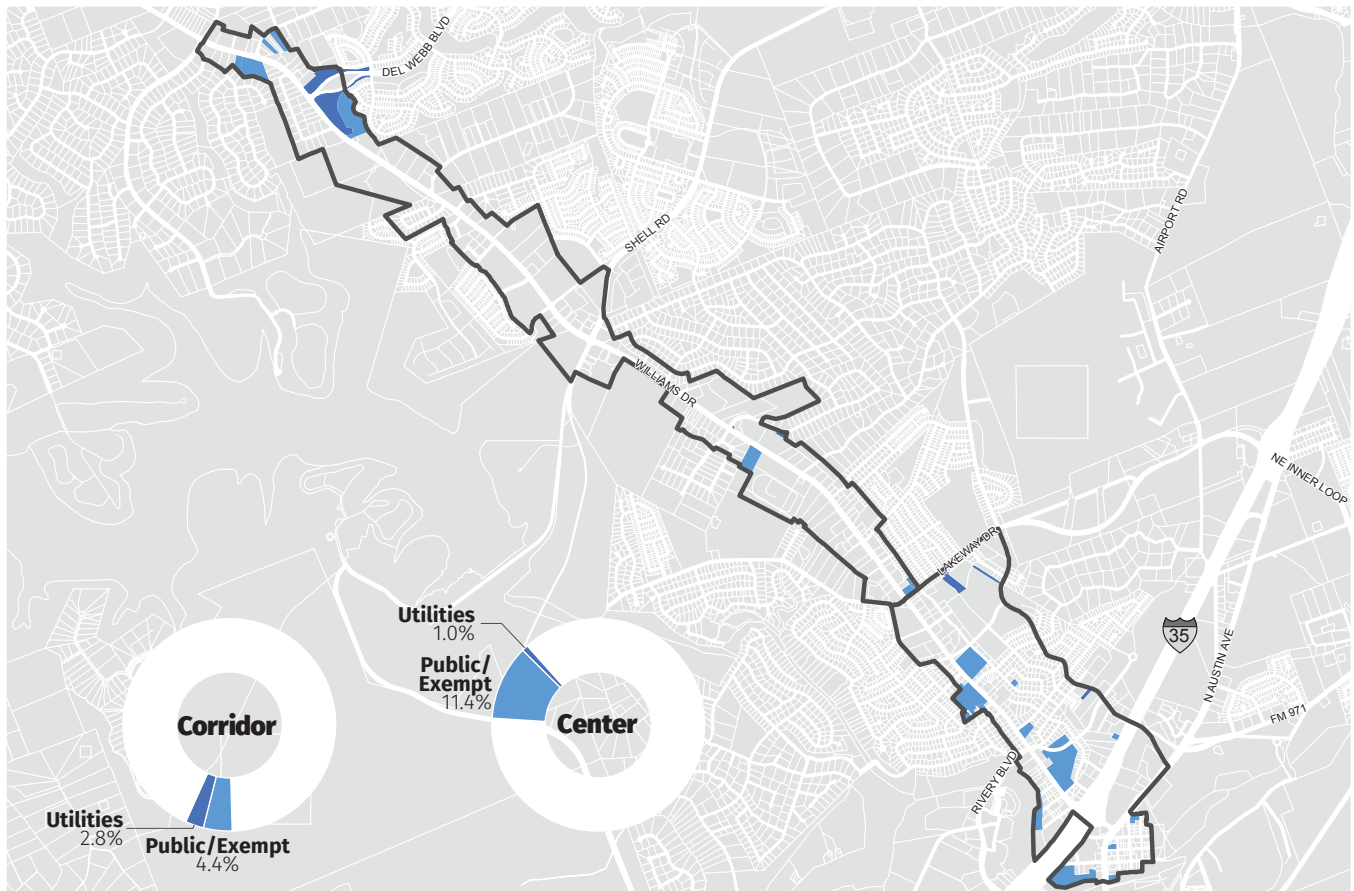


**Figure 25 Public/Exempt Land Use**

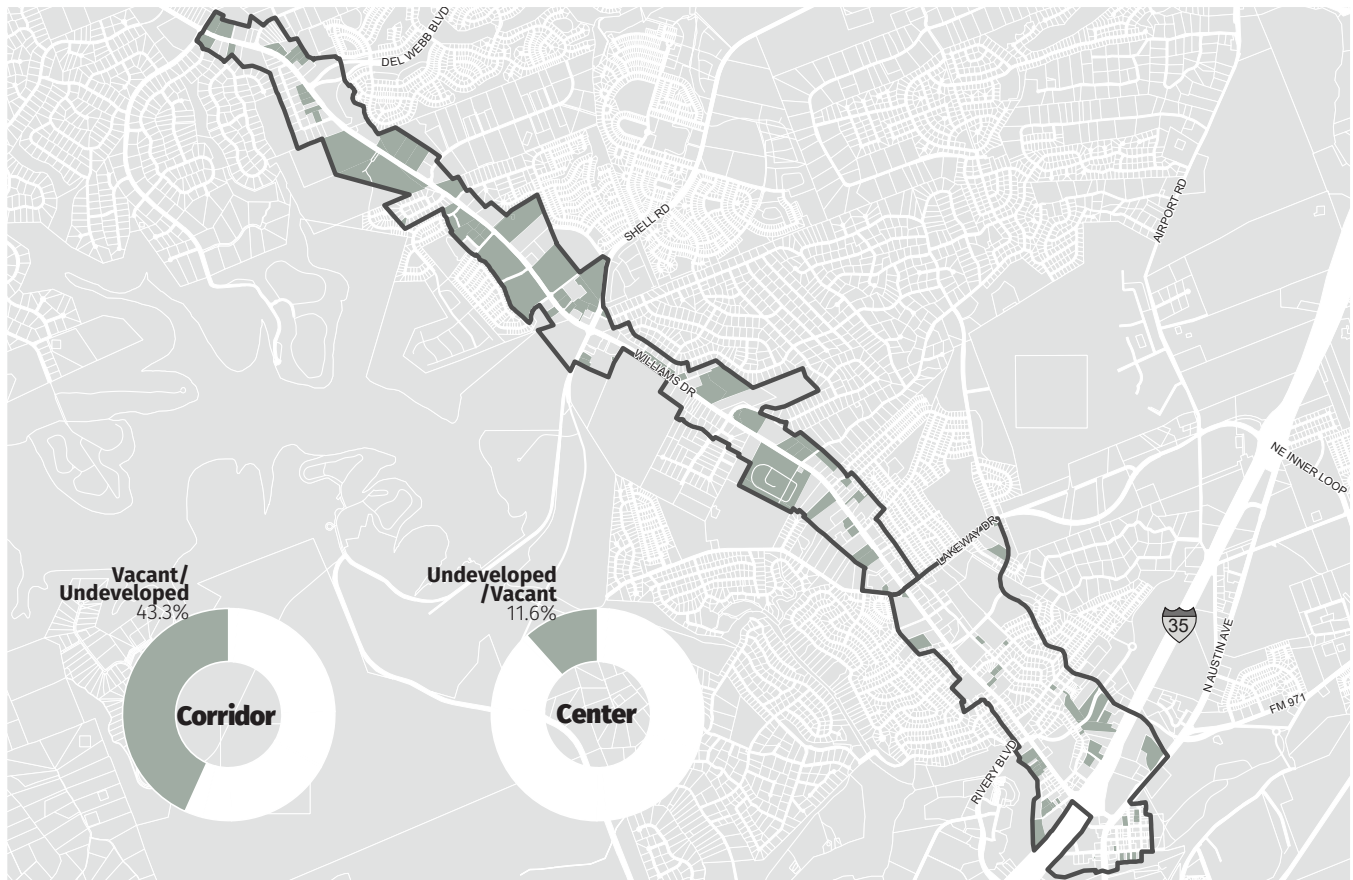


Corridor: Public/Exempt

Center Area: Public/Exempt



**Figure 26 Undeveloped/Vacant Land Use**



Corridor: Undeveloped/Vacant



Center Area: Undeveloped/Vacant



## FUTURE LAND USE

The City's 2030 Comprehensive Plan provides insight into the anticipated future land use pattern for the study area. The 2012 Future Land Use Map illustrates a pattern which emphasizes a series of nodes of community commercial activity. Between these nodes (along the corridor) lies a band of mixed use neighborhoods that serve the surrounding residential

uses. The area near I-35 is designated a mixed use gateway area and encourages additional community commercial uses. The 2012 Future Land Use Map as it relates to the Williams study area is shown on the following page. Descriptions for each of the future land use designations are provided below.

