

# Future Land Use



## SECTION 17 – FUTURE LAND USE

### Introduction

The purpose of this section is to recommend how and where the City of Navasota should grow. Planned growth should provide a safe, healthy and pleasing environment for the citizens of Navasota. Planning can mitigate conflicts between different land uses, consider long-term impacts on transportation and public infrastructure, and promote the general harmony and efficiency of land development. The plan should guide land use decisions. In addition, the goals of this section will suggest viable opportunities for the economic growth of Navasota through its land use patterns.

### Goals & Objectives

#### **Goal #1: Establish land use policies that encourage cost-effective development.**

- Objective 1: Navasota should encourage infill, structure rehabilitation, and redevelopment to take advantage of the existing infrastructure and transportation.
- Objective 2: The costs of new infrastructure and services should be evaluated before annexing unincorporated land.
- Objective 3: The City should refrain from using a standard zoning holding district classification on newly annexed land. Rather, the City should plan future land uses for areas within its Extraterritorial Jurisdiction (ETJ), and apply the appropriate permanent zoning classification at the time of annexation.

#### **Goal #2: Promote the health and safety of the citizens through addressing unique land use situations with appropriate and specific policies.**

- Objective 1: Navasota should zone and plan flood plain areas for the least intensive land use.

- Objective 2: Citizens should be advised and encouraged to purchase flood insurance for existing developments within the 100-year flood plain.
- Objective 3: The City should allow development of lands in the flood plain only when the property owner builds according to city approved technical standards to avoid harm to people and property.
- Objective 4: Lands adjacent to railroad right of ways should be used for compatible uses, such as light industrial, large-lot residential, warehousing, or commercial.
- Objective 5: Navasota should prohibit new manufactured homes in areas that are zoned for Single Family Residential or Multi-Family Residential, allowing them only in Manufactured Housing Districts as proposed in the Future Housing section (Section 10).
- Objective 6: Structures that pose a safety or health threat to the public should be condemned.

**Goal #3: Promote a community with an aesthetically pleasing environment**

- Objective 1: Standards for existing historic property uses should be developed and enforced as identified in the Future Historic Resources section (Section 22).
- Objective 2: The City should schedule more “Clean Up Days” throughout the year to encourage citizens to participate in rehabilitation (exterior painting and repairs, landscaping, trash removal) on their properties.
- Objective 3: Navasota should encourage rehabilitation projects in the downtown area as mentioned in the Future Urban Image section (Section 24).

**Goal #4: The City should promote new developments that are beneficial for the community and compatible with existing uses.**

- Objective 1: Navasota should discourage incompatible land uses, with special attention to commercial and light industrial uses within residential land use designations. The insertion of a buffering section into the zoning ordinance would facilitate an appropriate visual screen between residential and non-residential uses.
- Objective 2: The City should create a portfolio of acceptable and recommended site designs for various areas that will be developed as residential subdivisions.

**Goal #5: The City should promote the Future Land Use Plan and require zoning to be consistent with it.**

- Objective 1: The Comprehensive Plan should be adopted.
- Objective 2: The City should review the Comprehensive Plan periodically, and revise if necessary.
- Objective 3: Navasota's zoning system should be modified to be consistent with the Comprehensive Plan.

## **Revised Land Use Classifications**

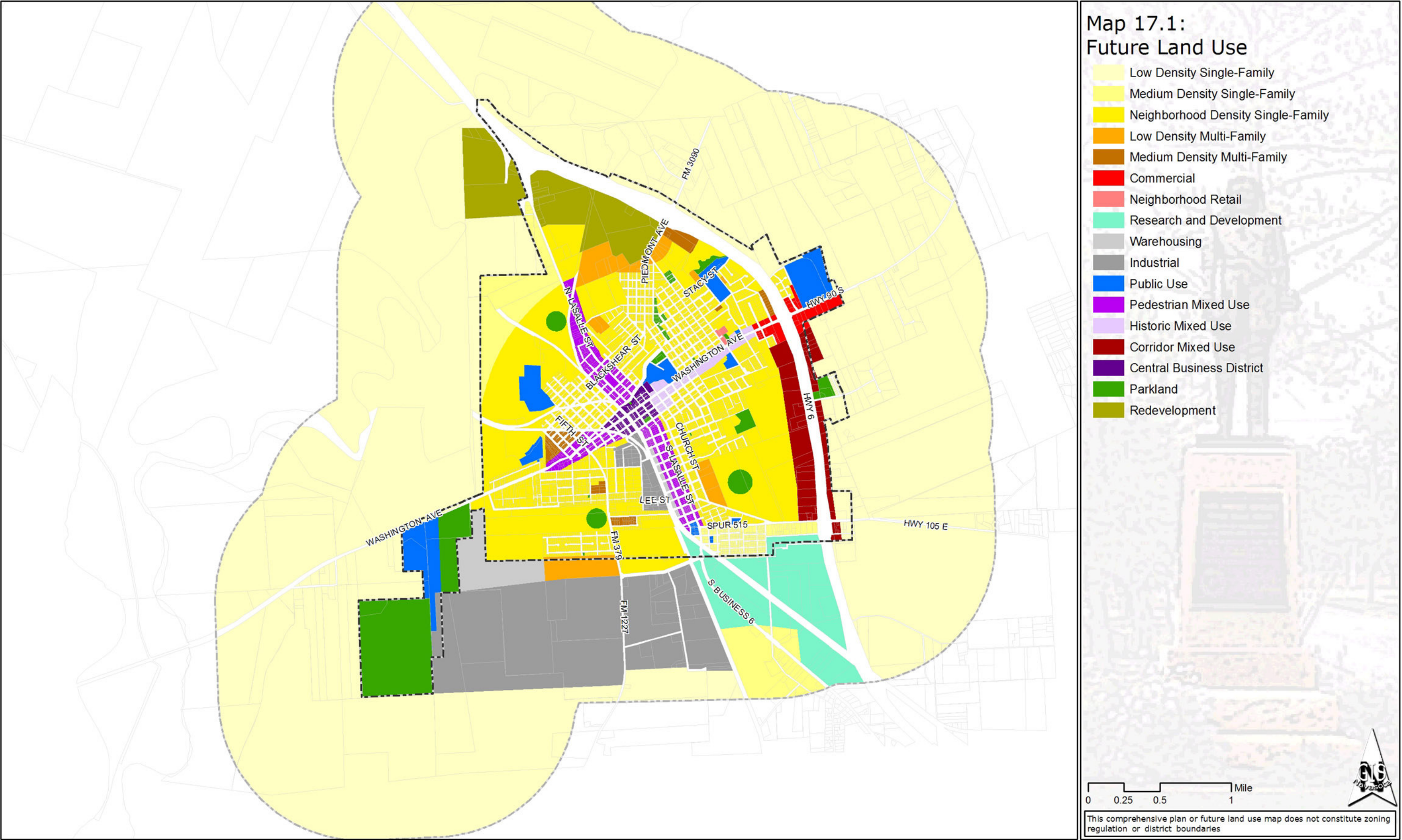
For purposes of this section of the Comprehensive Plan, the following land use classifications were utilized:

### ***Central Business District***

The Central Business District (CBD) maintains its historic boundaries in the Future Land Use Plan. This district includes the land uses located along Washington Avenue and the current boundaries are identified on Map 17.1.

### ***Commercial***

The Commercial land use category is for land dedicated to non-industrial business uses, including retail sales, office, service, and entertainment facilities. These types





of commercial uses are generally developed along major roads. Commercial uses may be located as a single use in one building or grouped together in a shopping center or office building.

### ***General Retail***

The General Retail classification consists of developments such as retail centers, restaurants, service, hotel/motel, and other commercial developments for the community as well as the region. General Retail uses typically include larger supermarkets, discount stores, department stores, appliance stores, furniture stores, specialty shops, etc. These types of land uses rely on a market area much larger than that of the local commercial areas and can provide either convenience and/or comparison goods. Other uses such as existing churches and government facilities would be consistent with this classification.

### ***Neighborhood Retail***

Neighborhood Retail allows for neighborhood-scale development in predominantly residential areas. Examples of acceptable uses include small-scale retail, corner convenience stores, and smaller restaurants. Parking and traffic generation should be minimal to prevent incompatibility with nearby homes. Amendments to the Future Land Use Plan providing additional neighborhood retail should be encouraged, provided that such amendments consider compatibility among the uses.

### ***Warehousing***

The warehousing category identifies storage areas for industrial uses in addition to private warehouse facilities.

### ***Industrial***

This category is for land dedicated to manufacturing facilities, processing plants, factories, wholesale trade facilities, or other similar uses. These uses are intended to be enclosed within a building. Stored products or equipment should be covered in order to prevent a poor public appearance. The use of plant material or property setbacks are tools that can be used to buffer industrial uses from public view.

### ***Light Industrial***

The Light Industrial category includes, but is not limited to assembly, automotive body shops, and other light industrial processes. This less intensive industrial classification can also permit other nonpolluting businesses and services.

### ***Heavy Industrial***

The Heavy Industrial category is intended for high intensity land uses such as manufacturing, fabrication, and industrial uses that are likely to produce high levels of disturbance, such as noise, vibrations, and/or odors. Heavy Industrial activities are likely to be regulated by state or federal law.

### ***Public Use***

The Public Use category includes areas intended for public and semi-public use. Examples of these uses can include schools, churches, fraternal organizations, government buildings, and hospitals.

### ***Residential***

There are five recommended categories of residential land use. The aim of these recommended categories is to preserve areas of existing single family homes while also offering opportunities for increased housing options. A description of each class follows.

#### ***Neighborhood Density Single-Family Residential***

The first residential land use category is Neighborhood Density Single-Family Residential. This classification consists of traditional single-family homes with a maximum lot size of 7,200 square feet. Neighborhood Density Single Family Residential includes land planned for single-family residential purposes and accessory uses. Homes that are located on such lots create a density that is found in traditional neighborhoods throughout the country. This category is designed to accommodate sufficient, suitable residential neighborhoods protected from incompatible land uses.

### ***Medium Density Single-Family Residential***

The second residential land use category is Medium Density Single-Family Residential. This classification consists of traditional single-family homes, with one-acre minimum lot sizes. Land use in this category is designed to provide for detached single-family residential homes located on large lots. This type of residential development minimizes the need for municipally based water and wastewater systems.

### ***Agricultural/Residential***

The third new residential land use category is Agricultural/Residential. The goal of this land use classification is to retain a rural land use character. This land use category requires a minimum lot size of five acres. The majority of land uses in Navasota's ETJ have been designated Agricultural/Residential (Map 17.1), and upon annexation should be zoned in accordance with this classification.

This classification utilizes different infrastructure standards from those associated with regular urban development. It allows for lower-cost infrastructure such as decentralized wastewater treatment. Generally, these locations are intended to be outside of the city limits where infrastructure may not yet be available, or areas where infrastructure provision would be cost prohibitive.

### ***Low Density Multi-Family Residential***

The fourth residential category is Low Density Multi-Family Residential. This category promotes structures intended for multiple families at a lower density. Low Density Multi-Family Residential consists of residential complexes such as a fourplex, triplex, duplex, apartment, and town home. This type of structure has a maximum density of 15 dwelling unit per acre. This category may serve as a transitional zone between lower density residential areas and other residential or non-residential areas.

### ***Medium Density Multi-Family Residential***

The fifth and final residential category is Medium Density Multi-Family Residential. The purpose of this classification is the development of traditional apartment



complex structures. This category allows for a maximum density of 25 dwelling units per acre. This classification includes land used for a variety of housing types, but primarily for multiple family dwellings. High density fourplexes, triplexes, duplexes, apartments, condominiums, town homes, and group quarters are examples of development within this category.

