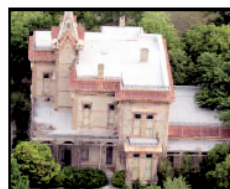
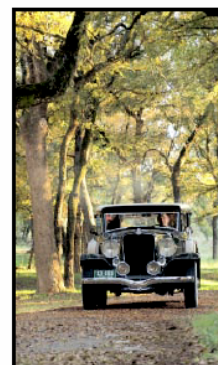
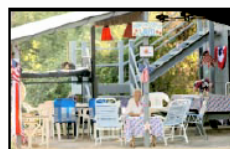
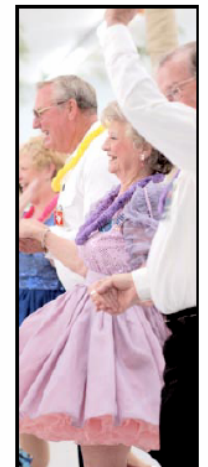
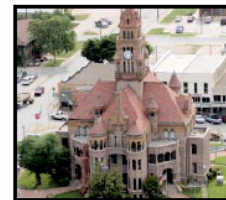
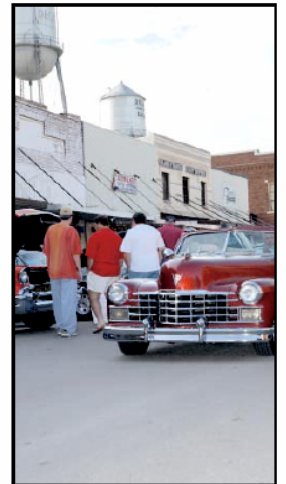


City of Decatur



Comprehensive Plan





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TABLE OF CONTENTS

I. INTRODUCTION 6

MISSION STATEMENT 6

HISTORY 8

II. GOALS AND POLICIES 11

ECONOMIC DEVELOPMENT 11

Goal 1 Make Decatur a destination..... 11

Goal 2 Encourage economic diversity and jobs creation that are compatible with Decatur’s natural and cultural resources..... 12

Goal 3 - Promote a business-government relationship that addresses the needs of businesses to operate in a positive and mutually beneficial environment. 13

Goal 4 - Identify and recruit regional, state, national and worldwide companies in order to diversify and expand our tax base..... 14

Goal 5 - Advocate a labor force qualified to meet the needs of Decatur’s employers..... 14

Goal 6 - Support and protect the City’s investment in the Municipal airport and take advantage of the airport as a key to the future economic development of the city..... 15

Goal 7 - Support and protect the City’s investment in the Wise Regional Health System and take advantage of the medical facility as a key to the future economic development of the city. 15

LAND USE AND ZONING 16

Goal 1 Provide a diversity of zoning categories to encourage residential, commercial, industrial and other non-residential development and historic preservation. 16

Goal 2 Create a special district with specific regulations for the area around the Civic Center..... 17

Goal 3 Create a special district with specific regulations and design guidelines for Historic Downtown..... 18

Goal 4 Create a special district with specific regulations and design guidelines for the Historic Waggoner Mansion..... 19

Goal 5 Create a special district with specific regulations and design guidelines for the Historic Wise County Museum 20

INFRASTRUCTURE 21

Goal 1 Plan, locate and maintain quality infrastructure to facilitate attractive, safe and healthy environments for our citizens and to promote economic development. 21

Goal 2 Develop policies for various transportation modes that will increase safe access to employment centers; community services; retail, commercial and recreation areas; and education facilities..... 22

URBAN DESIGN 23



Goal 1 Develop a balanced, diversified citywide park system including open space and hike/bike trails. 23

Goal 2 Encourage the development and use of various types of transportation modes that will decrease the dependence and reliance on single occupancy vehicles while increasing access to employment centers, community services and commercial, cultural, educational, and commercial facilities..... 24

Goal 3 Preserve and enhance viewsheds and visibility corridors..... 25

Goal 4 Guide the development of each city gateway in order to provide exciting and welcoming entrances that encourage tourism and commerce..... 25

COMMUNITY SERVICES26

Goal 1 Provide prompt, professional services from the police, fire and emergency medical agencies..... 26

Goal 2 Develop a formalized planning relationship between the school district and the city that would predict future growth and provide adequate educational facilities that provide for the most efficient and effective use of those facilities..... 27

Goal 3 Promote the development and operation of the public and school library systems to provide accurate, timely, relevant and efficient services..... 28

Goal 4 Provide Cultural Art opportunities that are accessible to all Decatur citizens. 28

Goal 5 Establish well-managed activity centers for both the youth and senior citizens of Decatur. 29

Goal 6 Promote community cohesiveness, awareness and pride..... 29

Goal 7 Promote the development and operation of the Wise Regional Health System to provide accurate, timely, relevant and efficient services..... 29

Goal 8 Develop a formalized planning relationship between the Wise County governing body and the city that would predict future growth and ensure cooperation between these two government agencies..... 29

HOUSING AND NEIGHBORHOODS 30

Goal 1 Preserve, protect and enhance the integrity, economic viability and livability of Decatur’s neighborhoods. 30

Goal 2 Adopt a Neighborhood Planning Process and neighborhood plans to guide the city’s elected policy makers in land use decisions..... 31

Goal 3 Provide safe, attractive, well-maintained neighborhoods..... 32

Goal 4 Promote the provision of sound, affordable housing for Decatur..... 33

Goal 5 Preserve and enhance the city’s historic resources. 35

Goal 6 Encourage development of the downtown area as a complete neighborhood to enhance its image to visitors and residents..... 36

NATURAL RESOURCES.....37

Goal 1 Preserve the unique, rare and significant features in and around Decatur. 37

Goal 2 Achieve a sustainable balance between the conservation, use and development of Decatur’s natural resources. 39

III. GLOSSARY OF TERMS 40



IV. APPENDICES 47

APPENDIX 1 MAJOR THOROUGHFARE PLAN 48

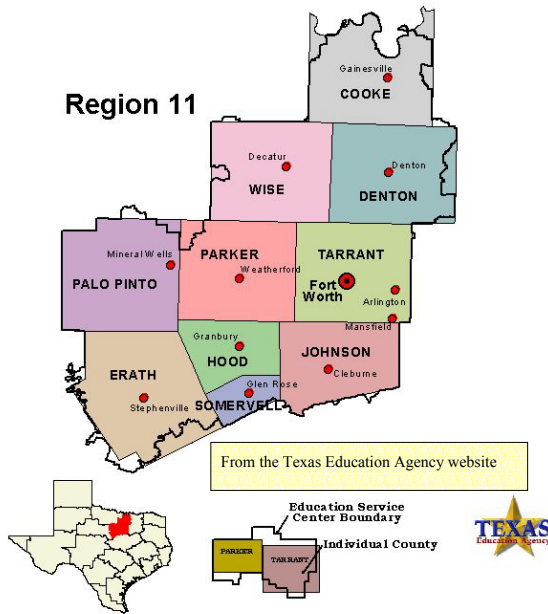
APPENDIX 2 LAND USE MAP49

APPENDIX 3 TRAILS PLAN MAP 50

APPENDIX 4 PUBLIC NOTICE AND PARTICIPATION 51



I. INTRODUCTION



The City of Decatur, Texas is located in Wise County forty-five miles northwest of the Fort Worth metropolitan area. Decatur enjoys a population of over 5,200 people¹ within its city limits with nearly that many in its Extraterritorial Jurisdiction (ETJ) and outlying area. Spanning over 4,000 acres of rolling terrain, the city offers varying land uses from rural residential to urban apartments and from commercial agriculture support to retail and commercial with some industrial. Decatur is fully within the award winning Decatur Independent School District (DISD), which extends well beyond the Decatur city Limits. The city and DISD² are proud of its blue ribbon schools, and high achieving extra curricular programs. Decatur has also been an exemplary Texas Main Street City for nearly

ten years. This broad range of land uses, commitment to excellence and advantageous location makes Decatur a very attractive site for prospective families and commercial/retail industries.

The Dallas Fort Worth Metroplex is increasingly expanding and Wise County is on the edge of that growth. A recent study done by Harvard University³ concluded that the population of Wise County would more than double over the next two decades. With the expected rate of growth, the strong sense of identity that Decatur maintains can only be preserved and nurtured by moving forward with purpose. This Comprehensive Plan sets forth that purpose.

MISSION STATEMENT

The Mission of this Comprehensive Plan is ‘To guide and enhance the growth and operation of the City of Decatur while improving the economic well-being and quality of life for all its citizens. It is vital that these efforts maintain the unique character and heritage of the city in order to insure that a sense of community pride and belonging will be shared by this and all future generations.’

The primary objectives of this Comprehensive Plan are to:

- Influence and manage the development of the community;

¹ According to the 2000 US Census.

² According to the Texas Education Agency, Decatur is part of the Region 11, Fort Worth Region.

³ Harvard University’s Graduate School of Design



- Minimize conflict between land uses;
- Predict infrastructure and service needs in advance of demand;
- Increase both the benefits and cost effectiveness of public investment;
- Ensure that community facilities are located to best serve the community; and
- Coordinate public and private investment.