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### Future Land Use Designations

#### Low-Density Residential

This category includes the city's predominantly single-family neighborhoods that can be accommodated at a density between 1.1 and 3 dwelling units per gross acre. Conservation subdivisions are also encouraged in this land use district. Modifications to development standards applicable to this category could address minimum open space requirements, public facility impacts, and greater roadway connectivity.

This category may also support complementary non-residential uses along arterial roadways such as neighborhood-serving retail, office, institutional, and civic uses, although such uses may not be depicted on the Future Land Use Map.



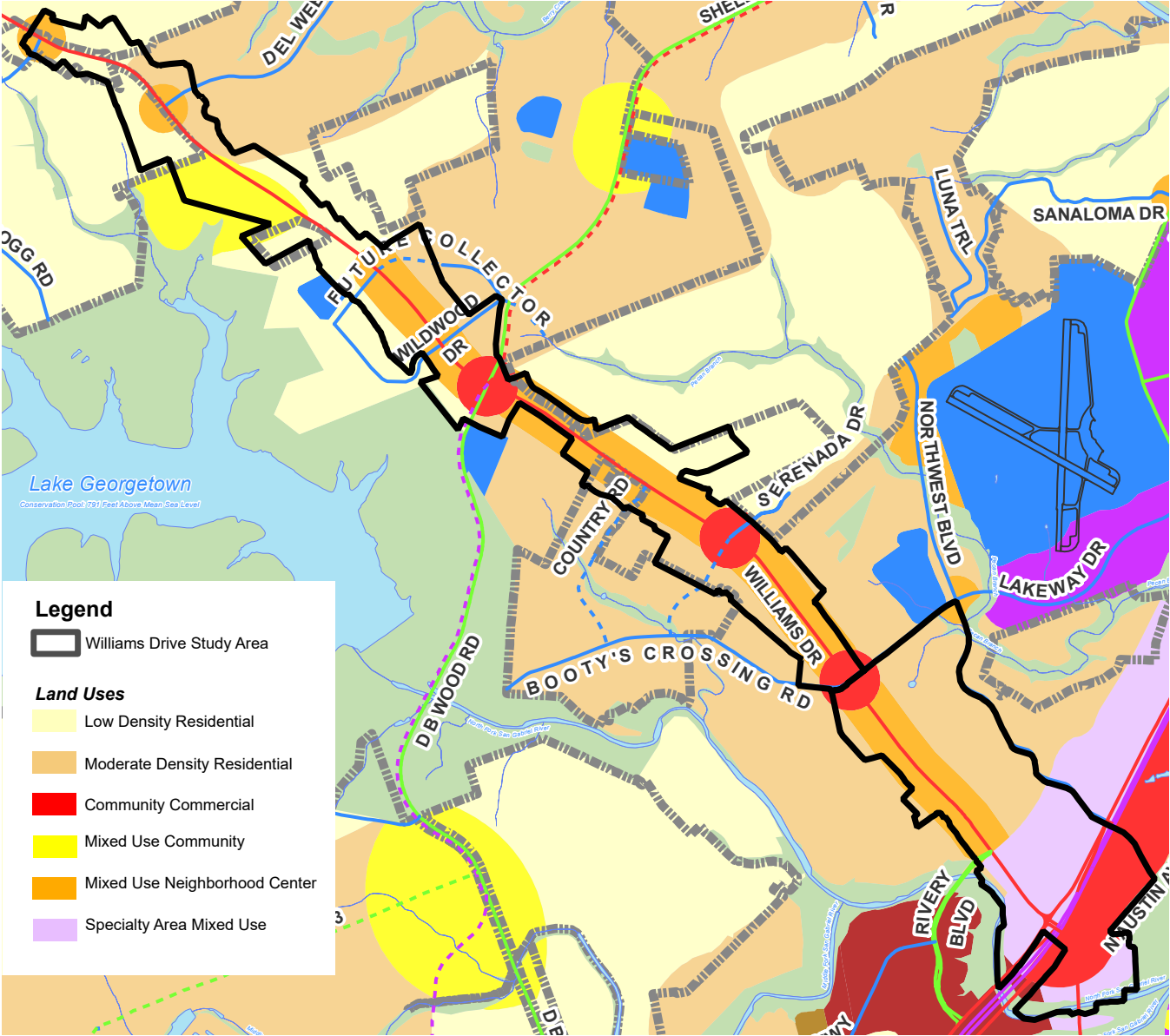
#### Moderate-Density Residential

This land use category comprises single family neighborhoods that can be accommodated at a density ranging between 3.1 and 6 dwelling units per gross acre, with housing types including small-lot detached and attached single-family dwellings (such as townhomes).

As in the preceding category, the Moderate-Density Residential category may also support complementary non-residential uses along arterial roadways such as neighborhood-serving retail, office, institutional, and civic uses, although such uses may not be depicted on the Future Land Use Map.



Figure 27 Future Land Use Map





### **Community Commercial**

This category applies to areas that accommodate retail, professional office, and service-oriented business activities that serve more than one residential neighborhood. These areas are typically configured as “nodes” of varying scales at the intersection of arterial roads, or at the intersection of arterials and collectors. Community commercial areas typically will include some neighborhood-serving commercial uses, as well as larger retail uses including restaurants, specialty retail, mid-box stores, and smaller shopping centers. They may also include churches, governmental branch offices, schools, parks, and other civic facilities.



