District (Overlay)
- Wyatt Street Shotgun House Historic District
- Ellis County Courthouse Historic District (Overlay)

BLOCK CHARACTER

Generally, 200'-400' block lengths

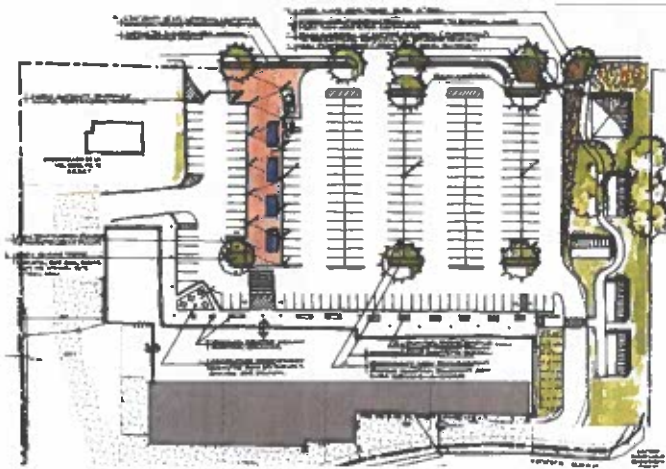
Provide connectivity between blocks and between developments

Some flexibility in street connectivity around environmental constraints, but provide pedestrian connectivity

Cul-de-sacs are not permitted

INCREMENTAL IMPROVEMENT

There has been a resurgence in the smaller development community in recent years. “Small developers” tend to be local residents who have an interest in adding housing in their neighborhood, owning property, or starting a business. Unlike large developers that acquire big tracts of land and build out multiple lots at once, small developers focus on constructing unique, context-sensitive development on single lots that can activate and revitalize downtowns and aging neighborhoods. Organizations such as the Incremental Development Alliance and Small Developers Group on Facebook have been formed to connect and share resources with this rapidly growing group. The City of Waxahachie should encourage incremental development, especially for infill projects and redevelopment in downtown and surrounding neighborhoods.



Above: This project in DeSoto is converting a vacant Ace Hardware building and parking lot into a neighborhood commercial node with the main building redone as a business incubator for office, retail, and restaurants, and the parking area filled in with a food trailer plaza, kiosks, open space, and micro apartments.



Above: This new urbanist style neighborhood is being built in Midlothian incrementally over 20 years. A neighborhood commercial strip center has been built one building at a time, and a combination of single and multifamily residential and public space is being built in phases around it.



This project provided a new mixed-use building in the heart of downtown Duncanville. The building is designed to frame the street corner with parking behind the building, and includes a mix of office, art, restaurant, and residential spaces.

IMPLEMENTATION

General Recommendations

1 EMBRACE THE COMPREHENSIVE PLAN AS THE PRIMARY DOCUMENT TO INFORM GROWTH, DEVELOPMENT, AND INVESTMENT DECISIONS.

A well run city has a unified community vision and objectives that bring people and perspectives together and aligns resources in a manner that maximizes progress toward these shared goals. This document provides the framework that other plans, policies, and budgets should follow in order to strengthen Waxahachie's fiscal position and improve quality of life and affordability for current and future residents and businesses.

2 EXPAND THE NARRATIVE ABOUT WAXAHACHIE.

Waxahachie is an community that is becoming more diverse every year. A real opportunity to attract residents and businesses looking for a different pace and lifestyle than that of Dallas and surrounding suburbs exists. The City should develop a social media strategy to continuously highlight the community's values, assets, heritage, and unique differentiators.

3 CULTIVATE A MORE RESILIENT AND SELF-SUSTAINING LOCAL ECONOMY AND WORKFORCE.

Waxahachie is a resident-focused community that prioritizes the growth and success of its local businesses and employers. As important as it is to cultivate and invest in new businesses, it is equally as important to prioritize and facilitate the success of existing ones.

4 ALIGN DEVELOPMENT AND BUDGETING WITH THE COMMUNITY'S VALUES AND DESIRED OUTCOMES.

The residents of Waxahachie value resource stewardship and fiscally responsible growth that aligns with the community's values and priorities.

IMPLEMENTATION APPROACH

Incremental

Oftentimes, plans lose traction quickly because implementation recommendations prioritize too many large, complex projects that take many years to complete and require funding the City doesn't have. An alternative approach is to embrace an incremental, iterative approach that makes meaningful progress toward bigger goals immediately with the resources the community has available. The proposed implementation program was built around the Strong Towns "barbell strategy", where roughly 80 percent of projects are small, low risk projects that can be completed quickly with minimal resources and the other 20 percent toward larger high risk, high reward projects.



SOURCE: BETTER BLOCK FOUNDATION

Neighborhood Centric

The majority of this plan focuses on improving quality of life for residents at the neighborhood level. Studies show that when quality of life is improved, property values and city revenues increase, and the wealth, health, and social wellbeing of residents also improve. And nobody knows what is needed in a neighborhood more than the people who live, work, worship, and recreate there every day. As such, the second critical aspect of the proposed implementation strategy centers around working with a neighborhood "cultivator crew" (residents, local businesses, and other community and philanthropic partners) to create and execute a series of neighborhood enhancement plans. These plans are intended to be lean, living documents that organize and prioritize ideas from the people in the neighborhood into small projects that will make the neighborhood incrementally better. Some of the projects will require city support through staff and funding, while others should be projects that can be done independently by residents with partnerships with philanthropic organizations and local businesses.



• These images show examples of small-scale
• low-cost urban improvements that can be
• undertaken to gauge community interest
• and participation.

ACTION TYPES

There are several different types of implementation actions. Each action item proposed falls under one of the following categories.

Guidelines

Plans and design guidelines (such as technical standards) that are used to guide development of the functional and visual environment throughout the city or within certain “districts”.



Capital Investments

Infrastructure projects and other city investments that help preserve and enhance economic growth, property values and quality of life.



Regulations

Ordinances and adopted policies that are used to guide and enforce development patterns in the city, most notably the zoning and subdivision ordinances.



Tactical/Community

Low budget projects that can be executed by residents and other partners to address safety and quality of life issues and test out ideas while waiting for funds to become available for more permanent improvements.



Financial & Process Incentives

One of the ways a city can encourage development of the type, quality and form it wants in areas that align with principles and policies in this plan (and discourage the opposite) is to provide monetary incentives. Examples include reduced fees, tax rebates and loans or grants. Fast-tracked approvals and other expedited processes that save developers time (and money) are another method a city can use to support desired development.



Education and Communication

Programs and activities that inform, engage and connect residents, local businesses and agency partners, and help with promotion of the community to prospective residents, developers and employers.



Partnerships

Specific partnerships and collaborative efforts that are needed or that can help to achieve the desired vision for our community.



GENERAL RECOMMENDATIONS

City staff will schedule a workshop with the Planning and Zoning Commission and City Council to execute or act upon each recommendation in the table below. For some recommendations, the workshop is necessary to discuss funding or to disperse research essential for the elected officials to make an informed decision on some of the recommendations. The Planning Department will track the progress of the recommendations listed below.

Recommendation	Action	Type	Timeframe					Department/Entity	
			Always	6 Months	1 Year	3 Year	5 Years	Lead	Support
G-1 Embrace the Comprehensive Plan as the primary document to inform growth, development, and investment decisions	1 Conduct an implementation kickoff summit to inform elected officials, staff, and community members about the Plan's guiding principles, goals, and immediate implementation priorities.	Education & Communication		X				Planning Dept.	N/A
	2 Consider connecting agenda items at Planning and Zoning Commission and City Council meetings to the applicable guiding principles and implementation priorities.	Guidelines	X					Planning Dept.	N/A
	3 Initiate a 2-year action plan to update the Planning and Zoning Commission and City Council on the Comprehensive Plan recommendations and actions.	Guidelines		X				Planning Dept.	N/A
	4 Evaluate and update the Future Land Use Plan, Thoroughfare Plan, Growth Sectors, and other Comprehensive Plan elements to reflect current conditions every five years	Regulations					X	Planning Dept.	N/A
	5 Evaluate and update the vision statement and guiding principles every ten years.	Guidelines					X	Planning Dept.	N/A
G-2 Expand the narrative about Waxahachie	1 Promote local success stories and people that reflect the community's unique values, assets, and desired future	Education & Communication			X			Communications and Marketing Dept.	Planning Dept.
	2 Utilize social media to highlight elected officials, staff and general day to day operations of the City to educate and inform residents.	Education & Communication			X			Communications and Marketing Dept.	Planning Dept.
G-3. Cultivate a more resilient and self-sustaining local economy and workforce	1 Update the 2012 Economic Development Strategic Plan	Regulations				X		Economic Development	N/A
	2 Leverage Waxahachie's history and assets (airport, business park, industrial corridor, etc) to grow businesses in healthcare, industrial, and manufacturing categories.	Partnerships				X		Planning Dept.	Economic Development
	3 Support the City's network of local developers and builders who want to build small scale development in keeping with the Comprehensive Plan. A local network of "community investors" is a key component of growing a self-sustaining local economy and workforce and cultivating local wealth in the community	Partnerships	X					All departments	N/A
G-4. Align development and budgeting with the community's values and desired outcomes	1 Consider including the comprehensive plan vision, values and guiding principles in the annual budget report	Guidelines			X			Finance	N/A

LAND USE & GROWTH MANAGEMENT RECOMMENDATIONS

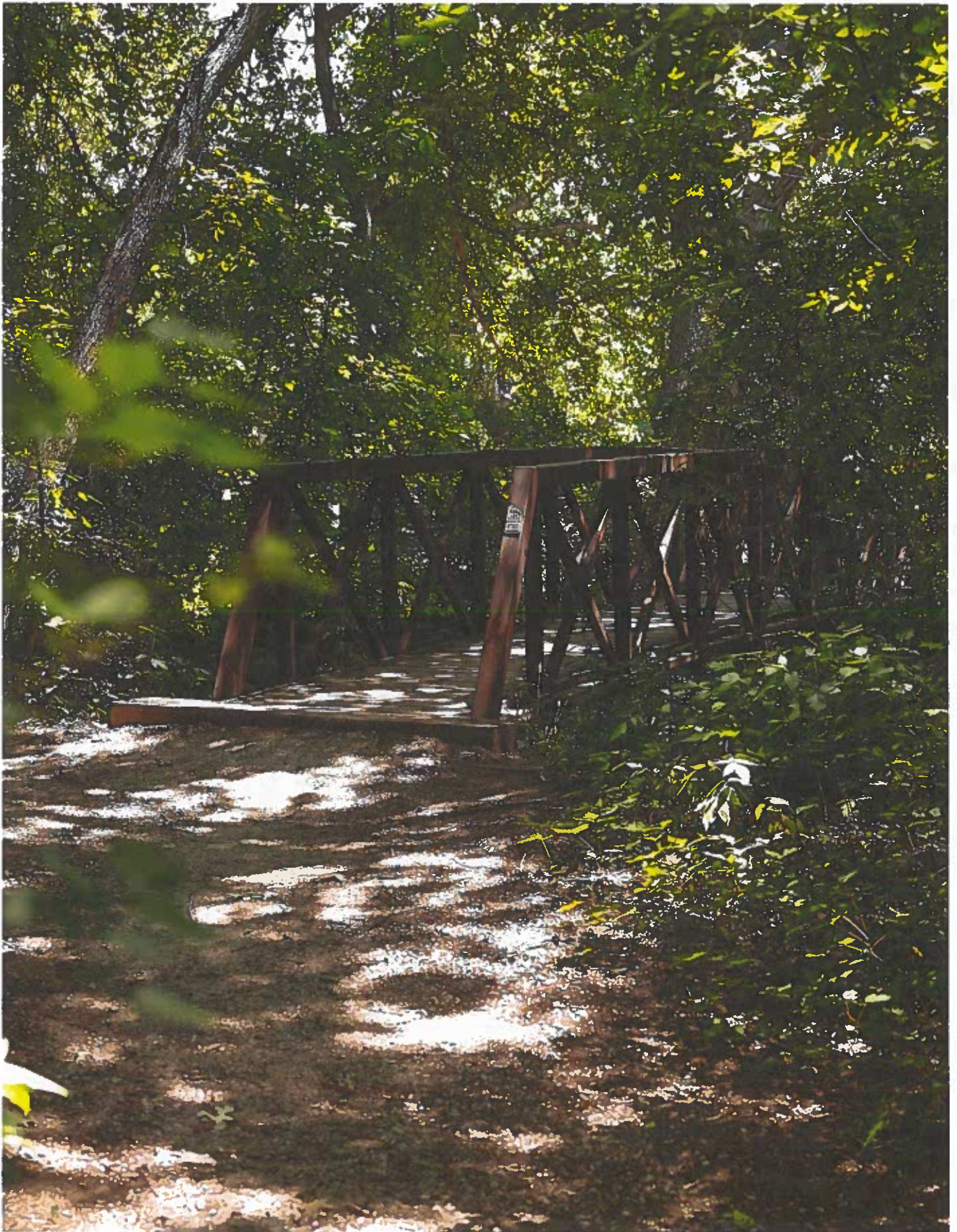
Recommendation	Action	Type	Timeframe					Department/Entity	
			Always	6 Months	1 Year	3 Year	5 Years	Lead	Support
LU-1 Build complete neighborhoods, not just residential subdivisions.	1 Consider developing a "Complete Neighborhood Checklist" that lists the components that need to be present in the different types of neighborhoods to make them complete.	Guidelines			X			Planning Dept.	P&Z Commission and City Council
	2 Consider updating the zoning ordinance and other development standards to incorporate complete neighborhood concepts.	Regulations				X		Planning Dept.	P&Z Commission and City Council
	3 Encourage the distribution of retail and commercial destinations across the City to reduce some of the demand on the 77 Corridor.	Guidelines	X					Planning Dept.	N/A
	4 Encourage neighborhood-scale commercial uses within existing neighborhoods to increase commercial and retail services throughout the City. Ensure neighborhood commercial is context sensitive.	Guidelines	X					Planning Dept.	N/A
	5 Consider meeting annually with WSD representatives in a public setting to discuss how to better coordinate City and school district plans, policies, and improvements.	Partnerships			X			Planning Dept.	N/A
LU-2 Implement new policies to manage and direct growth.	1 Promote development patterns that maximize the use of existing infrastructure and land before expanding infrastructure to underdeveloped areas.	Guidelines	X					Public Works and Engineering Dept.	Planning Dept.
	2 Consider evaluating future investments to ensure the City has the necessary resources for long-term maintenance and replacement.	Guidelines	X					All departments	P&Z Commission and City Council
	3 Consider reducing parking requirements for neighborhood-scale commercial establishments where too much parking can disrupt the neighborhood context and quality.	Regulations			X			Planning Dept.	Public Works and Engineering Dept.
LU-3 Expand the city's park, open space, and trail system.	1 Consider updating the City's Parks and Trail Master Plan to identify future park locations citywide.	Regulations				X		Parks & Recreation Dept.	Planning Dept.
	2 Encourage parks within a 1/2 mile of all residences.	Guidelines	X					Planning Dept.	N/A
	3 Encourage regional detention areas as scenic focal points to serve both functional and placemaking interests.	Guidelines	X					Planning Dept.	Public Works and Engineering Dept.
LU-4 Calibrate development standards to allow the type of development envisioned within each Place Type.	1 Ensure new development incorporates the characteristics defined for each place type in the comprehensive plan (e.g. minimum block lengths, housing types, etc.).	Guidelines	X					Planning Dept.	N/A
	2 Consider reviewing the infill ordinance to ensure context sensitive design. New homes should be designed and scaled appropriately to surrounding homes.	Regulations			X			Planning Dept.	N/A

MOBILITY RECOMMENDATIONS

Recommendation	Action	Type	Timeframe					Department/Entity	
			Always	6 Months	1 Year	3 Year	5 Years	Lead	Support
M-1 Coordinate land use and mobility strategies to create commercial nodes in each quadrant of the City and within neighborhoods.	1 Consider developing design guidelines for 35 and 287 to preserve and enhance the visual aesthetic of these major gateways into the City. Design guidelines should address building and parking placement, signage, and streetscaping.	Guidelines				X		Planning Dept.	N/A
M-2 Redesign the 77 corridor to improve traffic circulation, streetscaping, and connectivity.	1 Consider coordinating with TxDOT to improve the 77 corridor. The City should identify what corridor changes or improvements can improve traffic flow, pedestrian connectivity, landscaping for beautification purposes, and simply better fit into the context of the area it serves. If the City Council considers any future improvements to 77, there should be public meetings to discuss such changes with the public to garner support. It should be noted that this action may require more city funding to hire a consultant to design improvements.	Partnerships					X	Planning Dept. & Public Works and Engineering Dept.	P&Z Commission and City Council
M-3 Improve network connectivity.	1 Encourage street stub outs and/or cross access to adjacent undeveloped land with new development to increase connectivity.	Regulations	X					Planning Dept. & Public Works and Engineering Dept.	N/A
	2 Encourage short block lengths and a gridded street pattern with new development.	Guidelines	X					Planning Dept. & Public Works and Engineering Dept.	N/A
	3 Discourage sidewalk variances for all project types to increase pedestrian connectivity.	Guidelines	X					All departments	P&Z Commission and City Council
	4 Discourage changes to the Thoroughfare Plan. Instead, future changes should be reviewed with greater scrutiny to examine their impact from a citywide perspective.	Guidelines	X					Planning Dept. & Public Works and Engineering Dept.	P&Z Commission and City Council
	5 Continue to prioritize and fund safe routes to school, trails and public sidewalks on an annual basis.	Capital Investments			X			Public Works and Engineering Dept.	P&Z Commission and City Council
M-4 Design neighborhood streets to prioritize people, place, and productivity.	1 Encourage developers to design streets with traffic calming elements that force drivers to go slow (speed 30 mph), such as narrow travel lanes, on-street parking, wider sidewalks, curb extensions and bulb outs, raised crosswalks, and street trees.	Guidelines	X					Public Works and Engineering Dept.	Planning Dept.
M-5 Prioritize safe and efficient movement of vehicles on arterials.	1 Consider updating the City's access management policy to reduce the number of access points or driveways on major roadways to improve traffic circulation and mobility safety.	Regulations			X			Public Works and Engineering Dept.	N/A
M-6 Maximize return on investment for mobility infrastructure.	1 Consider prioritizing maintenance and enhancement of existing roads before the City extends or builds new roads to undeveloped areas of the City.	Guidelines	X					Public Works and Engineering Dept.	P&Z Commission and City Council
	2 Track and inventory the City's roadway system in ArcGIS and begin documenting new road construction, road expansions, and road improvements for future reference. Utilize this data to inform road construction and maintenance costs annually. The City should generally track this data: the year a street is built, the year a street is improved, the number of linear feet improved, and the associated construction cost. Tracking this information will allow the City to filter through data more efficiently.	Guidelines	X					Public Works and Engineering Dept.	N/A
M-7 Provide mobility options for everyone.	1 Develop and implement an ADA transition plan. The Americans with Disabilities Act (ADA) requires public entities to develop an ADA Transition Plan for bringing older curb ramps, sidewalks, signals, and other public facilities into compliance with ADA guidelines for accessibility.	Regulations			X			Executive Director of Development Services	N/A

NEIGHBORHOODS & DOWNTOWN RECOMMENDATIONS

Recommendation		Action	Type	Timeframe					Department/Entity	
				Always	6 Months	1 Year	3 Years	5 Years	Lead	Support
NH-1 Maintain the character of Waxahachie.	1	Consider documenting the 2019 Historic Resources Survey in GIS for the All-In-One Map.	Guidelines				X		Planning Dept.	N/A
	2	Review the City's historic preservation ordinances to ensure they protect the character of historically significant areas. Based on code deficiencies, consider revising the historic preservation ordinance as necessary.	Guidelines			X			Downtown Development	Heritage Preservation Commission
NU-2 Diversify housing mix to encourage diverse housing types at various price points.	1	Consider revising development standards to allow accessory structures and accessory dwelling units by right so long as they meet the City's minimum criteria.	Regulations			X			Planning Dept.	P&Z Commission and City Council
	2	Encourage master planned mixed-use, multigenerational neighborhoods with range of home types, values, and amenities.	Guidelines	X					Planning Dept.	P&Z Commission and City Council
	3	Encourage compact and walkable neighborhoods near downtown and other activity centers (e.g. parks and retail centers).	Guidelines	X					Planning Dept.	P&Z Commission and City Council
NU-3 Prioritize infill and revitalization to maximize existing infrastructure and public services.	1	Continue to leverage the Downtown Incentive Program to encourage revitalization and incremental improvements in downtown.	Financial & Process Incentives	X					Downtown Development	N/A
	2	Consider prioritizing CIP projects into areas with aging infrastructure that present opportunities to capture additional tax revenue through infill and redevelopment.	Capital Investments			X			Public Works and Engineering Dept.	P&Z Commission and City Council
NH-4 Update design standards to preserve historic places and encourage higher quality design standards in historically significant areas of the City	1	Consider establishing a zoning overlay district for all Nationally Registered Historic Districts, such as the West End Historic District, North Rogers Street Historic District, Wyatt Street Shotgun House Historic District and the remainder of the Ellis County Courthouse Historic District.	Regulations					X	Downtown Development	Heritage Preservation Commission
	2	New housing, whether infill, redevelopment or greenfield, should first and foremost embrace and carry over the historical significance of the neighborhood if located in a historic district. All housing should be context sensitive and fit into the neighborhood's character and scale.	Guidelines	X					Planning Dept.	Heritage Preservation Commission
NH-5 Improve and enhance the central core of Waxahachie.	1	Consider investing in a Downtown Street Regulating Plan to improve the street design, walkability, and traffic circulation in downtown and the periphery of downtown to benefit business owners and visitors and facilitate downtown events.	Regulations				X		Downtown Development	Planning Dept. & Public Works and Engineering Dept.
	2	Consider using tactical urbanism methods to "trial run" or "test" downtown improvements before investing in permanent improvements.	Tactical/Community	X					All departments	N/A
	3	New mixed-use neighborhoods should complement the existing Downtown and accommodate additional growth within a compact urban fabric that includes walkable streets, mixed-use buildings, and high-quality public spaces.	Guidelines	X					Planning Dept. & Downtown Development	P&Z Commission and City Council



APPENDIX

PLACETYPE DENSITY SURVEY RESULTS AND TARGETS

Before the July 19, 2022 CPAC meeting, the consultant team presented a questionnaire to the CPAC to ask them what density they thought was appropriate for each placetype. The feedback received from the questionnaire is on the exhibit called "Exercise Results."

On July 19, 2022, the CPAC voted on the most appropriate target density for each placetype after considering the feedback on the questionnaire. The results are in the exhibit called "Modeling Targets."

Although the CPAC agreed with the target densities in the "Modeling Targets," they stressed that density is only one part of the equation. The general consensus among the CPAC was that higher density allowances should only be permitted with projects with merit and provisions of exceptional quality, such as quality building design, enhanced landscaping, innovative site design/layout, interconnected bike and pedestrian pathways, and the inclusion of complete neighborhood concepts.

EXERCISE RESULTS

What you all told us.

RURAL ESTATE

RESIDENTIAL NEIGHBORHOOD

MIXED USE NEIGHBORHOOD

DOWNTOWN

URBAN VILLAGE

	DUR		RESIDENTIAL		NON-RESIDENTIAL
HIGHEST SUGGESTION	4				
LOWEST SUGGESTION	1	AVERAGE RESPONSE	94%	AVERAGE RESPONSE	6%
WEIGHTED AVERAGE	2				
HIGHEST SUGGESTION	10				
LOWEST SUGGESTION	4	AVERAGE RESPONSE	86%	AVERAGE RESPONSE	14%
WEIGHTED AVERAGE	7				
HIGHEST SUGGESTION	26				
LOWEST SUGGESTION	9	AVERAGE RESPONSE	69%	AVERAGE RESPONSE	31%
WEIGHTED AVERAGE	14				
HIGHEST SUGGESTION	25				
LOWEST SUGGESTION	10	AVERAGE RESPONSE	47%	AVERAGE RESPONSE	53%
WEIGHTED AVERAGE	16				
HIGHEST SUGGESTION	40				
LOWEST SUGGESTION	18	AVERAGE RESPONSE	35%	AVERAGE RESPONSE	65%
WEIGHTED AVERAGE	32				

MODELING TARGETS

Old and New Density and Mix Targets

	RURAL ESTATE		RESIDENTIAL NEIGHBORHOOD		MIXED-USE NEIGHBORHOOD		DOWNTOWN		URBAN VILLAGE		REGIONAL COMMERCIAL		INDUSTRIAL	
Our/Acs	2	2	7-9	7	13-15	14	15-18	16	35	32	TBD	0	TBD	0
Residential %	95	96	85	86	70	69	50	46	50	36	20	0	5	0
Non-Residential %	5	4	15	14	30	31	50	54	50	64	80	100	95	100

ESRI TAPESTRIES

These Demographic Segments, referenced in Chapter 1 are explained in more detail in the data sheets included on the following pages. Understanding in as much detail as possible the groups of people who inhabit Waxahachie can help ensure that all segments of the population are considered in decision making.



LifeMode Group: Midtown Singles

City Commons

11E

Households: 1,106,600

Average Household Size: 2.67

Median Age: 28.5

Median Household Income: \$18,300

WHO ARE WE?

This segment is one of Tapestry Segmentation's youngest markets. It is primarily composed of single-parent and single-person households living within large metro cities located primarily in the eastern half of the US. While more than a third have a college degree or spent some time in college, nearly a quarter have not finished high school. These residents strive for the best for themselves and their children. Most occupations are within office and administrative support.

OUR NEIGHBORHOOD

- Single parents (Index 315), primarily female, and singles head these young households.
- Average household size is slightly higher than the US at 2.67.
- City Commons residents are found in large metropolitan cities, where most residents rent apartments in mid-rise buildings.
- Neighborhoods are older, built before 1960 (Index 151).
- Typical of the city, many households own either one vehicle or none and use public transportation (Index 292) or taxis (Index 299).

SOCIOECONOMIC TRAITS

- Although some have college degrees, nearly a quarter have not graduated from high school.
- Labor force participation is low at 53% (Index 84).
- Most households receive income from wages or salaries, with nearly one in four that receive contributions from Social Security (Index 287) and public assistance (Index 355).
- Consumers endeavor to keep up with the latest fashion trends.
- Many families prefer the convenience of fast-food restaurants to cooking at home.



Note: The index reported is the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are derived from 2010 by NORC University.



LifeMode Group: Rustic Outposts Down the Road

10D

Households: 1,406,700

Average Household Size: 2.76

Median Age: 35.0

Median Household Income: \$38,700

WHO ARE WE?

Down the Road is a mix of low-density, semirural neighborhoods in large metropolitan areas; half are located in the South, with the rest primarily in the West and Midwest. Almost half of householders live in mobile homes; more than two-fifths live in single-family homes. These are young, family-oriented consumers who value their traditions. Workers are in service, retail trade, manufacturing, and construction industries, with higher proportions in agriculture and mining, compared to the US.

