



Housing & Neighborhoods

A broad spectrum of neighborhood and housing types that can flex to meet changing demands over time

GOAL:

Provide and maintain a range of neighborhood development styles and housing types at various price points that emphasize quality architecture, desirable and well-maintained public spaces, and pedestrian safety.

Policy Statements:

- 1 Diverse Housing and Neighborhood Mix:** *Royse City will offer a mix of housing and neighborhood types at a variety of price points that meets the needs of all people planning to stay in or move to Royse City today and in the future, enabling three or more generations of a family to all live comfortably in Royse City.*
 - 2 Unique, Complete, and Walkable Neighborhoods:** *Royse City will enhance existing neighborhoods and construct new neighborhoods to encourage interaction amongst residents, prioritize pedestrians and walkability, and utilize architecture, nature and the public realm to create unique environments.*
 - 3 Maintenance:** *Royse City will educate the community on the importance of property maintenance, provide proactive inspections, and utilize incentive programs to improve the quality of life, enhance the city's appearance, and protect the health and safety of the community.*
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Introduction

We want Royse City to be a diverse community that appeals to people of all ages, lifestyles and income levels now and in the future. This is important to keeping our current residents here and attracting new people to Royse City, but it's also critical to our city's financial condition and prosperity long-term. In order to do this, we need to expand the variety of neighborhood styles, housing types, and price points available in our community. There is an emerging market in North Texas and in Rockwall County for unique neighborhoods that meet the needs of seniors and baby boomers, middle class workers such as teachers and construction workers, and young/single professionals who do not want to live in the typical suburban neighborhood.

By implementing Place Types instead of separated land use, prioritizing housing that targets the lower and higher ends of the housing spectrum and committing to building unique, complete neighborhoods, Royse City can differentiate itself from most North Texas communities, grow and diversify its citizen base, and improve its long-term financial position. We want the majority of our neighborhoods to be attractive to multiple socioeconomic classes, which will make them more flexible, more financially stable, and longer-lasting. Lastly, we want to make sure we keep our neighborhoods attractive, safe, and welcoming.

The housing chapter outlines general neighborhood types—traditional, urban, suburban, and rural—and discusses the different styles of housing that we should seek to offer.

It also outlines the idea of the “complete neighborhood”—one where every resident has safe and convenient access to the goods and services needed in daily life, including a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options and civic amenities. An essential element of a complete neighborhood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities.

In Royse City, we seek to offer a variety of walkable neighborhoods (traditional and urban), as well as residential areas that are only drivable (rural) and those that are a blend of the two (suburban mixed use).

What We've Heard from Residents

“Stay small town and neighborhood friendly.”

“What the city needs is truly affordable housing for 1-2 people: tiny house communities, efficiency apartments, quadplexes, boarding houses. These are cute, comfortable, safe, small, cheap residences for singles that blend into neighborhoods. Nice but small and affordable—simple, nothing fancy.”

“Keep the historic section looking historic.”

“Build more quality homes.”

“More rentals or apartments.”

“Bring community together in each development. Have local events for each development that brings neighbors together”

“We have a lot of young families moving here for the great schools and affordable single family homes. We need more opportunities for these families to ‘move up’ in the future, as well as more options for young professionals who can't afford a single family home and seniors who want to downsize.”

Complete Neighborhoods

A “complete neighborhood” is a neighborhood where one has safe and convenient access to the goods and services needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options and civic amenities. An important element of a complete neighborhood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities.

Royse City’s aim is to be a neighborhood-centric town. From a planning perspective, this means we must stop thinking *solely* in terms of what residents need at the citywide scale. To avoid uneven application of the city’s resources, and to more adequately address each resident’s needs, we need to think of the neighborhood as the central planning unit—and our goal needs to be making every neighborhood a complete neighborhood.

FROM A 15-MINUTE DRIVE TO A 15-MINUTE WALK

In communities that are built to accommodate the automobile first and foremost, a destination within a ten- to fifteen-minute drive is often considered “close to home.” We are choosing to change this paradigm by thinking instead of meeting daily needs within a ten- to fifteen-minute walk. This is the way we will create a community of more inclusive, vibrant neighborhoods.

NEIGHBORHOOD HIERARCHY

In this plan, we are thinking about Royse City’s neighborhood planning needs in three different tiers.

The local (neighborhood) scale is where most residents’ daily needs are met, and where they spend most of their time. For most neighborhoods, this means amenities and destinations are easily reached on foot. Traffic patterns favor pedestrians and bicyclists, and access to public transportation to other parts of the city is available. Various housing types are mixed with other compatible (neighborhood-serving) uses, including markets, cafes, offices, elementary schools, and small parks. (This plan does not focus on the specifics of each neighborhood. Neighborhood plans should be conducted by the city, with substantial input from current residents regarding their needs. Where new development comes in, it should be consistent with the stated aim of creating complete neighborhoods. Residents of rural areas, of course, will not have the same walkable access to these neighborhood-serving amenities.)

The Development Zone is the next tier—a kind of halfway point between the local scale and the citywide scale. At the Development Zone level, the city provides services that are not offered at the neighborhood scale—including fire stations, community parks, middle schools, and libraries. Additionally, each development zone contains one “commercial node” to serve the surrounding neighborhoods, filling in the commercial gaps that those neighborhoods may have (such as supermarkets). These will be a short drive or bus ride from home for most residents in each zone. Royse City’s Development Zones are discussed later in this chapter.

At the **citywide scale** are those services and amenities and serve the whole population of Royse City, and sometimes the broader region. These include places such City Hall, the post office, regional retail/office/commercial centers, large regional parks and conservation areas, athletic complexes, high schools, and regionally-connected trails.

NEIGHBORHOOD HIERARCHY



We’re focusing on the neighborhood as the basic unit for planning our community. Making complete neighborhoods means providing for most daily needs within walkable distance. Other needs are met at the Development Zone and citywide scales.

Local (neighborhood)

- Close-to-home park
- Trail connectivity
- Public elementary school
- Bank
- Grocery store/market
- Pharmacy
- Food establishments (restaurant, café, coffee shop, bar)
- Laundry/dry cleaner
- Indoor fitness facility
- Community center
- Community swimming pool
- Frequent transit service
- Intact sidewalk grid
- Tree-shaded walking areas

Drivable distance (Dev. Zones)

- Community park
- Middle school
- Supermarket
- Entertainment
- Library
- Police station
- Fire station
- Retail
- Restaurants
- Offices
- Bank

Citywide

- Regional park
- Special use parks (recreation centers, etc.)
- Conservancy
- High school
- Veloweb trails
- City Hall/municipal services
- Post office
- Regional R/O/C

HOUSING

Today, as is the case with many small communities in the early phase of growth, our housing stock is made up of mostly entry-level single family suburban homes and rural homesteads, with a small amount of traditional neighborhood housing available north of downtown. This combination limits our ability to attract and keep the diverse population we seek, and is financially unsustainable. The average home value in Royse City at the end of 2016 is around \$152,000. In order to have the funds necessary to provide the expected level of service, schools, and quality infrastructure to residents over time, the average home value in a suburban community would need to be closer to \$300,000. We can reach this target by making strategic quality-of-life improvements in existing neighborhoods (such as adding parks, sidewalks, bike lanes) to raise existing home values and by making sure any new development includes high-value rural estates and upper-end suburban homes.

While it is important to have options for families who desire to move into larger, more expensive homes, it is also important to provide affordable, “missing middle” housing options for young families, single professionals (especially teachers), senior citizens, employees of local businesses and others who need or desire something other than detached single-family houses in auto-oriented environments. This “missing middle” type of housing is typically located in more walkable, pedestrian-oriented neighborhoods and can take the form of multi-story apartment buildings, townhomes, duplexes, patio homes, cottages, or single-room accessory dwelling units. While not always the highest producing in terms of property value *per lot*, these types of more compact, walkable neighborhoods tend to generate more revenue *per acre* of land developed and get more value for the infrastructure serving them than the more spread-out suburban or rural neighborhoods.

NEIGHBORHOODS

Providing a mix of housing types and price points is important, but it is just as critical to provide a variety of neighborhood styles. Neighborhoods generally fall into four primary types: urban, traditional, suburban, and rural. In some newer communities, the suburban style development is being mixed with traditional and urban styles to create a “suburban mixed-use” neighborhood where different types of housing and lot sizes are integrated together with amenities such as parks, schools, shopping and small business/office all within walking or biking distance.

The following pages outline the housing and neighborhood types.

