



Land Use & Growth Management

Balanced growth and development

GOAL:

Implement a flexible and incremental approach to growth and development in order to preserve and enhance the City's assets, infrastructure, social character, fiscal health and environmental resilience.

Policy Statements:

- 1 Neighborhood-Centric Development Model:** *Royse City will organize land use, housing and transportation infrastructure around the concept of "complete" neighborhoods, where schools, parks, and daily necessities are in near proximity and easily accessible for people of all ages and conditions.*

 - 2 Diverse, Flexible and Context-Sensitive Land Use:** *Royse City will establish a mix of "place types," where the associated development pattern and infrastructure support a specific context and character, but provide flexibility for individual properties to evolve and adapt over time.*

 - 3 The Transect and Adjacent Development:** *Royse City will ensure that all development is scaled and designed appropriately given its place in the rural-to-urban transect by creating smooth transitions between conflicting uses and development types.*

 - 4 Productive Use of Developed Land:** *Royse City will encourage development that increases the per acre revenue yield (property & sales tax revenue) and reduces costs of service throughout the city.*

 - 5 Protection of Natural Areas:** *Royse City will keep the ecological functions of natural areas intact by preserving floodplain and other key habitat locations as unaltered as possible and limiting the type of development in the areas adjacent to them.*

 - 6 Growth Management:** *Royse City will implement an antifragile approach to growth by managing the rate, pattern and location of growth in a manner that makes infrastructure and service delivery as economical as possible and does not overextend the city financially in the short or long-term.*
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Introduction

Land is the most valuable resource a city has. When land is developed, it is often done with near-term benefits in mind, but what is built initially also has long-term impacts on a community's social environment, fiscal health, and environmental resiliency. The type, mix, and pattern of what is put on the land can boost quality of life and economic activity, but the buildings, infrastructure, and associated public services can also become a liability over time if the city is not able to maintain them to citizens' expectations. Therefore, decisions about when, where and how to annex land into the city and allow development to occur must be made with both short and long-term implications in mind.

The future land use plan takes current conditions and potential future growth scenarios into consideration to give us a blueprint for where we should (and should not) prioritize new development. "Place Types" give direction to the style and character of development in a certain area, while allowing greater flexibility for appropriate uses.

What We've Heard from Residents

"Maximize opportunities downtown/interstate; managing desired growth; open space."

"We should maintain the rural feeling while still growing."

"We should grow slowly and wisely so we don't set ourselves up for failure."

"Plan effectively and proactively. Do not let big business force us to make major decisions quickly that we may regret or that are not sustainable long term."

"Keep the bigger businesses near I-30, and promote more local businesses closer in to downtown. Hopefully this would encourage ride-sharing and alternative transportation to lessen the amount of cars constantly driving around."

"We must have intelligent growth (zoning, etc.) and also increase our police/fire department services."

"Maintain what we have. Don't overextend or overspend to the point that taxpayers suffer."

"Get rid of truck stops, truck lots, and tire shops along I-30."

"We need to manage growth in a way that preserves the small-town feel and relationships we love, but that also provides opportunities that businesses and residents are looking for."

Approach

USING NEIGHBORHOODS AS BUILDING BLOCKS

Providing and maintaining a high quality of life for its citizens is crucial to a community's ability to recruit and retain businesses and residents. Quality of life is most directly impacted by neighborhood-based services. When residents are happy and quality of life in a neighborhood is high, property values tend to increase, thereby providing more revenue to the city so that these services can be maintained and enhanced. Well-maintained streets and utilities, quality schools and parks, and close access to other daily needs are common traits of competitive neighborhoods (or as realtors like to say, "location, location, location!"). Additionally, when the majority of daily needs are conveniently accessible within a neighborhood, impacts on larger citywide issues like traffic and park maintenance can be minimized.

Not everyone wants to live in the same type of neighborhood, however, and high quality of life can be perceived many different ways. In order to appeal to the broad mix of people Royse City is seeking to keep and recruit to the community, we must provide a variety of neighborhood types and invest city resources in a manner that enhances the quality of life amenities important to the types of people living in each respective neighborhood. Neighborhoods should be considered as independent units, each of them with their own identity, structure and strategies for improving quality of life. Rather than planning land use, infrastructure, parks and other amenities in a unified manner across the entire city, we will prioritize decisions and investments with the goal of maximizing quality of life in each individual neighborhood.

REPLACING LAND USE DISTRICTS WITH 'PLACE TYPES'

Separation of land uses (residential, commercial, industrial) was viewed as a necessary step in improving quality of life in the early years of auto-oriented development, and it remains a common practice still 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 "live, work, play" 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 discussed in earlier chapters, 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.

