

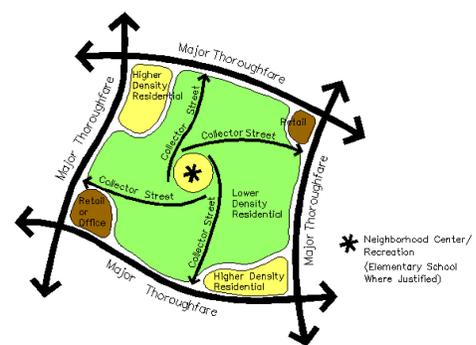
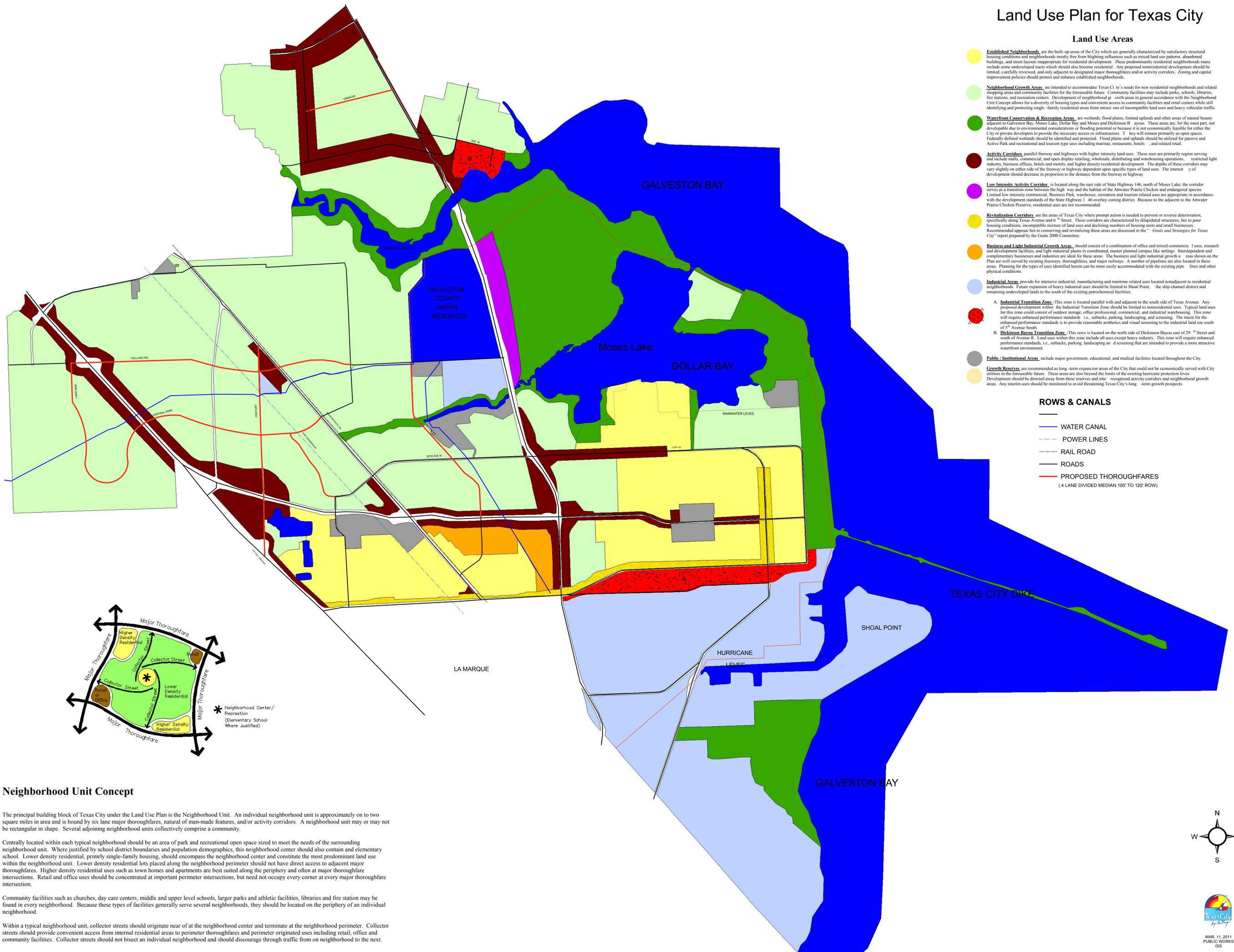
# Land Use Plan for Texas City