HOUSING TYPES



DETACHED SINGLE-FAMILY

The most common style of housing in Royse City, and the basic unit of the typical suburban subdivision. Single-family housing encompasses a wide range of styles, including small modular homes or large estate-style houses on large rural lots.



DUPLEX

A small- to medium-sized structure consisting of two dwelling units, both of which face and are entered by the street. These may be side-by-side (one- or two-story) or stacked.



FOURPLEX

A medium structure that consists of four units: typically two on the ground floor and two above with a shared entry.



BUNGALOW COURT

A series of small, detached structures, providing multiple units arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear yard and is an important community-enhancing element.



ACCESSORY DWELLING UNIT

An accessory structure typically located at the rear of a lot providing space for a small residential unit, home office, or other small commercial or service use. This unit could be above a garage or at ground level.



SMALL MULTIPLEX

A medium structure that consists of five to 10 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front.



TOWNHOUSE

A small- to medium-sized structure, consisting of two to eight (usually) attached single-family homes placed side by side.



LIVE/WORK

A small- to medium-sized attached or detached structure consisting of one dwelling unit above or behind a flexible ground floor space for residential, service, or retail uses. Both the primary ground-floor flex space and the second unit are owned by one entity.



COURTYARD APARTMENTS

A medium- to large-sized structure consisting of multiple side-by-side and/or stacked dwelling units accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or up to three units may share a common entry.



TRADITIONAL

Traditional neighborhoods are medium-density neighborhoods built on a traditional street grid pattern and that allow for a great amount of flexibility in design and use. Housing sometimes turns into (compatible) commercial use, and in other places, the reverse happens. Many of the older neighborhoods in the area (including those in our Heritage District) fall into this category.

Activity area: walking distance (around .5 miles)

Housing/lot size: The look and feel of this type of neighborhood will vary by block, but typically lots are smaller and there is a mix of architectural style and use of buildings. Housing types are a mix of single-family homes, missing middle housing options, smaller apartment buildings, and some forms of live/work set-ups. The important thing is that the scale of the housing is compatible with what is around it.



Parks: In a mixed-use neighborhood, parks (generally) play the important role of the neighborhood's understood center—where neighbors can mingle informally. Sometimes these are combined with neighborhood schools or community centers, and they may draw businesses such as cafes and restaurants. Mini parks are desirable every few blocks so that every resident has a park within a five-minute walk. Neighborhood parks have more amenities and can serve a larger area, but the focus is still on making these parks conveniently accessed by walking or biking.

Infrastructure: Streets in traditional neighborhoods tend to be narrower than suburban style roadways and laid out in a grid/block network. Sidewalks, bike facilities and on-street parking are a priority in these neighborhoods, since most people choosing to live here enjoy (and in some cases prefer) walking or biking to access the majority of their daily needs. Utility infrastructure must be designed to support a variety of demands as usage of different properties evolve over time.

Example neighborhoods:

Bishop Arts (Dallas), M Streets (Dallas), Downtown Plano, Downtown Grapevine



NEIGHBORHOOD TYPES



URBAN

Urban neighborhoods concentrate people, businesses, parks, schools and other services in a compact, walkable area. Urban areas can take the form of a large city downtown like New York, or, in its newer iteration, a planned mixed-use development with corporate tenants such as the CityLine/State Farm development in Richardson, Legacy Town Center in Plano or Watters Creek in Allen. This type of setting is becoming increasingly desirable in North Texas, in particular to the younger population and to empty-nesters, as well as to businesses that see urban amenities as a talent draw.

Activity area: walking distance (around .5 miles)

Housing/lot size: Because of the higher number of people, urban neighborhoods can accommodate more services in a small area. Multi-story buildings are common, with retail uses on the first floor and residential or office above. Homes and other buildings are more space-efficient, and land values tend to be highest in these areas. The urban neighborhood is the best place for midrise apartments and live/work/play developments.

Parks: Parks in urban neighborhoods are smaller in size and in function, but they are intended to serve only the surrounding blocks. In addition to mini parks, “special use” spaces such as plazas and dog parks play a role in providing public leisure opportunities. Schools in these neighborhoods (located centrally) can be hub of social activity, and they often feature small parks and community gardens.

Infrastructure: Like traditional neighborhoods, urban neighborhoods utilize a grid network, but corridors can vary from one-way, single lane alleys (or mews) to 3- or 4-lane low-speed streets and avenues that safely accommodate pedestrians, bicyclists, and transit. Wide sidewalks with significant trees and streetscape features are common, along with bike lanes and shared use paths. Parking is distributed along street corridors and shared parking lots, and for larger developments, garages are common. The buildings are designed to be oriented to the street—that is, they are supposed to interact with people passing by on foot. Buildings line the (wide) sidewalks, creating an inviting and interesting outdoor space, instead of being set back behind rows of parking. Some on-street parking is encouraged, but the bulk of the parking should be behind buildings, in parking garages, or in lots at the periphery of the urban zone. Parking minimums are counterproductive here, making it difficult to create walkable places, and coming at a great (and unnecessary) expense to business owners and developers. This is the most efficient use of infrastructure, because more people and businesses share the same infrastructure.

Example Urban Neighborhoods: Legacy Town Center (Plano), Watters Creek (Allen), CityLine (Richardson)





SUBURBAN

Today's suburban neighborhoods, for the most part, have separated the residential (generally single-family lots) from every other use, and they necessitate owning a car. The wider streets and spread-out pattern of development generate much higher infrastructure costs (full-service with underground drainage, sewer, etc.) and service costs (including police and fire) than the more compact traditional and urban neighborhoods. In most cities across the country, property values in these neighborhoods do not generate enough revenue to pay these higher costs, so a city must offset this with a high amount of sales tax and pockets of much more dense, fiscally productive development. Schools in most suburban settings are planned in a way that does have a small surrounding area with walking and biking access to the school, but requires many students to ride a bus or be driven to school. This creates more traffic, parking, and busing cost issues for school districts and cities to manage.



Activity area: 12-minute drive

Housing/lot size: Suburban neighborhoods tend to include only single-family housing, usually with a limited range of styles and price points. Lots are typically larger than traditional neighborhoods to accommodate front and/or back yards, but much smaller than rural estate neighborhoods.

Parks: Most suburban neighborhoods are built with some open spaces and neighborhood parks maintained by the city, and some also include larger parks and amenity centers managed by a Homeowners Association (HOA). Though suburban neighborhoods are designed around the car, it is still important that they include high-quality parks within easy walking distance for all residents.



Infrastructure: Many of today's suburban neighborhoods are a combination of cul-de-sacs (which do provide a safe pedestrian environment) and a hierarchical network of overly wide, curving streets that unintentionally encourage faster driving (and therefore have limited pedestrian activity). The unintended consequence of this is kids resort to playing in fenced-in back yards (instead of the street), less neighbor interaction, and more speeding.

These streets should be wide enough to accommodate infrequent local traffic and emergency vehicles, but also narrow enough to create a calmer setting for the residents of the neighborhood. On-street parking may be a convenient feature, but when not used it makes the street wider and encourages higher speeds.

These neighborhoods have the most expensive infrastructure per lot/household because of the wider streets, sidewalks and underground drainage, water and sanitary sewer.

Example Suburban Neighborhoods: Hidden Creek (Royse City), Rustic Meadows (Royse City), The Shores (Rockwall)

NEIGHBORHOOD TYPES



RURAL

In the rural setting, public investment in infrastructure is significantly limited, given the relatively low number of residents. Roads are generally two-lane rural roads, and water and wastewater systems are typically not provided by the city, which requires either a rural utility district or privately maintained water wells and septic systems. Amenities such as schools, parks, shopping and restaurants are not generally found in rural areas, and it is assumed that residents in these areas will drive for all their daily needs. Rural neighborhoods can be fiscally productive if property values are higher (estate-type lots) and/or if infrastructure serving the area is lower quality (asphalt/gravel roads, septic systems, bar ditches for drainage, wells for water).