OUR NEIGHBORHOOD

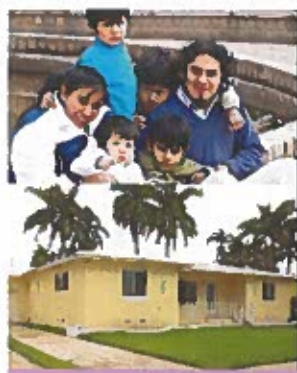
- Nearly two-thirds of households are owned.
- Family market, primarily married couples or single-parent households (Index 145).
- Close to half of all households live in mobile homes (Index 780).
- Four-fifths of households were built in 1970 or later.
- About 32% of homes are valued under \$50,000.

SOCIOECONOMIC TRAITS

- Education completed: 36% with a high school diploma only, 41% with some college education or a degree.
- Labor force participation rate is 59.0%, slightly lower than the US.
- Family-oriented, outgoing consumers; they place importance on preserving time-honored customs.



Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by ESRI's researchers.



LifeMode Group: Sprouting Explorers Forging Opportunity

7D

Households: 1,289,900

Average Household Size: 3.62

Median Age: 28.9

Median Household Income: \$38,000

WHO ARE WE?

Family is central within these communities, bringing rich traditions to these neighborhoods in the urban outskirts. Dominating this market are younger families with children or single-parent households with multiple generations living under the same roof. These households balance their budgets carefully but also indulge in the latest trends and purchase with an eye to brands. Most workers are employed in skilled positions across the manufacturing, construction, or retail trade sectors.

OUR NEIGHBORHOOD

- Family market; over a third of all households are married couples with children, with a number of multigenerational households and single-parent families; household size is higher at 3.62.
- While most residents live in single-family homes, almost 10% of householders reside in mobile home parks.
- Homes are owner occupied, with slightly higher monthly costs (Index 103) but fewer mortgages (Index 83).
- Most are older homes, nearly 60% built from 1950 to 1989.
- Most households have one or two vehicles; many commuters carpool or walk to work (Index 145).
- *Forging Opportunity* residents live within the urban periphery of larger metropolitan areas across the South and West.

SOCIOECONOMIC TRAITS

- While a majority finished high school, over 40% have not (Index 321).
- Labor force participation is slightly lower at 61%.
- More than one in four households is below the poverty level (Index 183).
- Residents balance their budgets carefully by spending only on necessities and limiting activities like dining out.
- Many have no financial investments or retirement savings, but they have their homes.



Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by ESRI's researchers.



LifeMode Group: Middle Ground

Front Porches

8E

Households: 1,960,300

Average Household Size: 2.57

Median Age: 34.9

Median Household Income: \$43,700

WHO ARE WE?

Front Porches is a blend of household types, with more young families with children and more single households than average. More than half of householders are renters, and many of the homes are older townhomes or duplexes. Friends and family are central to Front Porches residents and help to influence household buying decisions. Households tend to own just one vehicle, but it is used only when needed.

OUR NEIGHBORHOOD

- Nearly one in five homes is a duplex, triplex, or quad; half are older single-family dwellings.
- Just over half the homes are occupied by renters.
- Older, established neighborhoods; three quarters of all homes were built before 1980.
- Single-parent families or singles living alone make up almost half of the households.

SOCIOECONOMIC TRAITS

- Composed of a blue-collar workforce with a strong labor force participation rate.
- Price is more important than brand names or style to these consumers.
- With limited incomes, these are not adventurous shoppers.
- They would rather cook a meal at home than dine out.
- They seek adventure and strive to have fun.



*Note: This index represents the ratio of the segment size to the US population, indexed by 100. Consumer preferences are estimated from data by US demographics.



LifeMode Group: Cozy Country Living

Green Acres

6A

Households: 3,923,400

Average Household Size: 2.70

Median Age: 43.9

Median Household Income: \$76,800

WHO ARE WE?

The Green Acres lifestyle features country living and self-reliance. Avid do-it-yourselfers, they maintain and remodel their homes with all the necessary power tools to accomplish the jobs. Gardening, especially growing vegetables, is a priority, again with the right tools, tillers, tractors, and riding mowers. Outdoor living features a variety of sports: hunting and fishing, motorcycling, hiking and camping, and even golf.

OUR NEIGHBORHOOD

- This large segment is concentrated in rural enclaves in metropolitan areas.
- Primarily (not exclusively) older homes with acreage; new housing growth in the past 15 years.
- Single-family, owner-occupied housing, with a median value of \$235,500.
- An older market, primarily married couples, most with no children.

SOCIOECONOMIC TRAITS

- Education: More than 60% are college educated.
- Labor force participation rate is high at 66.8% (Index 107).
- Income is derived not only from wages and salaries but also from self-employment (more than 13% of households), investments (27% of households), and increasingly, from retirement.
- They are cautious consumers with a focus on quality and durability.
- Comfortable with technology, more as a tool than a trend: banking or paying bills online is convenient, but the internet is not viewed as entertainment.
- Economic outlook is professed as pessimistic, but consumers are comfortable with debt, primarily as home and auto loans, and investments.



*Note: This index represents the ratio of the segment size to the US population, indexed by 100. Consumer preferences are estimated from data by US demographics.



LifeMode Group: Midtown Singles

Metro Fusion

11C

Households: 1,753,500

Average Household Size: 2.65

Median Age: 29.3

Median Household Income: \$35,700



WHO ARE WE?

Metro Fusion is a young market. Many residents do not speak English fluently and have moved into their homes recently. They are highly mobile and over three quarters of households are occupied by renters. Many households have young children; a quarter are single-parent families. Most residents live in midsize apartment buildings. Metro Fusion is a hardworking market with residents that are dedicated to climbing the ladders of their professional and social lives.

OUR NEIGHBORHOOD

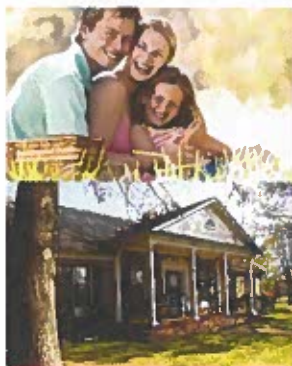
- Over 60% of the homes are multiunit structures located in the urban periphery.
- Three-quarters of residents are renters, and rents are about 13% less than the US average.
- Most housing units were built before 1990.
- Single-parent and single-person households make up over half of all households.

SOCIOECONOMIC TRAITS

- Younger residents are highly connected, while older residents do not have much use for the latest and greatest technology.
- They work hard to advance in their professions, including working weekends.
- They take pride in their appearance, consider their fashion trendy, and stick with the same few designer brands.
- They spend money readily on what's hot unless saving for something specific.
- Social status is very important; they look to impress with fashion and electronics.



Note: The index represents the ratio of the segment size to the US size multiplied by 100. Consumer preferences are determined from data by NPD-Intermedia.



LifeMode Group: Family Landscapes

Middleburg

4C

Households: 3,511,200

Average Household Size: 2.75

Median Age: 34.1

Median Household Income: \$59,800

WHO ARE WE?

Middleburg neighborhoods transformed from the easy pace of country living to suburban subdivisions in the last decade, as the housing boom spread beyond large metropolitan cities. Residents are traditional, family-oriented consumers. Still more country than rock and roll, they are thrifty but willing to carry some debt and are already investing in their futures. They rely on their smartphones and mobile devices to stay in touch and pride themselves on their expertise. They prefer to buy American and travel in the US. This market is younger but growing in size and assets.

OUR NEIGHBORHOOD

- Suburban locales within metropolitan areas.
- Neighborhoods changed rapidly in the previous decade with the addition of new single-family homes.
- Include a number of mobile homes (Index 150).
- Affordable housing, median value of \$175,000 (Index 84) with a low vacancy rate.
- Young couples, many with children; average household size is 2.75.

SOCIOECONOMIC TRAITS

- Education: 65% with a high school diploma or some college.
- Labor force participation typical of a younger population at 66.7% (Index 107).
- Traditional values are the norm here—faith, country, and family.
- Prefer to buy American and for a good price.
- Comfortable with the latest in technology for convenience (online banking or saving money on landlines) and entertainment.



Note: The index represents the ratio of the segment size to the US size multiplied by 100. Consumer preferences are determined from data by NPD-Intermedia.



LifeMode Group: GenX/Urban

Midlife Constants

5E

Households: 3,068,400

Average Household Size: 2.31

Median Age: 47.0

Median Household Income: \$53,200

WHO ARE WE?

Midlife Constants residents are seniors, at or approaching retirement, with below-average labor force participation and below-average net worth. Although located in predominantly metropolitan areas, they live outside the central cities, in smaller communities. Their lifestyle is more country than urban. They are generous but not spendthrifts.

OUR NEIGHBORHOOD

- Older homes (most built before 1980) found in the suburban periphery of smaller metropolitan markets.
- Primarily married couples, with a growing share of singles.
- Settled neighborhoods with slow rates of change and residents that have lived in the same house for years.
- Single-family homes, less than half still mortgaged, with a median home value of \$154,100 (Index 74).

SOCIOECONOMIC TRAITS

- Education: 63% have a high school diploma or some college.
- At 31%, the labor force participation rate is low in this market (Index 91).
- Almost 42% of households are receiving Social Security (Index 141); 27% also receive retirement income (Index 149).
- Traditional, not trendy; opt for convenience and comfort not cutting edge. Technology has its uses, but the bells and whistles are a bother.
- Attentive to price, but not at the expense of quality, they prefer to buy American and natural products.
- Radio and newspapers are the media of choice (after television).



Note: This index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from 2005 to 2008 data.



LifeMode Group: Hometown

Modest Income Homes

12D

Households: 1,627,600

Average Household Size: 2.56

Median Age: 37.0

Median Household Income: \$23,900

WHO ARE WE?

Families in this urban segment may be nontraditional, however, their religious faith and family values guide their modest lifestyles. Many residents are primary caregivers to their elderly family members. Jobs are not always easy to come by, but wages and salary income are the main sources of income for most households. Reliance on Social Security and public assistance income is necessary to support single-parent and multigenerational families. Rents are relatively low (Index 70), public transportation is available, and Medicaid assists families in need.

OUR NEIGHBORHOOD

- Households are single person or single parent (usually female householders). Multigenerational families are also present.
- Homes are predominantly single family; values reflect the age of the housing, built more than 60 years ago.
- Over half of the homes are renter occupied; average rent is lower than the US average.
- Most households have one car (or no vehicle); nearly a third rely on carpooling, walking, biking, or public transportation.

SOCIOECONOMIC TRAITS

- Almost a quarter of adults aged 25 or more have no high school diploma.
- Labor force participation is 50%.
- Income is less than half of the US median income.
- Consumers in this market consider traditional gender roles and religious faith very important.
- This market lives for today, choosing to save only for a specific purpose.
- Consumers favor TV as their media of choice and will purchase a product with a celebrity endorsement.



Note: This index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from 2005 to 2008 data.



LifeMode Group: Middle Ground

Old and Newcomers

8F

Households: 2,859,200

Average Household Size: 2.12

Median Age: 39.4

Median Household Income: \$44,900

WHO ARE WE?

This market features singles' lifestyles, on a budget. The focus is more on convenience than consumerism, economy over acquisition. *Old and Newcomers* is composed of neighborhoods in transition, populated by renters who are just beginning their careers or retiring. Some are still in college; some are taking adult education classes. They support charity causes and are environmentally conscious. Age is not always obvious from their choices.

OUR NEIGHBORHOOD

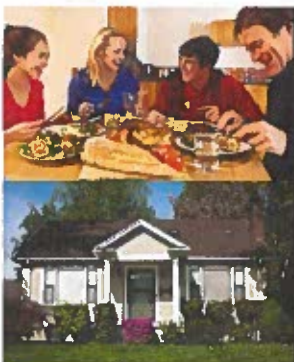
- Metropolitan city dwellers.
- Predominantly single households (Index 148), with a mix of married couples (no children); average household size lower at 2.12.
- 55% renter occupied; average rent is lower than the US (Index 85).
- 45% of housing units are single-family dwellings, 45% are multiunit buildings in older neighborhoods, built before 1980.
- Average vacancy rate at 11%.

SOCIOECONOMIC TRAITS

- An average labor force participation rate of 62.6%, despite the increasing number of retired workers.
- 32% of households are currently receiving income from Social Security.
- 31% have a college degree (Index 99), 33% have some college education (Index 114), 9% are still enrolled in college (Index 121).
- Consumers are price aware and coupon clippers but open to impulse buys.
- They are attentive to environmental concerns.
- They are comfortable with the latest technology.



Note: This index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are aggregated from data by ZIP clusters.



LifeMode Group: GenXurban

Rustbelt Traditions

5D

Households: 2,716,800

Average Household Size: 2.47

Median Age: 39.0

Median Household Income: \$51,800

WHO ARE WE?

The backbone of older industrial cities in states surrounding the Great Lakes, *Rustbelt Traditions* residents are a mix of married-couple families and singles living in older developments of single-family homes. While varied, the workforce is primarily white collar, with a higher concentration of skilled workers in manufacturing, retail trade, and health care. *Rustbelt Traditions* represents a large market of stable, hardworking consumers with modest incomes but an average net worth of nearly \$400,000. Family oriented, they value time spent at home. Most have lived, worked, and played in the same area for years.

OUR NEIGHBORHOOD

- Almost half (46%) of the households are married-couple families, similar to the US (48%), most without children (also similar to the US); the slightly higher proportion of singles (Index 105) reflects the aging of the population.
- Average household size is slightly lower at 2.47.
- They are movers, slightly more mobile than the US population (Index 109), but over 70% of householders moved into their current homes before 2010.
- Most residents live in modest, single-family homes in older neighborhoods built in the 1950s (Index 224).
- Nearly three quarters own their homes, nearly half of households have mortgages.
- A large and growing market, *Rustbelt Traditions* residents are located in the dense urban fringe of metropolitan areas throughout the Midwest and South.
- Most households have one to two vehicles available.

SOCIOECONOMIC TRAITS

- Most have graduated from high school or spent some time at a college or university.
- Labor force participation slightly higher than the US at 67%.
- While most income is derived from wages and salaries, nearly 31% of households collect Social Security and nearly 20% draw income from retirement accounts.
- Family-oriented consumers who value time spent at home.
- Most have lived, worked, and played in the same area for years.
- Budget-aware shoppers that favor American-made products.
- Read newspapers, especially the Sunday editions.



Note: This index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are aggregated from data by ZIP clusters.



LifeMode Group: Midtown Singles

Set to Impress

11D

Households: 1,714,100

Average Household Size: 2.12

Median Age: 33.9

Median Household Income: \$32,800

WHO ARE WE?

Set to Impress is depicted by medium to large multiunit apartments with lower than average rents. These apartments are often nestled into neighborhoods with other businesses or single-family housing. Nearly one in three residents is 20 to 34 years old, and a large portion are single-person nonfamily households. Although many residents live alone, they preserve close connections with their family. Many work in food service while they are attending college. This group is always looking for a deal. They are very conscious of their image and seek to bolster their status with the latest fashion. Set to Impress residents are tapped into popular music and the local music scene.

OUR NEIGHBORHOOD

- Apartment complexes represented by multiple multiunit structures are often nestled in neighborhoods with either single-family homes or other businesses.
- Renters make up nearly three quarters of all households.
- Mostly found in urban areas, but also in suburbs.
- Single-person households make up over 40% of all households.
- It is easy enough to walk or bike to work for many residents.

SOCIOECONOMIC TRAITS

- Residents are educated and mobile.
- Many are enrolled in college (Index 141).
- Consumers always have an eye out for a sale and will stock up when the price is right.
- Prefer name brands, but buy generic when it is a better deal.
- Quick meals on the run are a reality of life.
- Image-conscious consumers that dress to impress and often make impulse buys.
- Maintain close relationships with family.



Note: This index represents the ring of the segment ring to the US ring multiplied by 100. Consumer preferences are determined from data by ZIP code.



LifeMode Group: Rustic Outposts

Southern Satellites

10A

Households: 3,856,800

Average Household Size: 2.67

Median Age: 40.3

Median Household Income: \$47,800

WHO ARE WE?

Southern Satellites is the second largest market found in rural settlements but within metropolitan areas located primarily in the South. This market is typically slightly older, settled married-couple families, who own their homes. Two-thirds of the homes are single-family structures; almost a third are mobile homes. Median household income and home value are below average. Workers are employed in a variety of industries, such as manufacturing, health care, retail trade, and construction, with higher proportions in mining and agriculture than the US. Residents enjoy country living, preferring outdoor activities and DIY home projects.

OUR NEIGHBORHOOD

- About 78% of households are owned.
- Married couples with no children are the dominant household type, with a number of multigenerational households (Index 112).
- Most are single-family homes (67%), with a number of mobile homes (Index 509).
- Most housing units were built in 1970 or later.
- Most households own one or two vehicles, but owning more than three vehicles is common (Index 144).

SOCIOECONOMIC TRAITS

- Education: almost 40% have a high school diploma only (Index 140); 45% have college education (Index 73).
- Labor force participation rate is 59.1%, slightly lower than the US.
- These consumers are more concerned about cost rather than quality or brand loyalty.
- They tend to be somewhat late in adapting to technology.
- They obtain a disproportionate amount of their information from TV, compared to other media.



Note: This index represents the ring of the segment ring to the US ring multiplied by 100. Consumer preferences are determined from data by ZIP code.



LifeMode Group: Sprouting Explorers

Up and Coming Families

7A

Households: 2,901,200

Average Household Size: 3.12

Median Age: 31.4

Median Household Income: \$72,000

WHO ARE WE?

Up and Coming Families is a market in transition—residents are younger and more mobile than the previous generation. They are ambitious, working hard to get ahead, and willing to take some risks to achieve their goals. The recession has impacted their financial well-being, but they are optimistic. Their homes are new; their families are young. And this is one of the fastest-growing markets in the country.

OUR NEIGHBORHOOD

- New suburban periphery: new families in new housing subdivisions.
- Building began in the housing boom of the 2000s and continues in this fast-growing market.
- Single-family homes with a median value of \$194,400 and a lower vacancy rate.
- The price of affordable housing: longer commute times (Index 217).

SOCIOECONOMIC TRAITS

- Education: 67% have some college education or degree(s).
- Hardworking labor force with a participation rate of 71% (Index 114).
- Most households (61%) have two or more workers.
- Careful shoppers, aware of prices, willing to shop around for the best deals and open to influence by others' opinions.
- Seek the latest and best in technology.
- Young families still feathering the nest and establishing their style.



Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are derived from data by ESRI customers.



LifeMode Group: Sprouting Explorers

Urban Edge Families

7C

Households: 1,824,900

Average Household Size: 3.19

Median Age: 32.5

Median Household Income: \$50,900

WHO ARE WE?

Located throughout the South and West, most *Urban Edge Families* residents own their own homes, primarily single-family housing—out of the city, where housing is more affordable. Median household income is slightly below average (Index 91). The majority of households include younger married-couple families with children and, frequently, grandparents. Many residents are foreign born. Spending is focused more on the members of the household than the home. Entertainment includes multiple televisions, movie rentals, and video games at home or visits to theme parks and zoos. This market is connected and adept at accessing what they want from the internet.

OUR NEIGHBORHOOD

- *Urban Edge Families* residents are family-centric. Most are married couples with children of all ages or single parents; multi-generational homes are common (Index 201).
- Average household size is higher at 3.19 (Index 123).
- Residents tend to live farther out from urban centers—more affordable single-family homes and more elbow room.
- Tenure is slightly above average with 64% owner occupancy; primarily single-family homes with more mortgages (Index 114) and slightly higher monthly costs (Index 115).
- Three quarters of all housing were built 1970 or later.
- Many neighborhoods are located in the urban periphery of the largest metropolitan areas across the South and West.
- Most households have one or two vehicles available and a longer commute to work.

SOCIOECONOMIC TRAITS

- Nearly 17% have earned a college degree, and 63% hold a high school diploma only or have spent some time at a college or university.
- Labor force participation is higher at 66%.
- Most *Urban Edge Families* residents derive income from wages or salaries.
- They tend to spend money carefully and focus more on necessities.
- They are captivated by new technology, particularly feature-rich smartphones.
- Connected: They use the internet primarily for socializing but also for convenience, like paying bills online.



Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are derived from data by ESRI customers.



LifeMode Group: Rustic Outposts Down the Road

10D

Households: 1,406,700

Average Household Size: 2.76

Median Age: 35.0

Median Household Income: \$38,700

WHO ARE WE?

Down the Road is a mix of low-density, semirural neighborhoods in large metropolitan areas; half are located in the South, with the rest primarily in the West and Midwest. Almost half of householders live in mobile homes; more than two-fifths live in single-family homes. These are young, family-oriented consumers who value their traditions. Workers are in service, retail trade, manufacturing, and construction industries, with higher proportions in agriculture and mining, compared to the US.

OUR NEIGHBORHOOD

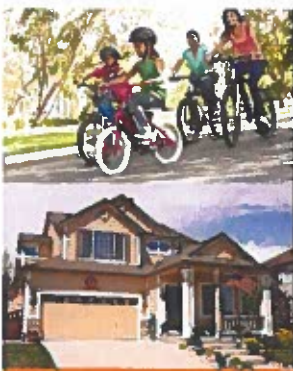
- Nearly two-thirds of households are owned.
- Family market, primarily married couples or single-parent households (Index 145).
- Close to half of all households live in mobile homes (Index 780).
- Four-fifths of households were built in 1970 or later.
- About 32% of homes are valued under \$50,000.

SOCIOECONOMIC TRAITS

- Education completed: 36% with a high school diploma only, 41% with some college education or a degree.
- Labor force participation rate is 59.0%, slightly lower than the US.
- Family-oriented, outgoing consumers; they place importance on preserving time-honored customs.



Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are aggregated from 2003 to 2005 US Census data.



LifeMode Group: Affluent Estates Boomburbs

1C

Households: 2,004,400

Average Household Size: 3.25

Median Age: 34.0

Median Household Income: \$71,340

WHO ARE WE?

This is the new growth market, with a profile similar to the original: young professionals with families that have opted to trade up to the newest housing in the suburbs. The original *Boomburbs* neighborhoods began growing in the 1990s and continued through the peak of the housing boom. Most of those neighborhoods are fully developed now. This is an affluent market but with a higher proportion of mortgages. Rapid growth still distinguishes the *Boomburbs* neighborhoods, although the boom is more subdued now than it was 10 years ago. So is the housing market. Residents are well-educated professionals with a running start on prosperity.

OUR NEIGHBORHOOD

- Growth markets are in the suburban periphery of large metropolitan areas.
- Young families are married with children (Index 220); average household size is 3.25.
- Homeownership is 84% (Index 134), with the highest rate of mortgages, 71.5% (Index 173).
- Primarily single-family homes in new neighborhoods, 66% built since 2000 (Index 441).
- Median home value is \$350,000 (Index 169).
- Lower housing vacancy rate at 3.7%.
- The cost of affordable new housing comes at the expense of one of the longest commutes to work, over 30 minutes average, including a disproportionate number (33.6%) commuting across county lines (Index 141).

SOCIOECONOMIC TRAITS

- Well-educated young professionals, 55% are college graduates (Index 178).
- High labor force participation at 71.3% (Index 114); most households have more than two workers (Index 124).
- Longer commute times from the suburban growth corridors have created more home workers (Index 156).
- Well connected, own the latest devices and understand how to use them efficiently; biggest complaints—too many devices and too many intrusions on personal time.
- Financial planning is well under way for these professionals.



Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are aggregated from 2003 to 2005 US Census data.

2021 RESIDENT SURVEY REPORT

2021 Resident Survey City of Waxahachie, Texas



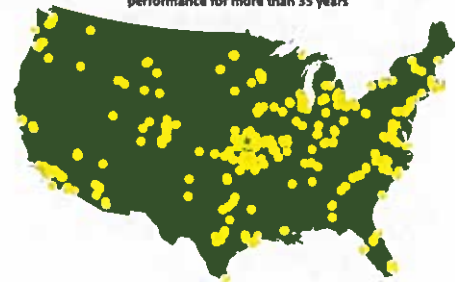
Presented by

April 2021

ETC Institute

A National Leader in Market Research for Local Governmental Organizations

...helping city and county governments gather and use survey data to enhance organizational performance for more than 35 years



More than 2,200,000 Persons Surveyed Since 2010
for more than 900 communities in 49 States

Agenda

- Purpose and Methodology
- Bottom Line Upfront
- Major Findings
- Summary
- Questions

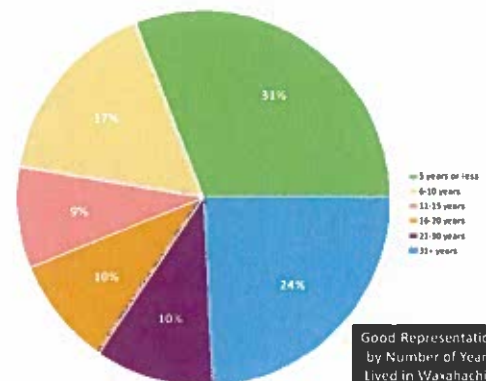
Purpose

- To objectively assess resident satisfaction with the delivery of City services
- To help determine priorities for the community
- To set a baseline for future surveys
- To compare Waxahachie's performance with other communities regionally and nationally

Methodology

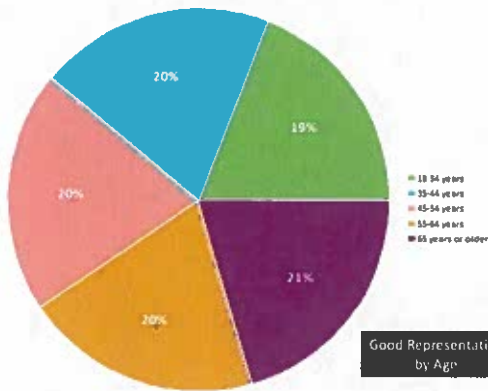
- Survey Description
 - ❑ six-page survey
 - ❑ each survey took approximately 15-20 minutes to complete
- Method of Administration
 - ❑ by mail and online to randomly selected sample of households throughout the City
- Sample size:
 - ❑ 416 completed surveys (goal was 400)
 - ❑ demographics of survey respondents accurately reflects the actual population of the City
- Confidence level: 95%
- Margin of error: +/- 4.7% overall

Demographics: Q25. How many years have you lived in Waxahachie?



Demographics: Q26. What is your age?

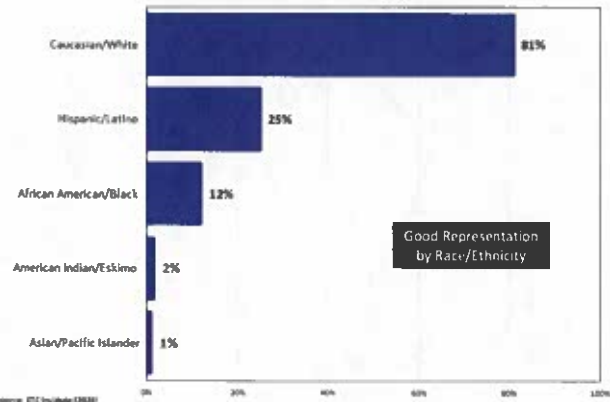
by percentage of respondents



Source: CTC Incubator (2019)

Demographics: Q27. Which of the following best describes your race/ethnicity?