## Land Use Areas

- **Established Neighborhoods** are the built-up areas of the City which are generally characterized by satisfactory structural housing conditions and neighborhoods mostly free from blighting influences such as mixed land use patterns, abandoned buildings, and street layouts inappropriate for residential development. These predominantly residential neighborhoods may include some undeveloped tracts which should also become residential. Any proposed nonresidential development should be limited, carefully reviewed, and only adjacent to designated major thoroughfares and/or activity corridors. Zoning and capital improvement policies should protect and enhance established neighborhoods.
- **Neighborhood Growth Areas** are intended to accommodate Texas City's needs for new residential neighborhoods and related shopping areas and community facilities for the foreseeable future. Community facilities may include parks, schools, libraries, fire stations, and recreation centers. Development of neighborhood growth areas in general accordance with the Neighborhood Unit Concept allows for a diversity of housing types and convenient access to community facilities and retail centers while still identifying and protecting single-family residential areas from intrusions of incompatible land uses and heavy vehicular traffic.
- **Waterfront Conservation & Recreation Areas** are wetlands, flood plains, limited uplands and other areas of natural beauty adjacent to Galveston Bay, Moses Lake, Dollar Bay and Moses and Dickinson Bayou. These areas are, for the most part, not developable due to environmental considerations or flooding potential or because it is not economically feasible for either the City or private developers to provide the necessary access or infrastructure. They will remain primarily as open spaces. Federally defined wetlands should be identified and protected. Flood plains and uplands should be utilized for passive and Active Park and recreational and tourism type uses including marinas, restaurants, hotels, and related retail.
- **Activity Corridors** parallel freeway and highways with higher intensity land uses. These uses are primarily region serving and include malls, commercial, and open display retailing, wholesale, distributing and warehousing operations, restricted light industry, business offices, hotels and motels, and higher density residential development. The depths of these corridors may vary slightly on either side of the freeway or highway dependent upon specific types of land uses. The intensity of development should decrease in proportion to the distance from the freeway or highway.
- **Low Intensity Activity Corridor** is located along the east side of State Highway 146, north of Moses Lake; the corridor serves as a transition zone between the highway and the habitat of the Attwater Prairie Chicken and endangered species. Limited low intensity commercial, Business Park, warehouse, recreation and tourism related uses are appropriate in accordance with the development standards of the State Highway 146 overlay-zoning district. Because of the adjacent to the Attwater Prairie Chicken Preserve, residential uses are not recommended.
- **Revitalization Corridors** are the areas of Texas City where prompt action is needed to prevent or reverse deterioration, specifically along Texas Avenue and 6<sup>th</sup> Street. These corridors are characterized by dilapidated structures, fair to poor housing conditions, incompatible mixture of land uses and declining numbers of housing units and small businesses. Recommended approaches to conserving and revitalizing these areas are discussed in the "Goals and Strategies for Texas City" report prepared by the Goals 2000 Committee.
- **Business and Light Industrial Growth Areas** should consist of a combination of office and mixed commercial uses, research and development facilities, and light industrial plants in coordinated, master planned campus like settings. Interdependent and complimentary businesses and industries are ideal for these areas. The business and light industrial growth areas shown on the Plan are well served by existing freeways, thoroughfares, and major railways. A number of pipelines are also located in these areas. Planning for the types of uses identified herein can be more easily accommodated with the existing pipelines and other physical conditions.
- **Industrial Areas** provide for intensive industrial, manufacturing and maritime related uses located nonadjacent to residential neighborhoods. Future expansion of heavy industrial uses should be limited to Shoal Point, the ship channel district and remaining undeveloped lands to the south of the existing petrochemical facilities.
- **Industrial Transition Zone** - This zone is located parallel with and adjacent to the south side of Texas Avenue. Any proposed development within the Industrial Transition Zone should be limited to nonresidential uses. Typical land uses for this zone could consist of outdoor storage, office professional, commercial, and industrial warehousing. This zone will require enhanced performance standards i.e., setbacks, parking, landscaping, and screening. The intent for the enhanced performance standards is to provide reasonable aesthetics and visual screening to the industrial land use south of 5<sup>th</sup> Avenue South.
- **Dickinson Bayou Transition Zone** - This zone is located on the north side of Dickinson Bayou east of 29<sup>th</sup> Street and south of Avenue R. Land uses within this zone include all uses except heavy industry. This zone will require enhanced performance standards, i.e., setbacks, parking, landscaping and screening that are intended to provide a more attractive waterfront environment.
- **Public / Institutional Areas** include major government, educational, and medical facilities located throughout the City.
- **Growth Reserves** are recommended as long-term expansion areas of the City that could not be economically served with City utilities in the foreseeable future. These areas are also beyond the limits of the existing hurricane protection levee. Development should be directed away from these reserves and into recognized activity corridors and neighborhood growth areas. Any interim uses should be monitored to avoid threatening Texas City's long-term growth prospects.

## ROWS & CANALS

- WATER CANAL
- POWER LINES
- RAIL ROAD
- ROADS
- PROPOSED THOROUGHFARES  
(4 LANE DIVIDED MEDIAN 100' TO 120' ROW)



## Neighborhood Unit Concept

The principal building block of Texas City under the Land Use Plan is the Neighborhood Unit. An individual neighborhood unit is approximately one to two square miles in area and is bound by six lane major thoroughfares, natural or man-made features, and/or activity corridors. A neighborhood unit may or may not be rectangular in shape. Several adjoining neighborhood units collectively comprise a community.

Centrally located within each typical neighborhood should be an area of park and recreational open space sized to meet the needs of the surrounding neighborhood unit. Where justified by school district boundaries and population demographics, this neighborhood center should also contain an elementary school. Lower density residential, primarily single-family housing, should encompass the neighborhood center and constitute the most predominant land use within the neighborhood unit. Lower density residential lots placed along the neighborhood perimeter should not have direct access to adjacent major thoroughfares. Higher density residential uses such as town homes and apartments are best suited along the periphery and often at major thoroughfare intersections. Retail and office uses should be concentrated at important perimeter intersections, but need not occupy every corner at every major thoroughfare intersection.

Community facilities such as churches, day care centers, middle and upper level schools, larger parks and athletic facilities, libraries and fire station may be found in every neighborhood. Because these types of facilities generally serve several neighborhoods, they should be located on the periphery of an individual neighborhood.

Within a typical neighborhood unit, collector streets should originate near or at the neighborhood center and terminate at the neighborhood perimeter. Collector streets should provide convenient access from internal residential areas to perimeter thoroughfares and perimeter originated uses including retail, office and community facilities. Collector streets should not bisect an individual neighborhood and should discourage through traffic from one neighborhood to the next.