### **Mixed-Use Community**

This category is intended for large tracts of undeveloped land, which are appropriate for larger scale, creatively planned communities, where a mix of residential types and densities are complemented by supporting retail, small to medium-scale office development, and integrated open spaces, where appropriate.

Instead of specifying a range of allowable residential densities, the residential mixed-use designation encourages a balanced mixture of residential types as the predominant use in this category, at densities consistent with those provided for each housing type in the base residential categories described previously.



### **Mixed-Use Neighborhood Center**

This designation applies to smaller areas of mixed commercial use within existing and new neighborhoods. These areas are primarily proposed adjacent to, or as part of, larger residential neighborhoods. Neighborhood-serving mixed-use areas abut roadway corridors or are located at key intersections. They often function as gateways into the neighborhoods they serve.

These compact and often “walk-to” centers provide limited retail goods and services to a local customer base, while having minimal impact on the surrounding residential uses. They accommodate (but do not require) mixed-use buildings with neighborhood-serving retail, service, and other uses on the ground floor, and offices or residential units above. They may also include stand-alone high density residential development.

Uses in these areas might include a corner store, small grocery, coffee shops, hair salons, dry cleaners and other personal services, as well as small professional offices and upper story apartments. They may also include noncommercial uses such as churches, schools, or small parks.



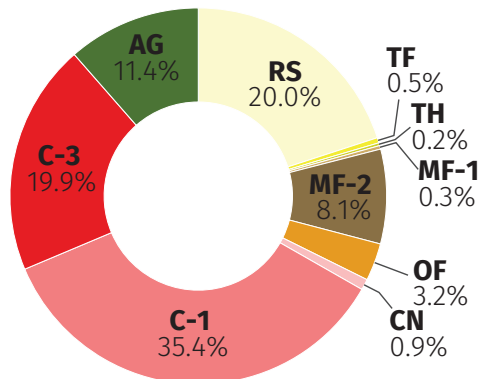
In new neighborhoods, in particular, the exact size, location, and design of these areas should be subject to a more specific approval process, to ensure an appropriate fit with the surrounding residential pattern.