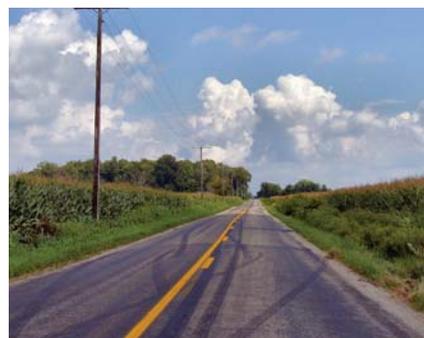
Activity area: 10-minute drive or more

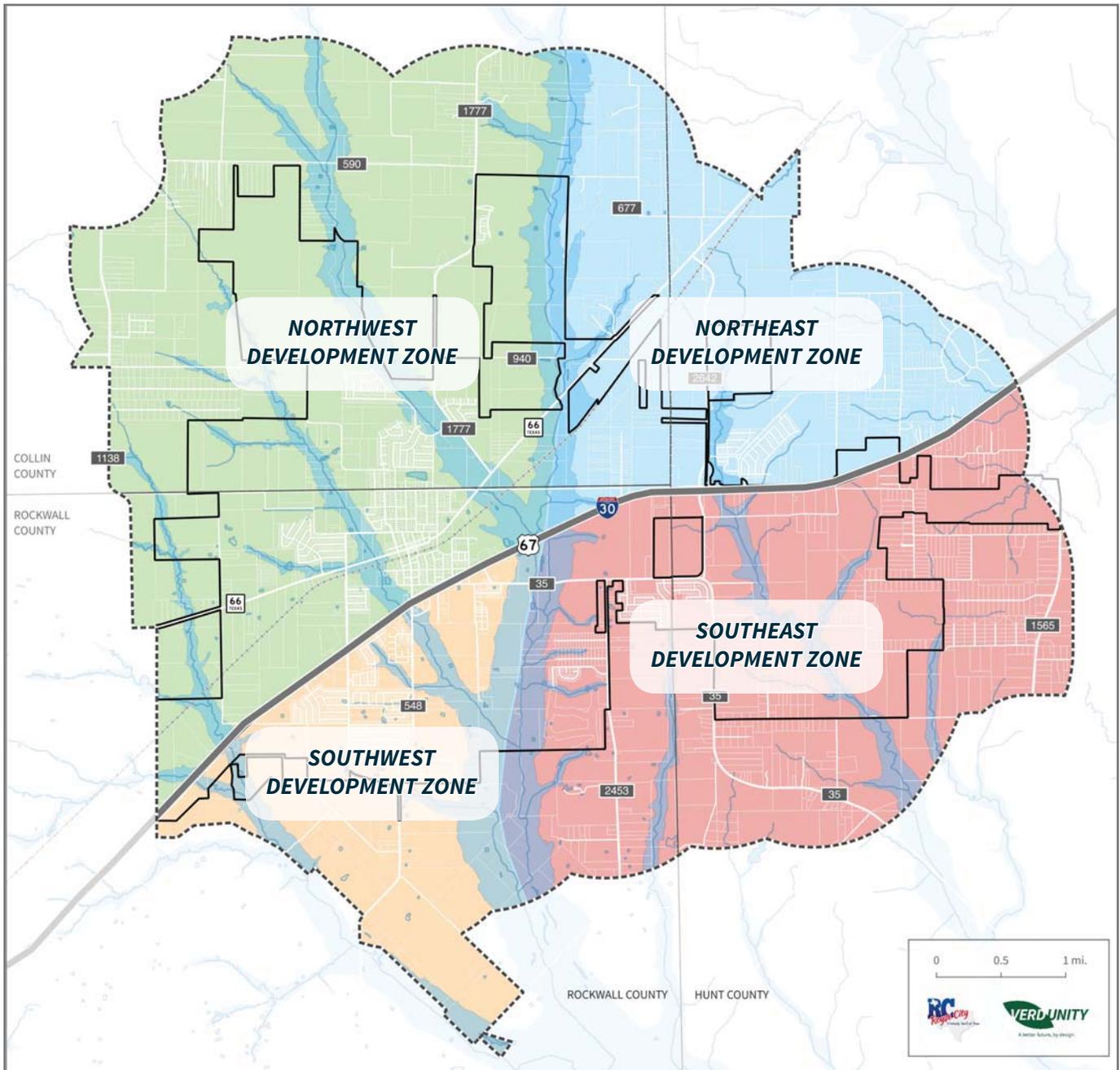
Housing/lot size: Rural areas usually feature larger lots; rural estate homes, ranch houses, small patio homes or trailers

Parks: Rural areas do not typically have programmed parks, since most properties are on large tracts of land already. Occasionally, rural areas can double as conservation areas with limited public access.

Infrastructure: Public infrastructure in rural areas is kept to a minimum, because the density of users is low. Roads are typically one or two lanes, sometimes with asphalt or gravel. Drainage should be handled with bar ditches, and sewer is typically on septic systems.

Example Rural Estate Neighborhoods: Kingsbridge (McLendon-Chisholm), Heath





Development Zones

To truly be a neighborhood-centric community, Royse City must be focused on creating “complete neighborhoods”—that is, neighborhoods that have all the essentials for conducting daily life. Many daily needs can and should be met at the local scale. Other services and amenities will be available within a broader (drivable or reachable by public transit) range, and still others will be intended for citywide use.

The Development Zones concept is intended to help us move toward being a community of complete neighborhoods by identifying those things that fall between the local (neighborhood) scale and the citywide scale. A key part of this plan’s aim is “getting things right,” and at the Development Zone scale, this means specifically planning community parks, neighborhood retail/office/commercial nodes, fire stations, and schools to serve the nearby neighborhoods.