### ***Mixed Use Classification***

The Mixed Use category was established to accommodate existing developments and to promote new projects in areas which traditionally provided for various types of general retail, office, business, and service uses while encouraging secondary uses on the upper floors of buildings. The application of the Mixed Use category promotes pedestrian activity, contributes to a unique blend of commercial developments, and allows for an increase in infilling opportunities within the City. In order to provide flexibility for existing and new developments, the Mixed Use classification is broken into three different groups.

### ***Pedestrian Mixed Use***

The Pedestrian Mixed Use group allows residential as well as commercial development. Residential units are not permitted on the first floor of these structures. A maximum of 60% residential use is permitted in all structures within this category. Furthermore, there is a minimum size requirement of 500 square feet per residential unit. The goal of this type of development is similar to the Central Business District Mixed Use, which encourages loft style apartments above commercial buildings.

### ***Corridor Mixed Use***

Corridor Mixed Use permits commercial development, high density residential (apartments), office space, and light industrial. The purpose of this classification is to accommodate a diverse area made up of different, yet compatible, structures and uses on the same site or in the same area. There are no restrictions concerning the required amount of residential use in these structures. The aim of this classification is to allow flexibility by permitting other land uses in addition to commercial.

### ***Historic Mixed Use***

The final mixed use classification, Historic Mixed Use, allows for Bed and Breakfasts, cafés, artisan studios/galleries as well as single family residential. This category requires a minimum of 30% residential use per lot. For example, a historic home can be converted into a Bed and Breakfast as long as 30% of the lot is being used for residential purposes. This classification excludes traditional style apartment buildings and other intense residential uses. This mixed use classification promotes diversity in development while permitting and encouraging neighborhood and historic preservation of the Old Town Neighborhood along Washington Avenue.

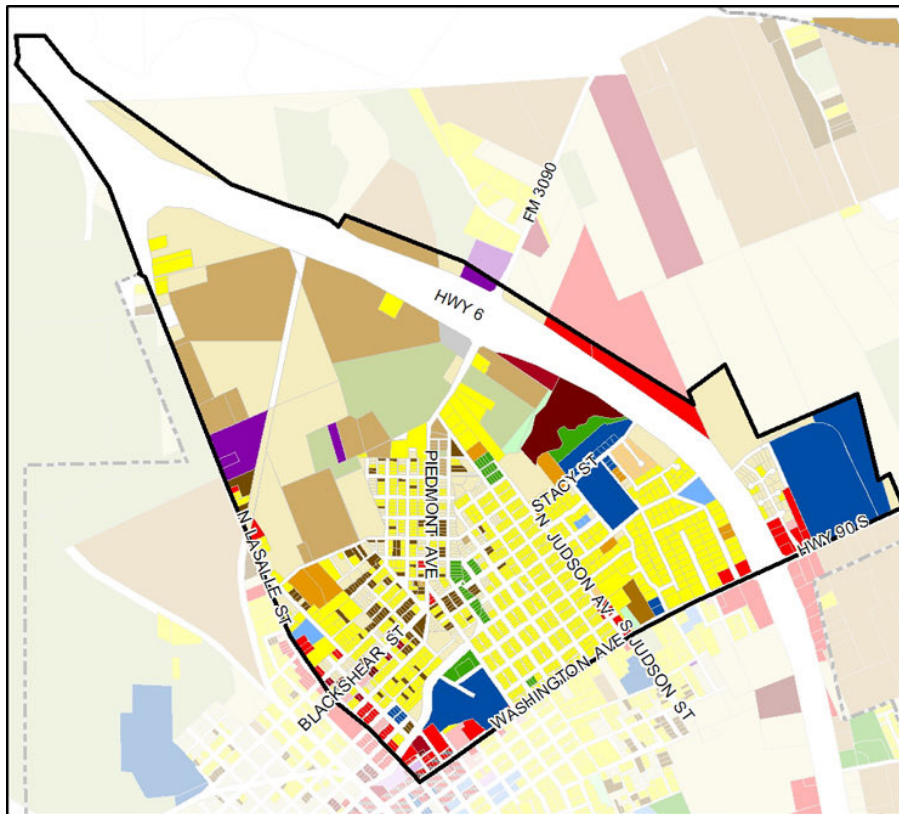
### ***Redevelopment***

In order to promote the economic health of Navasota, particular areas have been categorized as Redevelopment. Areas located primarily in the northern portions of the current city limits have been designated with this redevelopment classification (Map 17.1). Further details on potential projects within these areas can be found in the associated document, the Navasota Economic Development Plan.