### **Specialty Mixed-Use Area**

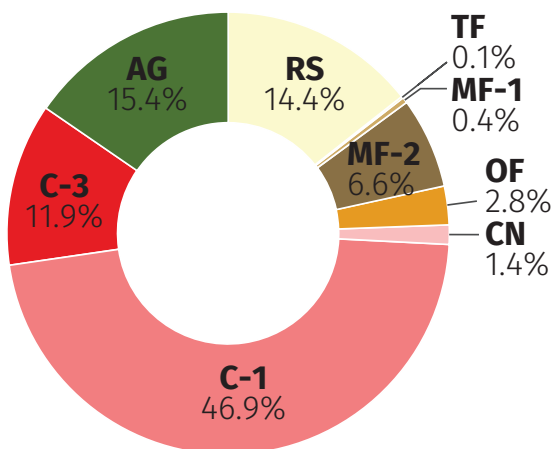
This designation accommodates large-scale mixed-use developments that are mostly commercial and usually near intense regional commercial uses and the I-35 corridor. This category encourages the creation of well planned “centers” designed to integrate a variety of complementary uses, with an emphasis on retail, offices, and entertainment activities. These centers may also include civic facilities and parks or other green spaces.

Housing, in the form of apartments, townhomes, condominiums, and live-work spaces, is also encouraged in these mixed-use areas, generally in higher densities. These areas should be designed in a pattern of pedestrian-oriented, storefront-style shopping streets, with shared parking and strong pedestrian linkages to the surrounding areas.

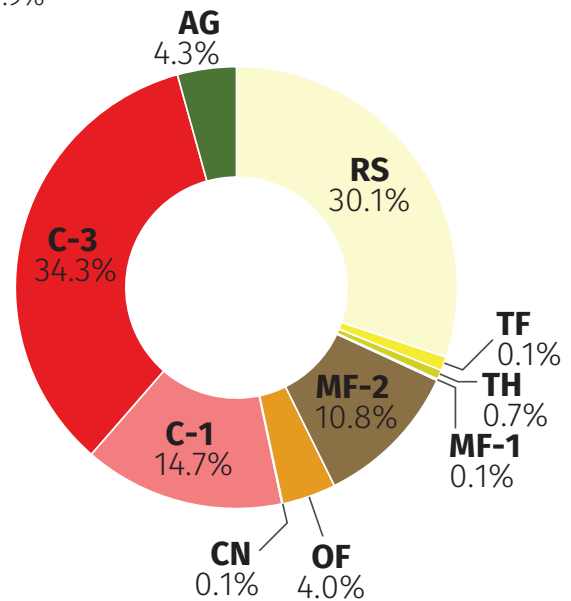
## Study Area Zoning



## Corridor Zoning



## Center Area Zoning



## EXISTING ZONING

Today, C-1 (Local Commercial) and C-3 (General Commercial) are the most predominant zoning districts, making up approximately 55% of land in both areas. Single-family (RS) zoning makes up about 20% of the land area, whereas multi-family (MF-1, M-2) zoning only makes up about 8% of the total land area. Agriculture (AG) zoning totals about

11% of the land in the study area.