By replacing land use categories with "Place Types," we can still achieve separation of primary uses, but can also introduce some of the basic character concepts typically covered by zoning. This gives the city the ability to control the amount of different types of residential, retail, commercial and other uses, but also provides developers and existing land owners with much greater flexibility to make improvements to their property as the market dictates. Additionally, Place Types can preserve the look and density in different neighborhoods (rural vs. suburban vs. urban/mixed use), while also giving the city flexibility to accommodate additional population in the higher-density Place Types in the future if the demand or need is there.

In order to appeal to the broad mix of people Royse City is seeking to keep and recruit to the community, we must provide a variety of neighborhood types and invest city resources in a manner that enhances the quality of life amenities important to the types of people living in each respective neighborhood.

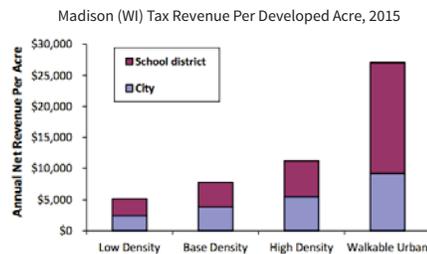
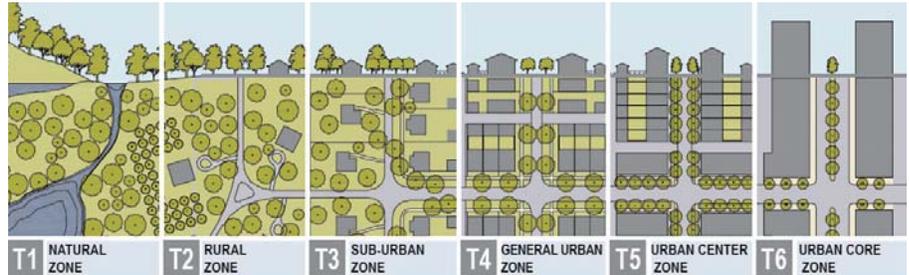
***PLACE TYPES** can preserve the look and density in different neighborhoods (rural vs. suburban vs. urban/mixed use), while also giving the city flexibility to accommodate additional population in the higher-density Place Types in the future if the demand or need is there.*

IMPLEMENTING THE TRANSECT

Most citizen complaints about proposed developments happen when the development being proposed has use(s) that are highly conflicting with the adjacent existing development. Similarly, environmental impacts such as flooding and erosion are magnified when built development is placed in locations too close to the floodplain and other natural areas. These situations can be avoided by implementing a well thought out Future Land Use Plan and design guidelines that blend land uses and building standards gradually from natural to rural to urban. When infill development is proposed, the city must enforce these guidelines to ensure the proper context is maintained.

THE TRANSECT

The Transect Zone spectrum reflects how the context of development should gradually transition from natural (T1) to very dense and urbanized (T6). Land use and development within the city should be planned in a manner that follows these transitions and minimizes situations where conflicting zones are adjacent to one another.



WALKABILITY PAYS

Communities across the country find that dense, walkable development provides more net revenue (tax minus incremental public service costs) per acre, and provides higher returns on infrastructure investments than does low-density sprawl. The image above comes from a case study of neighborhoods with differing densities in Madison, WI. (Image: Smart Growth America)

IMPROVING LAND PRODUCTIVITY

The city cannot afford to be losing money on development. It is critical to the long-term financial stability of our community to make sure that what is being built on land in the city is generating enough revenue to pay for the cost of services. This can be accomplished by prioritizing infill, adaptive reuse and tactical, low-cost improvements (like painting bike lanes and crosswalks) in areas where existing infrastructure already exists. When new development and annexation is considered, it should be done in a manner that minimizes the infrastructure investment and additional demand on services.

PRESERVING NATURAL AREAS

Long-term sustainability of the air, water, soil and local agriculture depends on preserving natural environments in their original condition, or as close to it as possible. It is important for the city to protect the natural areas as well as their surrounding landscapes in order to keep them undamaged and functional.

