

Chapter 4 – Land Use

Taylor Comprehensive Plan – 2004

The purpose of this chapter is to address the current and future use of land in the City of Taylor and its Extraterritorial Jurisdiction (ETJ). Through effective land use planning, the City can provide the framework for managing the future growth and redevelopment to ensure a vital and attractive community with a strong tax base, quality neighborhoods, and efficient street and utility systems.

True comprehensive planning recognizes the linkages between land use, transportation, utilities, parks, community facilities and the capital improvements. Residences require access to these facilities, but protection from incompatible uses. Different types of residential uses require different types of city services. Commercial and industrial uses should be convenient both for inter-city and intra-city traffic. Topographical constraints and land ownership status must also be considered as impacts that limit development opportunities.

In considering land use in the City of Taylor, key issues were identified based on community input. Goals, objectives and actions were then developed to address those issues. Beginning with the current land uses that are documented in the **Figures 4.1A/B - Existing Land Use Map**, the future land uses are defined in **Figures 4.2 A/B– 2025 Future Land Use Plan**. This map and its associated policies provide the guide for ongoing land development and redevelopment in the City and its ETJ over the next 20 years.

Key Issues

A Town Meeting was held on January 26, 2004 to provide the citizens of Taylor with the opportunity to share their perceptions and concerns. Through a series of discussions, they talked about the strengths and weaknesses of the City, as well as the opportunities that exist, and the threats that would impede development. These issues appear as a continuing thread or themes in all chapters of the Plan. Key land use issues identified are:

- ⊗ **Desire for a variety of quality new homes** - As Central Texas continues to experience phenomenal growth, Taylor is in the position to provide a variety of new and restored housing opportunities. *Envision Central Texas*, the regional planning effort, recommends additional higher density multifamily and infill projects to curb sprawl. These types of residences must be balanced with the increasing desire for single-family residential developments.
- ⊗ **Need for commercial and residential development in the south and west portion of the City** - Recently, most of the growth has been on the north side of the City. However, as was discussed in the Town Meeting, there is increasing interest in new residential and commercial development in the southern portion of the City and along the Loop.
- ⊗ **Preservation of historic structures and areas** - Taylor has many historic homes and commercial buildings. These are assets of the community, but restoration and rehabilitation are complex processes

often resulting in higher taxes, thus discouraging any type of improvements. Incentives for improvements such as a residential tax abatement and architectural assistance should be considered along with addendums to the building codes that specifically address the restoration of older and historic structures.

- ❖ **Substandard housing conditions in parts of the City** - There are declining housing units that could be available for improvements that would make them livable and marketable. There is also space for infill or new housing in existing neighborhoods. Affordable rehabilitation and new construction should continued to be encouraged through various current City programs and creative new programs such as Community Development Corporations (CDCs), and Community Housing Development Organizations (CHODOs).
- ❖ **Desire for mixed used development in the Downtown area** - Taylor’s Downtown, although filled with beautiful historic buildings, has lost many of its businesses and older buildings declining into disrepair. If mixed residential (upstairs) and commercial uses (ground floor) or home/office combinations are allowed and encouraged in the Downtown and surrounding neighborhoods these areas could see increased revitalization and renewed economic viability.
- ❖ **Appropriate commercial activity along Highway 79 and Loop 427** - The areas along the Loop are ideally situated for new retail and other commercial development as the Loop intersects many of the major entries into the City. Appropriate and desired commercial and industrial locations at intersections have the potential for positive economic development.
- ❖ **Locations for new businesses and industries that will employ current residents and attract new residents to Taylor** – Given Taylor’s location in the Central Texas region, providing adequate areas, utilities and streets are important factors in attracting new businesses and industries to Taylor
- ❖ **Desire for City to be more pedestrian friendly** – “Walkability”, “connectivity”, and linkages are terms that denote the desire for all areas of a community to be accessible without the use of a car. When residents and visitors can walk, jog or ride a bike in a safe, comfortable and secure environment they will feel that they can travel conveniently from residence to places work, school, recreation, and shopping.