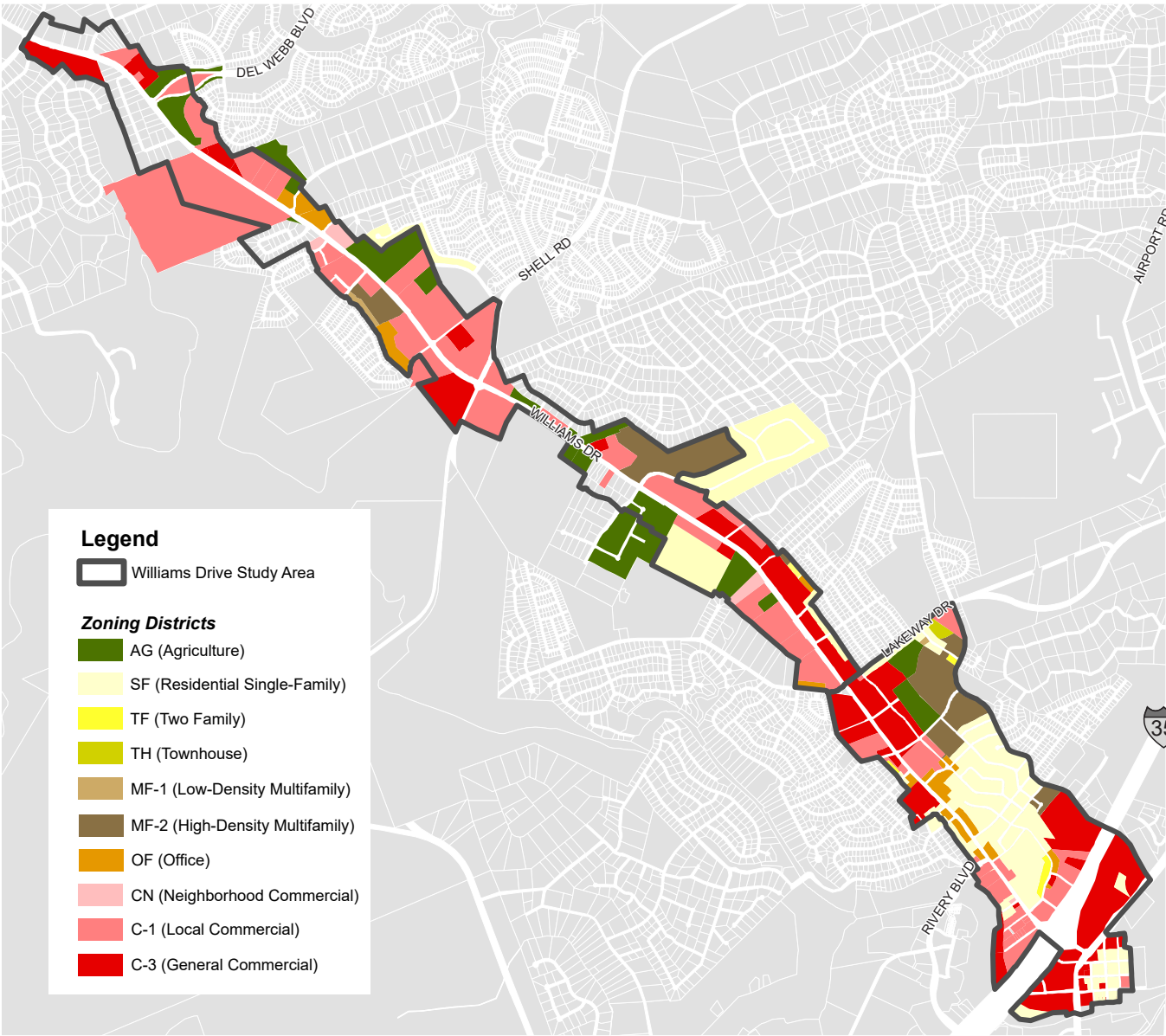
There is more single-family (RS) zoning in the Center Area. However, the distribution of multi-family (MF-1, MF-2) zoning is very similar in both areas.

There is more commercial zoning (C-1, C-3, CN and OF) in the Corridor than in the Center Area. However,

there is considerably more C-3 zoning in the Center Area (likely due to the Center's proximity to I-35). There is substantially more C-1 zoning in the Corridor.

There is about 3 times more agriculture (AG) zoning in the Corridor.

Figure 28 Existing (2016) Zoning Map



## Summary of Existing Zoning

The following table summarizes the existing zoning districts applied in the project area. Note

that additional details make the zoning districts much more complex than illustrated here,

but for comparison purposes, the dimensional standards in the table have been simplified.

	HEIGHT	LOT SIZE	LOT WIDTH	FRONT SETBACK	MAX IMPERVIOUS	UNITS/ ACRE
Agriculture (AG)	35'	2 acres	100'	25'	20%	--
Residential Single-family (RS)	35'	5,500 SF	45'	20'	45%	--
Two-family (TF)	35'	7,000 SF	70'	20'	45%	--
Townhouse (TH)	35'	2,000 SF	22'	15'	50%	--
Multi-family (MF-1)	35'	12,000 SF	50'	20'	50%	14
Multi-family (MF-2)	45'	2 acres	50'	25'	50%	24
Neighborhood Commercial (CN)	30'	--	50'	25'	70%	--
Local Commercial (C-1)	35'	--	50'	25'	70%	--
General Commercial (C-3)	45'	--	50'	25'	70%	--
Office (OF)	45'	--	50'	25'	75%	--

### Agriculture District (AG)

The Agriculture District (AG) is intended to allow large rural residential development, agricultural and farming uses and may include lands that are relatively undeveloped. The AG District is also the default district for land newly annexed into the City, but not yet placed in an appropriate zoning classification. For these reasons, the AG District may contain a wide variety of residential and non-residential uses. The AG District may take

on characteristics of either a residential or a non-residential zoning district and certain design criteria may be required depending on the use.