BALANCING GROWTH AND INFRASTRUCTURE INVESTMENTS

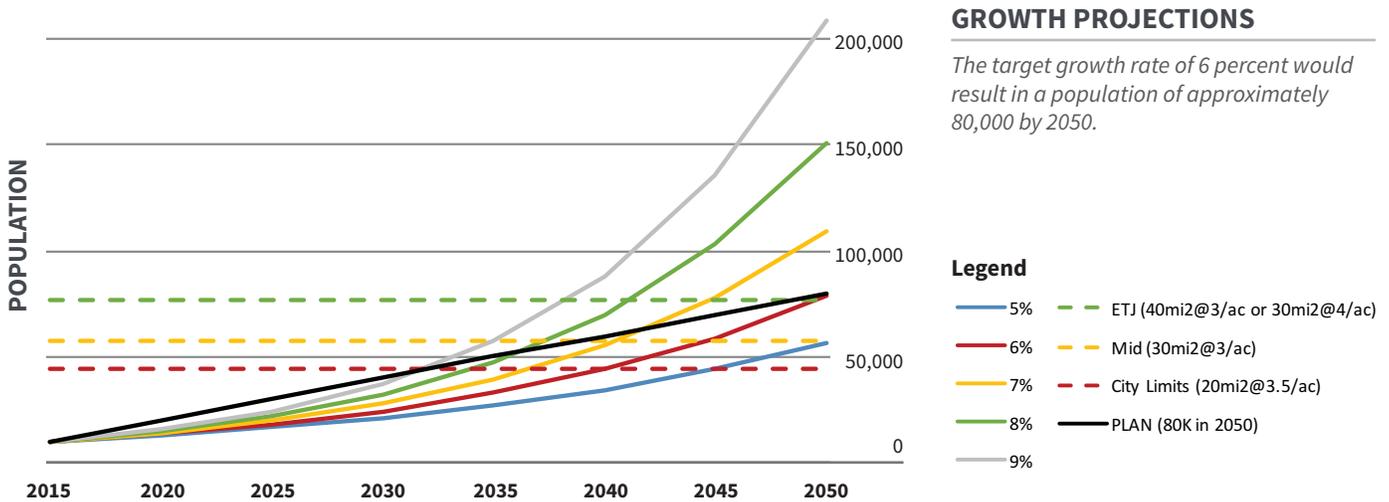
When a new residential development or commercial project is built in the city, it increases the demands on the city's infrastructure systems (roadways/traffic, water and wastewater) and services (police, fire, parks and recreation, etc). The most efficient manner for a city to grow is to prioritize infill and vertical expansion where there is already existing development and infrastructure. When new development is desired, it should be added incrementally in areas immediately adjacent to current development and infrastructure. Annexation should be managed such that the shape of the city can have as much contiguous growth as possible, minimizing "fingers" and out-parcels.

Growth Management

PROJECTING POPULATION DEMAND AND GROWTH RATE

Projecting population for a community like Royse City in today's environment is difficult. On one hand, if the economy stays fairly steady or improves and people continue to move to Texas as they have been, the north Texas region is expected to more than double in the next thirty years. If that happens, the IH-30 corridor between Rowlett and Greenville could ultimately develop over the next twenty years along the same path that the 75 and Dallas North Tollway corridors in Collin and Denton Counties have these last twenty years. Annual growth of communities along the 75 corridor in Collin County between 2000-2010 was between 6-14%. Royse City, and other communities around us on the IH-30 corridor, would have the opportunity to potentially add residents at a similar pace. On the other end of the spectrum, an economic slowdown and reduced infrastructure funding (specifically for road expansion) could result in less growth for the region and our community, and less population demand for our city.

The figure below shows projected growth rate curves ranging from 5% compounded annual growth up to 9%. At 5% per year, Royse City would grow to over 56,000 people by 2050. Using the high growth scenario of 9% results in a 2050 population of over 200,000.



CITY SIZE AND DENSITY (POPULATION PER ACRE)

Another important factor in growth management is the size of the city limits and ETJ (extraterritorial jurisdiction). The size of a city combined with its population is reflected in what is termed “population density”, which is the total population of a community divided by the size. The combination of a city’s land area and density contribute significantly to the look and feel of a community, as well as the city’s revenue potential and service costs. At the beginning of 2016, our city limits were a little over 15 square miles (mi²), and our ETJ is nearly 40 mi². With just over 11,000 population, our current density is at 727 persons per square mile (1.14 persons per acre).

One of the options available to us is to annex additional land to increase our city limits. Current entitlements and developments in the planning process will increase the city limits to around 20 mi². If we were to annex land aggressively, the maximum area available to the city before being landlocked would approach 65 mi², which is the same size as Rowlett and Frisco. Table 2.1 shows a range of North Texas communities and their average densities, along with what Royse City’s buildout population would be for a combination of those densities (ranging from 1.5/ac up to 6/ac) and city limit areas of 20 mi², 30 mi² and 40 mi².

Table 2.1. Population per acre cap: comparison cities.