Role of City Government

The City’s role in land use planning is a combination of policy development and implementation. The City Council is responsible for adopting a comprehensive plan that guides both growth and redevelopment and following through on the proposed actions. The Planning and Zoning Commission will use the Comprehensive Plan in conjunction with the implementation tools—the

subdivision regulations, zoning ordinance, capital improvements program, construction standards and code enforcement—to evaluate and recommend new developments, redevelopment, and use changes to continue to ensure the health, safety, welfare, orderly growth, and quality of life in Taylor.

Existing Land Use

The Comprehensive Plan update begins with current conditions. In December 2003 and January 2004, an Existing Land Use inventory was conducted for the City. Existing land uses were surveyed by driving the City streets and ETJ and noting on City base maps how land was used. It should be noted that the Existing Land Use Map is not a Zoning Map, and that the categories shown on a Land Use Map indicate how the land is currently used and not necessarily how it is zoned. This map is a generalized map and is not intended to be parcel specific.

The categories used on the **Existing Land Use Map** are:

- ✦ **Agricultural/Vacant** (Light Green): Farmland, open space and single-family residential uses.
- ✦ **Single Family** (Yellow): Single-family houses.
- ✦ **Multi Family** (Orange): Duplex, triplex, quadruplex, and apartment homes.
- ✦ **Manufactured Homes** (Brown): All manufactured homes located within a designated mobile home park.
- ✦ **Commercial** (Red): Retail and commercial businesses.
- ✦ **Industrial** (Purple): Manufacturing, warehousing or distribution land uses.
- ✦ **Institutional** (Blue): Taylor Independent School District schools and offices, churches, cemeteries, VFW and SPJST buildings.
- ✦ **Public** (Light Blue): City (City Hall, Library, Airport, Fire and Police stations, Public Works), Post Office, State and Federal, and Williamson County facilities.
- ✦ **Park** (Green): All dedicated City park facilities, private parks, and golf courses.

The resulting map, **Figure 4.1 - Existing Land Use** shows the distribution of land in the City and ETJ based on these land use categories. The map includes areas that have recently been annexed. Over fifty percent of the land within the city limits is agricultural. Single-family residential uses occupy just over 20 percent of the land, and are mostly concentrated in the middle and northwest quadrant of the City. Industrial and vacant land occupies much of the southwest and southeast parts of the City. The main commercial corridors of the City are Main Street (SH95) and Second (US 79), Third and Fourth Streets. Taylor's downtown is mainly comprised of small shops, antique stores, and small office buildings. Most of the City's vacant buildings are in the Downtown area, and these offer opportunities for historic preservation, economic development and

revitalization. Parks and trails in the City are along Bull Branch Creek. Murphy Park and Bull Branch Park comprise most of the City’s parkland.

Taylor has an extensive ETJ to the southwest in additions to the statutory one-mile ETJ on the North, West, and East sides of the City. This area is beyond the normal one-mile limit. It is predominately agricultural with a number of single-family residences

The following, **Table 4.1 - Existing Land Use Map Acreage** shows the acreage for each land use category on the Existing Land Use Plan. As the City has an extensive petitioned ETJ, acreages for both the city limits and the area including the petitioned ETJ.

**TABLE 4.1
EXISTING LAND USE MAP ACREAGE***

CATEGORY	CITY LIMIT	PERCENT	CITY LIMIT + PETITIONED ETJ	PERCENT
Agricultural/Open Space	4,520.3	51.6%	25,728.7	84.1%
Single Family	1,818.5	20.7%	2,037.1	6.7%
Multi Family	83.7	0.9%	83.7	0.3%
Manufactured Home	22.7	0.2%	47.0	0.2%
Commercial	286.8	3.3%	323.2	1.0%
Industrial	378.4	4.4%	397.5	1.3%
Semi-Public/Institutional	303.8	3.5%	311.0	1.0%
Public	440.3	5.1%	448.9	1.5%
Park	363.6	4.2%	393.6	1.3%
Vacant Building	7.6	0.1%	7.6	0.0%
ROW	529.0	6.0%	808.8	2.6%
TOTAL	8,754.7	100.00%	30,587.1	100.00%