The Comprehensive Plan policies are intended to provide guidance in the evaluation of future decisions on land use, infrastructure improvements, transportation, and other issues. Ordinances that are proposed and considered after the adoption of the Comprehensive Plan policies should be consistent with the relevant goals and policies contained in the Plan. If an ordinance instituting or modifying rules or regulations is being considered which is contrary to the goals and policies of the plan, either the plan should be reviewed and amended prior to the adoption of the ordinance, or it should be clearly stated what circumstances necessitate that it be in conflict with the plan.

The Comprehensive Plan provides the basis for rational decision-making and serves as a guide to the governing body, the City Council. This Comprehensive Plan *does not* replace the decision-making process, nor does it take the place of the city's development ordinances or other ordinances in establishing regulations. Implementation of the Comprehensive Plan is at the sole discretion of the city's governing body. The enactment of the Comprehensive Plan policies does not constitute a substantive change in existing ordinances of the City of Decatur, nor does it supersede or replace the development ordinances or any regulatory ordinances adopted prior to the adoption of the Comprehensive Plan. In the event of apparent conflict between the Comprehensive Plan and current ordinances of the city, the current ordinances will control. In applying such ordinances, consideration should be given to the goals and policies of the Comprehensive Plan in an attempt to reconcile the two provisions.

Planning is a continuous and dynamic process that helps the community achieve goals that are important to its citizens and to the community at large. Over time, these goals will likely change. Then, the community must again review where they have been, how they got there, what has changed since their last planning effort, and where they want to go next. This is a normal planning process, and it happens in all communities.



HISTORY

OF THE DEVELOPMENT OF DECATUR

For most of the 20th century, Decatur was just another small north Texas city with a great history. Over the course of a few short years at the end of the '20s, the city was transformed from a busy provincial settlement into a quiet small town. It's once sturdy agricultural and mineral economic base, that supported a thriving population of 3,200 in 1928, slowly bottomed out, and its stagnant population

hovered between 2,300 and 3,000 until the early 70's. By the end of the 1970's, the city's population began to grow, found by couples searching for the right kind of place to raise families and commuters responding to the expanding job market. On balance, the century had been kind to the city. Out of the way and maintaining its rural atmosphere, the urban core of Decatur was so well designed that there was little need to distort its classical lines to accommodate the ever-growing automobile traffic.

Colonel Absolom Bishop first arrived in what would soon become Wise County in 1854. Bishop helped organize the campaign to carve Wise County out of the undifferentiated territory known as Peter's Colony. In 1856 the county creation bill, which delineated the boundaries of Wise County, passed through the State legislature in Austin. With the incorporation of the county, the need arose to create a county seat, which, at the time, was required to be within 5 miles of the county's center. In preparation for this, Bishop had inked a deal with James Proctor in 1854. Proctor's property, some 160 acres, covered the hilltop upon which the city now stands. Bishop convinced Proctor to deed 60 acres to the newly formed city, the return for which would be a dramatic increase in land values enjoyed by Proctor as the city was built.

Bishop set to the platting of the original city with determination. An early historian of Decatur declared that, "To his natural endowments of taste and an orderly mind, Colonel Bishop brought to the task before him the garnered observations of broad travel and the experience of metropolitan life, which intangibles he worked into the grand plan of the county capital of Wise County." Rejecting the erratic construction and the haphazard building plans that often accompanied the creation of new urban centers on the frontier, Bishop was keen to ensure that the new city developed in accord with his specific vision of a systematically developed urban area that remained centered on the square.

To this end, and armed with hefty pile of 'burr-oak stakes' Bishop set about surveying and laying out the town initially known as Taylorsville, after president Zachary Taylor, whose fierce prosecution of the Mexican/American war of the mid 1840s had greatly impressed the novice city planner. Bishop's affection for the president quickly palled in the wake of Taylor's pronouncement that he would happily use the same kind of force to bring dissident states into line with the federal government, and led to Bishop's



successful petition to have the city's name changed to Decatur in honor of the naval hero, Commodore Stephen Decatur. Although overtly inspired by the square-centered and compact street design of nearby McKinney, Bishop's city design further revealed the influence of colonial practice and 18th century neo-classical aesthetics.

In his mind's eye, Bishop conjured the image of a compact hillside community whose orderly grid of streets would form a coherent system that radiated outward from the central public square. This specific form of urban organization not only revealed the impact of the simple, rational yet balanced attributes of classical aesthetics which had shaped many of the cities in the eastern colonies, but also the rectilinear grid that dominated the Spanish colonial cities to the south. True to his reputation, Bishop sought, and largely succeeded, to create a virtue out of the limited availability of level building sites in the city by ensuring the city square was on the very tip of the hill, one of the flattest pieces of land in the city at that time.

Not surprisingly, this aspect of the city's design reflected Bishop's dominant principles and the continuing common sense view that civic life is guided, shaped and responsive to the mutually reinforcing bulwarks of commerce and law. Bishop's design effectively solidified the elevation of this principle, as the majority of the budding city's residents would have to ascend the hill in order to participate in the public life of the city. Indeed, one historian attributes a "vision of a gleaming palace of justice towering above the prairies" to Bishop. By centralizing both legal and commercial activities in the city, Bishop was forcefully asserting the primacy of these two aspects of community life in the face of the absence of both in the surrounding area as well as the city's uncertain future.

By the turn of the century, the center of Decatur was in place. The city's third and final courthouse was completed in 1896 and the majority of the limestone and brick buildings that ring the square outnumbered the cheaper wood framed structures. The



Romanesque Revival style county courthouse was commissioned after the third wooden one burned in the opening weeks of 1895. It was completed in 1896. As was the case in many North American cities, the last decade of the 19th and the first decade of the 20th centuries were marked by a rapid modernization with the introduction of new services such as electricity and sanitary sewers and potable water. While the introduction of services and the growing importance of the motor car allowed for greater territorial spread of housing (particularly noticeable at the time along the 'major thoroughfare' of College) the commercial and social life of the city was still focused on the square and courthouse.

After the successful conclusion of the Indian Wars, Decatur enjoyed an extended period of prosperity into the 1920's. These years were marked by population growth, territorial expansion, the creation of new services, the addition of a railroad depot and, in the latter half of this idyllic period, the development



of an oil and gas industry. The decade that marked the city's greatest expansion was the 1880's. In 1880 there were 579 residents in the city and by 1890 the city's population had ballooned to 1,746. The rapid expansion of the population was fostered by the arrival, in 1882, of the Fort Worth and Denver Railroad. Although the rail line effectively stunted the city's potential for eastward expansion, the depot linked local producers to distant markets and served as a catalyst for the coming decades' rapid developments. It's hard to underestimate the economic and social impact of the railroad on small frontier cities. By slashing the cost of transporting products and people, the railway entwined the city in a far-reaching web of business, social and cultural relations. In order to further minimize transport costs, businesses clustered around the rail terminal in the city. The industrial development around the railroad diverted economic focus to the eastern half of the city and helped consolidate the commercial and legal activities in the center. As industry continued to develop, housing began filling in the city's vacant lots. With two newspapers, a theater, a post office, a number of dry goods retail outlets and different official buildings all located within spitting distance of the square, the center of town was the cultural and social hub of the city, precisely as Bishop had hoped it would be.



The Crash of 1929 and subsequent great depression stifled development in the city and the population contracted as residents sought out opportunities elsewhere. As the regional economy stagnated, the population declined leaving Decatur to quietly and quickly shift to just another small city. Through these difficult times, the city maintained its integrity and unique status as the county seat which, in turn helped realize a series of improvements. The construction of US 380 (originally known as Highway 24) and Highway 81 in the 1930s, followed by the relocation of Highway 81 to the current location of 287/81 in 1968 and the construction of the US 380 Bypass completed in 1987 provided means by which Decatur could experience a new surge of growth with the new millennium.

Decatur has experienced what some might consider a negative impact from the railroad and the new highways that exacerbated the effect of dividing the heart of the city from outlying areas. The infrastructure that caused this division, creating a boundary between the city's older buildings and sites for future expansion, also spurred development. On one hand, the new highways had the effect of pulling traffic away from the downtown core, encouraging new business on the outskirts of town and straining the downtown businesses. On the other hand, it ensured that city's compact historic center remained largely unchanged, awaiting to be rediscovered. Decatur has managed to retain much of its historical charm while standing ready to embrace the future.

In November of 1996, the City of Decatur informally adopted a Comprehensive Master Plan. This document, developed by an outside consulting firm, was a gathering of multiple reports prepared over a span of eighteen years. While the document as a whole was not formally adopted, the Drainage Element was adopted by ordinance in April of 1980, the Capital Improvements Plan (CIP) for water and wastewater impact fees was adopted by ordinance in March 1998, and the Parks Master Plan was adopted by ordinance in June 1997.



II. GOALS AND POLICIES

Economic Development

The economic development purpose for Decatur is to remain the economic center for the Wise, Montague and Jack County region through focused economic development efforts to achieve a strong and diversified economy while improving the quality of life and preserving our unique heritage and character.

Economic Development Goals

Goal 1 Make Decatur a destination.

- A. Establish the Main Street Program as a permanent, full-time city department.



- B. Promote city and countywide tourist attractions in order to establish Decatur as a central destination from which to enjoy area points of interest.



Goal 2 Encourage economic diversity and jobs creation that are compatible with Decatur's natural and cultural resources.