Northwest Development Zone

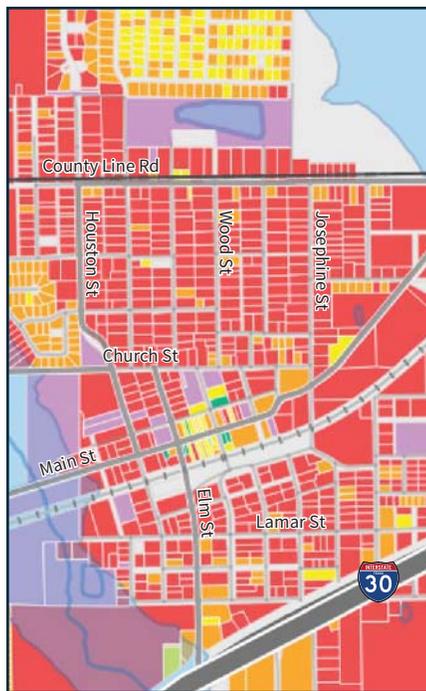
Assessing Current Conditions

TAX VALUE PER ACRE

Developed Parcels: \$5,228/acre

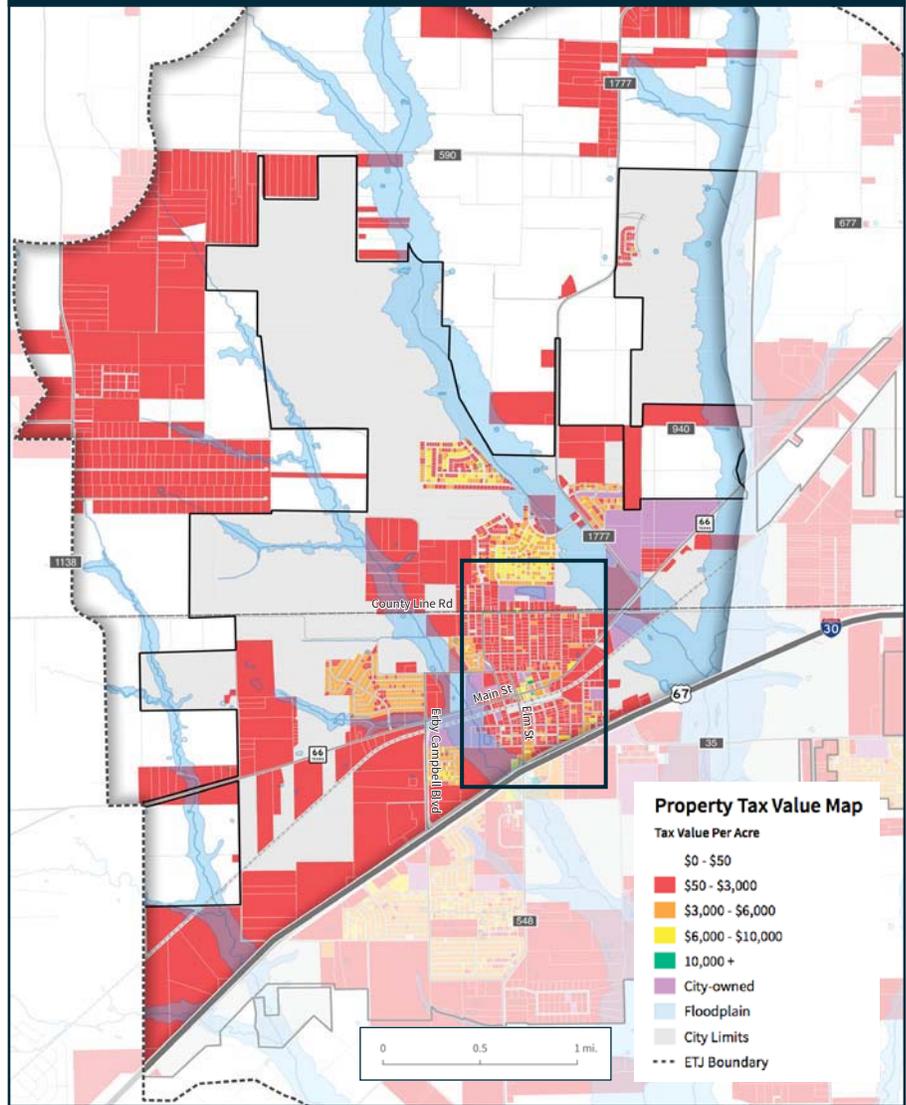


Overall: \$1,895/acre



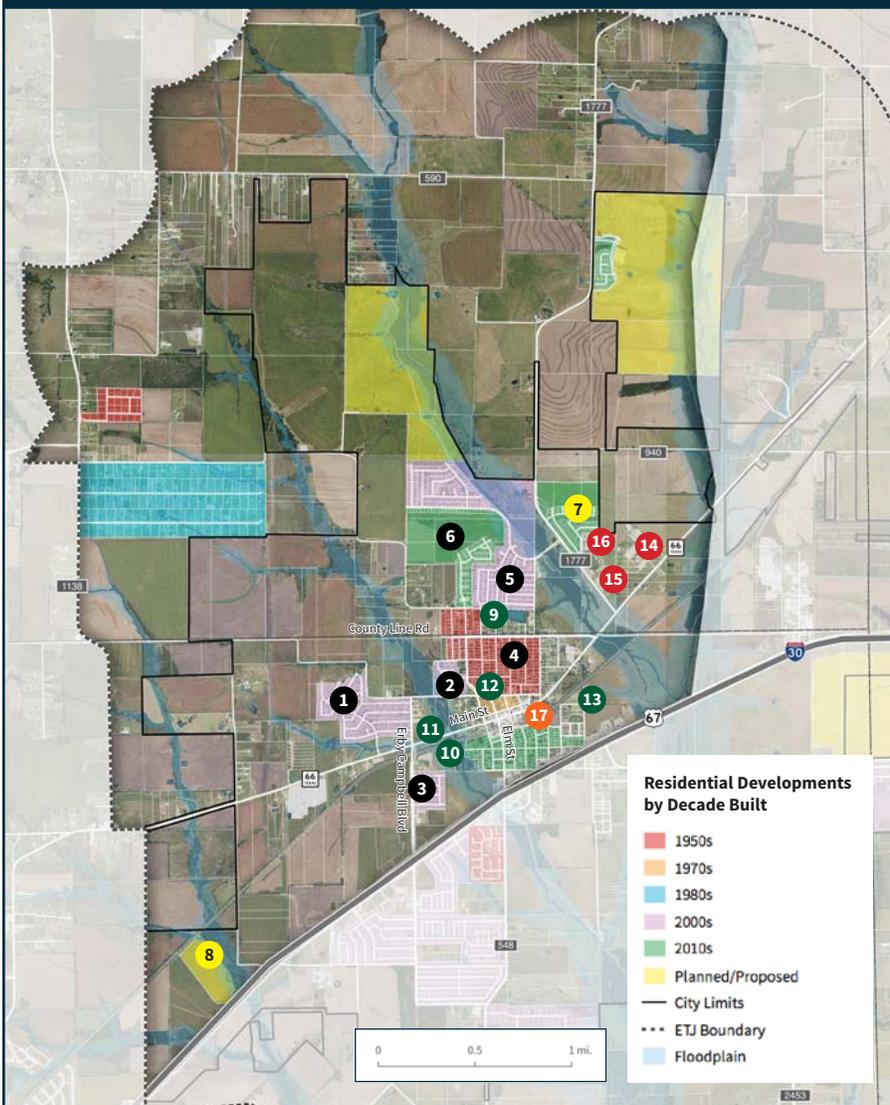
Town Center

TAX VALUE PER ACRE - 2015



N.W. Zone	ETJ		City Limits	
	Area (ac.)	%	Area (ac.)	%
Developed	1,598	16	936	20
Undeveloped	6,778	68	2,853	59
Floodplain	1,541	16	895	19
Total	9917	100	4,684	100

NEIGHBORHOODS AND SERVICES



Residential Subdivisions

- 1 Rustic Meadows
- 2 Westcreek
- 3 McKamy Meadows
- 4 Old Town
- 5 Highlands of McKamy
- 6 Hidden Creek
- 7 Rolling Meadows (*entitled*)
- 8 Cypress Creek at Parker Creek (*entitled*)

Parks

- 9 Citylake Park
- 10 Walker Hawk Sports Complex
- 11 Splash Park
- 12 Becknell Park
- 13 Fox Practice Fields

Schools

- 14 Royse City Middle School
- 15 Ruth Cherry Intermediate
- 16 Davis Elementary

Facilities

- 17 Fire Station

ENTITLED DEVELOPMENTS

Rolling Meadows **7**

106 future lots
11 under construction
80 occupied & 12 vacant

Cypress Creek at Parker Creek **8**

220 apartment units under construction

CITY-MAINTAINED STREETS (ETJ)

264,284 linear ft. (50.05 mi.)

PARKS

Citylake Park

Neighborhood Park | 13 acres

Walker Hawk Sports Complex

Special Use | 17 acres

Splash Park

Neighborhood Park | 6 acres

Becknell Park

Mini Park | 1 acre

Fox Practice Fields

Special Use (Soccer Fields) | 3 acres

SCHOOLS

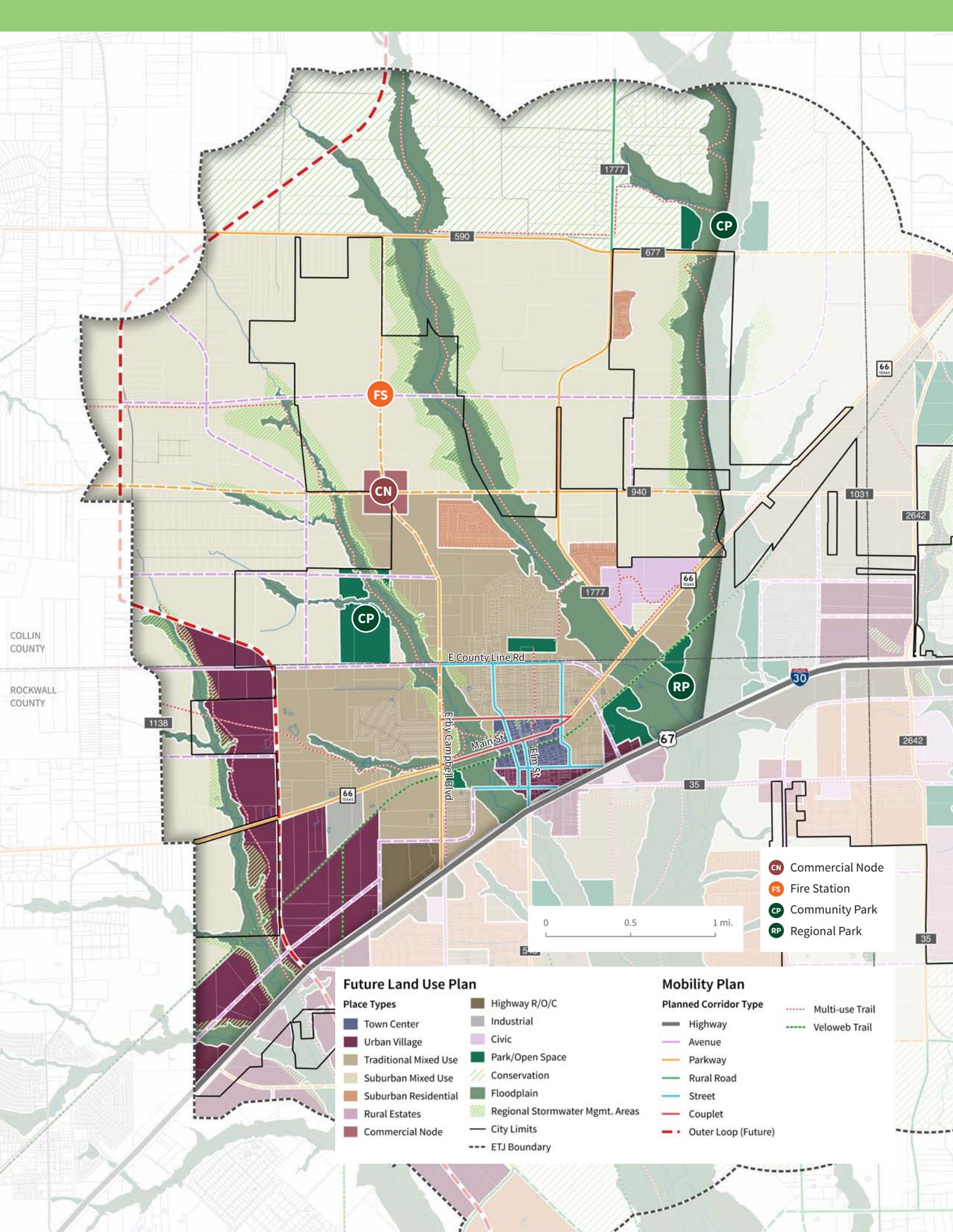
Davis Elementary

Royse City Middle School

Ruth Cherry Intermediate

FIRE STATION(S)