Source: Wilbur Smith Associates

* Acreages are approximate

** Petitioned ETJ to be added

2025 Future Land Use Plan

The **Future Land Use Plan, Figure 4.2**, is the City’s general guide for managing growth in terms of the location, type, scale and density of land development and redevelopment. One purpose of the Future Land Use Plan is to capture and build into City policies and regulations the community’s values regarding how, when and where Taylor should develop in the future. This is significant since the findings and recommendations contained in this Comprehensive Plan provide the legal basis for the development ordinances—the major tools available for implementing the City’s plan and achieving an efficient and desirable land use pattern.

Future Land Use Classifications

The Future Land Use Plan is not the Zoning Map, nor does it constitute zoning regulations nor establish zoning districts. It is intended as a guide for the future

and eventual use of land in the City and ETJ. It is not to be viewed as parcel specific, but as generalized land use patterns.

The following classifications define the various types of land illustrated in **Figure 4.2 – 2025 Future Land Use Plan**.

- ✧ **Agriculture and Open Space** (Light Green): Sparsely populated areas with limited development that are still distinct from more urbanized areas. This typically encompasses relatively large tracts of land used for agriculture, forestry, resource extraction, widely scattered single-family home sites and business establishments, natural open space, or activities not requiring permanent structures or improvements. Also includes areas that are gradually transitioning into urban uses and development.
- ✧ **Single Family Residential** (Yellow): Residential development, including conventional detached homes, as well as patio homes, zero lot-line homes and cluster units.
- ✧ **Downtown Neighborhood** (Beige): Older areas of the City where rehabilitation, repair and infill (new) housing should be encouraged. Small-scale neighborhood businesses (restaurants, small stores, personal services) are also encouraged.
- ✧ **Multi-Family Residential** (Orange): Multi-family residential dwellings, typically identified as duplexes, triplexes, quadruplex, and apartments. Unlike the other residential categories, this classification generates sufficient traffic and utility impacts to be treated as nonresidential uses and is best located at the intersections of major arterials.
- ✧ **Manufactured Home** (Brown): Factory built single-family structures.
- ✧ **Downtown** (Peach): Area of the downtown consisting of the Central Business District and some new “infill” business and residences, upper story residential use with ground floor retail or professional use. Mixed use, a combination of residential and retail provides the opportunity of living and working in close proximity. This concept fosters business that is open later, ones that can attract residents and visitors to a safe “walkable” shopping and entertainment environment. Economic development is then encouraged while preserving the unique identity and historic significance of the area.
- ✧ **Commercial** (Red): Includes operations involving sales, repair and/or storage of goods, services and equipment. Examples of these include retail centers, supermarkets, restaurants and entertainment facilities automobile repair, contractor sales and

storage, home furnishings, showrooms, truck rentals and self-storage facilities. These uses are best located along major arterials in conjunction with other more intense uses such as industry.

- ⊛ **Gateway Commercial** –This purpose of this proposed land use is to enhance the entrances into the City—to give an attractive, yet commercially viable, sense of arrival in Taylor and to have the ability to regulate development, land use, signage and landscaping.
- ⊛ **Industrial (Purple):** Low-intensity manufacturing and/or assembly/ware-housing/distribution/maintenance of products. Also larger-scale manufacturing and/or processing/distribution activities, often accompanied by outdoor activity areas or storage. Also rail and other transport facilities.
- ⊛ **Institutional (Blue):** This includes Taylor Independent School District schools and offices, churches, cemeteries, VFW and SPJST buildings.
- ⊛ **Public (Light Blue):** This includes City (City Hall, Library, Airport, Fire and Police stations, Public Works and other City owned facilities), Post Office, State and Federal, and Williamson County facilities.
- ⊛ **Public (Light Blue):** Includes all City and County owned facilities other governmental facilities such as, libraries, fire stations, landfills and post offices, as well as utility facilities such as water storage facilities, electrical substations and telephone facilities.
- ⊛ **Parks and Recreation (Green):** Public parks and trails, other public and private recreation areas and facilities, golf courses, and undeveloped reserves and greenways.
- ⊛ **Business or Technology Park (Pink):** Campus setting for office buildings and light/high technology manufacturing. Includes hotel, motel, and restaurant uses.