- A. Assess the current status of economic development in Decatur and the city's ability to meet projected land, labor and capital demands at all levels (neighborhood, community, city, state, national and international).
- B. Investigate and attract outside funding sources to foster economic development.
- C. Establish a full time grant writer position within the Planning Department or contract with an outside firm that specializes in grant writing.
- D. Develop an inventory of target private and public industries that actually or potentially impact the economic health of Decatur and the tri-county region.
- E. Collect and analyze local industries that are importing products to determine which of those goods can be manufactured in Decatur, and recruit those industries that are exporting products to start up in or relocate to Decatur.
-  F. Promote tourist and convention industries to national and international visitors.
- G. Facilitate and promote development of Decatur's visitor industry by fully utilizing the community's assets.
- H. Evaluate industries in terms of their economic stability, operational needs and growth potential, target markets and examine ways Decatur can provide adequate infrastructure and support services for those markets.
- I. Prioritize and target those economic sectors in which Decatur can create or sustain a competitive advantage for economic growth and job creation.
- J. Facilitate the development and expansion of targeted industries such as: manufacturing and assembly; research; high technology; aviation and regional distribution.
- K. Encourage the design of a higher educational system that will meet the needs of a diversified economy.



Goal 3 - Promote a business-government relationship that addresses the needs of businesses to operate in a positive and mutually beneficial environment.

- A. Create an environment of entrepreneurship, productivity and innovation in Decatur that promotes business start-up and business growth.
- B. Develop new and existing partnership programs that promote cooperation among public agencies, industry, and the community to enhance economic growth throughout the city.
- C. Promote consistency in the development process.
- D. Provide information to streamline the business and real estate development process.
- E. Periodically review and revise the city's policies, procedures and permitting processes so that applicants are treated equitably and efficiently.
- F. Increase public awareness of available economic development incentives.
- G. Analyze all new ordinances to evaluate their cost impact on businesses from a competitive economic perspective and balance that assessment with the impact of the quality of life.
- H. Provide and maintain infrastructure and transportation services so that economic activity can operate efficiently throughout the city.
- I. Encourage continued development and diversification of Decatur's retail environment.



Goal 4 - Identify and recruit regional, state, national and worldwide companies in order to diversify and expand our tax base.

- A. Expand Decatur's industrial base by taking advantage of market opportunities in regional, national and international markets.
- B. Work toward establishing Decatur as a major hub for distribution and light manufacturing.
- C. Work with the Economic Development Corporation to recruit businesses outside of Decatur.

Goal 5 - Advocate a labor force qualified to meet the needs of Decatur's employers.

- A. Promote and facilitate community dialogue regarding education goals and objectives for Decatur.
- B. Develop an industry skills council that includes representatives from the business community, the city, the educational community and the general public to effectively communicate current and projected skill needs.
- C. Encourage the development of publicly and privately administered training programs and incorporate an evaluation and updating process into those programs in order to meet the need for current and projected skills.



Goal 6 - Support and protect the City's investment in the Municipal airport and take advantage of the airport as a key to the future economic development of the city.

- A. Create a unique zoning category for the airport property to include eminent future expansion.
- B. Expand the airport runway to facilitate the expansion of Decatur's industrial base.
- C. Encourage airport related development immediately adjacent to the airport.

Goal 7 - Support and protect the City's investment in the Wise Regional Health System and take advantage of the medical facility as a key to the future economic development of the city.

- A. Encourage cooperation between the City of Decatur Planning Department and the Wise Regional Health System to plan new and/or expanded facilities to accommodate population forecasts.
- B. Encourage health care related development immediately adjacent to the Wise Regional Medical facilities.
- C. Work with the Wise Regional Medical System to improve traffic flow to and around its facilities.



Land Use and Zoning

To promote the health, safety and general welfare of the community, provide for a variety of housing opportunities and densities. To protect the property values and aesthetics of the community by channeling and directing growth through regulating and restricting: the height, appearance, use, location, density and size of structures; the lot coverage; the size of the yards, courts and other open spaces to the maximum extent permissible within the proper exercise of the police power as delegated by the city Code and the authority which may be exercised by cities pursuant to the Texas Local Government Code. To ensure optimum overall conservation, protection, development and use of the unique scenic, aesthetic, recreational, open space, historic, and natural resources of the city.

Land Use and Zoning Goals

Goal 1 Provide a diversity of zoning categories to encourage residential, commercial, industrial and other non-residential development and historic preservation.

- A. Provide for a sufficient amount of residential categories to allow a variety of house size, lot size and densities.
- B. Allow cluster development in order to promote open space.
- C. Develop a zoning category for mixed uses in appropriate locations.
- D. Promote the use of planned developments to include mixed uses that maximize resources and promote neighborhood unity.
- E. Locate high volume commercial uses along highways and create a magnet for tourists by taking full advantage of Decatur's unique location and attributes such as:
 - A multi-modal junction including highway, railroad and air travel;
 - The governmental magnet as the County Seat;
 - Easy access in the center of Wise County and adjacent to the metroplex; and
 - Major medical provider for the tri-county area.
- F. Provide multiple residential zoning categories to allow for varied housing demand.
- G. Buffer high impact land uses from low impact land uses by inserting compatible, stratified zoning districts between them.
- H. Update the Zoning Ordinance to reflect the Land Use Map in Appendix 2.



Goal 2 Create a special district with specific regulations for the area around the Civic Center

- A. Petition TXDOT to work closely with the city to develop safe access, including turn lanes, signalization and widened shoulders, from and across Highway 380 to the Civic Center.
- B. Petition TXDOT to work closely with the city to develop a pedestrian underpass/overpass across Highway 380 to connect the Creek Side Hiking/Biking Trail.
- C. Prepare a section for a 'Convention District' within the zoning ordinance to facilitate enhancement and preservation of the community's Civic Center and the surrounding area by the following:
 - Regulate permitted uses to protect the integrity and a sense of place;
 - Promote land uses that are stimulating and appropriate immediately adjacent to the civic center such as restaurants, hotels and parks; and
 - Emphasize pedestrian friendly activities.





Goal 3 Create a special district with specific regulations and design guidelines for Historic Downtown

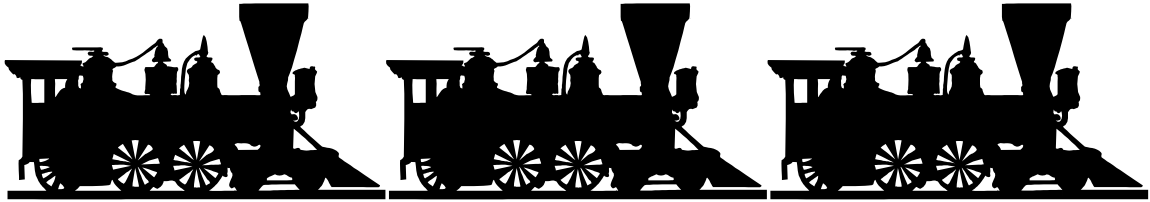
- A. Petition TXDOT to work closely with the city to develop the Walnut and Main Street corridors as one way streets implementing street design elements such as medians, sidewalks, street lighting, street trees/landscaping and street furniture.
- B. Prepare a section for a ‘Downtown District’ within the zoning ordinance to “facilitate enhancement and revitalization of the original old town area’s turn-of-the century architecture and the Texas small town character” by:
 - Allowing greater development densities than elsewhere in the city;
 - Encouraging mixed uses;
 - Regulating architectural design to protect historical integrity and a sense of place; and
 - Emphasizing pedestrian friendly activities.
- C. Encourage infill development & redevelopment within this district through incentive packages, grant programs and promotional efforts (i.e. the glamorous place to be...”Historic Downtown”).
- D. Evaluate the feasibility of rerouting traffic in order to create a pedestrian mall on the square.
- E. Provide public restroom facilities near the square.





Goal 4 Create a special district with specific regulations and design guidelines for the Historic Waggoner Mansion

- A. Petition TXDOT and the BNSF Railroad to work with the city to develop safe connection to Main Street for both motorists and pedestrians by use of a pedestrian underpass along with either a vehicular underpass and/or an improved at-grade crossing implementing street design elements such as street lighting, street trees/landscaping and street furniture.



- B. Petition TXDOT, the Tarantula Train Authorities and the BNSF Railroad to work with the city to develop a Tarantula Train connection on its own set of tracks that would pick up from a station ‘reminiscent of old’ at Main Street. Link this depot to the Mansion via landscaping, cobblestone walks and retail development.
- C. Prepare a section for a ‘Mansion District’ within the zoning ordinance to facilitate enhancement and preservation of an historic landmark and the surrounding area by the following:
- Regulate architectural design to protect historical integrity and a sense of place;
 - Promote land uses that are stimulating and appropriate immediately adjacent to the mansion such as additional cultural arts and parks; and
 - Emphasize pedestrian friendly activities.
- D. Encourage infill development within this district through incentive packages, grant programs and promotional efforts.
- E. Adopt available protective measures to maintain and preserve the Mansion to the greatest extent possible.