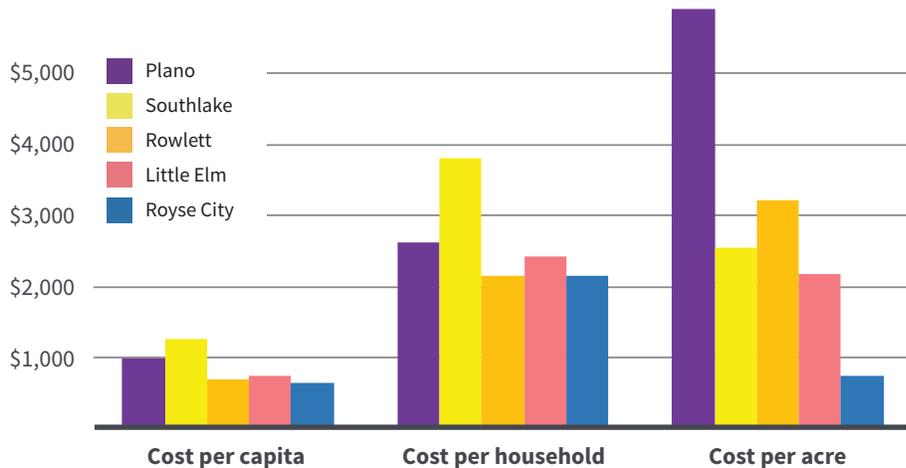
Pop./Acre Cap	Reference City	City Limits: 20 mi ²	Middle: 30 mi ²	ETJ: 40 mi ²
6	Plano	76,800	115,200	153,600
5	Rowlett	64,000	96,000	128,000
4	Lewisville	51,200	76,800	102,400
3.5	McKinney	44,800	67,200	89,600
3	Little Elm	38,400	57,600	76,800
2	Grapevine/ Southlake	25,600	38,400	51,200
1.5	Royse City	19,200	28,800	38,400

PROPERTY VALUES AND SERVICE COSTS

The key to a financially strong and resilient city is to have a strong property tax base that covers the majority of city service costs, so that revenue from sales tax can be used to fund growth and quality of life initiatives. In the early phases of growth, private developers and businesses often fund the majority of new streets, utilities, parks and trails. City funds are reserved for basic administration, maintenance and programming needs. New development generates additional property and sales tax revenue which grows the pot of money available for city services, but when a new subdivision or commercial project is built in the city, it

SERVICE COSTS VARY BY CITY

As a city gets older and closer to buildout, service costs can be expected to increase significantly due primarily to infrastructure maintenance.



also increases the demands on the city's infrastructure systems (roadways/traffic, water and wastewater) and services (police, fire, parks and recreation, etc). As we continue to grow, we should expect our service costs to grow from where we are today (\$750/acre or \$661/person) to as much as \$6,000/acre (Plano) or \$1,200/person (Southlake). These higher costs are needed to maintain the infrastructure (streets and utilities), parks and other assets put in initially by developers, as well as for larger numbers of employees for public safety, city administration and maintenance.

If we want to avoid the decline phase that many older communities are experiencing or heading for, it is critically important for Royse City's fiscal health that new development in our community be much more financially productive in terms of revenue per acre of land developed, and that service level expectations are aligned with what the residents of the development are willing and able to pay. A land development plan must be established that has a realistic balance between property tax and sales tax base that can cover a community's service costs and growth/quality of life investments. Table 2.2 shows what the density and approximated service cost per average home value combinations would be using the current tax rate, 80,000 target population with city limits of 20, 30 and 40 mi² and an assumption that residential property tax base makes up 50% of the total service cost budget. If commercial revenue is a lower percentage, then residential home values would need to be higher.

Table 2.2. Size and density comparisons, assuming a target population of 80,000.

Size (mi ²)	Population/Acre	Service Cost/Acre	Avg .Home Value
20	6.25	\$6,000	\$219,761
30	4.17	\$4,500	\$247,231
30	4.17	\$6,000	\$329,641
40	3.13	\$3,000	\$307,665

PLANNING GROWTH RATE AND TARGET DENSITY

For planning purposes, we have assumed a compounded annual growth rate of 6%, which equates to around 50,000 in 2030 and close to 80,000 by 2050. Some minor variation from this rate should be embraced to take advantage of the market, but at the same time, city leaders must also consider the impacts higher growth rates will have on public services in the near-term and infrastructure costs in the future.

Citizen surveys, stakeholder feedback and input from CPAC have indicated that the preferred maximum density for a built-out Royse City should be no more than 4 people/acre on average. This would allow a realistic mix of some more spread out, rural areas (1-2 per acre), some more compact, walkable urban areas (6+ per acre), and plenty of suburban single family (2-5 per acre). This is similar to what Little Elm, McKinney and Lewisville have. To cover anticipated service costs of \$6,000 per acre at this size and density, average home values will need to be around \$330,000.