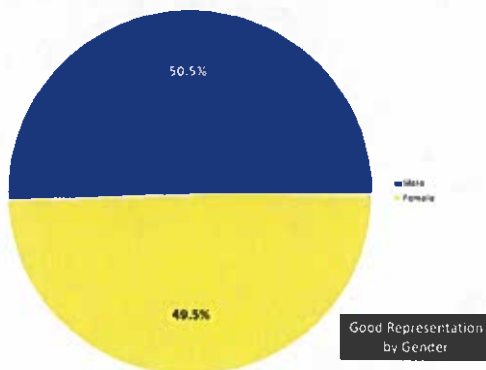
by percentage of respondents (multiple choices could be selected)



Source: CTC Incubator (2019)

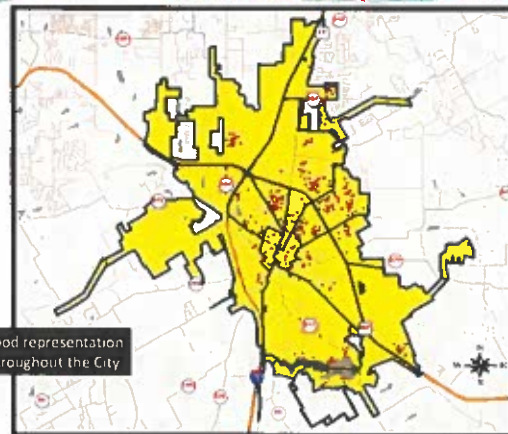
Demographics: Q31. Gender of Respondent

by percentage of respondents (without "not provided")



Source: CTC Incubator (2019)

Location of Survey Respondents



Bottom Line Upfront

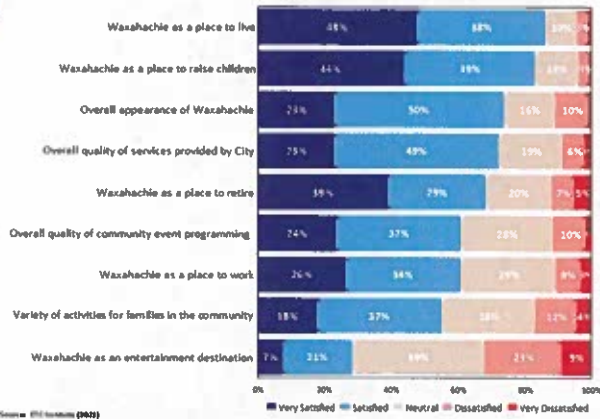
- Residents Have a Positive Perception of the City
 - 86% are very satisfied or satisfied with Waxahachie as a place to live
 - 83% are very satisfied or satisfied with Waxahachie place to raise children
- Waxahachie Rates 26% Above the Texas Average and 24% Above the National Average in the Overall Quality of City Services
- Waxahachie Rates 34% Above the Texas Average and 31% Above the National Average in Customer Service from City Employees
- Top Community Priorities:
 - Maintenance of City Streets
 - Communication with the Public
 - Enforcing Codes and Ordinances
 - Public Safety
 - Traffic Flow

Major Finding #1

Residents Have a Positive Perception of the City

Q1. Overall Satisfaction with Perceptions of the City

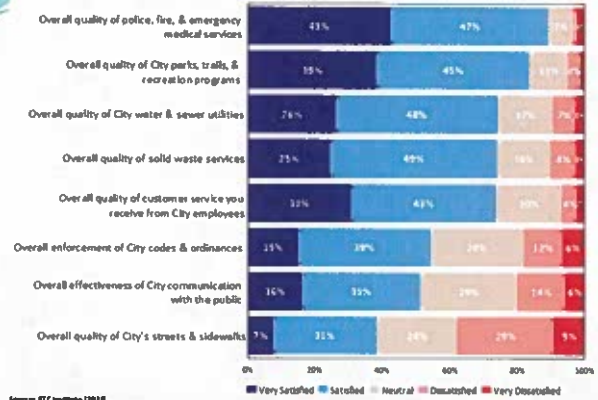
by percentage of respondents using a 5-point scale, where 5 means "very satisfied" and 1 means "very dissatisfied" (or "don't know")



Most Residents Are Satisfied with Waxahachie as a Place to Live and Raise Children

Q2. Overall Satisfaction with City Services

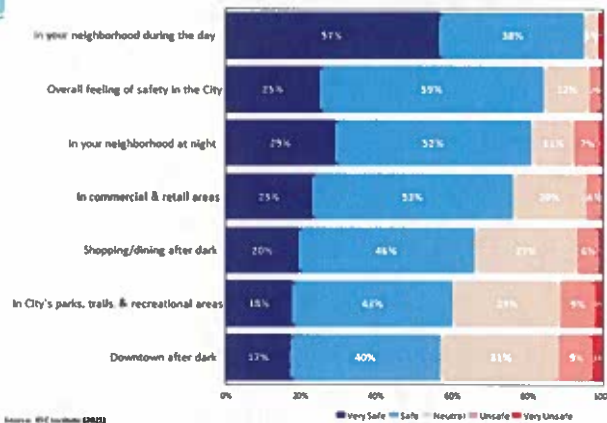
by percentage of respondents using a 5-point scale, where 5 means "very satisfied" and 1 means "very dissatisfied" (or "don't know")



Most Major City Services Received High Ratings. The Only Area with Significant Levels of Dissatisfaction Were Streets/Sidewalks

Q8. Overall Feeling of Safety in the City

by percentage of respondents using a 5-point scale, where 5 means "very safe" and 1 means "very unsafe" (or "don't know")

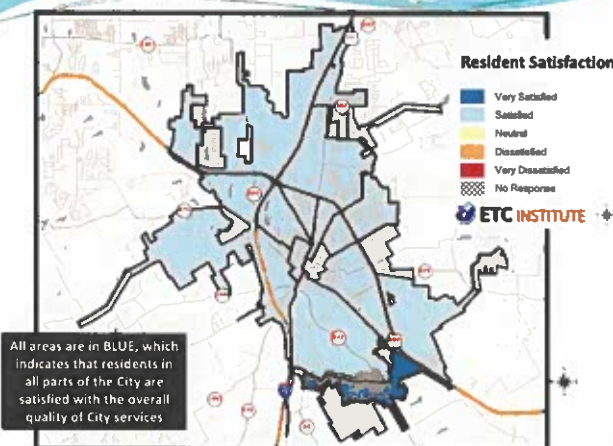


84% of Residents Feel Safe in Waxahachie, Only 3% Feel Unsafe

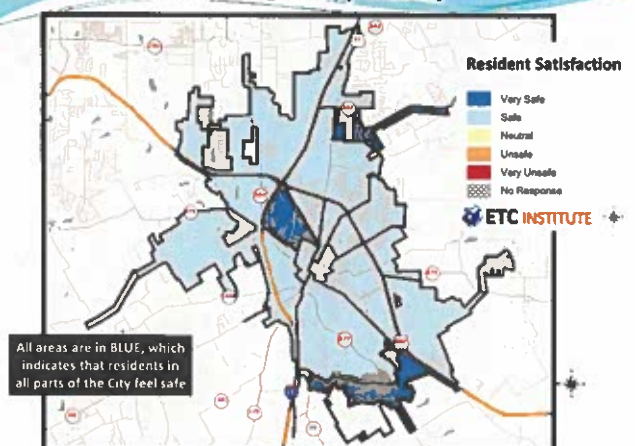
Major Finding #2

Residents Throughout the City Are Satisfied with City Services

Overall Quality of Services Provided by the City



Overall Feeling of Safety in the City



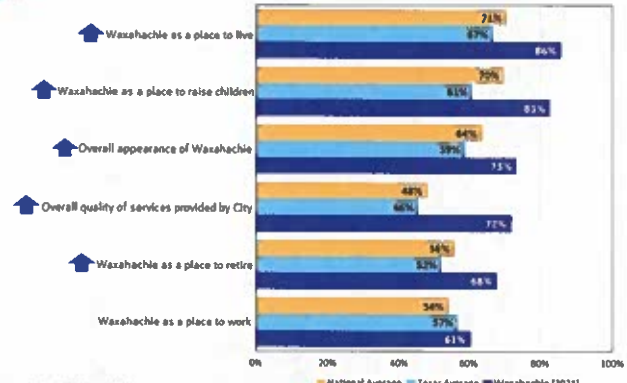
Major Finding #3

Comparisons to Other Communities

Benchmarking: Satisfaction with Perceptions of the City

National Average vs. the Texas Average vs. the City of Waxahachie, TX

by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (a "don't know")

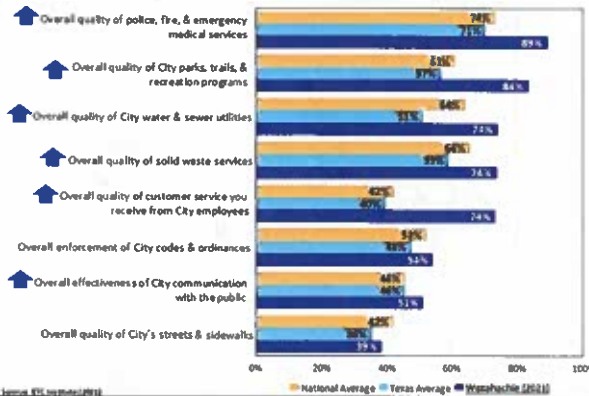


Significantly Higher: Significantly Lower:

Benchmarking: Satisfaction with Major Categories of City Services

National Average vs. the Texas Average vs. the City of Waxahachie, TX

by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (a "don't know")

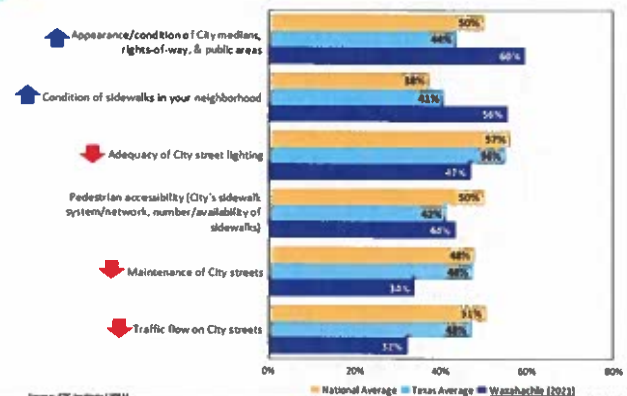


Significantly Higher: Significantly Lower:

Benchmarking: Satisfaction with Roadway Infrastructure

National Average vs. the Texas Average vs. the City of Waxahachie, TX

by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (a "don't know")

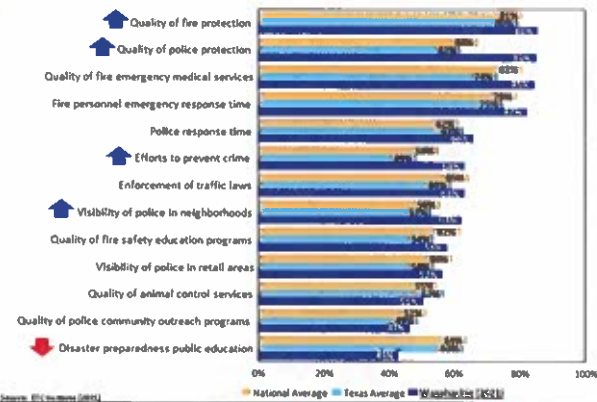


Significantly Higher: Significantly Lower:

Benchmarking: Satisfaction with Public Safety

National Average vs. the Texas Regions' Average vs. the City of Waxahachie, TX

by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (a "don't know")

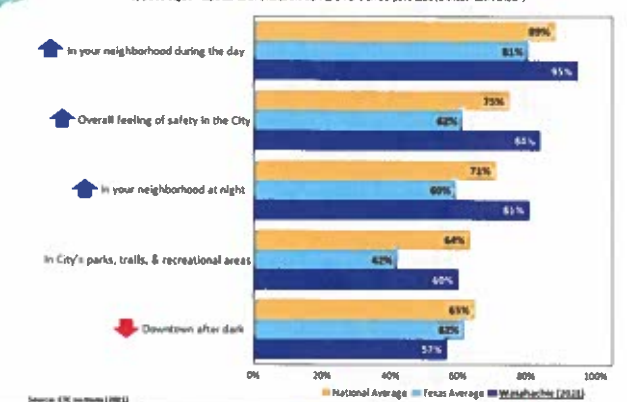


Significantly Higher: Significantly Lower:

Benchmarking: Satisfaction with Feeling of Safety

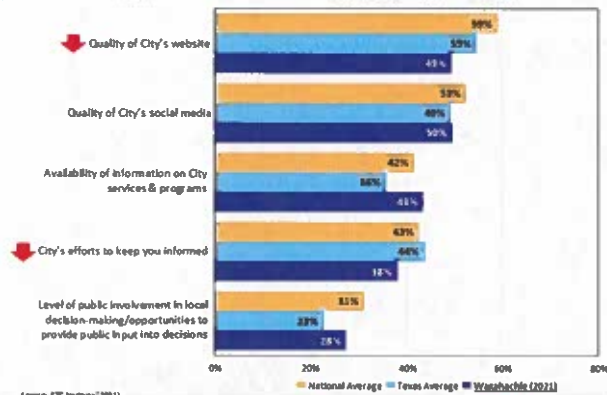
National Average vs. the Texas Regions' Average vs. the City of Waxahachie, TX

by percentage of respondents who rated the item as a 4 or 5 on a 5-point scale (a "don't know")



Significantly Higher: Significantly Lower:

Benchmarking: Satisfaction with City Communication National Average vs. the Texas Region's Average vs. the City of Waxahachie, TX (in all categories of respondents who rated the scale as 4 or 5 on a 5-point scale in 2019, "don't know")



Source: EPC Institute (2011)

Significantly Higher: Significantly Lower:

Major Finding #4 Top Community Priorities

Importance-Satisfaction Rating (2021) Major City Services City of Waxahachie, Texas

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Very High Priority (I-S > 0.20)						
Overall quality of City's streets & sidewalks	71%	1	39%	8	0.4379	1
High Priority (I-S = 0.10-0.20)						
Overall effectiveness of City communication with the public	38%	2	51%	7	0.1832	2
Overall enforcement of City codes & ordinances	32%	3	54%	6	0.1453	3
Medium Priority (I-S < 0.10)						
Overall quality of City water & sewer utilities	25%	5	74%	3	0.0643	4
Overall quality of solid waste services	18%	7	74%	4	0.0463	5
Overall quality of City parks, trails, & recreation programs	27%	4	84%	2	0.0442	6
Customer service you receive from City employees	11%	8	74%	5	0.0297	7
Overall quality of police, fire, & EMS	24%	6	89%	1	0.0250	8

Overall Priorities:

Importance-Satisfaction Rating (2021) Roadway Infrastructure City of Waxahachie, Texas

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
Very High Priority (I-S > 0.20)						
Maintenance of City streets (non-TxDOT roads)	41%	1	34%	6	0.2726	1
Traffic flow on City streets (non-TxDOT roads)	35%	3	37%	8	0.2390	2
Traffic flow on TxDOT roads (US 77, US 287, & 35)	36%	2	33%	7	0.2382	3
High Priority (I-S = 0.10-0.20)						
Maintenance of major TxDOT roadways (US 77, US 287, & 35)	20%	4	46%	4	0.1065	4
Medium Priority (I-S < 0.10)						
Adequacy of City street lighting	13%	5	47%	3	0.0702	5
Pedestrian accessibility (sidewalks)	12%	6	44%	5	0.0694	6
Condition of sidewalks in your neighborhood	12%	7	56%	2	0.0529	7
Appearance/condition of medians, rights-of-way, public areas	6%	8	60%	1	0.0240	8

Roadway Infrastructure Priorities:

Importance-Satisfaction Rating (2021) Police, Fire, and Emergency Services City of Waxahachie, Texas

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
High Priority (I-S = 0.10-0.20)						
Disaster preparedness public education	25%	3	43%	16	0.1442	1
Visibility of police in neighborhoods	38%	1	63%	9	0.1432	2
Efforts to prevent crime	32%	2	64%	7	0.1157	3
Medium Priority (I-S < 0.10)						
Quality of police community outreach programs	18%	6	47%	15	0.0961	4
Quality of animal control services	19%	5	51%	14	0.0951	5
Visibility of police in retail areas	21%	4	57%	12	0.0929	6
Efforts to communicate with the public via social media	11%	9	52%	13	0.0539	7
Enforcement of traffic laws	14%	8	63%	8	0.0516	8
Police response time	11%	10	66%	6	0.0364	9
Quality of police protection	16%	7	85%	2	0.0232	10
Quality of fire safety education programs	5%	12	58%	11	0.0222	11
Quality/accessibility of municipal court services	4%	14	61%	10	0.0152	12
911 service provided by operators	3%	15	70%	5	0.0101	13
Quality of fire emergency medical services	6%	11	85%	3	0.0089	14
Quality of fire protection	4%	13	86%	1	0.0061	15
Fire personnel emergency response time	2%	16	82%	4	0.0030	16

Public Safety Priorities:

Importance-Satisfaction Rating (2021) Code Enforcement City of Waxahachie, Texas

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	I-S Rating Rank
High Priority (I-S = 0.10-0.20)						
Enforcing exterior maintenance & upkeep of residential property	33%	2	40%	4	0.1949	1
Efforts to remove dilapidated structures	26%	3	29%	5	0.1860	2
Efforts to identify abandoned or unoccupied properties	24%	5	28%	6	0.1726	3
Clean-up of debris/litter in your neighborhood	34%	1	49%	2	0.1715	4
Efforts to enforce restaurant/food service cleanliness	26%	4	55%	1	0.1173	5
Medium Priority (I-S < 0.10)						
Overall responsiveness of City code enforcement staff	13%	6	44%	3	0.0753	6

Code Enforcement Priorities:

Importance-Satisfaction Rating (2021)

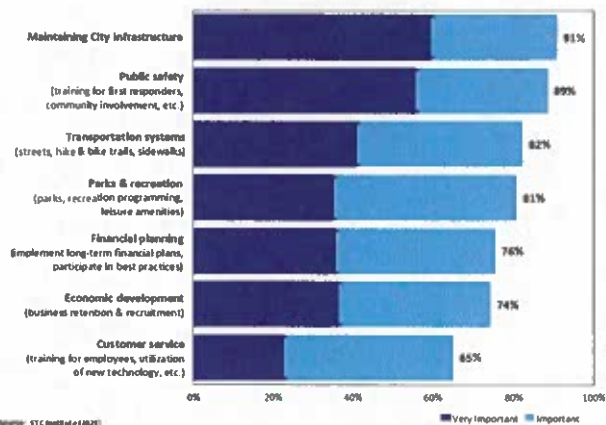
Parks and Recreation City of Waxahachie, Texas

Category of Service	Most Important %	Most Important Rank	Satisfaction %	Satisfaction Rank	Importance-Satisfaction Rating	1-6 Rating Rank
High Priority (1-3 = 0.10-0.20)						
Amount, quality & condition of swimming pool & splash pads	19%	3	33%	13	0.1241	1
Medium Priority (4-6 = 0.30-0.60)						
Number of walking & biking trails	21%	1	61%	7	0.0821	2
Quality of City sponsored events & activities	14%	6	48%	11	0.0699	3
Number & location of City parks	20%	2	67%	5	0.0683	4
Quality of picnic, pavilion areas, playgrounds at City parks	13%	7	61%	8	0.0498	5
Quality of adult sports programs	8%	8	38%	12	0.0475	6
Maintenance of City parks	19%	4	77%	3	0.0427	7
Quality of youth sports programs	7%	10	54%	10	0.0326	8
Quality of public art	7%	11	56%	9	0.0285	9
Quality of City parks	14%	5	84%	1	0.0226	10
Maintenance of City walking & biking trails	7%	9	73%	4	0.0190	11
Quality of walking & biking trails	6%	12	78%	2	0.0133	12
Quality of outdoor athletic fields	2%	13	63%	6	0.0063	13

Parks and Recreation Priorities:

Q19. Areas to Focus Funding for Tax Dollars

by percent of respondents who rated the area as a "very important" or "important" area to focus on (without "don't know")



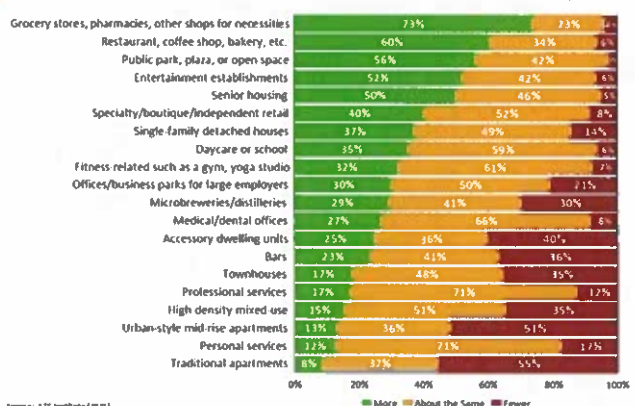
Source: STC pollster (10/20)

37

Other Findings

Q11. Residents' Opinion on Land Use. Should there be more, about the same, or fewer of the following types of places in the City?

by percentage of respondents who chose "more," "about the same," or "fewer" for each type of place (without "don't know")

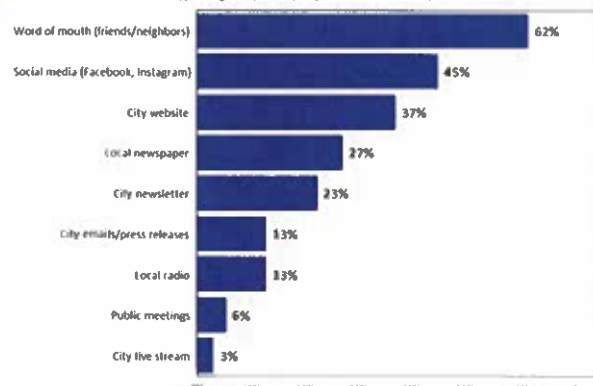


Source: STC pollster (10/21)

34

Q23. Which of the following are your primary sources of information about City issues, services, and events?

by percentage of respondents (multiple choices could be selected)

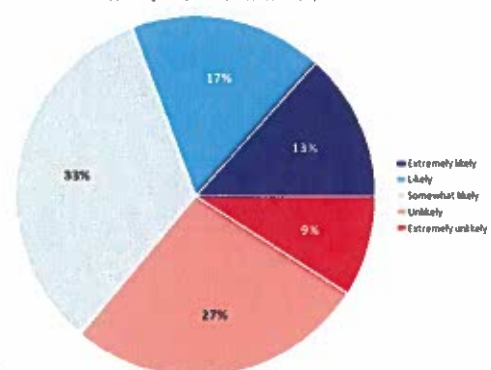


Source: STC pollster (10/21)

36

Q24. If the City were to budget additional funds to increase the board and commission meetings being streamed, how likely are you to utilize this service?

by percentage of respondents (without "don't know")



Source: STC pollster (10/21)

38

Summary

Summary

- **Residents Have a Positive Perception of the City**
 - ☐ 86% are very satisfied or satisfied with Waxahachie as a place to live
 - ☐ 83% are very satisfied or satisfied with Waxahachie place to raise children
- **Waxahachie Rates 26% Above the Texas Average and 24% Above the National Average in the Overall Quality of City Services**
- **Waxahachie Rates 34% Above the Texas Average and 31% Above the National Average in Customer Service from City Employees**
- **Top Community Priorities:**
 - ☐ Maintenance of City Streets
 - ☐ Communication with the Public
 - ☐ Enforcing Codes and Ordinances
 - ☐ Public Safety
 - ☐ Traffic Flow

Questions?

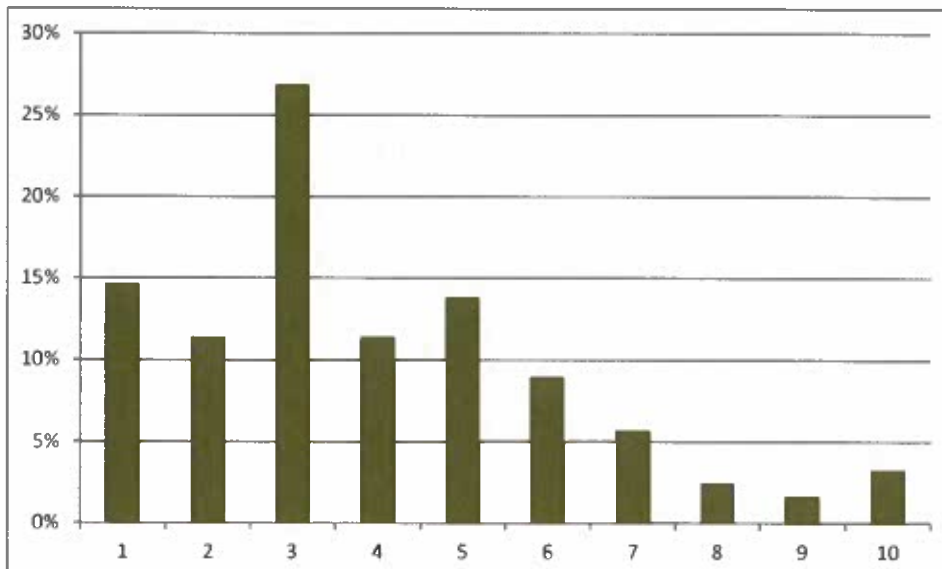
THANK YOU!!

SUMMER 2021 COMPREHENSIVE PLAN SURVEY

Waxahachie Comprehensive Plan: Community Assessment

1. CITIZEN ENGAGEMENT - On a scale of 1 to 10, how engaged are your community's citizens? **SCORE OF 1:** Few people vote. Even fewer attend public meetings. Few attempts are made to promote dialogue between community leaders and citizens. Most letters to the editor and social media posts on local issues have a tone of disillusionment, pessimism, and anger. In the past when people have given their input, they haven't seen results so they've given up trying. **SCORE OF 10:** Voter turnout is high. Public meetings and events attract a large and diverse crowd. Civic leaders communicate with citizens often and through various avenues. While not everyone agrees on the issues, there's plenty of spirited debate. There's a sense of optimism in the air, volunteerism is high, and neighbors reach out and help neighbors.