## **Planning Area 1**

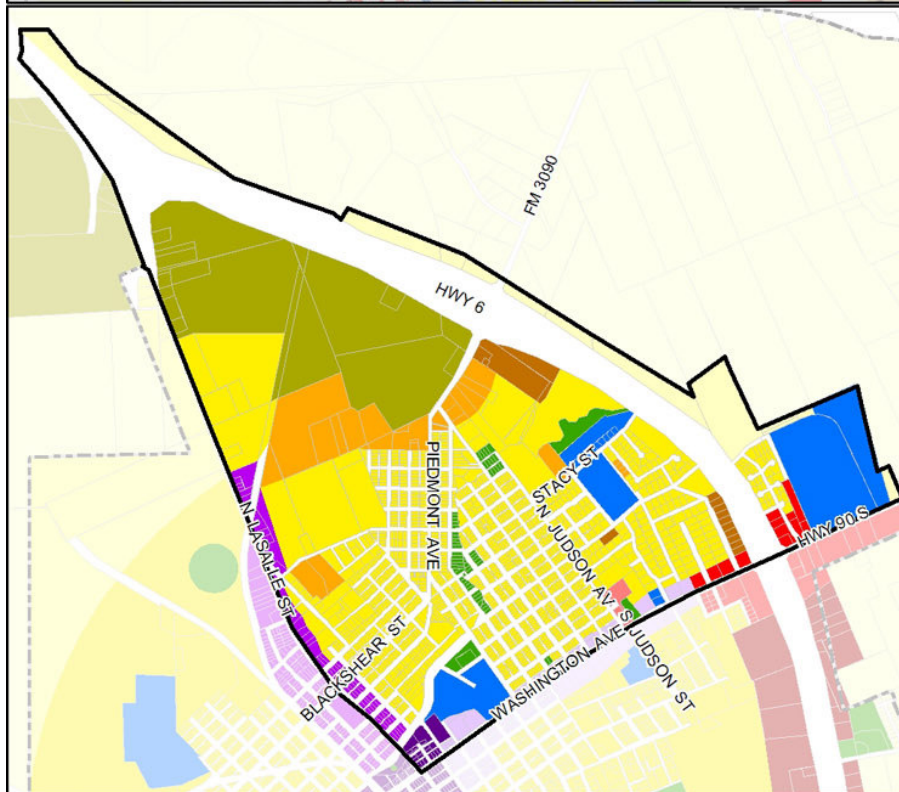
Planning Area 1 includes the area on the northeastern side of Navasota. The area south of the intersection of Highway 6 and North LaSalle Street has been designated as Redevelopment. This land could potentially be developed as an arboretum, amphitheater, and trade venue. This improvement to the northern gateway offers the opportunity to encourage several activities that could benefit Navasota. The goal of this area is to offer an attractive entrance into Navasota, while also giving residents a place to hold concerts, performances, and other related events. The second area of the northern gateway, also identified on Map 17.2 and 17.3 as Redevelopment, is suggested to be an area for trade events similar to those found in Round Top and Canton, Texas. The purpose of this area is primarily the attraction of visitors to Navasota. Due to Navasota's geographic location and the success of similar events, such a use could serve as a draw to both the event location as well as south, down along the LaSalle corridor into the Downtown. Further details of this proposal can be found in the Navasota Economic Development Plan.

In order to maintain consistency with Planning Area 4 and promote attractive development, the east side of LaSalle Street has a recommended land use classification of Pedestrian Mixed Use. The north side of Washington Avenue is also assigned this mixed use category.



**Map 17.2:  
Area 1  
Existing Land Use**

- Single-Family
- Duplex
- Multi-Family (3 units or more)
- Group Quarters
- Mobile/Manufactured Home
- Rural (Large Lot Residential, > 5 acres)
- Commercial Retail (Stores, Banks, etc.)
- Commercial Office (Business, Service)
- Commercial Other
- Commercial - Industrial (Warehousing, etc.)
- Light Industrial
- Heavy Industrial
- Public Facilities (CON, NISD, Library)
- Semi-Public (Religious, Hospitals, etc.)
- Transportation
- Railroad
- Utilities
- Downtown
- Park
- Ball Fields
- Drainage
- Golf Course
- Agricultural
- Unimproved



**Map 17.3:  
Area 1  
Planned Land Use**

- Low Density Single-Family
- Medium Density Single-Family
- Neighborhood Density Single-Family
- Low Density Multi-Family
- Medium Density Multi-Family
- Commercial
- Neighborhood Retail
- Research and Development
- Warehousing
- Industrial
- Public Use
- Pedestrian Mixed Use
- Historic Mixed Use
- Corridor Mixed Use
- Central Business District
- Parkland
- Redevelopment