GROWTH MANAGEMENT STRATEGY

Taking all of the factors above into consideration, the recommended approach is for the city to manage population and annexation for a target city limit area of 30 mi² and a 2050 population of 80,000, which would result in an average density of 4.2/acre. The Place Type approach to the future land use plan provides the city with plenty of flexibility to accommodate a wide population range while still protecting the different types of neighborhoods that residents want today and in the future. If fewer people move to the community, then the density will be below the maximum and there will likely be more rural neighborhoods and less of the more compact urban housing. Should the high growth scenario play out and

This plan sets a target population of 80,000 by 2050, with an average density of 4 residents per acre.

GROWTH MANAGEMENT STRATEGY

Area: 30 square miles

Population: 80,000 by 2050

Density: 4.2 residents per acre

Service Costs: \$6,000 per acre

Average Home Value: \$330,000

more people need to be accommodated, then the Urban Village, Town Center and traditional neighborhood areas provide neighborhoods that can handle (and would benefit) from the higher densities while still allowing the lower density neighborhoods to remain that way.

We want to grow in a manner that:

1. maximizes financial productivity of development (revenue/acre);
2. allows efficient cost of service and infrastructure;
3. minimizes debt (especially for maintenance); and
4. balances tax base between residential and commercial to keep property tax rate down.

The most efficient manner for a city to grow is to prioritize infill and vertical expansion where there is already existing development and infrastructure so that revenue can be maximized with current service costs. Given our current position of a fairly large service area, low density, and minimal revenue base, our priority in the near-term must be to increase tax base from land within our current city limits and served by existing infrastructure. This can be done through small projects in existing neighborhoods (such as painting crosswalks, adding benches or planting trees) that improve quality of life and thereby increase property values, or through infill projects where new buildings are constructed on sites already served by infrastructure. When new development is desired, it should be added incrementally in areas immediately adjacent to current development and infrastructure, and in a pattern that aligns with recommendations in this plan.

ANNEXATION STRATEGY

With regard to expanding the city limits through annexation, the recommended areas to annex (in order of priority) are:

1. Areas internal to existing city limits to remove holes
2. Property along prime commercial corridors (IH-30, SH 66)
3. Additional area where water/sewer infrastructure is already in
4. Additional area where there's potential for high value homes/rural estate neighborhoods that can have significant impact on property tax revenue

SUMMARY OF GROWTH MANAGEMENT STRATEGY

- 1** Implement **small, tactical projects** to prove quality of life and property values in existing neighborhoods.
- 2** Prioritize **infill** in areas where there is existing infrastructure capacity.
- 3** Align **service levels** (infrastructure, parks, public safety, etc.) with **neighborhood type** and residents' willingness and ability to pay for the services.
- 4** Manage **annexation** so that the shape of the city can have as much contiguous growth as possible, minimizing "fingers" and out-parcels.



TOWN CENTER

The heart of Royse City, and host to many small businesses and civic uses such as city hall. This is and should continue to be a walkable environment that highlights Royse City’s history, culture and small local businesses. The Town Center place type puts a special emphasis on creating a unique public space.

Character/Intent: 25% residential, 75% non-residential

Frontage Type: Avenue, street

Primary Uses: Civic & institutional uses, parks, restaurants, community-serving commercial, professional office, live/work/shop units,

Secondary Uses: Single-family detached homes, duplexes, townhomes, urban residential, senior housing



URBAN VILLAGE

The most densely-developed place type in Royse City’s land use plan. These districts can provide locations for retail and entertainment centers, as well as both larger companies and smaller local businesses, in a setting that is highly walkable and more densely populated—something increasingly desired by the younger population and many businesses. The block and street framework in these areas will be such that additional density can be accommodated with vertical development if/when there is demand.

Character/Intent: 30% residential, 70% non-residential

Frontage Type: Avenue, street

Primary Uses: Professional office, corporate office, townhomes, urban residential, restaurants, retail, entertainment,

Secondary Uses: Civic & institutional uses, parks, senior housing



TRADITIONAL MIXED USE

Neighborhoods built with a traditional walkable block/street grid network that allows a flexible mix of residential and non-residential uses that can adapt and change over time. Development in these neighborhoods will be dense enough to accommodate various uses. Mixed-use neighborhoods are places where residents can live, shop, work, and gather.