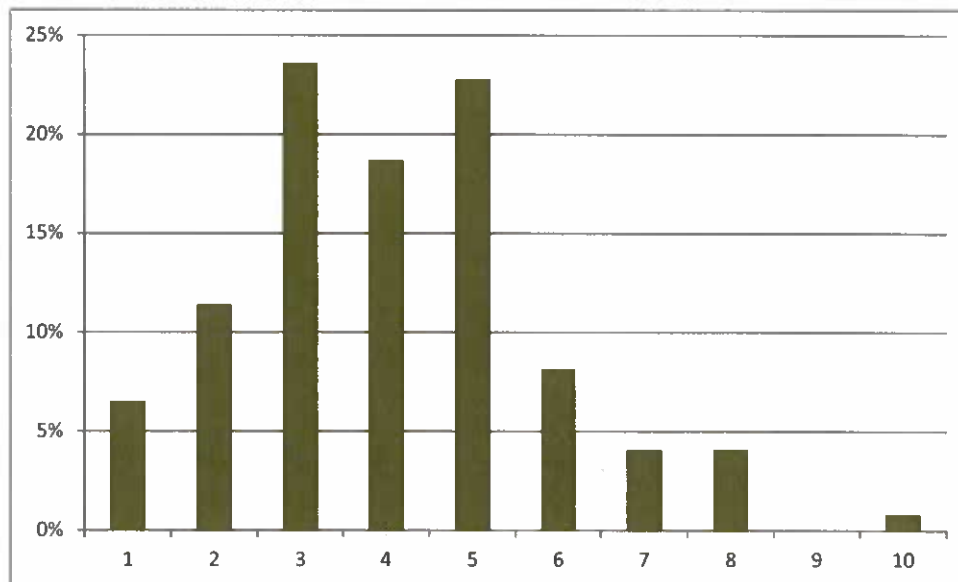
Answer Choices	Responses		
1	14.6%	18	18
2	11.4%	14	28
3	26.8%	33	99
4	11.4%	14	56
5	13.8%	17	85
6	8.9%	11	66
7	5.7%	7	49
8	2.4%	3	24
9	1.6%	2	18
10	3.3%	4	40
Answered		123	483 3.926829
Skipped		0	



Waxahachie Comprehensive Plan: Community Assessment

2. ABILITY TO KEEP TALENT AT HOME -On a scale of 1 to 10, how likely is it that young people will live and work in the community after graduating from high school or college? **SCORE OF 1:** Young people are very likely to leave home after graduation. There are few good jobs and little in the way of nightlife and entertainment. Many young people have already left, so there are few opportunities for a social life. **SCORE OF 10:** Young people often stay after they graduate high school, or move back home after college. There is no reason not to. Good jobs are plentiful. Downtown is thriving, with an abundance of cool restaurants, bars, and coffee shops. And young people have lots of opportunities to socialize—a healthy population of Millennials already lives here.

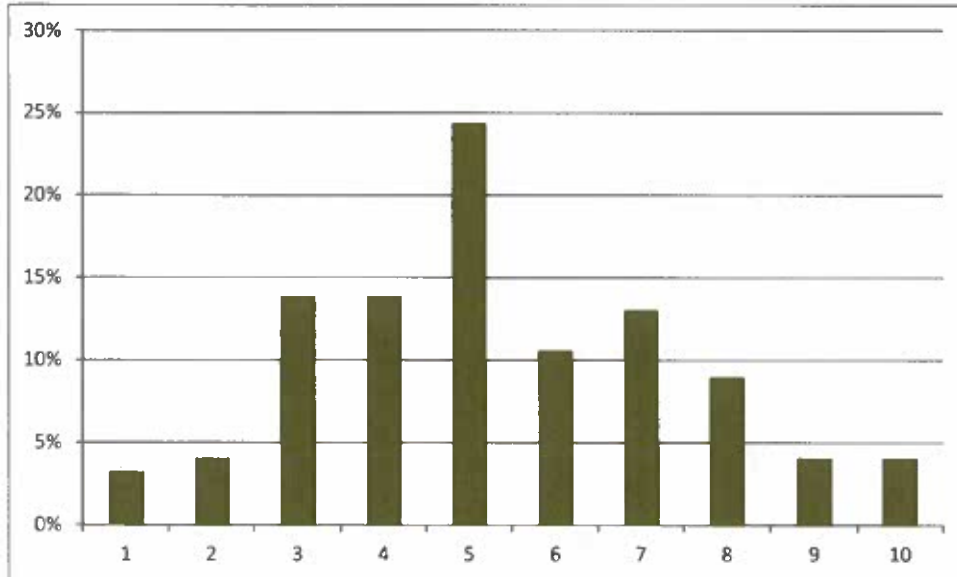
Answer Choices	Responses			
1	6.5%	8	8	
2	11.4%	14	28	
3	23.6%	29	87	
4	18.7%	23	92	
5	22.8%	28	140	
6	8.1%	10	60	
7	4.1%	5	35	
8	4.1%	5	40	
9	0.0%	0	0	
10	0.8%	1	10	
Answered		123	500	4.065041
Skipped		0		



Waxahachie Comprehensive Plan: Community Assessment

3. ABILITY TO ATTRACT NEW BUSINESSES/TALENT -On a scale of 1 to 10, how attractive is your town to new businesses and/or talent? **SCORE OF 1:**We struggle to attract business investment. We don't have the strong economy, education system, vibrant quality of life, or thriving population of young people that companies look for. As a result, we rely heavily on incentive deals, which don't always yield the desired results.**SCORE OF 10:** Companies compete to relocate here, and talent gravitates to us. We have strong schools, a great healthcare system, and great neighborhoods. We know our strengths and communicate them well to attract the kinds of businesses we want. In fact, we don't typically have to court investors. Growth here happens organically.

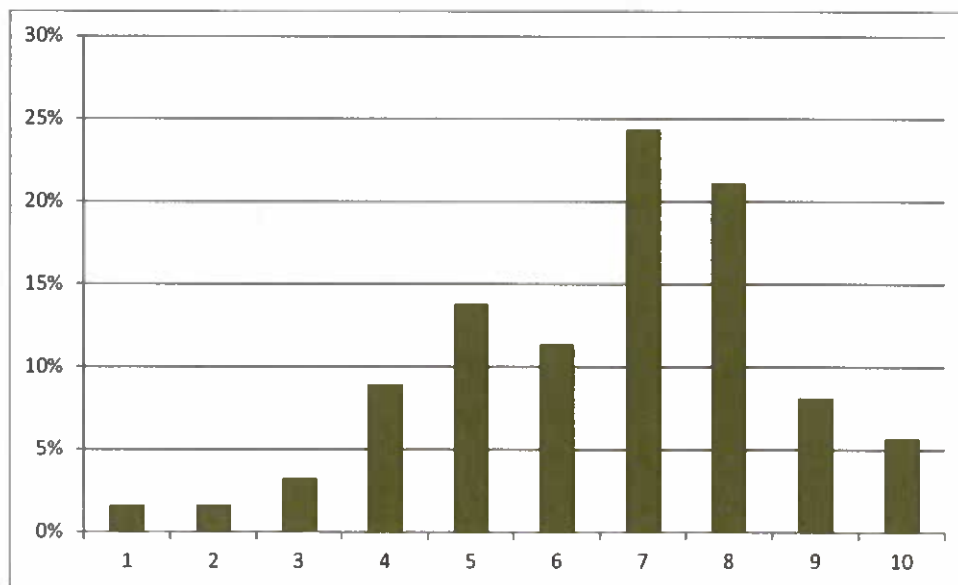
Answer Choices	Responses		
1	3.3%	4	4
2	4.1%	5	10
3	13.8%	17	51
4	13.8%	17	68
5	24.4%	30	150
6	10.6%	13	78
7	13.0%	16	112
8	8.9%	11	88
9	4.1%	5	45
10	4.1%	5	50
Answered		123	656 5.333333
Skipped		0	



Waxahachie Comprehensive Plan: Community Assessment

4. QUALITY OF EDUCATION - On a scale of 1 to 10, how strong is your education system? **SCORE OF 1:** We have high poverty rates and the low kindergarden readiness rates that go along with them. Not surprisingly, our high school graduation rates are low as well. Our schools do little to prepare graduates for the workforce, so it's tough to attract business investment. **SCORE OF 10:** Education is thriving. There's a strong focus on early childhood development and, as a result, kids enter kindergarden ready to learn. Twelve years down the road, our high school graduation rates reflect this. Our schools are on top of what it takes to prepare young people for the future, making our community attractive to all types of businesses that want to set up shop here.

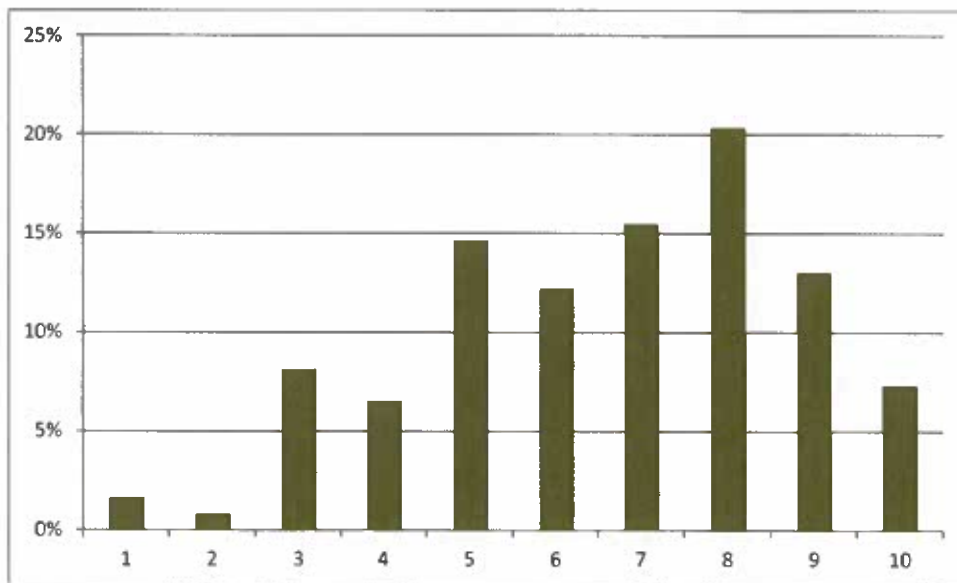
Answer Choices:	Responses		
1	1.6%	2	2
2	1.6%	2	4
3	3.3%	4	12
4	8.9%	11	44
5	13.8%	17	85
6	11.4%	14	84
7	24.4%	30	210
8	21.1%	26	208
9	8.1%	10	90
10	5.7%	7	70
Answered		123	809 6.577236
Skipped		0	



Waxahachie Comprehensive Plan: Community Assessment

5. VIBRANCY OF DOWNTOWN - On a scale of 1 to 10, how vibrant is your downtown? **SCORE OF 1:** It's practically a ghost town. There are lots of boarded-up buildings, few restaurants and shops, and very little foot traffic. No one wants to live or work downtown. Weekends are dead, as people drive out of town en masse to dine and shop in other cities nearby. **SCORE OF 10:** There's always something going on downtown: a festival, a concert, a farmer's market. There are tons of places to eat, drink, and shop. Lots of (non-retail) small businesses are moving in too, and the housing market has exploded (it's especially popular with young people and empty-nesters). There's always new construction happening, and tax values are soaring.

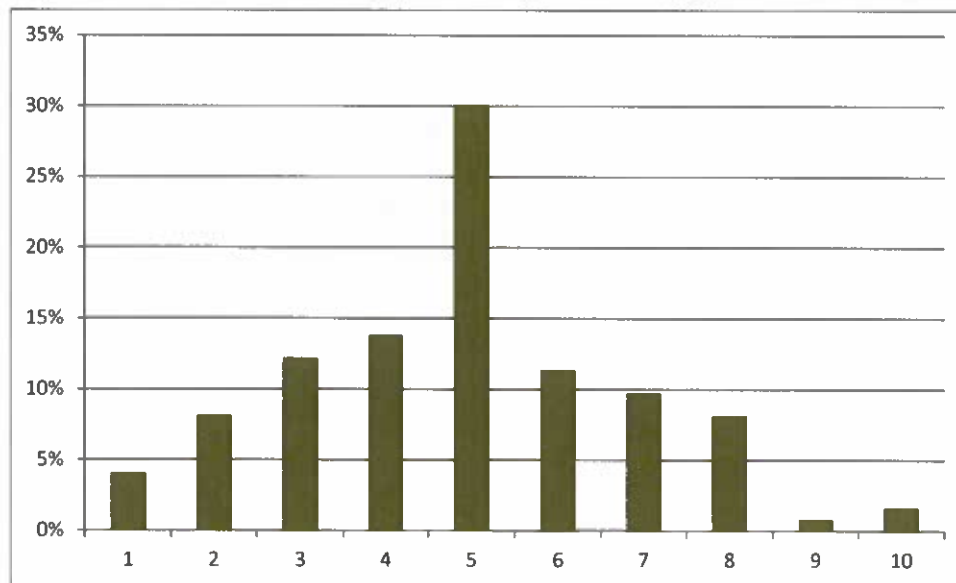
Answer Choices	Responses		
1	1.6%	2	2
2	0.8%	1	2
3	8.1%	10	30
4	6.5%	8	32
5	14.6%	18	90
6	12.2%	15	90
7	15.5%	19	133
8	20.3%	25	200
9	13.0%	16	144
10	7.3%	9	90
Answered		123	813 6.609756
Skipped		0	



Waxahachie Comprehensive Plan: Community Assessment

6. ABILITY TO GET WEALTH OFF THE SIDELINES -On a scale of 1 to 10, how successful are you at getting wealth off the sidelines and encouraging people to invest in the community? **SCORE OF 1:** Community philanthropy is almost nonexistent. There are citizens with the resources to invest, but no one helps them envision what they could help the community become. **SCORE OF 10:** Community philanthropy is thriving. Leaders are good at seeking out local sources of benevolent wealth and helping them see the value of investing locally. The satisfaction of helping make life better for everyone is the best ROI there is.

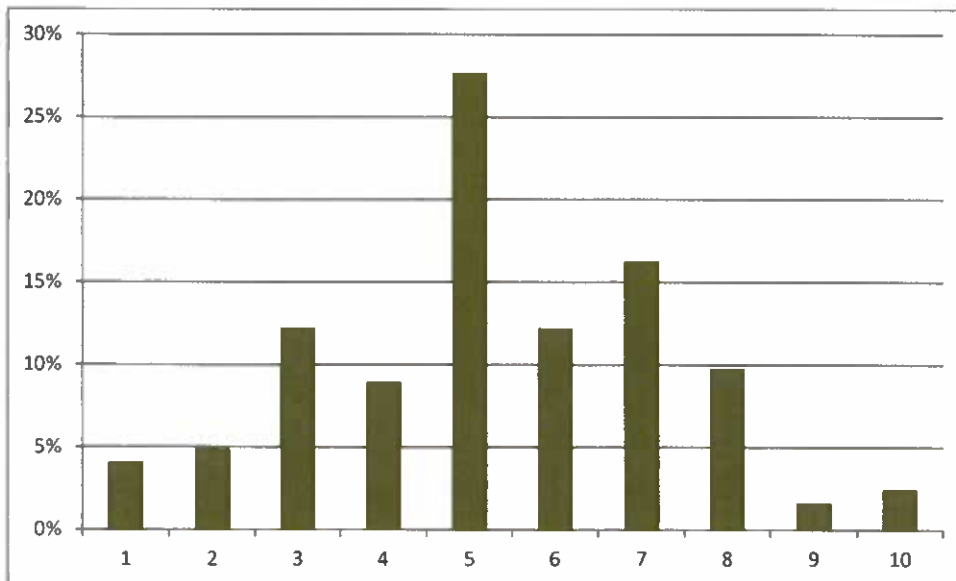
Answer Choices	Responses			
1	4.1%	5	5	
2	8.1%	10	20	
3	12.2%	15	45	
4	13.8%	17	68	
5	30.1%	37	185	
6	11.4%	14	84	
7	9.8%	12	84	
8	8.1%	10	80	
9	0.8%	1	9	
10	1.6%	2	20	
Answered		123	600	4.878049
Skipped		0		



Waxahachie Comprehensive Plan: Community Assessment

7. EASE OF DOING BUSINESS - On a scale of 1 to 10, how easy is it to create and run a small business in your community? **SCORE OF 1:** It's not easy at all. Request for Proposal (RFP) processes are murky and changeable. Government officials are inaccessible to entrepreneurs. Zoning rules are vague, and codes are inconsistently applied and enforced. Incompatible businesses are placed next to each other, and vacant buildings abound. **SCORE OF 10:** Local government does a great job of establishing clear RFP criteria and processes, smart zoning laws, and unambiguous codes. Everyone knows what to expect. Rules and guidelines are consistently enforced. Officials are accessible and easy to work with. For all of these reasons, we're experiencing brisk economic growth.

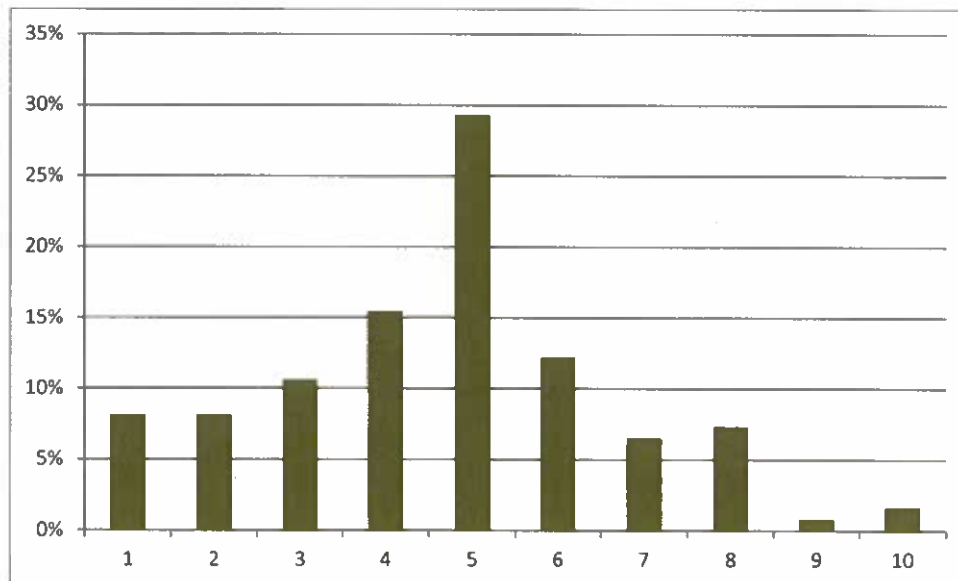
Answer Choices	Responses			
1	4.1%	5	5	
2	4.9%	6	12	
3	12.2%	15	45	
4	8.9%	11	44	
5	27.6%	34	170	
6	12.2%	15	90	
7	16.3%	20	140	
8	9.8%	12	96	
9	1.6%	2	18	
10	2.4%	3	30	
	Answered	123	650	5.284553
	Skipped	0		



Waxahachie Comprehensive Plan: Community Assessment

8. TRAINING AND DEVELOPMENT OF SMALL BUSINESS - On a scale of 1 to 10, how likely are small business owners to receive the training and development they need to thrive long-term? **SCORE OF 1:** There are few, if any, mentors or skill-building resources available to entrepreneurs. As a result, many new businesses fail within a few years. **SCORE OF 10:** Few entrepreneurs start out with strong business and leadership skills. That's why we make it a priority to provide the support and the resources they need. We have mentorship programs and regular training and development events in place. Local business leaders are galvanized and on fire to help each other and move the community toward vibrancy.

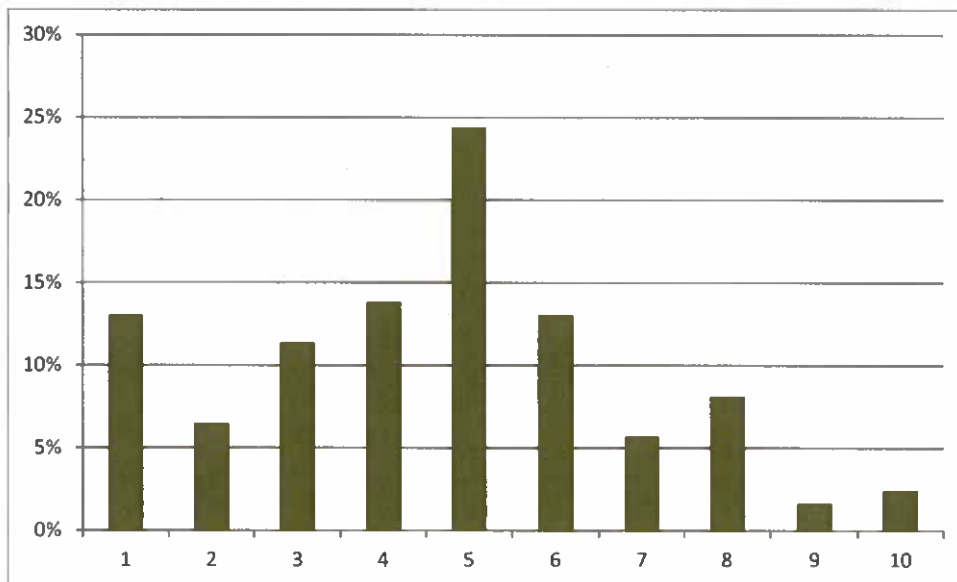
Answer Choices	Responses		
1	8.1%	10	10
2	8.1%	10	20
3	10.6%	13	39
4	15.5%	19	76
5	29.3%	36	180
6	12.2%	15	90
7	6.5%	8	56
8	7.3%	9	72
9	0.8%	1	9
10	1.6%	2	20
Answered		123	572 4.650407
Skipped		0	



Waxahachie Comprehensive Plan: Community Assessment

9. OBJECTIVE MEASUREMENT & TRACKING OF OUTCOMES -On a scale of 1 to 10, how proficient is your community at measuring, tracking, and reporting outcomes and results and making objective decisions based on them? **SCORE OF 1:** We don't have a good system in place to gather data and track the metrics that gauge the state of our community. As a result, we make decisions haphazardly, based on opinions or personal preferences rather than pressing problems we face. **SCORE OF 10:** We religiously measure and track our community's key indicators (graduation rates, per capita income, crime, etc.). We keep critical data updated and on a dashboard so we can see it at a glance. This allows us to share the facts with decision makers and citizens alike.

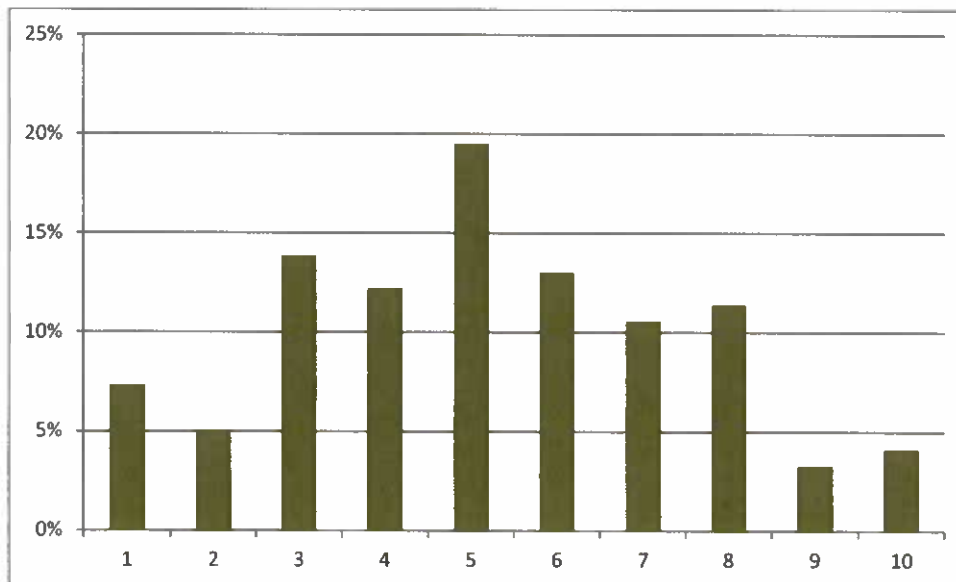
Answer Choices	Responses		
1	13.0%	16	16
2	6.5%	8	16
3	11.4%	14	42
4	13.8%	17	68
5	24.4%	30	150
6	13.0%	16	96
7	5.7%	7	49
8	8.1%	10	80
9	1.6%	2	18
10	2.4%	3	30
Answered		123	565 4.593496
Skipped		0	



Waxahachie Comprehensive Plan: Community Assessment

10. ALIGNMENT OF LOCAL GOVERNMENT ENTITIES -On a scale of 1 to 10, to what extent are local government entities aligned and successful at working together to create a better quality of life for your community? **SCORE OF 1:**They are not aligned at all. Various departments are siloed in their goal-setting and decision-making. For example, the EDC ignores crucial quality of life factors such as the state of education or healthcare in the community. Therefore little progress is made.**SCORE OF 10:** Government leaders do a great job of bringing together various departments to work toward common goals. Leaders share data and regularly communicate and collaborate with each other. There is a strong sense among citizens that government officials are working hard to create a better quality of life inside the community.