One (Town Center)



COLLIN COUNTY
ROCKWALL COUNTY

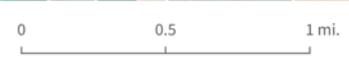
Future Land Use Plan

- | | |
|-----------------------|---------------------------------|
| Place Types | Highway R/O/C |
| Town Center | Industrial |
| Urban Village | Civic |
| Traditional Mixed Use | Park/Open Space |
| Suburban Mixed Use | Conservation |
| Suburban Residential | Floodplain |
| Rural Estates | Regional Stormwater Mgmt. Areas |
| Commercial Node | City Limits |
| | ETJ Boundary |

Mobility Plan

- | | |
|------------------------------|-----------------|
| Planned Corridor Type | Multi-use Trail |
| Highway | Veloweb Trail |
| Avenue | |
| Parkway | |
| Rural Road | |
| Street | |
| Couplet | |
| Outer Loop (Future) | |

- Commercial Node
- Fire Station
- Community Park
- Regional Park



Northwest Development Zone

Resident Comments and Suggestions

I feel that a safe walkable downtown would be ideal for Royse City. There are many times I've seen families trying to navigate a stroller through the grass or walking directly on SH66 around the Splash Park. Roads where citizens can take a walk, ride a bike, go shopping or eating between Walmart and the Post Office then North to City Lake Park would be ideal!

Please make improvements to the gazebo/pond deck at City Lake Park. It is such a great feature for the city but it is in desperate need of repairs and cleaning.

Make Live Oak in front of the park two-way

4-way stop sign at Birch and N Houston

sidewalks needed on Birch ST from N Houston to City Lake Park, so residents from Highlands of McKamy can walk safely to park.

I know we have some sidewalks but to have them all connected would be great.

Slower school zones

Fix railroad crossing east of downtown at Josephine

Focusing on maintaining/enforcing vegetation overgrowth is pertinent to street safety and makes the town look prettier.- Grass too tall to see down 66 if stopped at the stop sign on 1777.

Less traffic and speeding vehicles going past my front yard when I have to step in the street to get to my mailbox (I guess I live in the Heritage District @ County Line/Wood). More local businesses and outdoor places to hang out with family and friends.

Hidden Creek: Improvements to the neighborhood streets and drainage are sorely needed... There are multiple street lights that are out.

Rustic Meadows: The streets are in dire need of repair and we need street lights. The neighborhood is incredibly dark at night. I also see little kids standing on dark street corners in the mornings waiting for the school bus.

Green Terrace in Rolling Meadows has major drainage problems. There are three empty lots on that street and I don't think the builder can build because when it rains these lots flood. In the winter it will sometimes ice over in the colder temperatures. Children walking to school or waiting on the bus have to walk along this water and cars will zoom by and splash. It is also an eye sore for our neighborhood.

The entrance to Highlands of McKamy needs repaired. It was bad before but after they did some drainage work on Birch St. a few months ago it's gotten worse. I have to come almost to a complete stop in order to enter my neighborhood.

Traffic lights at 66 and Erby Campbell. It's dangerous. I've seen too many close calls there, especially in heavy evening traffic.

N Erby Campbell dead-end at Church St - unsafe area because of the overgrowth of grass (up to 5 ft high) and trees breaking off and laying on the property owned by Hickory Hills Apartments and along the property edge owned by Trinity Baptist Church. Low spots on Erby Campbell between 66 and Church are in need of repair.

I live in the Northwest corner of town. The city annexed our road from Collin County has not been able to top it. I invite every council member to sit in my yard from 4 PM until 6 PM. The dust is incredible! When we built at the corner of Walnut and Birch 35 years ago maybe one car and two tractors used this road. With the two new developments it has become a major short cut for many. I worry about the health risks of breathing the dust and I am concerned for my grandchildren with the speed people travel this road. There is no stop sign from Hidden Creek as they enter Birch. I would not be surprised if some were not going 40 or better as they hit the rock road. If we are "part" of the city, we need road services as well!

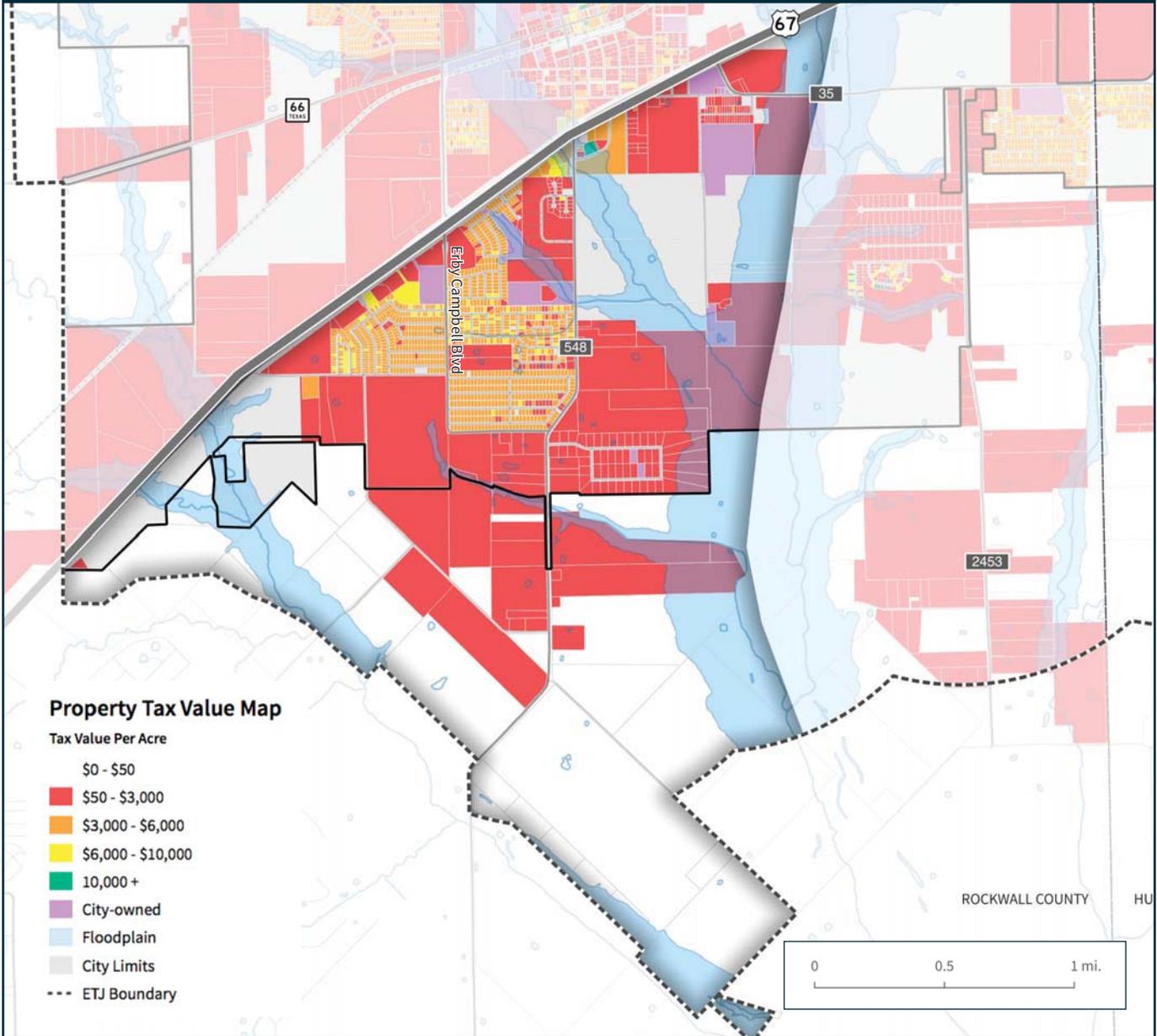
The roads in the development behind family dollar, a few to mention are College, Lula, Lynn, Adams all are in dire need of replacement or repairs.