Goal 5 Create a special district with specific regulations and design guidelines for the Historic Wise County Museum

- A. Petition TXDOT to work with the city to develop the State and Trinity Street corridors as one way streets implementing street design elements such as medians, sidewalks, street lighting, street trees/landscaping and street furniture.
- B. Prepare a section for a 'Museum District' within the zoning ordinance to facilitate enhancement and preservation of an historic landmark and the surrounding area by the following:
 - Regulate architectural design to protect historical integrity and a sense of place;
 - Promote land uses that are stimulating and appropriate immediately adjacent to the museum such as additional cultural arts and parks; and
 - Emphasize pedestrian friendly activities.
- C. Encourage infill development within this district through incentive packages, grant programs and promotional efforts (i.e. the "Cultural Arts District").



Infrastructure

The purpose of this section is to develop a policy of maintenance, repair, upgrading and expansion of the city's infrastructure, planning for growth in accordance with the Comprehensive Plan. Infrastructure should be visible and functional elements of a beautification scheme.

Infrastructure Goals

Goal 1 Plan, locate and maintain quality infrastructure to facilitate attractive, safe and healthy environments for our citizens and to promote economic development.

A. The Public Works Director and Planning Director shall develop an annual review process of the efficient distribution of the city's infrastructure for review and recommendation by the Planning and Zoning Commission and final approval by the City Council.

B. The Public Works Director and Planning Director shall develop a plan to provide city infrastructure to areas within the Extraterritorial Jurisdiction that may become a part of the city.

C. The Public Works Director and Planning Director shall develop a plan to provide city services to areas of the city that are currently underserved.



D. The City Council shall carefully consider future development that would require extended "Leap Frog" annexations.

E. The City Council shall encourage the re-use of currently abandoned or underutilized sites existing within the city.



Goal 2 Develop policies for various transportation modes that will increase safe access to employment centers; community services; retail, commercial and recreation areas; and education facilities.

A. Prepare design and construction regulations and standards for utility and transportation infrastructure and capital improvement projects.



B. The Public Works Director and Planning Director shall develop a plan for provide a city-wide bicycle/pedestrian network.



C. The Public Works Director and Planning Director shall undertake a regular review of substandard streets and alleys in order to make alternate use recommendations to the City Council for action.

D. The Public Works Director and Planning Director shall evaluate the need for one-way streets to enhance traffic flow throughout the city and make recommendations to the City Council for action.

E. The Police Chief, Public Works Director and Planning Director shall evaluate the existing speed limits and evaluate the need to change those limits to enhance safe traffic flow throughout the city and make recommendations to the City Council for action.

F. The Public Works Director and Planning Director shall explore the potential for light rail and bus public transportation systems to link to other parts of Wise County and the DFW Metroplex.



Urban Design

The purpose of this section is to guide the city into a cohesive and attractive arrangement of future and existing neighborhoods, commercial centers and public amenities while preserving and enhancing the existing historical and cultural resources.

Urban Design Goals

Goal 1 Develop a balanced, diversified citywide park system including open space and hike/bike trails.

- A. Develop a City Park, Recreation and Open Space Board which will:
- Coordinate acquisition and development of public open spaces/ parks.
 - Create a Parks and Open Space Master Plan (POSMP).
 - Complete the development and revitalization of existing parks.
 - Ensure that parks are fully accessible to all citizens.
 - Develop and maintain an inventory of existing and potentially significant park and open space lands.
 - Encourage conservation and protection of identified properties through conservation or scenic easements, overlay zoning districts or acquisition by purchase or donation.
 - Provide for amendments to and implementation of the POSMP.
 - Develop a parkland dedication requirement, to include fees in lieu of land, for all subdividers of land.
 - Foster the joint use relationship between the city and other government institutions' (i.e. DISD, Wise County, etc.) open spaces.
 - Pursue grant funding for projects as outlined in the POSMP.
- B. Plan and develop a citywide system of linear parks and hike and bike trails which incorporate drainage ways and open spaces that link parks, historic sites, schools, institutions and neighborhoods. (See Appendix 3)
- C. Promote special events to encourage the use of the trail system.
- D. Involve citizens in the design, development and maintenance of parks and open spaces.
- E. Establish Harmon Park as a downtown recreational facility that would include a city pool, ball diamonds, playgrounds, and entertainment facilities such as open air concerts, summer theater events, and other like cultural and performing arts activities.






Goal 2 Encourage the development and use of various types of transportation modes that will decrease the dependence and reliance on single occupancy vehicles while increasing access to employment centers, community services and commercial, cultural, educational, and commercial facilities.

- A. Develop a long-term comprehensive transportation needs assessment.
- B. Study the feasibility of alternative transportation modes (i.e. trolley, bicycle) that will link downtown with other major destinations.
- C. Provide and encourage transportation options that emphasize convenience, safety, environmental quality and efficiency.
- D. Develop traffic control measures such as:
 - Reducing parking requirements and encourage shared parking in the downtown district in order to encourage non-vehicular transportation;
 - Providing appropriate directional signage for public parking;
 - Providing public parking areas to encourage off-site parking.
 - Access management principles including required shared driveways
 - Work with TXDOT to install medians and/or other traffic calming devices in FM 51 and FM 730 and other high traffic roads under state jurisdiction.
- E. Develop criteria for requiring traffic impact analyses.
- F. Encourage resident and employment growth within walking distance of the downtown areas and neighborhood and employment centers.
- G. Promote the safe use of bicycles as an efficient and environmentally sound means of transportation by encouraging a citywide network of trails, lanes and storage facilities.
 - Include bicycle-parking requirements in city regulations for cultural, recreational and other major destinations.
 - Identify bicycle lanes and trails as they are developed and publish a citywide bicycle map.
- H. Aggressively support a regional transportation system that expands capacity by using linked transportation networks such as light rail and bus routes.
- I. Assign a priority to the maintenance of streets and sidewalks and provide proper annual budget support.
 - Seek equitable contributions from heavy users for street and road repairs.
 - Establish design requirements for streets and road construction so as to increase the life expectancy to the maximum extent possible.
- J. Promote a safe and convenient pedestrian travel network with sidewalks, walkways and trails integrated into the transportation system and neighborhood centers.





Goal 3 Preserve and enhance viewsheds and visibility corridors.

- A. State and Trinity Streets are identified as visibility corridors between the Courthouse and the Heritage Museum and should be protected as such by:
- Establishing protective measures within the zoning ordinance that require new buildings to relate to the positive and architectural qualities that currently exist.
 - Place all overhead utility lines underground.
 - Establishing protective measures within the zoning ordinance that maintain setbacks and regulate building height so that the view of the courthouse from the museum, and visa versa, are preserved.
- 
- B. Main and Walnut Streets are identified as visibility corridors between the Courthouse and the Waggoner Mansion and should be protected as such by:
- Establishing protective measures within the zoning ordinance that require new buildings to relate to the context and enhance the positive qualities that currently exist.
 - Place all overhead utility lines underground.
 - Establishing protective measures within the zoning ordinance that maintain setbacks and regulate building height so that the view of the courthouse from the mansion, and visa versa, are preserved.
- C. Document those points in and around the city from which the courthouse can be seen and develop protective measures for the preservation of those views.



Goal 4 Guide the development of each city gateway in order to provide exciting and welcoming entrances that encourage tourism and commerce.

- A. Continue installation of landscaped welcome signs at established gateways.
- B. Protect the city's established gateways through set design elements and zoning.
- Encourage utilization of light pole banners and public art markers to identify and highlight city attractions
- C. Develop welcome centers at selected city visitor sites to provide maps, information, and public restroom facilities.




Community Services

The purpose of this section is to develop and enhance services in the community that promote the education, safety, health and welfare of our citizens and to optimize the delivery of those community services by striking a balance between centralized and dispersed service locations.

Community Services Goals

Goal 1 Provide prompt, professional services from the police, fire and emergency medical agencies.

- A. Locate police, fire and emergency medical (EMS) facilities to provide effective and efficient services.
- Integrate new police, fire and EMS facilities with other community service facilities, as appropriate, provide adequate parking, and help to establish a sense of place for the neighborhood.
 - Locate facilities to decrease response time, increase availability factor and provide sufficient, equitable and appropriate coverage.
 - Pursue public/private partnerships to locate satellite facilities.
- 
- B. Expand on the development of and implementation of intervention and public awareness programs that inform citizens of ways to increase safety.
- Conduct public safety awareness programs both proactively and upon request.
 - Provide resources to track and monitor potential health and safety problems and to adequately inform and educate the public regarding those issues.
- C. Develop programs for crime victims.
- D. Pursue the synergistic value of combining emergency response agencies by cross training police, fire and EMS personnel.



Goal 2 Develop a formalized planning relationship between the school district and the city that would predict future growth and provide adequate educational facilities that provide for the most efficient and effective use of those facilities.

- A. Encourage the construction of schools as integral components of future residential neighborhoods.
- B. Target areas for development and revitalization where there is excess space in existing schools.
- C. Encourage the DISD and other entities to share fiscal and demographic data resources for planning purposes.
- D. Encourage cooperation between the City of Decatur Planning Department and the DISD to plan new and/or expanded facilities to accommodate population forecasts.
- E. Encourage cooperative, flexible design of school facilities to ensure maximum use for the school district and potential use as a continuing neighborhood resource.
- F. Establish incentives that encourage neighborhood support of their schools and publicly recognize neighborhoods that have shown individual initiative to improve schools within their boundaries.
- G. Coordinate city capital improvement and event plans with school district plans as much as practicable.