In addition to the general residential and commercial land uses currently in use in Taylor the Future Land Use Plan recommends several new uses.

Downtown Neighborhood encompasses the areas in the central part of the City. These areas have a variety of housing styles and conditions that need to be retained, preserved and rehabilitated. Small neighborhood businesses should be encouraged. Both single and multi-family uses should be permitted, but one should not have a negative impact on the other. New infill housing should be encouraged and the City should continue to support the expanded areas with reduced permit fees and code considerations.

A Business or Technology Park would provide for office buildings, light and high technology and manufacturing in a campus type atmosphere. Typically buildings are no more than two to three stories and specific design and landscaping standards are established to create an attractive campus like environment. Business parks can be compatible adjacent uses to residential areas serving as buffers between higher intensity industrial uses and residential areas. In Taylor, the Business Park land use provides a buffer between the airport and surrounding residential development, and an attractive entry area into the City.

The Downtown land use is intended to protect and strengthen the Central Business District, both function and character. Chapter 9 – Central Business District provides details on economic incentives, architectural preservation and development policies to make the CBD a vibrant part of the City.

With the continued growth in Central Texas new residential development is to be expected. Higher density multifamily located a convenient to transportation and shopping should be encouraged to reduce sprawl. Single-family residential will most likely occur on the west and south sides of the City; however it will be dependent upon the provision of utilities and infrastructure.

Planning Principles and Policy Guides

When determining specific land use locations, the following planning principles and policy guides should be referred to in order to ensure the least negative impact on any land use, but in particular, to residential land uses. Incompatible land uses should not be placed adjacent to each other. There should be adequate public facilities and pedestrian access in all areas

In General

- ✦ Neighboring land uses should not detract from the enjoyment or value of properties.
- ✦ Potential negative land use impacts (noise, odor, pollution, excessive light, traffic, etc.) should be considered and minimized.
- ✦ Transportation access and circulation should be provided for uses that generate large numbers of trips. Pedestrian and bicycle access should be addressed where appropriate.
- ✦ Compatibility with existing uses should be maintained. Well-planned, mixed uses that are compatible are to be encouraged.
- ✦ Floodplain areas should not be encroached upon by future development unless there is compliance with stringent floodplain management practices. These areas should be used for parks or recreational or related purposes, or for agricultural uses.
- ✦ Environmentally sensitive areas should be protected, including wildlife habitat areas and topographically constrained areas within the floodplain.
- ✦ Adequate public infrastructure and facilities should be provided to support development, thereby encouraging prudent growth management.

- ✧ Parking, both on and off street, should be located to provide accessibility in safe and attractive ways

Residential

- ✧ Schools, parks and community facilities should be located close to or within residential neighborhoods.
- ✧ Residential areas should not be next to industrial areas.
- ✧ Residential and commercial areas may be adjacent if separated by a buffer.
- ✧ Houses should have direct access to residential streets but not to arterials or major collector streets.
- ✧ Houses should not be adjacent to major highways.
- ✧ Neighborhoods should be buffered from arterials or major collector streets.
- ✧ Residential developments should include adequate area for parks and recreation facilities, schools and churches, and other public facilities.
- ✧ Manufactured homes should be located at appropriate sites within the City where there are similar homes.
- ✧ Housing should be available for all income levels.
- ✧ There should be a variety of housing types on a variety of lot sizes in create complementary neighborhoods.
- ✧ Construction standards should promote durability, value and quality of homes.