Answer Choices	Responses		
1	7.3%	9	9
2	4.9%	6	12
3	13.8%	17	51
4	12.2%	15	60
5	19.5%	24	120
6	13.0%	16	96
7	10.6%	13	91
8	11.4%	14	112
9	3.3%	4	36
10	4.1%	5	50
Answered		123	637 5.178862
Skipped		0	



Waxahachie Comprehensive Plan: Community Assessment

11. In a short (1-5 word) phrase, please describe what you feel the city's biggest opportunity to improve is.

Answered 123
Skipped 0

Respondents	Response Date	Responses
1	Aug 29 2021 08:08 PM	Control growth
2	Aug 23 2021 10:05 AM	Managing growth better
3	Aug 19 2021 10:38 AM	Improve traffic and education
4	Aug 17 2021 08:37 PM	Redirect growth away from highway 77
5	Aug 17 2021 02:39 AM	Retail and roads
6	Aug 16 2021 11:20 PM	Retail
7	Aug 16 2021 12:58 PM	Change Administration
8	Aug 16 2021 09:39 AM	More places/activities for teens; Truly HEALTHY food options
9	Aug 16 2021 09:02 AM	Improve current infrastructure structure - roads!
10	Aug 15 2021 02:50 PM	The city needs to attract white collar jobs.
11	Aug 15 2021 01:18 PM	We are a growing community. With the added population comes more traffic.
12	Aug 15 2021 10:53 AM	Better improved schools and more and better pay for teachers
13	Aug 15 2021 09:43 AM	Grocery store
14	Aug 15 2021 09:19 AM	restrain property taxes
15	Aug 15 2021 08:33 AM	Building our infrastructure to support the growth they are allowing.
16	Aug 15 2021 04:30 AM	Communication, better roads, new businesses
17	Aug 14 2021 10:21 PM	Make it easier for businesses to thrive in the downtown area
18	Aug 14 2021 09:50 PM	Making the downtown area an attractive Destination for out of towners to visit
19	Aug 14 2021 09:25 PM	I'm not sure
20	Aug 14 2021 08:42 PM	More opportunities for youth
21	Aug 14 2021 08:36 PM	To big to fast
22	Aug 14 2021 07:48 PM	To get more parking downtown to support small businesses and empty these empty reserved parking lots
23	Aug 14 2021 07:32 PM	More affordable housing for seniors, better traffic control
24	Aug 14 2021 06:58 PM	Improve infrastructure
25	Aug 14 2021 06:28 PM	lower property/ school taxes
26	Aug 14 2021 06:06 PM	Make sure infrastructure keeps up with growth.
27	Aug 14 2021 02:16 PM	Bring more retail/grocery store businesses.
28	Aug 14 2021 01:48 PM	Less houses and more infrastructure

29	Aug 14 2021 10:33 AM	Traffic flow of Hwy 77. All new p&z board. Infrastructure first before development
30	Aug 14 2021 10:02 AM	No more housing developments
31	Aug 14 2021 09:42 AM	Incentivize investment so traffic congestion can be relieved
32	Aug 14 2021 09:20 AM	287/35 under bridge nightmare
33	Aug 13 2021 03:08 PM	No entertainment destinations
34	Aug 13 2021 01:54 PM	customer service
35	Aug 13 2021 01:50 PM	Improve hwy 77 (Ferris St.) traffic flow.
36	Aug 13 2021 12:20 PM	Better pay
37	Aug 13 2021 12:07 PM	Communication between citizens and local government
38	Aug 13 2021 12:01 PM	More grocery stores and restaurants
39	Aug 13 2021 11:58 AM	Overall, attract new businesses
40	Aug 13 2021 11:54 AM	Quite a bit of growth is planned, including thousands of new homes and citizens. Is there a plan to create water to supply these new homes, businesses and citizens?
41	Aug 13 2021 05:12 AM	social life (Restaurants, Bars, Shopping centers)
42	Aug 12 2021 09:05 PM	Traffic flow, sidewalks, public parks
43	Aug 12 2021 01:09 PM	Accountability
44	Aug 12 2021 11:09 AM	Replacing old deteriorating infrastructure
45	Aug 12 2021 11:08 AM	City PR and community involvement is lacking
46	Aug 12 2021 08:12 AM	communication
47	Aug 12 2021 08:02 AM	Infrastructure
48	Aug 12 2021 03:12 AM	Stop filling the town with too many people
49	Aug 12 2021 12:48 AM	Housing
50	Aug 11 2021 08:09 PM	Traffic patterns
51	Aug 11 2021 07:10 PM	family entertainment option
52	Aug 11 2021 06:40 PM	Ask the tax payers what we want in our community. Like less apartments!!!
53	Aug 11 2021 06:18 PM	Improve infrastructure, enforcement of existing city codes
54	Aug 11 2021 04:54 PM	Youth activities facilities.
55	Aug 11 2021 04:46 PM	Don't property tax people out of their homes
56	Aug 11 2021 04:40 PM	Stop the ridiculous housing growth!!!!
57	Aug 11 2021 02:59 PM	Listening and communication with citizens
58	Aug 11 2021 02:57 PM	Downtown business
59	Aug 11 2021 02:43 PM	Code compliance, cleanliness, education
60	Aug 11 2021 01:00 PM	Keep doing a great job!
61	Aug 11 2021 12:33 PM	Community involvement
62	Aug 11 2021 11:27 AM	Clean the downtown area up our courthouse is awesome the surrounding area is kinda junky
63	Aug 11 2021 10:50 AM	Work together for everyone.
64	Aug 11 2021 10:50 AM	Parks and recreation
65	Aug 11 2021 10:37 AM	Very bad traffic on 77.
66	Aug 11 2021 10:13 AM	Diversity equality

67	Aug 11 2021 10:04 AM	more industry, less housing
68	Aug 11 2021 09:52 AM	Youth involvement
69	Aug 11 2021 09:46 AM	Control housing/apartment growth
70	Aug 11 2021 09:36 AM	More voter turn out for local elections
71	Aug 11 2021 09:09 AM	Waxahachie will always have the horse behind the cart if it doesn't update infrastructure before allowing developers to build the subpar housing they do.
72	Aug 11 2021 08:48 AM	not becoming Frisco, keeping charm
73	Aug 11 2021 08:18 AM	Lower property taxes and road repair
74	Aug 11 2021 08:11 AM	Lower taxes!!
75	Aug 11 2021 08:10 AM	More vibrant downtown area.
76	Aug 11 2021 07:55 AM	roads, tax rate, responsible spending
77	Aug 11 2021 07:31 AM	Infrastructure and traffic control
78	Aug 11 2021 07:23 AM	Work together
79	Aug 11 2021 06:12 AM	Creating a shared vision for the future
80	Aug 11 2021 06:05 AM	Improve the terrible streets
81	Aug 10 2021 10:40 PM	We need more events/entertainment downtown.
82	Aug 10 2021 10:31 PM	Slowly seeing progress
83	Aug 10 2021 10:24 PM	More grocery/department stores
84	Aug 10 2021 10:14 PM	Lower property taxes too high.
85	Aug 10 2021 10:10 PM	Infrastructure
86	Aug 10 2021 09:20 PM	Infrastructure
87	Aug 10 2021 09:18 PM	Another grocery store
88	Aug 10 2021 09:11 PM	Tighter control of house building
89	Aug 10 2021 08:58 PM	Traffic and/or infrastructure
90	Aug 10 2021 08:49 PM	Grocery stores needed
91	Aug 10 2021 08:37 PM	Improve roads and manage growth
92	Aug 10 2021 07:52 PM	Entertainment;
93	Aug 10 2021 07:50 PM	Attracting white collar jobs
94	Aug 10 2021 07:42 PM	Restaurants
95	Aug 10 2021 07:20 PM	Roads
96	Aug 10 2021 07:01 PM	Infrastructure improvement
97	Aug 10 2021 05:49 PM	Engaging citizens
98	Aug 10 2021 05:23 PM	Provide infrastructure to improve traffic patterns.
99	Aug 10 2021 05:09 PM	Roads. Capping growth until we can handle it
100	Aug 10 2021 04:58 PM	Go back to what Waxahachie used to be.
101	Aug 10 2021 04:35 PM	property taxes
102	Aug 10 2021 04:32 PM	Services like grocery stores, restaurants, and entertainment.
103	Aug 10 2021 04:31 PM	More large restaurants available
104	Aug 10 2021 03:57 PM	It needs better infrastructure.
105	Aug 10 2021 03:55 PM	Roads and police presence
106	Aug 10 2021 03:27 PM	Stop housing development.
107	Aug 10 2021 03:10 PM	We need to allow local candidates from outside ETJ proper

108	Aug 10 2021 03:10 PM	More Diverse and Higher Quality Housing
109	Aug 10 2021 03:09 PM	Inclusion
110	Aug 10 2021 02:35 PM	Construction is inconvenient
111	Aug 10 2021 02:29 PM	Lowering property taxes and spending
112	Aug 10 2021 02:11 PM	Streets
113	Aug 10 2021 02:08 PM	Think beyond rooftops, stagger growth.
114	Aug 10 2021 02:00 PM	Infrastructure and police force expansion
115	Aug 10 2021 01:48 PM	strategic development and roadways
116	Aug 10 2021 01:37 PM	Wisely let go of some traditions.
117	Aug 10 2021 01:35 PM	Prioritize function over form, thrifty
118	Aug 10 2021 01:29 PM	Most people agree that the historic character of Waxahachie is one of the big things that makes our city special and unique... we need to preserve it.
119	Aug 10 2021 01:16 PM	New retail business, improve streets
120	Aug 10 2021 01:16 PM	More grocery options, north side traffic lights
121	Aug 10 2021 11:14 AM	Love my town!
122	Aug 10 2021 10:50 AM	Slow explosive growth
123	Aug 10 2021 10:34 AM	Transportation, roads, schools

Waxahachie Comprehensive Plan: Community Assessment

12. In a short (1-5 word) phrase, please describe what you feel the city's biggest challenge is.

Answered

123

Skipped

0

Respondents	Response Date	Responses
1	Aug 29 2021 08:08 PM	Revitalizing downtown
2	Aug 23 2021 10:05 AM	Managing growth better
3	Aug 19 2021 10:38 AM	Traffic, education & segregation
4	Aug 17 2021 08:37 PM	Infrastructure
5	Aug 17 2021 02:39 AM	Roads and healthy lifestyle choices
6	Aug 16 2021 11:20 PM	Lack of enough police to show their presence throughout the city.
7	Aug 16 2021 12:58 PM	Getting rid of Administration
8	Aug 16 2021 09:39 AM	Communication
9	Aug 16 2021 09:02 AM	TRAFFIC and too many new cluster homes
10	Aug 15 2021 02:50 PM	Corruption & lack of integrity in local politicians
11	Aug 15 2021 01:18 PM	Growth
12	Aug 15 2021 10:53 AM	Growing to fast
13	Aug 15 2021 09:43 AM	Grocery store
14	Aug 15 2021 09:19 AM	turning into Hillsboro via high property taxes
15	Aug 15 2021 08:33 AM	Building our infrastructure to support the growth they are allowing.
16	Aug 15 2021 04:30 AM	Road infrastructure
17	Aug 14 2021 10:21 PM	Managing explosive growth
18	Aug 14 2021 09:50 PM	Getting rid of dilapidated housing
19	Aug 14 2021 09:25 PM	Not enough grocery stores
20	Aug 14 2021 08:42 PM	Old white status quo
21	Aug 14 2021 08:36 PM	Growing to quickly
22	Aug 14 2021 07:48 PM	S elm construction
23	Aug 14 2021 07:32 PM	Growth is too fast
24	Aug 14 2021 06:58 PM	Infrastructure and traffic flow 77
25	Aug 14 2021 06:28 PM	city government for the poor
26	Aug 14 2021 06:06 PM	Managing growth.
27	Aug 14 2021 02:16 PM	Older City council members
28	Aug 14 2021 01:48 PM	Citizens input
29	Aug 14 2021 10:33 AM	Attracting white collar business. Traffic flow of Hwy 77.
30	Aug 14 2021 10:02 AM	High property taxes and traffic
31	Aug 14 2021 09:42 AM	Need more thoroughfares to spread business away from 77.

32	Aug 14 2021 09:20 AM	Layout of roads
33	Aug 13 2021 03:08 PM	High density areas
34	Aug 13 2021 01:54 PM	growth
35	Aug 13 2021 01:50 PM	Keeping up with the growth.
36	Aug 13 2021 12:20 PM	Bringing in good employees
37	Aug 13 2021 12:07 PM	Educating residents in a world full of information
38	Aug 13 2021 12:01 PM	Traffic control
39	Aug 13 2021 11:58 AM	Open mindedness
40	Aug 13 2021 11:54 AM	Not enough higher pay jobs.
41	Aug 13 2021 05:12 AM	Infrastructure
42	Aug 12 2021 09:05 PM	Overly rapid growth
43	Aug 12 2021 01:09 PM	Accountability and productivity
44	Aug 12 2021 11:09 AM	handling exploding growth
45	Aug 12 2021 11:08 AM	City staff is not friendly and doesn't work well with others
46	Aug 12 2021 08:12 AM	"not my job" attitude
47	Aug 12 2021 08:02 AM	Traffic
48	Aug 12 2021 03:12 AM	No shopping diversity and not enough grocery stores to accommodate us.
49	Aug 12 2021 12:48 AM	Entertainment
50	Aug 11 2021 08:09 PM	Traffic
51	Aug 11 2021 07:10 PM	Small town mindset
52	Aug 11 2021 06:40 PM	Taxes are way to high.
53	Aug 11 2021 06:18 PM	Making sure city can support the population growth
54	Aug 11 2021 04:54 PM	Traffic Congestion
55	Aug 11 2021 04:46 PM	Property taxing long-standing citizens out of their homes
56	Aug 11 2021 04:40 PM	Reversing bad decisions..too late
57	Aug 11 2021 02:59 PM	Demonstrating genuine care for citizens
58	Aug 11 2021 02:57 PM	Congestion, spending
59	Aug 11 2021 02:43 PM	Out of control growth
60	Aug 11 2021 01:00 PM	People trying to stay small
61	Aug 11 2021 12:33 PM	Growth
62	Aug 11 2021 11:27 AM	Infrastructure
63	Aug 11 2021 10:50 AM	Streets, water supply
64	Aug 11 2021 10:50 AM	Slowing growth to match infrastructure.
65	Aug 11 2021 10:37 AM	Need a grocery store north of 287.
66	Aug 11 2021 10:13 AM	Diversity
67	Aug 11 2021 10:04 AM	keeping up with growth
68	Aug 11 2021 09:52 AM	Traffic
69	Aug 11 2021 09:46 AM	Too much growth too soon
70	Aug 11 2021 09:36 AM	Property tax rate too high
71	Aug 11 2021 09:09 AM	Not becoming just a commuter city

72	Aug 11 2021 08:48 AM	infrastructure, intentional growth, keeping charm
73	Aug 11 2021 08:18 AM	Overpopulation
74	Aug 11 2021 08:11 AM	Uncontrolled growth
75	Aug 11 2021 08:10 AM	Good old boy culture.
76	Aug 11 2021 07:55 AM	Need to focus on families ie rec center
77	Aug 11 2021 07:31 AM	catching up to growth
78	Aug 11 2021 07:23 AM	Division
79	Aug 11 2021 06:12 AM	Engagement and understanding for new folks
80	Aug 11 2021 06:05 AM	The amount of beggers
81	Aug 10 2021 10:40 PM	Traffic
82	Aug 10 2021 10:31 PM	Accommodating growth. We need grocery stores
83	Aug 10 2021 10:24 PM	Traffic
84	Aug 10 2021 10:14 PM	More cell towers & tornado sirens
85	Aug 10 2021 10:10 PM	Population
86	Aug 10 2021 09:20 PM	Infrastructure
87	Aug 10 2021 09:18 PM	A new high school.
88	Aug 10 2021 09:11 PM	Traffic through town
89	Aug 10 2021 08:58 PM	Traffic and infrastructure
90	Aug 10 2021 08:49 PM	Traffic and traffic control
91	Aug 10 2021 08:37 PM	Losing small town feel
92	Aug 10 2021 07:52 PM	Infrastructure, hwy 77/ferris, too many houses too quickly
93	Aug 10 2021 07:50 PM	Lack of major white collar employer
94	Aug 10 2021 07:42 PM	Overpopulation
95	Aug 10 2021 07:20 PM	Crowds. Too many people
96	Aug 10 2021 07:01 PM	Infrastructure
97	Aug 10 2021 05:49 PM	"Old buddy" system
98	Aug 10 2021 05:23 PM	Lack of plan for infrastruture..
99	Aug 10 2021 05:09 PM	Too many people for our roads, stores ect. School quality is low
100	Aug 10 2021 04:58 PM	Far too much rental property.
101	Aug 10 2021 04:35 PM	overdevelopment without infrastructure to support
102	Aug 10 2021 04:32 PM	Traffic.
103	Aug 10 2021 04:31 PM	Adequate infrastructure for the new growth
104	Aug 10 2021 03:57 PM	Growth needs to be slowed to allow infrastructure to catch up.
105	Aug 10 2021 03:55 PM	Too much growth with no infrastructure
106	Aug 10 2021 03:27 PM	Too much population growth.
107	Aug 10 2021 03:10 PM	Overcrowding and lack of green spaces
108	Aug 10 2021 03:10 PM	Fiscally responsible growth. Diversified tax base

109	Aug 10 2021 03:09 PM	Economic Plannning-Infrastructure for growth
110	Aug 10 2021 02:35 PM	Infrastructure
111	Aug 10 2021 02:29 PM	Retaining graduates of WISD
112	Aug 10 2021 02:11 PM	waste of funds
113	Aug 10 2021 02:08 PM	Enforcing existing development codes
114	Aug 10 2021 02:00 PM	Modernization of infrastructure and buildings
115	Aug 10 2021 01:48 PM	TXDot and the public
116	Aug 10 2021 01:37 PM	Long-time residents don't want to change/grow
117	Aug 10 2021 01:35 PM	traffic needs to flow
118	Aug 10 2021 01:29 PM	Traffic issues
119	Aug 10 2021 01:16 PM	Traffic , attract new business ie. grocery store
120	Aug 10 2021 01:16 PM	Traffic
121	Aug 10 2021 11:14 AM	Streets
122	Aug 10 2021 10:50 AM	Explosive growth (housing)
123	Aug 10 2021 10:34 AM	Politicians

Waxahachie Comprehensive Plan: Community Assessment

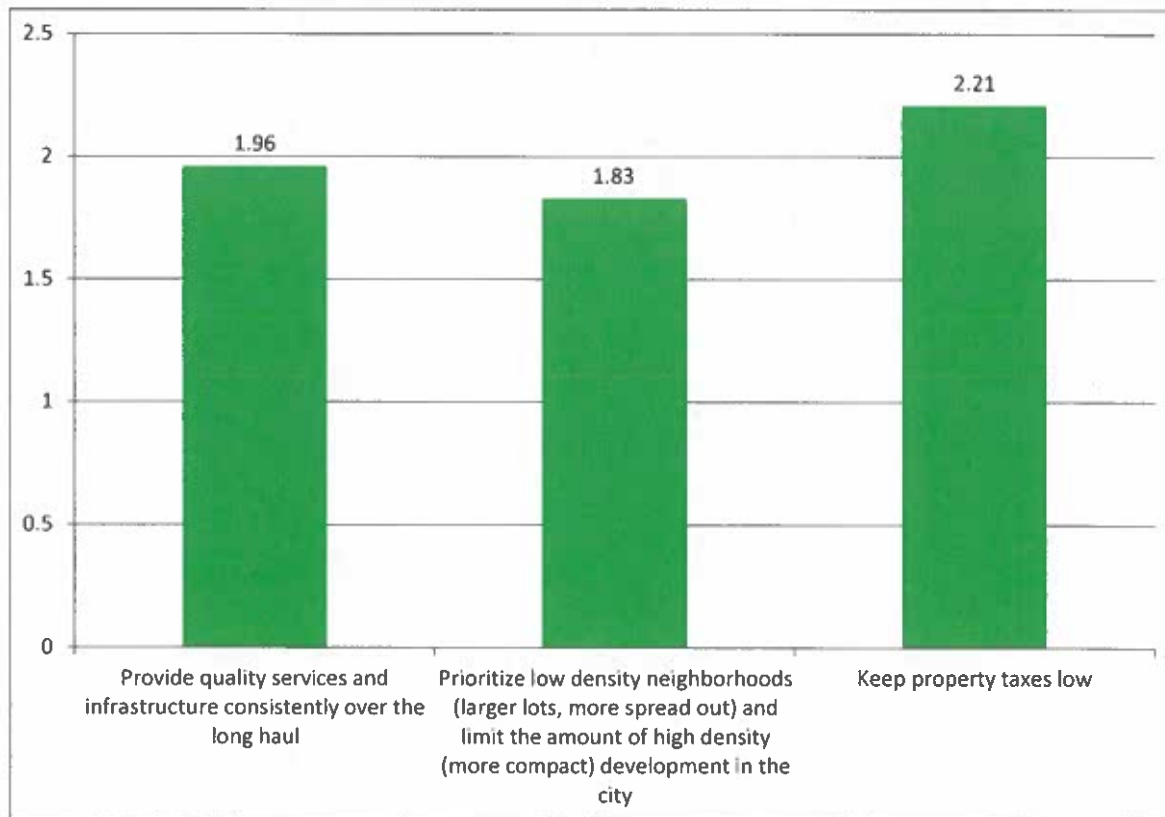
13. Please rank the following in order of importance to you on a scale from 1 to 3 (scale of 1 = Most important → scale of 3 = least important)

Raking (scale 1 → 3)	1		2		3		Total	Weighted Score
Provide quality services and infrastructure consistently over the long haul	32%	39	33%	40	36%	44	123	1.96
Prioritize low density neighborhoods (larger lots, more spread out) and limit the amount of high density (more compact) development in the city	24%	29	36%	44	41%	50	123	1.83
Keep property taxes low	45%	55	32%	39	24%	29	123	2.21

Answers 123
Skipped 0

The table above provides the results from the survey question. The chart below uses the "weighted score" to show the element ranked the highest. Based on the survey results, respondents ranked "keeping property taxes low" the highest, and ranked "prioritizing low density neighborhoods" the lowest.

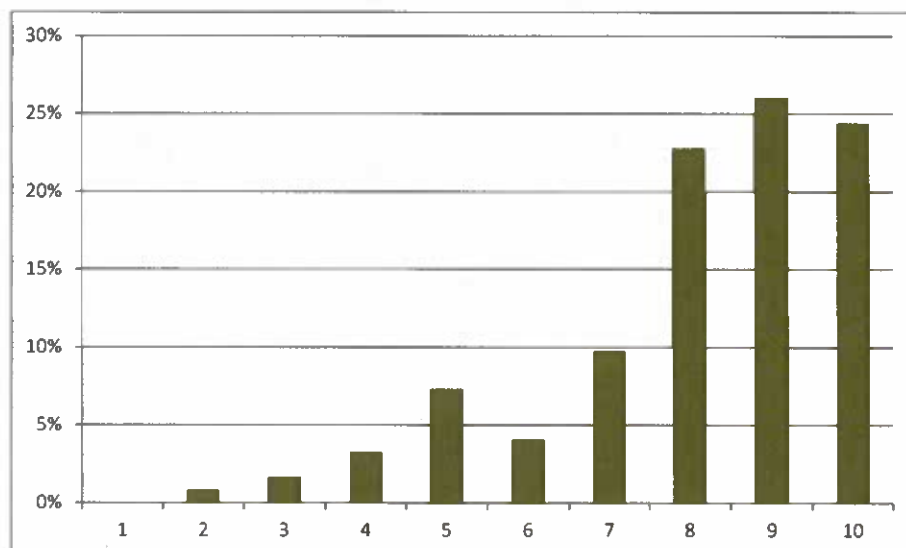
FYI - The weighted score is calculated by assigning a value of 3 to elements ranked "1", assigning a value of 2 for elements ranked "2", and assigning a value of 1 for elements ranked "3".



Waxahachie Comprehensive Plan: Community Assessment

14. On a scale of 1 to 10, with 10 being the most committed, how committed are you to making your community the best it can be?

Answer Choices	Responses	
1	0.0%	0
2	0.8%	1
3	1.6%	2
4	3.3%	4
5	7.3%	9
6	4.1%	5
7	9.8%	12
8	22.8%	28
9	26.0%	32
10	24.4%	30
If you rated your commitment an 8 or below, what is needed to move it into the 9 to 10 range?		24
Answered		123
Skipped		0



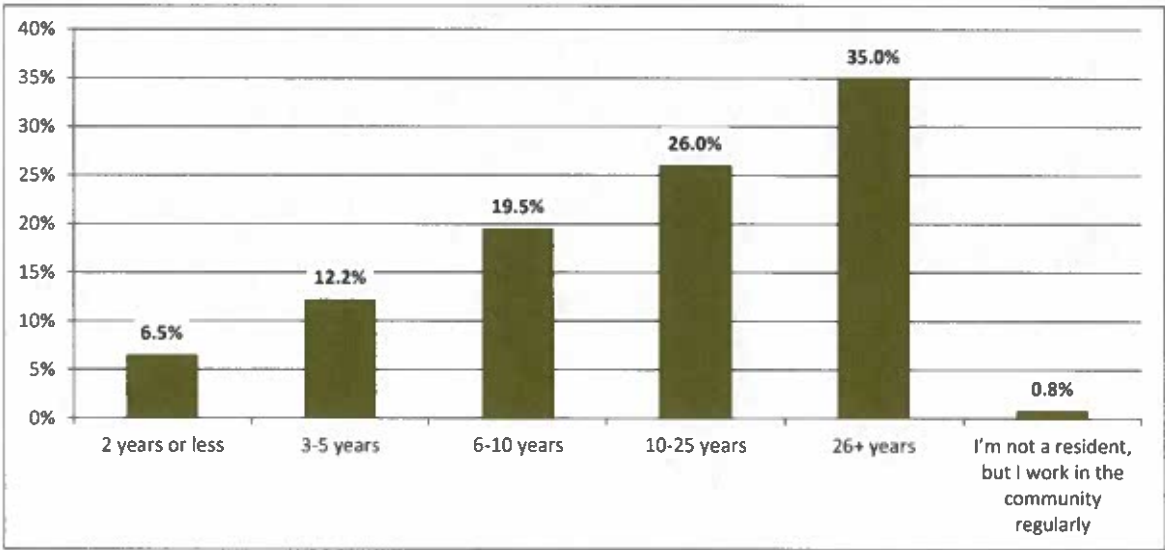
Respondents	Response Date	If you rated your commitment an 8 or below, what is needed to move it into the 9 to 10 range?
1	Aug 16 2021 12:58 PM	New leadership. The people in charge of this once great little town are now concerned about their pocketbooks instead of their citizens.
2	Aug 16 2021 09:02 AM	Current leaders need to stop being so damn greedy and quit raising taxes. This is NOT highland park. This is Waxahachie, a known country town that is losing its charm by its rapid growth and failing infrastructure
3	Aug 15 2021 09:19 AM	A sense that citizenry is calling the shots and not banks and big businesses.
4	Aug 14 2021 06:58 PM	More opportunity to take an active part in things.
5	Aug 14 2021 06:28 PM	im disabled, hard to get out, esp with covid

6	Aug 14 2021 09:20 AM	I have been consistent in trying to become a part of our educational system and get involved with the community. I was told Waxahachie is very "tight" community. 6+yrs. no interview. 20 yrs in education.
7	Aug 13 2021 11:58 AM	For me it's about welcoming new businesses. Why not have multiple grocery stores, more diverse food establishments, not just warehouse and/or industrial jobs. You want more educated folks here, then provide the business opportunities for them. Infrastructure - Hwy 77 is a nightmare to navigate and is getting worse.
8	Aug 12 2021 01:09 PM	Have city and board persons listen and respond to what the public wants and not special interest.
9	Aug 11 2021 07:10 PM	Clear plan from leadership
10	Aug 11 2021 06:40 PM	Made to feel I can make a difference.
11	Aug 11 2021 10:50 AM	We are both in our 80's and served for many years so can't do much more now.
12	Aug 11 2021 10:04 AM	to serve on board or committee
13	Aug 11 2021 09:36 AM	More diversity - still segregated
14	Aug 11 2021 09:09 AM	Leaving area allergies
15	Aug 11 2021 07:23 AM	Work towards attracting industries and businesses that offer more white-collar jobs.
16	Aug 11 2021 06:05 AM	The city actually listening to the communities desires
17	Aug 10 2021 07:50 PM	More professionals to engage instead of short term closed minded thinkers.
18	Aug 10 2021 05:49 PM	If I were younger, I'd be much more involved
19	Aug 10 2021 04:58 PM	Common sense by city leaders. Stop allowing cheap, uninsulated, ghetto housing to be built.
20	Aug 10 2021 03:27 PM	The insane population growth makes me want to leave this place I was born and raised.
21	Aug 10 2021 03:10 PM	I need to feel like my input is being heard. Right now I feel like no one is listening to what the citizens who have lived here long term want for their community. Waxahachie is great and everyone wants to move here, but if you aren't listening to the people who made it great to begin with, it won't stay that way for long.
22	Aug 10 2021 02:29 PM	Change in view, we should tax less and be open more
23	Aug 10 2021 02:08 PM	Knowing that my input will be heard and taken into consideration.
24	Aug 10 2021 10:50 AM	Electing officials that care about the citizens that live here

Waxahachie Comprehensive Plan: Community Assessment

15. How long have you lived in the community?

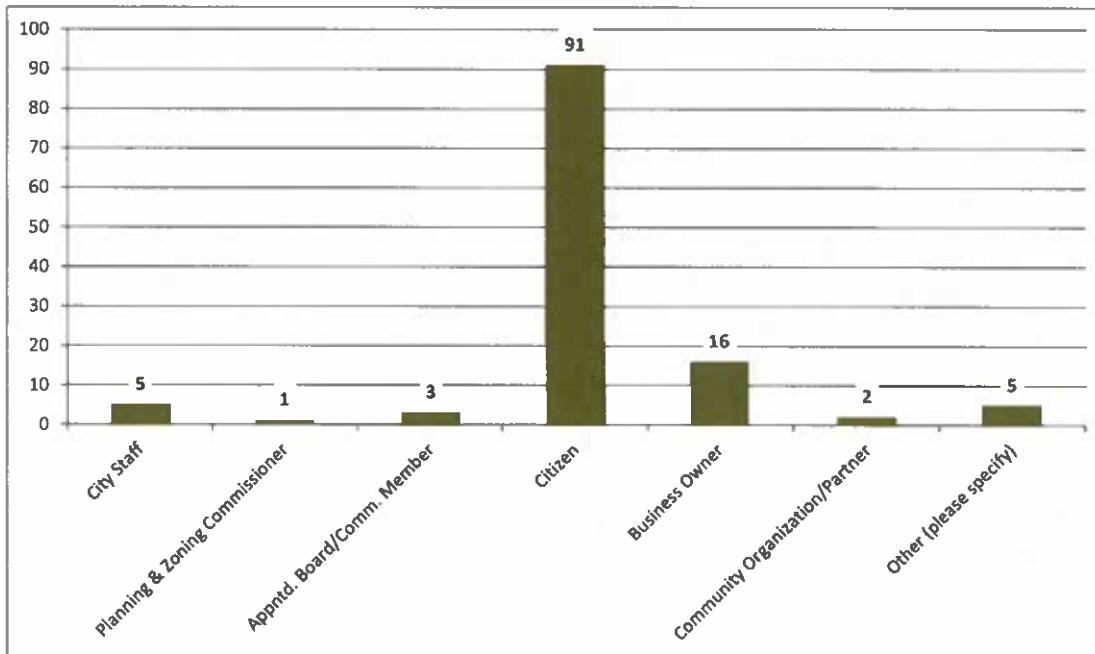
Answer Choices	Responses	
2 years or less	6.5%	8
3-5 years	12.2%	15
6-10 years	19.5%	24
10-25 years	26.0%	32
26+ years	35.0%	43
I'm not a resident, but I work in the community regularly	0.8%	1
Answered		123
Skipped		0



Waxahachie Comprehensive Plan: Community Assessment

16. Please identify your role in the community. (If you're a citizen and one of the other options, please select the non-citizen option)

Answer Choices	Responses	
Elected Official (City Council)	0.0%	0
City Staff	4.1%	5
Planning & Zoning Commissioner	0.8%	1
CPAC - Citizen Member	0.0%	0
Appointed Board/Committee Member (not P&Z or CPAC)	2.4%	3
Citizen	74.0%	91
Business Owner	13.0%	16
Local Developer	0.0%	0
Community Organization/Partner	1.6%	2
Other (please specify)	4.1%	5
Answered		123
Skipped		0



Respondents	Response Date	Other (please specify)	Tags
	1 Aug 14 2021 09:50 PM	Pastor	
	2 Aug 14 2021 06:06 PM	Volunteer - Habitat for Humanity Board	
	3 Aug 10 2021 03:10 PM	Multiple board positions	
	4 Aug 10 2021 02:00 PM	Resident	
	5 Aug 10 2021 01:48 PM	Citizen, business owner, board member	

NOTE: Questions 17-18 were omitted from the survey results because they included personal information, such as the respondent's name and contact information.