- H. Encourage a sidewalk program to enhance the safety, appearance and access to schools for neighborhood residents.
- I. Encourage DISD to locate schools to meet current and future population trends and geographic dispersement.
- J. Develop public/private partnerships for additional school facilities and to increase awareness of and accessibility to the Decatur school system.



Goal 3 Promote the development and operation of the public and school library systems to provide accurate, timely, relevant and efficient services.

- A. Locate branch and mobile libraries in neighborhood centers or other locations that will be attractive and convenient additions to neighborhoods, where community residents can easily and willingly go.
- B. Design and operate library facilities that are friendly, inviting, safe and easy to use. Invite public involvement in the design of new library facilities.
- C. Develop public/private partnerships for additional library branches and to increase awareness of and accessibility to the Decatur library system.
- D. Enhance the public library's role as a source of information about local government and its services.
- E. Encourage cooperative development of DISD and city library systems in order to improve availability to all citizens.



Goal 4 Provide Cultural Art opportunities that are accessible to all Decatur citizens.

- A. Develop public/private partnerships to provide cultural amenities throughout the community (i.e. art gallery, ballet conservatory, jazz clubs, etc.)
- B. Maintain the downtown district as the cultural focal point of the community.
- C. Promote cooperation between the DISD, city and other public/private partnerships in establishing and enhancing public cultural art programs.
 - Promote the city's cultural and historical background through the arts.
 - Consider aesthetics as an integral part of capital improvement projects.





Goal 5 Establish well-managed activity centers for both the youth and senior citizens of Decatur.

- A. Provide a senior center as a component of Parks and Recreation to house indoor group activities and outdoor recreation with appropriate staffing to ensure successful programming.
- B. Provide a youth activities center as a component of Parks and Recreation to include team athletics, year-round activity programs and after-school programs with appropriate staffing to ensure successful coordination and planning.

Goal 6 Promote community cohesiveness, awareness and pride.

- A. Conduct festivities to acknowledge and educate the community about programs including but not limited to the National Night Out safety awareness program.
- B. Collaborate with other entities to combine city and county-wide events such as fun runs, car shows, festivals, etc. and produce a community calendar for mail distribution and marketing.
- C. Consider improving the Reunion grounds and promote activities throughout the year.
- D. Coordinate a city parade to traverse the historic landmarks and trails of the city.

Goal 7 Promote the development and operation of the Wise Regional Health System to provide accurate, timely, relevant and efficient services.

- A. Design and operate medical facilities that are friendly, inviting, and easy to use.
- B. Enhance the medical facility's role as a source of information.

Goal 8 Develop a formalized planning relationship between the Wise County governing body and the city that would predict future growth and ensure cooperation between these two government agencies.

- A. Develop inter-local agreements regarding fire service, library services, street improvements and other issues of mutual interest.



Housing and Neighborhoods

The purpose of this section is to create, preserve and enhance neighborhoods in order to establish a sense of place within the community while contributing to its safe, dynamic and sustainable development through the incorporation of basic elements such as schools, parks, open space, emergency services, cultural and human service facilities, areas of commerce, and all types of housing.

Housing and Neighborhoods Goals

Goal 1 Preserve, protect and enhance the integrity, economic viability and livability of Decatur's neighborhoods.

- A. Rezone vacant or underutilized property in and around neighborhoods to encourage redevelopment that is compatible in use and intensity with the existing neighborhood.



- B. Sponsor a study of neighborhoods to determine neighborhood decline and explore possible solutions.
- C. Encourage businesses and developers to work with neighborhood residents regarding location and design of new development to enhance or compliment the character and size of existing neighborhoods.

- D. Promote conversion or adaptive reuse of vacant or underutilized commercial buildings to provide affordable infill housing by providing incentives to the private sector to promote reuse of vacant or underutilized commercial buildings for affordable housing such as public/private partnerships, tax abatement, tax phase-in, historic rehabilitation credits, impact fee reductions, zoning and platting processing, and affordable housing tax credits.



- E. Plan easily accessible commercial, educational, cultural and recreational facilities that respect the mobility of every citizen.
- F. Promote increased awareness among property owners and residents of the importance of property maintenance to positive long term housing quality.
- G. Utilize a city code enforcement program to bring substandard units into compliance with the city codes and help minimize the need for demolition and displacement.



- H. Plan and complete new affordable housing projects in a timely manner and with adequate funding to mitigate displacement of residents.

Goal 2 Adopt a Neighborhood Planning Process and neighborhood plans to guide the city's elected policy makers in land use decisions.

- A. Develop a training program through the Planning Department for neighborhood residents and groups interested in preparing neighborhood plans including attractive, easy to understand, bilingual neighborhood planning information, data and manuals.
- B. Encourage consideration of neighborhood plans by elected and appointed officials and city staff as they perform their duties and responsibilities.
- C. Establish a zoning classification such as Mixed Use District or Neighborhood District for neighborhood specific plans.
- D. Develop a neighborhood revitalization strategy and include an annual goal setting process. Require neighborhood representatives to reflect the goals and policies of the city Comprehensive Plan as they form their neighborhood plans.



Goal 3 Provide safe, attractive, well-maintained neighborhoods.

- A. Protect the character and quality of neighborhoods by creating, maintaining and enhancing open spaces and parks within them.
- B. Develop a park dedication ordinance to require developers of all residential developments to dedicate land or cash in lieu of land for parks.
- C. Strengthen the enforcement of codes and regulations affecting neighborhoods by vigorous enforcement with revitalization activities, adequate code compliance funding and encouraging citywide clean-up events.
- D. Consider new approaches to enhance the viability and attractiveness of neighborhoods through urban corridor regulations, tree preservation and planting plans, and clean neighborhoods public awareness/education campaigns.
- E. Develop the necessary program to be accepted in the Tree City USA program.
- F. Maintain and enhance public safety facilities and supplement these services with neighborhood education and awareness programs by:
 - Providing an adequate level of municipal auxiliary services to keep up with population growth and annexation.
 - Encourage residential areas to participate in neighborhood watch or cellular patrol programs and other crime prevention programs.
 - Encourage communication between neighborhoods and the police officers patrolling their areas.
- G. Create and enhance neighborhood environments that emphasize the physical and emotional well-being of children including but not limited to the following:
 - Support essential or coordinated services within the community such as early childhood development, family counseling, family and parenting education and public safety services.
 - Support after-school programs so students can choose from a variety of supervised and high quality programs as opposed to unsupervised time after school.





Goal 4 Promote the provision of sound, affordable housing for Decatur.

- A. Preserve and revitalize housing and promote targeted infill housing in neighborhoods, particularly older neighborhoods.
- B. Maintain infrastructure in good repair.



- C. Promote clean-up and minor repair of older housing stock through neighborhood and organizational initiatives utilizing all available resources.
- D. Investigate and consider implementation of or participation in local, state and federal grant supported programs for housing revitalization and establishment.
- E. Require affordable housing providers and all other infill developers to compliment the architectural design and character of the neighborhood in which new housing is being constructed.
- F. Establish affordable housing goals and encourage private lenders to become directly involved in them.
- G. Give priority in the use of housing reinvestment programs to the revitalization of neighborhoods with higher proportions of low and moderate income residents or with the worst housing conditions.
- H. Establish a program to assist homeowners in refurbishing their houses with historic significance and character without regard to income.
- I. Facilitate the provision of affordable housing by the private sector by offering incentives such as:
 - Tax abatement, tax phase-in, historic rehabilitation credits, impact fee reductions, zoning and platting processing, and affordable housing tax credits
 - Adopt alternative building methods that facilitate the building of high quality affordable housing without compromising safety, structural soundness or energy efficiency.
- J. Investigate a process to make publicly owned lots available to the private sector.
- K. Develop a comprehensive housing preservation strategy to retain housing stock including the use of below-market rehabilitation financing, structure relocation,



land banking, adaptive re-use/conversion of non-residential buildings, and charitable land trusts.

- L. Regulate the demolition of housing by establishing standards and procedures which determine if the building is eligible for designation or is designated historic; whether rehabilitation is economically feasible; whether building codes/regulations have been violated; and make certain health and safety issues are addressed.
- M. Provide fair and adequate enforcement measures including fines, liens, and other penalties for non-compliance with demolition regulations. Encourage a Habitat for Humanity program.
- N. Establish a housing rehabilitation program.
- O. Encourage local church groups to do their mission trips at home.
- P. Encourage local financial institutions, business community and civic groups to cooperate with the housing rehabilitation program.
- Q. Allow flexible zoning in Council approved target neighborhoods for a variety of affordable housing.



Goal 5 Preserve and enhance the city's historic resources.

A. Actively encourage preservation and renovation as a primary priority.

- Re-use historic buildings when possible before building new ones for expansion of public facilities.
- Review building codes, fire codes and permit approval processes to determine if they can be modified to facilitate the redevelopment of historic structures without compromising safety.
- Encourage architectural design competitions of projects to stimulate new ideas in the renovation and use of historic structures.



B. Build on Decatur's unique history.

- Cooperate with other groups to identify and designate the historic routes of the Chisholm Trail as a statewide historical and cultural network.
- Actively pursue and encourage the redevelopment of the Waggoner Mansion and capitalize on its relationship with Thistle Hill in Fort Worth.
- Consider routes for designated pedestrian and bicycle paths that connect the historic features within the city and neighboring sites.
- Develop a program for mapped, guided and unguided tours of the historic features within the City of Decatur.