Last year the Planning and Zoning Commission developed a series of *Residential Zoning Policies* to specifically guide the application of the Zoning Ordinance with respect to new development and redevelopment of residential areas. The general planning policies stated herein are not intended to replace, but to supplement and support the *Residential Zoning Policies*, an implementation tool of this Plan.

Retail/Office

- ✧ Neighborhood retail and service uses should be located at intersections of arterial or collector streets or at the edge of neighborhood areas unless appropriately placed within a planned development.
- ✧ Retail development should be clustered throughout the City and convenient to residential areas.
- ✧ Buffers should separate retail/office uses and residential areas.
- ✧ Downtown should be the major location for office, retail, service institutions and public use activities, particularly focusing on adaptive reuse of existing structures or redevelopment of vacant or industrial parcels.
- ✧ Office and professional uses should be compatible with nearby residential areas and other uses through appropriate building height

limitations and adequate buffering and landscaping that encourage pedestrian access.

- ✧ Low-intensity office and professional uses should provide a transition between more intense uses and residential areas.
- ✧ Parking should be well labeled and adequate for the retail and office needs. Requiring more parking than is needed may discourage redevelopment and can create unnecessarily large parking lots.

Commercial

- ✧ Commercial areas should include a range of development types to serve regional as well as local needs, from large commercial developments to smaller, freestanding commercial sites.
- ✧ Commercial development should be concentrated in nodes at intersections and along major arterials and collectors that are designed and constructed to accommodate heavy traffic.
- ✧ Parcels should be large enough to accommodate commercial use.
- ✧ Commercial uses with more intensive operational or traffic service characteristics should be located away from most residential areas.
- ✧ Buffers should separate commercial uses from residential areas, especially where the commercial use involves visible storage or display of merchandise or materials.
- ✧ Landscaping should be included in all commercial development for screening as well as to provide visual continuity and compatibility with adjacent uses while encouraging pedestrian access or use.

Industrial

- ✧ Industrial development should have direct access to truck routes, hazardous material routes and railroads.
- ✧ Industrial uses should be targeted in selected industrial development areas.
- ✧ Industrial development should have good access to primary streets and major highways.
- ✧ Industrial development should be separated from other uses by buffers.
- ✧ Industrial development should not be directly adjacent to residential areas.
- ✧ Landscaping should be included in all industrial development for screening as well as to provide visual continuity and compatibility with adjacent uses.

Parks and Open Space

- ✧ Parks should be evenly distributed throughout the City and include larger community parks, smaller neighborhood parks, and pocket parks.
- ✧ There should be linkages between parks, schools, employment centers and residential areas.
- ✧ Parks are a desirable use for floodplain as well as non-floodplain areas.
- ✧ Parks and open space may be used to buffer incompatible land uses.
- ✧ Natural features should be used as buffers or open space between or around developed areas.

Community Facilities

- ⊗ Combining community facilities to take advantage of location and construction costs.
- ⊗ Community facilities should be located to accommodate vehicular as well as pedestrian/bike traffic.
- ⊗ Community facilities should be centrally located in easily accessible locations.
- ⊗ Community facilities should be well buffered from nearby residential areas.
- ⊗ Landscaping should be included in all community facilities development for screening as well as to provide visual continuity and compatibility with adjacent uses while encouraging pedestrian access or use.

Projected Future Land Use Allocation

With the 2002 population of the City estimated at 14,062. The projected 2025 population of the City is 27,872. Based on the additional population, the following land use requirements were developed for the Future Land Use Plan. Residential requirements are based upon the assumption that the current residential density of overall average of 7.2 persons per acre is desirable. For commercial and industrial uses projections, the standard of a minimum of one acre per 100 residents is used, balanced with existing land use and appropriate locations for new commercial, business park, and industrial uses. The estimated land use requirements necessary to accommodate Taylor’s projected growth to the year 2025 are identified in **Table 4.2 – Future Land Use Map Acreage**.