### Residential Single-family District (RS)

The Residential Single-family District (RS) is intended for areas of medium density with a minimum lot size of 5,500 square feet. The RS District contains standards for development that maintain Single-family neighborhood characteristics. The District may

be located within proximity of neighborhood-friendly commercial and public services and protected from incompatible uses. All housing types in the RS District must use the lot, dimensional and design standards of the District.

### Two-family District (TF)

The Two-family District (TF) is intended for Two-family dwellings that are located on one lot. The TF District also includes Single-family attached and Single-family detached development and associated uses.

**Townhouse District (TH)**

The Townhouse District (TH) is intended for townhouse and attached single-family dwellings. The TH District is appropriate for infill development as well as a transition from residential areas to non-residential areas. In the TH District, townhomes must be located on individual lots.

**Multi-family District (MF-1)**

The Multi-family District (MF-1) is intended for attached and detached multi-family residential development, such as apartments, condominiums, triplexes, and fourplexes, at a density not to exceed 14 dwelling units per acre.

**Multi-family District (MF-2)**

The Multi-family District (MF-2) is intended for attached multi-family residential development at a density not to exceed 24 dwelling units per acre.

**Neighborhood****Commercial District (CN)**

The Neighborhood Commercial District (CN) is intended to provide areas for small-scale office and commercial activities such as the sale of convenience goods and personal service businesses that primarily serve adjacent residential areas. There should not be any uses that adversely affect the health, safety, welfare, or residential character. Upper-story residential is allowed.

**Local Commercial District (C-1)**

The Local Commercial District (C-1) is intended to provide areas for commercial and retail activities that primarily serve residential areas. Uses should have pedestrian access to adjacent and nearby residential areas, but are not appropriate along residential streets or residential collectors. The District is more appropriate along major and minor thoroughfares and corridors. Upper-story residential is allowed.

**General Commercial District (C-3)**

The General Commercial District (C-3) is intended to provide a location for general commercial and retail activities that serve the entire community and its visitors. Uses may be large in scale and generate substantial traffic, making the C-3 District only appropriate along freeways and major arterials. Upper-story residential is allowed.

**Office District (OF)**

The Office District (OF) is intended to provide a location for offices and related uses. The uses allowed have relatively low traffic generation. Small areas of the OF District may be appropriate adjacent to most residential uses and as a transition between residential areas and commercial areas. Upper-story residential is allowed.