I live on Lula St, and my neighborhood is mostly rent houses, and elderly people. They either don't have the money for maintenance, don't care, or physically can't do maintenance on their house, yard, etc. Vegetation in some yards are beyond over grown like a forest. Parking is a major issue. A fire truck, and or a school bus can't get through there are so many cars (so many people living in one house). Also people have tons of dogs and cats. The legal limit I do believe is 3 per family.... the neighborhood just needs major pick up, and beautification....simple things-trash thrown away, organization, bushes clipped etc. If rules were followed lots of things would change!

Southwest Development Zone

Assessing Current Conditions

TAX VALUE PER ACRE - 2015



S.W. Zone	ETJ		City Limits	
	Area (ac.)	%	Area (ac.)	%
Developed	611.43	18	570.97	34
Undeveloped	1,879.55	56	654.29	39
Floodplain	864.46	26	440.40	26
Total	3,355.43	100	1,665.66	100

TAX VALUE PER ACRE (ETJ)

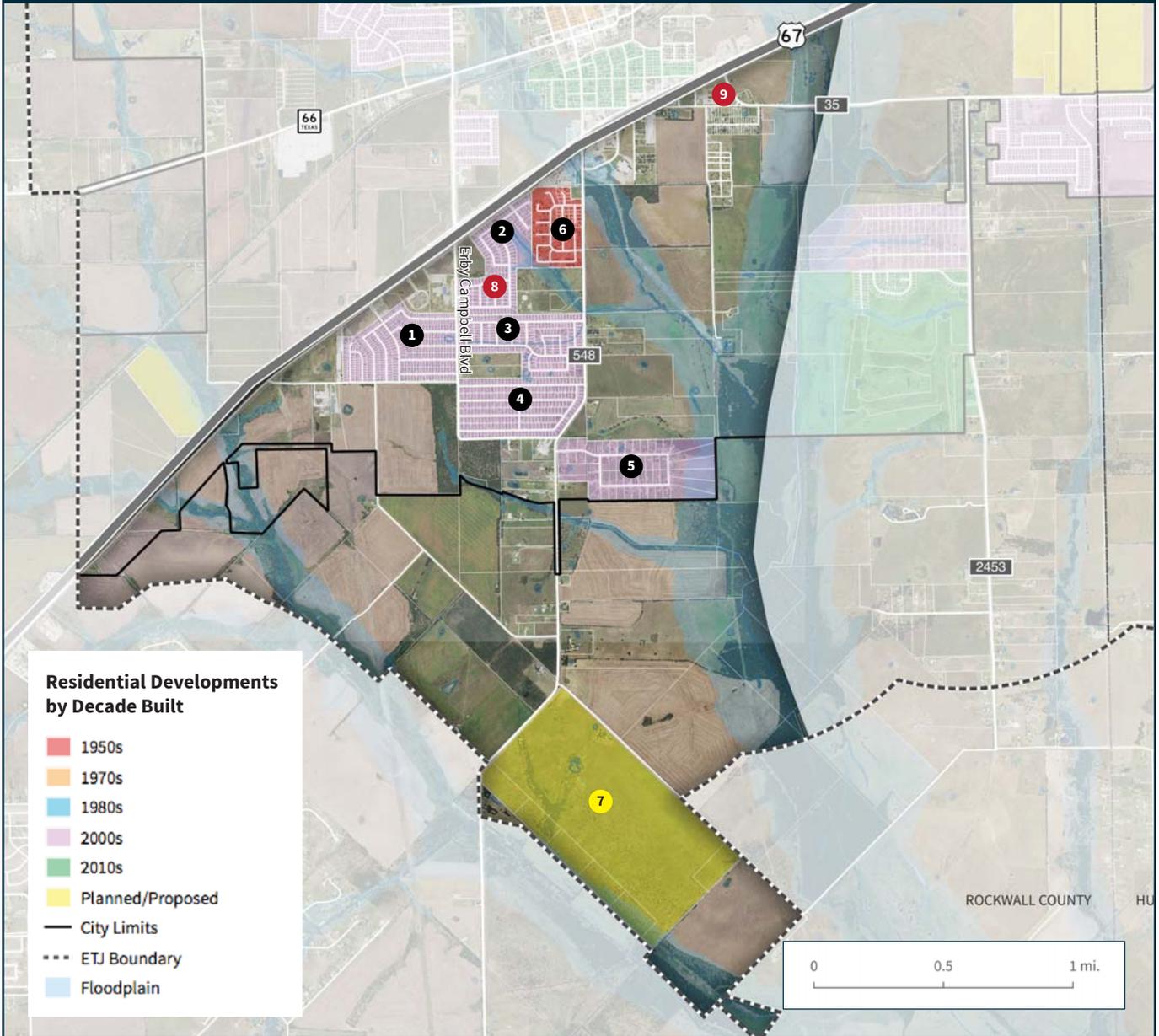
Developed Parcels: \$3,917/acre



Overall: \$3,731/acre



NEIGHBORHOODS AND SERVICES



ENTITLED DEVELOPMENTS

Waterscape/Clear Springs 7
1,025 future lots planned

CITY-MAINTAINED STREETS (ETJ)

119,905 linear ft. (22.71 mi.)

PARKS

None

SCHOOLS

Scott Elementary
H.H. Browning Alternative Learning Center

FIRE STATION(S)

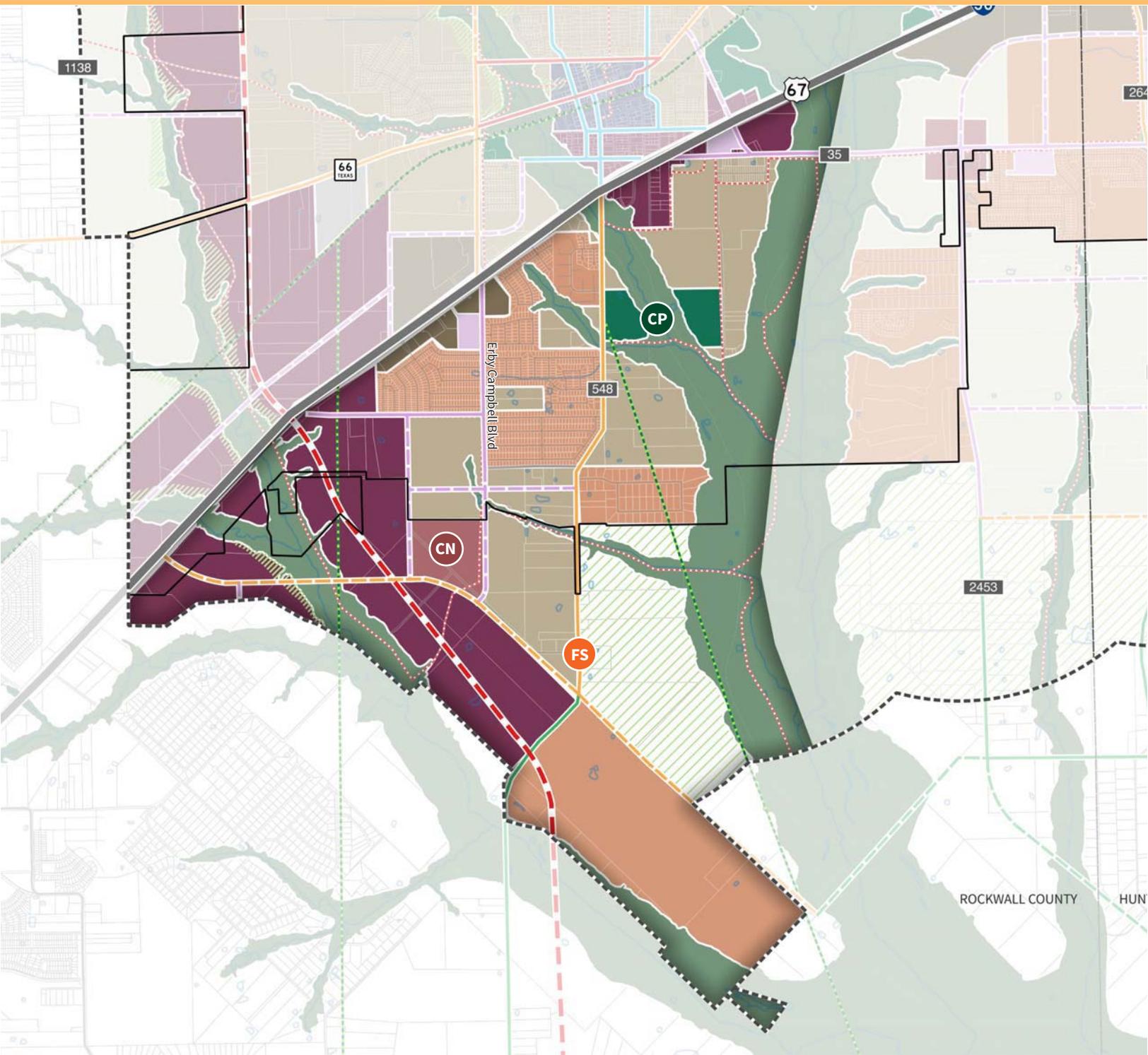
None

Residential Subdivisions

- 1 Quail Ridge
- 2 Briarstone
- 3 Creekview
- 4 Sunrise Meadows
- 5 Starlight Ranch
- 6 Lakewood Estates
- 7 Waterscape/Clear Springs (entitled)