**TABLE 4.2
FUTURE LAND USE MAP ACREAGE ***

CATEGORY	CITY LIMITS	PERCENT	CITY + PETITIONED ETJ	PERCENT
Agricultural/Open Space	996.5	11.4%	15,394.7	50.3%
Single Family	3,588.6	41.0%	10,026.3	32.8%
Downtown Residential	411.5	4.7%	411.5	1.3%
Multi Family	234.6	2.7%	246.5	0.8%
Manufactured Home	91.0	1.0%	102.8	0.3%
Downtown Commercial	81.1	0.9%	81.1	0.3%
Commercial	516.8	5.9%	660.2	2.2%
Industrial	703.4	8.0%	706.3	2.3%
Institutional	297.7	3.4%	305.0	1.0%
Public	452.6	5.3%	461.3	1.5%
Park	369.4	4.2%	399.3	1.3%
Business Park	482.4	5.5%	980.3	3.3%
ROW	529.1	6.0%	808.9	2.6%
TOTAL	8,754.7	100.00%	30,584.2	100.00%

Source: Wilbur Smith Associates

- Acreages are approximate

Proposed Annexations

One way of addressing future land use needs and directing growth is through annexation areas that are contiguous to the City. Strategic areas are identified to assure that tracts important to Taylor are not negatively impacted by the expansion of neighboring cities. The extension of Chandler Road on the north side of the City will require appropriate land uses to guide and protect the entrances, provide adequate public facilities, and ensure quality construction. The areas that have been identified for future annexation within the timeframe of this Plan are shown on **Figure 4.3 – Proposed Annexation Strategy**. These strategic areas do not always coincide with the City’s annexation abilities in terms of acreage and percentages. As with any annexations there are state mandated procedures to follow in an actual Annexation Plan.

Goal, Objectives and Actions

Goals, with their accompanying objectives and proposed actions for future land use, will point the community toward a more orderly and efficient growth scenario. The desired future arrangement of land use is developed based on physical characteristics in terms of the type, density, and location of residential, commercial, industrial, and other public and private land use types.

The following goal, objectives, and action are based on traditional urban planning principles and input from community residents and leaders during the planning process and their desire to preserve the small town atmosphere. These principles establish a framework in which land development and redevelopment practices are more likely to result in an economically vital, fiscally responsible, environmentally aware, and more livable community. The desired result is well-managed, orderly growth that enhances residents’ quality of life. The goal, objectives and actions do not appear in a particular priority order.

Land Use Goal: A variety of safe, attractive, accessible, high quality residential, commercial, industrial, and recreational land to meet the needs of Taylor’s current and future population while preserving the historical structures and small town atmosphere of the City.

Objective L1: Provide suitable areas for a variety of residential types and densities.

Action L1.1: Identify appropriate residential development areas on Future Land Use Plan (site suitability, access, utilities).

Action L1.2: Develop neighborhood conservation provisions in zoning ordinance to include landscaping and buffering as protection against encroaching incompatible uses.

Action L1.3: Establish open space easements, linear parks, and trails in and around residential areas for accessibility and “walkability.” Require dedication or provision of land in the Subdivision Regulations platting process.

Action L1.4: Coordinate, through interlocal agreement, partnerships and action committees, City, County and school district

facilities planning and land acquisition that will create joint usage school and park facilities.

Action L1.5: Take advantage of the conceptual design phase of the platting process to encourage and require effective and creative development planning taking advantage of good urban design on a human scale.

Action L1.6 Establish new criteria for street and lot layout to achieve desirable neighborhoods that are pedestrian and park oriented.

Action L1.7: Extend existing trail systems to create linear park linkages through new developments. Require inclusion of trails in the platting process through design and park dedication

Action L1.8: Ensure that streets, sidewalks, neighborhood parks, street lighting, drainage, and traffic control through design standard requirements.