0 0.125 0.25 0.5 Mile

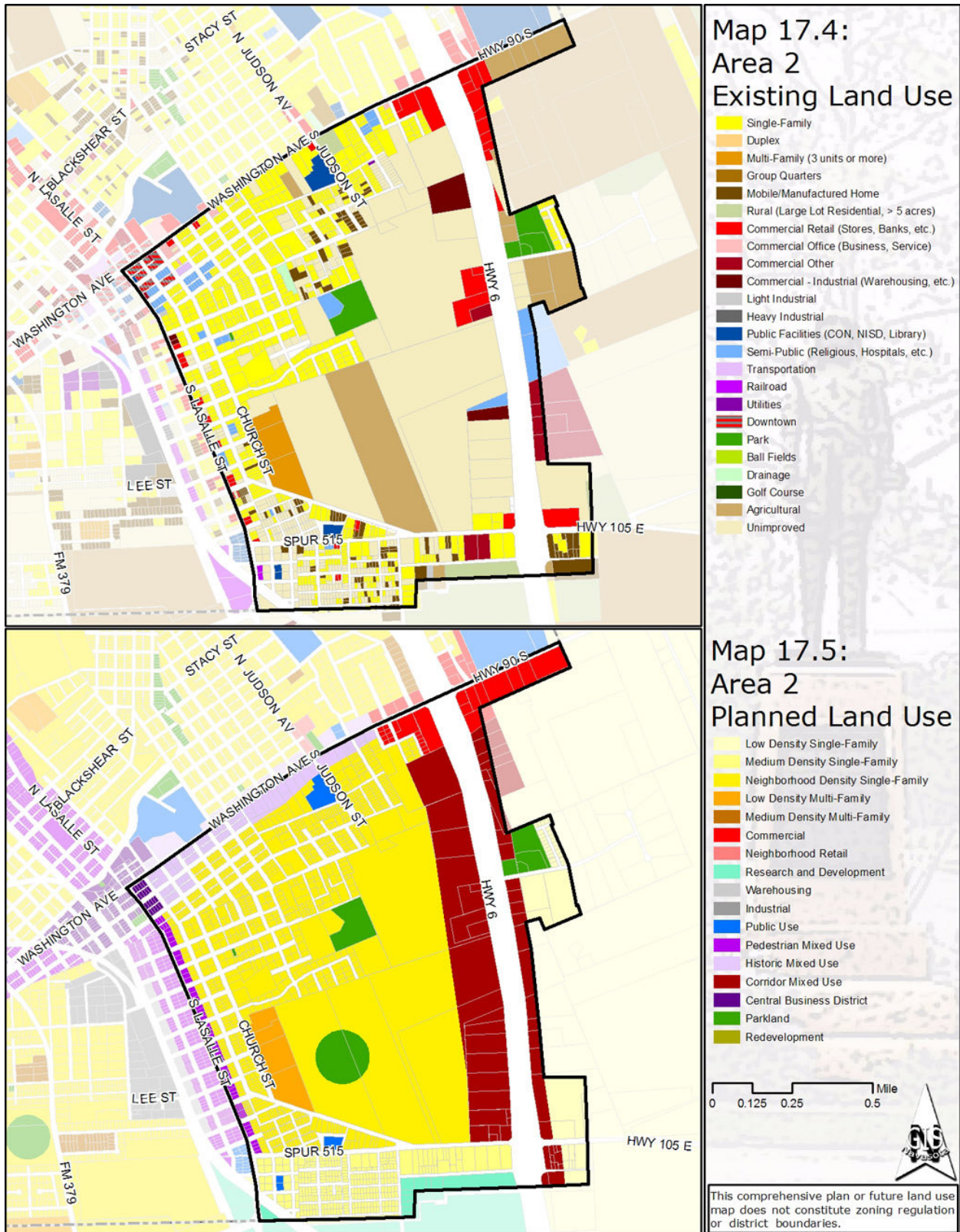


This comprehensive plan or future land use map does not constitute zoning regulation or district boundaries.

## **Planning Area 2**

Planning Area 2 consists of southeastern Navasota as indicated on Map 17.4 and 17.5. The mixed use category is used extensively within this planning area. In order to create consistency in terms of aesthetic properties and corridor locations, Pedestrian Mixed Use is the advised land use along this span. In addition, Corridor Mixed Use has been proposed along Highway 6 from just south of Washington Avenue to the southeastern city limits. Given the proposed uses of this classification, Corridor Mixed Use will allow various uses, including both commercial and residential along this area. The third multi-use category, Historic Mixed Use is recommended on the south side of Washington Avenue. In order to promote and increase the economic activity of Navasota, the corner of Highway 6 and Washington Avenue has been designated solely for Commercial land uses. The location of this area, in terms of traffic and visibility make it ideal for commercial uses. The remainder of Planning Area 2, includes the existing subdivisions east of Highway 6 and a small area south of SPUR 515, and has been designated as Agricultural/Residential. It should be noted that there is a tremendous opportunity for residential infill in Planning Area 2, which would be facilitated through the presence of existing urban infrastructure.