City of Waxahachie
2023 COMPREHENSIVE PLAN

401 S Rogers Street
Waxahachie, Texas 75165

Planning & Zoning Department

Plat Staff Report

Case: SUB-116-2022



MEETING DATE(S)

Planning & Zoning Commission: February 28, 2023

CAPTION

Consider the request by Tim Jackson, Texas Reality Capture & Surveying, LLC, for a **Plat** for Fort Joe, Lot 1, Block A, being 5.0 acres, located at the southeast corner of South US Highway 77 and FM 55, situated in the C. Cobb Survey, Abstract 220, an Addition in the Extra Territorial Jurisdiction of the City of Waxahachie (Property ID 294883) – Owner: Kathryn Jordan (SUB-116-2022) Staff: Eleana Tuley

RECOMMENDED MOTION

*"I move to approve SUB-116-2022 for a **Plat** for Fort Joe, authorizing the Planning & Zoning Commissioner to sign the associated documents accordingly."*

APPLICANT REQUEST

The purpose of this request is to plat a 5-acre tract located at the southeast corner of US Highway 77 and FM 55. The property owner does not intend to develop the subject property at this time.

CASE INFORMATION

Applicant:	Tim Jackson, Texas Reality Capture & Surveying, LLC
Property Owner(s):	Kathryn Jordan
Site Acreage:	5.0 acres
Number of Lots:	1 lot
Number of Dwelling Units:	0 units
Park Land Dedication:	Not Applicable
Adequate Public Facilities:	Adequate public facilities are available to the site via Nash-Forreston WSC

SUBJECT PROPERTY

General Location:	Located at the southeast corner of US Highway 77 and FM 55
Parcel ID Number(s):	294883
Current Zoning:	ETJ
Existing Use:	Undeveloped Land
Platting History:	The subject property is unplatted

Site Aerial:



PLANNING ANALYSIS

The purpose of this request is to plat a 5-acre tract located at the southeast corner of South US Highway 77 and FM 55. Adequate water facilities are available to serve the site. However, the water service provider has confirmed that the subject property does not have sufficient water flow for firefighting and suppression services. As such, the Applicant has provided a note on the plat to note this deficiency.

Since the subject property is in the City's Extraterritorial Jurisdiction, the subject property must comply with the County's Thoroughfare Plan. FM 55 is a Principal Arterial (120' right-of-way), and South US Highway 77 is a Minor Arterial (120' right-of-way). Therefore, the Applicant has dedicated 20 feet along South US Highway 77 and FM 55 to comply with the County's Thoroughfare Plan. As presented, the plat complies with both City and County subdivision regulations.

RECOMMENDATION

Based on the details provided in this Staff Report and the present status of the documents subject to the request, the Planning Department recommends approval of the Plat.

ATTACHED EXHIBITS

1. Plat

CITY REQUIREMENTS FOR PLAT RECORDING AND FILING

A plat shall not be filed with the Ellis County Clerk until:

1. The Applicant has received a letter of acceptance from the Public Works Department confirming all utilities, infrastructure, and other required improvements have been installed, inspected, and accepted by the City.

STAFF CONTACT INFORMATION

Prepared by:

Eleana Tuley, AICP

Senior Planner

eleana.tuley@waxahachie.com

Reviewed by:

Jennifer Pruitt, AICP, LEED-AP, CNU-A

Senior Director of Planning

jennifer.pruitt@waxahachie.com

Planning & Zoning Department

Plat Staff Report

Case: SUB-65-2022



MEETING DATE(S)

Planning & Zoning Commission:

February 28, 2023

CAPTION

Consider a request by Jose M. Medina & Ana Maria Medina for a **Replat** of Medina Estates, Lots 1-5, being a replat of lots 2R and 3R of Alfords Acres, located on Little Branch Road, an addition in the Extra Territorial Jurisdiction of the City of Waxahachie (Property ID: 138728) – Owner: JOSE M. & ANA MARIA MEDINA (SUB-65-2022) Staff: Zack King

RECOMMENDED MOTION

"I move to approve SUB-65-2022, a replat for Medina Estates, authorizing the Planning & Zoning Commissioner to sign the associated documents accordingly."

APPLICANT REQUEST

The applicant is requesting to replat the subject property into five (5) lots for residential use.

CASE INFORMATION

Applicant:

Jose M. Medina & Ana Maria Medina

Property Owner(s):

Jose M. Medina & Ana Maria Medina

Site Acreage:

8.207 acres

Number of Lots:

5 lots

Number of Dwelling Units:

5 units

Park Land Dedication:

N/A (ETJ)

Adequate Public Facilities:

Adequate public facilities are available to the subject property via Sardis Lone-Elm WSC and on-site sewage systems.

SUBJECT PROPERTY

General Location:

7660 Little Branch Road

Parcel ID Number(s):

138728

Current Zoning:

N/A (ETJ)

Existing Use:

A single-family home currently occupies the subject property.

Platting History:

The subject property was originally platted as Lots 2R & 3R of Alfords Acres.

Site Aerial:**PLANNING ANALYSIS**

The applicant is proposing to replat the two (2) existing lots comprising the subject property into five (5) lots for residential use. In conformance with the City of Waxahachie Thoroughfare Plan, the applicant is providing 10' of right-of-way (ROW) dedication along the north-south portion of Little Branch Road. The proposed lots meet or exceed all Ellis County lot size and dimension requirements.

RECOMMENDATION

Based on the details provided in this Staff Report and the present status of the documents subject to the request, staff recommends approval of the replat request as presented.

ATTACHED EXHIBITS

1. Replat
2. Water Letter

APPLICANT REQUIREMENTS

1. If approved by Planning & Zoning Commission, within 30 days the applicant shall provide the Planning Department one revised electronic plan set that incorporates all comments.
2. Once the revised plans are provided, staff will verify all outstanding comments were satisfied.
 - a. If comments were not satisfied, then the applicant will be notified to make corrections.
 - b. If all comments were satisfied, then the applicant shall provide five signed, hard-copy plats.

CITY REQUIREMENTS FOR PLAT RECORDING AND FILING

A plat shall not be filed with the Ellis County Clerk until:

1. All utilities, infrastructure, and other required improvements have been installed and a letter of acceptance associated with the utilities and infrastructure installation has been received from the Public Works Department;
2. A drainage study has been conducted and/or a traffic impact analysis has been conducted as required by the City's Subdivision ordinance.

STAFF CONTACT INFORMATION

Prepared by:

Zack King

Senior Planner

zking@waxahachie.com

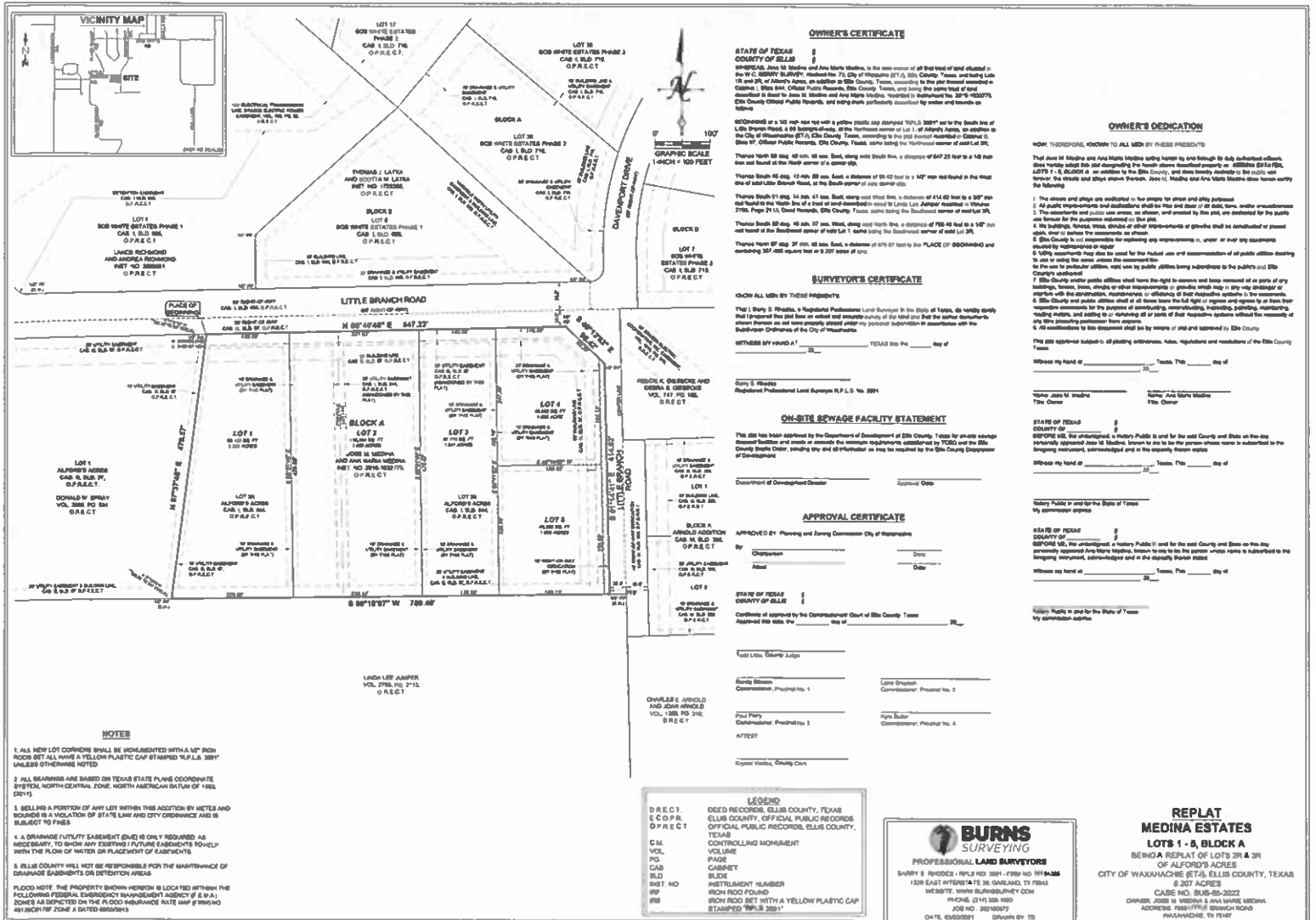
Reviewed by:

Jennifer Pruitt, AICP, LEED-AP, CNU-A

Senior Director of Planning

jennifer.pruitt@waxahachie.com

(8)





(8)

PLANNING & ZONING DEPARTMENT
401 South Rogers Street | Waxahachie, Texas 75168
(469) 309-4290 | www.waxahachie.com/Departments/PlanningandZoning



WATER UTILITY PROVIDER'S ENDORSEMENT

Applicant Name: Jose M. Meding Parcel ID #: _____
Subdivision Name: Texas Star

The City of Waxahachie requires new lots in subdivisions have adequate water flow and pressure to comply with TCEQ and latest Insurance Service Office (ISO) guidelines. Subdivisions served by water providers outside of the City of Waxahachie will need to ensure they can provide water flow/pressure per TCEQ and fire flow per the latest ISO guidelines.

Applicants, please submit this form to your water provider for completion. This completed form must be turned in at the time you submit your application packet to the Planning Department.

Contact Information:

Buena Vista-Bethel SUD	(972) 937-1212
Carroll Water Company	(972) 617-0817
Mountain Peak SUD	(972) 775-3765
Rockett SUD	(972) 617-3524
Sardis-Lone Elm WSC	(972) 775-8566
Nash Foreston WSC	(972) 483-3039

To be completed by the water utility provider:

	Yes	No
1. I have reviewed a copy of the proposed plat.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. The platted lots fall within our CCN area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Our water system can provide water flow and pressure for domestic service per TCEQ regulations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Our water system can provide the water flow and pressure for firefighting per ISO guidelines.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. The water line size servicing the lots is <u>12</u> inches.	<input type="checkbox"/>	<input type="checkbox"/>

PAUL TESCHER

Print Name of General Manager of water provider or Designee

Signature of General Manager of water provider or Designee

Sardis Lone Elm

Name of water provider company

5-25-22

Date

(9+10)

Planning & Zoning Department

Zoning Staff Report

Case: ZDC-157-2022



MEETING DATE(S)

Planning & Zoning Commission: February 28, 2023

City Council: March 6, 2023

CAPTION

Public Hearing on a request by Royce Barrington, N3 Commercial Real Estate, for a **Specific Use Permit (SUP)** for an Automotive Care Center use within the General Retail District (GR), a zoning district located at approximately 875 feet south of Butcher Road on the east side of US Highway 77 (Property ID 189379) - Owner: Vaquero Highway 77 Waxahachie Partners, LP (ZDC-157-2022) Staff: Eleana Tuley

RECOMMENDED MOTION

"I move to recommend approval of ZDC-157-2022, a Specific Use Permit (SUP) an Automotive Care Center use, subject to the conditions the staff report, authorizing the City Manager and or Mayor to execute all documents accordingly."

APPLICANT REQUEST

The Applicant is requesting a specific use permit for a quick oil change facility (Strickland Brothers 10 Minute Oil Change) on a 0.57-acre tract located approximately 875 feet south of Butcher Road on the east side of US Highway 77.

CASE INFORMATION

Applicant: Royce Barrington, N3 Commercial Real Estate

Property Owner(s): Vaquero Highway 77 Waxahachie Partners, LP

Site Acreage: 0.57

Current Zoning: Planned Development - General Retail (PD-GR)

Requested Zoning: PD-GR with a specific use permit (SUP) for a quick oil change facility

SUBJECT PROPERTY

General Location: Appx. 875 feet south of Butcher Road on the east side of US Highway 77

Parcel ID Number(s): 189379

Existing Use: Undeveloped Land

(9+10)

Development History:

A plat (SUB-160-2021) for the subject property was approved by the Planning and Zoning Commission on July 27, 2022.

Adjoining Zoning & Uses:

Direction	Zoning	Current Use
North	PD-GR	Undeveloped Land
East	ETJ	Northside RV Park
South	PD-GR	Undeveloped Land
West	PD-GR	Wash Masters Car Wash

Future Land Use Plan:

Retail

Comprehensive Plan:

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

Thoroughfare Plan:

The primary access to the subject property is along US Highway 77 (120' public right-of-way), a Major Arterial on the City's Thoroughfare Plan. This project is not required to dedicate additional right-of-way with this project since US Highway 77 meets the minimum right-of-way width per the Thoroughfare Plan.

Site Image:



PLANNING ANALYSIS

The Applicant is requesting a specific use permit for a quick oil change facility (Strickland Brothers 10 Minute Oil Change) on a 0.57-acre tract located approximately 875 feet south of Butcher Road on the east side of US Highway 77. The quick oil change facility will consist of a 1,725-square-foot building. About 350 square feet will consist of an office and a customer lobby. The remainder of the building will consist of

(9+10)

three drive-thru bays for the business to perform minor automotive care services, including oil changes, state inspections, and routine service checkups. Standard service checkups include inspecting cabin air filters, wiper blades, anti-freeze/coolant, power steering fluid, windshield washer fluid, tire tread, engine air filter, and front and rear exterior lights.

The Applicant has provided the minimum number of standard parking and stacking spaces. The zoning ordinance requires three stacking spaces for each drive-thru bay to optimize the use of space to safely and efficiently store and move vehicles waiting for service. The primary access to the site will be along US Highway 77. TxDOT has approved the driveway along 77. The driveway will be constructed with the O'Reilly Auto Parts development before construction for the quick oil change facility begins.

The subject property is an ideal location for the quick oil change facility, and the proposed development will remain compatible with surrounding land uses. Furthermore, the Applicant has satisfied the City's development standards in the zoning ordinance.

Proposed Elevations

The Applicant has provided two sets of architectural elevations. The renderings below are for the west elevation, facing US Highway 77.

Option 1 – In this option, the lower segment of the building is composed of a gray split-face CMU with a blue EIFS band. The remainder of the building is composed of gray stucco.



Option 2 - In this option, the lower segment of the building is composed of a natural thin stone veneer. The remainder of the building comprises a 3-part stucco system with a brick pattern. The banding is blue, and the rest is a light gray color.



PUBLIC NOTIFICATIONS

To comply with State law contained in Local Government Code Chapter 211 and the City's public hearing notice requirements, 12 notices were mailed to property owners within 200 feet of the request. In addition, a notice was published in the Waxahachie Sun, and a sign was visibly posted at the property.

RECOMMENDATION

Based on the details provided in this Staff Report and the present status of the documents associated with the request, the Planning Department recommends approval of the SUP request with the conditions listed below.

- ☐ Denial
- ☐ Approval, as presented.
- ☒ Approval, per the following comments:
 1. The Applicant agrees to execute a mutually agreed upon Development Agreement for the development.
 2. The Applicant shall obtain a permit from the City of Waxahachie Building Department before construction.

ATTACHED EXHIBITS

1. Site Plan
2. Landscape Plan
3. Architectural Elevations (Option 1)
4. Architectural Elevations (Option 2)
5. Operational Plan

STAFF CONTACT INFORMATION*Prepared by:*

Eleana Tuley, AICP

Senior Planner

eleana.tuley@waxahachie.com

Reviewed by:

Jennifer Pruitt, AICP, LEED-AP, CNU-A

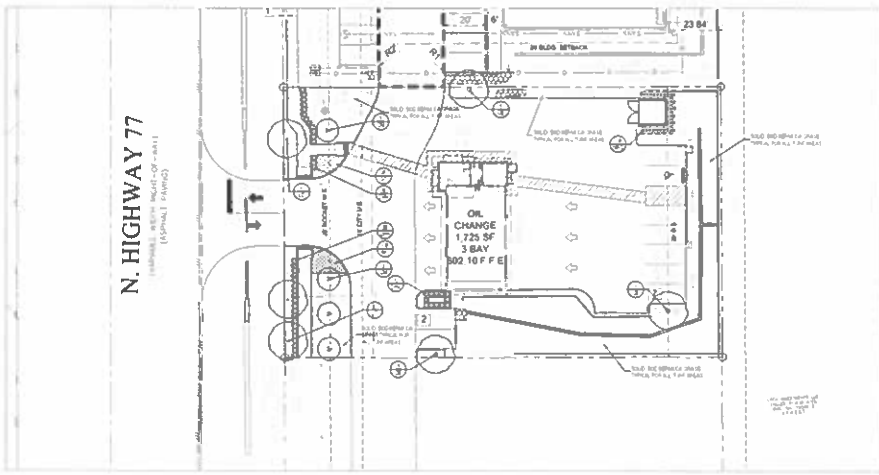
Senior Director of Planning

jennifer.pruitt@waxahachie.com

Have it's before
Call before you



(9+10)



PLANT MATERIAL SCHEDULE			
QTY	COMMON NAME	SIZE	REMARKS
1	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting
2	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting
3	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting
4	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting
5	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting
6	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting
7	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting
8	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting
9	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting
10	Calla Lily	4" x 4"	12" x 12" if spaced 12" x 12" in area of planting

SITE DATA SUMMARY TABLE	
SITE NO.	01
DATE	01/01/2021
PROJECT	01
CLIENT	01
DESIGNER	01
CONTRACTOR	01
PERMIT	01
REVISION	01
DATE	01/01/2021
PROJECT	01
CLIENT	01
DESIGNER	01
CONTRACTOR	01
PERMIT	01
REVISION	01

GENERAL LANDSCAPE NOTES

1. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.
2. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.
3. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.
4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.
5. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.
6. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.
7. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.
8. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.
9. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.
10. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF WAXAHAM LANDSCAPE CODE.

LANDSCAPE TABLE

PLANT MATERIAL	QTY	REMARKS
Calla Lily	1	12" x 12" if spaced 12" x 12" in area of planting
Calla Lily	2	12" x 12" if spaced 12" x 12" in area of planting
Calla Lily	3	12" x 12" if spaced 12" x 12" in area of planting
Calla Lily	4	12" x 12" if spaced 12" x 12" in area of planting
Calla Lily	5	12" x 12" if spaced 12" x 12" in area of planting
Calla Lily	6	12" x 12" if spaced 12" x 12" in area of planting
Calla Lily	7	12" x 12" if spaced 12" x 12" in area of planting
Calla Lily	8	12" x 12" if spaced 12" x 12" in area of planting
Calla Lily	9	12" x 12" if spaced 12" x 12" in area of planting
Calla Lily	10	12" x 12" if spaced 12" x 12" in area of planting

PROJECT CONTACT LIST

NAME	PHONE	EMAIL
STRICKLAND BROTHERS	817-555-1234	info@stricklandbrothers.com
STRICKLAND BROTHERS	817-555-1234	info@stricklandbrothers.com
STRICKLAND BROTHERS	817-555-1234	info@stricklandbrothers.com
STRICKLAND BROTHERS	817-555-1234	info@stricklandbrothers.com
STRICKLAND BROTHERS	817-555-1234	info@stricklandbrothers.com

SUP LANDSCAPE PLAN

STRICKLAND BROTHERS
817-555-1234
info@stricklandbrothers.com



STRICKLAND BROTHERS
NORTH HIGHWAY 77
CITY OF WAXAHAM, TEXAS

DATE
01/01/2021

PROJECT
01

CLIENT
01

DESIGNER
01

CONTRACTOR
01

PERMIT
01

REVISION
01

(9+10)



1 NORTH ELEVATION



2 WEST ELEVATION (US HIGHWAY 77)

GRAY - STUCCO
BLUE - EIFS
GRAY - SPLIT-FACE CMU

EXTERIOR FINISH LEGEND	
1	GRAY STUCCO
2	GRAY STUCCO
3	GRAY STUCCO
4	GRAY STUCCO
5	GRAY STUCCO
6	GRAY STUCCO
7	GRAY STUCCO
8	GRAY STUCCO
9	GRAY STUCCO
10	GRAY STUCCO
11	GRAY STUCCO
12	GRAY STUCCO
13	GRAY STUCCO
14	GRAY STUCCO
15	GRAY STUCCO
16	GRAY STUCCO
17	GRAY STUCCO
18	GRAY STUCCO
19	GRAY STUCCO
20	GRAY STUCCO
21	GRAY STUCCO
22	GRAY STUCCO
23	GRAY STUCCO
24	GRAY STUCCO
25	GRAY STUCCO
26	GRAY STUCCO
27	GRAY STUCCO
28	GRAY STUCCO
29	GRAY STUCCO
30	GRAY STUCCO
31	GRAY STUCCO
32	GRAY STUCCO
33	GRAY STUCCO
34	GRAY STUCCO
35	GRAY STUCCO
36	GRAY STUCCO
37	GRAY STUCCO
38	GRAY STUCCO
39	GRAY STUCCO
40	GRAY STUCCO
41	GRAY STUCCO
42	GRAY STUCCO
43	GRAY STUCCO
44	GRAY STUCCO
45	GRAY STUCCO
46	GRAY STUCCO
47	GRAY STUCCO
48	GRAY STUCCO
49	GRAY STUCCO
50	GRAY STUCCO
51	GRAY STUCCO
52	GRAY STUCCO
53	GRAY STUCCO
54	GRAY STUCCO
55	GRAY STUCCO
56	GRAY STUCCO
57	GRAY STUCCO
58	GRAY STUCCO
59	GRAY STUCCO
60	GRAY STUCCO
61	GRAY STUCCO
62	GRAY STUCCO
63	GRAY STUCCO
64	GRAY STUCCO
65	GRAY STUCCO
66	GRAY STUCCO
67	GRAY STUCCO
68	GRAY STUCCO
69	GRAY STUCCO
70	GRAY STUCCO
71	GRAY STUCCO
72	GRAY STUCCO
73	GRAY STUCCO
74	GRAY STUCCO
75	GRAY STUCCO
76	GRAY STUCCO
77	GRAY STUCCO
78	GRAY STUCCO
79	GRAY STUCCO
80	GRAY STUCCO
81	GRAY STUCCO
82	GRAY STUCCO
83	GRAY STUCCO
84	GRAY STUCCO
85	GRAY STUCCO
86	GRAY STUCCO
87	GRAY STUCCO
88	GRAY STUCCO
89	GRAY STUCCO
90	GRAY STUCCO
91	GRAY STUCCO
92	GRAY STUCCO
93	GRAY STUCCO
94	GRAY STUCCO
95	GRAY STUCCO
96	GRAY STUCCO
97	GRAY STUCCO
98	GRAY STUCCO
99	GRAY STUCCO
100	GRAY STUCCO