Schools

- 8 Scott Elementary
- 9 H.H. Browning Alternative Learning Center



Future Land Use Plan

Place Types

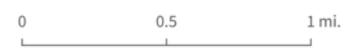
- Town Center
- Urban Village
- Traditional Mixed Use
- Suburban Mixed Use
- Suburban Residential
- Rural Estates
- Commercial Node
- Highway R/O/C
- Industrial
- Civic
- Park/Open Space
- Conservation
- Floodplain
- Regional Stormwater Mgmt. Areas
- City Limits
- ETJ Boundary

Mobility Plan

Planned Corridor Type

- Highway
- Avenue
- Parkway
- Rural Road
- Street
- Couplet
- Outer Loop (Future)
- Multi-use Trail
- Veloweb Trail

- CN Commercial Node
- FS Fire Station
- CP Community Park



Southwest Development Zone

Resident Comments and Suggestions

Quail Ridge: Needs sidewalks and speed bumps. People drive way too fast. Needs street lights; sidewalk, maintenance in the neighborhood looks trashy.

Better walking/biking connections to Main St. Sidewalks stop and start making it where you have to walk through mud or on the street where cars are traveling very quickly.

A small park or something closer to these neighborhoods would also be great.

Please help me create the first little library in the area. Quail Ridge neighborhood. Fuentes.dulce83@gmail.com

I would like traffic lights and better roads and wider 548 and more street lights!!!

Would like to see Erby Campbell on south side of 30 go all the way to FM 548 or Hicks Rd to reduce traffic cutting through neighborhoods. The neighborhood streets are not very wide.

Parking on the street needs to be better enforced! People will park right by the no parking sign and nothing gets done!

I would love to see a park with playground, sports courts and a public pool.

Road improvements are important and more code enforcement too.

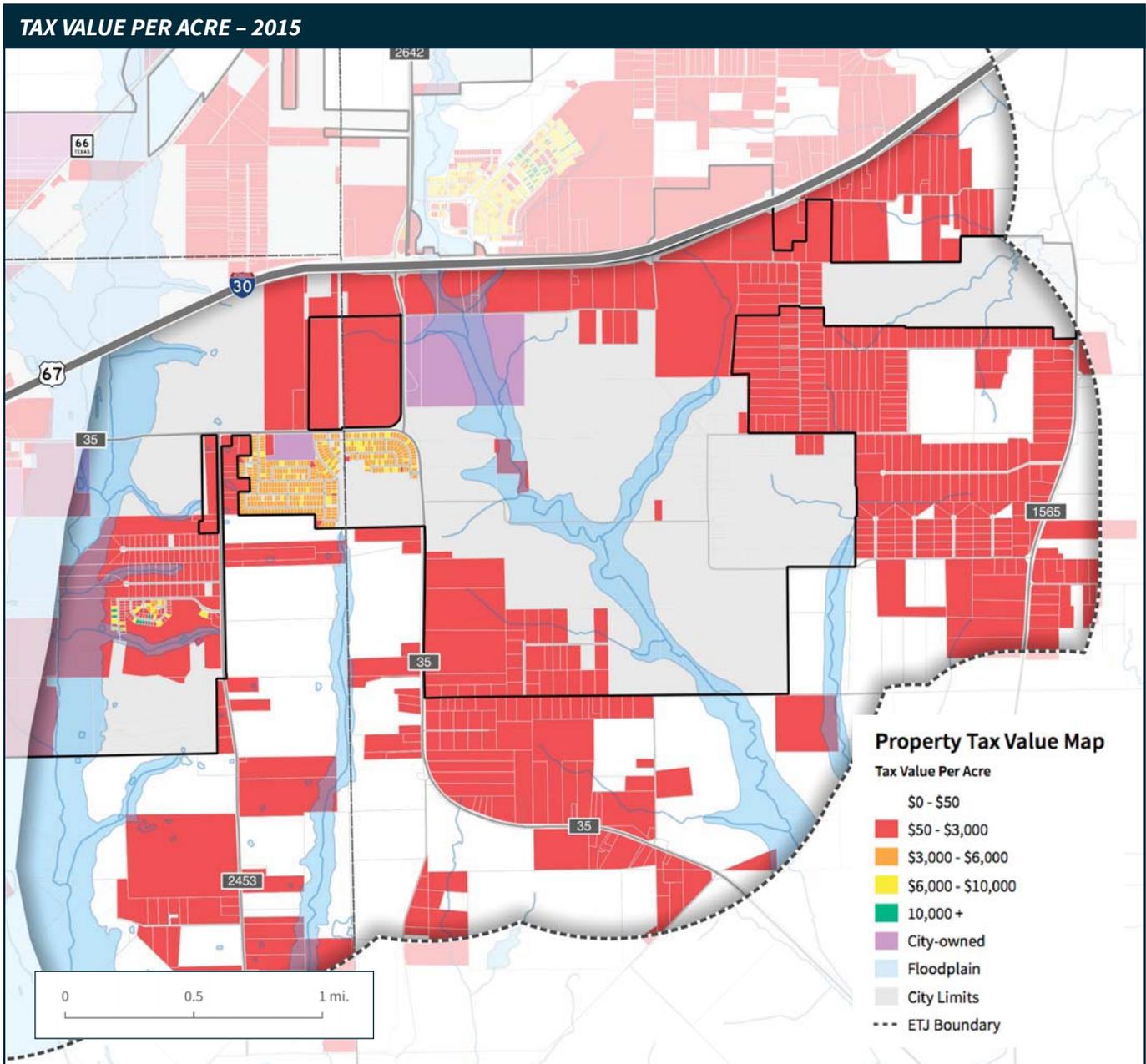
Sports facilities! Soccer, baseball, etc..

More bike/walking trails, traffic lights at Erby Campbell/1-30 (so pedestrians can safely cross there)

What about stationing an officer at Anita Scott Elem in the mornings and afternoons? There is a huge issue with reckless driving, speeding, and people jaywalking into traffic on a daily basis. It's a dangerous school zone because people don't follow the laws. Having an officer to enforce the law would help stop this before someone gets hurt - again. Or worse!