Action L1.9: Require and/or install appropriate landscaping along major arterials and local streets. Develop requirements and list of approved plants and materials

Action L1.10: Screen residential areas along major arterials with landscaping

Action L1.11: Permit, through the zoning ordinance, second story residential uses in the downtown area.

Action L1.12: Support the continued rehabilitation and restoration of the Downtown Neighborhoods through appropriate, but considerate code enforcement.

Objective L2: Protect areas of historical and architectural significance in the City.

Action L2.1: Identify areas and structures of historical and architectural significance.

Action L2.2: Adopt additional codes and regulations that would encourage renovation, rehabilitation and restoration of historic (older than 50 years) and older (less than 50 years but worthy of repair).

Objective L3: Provide viable retail, office and industrial areas that support opportunities for economic development.

Action L3.1 Designate areas that can support industrial development in the Future Land Use Plan and zoning map that require transportation access, adequate utilities, and protection of residential areas.

Action L3.2: Concentrate industrial activities along the railroad corridor.

- Action L3.3:** Upgrade utilities and roadways, as needed, in areas designated for commercial, business park and industrial uses on the Future Land Use Plan to attract new and expanding development.
- Action L3.4** Create Business Park (particularly around the Airport), Downtown Neighborhood, and Gateway Zoning Districts that encourages attractive, quality development in a campus setting.
- Action L3.5:** Locate large commercial and industrial activities along the more accessible roadways, ones that can handle truck traffic without negatively impacting adjacent residential land uses—the Loop, appropriate portions of Business 79, FM 397 FM 973.
- Action L3.6:** Guide new commercial development to clusters (shown on the Future land Use Plan instead of scattered and/or “strip” development.
- Action L3.7:** Coordinate with the Economic Development plan to attract specific desired uses (retail, cinema, entertainment, etc.) through targeted recruiting and incentives.
- Action L3.8:** Provide existing businesses economic development programs, incentives, and assistance for expansion/relocation to areas designated on the Future Land Use Plan.
- Action L3.9:** Review and monitor zoning and other development ordinances to achieve appropriate regulations and district designations to keep commercial areas viable, encourage redevelopment, and ensure quality new development.

Objective L4: Preserve and enhance Downtown and Downtown Neighborhoods character and economic investment.

- Action L4.1:** Amend appropriate codes to allow more mixed-use, live/work development opportunities Downtown and Downtown Neighborhoods.
- Action L4.2** Adopt restoration building code addendums that will encourage rehabilitation of declining properties.
- Action L4.3** Create a Community Development Corporations (CDCs), and Community Housing Development Organizations (CHODOs) to address redevelopment and new housing.
- Action L4.4** Direct compatible new construction (infill) on vacant lots or as replacement of deteriorated structures through CDCs, CHODO, reduced development fees, low interest bank loans, City acquisition and resale.

Use of the Future Land Use Plan

The Future Land Use Plan map does not constitute zoning regulations nor establish zoning districts. The graphic representation on the Future Land Use Plan map is intended only to help the City’s elected officials, appointed boards and commissions, and residents visualize the desired future land development pattern in the community. It is not a rigid, parcel-specific mandate for how land shall be developed. When proposed development differs somewhat from the generalized land use pattern depicted for an area, it is the responsibility of the Planning and Zoning Commission, supported by City staff, to determine whether the development will otherwise be in keeping with the goals and objectives of the City’s Comprehensive Plan, as well as the Land Use Policies included in this chapter.

Plan Amendment

In considering potential changes or amendments to the Future Land Use Plan, evaluation factors should be a public process that considers the appropriateness of the site use in terms of compatibility with surrounding uses, utility availability and system impacts, drainage concerns and traffic implications. There needs to be justification for “changed conditions” since adoption that would warrant changes to the Plan.

Managing the growth, balancing the desires of the community and addressing residential and commercial demands are challenges that can be best addressed through comprehensive and consistent consideration of the issues. The Future Land Use Plan gives the City the tools to contemplate and decide on what is best for the community and its residents.