PRELIMINARY
NOT TO BE USED
FOR PERMITTING OR
CONSTRUCTION



STRICKLAND BROTHERS
180 US HWY 77
WAXAHACHE, TX



Project No.	180 US HWY 77
Project Name	STRICKLAND BROTHERS
Project Location	WAXAHACHE, TX
Project Date	10/1/2020

SHEET
A2.0

(9+10)



EXTERIOR FINISH LEGEND

- 1 1/2" x 6" SIPS ROOF
- 2 1/2" x 6" SIPS ROOF
- 3 1/2" x 6" SIPS ROOF
- 4 1/2" x 6" SIPS ROOF
- 5 1/2" x 6" SIPS ROOF
- 6 1/2" x 6" SIPS ROOF
- 7 1/2" x 6" SIPS ROOF
- 8 1/2" x 6" SIPS ROOF
- 9 1/2" x 6" SIPS ROOF
- 10 1/2" x 6" SIPS ROOF
- 11 1/2" x 6" SIPS ROOF
- 12 1/2" x 6" SIPS ROOF
- 13 1/2" x 6" SIPS ROOF
- 14 1/2" x 6" SIPS ROOF
- 15 1/2" x 6" SIPS ROOF
- 16 1/2" x 6" SIPS ROOF
- 17 1/2" x 6" SIPS ROOF
- 18 1/2" x 6" SIPS ROOF
- 19 1/2" x 6" SIPS ROOF
- 20 1/2" x 6" SIPS ROOF
- 21 1/2" x 6" SIPS ROOF
- 22 1/2" x 6" SIPS ROOF
- 23 1/2" x 6" SIPS ROOF
- 24 1/2" x 6" SIPS ROOF
- 25 1/2" x 6" SIPS ROOF
- 26 1/2" x 6" SIPS ROOF
- 27 1/2" x 6" SIPS ROOF
- 28 1/2" x 6" SIPS ROOF
- 29 1/2" x 6" SIPS ROOF
- 30 1/2" x 6" SIPS ROOF
- 31 1/2" x 6" SIPS ROOF
- 32 1/2" x 6" SIPS ROOF
- 33 1/2" x 6" SIPS ROOF
- 34 1/2" x 6" SIPS ROOF
- 35 1/2" x 6" SIPS ROOF
- 36 1/2" x 6" SIPS ROOF
- 37 1/2" x 6" SIPS ROOF
- 38 1/2" x 6" SIPS ROOF
- 39 1/2" x 6" SIPS ROOF
- 40 1/2" x 6" SIPS ROOF
- 41 1/2" x 6" SIPS ROOF
- 42 1/2" x 6" SIPS ROOF
- 43 1/2" x 6" SIPS ROOF
- 44 1/2" x 6" SIPS ROOF
- 45 1/2" x 6" SIPS ROOF
- 46 1/2" x 6" SIPS ROOF
- 47 1/2" x 6" SIPS ROOF
- 48 1/2" x 6" SIPS ROOF
- 49 1/2" x 6" SIPS ROOF
- 50 1/2" x 6" SIPS ROOF
- 51 1/2" x 6" SIPS ROOF
- 52 1/2" x 6" SIPS ROOF
- 53 1/2" x 6" SIPS ROOF
- 54 1/2" x 6" SIPS ROOF
- 55 1/2" x 6" SIPS ROOF
- 56 1/2" x 6" SIPS ROOF
- 57 1/2" x 6" SIPS ROOF
- 58 1/2" x 6" SIPS ROOF
- 59 1/2" x 6" SIPS ROOF
- 60 1/2" x 6" SIPS ROOF
- 61 1/2" x 6" SIPS ROOF
- 62 1/2" x 6" SIPS ROOF
- 63 1/2" x 6" SIPS ROOF
- 64 1/2" x 6" SIPS ROOF
- 65 1/2" x 6" SIPS ROOF
- 66 1/2" x 6" SIPS ROOF
- 67 1/2" x 6" SIPS ROOF
- 68 1/2" x 6" SIPS ROOF
- 69 1/2" x 6" SIPS ROOF
- 70 1/2" x 6" SIPS ROOF
- 71 1/2" x 6" SIPS ROOF
- 72 1/2" x 6" SIPS ROOF
- 73 1/2" x 6" SIPS ROOF
- 74 1/2" x 6" SIPS ROOF
- 75 1/2" x 6" SIPS ROOF
- 76 1/2" x 6" SIPS ROOF
- 77 1/2" x 6" SIPS ROOF
- 78 1/2" x 6" SIPS ROOF
- 79 1/2" x 6" SIPS ROOF
- 80 1/2" x 6" SIPS ROOF
- 81 1/2" x 6" SIPS ROOF
- 82 1/2" x 6" SIPS ROOF
- 83 1/2" x 6" SIPS ROOF
- 84 1/2" x 6" SIPS ROOF
- 85 1/2" x 6" SIPS ROOF
- 86 1/2" x 6" SIPS ROOF
- 87 1/2" x 6" SIPS ROOF
- 88 1/2" x 6" SIPS ROOF
- 89 1/2" x 6" SIPS ROOF
- 90 1/2" x 6" SIPS ROOF
- 91 1/2" x 6" SIPS ROOF
- 92 1/2" x 6" SIPS ROOF
- 93 1/2" x 6" SIPS ROOF
- 94 1/2" x 6" SIPS ROOF
- 95 1/2" x 6" SIPS ROOF
- 96 1/2" x 6" SIPS ROOF
- 97 1/2" x 6" SIPS ROOF
- 98 1/2" x 6" SIPS ROOF
- 99 1/2" x 6" SIPS ROOF
- 100 1/2" x 6" SIPS ROOF

PRELIMINARY
NOT TO BE USED
FOR
PERMITTING OR
CONSTRUCTION



STRICKLAND BROTHERS
TRAVIS LANE 77
WACO, TEXAS 76798

Architect

Project No.
Date
Scale
Sheet No.

A2.1

Architectural elevation drawing of the building facade. The drawing shows a two-story structure with a gabled roof. The left side features a smaller gabled section with a brick chimney. The main section has a large glass facade with multiple windows. The drawing includes various annotations, dimensions, and material specifications.

LIGHT GRAY - 3 PART STUCCO SYSTEM WITH BRICK PATTERN

BLUE - 3 PART STUCCO SYSTEM WITH BRICK PATTERN

GRAY - NATURAL THIN STONE VENEER

[illegible]

STRICKLAND BROTHERS
T80 US N HWY 77
WAXAHACHIE, TX

2000

A circular target with the text "A2.0" in the center. Above it is a small circle with "100" inside. Below it is a small circle with "100" inside.

(9+10)



EXTERIOR FINISH LEGEND

- 1 GUTTER HOOK WALL
2 GUTTER HOOK WALL - CHIMNEY
- 3 GUTTER HOOK
- 4 GUTTER HOOK WALL - CHIMNEY
- 5 GUTTER HOOK WALL - CHIMNEY
- 6 GUTTER HOOK WALL - CHIMNEY
- 7 GUTTER HOOK WALL - CHIMNEY
- 8 GUTTER HOOK WALL - CHIMNEY
- 9 GUTTER HOOK WALL - CHIMNEY
- 10 GUTTER HOOK WALL - CHIMNEY
- 11 GUTTER HOOK WALL - CHIMNEY
- 12 GUTTER HOOK WALL - CHIMNEY
- 13 GUTTER HOOK WALL - CHIMNEY
- 14 GUTTER HOOK WALL - CHIMNEY
- 15 GUTTER HOOK WALL - CHIMNEY
- 16 GUTTER HOOK WALL - CHIMNEY
- 17 GUTTER HOOK WALL - CHIMNEY
- 18 GUTTER HOOK WALL - CHIMNEY
- 19 GUTTER HOOK WALL - CHIMNEY
- 20 GUTTER HOOK WALL - CHIMNEY
- 21 GUTTER HOOK WALL - CHIMNEY
- 22 GUTTER HOOK WALL - CHIMNEY

PRELIMINARY
NOT TO BE USED
FOR PERMITTING
OR CONSTRUCTION



STRICKLAND BROTHERS
180 US HWY 77
WAXAHACH, TX

Project No.

Project Name

Project Location

Project Date

Project Status

Project Owner

Project Architect

Project Engineer

Project Designer

(9+10)

N3 Property Advisors, LLC

1240 N. Kimball Avenue
Southlake, Texas 76092
P: 817.348.8748
F: 817.348.8468
www.n3realestate.com

October 28, 2022

Waxahachie City Council
401 S. Rogers St.
Waxahachie, TX 75165

RE: SUP Application – Strickland Brothers Oil Change

Dear Waxahachie City Council,

Thank you for your consideration of the SUP application for Strickland Brothers. Strickland Brothers is a family owned and operated 10-minute oil change company. Originating in Winston Salem, North Carolina, Strickland Brothers was started by Justin Strickland, who named the company after his two sons. They have expanded as far west as Colorado with over 100 stores open and many more in the pipeline. The Franchisees for this location, Martin Evans and Gianna Venturi, are local operators and this Waxahachie store will be their eighth location.

Martin Evans and Gianna Venturi (married) live in Plano and have extensive corporate business experience in HR and executive management positions. They are excited about opening 5-15 Strickland Brothers Oil Change locations in the DFW area over the next 5 years and being hands on operators of their own local business. They look to provide the community with excellent customer service and be good stewards and neighbors.

Strickland provides drive thru oil change services along with limited preventive maintenance services including wiper blades, antifreeze/coolant, power steering fluid, windshield washer fluid, tire condition, engine air filter, and state inspections. By offering these limited services it ensures that customers are serviced quickly and can stay in their cars.

The Waxahachie location will be open 7 days a week, Monday through Friday from 8am – 7pm, Saturday from 8am – 5pm and Sunday from 10am – 5pm. The company projects up to 30 cars serviced per day on its busier days and will employ five full-time local employees. Other adjacent automotive uses include O'Reilly's, Wash Master's Carwash, and Exxon. There is no exterior storage of parts or products nor is there any overnight storage of vehicles.

Service and community involvement are important to Strickland Brothers. The Strickland Brothers Foundation Fund helps local youth facing adversity through the Buddy Bench. The Buddy Bench is placed on elementary school playgrounds for children who may not have someone with whom to play. The bench makes it easy for other children to recognize children who may be outcasts and encourage inclusion for all. The Fund also helps underfunded schools for educational needs, scholarships, and inclusion projects for youth facing adversity.

Thank you for your consideration and review of our application.

Sincerely,
N3 Property Advisors, LLC



(11 + 12)

Planning & Zoning Department

Zoning Staff Report

Case: ZDC-175-2022



MEETING DATE(S)

Planning & Zoning Commission:

February 28, 2023

City Council:

March 6, 2023

CAPTION

Public Hearing on a request by Corey Vaughan, QT South, LLC, for a **Specific Use Permit (SUP)** for a Convenience Store with Gasoline Sales use (QuikTrip) and a Pole Sign use within a General Retail zoning district located at 1342 Brown Street (Property ID: 295114 & 295115) – Owner: Buffalo Creek Plaza LLC (ZDC-175-2022) Staff: Zack King

RECOMMENDED MOTION

"I move to recommend approval of ZDC-175-2022, a Specific Use Permit (SUP) request for a Convenience Store with Gasoline Sales (QuikTrip) use at Property ID: 295114 & 295115, subject to the conditions of the staff report."

APPLICANT REQUEST

The applicant requests approval of a Specific Use Permit (SUP) to allow for a Convenience Store with Gasoline Sales (QuikTrip) use on the subject property.

CASE INFORMATION

Applicant:

Corey Vaughan, QT South, LLC

Property Owner(s):

Buffalo Creek Plaza LLC

Site Acreage:

2.3473 acres

Current Zoning:

General Retail (GR)

Requested Zoning:

General Retail with SUP for a Convenience Store with Gasoline Sales (QuikTrip)

SUBJECT PROPERTY

General Location:

1342 Brown Street

Parcel ID Number(s):

295114 & 295115

Existing Use:

The subject property is currently undeveloped.

Development History:

Case No.	Request	Result
ZDC-96-2020	SUP for Convenience Store with Gasoline Sales (7-Eleven)	Approved (8/17/20) Ord. 3205 (Expired 2/17/21)
SUB-175-2021	Plat (2 Commercial lots for the subject property)	Approved (11/23/21)

(11+12)

Table 1: Adjoining Zoning and Uses

Direction	Zoning	Current Use
North	Single Family-2 (SF-2)	Single Family Residences
East	GR with SUP for an Inpatient Rehabilitation Facility	ClearSky Rehabilitation Hospital
South	GR	Undeveloped
West	PD-105-GR	Lumpkins Stadium

Future Land Use Plan:

Office

Comprehensive Plan:

This land use type is intended for businesses such as banks, insurance agencies, and accounting offices. Office land uses are generally compatible with residential area, 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.

Thoroughfare Plan:

The subject property is accessible via Brown Street (FM 813) and Indian Drive.

Site Image:



PLANNING ANALYSIS

The applicant is proposing a Specific Use Permit (SUP) to allow for Convenience Store with Gasoline Sales (QuikTrip) in a General Retail (GR) zoning district. Per the City of Waxahachie Zoning Ordinance, both a Convenience Store use and a Gasoline Sales use within a GR zoning district requires a SUP to be approved by City Council. The subject property is currently situated on two (2) platted lots. A replat will be needed to facilitate the proposed development.

Proposed Use

Per the Site Plan and Operational Plan provided by the applicant, the QuikTrip is proposed to feature a 5,312-square-foot convenience store and eight gasoline pumps. The parking and building setbacks for the convenience store adhere to the requirements outlined in the Waxahachie Zoning Ordinance. The gasoline pumps are proposed in two groups of four pumps, each covered by a canopy.

Proposed Use (continued)

The QuikTrip is proposed to operate seven days a week with anywhere from 1 to 10 employees on-site at any given time. In total, QuikTrip plans to employ more than a dozen employees. The applicant will pursue a TABC license for the QuikTrip separately from this SUP.

It is important to note that a Convenience Store and Gasoline Sales SUP was previously approved for this property in August of 2020. The specific approval was for a 7-Eleven gas station. However, following approval, the developer opted not to pursue the development and the SUP expired due to inaction.

Table 2: Proposed Development Standards (General Retail)

Standard	City of Waxahachie	QuikTrip	Meets Y/N
Min. Lot Area (Sq. Feet)	7,000	102,248	Yes
Min. Lot Width (Feet)	60	293.66	Yes
Min. Lot Depth (Feet)	100	279.44	Yes
Min. Front Yard (Feet)	40	40	Yes
Min. Side Yard (Feet)	20, 0 (Retail)	20	Yes
Min. Rear Yard (Feet)	20; 25(Residential)	20	Yes
Max. Height	2 stories	1 story	Yes
Max. Lot Coverage (%)	40%	5.2%	Yes
Parking: Convenience Store & Gasoline Sales 1 per 200 sq. ft., 1 per 3 pumps	30 spaces	64 spaces	Yes

Access

The site is proposed to be accessed by via a direct connection to Indian Drive to the South, a mutual access easement running along the rear of the property to the East, and a right-in-right-out (RIRO) only driveway connection to Brown Street. It is important to note that the mutual access easement to the rear of the property provides direct access from the site to the Highway 287 frontage road. TxDOT has provided written confirmation that RIRO connection to Brown Street will be acceptable.

Elevation/Façade

The applicant has provided three elevation/façade plans for consideration with this SUP. However, Option 1 identified in Table 3 and the exhibits below, is the preferred option by the applicant and staff. This option features three primary materials, Atlas Brick, Stone, and Window Glazing. The exact percentage of each of these materials can be referenced in Table 3 below. Staff is supportive of the percentage of window glazing proposed with the development.

Elevation Option 2 replaces the proposed stone with EIFS material designed to mimic the look of granite. Elevation Option 3 replaces the proposed stone with a porcelain stone tile. The articulation of the proposed building meets the standards outlined in the Waxahachie Zoning Ordinance. Additionally, staff would like to note that the columns used for the gasoline canopies and the dumpster enclosure are proposed to utilize brick matching the convenience store. This design can be referenced further in the "Elevation/Façade" Exhibit below.

Table 3: Proposed Façade Materials

	Total	Atlas Brick	Stone	Fascia/Canopy	Glazing	Signage
West Façade	1635 Sq. Ft.	693 Sq. Ft. (54%)	243 Sq. Ft. (15%)	171 Sq. Ft. (11%)	361 Sq. Ft. (22%)	165 Sq. Ft.
North Façade	899 Sq. Ft.	480 Sq. Ft. (54%)	101 Sq. Ft. (11%)	44 Sq. Ft. (5%)	274 Sq. Ft. (30%)	
South Façade	899 Sq. Ft.	510 Sq. Ft. (57%)	101 Sq. Ft. (11%)	44 Sq. Ft. (5%)	244 Sq. Ft. (27%)	
East Façade	1386 Sq. Ft.	1319 Sq. Ft. (95%)			67 Sq. Ft. (5%)	

Landscaping

This property is subject to the landscaping requirements of Section 5.04 of the Waxahachie Zoning Ordinance. The applicant is proposing to meet all landscaping requirements for the site. The "Landscape Plan" exhibit below can be referenced for a full view of the landscaping proposed with the development. It is important to note that eight (8) Crape Myrtles have been proposed with the development.

Signage

The applicant is proposing multiple wall signs located on both the convenience store and gasoline pump canopies. Additionally, the applicant is proposing two (2) monument signs with electric pricers along Brown Street and Indian Drive. The proposed wall and monument signs adhere to the requirements of the Waxahachie Zoning Ordinance.

The applicant is also proposing a 293-square-foot, 90' pole sign on-site. The proposed sign exceeds the **maximum allowable height and minimum setback requirement** of the Waxahachie Zoning Ordinance. The pole sign is proposed to be setback approximately 97' from the convenience store; approximately 78' from the eastern property line, and only 25' from the northern property line.

The applicant originally intended to locate the proposed pole sign off-site, as per Operational Plan. However, staff advised the applicant that off-site pole signs are not permitted by the Waxahachie Zoning Ordinance. The applicant has revised their proposal to locate the sign on-site; but has not opted to change the height of the proposed sign. There is space on the site to potentially accommodate a pole sign approximately 50' in height that meets the setback requirements of the Waxahachie Zoning Ordinance. However, a sign of this height would likely be obscured from traffic along Highway 287, thus defeating the purpose of a pole sign altogether.

STAFF CONCERNS

Staff has concern regarding the Pole Sign proposed with this development. The proposed sign is out of character for the surrounding area and does not meet the requirements of the Waxahachie Zoning Ordinance. If the applicant elected to proceed with a pole sign adhering to the requirements of the Waxahachie Zoning Ordinance, the sign would not be visible to drivers on Highway 287 until they had already passed the Brown Street exit. Due to this, staff is **not supportive** of the proposed pole sign and does not believe a pole sign is appropriate, or needed, with the development. Staff recommends the applicant remove the pole sign from the SUP request.

If the Planning & Zoning Commission opts to recommend approval of the pole sign, staff recommends the Commission require the pole sign to adhere to the minimum setback and maximum height & size requirements detailed in Section 5.08 of the Waxahachie Zoning Ordinance.

PUBLIC NOTIFICATIONS

To comply with State law contained in Local Government Code Chapter 211 and the City's public hearing notice requirements, 9 notices were mailed to property owners within 200 feet of the request. In addition, a notice was published in the Waxahachie Sun and a sign was visibly posted at the property.

PUBLIC NOTIFICATION RESPONSES

Staff has received one (1) letter of support for the proposed SUP. **Note: The letter of support was provided by the current property owner.*

RECOMMENDATION

Based on the details provided in this Staff Report and the present status of the documents subject to the request, staff recommends approval of the SUP request with conditions noted below.

Conditions:

1. The proposed Pole Sign will be removed from the SUP request and the Site Plan.
2. A mutually agreed upon Development Agreement shall be required for the development.
3. The applicant shall receive all necessary building permits from the Building & Community Services Department prior to construction.

ATTACHED EXHIBITS

1. PON Responses
2. Operational Plan
3. Site Plan
4. Landscape Plan
5. Elevation/Façade Plan
6. Signage Plan

APPLICANT REQUIREMENTS

1. If approved by City Council, within 30 days the applicant shall provide the Planning Department one revised electronic plan set that incorporates all comments.
2. Once the revised plans are provided, staff will verify all outstanding comments were satisfied.
 - a. If comments were not satisfied, then applicant will be notified to make corrections.
 - b. If all comments satisfied, applicant shall provide a set of drawings that incorporate all comments.

STAFF CONTACT INFORMATION

Prepared by:

Zack King
Senior Planner
zking@waxahachie.com

Reviewed by:

Jennifer Pruitt, AICP, LEED-AP, CNU-A
Senior Director of Planning
jennifer.pruitt@waxahachie.com

(11+12)



City of Waxahachie, Texas
Notice of Public Hearing
Case Number: ZDC-175-2022

BUFFALO CREEK PLAZA LLC
440 GINGERBREAD LN
WAXAHACHIE, TX 75165

The Waxahachie Planning & Zoning Commission will hold a Public Hearing on Tuesday, February 28, 2023 at 7:00 p.m. and the Waxahachie City Council will hold a Public Hearing on Tuesday, March 6, 2023 at 7:00 p.m. in the Council Chamber at the Waxahachie City Hall, 401 South Rogers Street, Waxahachie, Texas to consider the following:

Request by Corey Vaughan, QT South, LLC, for a **Specific Use Permit (SUP)** for a Convenience Store with Gasoline Sales use (QuikTrip) within a General Retail zoning district located at 1342 Brown Street (Property ID: 295114 & 295115) – Owner: BUFFALO CREEK PLAZA LLC (ZDC-175-2022) Staff: Zack King

You received this notice because your property is within the area of notification as required by law. As an interested party you are welcome to make your views known by attending the hearings. If you cannot attend the hearings, you may express your views by filling in and returning the bottom portion of this notice. Please contact the Planning Department at (469) 309-4290 or via email: Planning@Waxahachie.com for additional information on this request.

Case Number: ZDC-175-2022

City Reference: 179000

Your response to this notification is optional. If you choose to respond, please return this form by 5:00 P.M. on **February 22, 2023** to ensure inclusion in the Agenda Packet. Forms can be e-mailed to Planning@Waxahachie.com or you may drop off/mail your form to City of Waxahachie, Attention: Planning, 401 South Rogers Street, Waxahachie, TX 75165.

☒ SUPPORT

☐ OPPOSE

Comments:

Joe Rust
Signature

Joe Rust, Property Owner
Printed Name and Title

2-12-23
Date

440 Gingerbread Ln.
Address

Waxahachie, TX 75165

It is a crime to knowingly submit a false zoning reply form. (Texas Penal Code 37.10)

If you are not the addressee at the top of this form, but would like to submit a response, please contact the City for a blank form.

City of Waxahachie
Planning & Zoning Department
401 S Rogers St.
Waxahachie, Texas 75165
(469) 309 - 4290



Project Narrative:

QT South, LLC is looking to develop a convenience store with a gas station on the property at the SEC of US 287 & Brown St. also known as 1342 Brown St., Waxahachie, TX 75165, Property ID: 17900. The property is zoned GR – General Retail and QuikTrip is respectfully requesting the approval of a SUP to allow for the following:

- Gasoline sales under Appendix A, Article IV, Sec.4.03c,
- Obtain a TABC license less than 300ft from a school property line under Chapter 4, Ordinance No. 2500 Sec.4-3(A)(1),
- An off premise 90ft tall pole sign with a 32.95' setback under Appendix A, Article V, Sec.5.08 (d)(15), and
- Less than 30% minimum glazing requirement on all elevations under Appendix A, Article V, Sec.5.01(b)(iv)(7)(b)(v).

QuikTrip corporation was established in 1958 in Tulsa, Oklahoma and is the current location of the corporate headquarters. QuikTrip operates over 900 stores nationwide. The company is privately held and there are no franchises. All the store operations are directed from the corporate office to maintain our brand of excellence through consistency in products, employee training and store designs.

Beside fuel sales, QuikTrip offers an extensive variety of food, beverages, and products. Such has fresh food delivered daily for our grab and go selections in the refrigerated coolers and the pastry cases. The full service counter called, "QT Kitchens" allows our employees to prepare hot, fresh sandwiches, flatbreads, pizzas, pretzels, and breakfast items, as well as hot and cold beverages, smoothies, and ice cream novelties.

The exterior of the building has four entrances for customers to use – two in the front, one on each side of the building. Plus, the store will now have a rear door and loading area for vendors delivering to the store. The parking lot has parking along the front and sides of the store allowing for better vehicle circulation and separation from customer and vehicle interaction.

When considering a new location, there is typically a concern over traffic impacts, circulation on and around the lot and the access to the site. QuikTrip has proceeded with completing a traffic study for the site plan we're seeking for this location and have included a draft with this written narrative for the property.

(11 + 12)

This store will employ more than a dozen individuals, and the number of staff present varies depending on demand. However, we expect that during the day there will be anywhere from 1 to 10 employees on site at any given time. Although this QuikTrip store are open 24 hours a day, 7 days a week, alcohol sales hours are in accordance with TABC and local government.

The stores do not allow for alcoholic beverage drinking on site, although we are proposing two tables on the patio outside the store. These tables are proposed to allow for patrons to enjoy their non-alcoholic QuikTrip purchases.

For more than 50 years QuikTrip has demonstrated the ability and commitment to act as a reliable and capable retailer. We have strict Responsible Retailing policies in place to help ensure compliance with all TABC as well as local, state, and federal alcohol laws. We also conduct our own internal compliance shops.

QuikTrip looks forward to working with the City of Waxahachie throughout the development process. Thank you for the time you have already devoted to this project and the time and effort in the future spent to bring this project to fruition. Please let me know if there are any comments, questions, or additional materials needed regarding our submission.