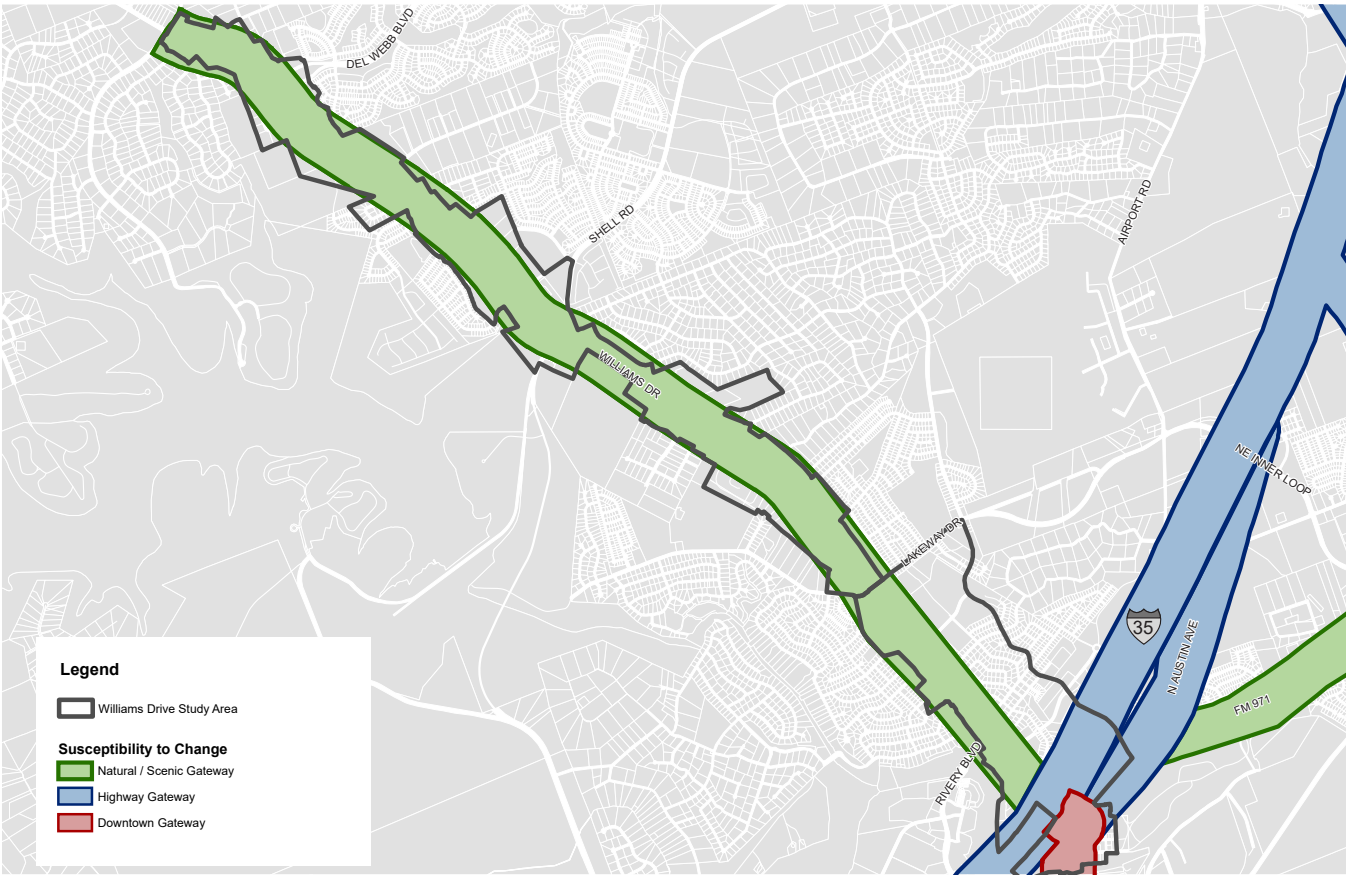
# Gateway Overlay Districts

The existing zoning in the study area includes three Gateway Overlay Districts, the Scenic/Natural Gateway Overlay, the Highway Gateway Overlay and the Downtown Gateway. The extents of the Gateway Overlay Districts are shown on the map below.

The most prominent of which is the Scenic/Natural Gateway Overlay District. Developments that occur within the Scenic/Natural Gateway Overlay must integrate the natural characteristics of the land into the landscape design of the project. Informal tree massings, planting of under story trees,

incorporation of native stones and boulders and use of native grasses and wildflowers are examples of how to blend required plantings with native plantings. A 25-foot landscape buffer is required along Williams Drive for all new development in the Overlay.

Figure 29 Gateway Overlay Districts Map





## SUSCEPTIBILITY TO CHANGE

Various parts of the corridor can be anticipated to develop at different points in time in the future. Some parcels, including vacant land and under-utilized parcels of land with large expanses of unused parking can be expected to develop (or redevelop) first. These are shown on the following page.

According to the 2030 Comprehensive Plan, areas susceptible to development are those that are or can be expected to experience substantial growth pressures. In some of them, development projects are already ongoing or in the approval stages, or certain catalysts such as new schools or new roadways may be present.

For the more detailed analysis of this corridor, the following additional factors were used to prepare the map:

- Age of property/buildings
- Existing use of land and/or vacancy
- Knowledge of property owner (and willingness to change)
- Current permit status (i.e., have permits been pulled recently)
- Potential impact of future roadway projects (i.e., Extension of Rivery and the Northwest Blvd bridge)

This map is simply an estimate of susceptibility -- many factors come into play, including ownership changes, and it is possible (but less likely) that parcels with medium or low susceptibility as perceived today will be developed as well.

Figure 30 Susceptibility to Change Map