Character/Intent: 70% residential, 30% non-residential

Frontage Type: Street

Primary Uses: Townhomes, duplexes, fourplexes, small apartment buildings, senior housing, professional office, live/work/shop units, single-family detached homes

Secondary Uses: Neighborhood-scale retail, restaurants, civic & institutional uses, parks, community buildings, single-family detached homes





SUBURBAN MIXED USE

Primarily residential, with civic, retail, and recreational elements interspersed. These neighborhoods are compact and organized around a discernible center, with well-defined boundaries, and convenient access to everyday goods and services. Lot sizes and housing types can (and should) vary, but should not exceed medium density. Streets for these neighborhoods should be designed to prioritize pedestrian safety and walkability.

Character/Intent: 80% residential, 20% non-residential

Frontage Type: Street

Primary Uses: Single-family detached homes, duplexes/fourplexes, townhomes, other medium density housing, neighborhood parks

Secondary Uses: Cafés, restaurants, neighborhood-serving commercial, community centers



SUBURBAN RESIDENTIAL

The most common type of residential development currently in Royse City, consisting of single-family homes and wider, auto-oriented streets. Since Royse City is well-stocked with this type of neighborhood, no new suburban neighborhoods are included in this plan beyond what is already being developed.

Character/Intent: 100% residential

Frontage Type: Street

Primary Uses: Single-family detached homes



RURAL ESTATES

Large lots with single-family homes in rural settings away from the center of Royse City. This type of development leaves ample amount of surrounding open space, and should involve minimal infrastructure investment.

Character/Intent: 100% residential

Frontage Type: Rural road

Primary Uses: Single-family detached homes

Secondary Uses: Rural conservation areas





COMMERCIAL NODE

Intersections and retail centers focused on surrounding neighborhoods. Typical uses will include regional and local auto-oriented businesses including but not limited to restaurants, retail, gas stations, and offices.

Character/Intent: 100% non-residential

Frontage Type: Parkway, avenue

Primary Uses: Restaurants, grocery stores, banks, community commercial

Secondary Uses: Civic & institutional uses, entertainment, office



HIGHWAY RETAIL/OFFICE/COMMERCIAL

Highway-oriented retail, office, and commercial corridors ideal for businesses requiring large volumes of traffic and auto access. Typical uses will include regional and local auto-oriented businesses including but not limited to restaurants, retail, gas stations, and offices.

Character/Intent: 100% non-residential

Frontage Type: Parkway, avenue, highway

Primary Uses: Retail, technology/data centers, professional office

Secondary Uses: Civic & institutional uses



INDUSTRIAL

Areas focused on light industrial uses, including manufacturing, processing, warehousing, and distribution. This place type has the flexibility to become a maker space.

Character/Intent: 100% non-residential

Frontage Type: Parkway, avenue

Primary Uses: Manufacturing centers, warehouses, tech/data centers

Secondary Uses: Civic & institutional uses, commercial



RURAL CONSERVATION AREA

Undeveloped areas to be preserved as they are to maintain rural character and minimize far-flung infrastructure investments. These may be currently serving agricultural use, or are otherwise open land.

Character/Intent: N/A

Frontage Type: Rural road, rural highway

Primary Uses: Habitat conservation/preservation, agriculture

Secondary Uses: Passive recreation



CIVIC/EDUCATION

City-owned and school district-owned public spaces that include schools, police and fire stations, libraries, post office, etc.

Character/Intent: 100% non-residential

Frontage Type: N/A

Primary Uses: Institutional and municipal: schools, city buildings

Secondary Uses: Parks, plazas



PARK/PUBLIC OPEN SPACE

Public areas for recreation, placed in central locations and often making use of floodplain land that is unsuitable for other development. Royse City's parks will not be limited to areas labeled as parkland; smaller parks will also be a part of most other place types—especially in neighborhoods and wherever people gather. Their quality and ease of access are key to their usefulness to the community.

Character/Intent: N/A

Frontage Type: N/A

Primary Uses: Public parks of varying sizes and functions

Secondary Uses: Floodplain or other regional stormwater storage



FLOODPLAIN

Low-lying areas and stream corridors that are prone to flooding and are especially important, sensitive ecological areas. They must be preserved from any development other than low-impact recreational uses, such as trails and parks.

Character/Intent: N/A

Frontage Type: N/A

Primary Uses: Preservation of natural systems along stream corridors and in low-lying areas

Secondary Uses: Low-impact recreation



REGIONAL STORMWATER MANAGEMENT AREAS

Areas identified as strategic locations for placement of regional detention basins to alleviate flooding downstream. These should be placed higher up in the watershed to have the greatest effect, and they can be (and should be, where possible) combined with parks, nature preserves, or conservation-oriented neighborhoods.