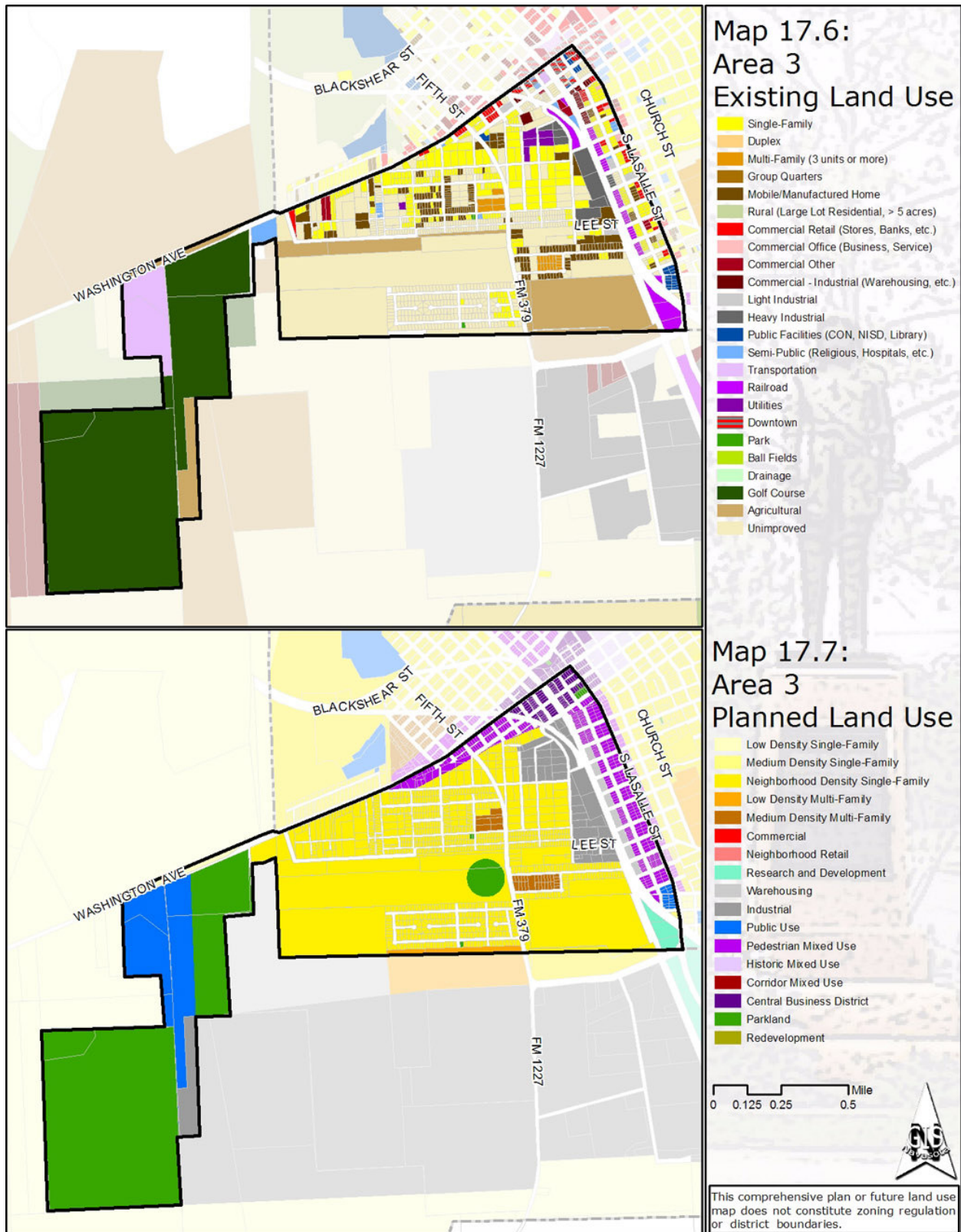






### **Planning Area 3**

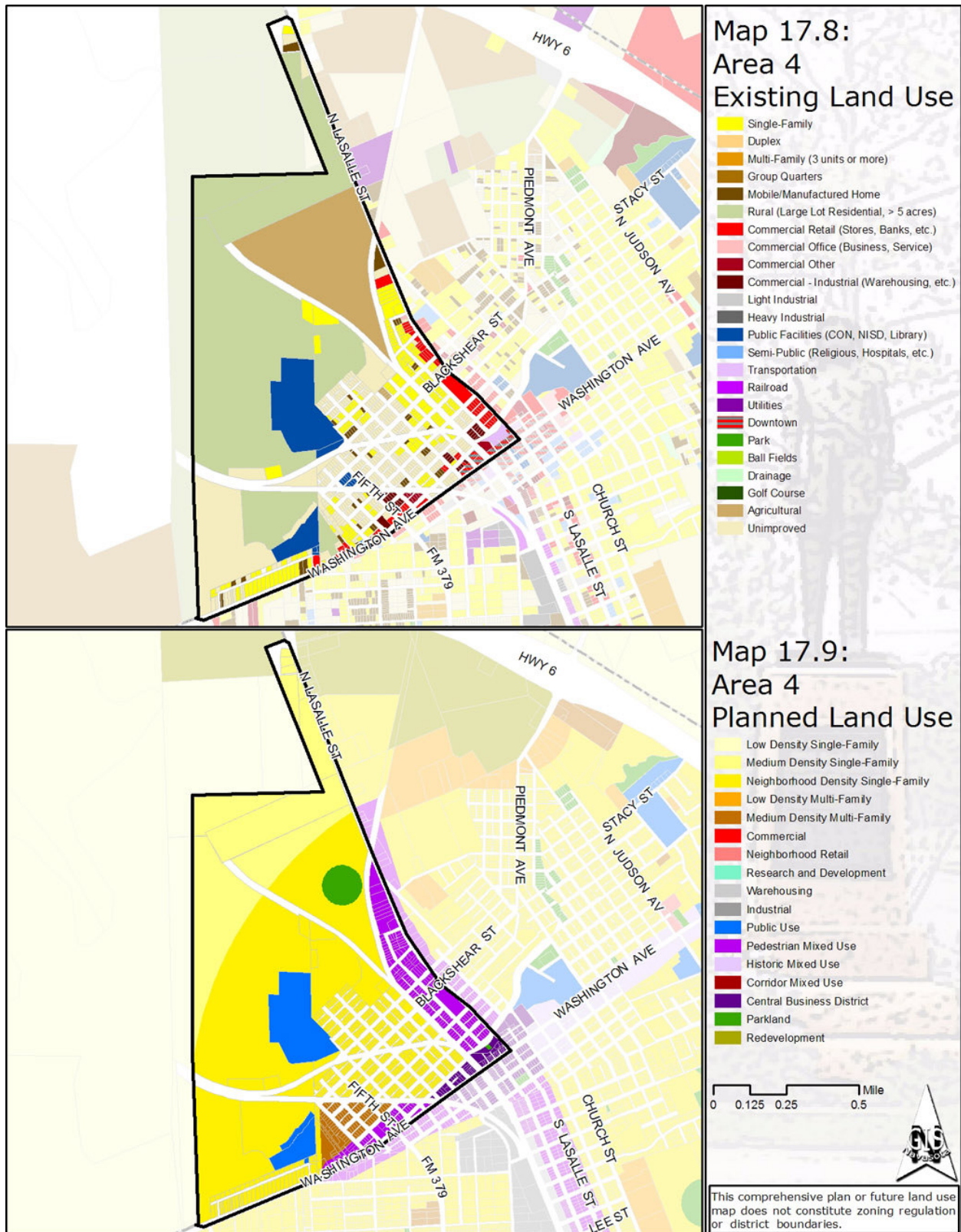
Planning Area 3 is located in the southwestern part of Navasota as shown on Map 17.6 and 17.7. This planning area allows for a variety of uses, to offer both additional housing options for residents as well as opportunities for economic development and expansion. Planning Area 3 primarily comprises the Low Density Multi-Family Residential classification, spanning the south and west borders of the city limits to near LaSalle Street and Washington Avenue. In order to promote compatible land uses and possible economic opportunities, Industrial and Warehousing land uses are recommended in areas adjacent to the west and east side of the railroad, respectively. Finally, the lands running north-south along LaSalle Street have been designated as Pedestrian Mixed Use. In line with the Pedestrian Mixed Use classification, the goals of this area should be to serve both commercial, retail, and office uses with the opportunity to include loft-type residential uses located in the upper stories. The promotion of residential development along LaSalle Street in this planning area is intended to serve as a catalyst for redevelopment and new development within the area. Opportunities exist for infill development in this planning area.



## **Planning Area 4**

Planning Area 4 includes the area on the northwestern side of Navasota. This section's boundaries are displayed on Map 17.8 and 17.9. This area allows for Pedestrian Mixed Use development along LaSalle Street and Washington Avenue. Since this area is considered a gateway into the CBD, the Pedestrian Mixed Use development promotes a unique mixture of developments and will preclude many undesirable commercial uses.