C. Pursue funding for historic preservation and additional staffing to monitor and carry out preservation activities.

D. Provide incentives for preservation of privately owned historic properties, promote the preservation of public owned historic properties and consider the creation of historic preservation fund for city owned historic structures.

- Adoption of the Uniform Building Conservation Code.
- Create program for local rehabilitation tax credits, tax abatements or tax phasing for historic properties.
- Provide information on historic property preservation resources, grants and low interest loans.
- Accept support from organizations willing to sponsor historic preservation upkeep of publicly owned property.
- Encourage the creation of endowment funds to be used for historic, publicly owned properties.
- Consider rehabilitation of underutilized publicly owned properties.





Goal 6 Encourage development of the downtown area as a complete neighborhood to enhance its image to visitors and residents.

- A. Encourage new development in the downtown area to create a broad range of housing stock including single occupancy hotels; low, moderate and upper income housing; and housing for elderly persons.
 - Give priority to existing buildings, particularly those with vacant upper floors, for meeting housing needs.
 - Adapt zoning, construction and fire codes that facilitate new housing in existing buildings without compromising the health and safety of the occupants.
 - Investigate tax abatement programs for historic buildings to encourage their reuse for housing.
 - Investigate the use of Community Development Corporations (CDCs) to help fund additional housing development, redevelopment or rehabilitation in the downtown area.
 - Encourage the private banking community to develop a lenders consortium to provide affordable housing in the downtown area.
- B. Investigate the requirements of developing a program with the Department of Housing and Urban Development (HUD), Community Development Block Grants (CDBG) and other funding entities.
- C. Advocate downtown for public and private facilities that support the downtown neighborhood character and historic resources.
- D. Encourage the development of a performing arts district.
- E. Continue to improve multi-modal access to downtown and develop a transportation plan for the downtown neighborhood to address parking, pedestrian and vehicular circulation, delivery of goods and services and potential transit/trolley operations.
- F. Create pedestrian ways and bicycle trails to connect downtown with adjacent neighborhoods, open spaces, commerce, community and other support facilities.
- G. Encourage retail development downtown through cooperative efforts with the Small Business Administration and financial incentive programs.
- H. Pursue developing a downtown police foot and bicycle patrol program.
- I. Encourage downtown to be the major office and retail center for the area.
- J. Analyze downtown's existing and potential growth and activity centers, and strategically construct parking facilities to accommodate maximum parking availability and efficiency.





Natural Resources

The purpose of this section is to protect the natural resources unique to Decatur in order to maintain the city's future economic vitality and high quality of life for all citizens.

Natural Resources Goals

Goal 1 Preserve the unique, rare and significant features in and around Decatur.

- A. Develop new and make use of existing partnership programs between public agencies and private citizens to monitor the city's air and water quality.
- B. Work with state and local agencies to develop or expand scientifically based watershed monitoring and education programs that involve citizen groups and school districts.
- C. Encourage the conservation of the city's surface and groundwater resources through public education programs, information programs and protective regulations.
- D. Continue to forge strong relationships and partnerships with regional interests to study and evaluate water supply options for Decatur and surrounding region.
- E. Encourage retention of the 100-year floodplains as natural drainage ways without permanent construction, unnecessary straightening, bank clearing or channeling while promoting their use as open space such as greenways, parks, wildlife habitat, linked pedestrian friendly corridors.
- F. Establish policies and regulations to minimize waste generation through effective waste reduction, reuse, and recycling and through expanding the demand for recycled products.
- G. Develop and provide cost-effective recycling programs in existing neighborhoods and educate home and business owners on how the program works.
- H. Prepare a comprehensive program to manage brush, yard waste, sludge and similar materials for the purpose of reducing and reusing solid waste.



Lake Bridgeport⁴

⁴ Photo taken from www.lakebridgeport.com.



- I. Educate the public on the handling and transportation of hazardous materials.
- J. Develop and implement a comprehensive, regional hazardous materials handling, transportation and remediation plan which includes enforcement procedures and non-compliance penalties.
- K. Develop a spill response protocol and mitigation plan to address accidents involving hazardous materials.
- L. Consider during the zoning process and when issuing building permits, the proximity of residential neighborhoods to the storage of hazardous materials.
- M. Establish a strong natural resources protection policy for Decatur that preserves the integrity of the natural settings of neighborhoods, communities, open spaces and parks, and develop clear procedures for enforcement.
- N. Continue to implement and update, as necessary, the landscape and tree ordinances for public and private properties to emphasize preservation of established native vegetation and the use of drought tolerant species.
- O. Assist in the development of a comprehensive, regional natural resources plan.
- P. Recognize that natural gas and oil exploration will continue into the foreseeable future and needs to be planned carefully to preserve surface development potential.





Goal 2 Achieve a sustainable balance between the conservation, use and development of Decatur's natural resources.

- A. Develop programs to attract environmentally sensitive industry to Decatur and to encourage local industry to adopt water conserving and minimal impact technologies in their operations.
- B. Encourage use of other modes of transportation besides the single occupancy automobile.
- C. Investigate setting standards for collection and use of gray water or reclaimed (recycled) water for non-potable uses.
- D. Encourage cooperation among natural resource management agencies, other professionals and the DISD in developing environmental education materials and outreach programs.
- E. Institute programs to instill "common courtesy" practices to correct environmentally negative behavior such as litter and noise pollution.



III. Glossary of Terms

City of Decatur Comprehensive Plan Glossary of Terms

During the Comprehensive Plan update, many terms will be used that are specific to urban planning field. To facilitate discussions with residents, the following terms are provided:

- Access : The physical attributes of a site/facility that enables a person or his attendant means of transportation, to enter a site/facility; see Public Access
- Active Recreation: Those recreation uses which require a greater degree of physical exertion and involvement, and which contribute to the physical and mental well-being of an individual. Active recreation facilities typically require the alteration of land, vegetation, topography, or other natural features unless developed on a previously impacted site. This includes, but is not limited to, activities such as tennis, baseball, golf, football, etc.
- Adaptive Reuse: A process through which an older building or site, particularly one with historic value, is rehabilitated or adapted to meet current codes and respond to current market demand for commercial or residential space.
- ADA: See Americans with Disabilities Act.
- Affordable Housing For Wise County, this refers to houses between the prices of \$90,000 and \$140,000.
- Agriculture: Activities within land areas which are predominantly used for the cultivation of crops and livestock including: cropland, pastureland, orchards, vineyards, nurseries, ornamental horticulture areas, groves, confined feeding operations and specialty feeding farms.
- Alleyway: A narrow service way that provides a permanently reserved but secondary means of public access not intended for general traffic circulation; typically located along rear property lines.
- Amendment: A formal City Council change or revision to the Comprehensive Plan, including either the Plan's text or its maps.



- Americans with Disabilities Act (ADA): Federal legislation specifying provisions to be made in the design (or redesign) of buildings, parking, and outdoor areas to remove barriers for persons with disabilities and guaranteeing equal opportunity in public accommodations, transportation and government services.
- Appeal: The process by which an individual, group or entity obtains formal review of a decision.
- Appropriate: An act, condition or state that is considered suitable.
- Arterial: Major roadway mainly serving through-traffic; takes traffic to and from expressways and freeways; provides access to adjacent properties.
- Boulevard: A roadway characterized by a landscaped media and planting strips on each side.
- Buffer: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.
- Buildout: The point at which all land eligible for development under the Comprehensive Plan has been developed to its maximum allowed level.
- Business Retention: Programs aimed at supporting, retaining, and sustaining local businesses.
- Capital Improvement: Any construction, land acquisition, equipment purchase, or rental proposal that costs \$25,000 or more and has a five year or longer expected service life. Projects which may cost less than \$25,000 which are considered necessary for the implementation of any long-term improvement, including implementation of the adopted Comprehensive Plan, will be considered a capital improvement.
- Capital Improvement Program: A 5-year program for the construction and financing of new public facilities.
- Certificate of Appropriateness: A document awarded by the Historic Preservation Advisory Board allowing an applicant to proceed with a proposed alteration, demolition or new construction within the designated historic district, following determination of the proposal's suitability according to applicable criteria.
- Center: Commercial and mixed use areas of the city that serve as the focus for community life; may serve the region, the city, general neighborhoods or a single neighborhood.
- CDC: See Community Development Corporation



- Cluster Development
- Collector Street: Roadway that collects and distributes local traffic to and from arterial streets, and provides access to adjacent properties.
- Commercial Strip: A land use pattern characterized by continuous automobile-dependent commercial frontage, usually dominated by front parking lots and long, low buildings oriented towards a highway or arterial street.
- Community Development Block Grant (CDBG): Grant program administered by the U.S. Department of Housing and Urban Development (HUD) and the State Department of Housing and Community Development. Grants must primarily be used to benefit very low- and low-income households with emphasis on housing and public improvement projects. The City of Decatur is an entitlement city that receives an annual funding grant from HUD.
- Community Development Corporation: A loan program to start small business for low income individuals or individuals with credit issues.
- Community Park: A large natural and/or landscaped area preferably with a minimum of two acres provided per one thousand individuals in a planning area.
- Compatible: Capable of existing together without significant conflict or ill effects.
- Comprehensive Plan: A compendium of city (or county) policies regarding long-term development, in the form of maps and accompanying text. The Plan is a legal document required by state law.
- Consistency: Compatible with; not in conflict with.
- Corridor: Any major transportation route, including freeways, expressways, arterials, or transit lines; may also be used to describe land uses along these routes.
- Council/Manager Government: A type of municipal government in which the chief executive official is a city manager selected by the City Council. Decatur has a Council/Manager form of government.
- Creek: Any of a number of natural watercourses flowing; usually characterized by a distinct channel and a band of dense vegetation along the banks.
- Density: For residential uses, the number of permanent residential dwelling units per acre of land. For non-residential uses, density is often referred to as development intensity and is expressed through a ratio of floor area to lot size.