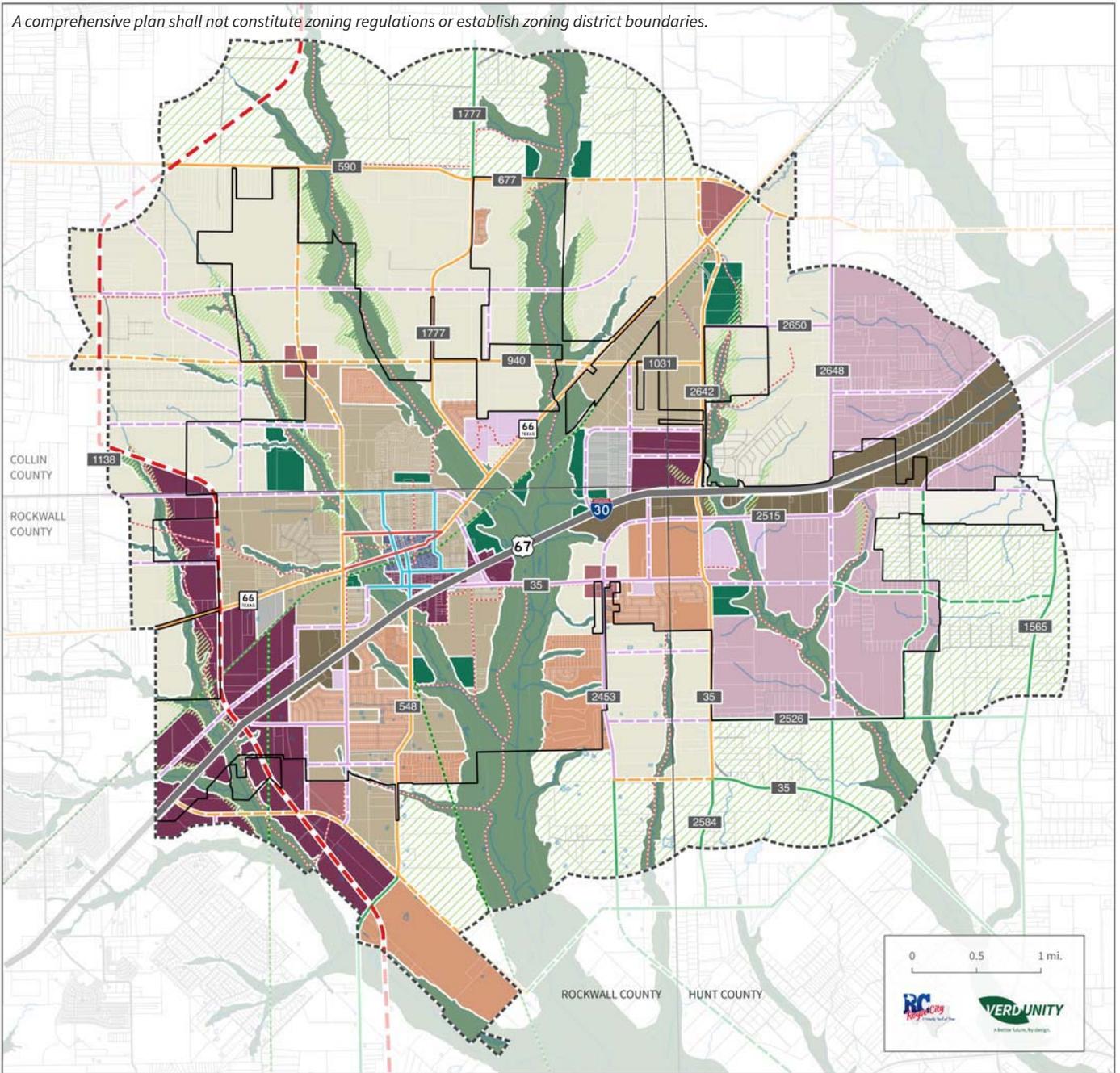
Character/Intent: N/A

Frontage Type: N/A

Primary Uses: Regional stormwater detention area

Secondary Uses: Open space-oriented neighborhood amenity, public recreation

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



Future Land Use Plan

Place Types

- Town Center
- Urban Village
- Traditional Mixed Use
- Suburban Mixed Use
- Suburban Residential
- Rural Estates
- Commercial Node

- Highway R/O/C
- Industrial
- Civic
- Park/Open Space
- Conservation
- Floodplain
- Regional Stormwater Mgmt. Areas
- City Limits
- ETJ Boundary

Planned Corridor Type

- Highway
- Avenue
- Parkway
- Rural Road
- Street
- Couplet
- Outer Loop (Future)

- Multi-use Trail
- Veloweb Trail
- City Limits
- ETJ Boundary

Future Land Use: Place Types



TOWN CENTER



URBAN VILLAGE



TRADITIONAL MIXED USE



SUBURBAN MIXED USE



SUBURBAN RESIDENTIAL



RURAL ESTATES



HIGHWAY R/O/C



COMMERCIAL NODE



INDUSTRIAL



PARK/PUBLIC OPEN SPACE



RURAL CONSERVATION AREA



REGIONAL STORMWATER MGMT.