The area also includes the existing residential classifications of Medium Density Single-Family Residential in the northwest corner and Neighborhood Density Single-Family Residential south to LaSalle Street and Washington Avenue. In addition, a Medium Density Multi-Family Residential is also recommended bordering the north side of Washington Avenue. This planning area includes land meant for residential infill development including areas of multi-family along existing and future arterials.



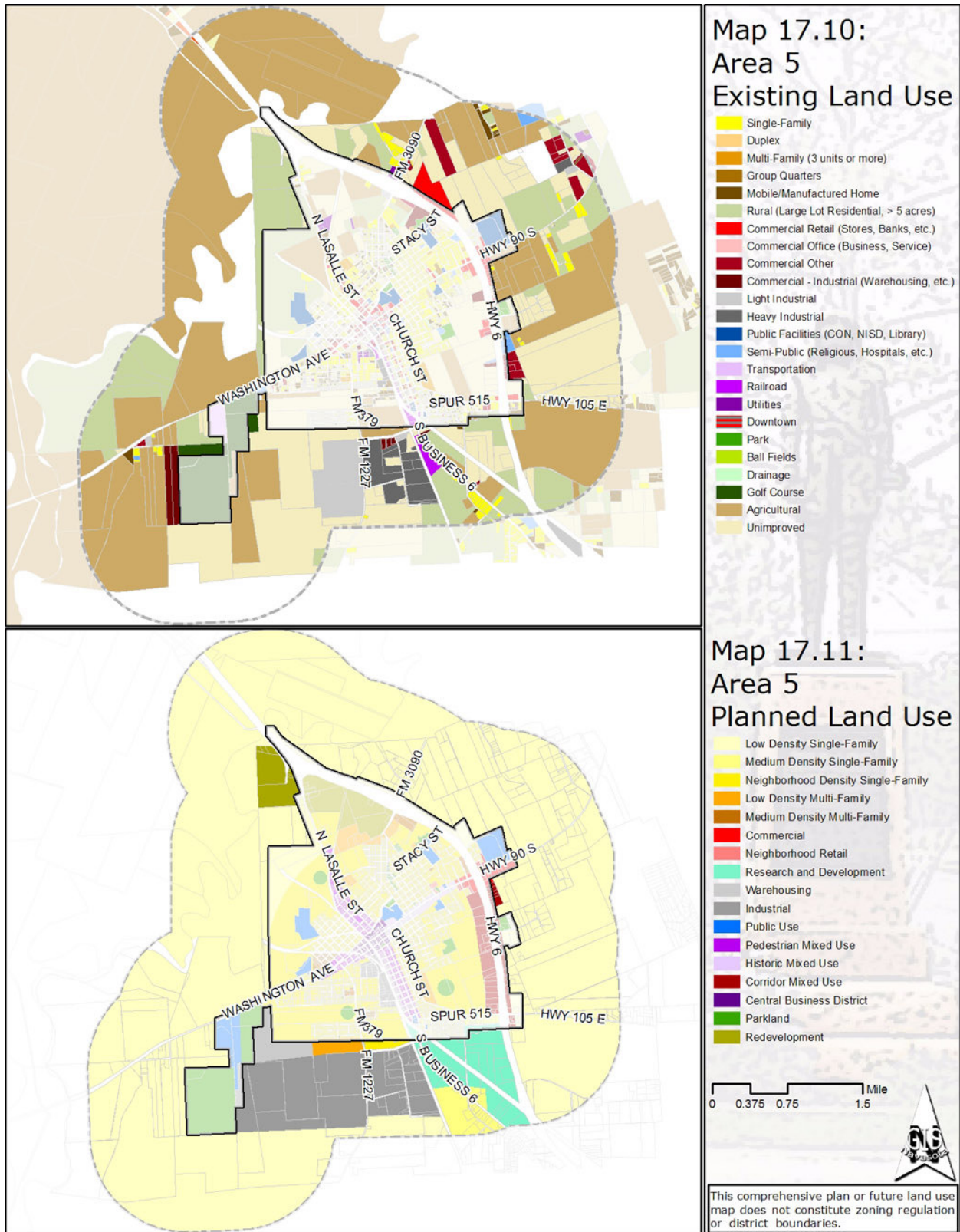


## **Planning Area 5/Extraterritorial Jurisdiction**

In order to truly evaluate the future of Navasota's growth and land uses, it is necessary to consider areas outside of the current city limits. For the purposes of the Future Land Use Plan, areas outside of the city limits and within the allowable ETJ are addressed as Planning Area 5 (Map 17.10 and 17.11).

### ***Industrial Park Addition***

The Navasota Industrial Park is located south of the existing city limits. The current park does not connect with the airport property to the west. Extending the industrial land use to the airport property will increase connectivity with the existing industrial park and encourage additional development. Furthermore, the necessary infrastructure is already located in the southern portion of the City. Currently, the park tenants have a contract with the City to prevent annexation. In exchange for this agreement, the city is permitted to charge a fee in lieu of taxes. Should a new agreement between all parties come to fruition, annexation of this area is recommended.