- **Design Guidelines:** These are provisions guiding the design of buildings that are not mandatory but may be used by staff, the city's advisory boards and commissions, and the City Council in evaluating projects.
- **Development:** This is the carrying out of any building activity, the renovation, rehabilitation or remodeling of any structure, the alteration of land, the division of land into three or more parcels, or the establishment of flag lots or access easements.
- **Development Permit:** This includes any building permit, zoning permit, subdivision approval, rezoning, site development plan, approval, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.
- **Easement:** The right to use property owned by another for specific purposes, such as access to another piece of property, conveyance of stormwater, or transmission of gas or electricity.
- **Expressway:** Major roadway with limited access to adjacent properties; devoted almost exclusively to traffic movement, mainly serving through-traffic.
- **Flag Lots** Lots in the shape of a flag on flagpole with the flagpole portion being the only portion of the lot with street frontage.
- **Floodplains:** Any area susceptible to being inundated by water from any source; including areas which may or may not have a direct hydrological connection to a surface water body.
- **Freeway:** Major roadway with controlled access; devoted exclusively to traffic movement, mainly of a through or regional nature.
- **Frontage:** The part of a lot that touches a road or street; it is often described as a specific amount such as "60 feet of frontage."
- **Gateway:** A point along a roadway at which a motorist or pedestrian gains a sense of having entered the city or a particular part of the city. This impression can be imparted through such things as signs, monuments, landscaping, a change in development character, or natural feature such as a creek.
- **General Fund:** Component of the city budget generated by sales tax, property tax, franchise fees, and other miscellaneous sources and used to fund general city services and debt service.
- **Goal:** A general end towards which the city will direct effort.



- Groundwater: Water under the earth's surface, often confined to aquifers, capable of supplying wells and springs.
- High Density: A relative term, used to describe development dominated by multi-family housing and buildings of two stories or more.
- Historic District: A significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.
- Impact: The effect of any direct, man-made actions or indirect repercussions of man-made actions on existing physical, environmental, social or economic conditions.
- Impact Fees: A method of financing off-site public improvements in which developers are charged a facility-specific fee in proportion to the amount of need for the facility that their development project will generate.
- Infill: Development of individual vacant lots or leftover vacant properties within areas that are already developed.
- Infill Housing: Housing units constructed on infill lots.
- Infrastructure: Public services and facilities, such as sewage disposal systems, water supply systems, other utility systems, and roads.
- Land Use Map: The map included in Appendix 2 of the Comprehensive Plan. The Land Use Map depicts the general distribution of proposed land uses, by general category, throughout the city.
- Light Industrial Land Use: Land uses involving manufacturing, assembling, fabricating and warehousing activities which are generally conducted indoors, such as that found in machine shops, bottling and canning works, boat building, and freight or trucking terminals.
- Local Street: Minor roadway that provides access to adjacent properties only.
- Master Plan: A conceptual plan submitted for approval prior to application for individual entitlements. A master plan must depict the general type, amount and distribution of proposed land uses, the basic circulation system, the general location of open space, the general sizing and distribution of utilities and services and the expected phasing of development.
- Mitigate: To ameliorate, alleviate, or avoid to the extent reasonably feasible.



- **Mixed Use:** A development type in which various uses, such as office, retail and residential are combined in the same building or within separate buildings on the same site or on nearby sites.
- **Neighborhood:** A part of the city defined by distinct characteristics and boundaries and considered as familiar territory by its residents.
- **Neighborhood Park:** Park of roughly two to 10 acres in size, intended to meet the recreation needs of people living or working within a one-half mile radius.
- **One-hundred Year Flood Plain:** A flood of a magnitude that has a statistical probability of occurring once every 100 years, or one percent chance in any given year.
- **Open Space:** Any parcel or area of water or land that is essentially unimproved and devoted to an open space use for the purpose of (1) the preservation of natural resources; (2) the managed production of resources; (3) outdoor recreation; or (4) public health and safety.
- **Passive Open Space:** Open space that is set aside for the purpose of resource conservation, protection of public safety, or visual enjoyment rather than active recreation.
- **Planning Area:** The geographic area covered by the Comprehensive Plan; corresponds to all land within the city limits plus land in the unincorporated area.
- **Policy:** A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an action program.
- **Public Access:** The ability of the public to physically reach, enter or use public sites, facilities and activities.
- **Public Facilities:** Transportation, sewer, solid waste, drainage, potable water, fire and police protection, emergency medical, education, parks and recreation and public health systems and facilities.
- **Redevelopment:** Activities or projects in an area to eliminate and prevent the development or spread of slums and blight, or to provide affordable housing, whether for rent or sale, to low and moderate income households; or to generate renewed economic activity and development.
- **Rehabilitation:** The process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are



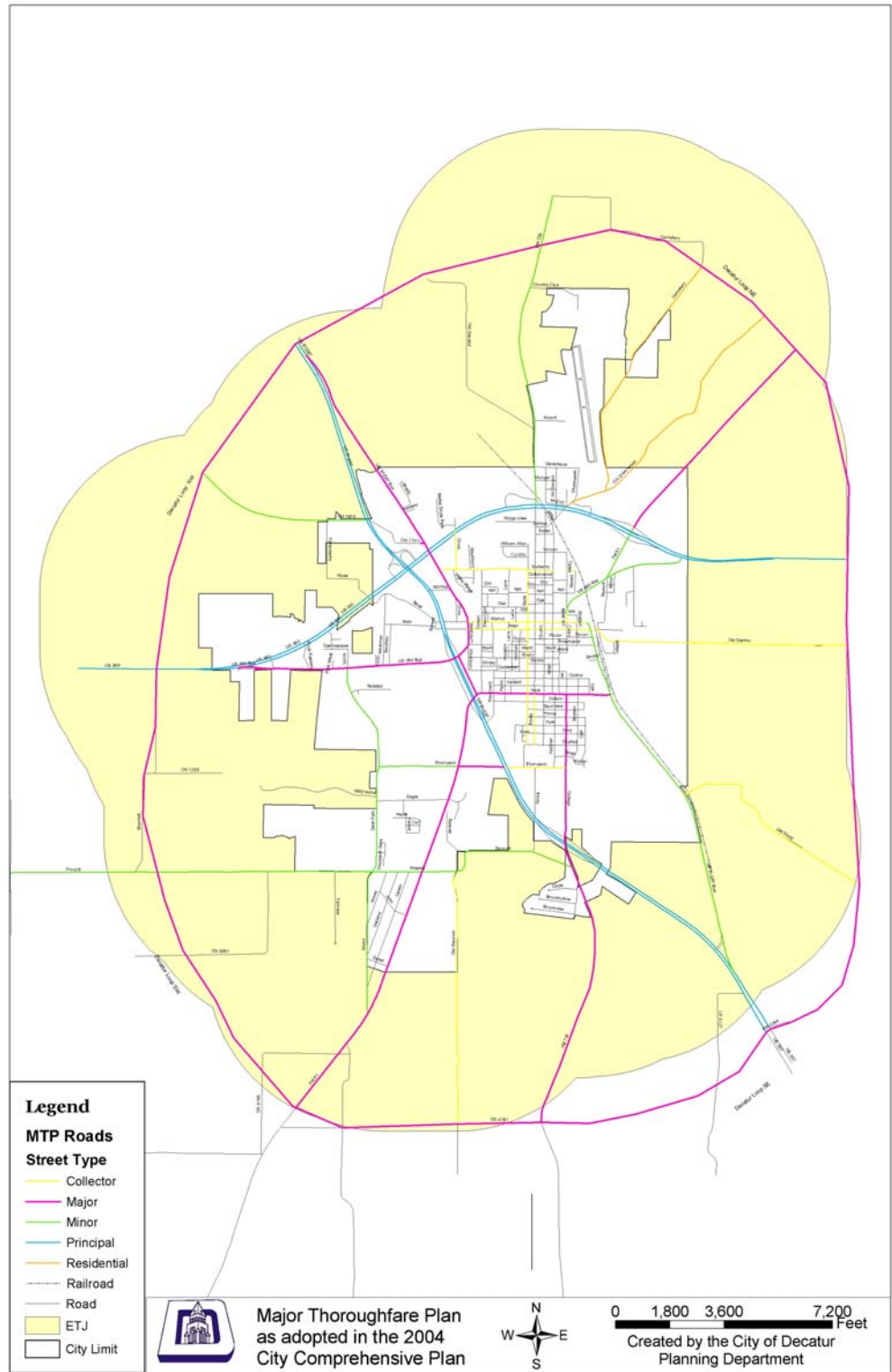
- significant to its historic, architectural and cultural values.
- Residential Arterial: Major roadway mainly serving through-traffic; takes traffic to and from expressways and freeways; provides access to adjacent properties, most of which are residential properties located on both sides of the roadway with direct frontage and driveways on that roadway.
 - Right-of-way: The strip of land over which certain transportation and/or other public facilities are built, including roads, railroads and utility lines.
 - Setback: The horizontal distance between two points such as a property line and a structure.
 - Storm Drain: A device used to capture stormwater runoff, usually from streets or other non-permeable surfaces, and transport it via pipes to ditches, creeks, channels and other drainage courses.
 - Uniform Building Code: A national standard building code that sets forth minimum standards for construction.
 - Urban Design: The art and science of giving form, in terms of both beauty and function, to selected urban areas or cities; addresses the location, mass and design of various components of the environment and combines elements of urban planning, architecture and landscape architecture.
 - View Sheds: All points from which a particular item can be seen are points within the viewshed of that item.
 - Vision: A shared dream of the future characterized by long-term idealistic thinking. Provides the foundation for the development of the goals, policies and programs.
 - Water Resources: Term used to collectively describe groundwater (aquifers), surface water (rivers, lakes, creeks, etc.) precipitation and water supply.
 - Watershed: The region or area of land that drains water, sediment, and dissolved materials to a common outlet or body of water.