CIVIC/EDUCATION

FLOODPLAIN

Policies and Actions

The following policies, along with the Future Land Use Plan (FLUP) and Place Types included at the end of this chapter are what the City Council, Planning and Zoning Commission and staff will use to guide decisions related to land use and growth management. The priority action items are what the city should focus on in the next few years in order to get the big things right.

1

Neighborhood-Centric Development Model

Royse City will organize land use, housing and transportation infrastructure around the concept of “complete” neighborhoods, where schools, parks, and daily necessities are in near proximity and easily accessible for people of all ages and conditions.

Priority Action Items

- 1 Prepare a Neighborhood Map that defines neighborhood boundaries and names for all current and proposed neighborhoods in the city.
- 2 Complete neighborhood inventory assessments to log the infrastructure, housing, schools, parks and services associated with each neighborhood.

2

Diverse, Flexible and Context-Sensitive Land Use

Royse City will establish a mix of “place types”, where the associated development pattern and infrastructure support a specific context and character, but provide flexibility for individual properties to evolve and adapt over time.

Priority Action Items

- 1 Utilize the Development Review process to achieve the proposed percentage levels of residential and non-residential development in each type of neighborhood in order to achieve the desired diversity in each of them.
- 2 Update the city's Zoning Ordinance and Development Regulations to align with the FLUP, policies and recommendations in this Plan.
- 3 Identify locations for Special Districts with form-based codes and/or special financing such as PIDS, TIFs and TIRZ districts that can explore and define requirements that maximize the character of the neighborhood and fiscal productivity of the land. Town Center and the Urban Village areas should be the top priorities.
- 4 Evaluate the Future Land Use Plan, Place Type characteristics and Zoning Ordinance every five years, or as necessary to ensure Place Types, zoning and design guidelines are consistent with city-wide goals.

3

The Transect and Adjacent Development

Royse City will ensure that all development is scaled and designed appropriately given its place in the rural-to-urban transect by creating smooth transitions between conflicting uses and development types.

Priority Action Items

- 1 Avoid approving projects with conflicting land use configurations in order to minimize negative responses from existing property owners and other undesirable effects.
- 2 Incorporate guidelines into the zoning ordinance that regulate adjacent land uses, building typologies and buffer zones

4

Productive Use of Developed Land

Royse City will encourage development that increases the per acre revenue yield (property and sales tax revenue) and reduces costs of service throughout the city.

Priority Action Items

- 1 Prioritize development that enhances the character of the public realm by filling in vacant lots, improving existing buildings and improving streetscape and infrastructure
- 2 Prioritize infill and adaptive reuse in the downtown and adjacent neighborhoods.
- 3 Develop a value vs service cost formula and checklist to evaluate new developments' impact on revenues and service cost as part of development review process.
- 4 Reserve the undeveloped land in the Town Center and Urban Village areas for high quality mixed-use development that brings a variety of jobs, housing and unique retail options, utilizing infrastructure that is easily adaptable over time.

5

Protection of Natural Areas

Royse City will keep the ecological functions of natural areas intact by preserving floodplain and other key habitat locations as unaltered as possible and limiting the type of development in the areas adjacent to them.

Priority Action Items

- 1 Prioritize preservation of natural areas, especially those that can serve multiple functions such as regional detention and passive recreation.
- 2 Restrict development around environmentally sensitive areas.
- 3 Identify areas where development is to be limited and secure conservation easements with land owners.

Growth Management

Royse City will implement an antifragile approach to growth by managing the rate, pattern and location of growth in a manner that makes infrastructure and service delivery as economical as possible and does not overextend the city financially in the short or long-term.

Priority Action Items

- 1 Promote and incentivize development in the core of the city and other areas where existing infrastructure is available and has additional capacity.

- 2 Prepare and execute annexation efforts to make city boundaries more contiguous, thereby making it easier to plan infrastructure and service needs.

- 3 Develop a growth management and annexation strategy that defines and prioritizes areas of the city for development, thereby making it easier to focus infrastructure investments and manage developer requests.

- 4 Promote public acquisition of open spaces and conservation easements in the ETJ and outer edges of the city to regulate growth and ensure sufficient open space will be available for parks and stormwater management in the future.

- 5 Prioritize rehabilitation of existing roads over construction of new roads

- 6 Enable and facilitate the transformation of properties over time so they can respond to the current market and needs.