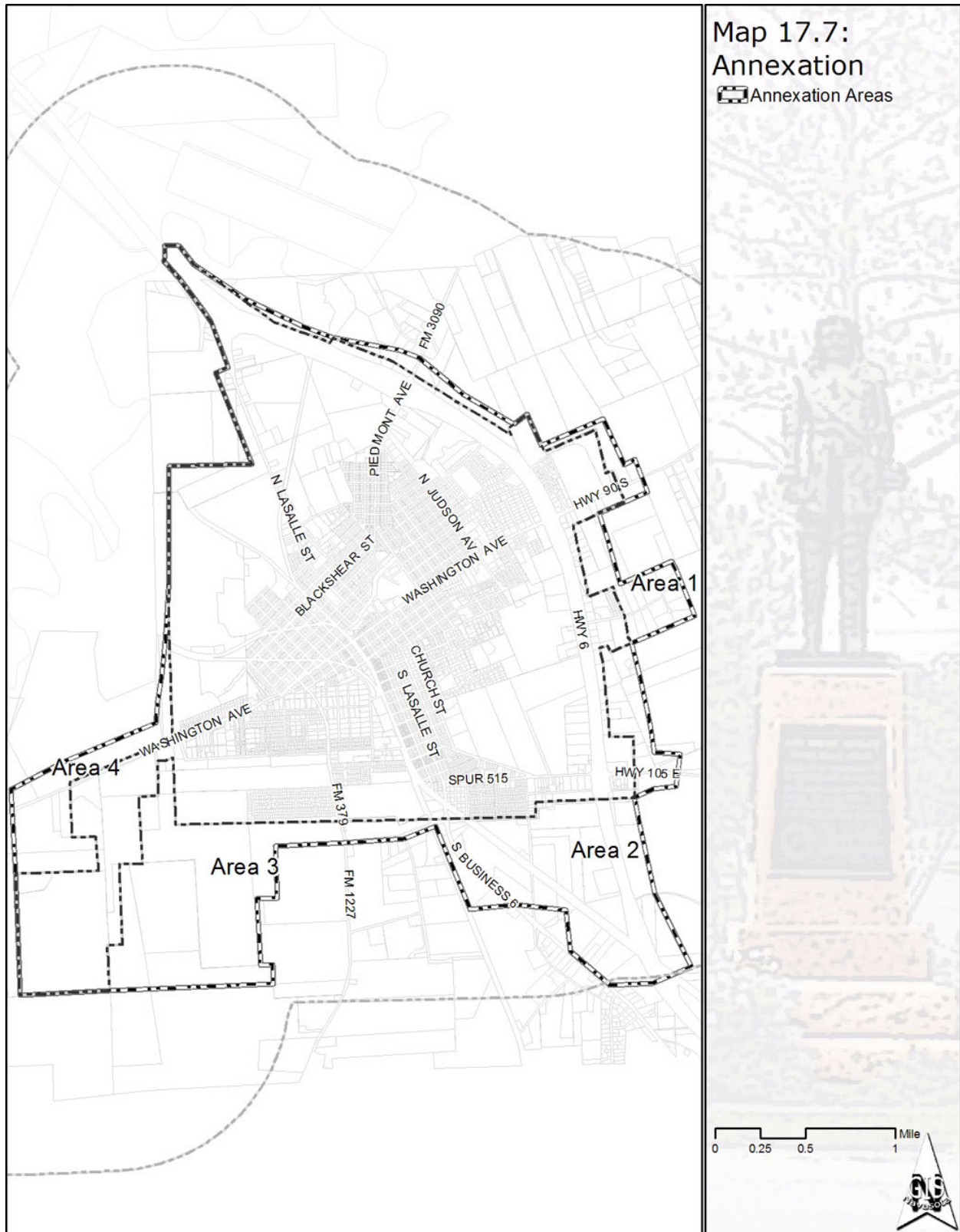


## **Annexation**

The ability to annex lands into the city limits can be a proactive tool to aid in maintaining compatible and aesthetically pleasing land uses. Several areas of land around Navasota should be considered for future annexation. The lands in the ETJ east of Highway 6 have already been annexed to some degree. However this annexation is somewhat of a piecemeal approach. In order to create a more uniform area of land use regulation and to aid future growth patterns along Highway 6, the annexation of the area outlined in Map 17.1 is recommended.

The second area evaluated for annexation is located south of the current city limits, between the Industrial Park and Highway 6. This area has existing infrastructure which will reduce Navasota's costs. In addition, this area is a prime site for potential gateway uses. Similar to the previous annexation area above, the proximity to Highway 6 may be problematic with regard to incompatible land uses.

Land south of the current city limits between the existing industrial park and the airport should be annexed and developed as an additional phrase of the industrial park. Further, land north of the airport should be annexed to provide land-use controls for the purpose of airport mitigation and aesthetic control.



The following 10 year action agenda is suggested for implementation of the Future Land Use section the Comprehensive Plan.

## **Action Agenda**

### **Year 1:**

- Adopt the Comprehensive Plan.
- Adopt a municipal ordinance requiring consistency between the zoning ordinance map and the Comprehensive Plan.
- Identify future land use classifications that need appropriate zoning classifications (such as mixed use, manufactured housing, etc.).
- Adopt zoning text amendments to create appropriate new zoning districts and amend existing districts as needed to permit consistency with the Comprehensive Plan.
- Identify necessary city initiated rezonings to make the zoning map consistent with the comprehensive plan, and adopt a feasible rezoning schedule.

### **Year 2:**

- Begin city initiated rezonings as identified in year 1. Continue this process according to the schedule adopted in year 1.
- Expand on the existing clean up program by making it a week long "Navasota Pride Week."

### **Year 3:**

- Zone undeveloped portions of the flood plain area as Agriculture/Residential.
- Begin a program to encourage the purchase of flood insurance.

### **Year 4:**

- Condemn, demolish, or repair structures that pose a threat to the safety of the citizens.
- Create a portfolio of commercial site designs to encourage structures meeting the design standards of the community.
- Develop and adopt design and appearance standards for residential uses.
- Perform a general overview and update Future Land Use Plan.

### **Year 5:**

- Evaluate probable land uses and the costs of infrastructure associated with any anticipated annexation.

### **Year 10:**

- Perform major revisions of the Future Land Use Plan.

### **Ongoing Activities:**

- Review and update Comprehensive Plan
- Plan and zone land immediately upon annexation according to the adopted Future Land Use Plan.
- Write an annual report.

- Document and publicize available infill opportunities throughout the City.
- Reevaluate any rehabilitation projects conducted in Downtown over the past five years to gauge what has worked, and why others have failed.
- Annex the Industrial Park as agreements expire.