IV. Appendices

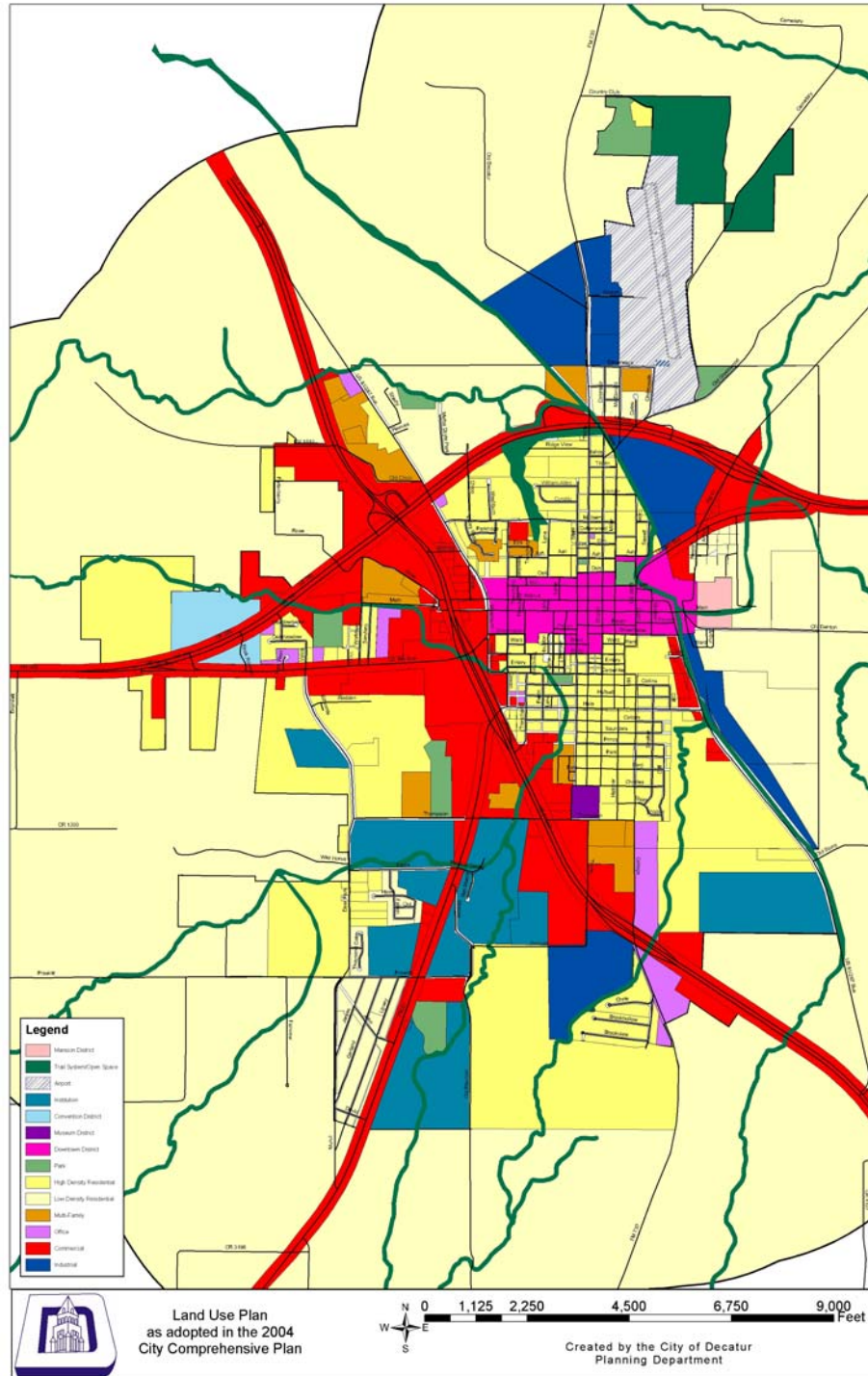


Appendix 1 Major Thoroughfare Plan



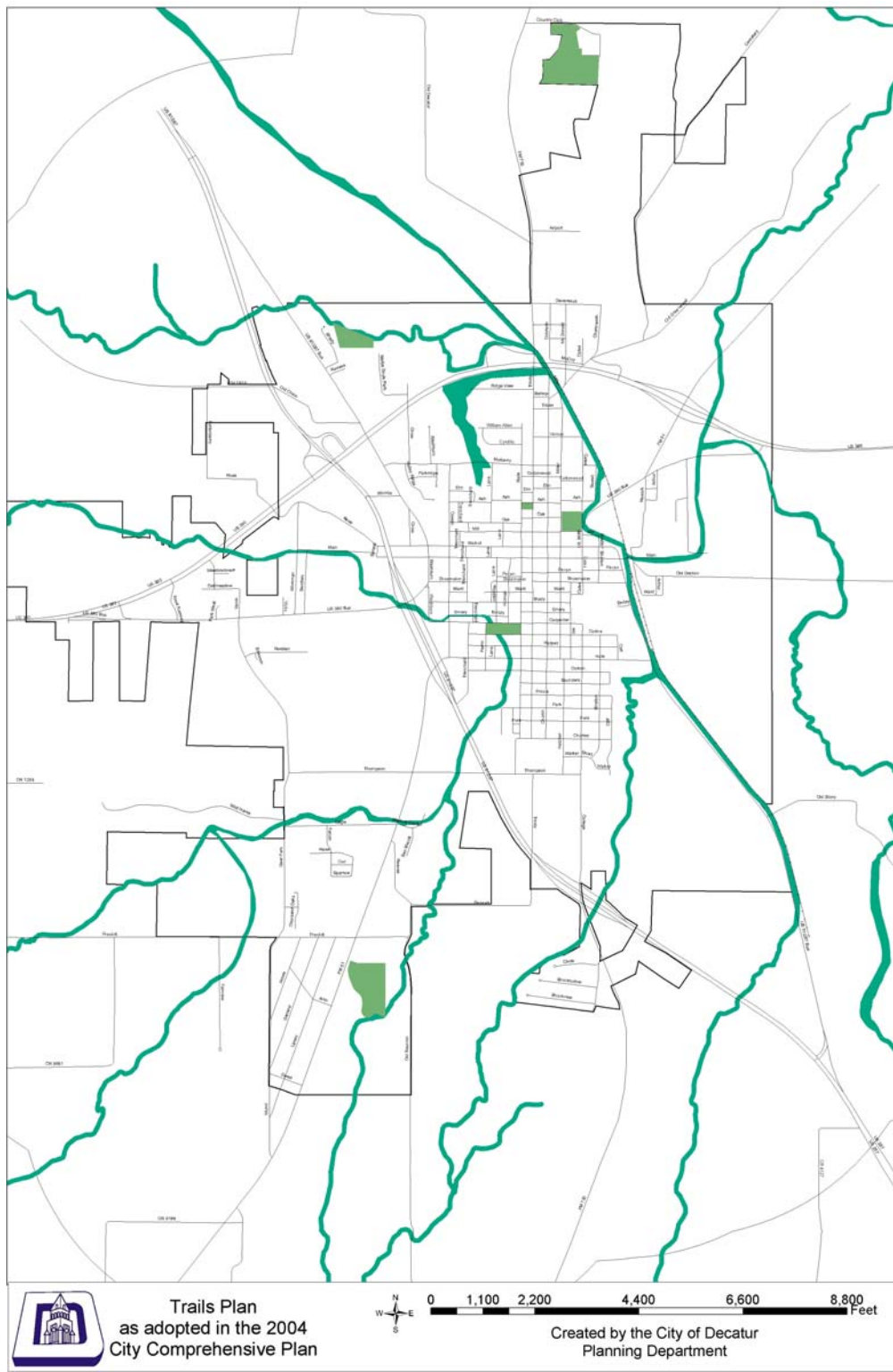


Appendix 2 Land Use Map





Appendix 3 Trails Plan Map





Appendix 4 Public Notice and Participation