Respectfully,

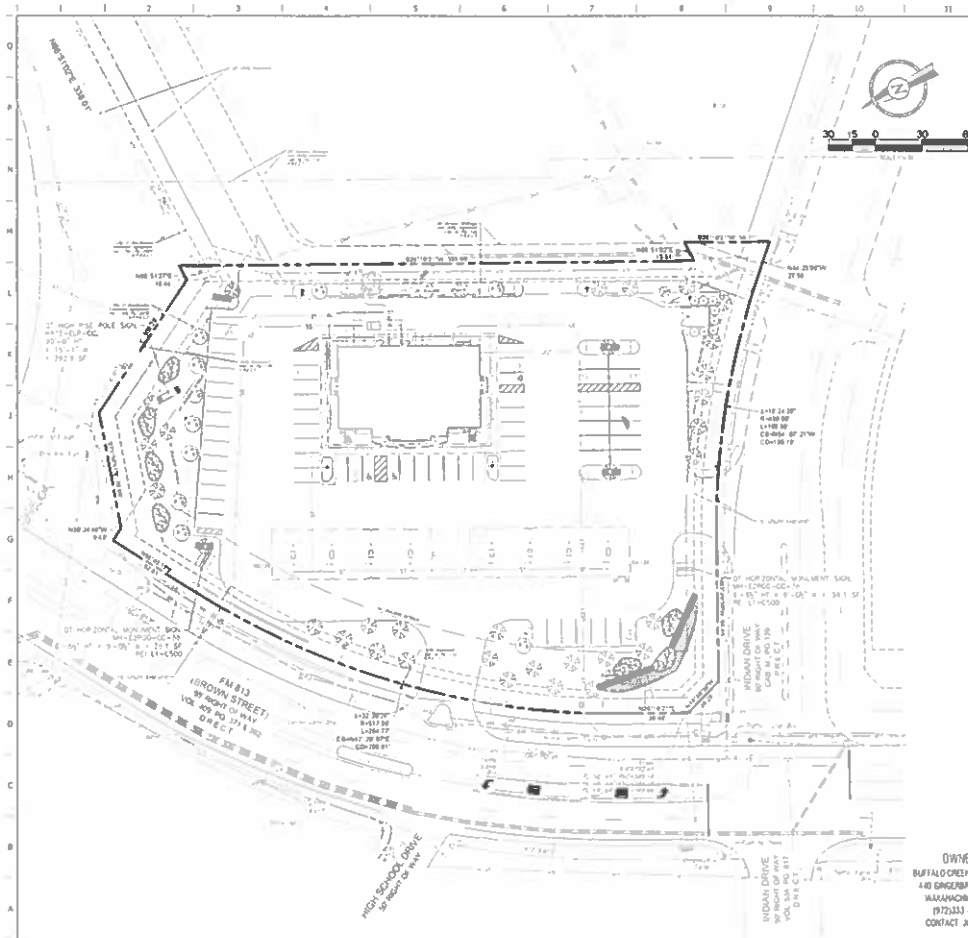
A handwritten signature in blue ink, appearing to read "Corey Vaughan", with a horizontal line underneath.

Corey Vaughan
Real Estate Project Manager
QuikTrip Corporation
(945) 455 - 6422

[illegible]

3

(11 + 12)



LANDSCAPE SCHEDULE				
ITEM	SYMBOL	COMMON NAME Botanical Name	MINIMUM SIZE Height / Spread	QUANTITIES
1	[Symbol]	RED BUD E. pagoda	12' x 12' x 12'	10 EA
2	[Symbol]	FLORIDA BURNING BUSH E. pagoda	12' x 12' x 12'	10 EA
3	[Symbol]	FLORIDA BURNING BUSH E. pagoda	12' x 12' x 12'	10 EA
4	[Symbol]	FLORIDA BURNING BUSH E. pagoda	12' x 12' x 12'	10 EA
5	[Symbol]	FLORIDA BURNING BUSH E. pagoda	12' x 12' x 12'	10 EA
6	[Symbol]	FLORIDA BURNING BUSH E. pagoda	12' x 12' x 12'	10 EA
7	[Symbol]	FLORIDA BURNING BUSH E. pagoda	12' x 12' x 12'	10 EA
8	[Symbol]	FLORIDA BURNING BUSH E. pagoda	12' x 12' x 12'	10 EA
9	[Symbol]	FLORIDA BURNING BUSH E. pagoda	12' x 12' x 12'	10 EA
10	[Symbol]	FLORIDA BURNING BUSH E. pagoda	12' x 12' x 12'	10 EA

LANDSCAPE REQUIREMENTS	
1. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED
2. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED
3. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED
4. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED
5. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED
6. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED
7. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED
8. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED
9. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED
10. THE LANDSCAPE SHALL BE DESIGNED TO BE A MINIMUM 10' WIDE AT THE BUILDING AND 10' WIDE AT THE PARKING LOT.	PROVIDED AS NOTED

OWNER: BUFFALO CREEK PLAZA LLC
4400 SHENANDOAH LANE
WAXAHACHE, TEXAS 76791-3333
CONTACT: JOE RUST

DEVELOPER: QUIKTRIP CORPORATION
1120 N. INDUSTRIAL BOULEVARD
FUESS, TEXAS 76745-1555
CONTACT: COREY VAUGHAN

QUIKTRIP #1940
LOTS 3 & 4, BLOCK A
2.3473 Acres
BUFFALO CREEK ADDITION
ZONED GA
CITY OF WAXAHACHE, ELLIS COUNTY TEXAS
PREPARED 10/21/2022
CITY OF WAXAHACHE CASE NO. 2022-175-3022

GLENN ENGINEERING
1120 N. INDUSTRIAL BOULEVARD
FUESS, TEXAS 76745-1555
CONTACT: COREY VAUGHAN

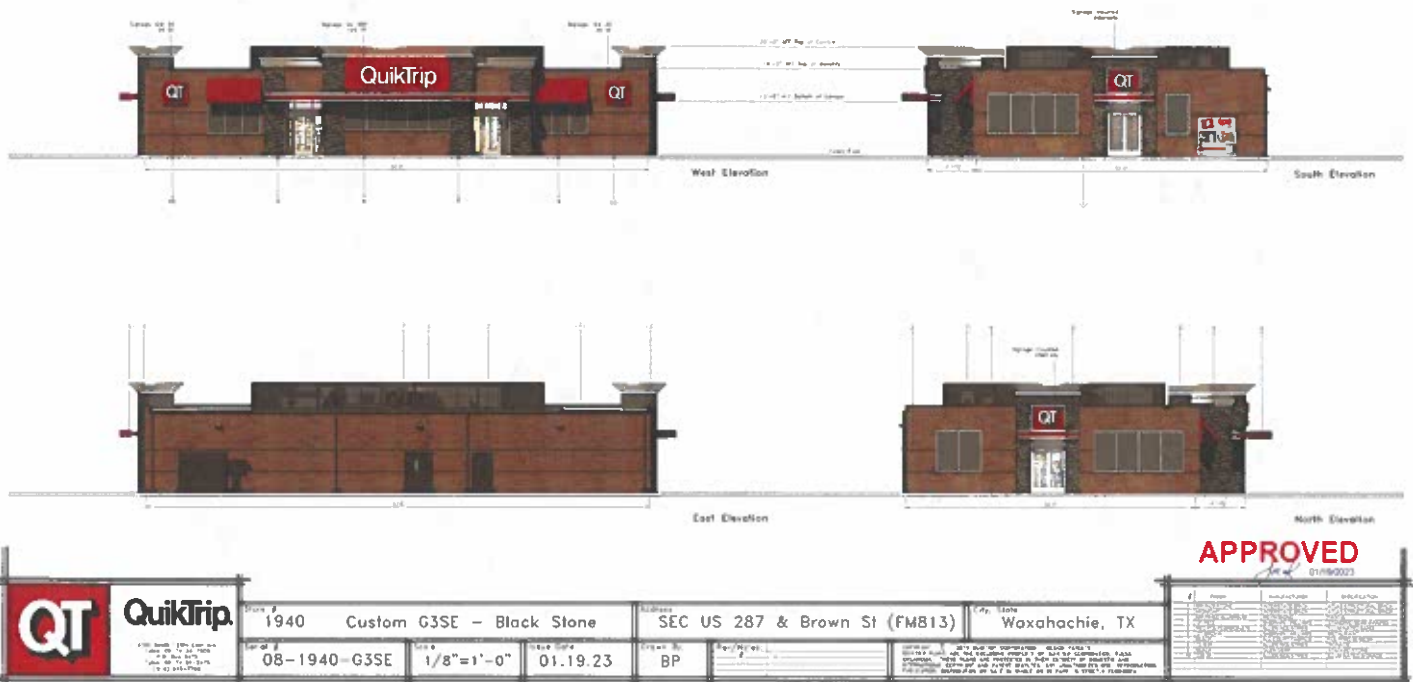
QuikTrip No. 1940
BROWN STREET & INDIAN DRIVE
WAXAHACHE, TX

ORIGINAL ISSUE DATE: 10/21/2022

5

Elevation Option 1

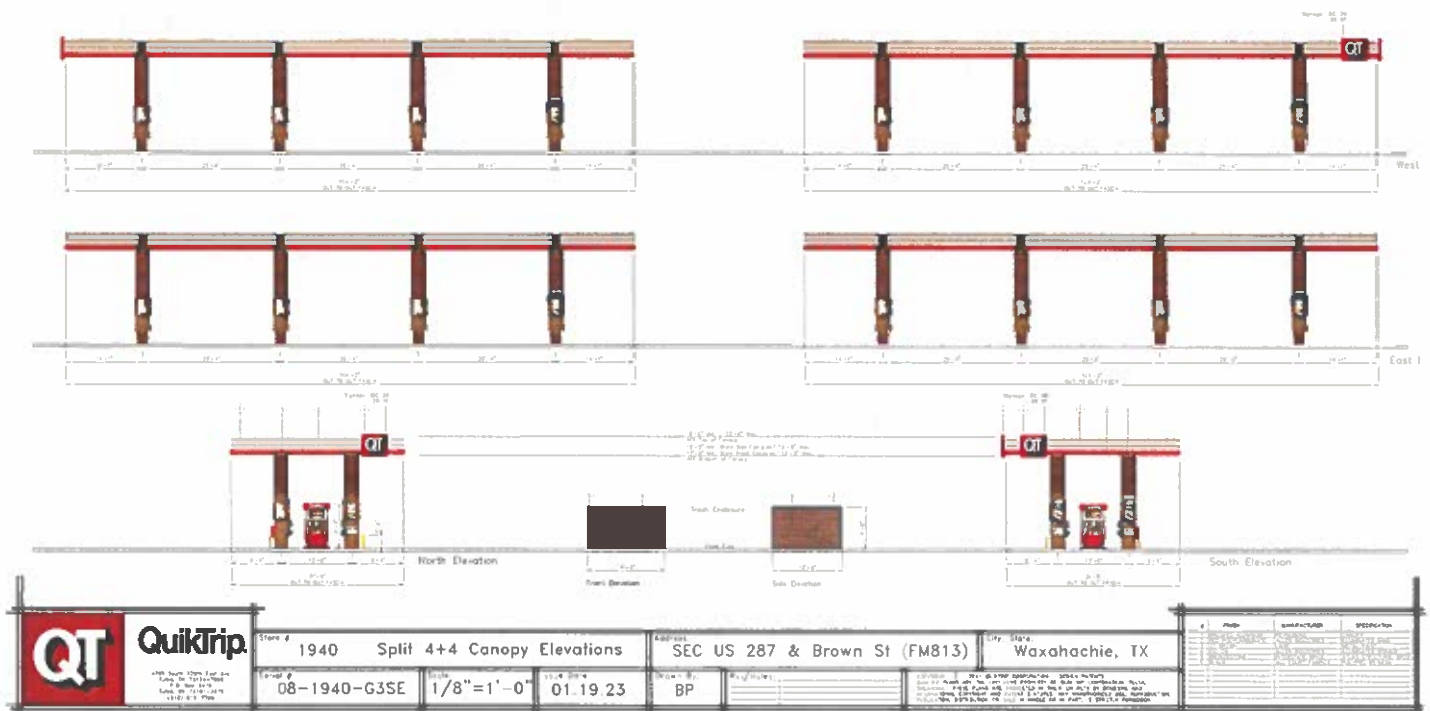
	TOTAL	ATLAS 2100	STONE	FAÇADY CAPORE	GLAZING	SHOWER
WEST FACADE	1630 SF	683 SF 54%	243 SF 15%	171 SF 11%	361 SF 22%	168 SF 10%
NORTH FACADE	329 SF	423 SF 54%	101 SF 11%	44 SF 5%	274 SF 30%	
SOUTH FACADE	439 SF	510 SF 57%	101 SF 11%	44 SF 5%	244 SF 27%	
EAST FACADE	1366 SF	1319 SF 95%			67 SF 5%	



(11+12)

Elevation Option 1

Canopy Material SF & Percentage Table				
	TOTAL - 4+4 CANOPIES	81% AS BP Co.	19% AS CANOPIE	SIGNAGE
WEST FACADE	1120 SF	951 SF 85%	169 SF 15%	20 SF 2%
EAST FACADE	1120 SF	951 SF 85%	169 SF 15%	20 SF 2%
NORTH FACADE	410 SF	348 SF 85%	62 SF 15%	20 SF 5%
SOUTH FACADE	410 SF	348 SF 85%	62 SF 15%	20 SF 5%



(11 +12)

Elevation Option 1



(11+12)

Elevation Option 1



(11+12)

Elevation Option 1



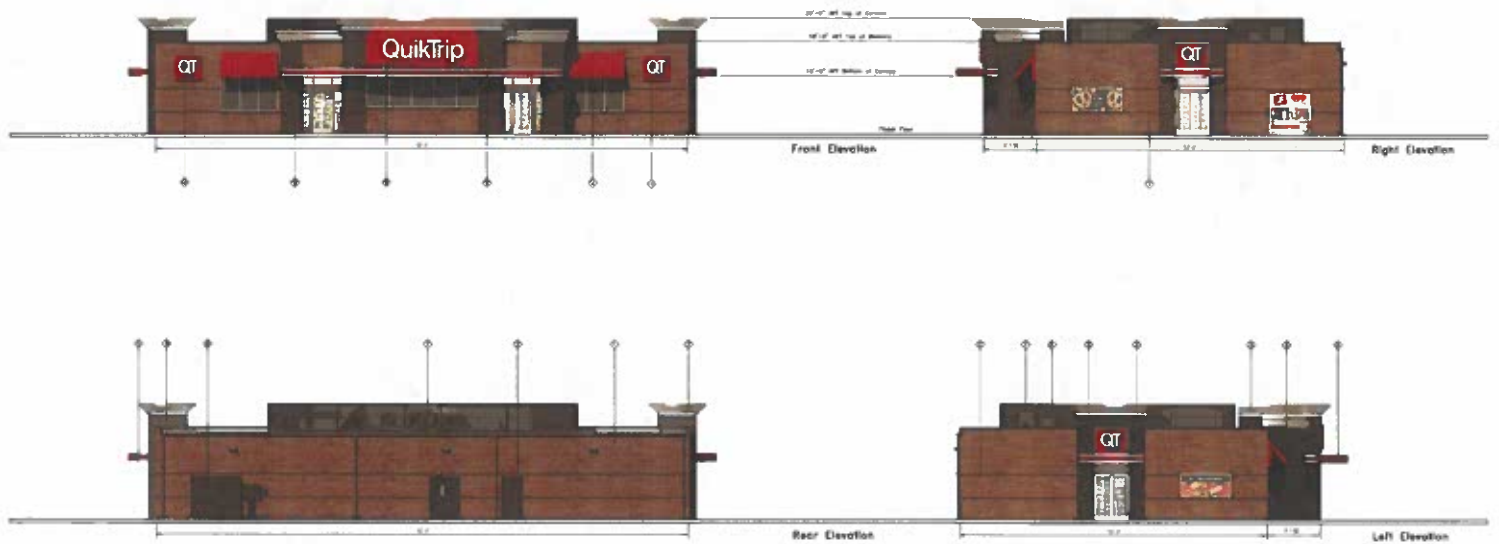
(11 + 12)

Elevation Option 1



(11+12)

Elevation Option 2

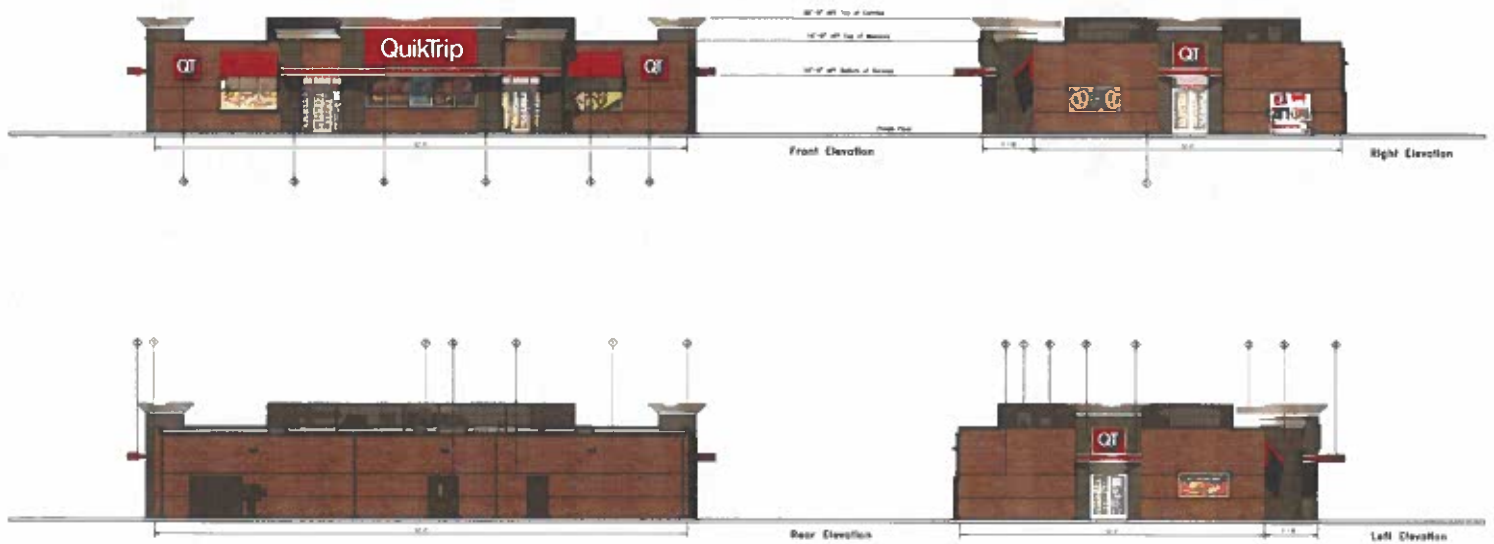


 QuikTrip <small>1940 North 1940 East Ave. Tomb, TX 75788-1940 P.O. Box 1940 Tomb, TX 75788-1940 (940) 410-1940</small>	Title: 1940 G3SE EIFS Building Elevations		Address: SEC US 287 & Brown St (FM813)		City, State: Waxahachie, TX	
	Serial #: 08-1940-G3SE	Scale: 1/16"=1'-0"	Issue Date: 10.28.21	Drawn By: JK	Rev/Notes:	Comments: <small>© 2021 QuikTrip Corporation. All rights reserved. QuikTrip, the QuikTrip logo, and the QuikTrip name are trademarks of QuikTrip Corporation. All other trademarks are the property of their respective owners. This document is for informational purposes only and does not constitute an offer of any product or service. The information contained herein is subject to change without notice.</small>

Rev	By	Date	Description
1	JK	10.28.21	Initial Issue
2	JK	10.28.21	Revised
3	JK	10.28.21	Revised
4	JK	10.28.21	Revised
5	JK	10.28.21	Revised
6	JK	10.28.21	Revised
7	JK	10.28.21	Revised
8	JK	10.28.21	Revised
9	JK	10.28.21	Revised
10	JK	10.28.21	Revised

(11+12)

Elevation Option 3



QT

QuikTrip

4000 South Loop West
P.O. Box 1000
Houston, TX 77254
© 2000 QuikTrip Inc.

Store #

1940

Non-Standard G3SE Black Tile

Address:

SEC US 287 & Brown St (FM813)

City, State:

Waxahachie, TX

Serial #

08-1940-G3SE

Scale:

1/16"=1'-0"

Issue Date:

10.28.21

Drawn By:

JK

Rev/Notes:

1

10.28.21

JK

Initial Release

2

10.28.21

JK

Revised

3

10.28.21

JK

Revised

4

10.28.21

JK

Revised

5

10.28.21

JK

Revised

6

10.28.21

JK

Revised

7

10.28.21

JK

Revised

8

10.28.21

JK

Revised

9

10.28.21

JK

Revised

10

10.28.21

JK

Revised

3

Rev

Date

By

Notes

1

10.28.21

JK

Initial Release

2

10.28.21

JK

Revised

3

10.28.21

JK

Revised

4

10.28.21

JK

Revised

5

10.28.21

JK

Revised

6

10.28.21

JK

Revised

7

10.28.21

JK

Revised

8

10.28.21

JK

Revised

9

10.28.21

JK

Revised

10

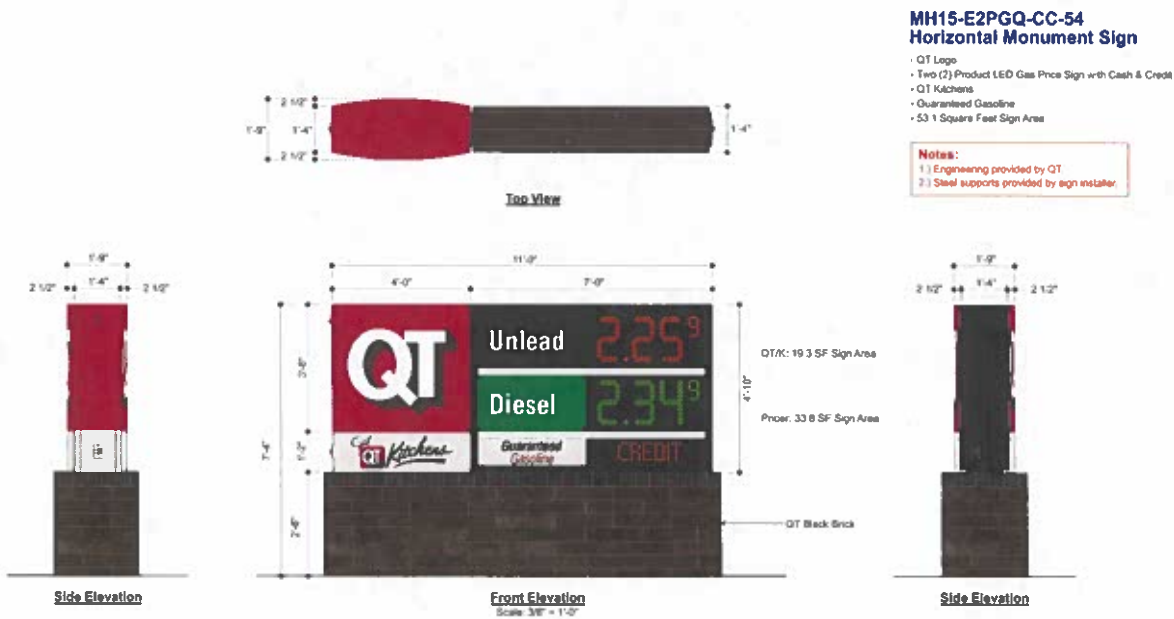
10.28.21

JK

Revised

[illegible]

(11+12)



Item #QT-MH15-E2PGQ-CC-54

Project Information

Client: QuikTrip
Location: Waxahachie

Date / Description	Issue Date	Rev
01/24/22	01/24/22	1
02/01/22	02/01/22	1

Notes

Store #

1940

Declaration

Copyright © 2022 Allen Industries, Inc.
This is an original, unaltered drawing created by Allen Industries, Inc. The drawing is submitted to you in confidence for your use only. It is not to be altered, copied, or otherwise used without the written permission of Allen Industries, Inc. Any variation from this drawing must be brought to the attention of the QT Quality Control Manager without delay.

Color Specifications

All Paint Finishes to be Akzo Nobel

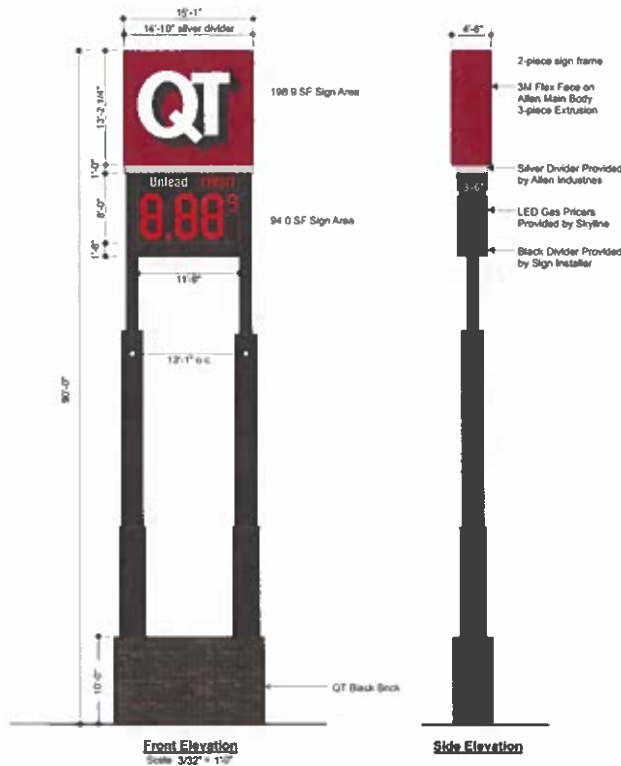
- Opaque Silver
- Translucent White
- Black - Low Gloss
- Matte White (Interior of Sign)
- Match 3M Cardinal Red #3632-53
- Match PMS 349C

Regarding Fabrication F & Finish of All QT Signs
• Visible fabrication seams and welded joints are to be sanded smooth, filed and finished to QT specifications
• Any visible fasteners are to be countersunk and have painted heads
• Fabric repairs must be flush and have even, minimal seams
• Any variation from this directive must be brought to the attention of the QT Quality Control Manager without delay



Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com

(11+12)



1940-HR15-ELP-CC High Rise Sign

- QT Logo
- Silver Fabricated Aluminum Divider
- One (1) Product LED Gas Price Sign
- 292.9 Square Feet Sign Area

Notes:

- 1) Engineering provided by QT
- 2) Steel supports provided by QT

Color Specifications

All Paint Finishes to be Akzo Nobel

- Opaque Silver
- Translucent White
- Black - Low Gloss
- Matte White (Interior of Sign)
- Match 3M Cardinal Red #3632-53
- Match PMS 349C

Regarding Fabrication Fit & Finish of All QT Signs

- Visible fabrication seams and welded joints are to be sanded smooth, filled and finished to QT specifications
- Any visible fasteners are to be countersunk and have painted heads
- Face retainers must fit flush and have even, minimal seams
- Any variation from this directive must be brought to the attention of the QT Quality Control Manager without delay



1940-HR15-ELP-CC

Project Information

Client: Quik Trip

Location:

Waxahachie

Date	Design	Project Manager
House	CT	James Gentry
Date / Description		
12/18/19	Issue Date	Initial
01/16/20	Rev. 1	CT
02/12/20	Rev. 2	CT

Notes

APPROVED
James Gentry

Store #

1940

Declaration

Copyright © 2019 Allen Industries, Inc.
This is an original, unaltered drawing created by Allen Industries, Inc. and is not to be shared or reproduced in any form without the written consent of Allen Industries, Inc. The design shown on this drawing is the property of Allen Industries, Inc.

Allen Industries
YOUR BRAND AT ITS BEST™
1-800-967-2553
www.allenindustries.com