Southeast Development Zone

Assessing Current Conditions



S.E. Zone	ETJ		City Limits	
	Area (ac.)	%	Area (ac.)	%
Developed	1,337.45	19	572.63	18
Undeveloped	4,839.23	67	2,152.59	66
Floodplain	1,005.60	14	535.69	16
Total	7,182.28	100	3260.91	100

TAX VALUE PER ACRE (ETJ)

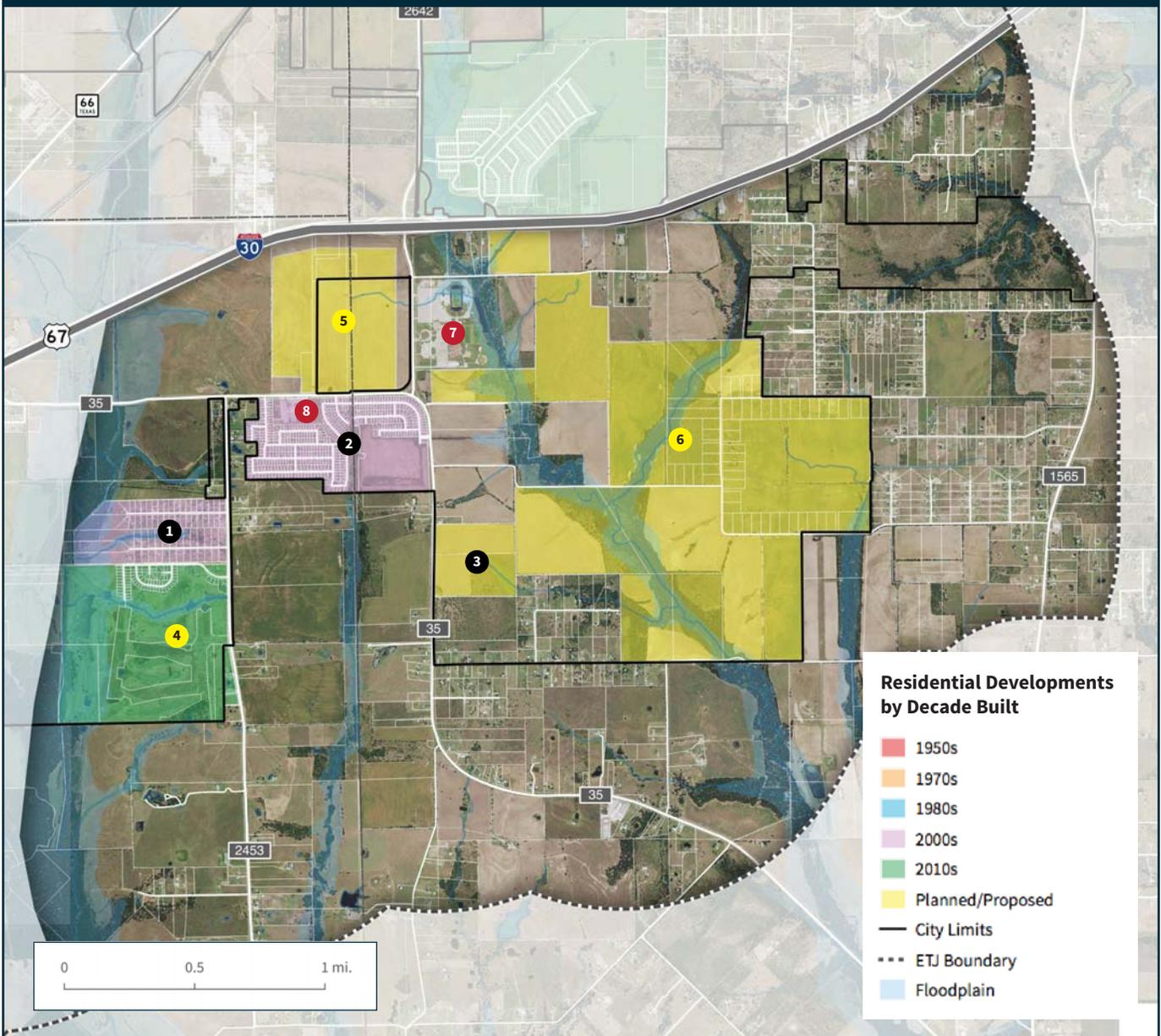
Developed Parcels: \$4,346



Overall: \$1,943/acre



NEIGHBORHOODS AND SERVICES



ENTITLED DEVELOPMENTS

Stone River Estates **4**

208 future lots
65 occupied & 2 vacant

Ridge Park Estates **5**

298 (or fewer) future lots planned

Union Square **6**

500 future lots planned

CITY-MAINTAINED STREETS (ETJ)

172,027 linear ft. (32.58 mi.)

PARKS

None

SCHOOLS

Royse City High School
Fort Elementary

FIRE STATION(S)

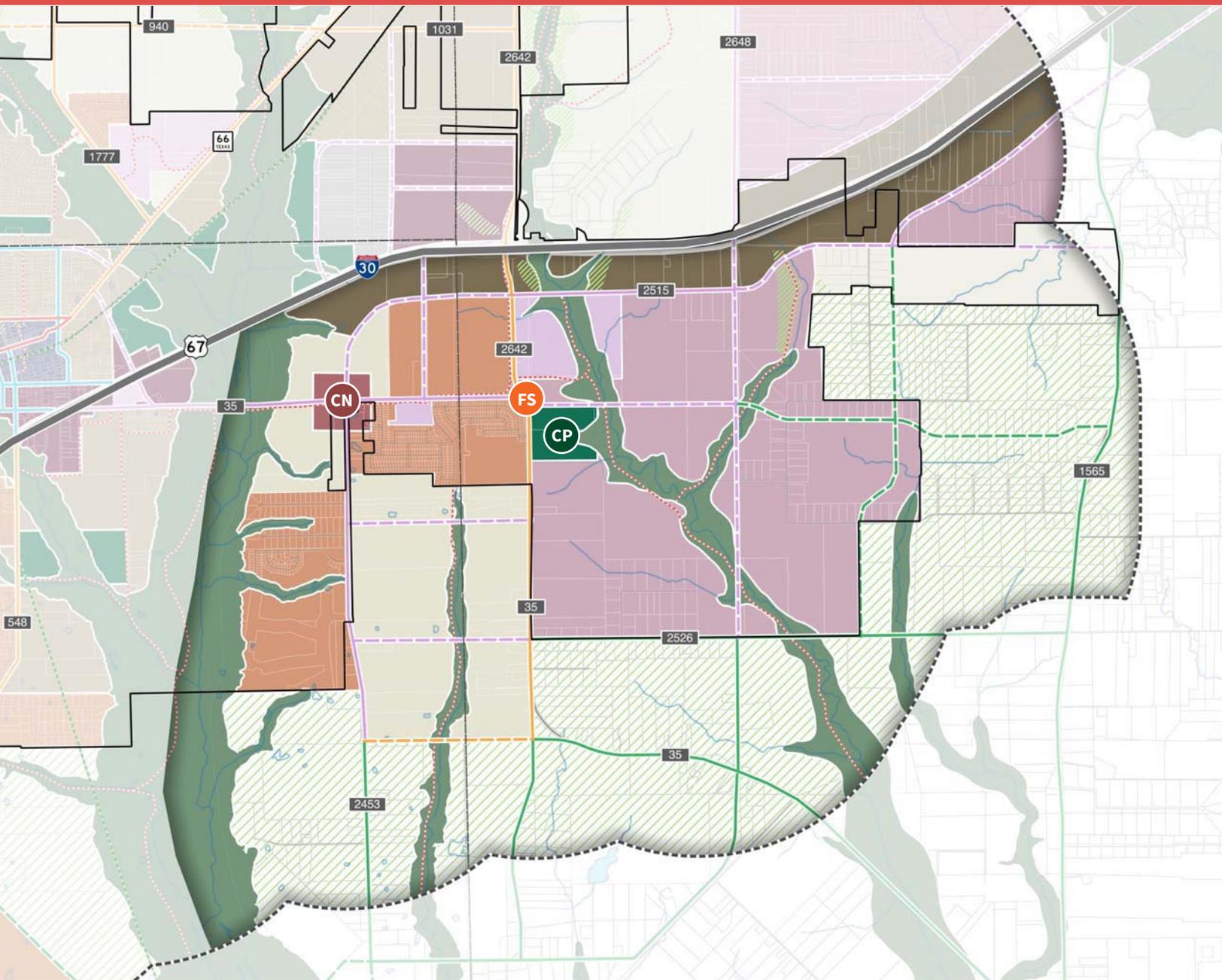
None

Residential Subdivisions

- 1** Fairway Ranch Estates
- 2** Woodlawn Creek
- 3** Ridge Park Estates
- 4** Stone River Estates (*entitled*)
- 5** Union Square (*entitled*)
- 6** Bearpen Creek (*entitled*)

Schools

- 7** Royse City High School
- 8** Fort Elementary



Future Land Use Plan

Place Types

- Town Center
- Urban Village
- Traditional Mixed Use
- Suburban Mixed Use
- Suburban Residential
- Rural Estates
- Commercial Node
- Highway R/O/C
- Industrial
- Civic
- Park/Open Space
- Conservation
- Floodplain
- Regional Stormwater Mgmt. Areas
- City Limits
- ETJ Boundary

- CN Commercial Node
- FS Fire Station
- CP Community Park

Mobility Plan

Planned Corridor Type

- Highway
- Avenue
- Parkway
- Rural Road
- Street
- Couplet
- Outer Loop (Future)
- Multi-use Trail
- Veloweb Trail



Southeast Development Zone

Resident Comments and Suggestions

Roads going out the back way to 66 from the South Fork addition need to be paved before service roads become one-way

More street lights in Woodland Creek

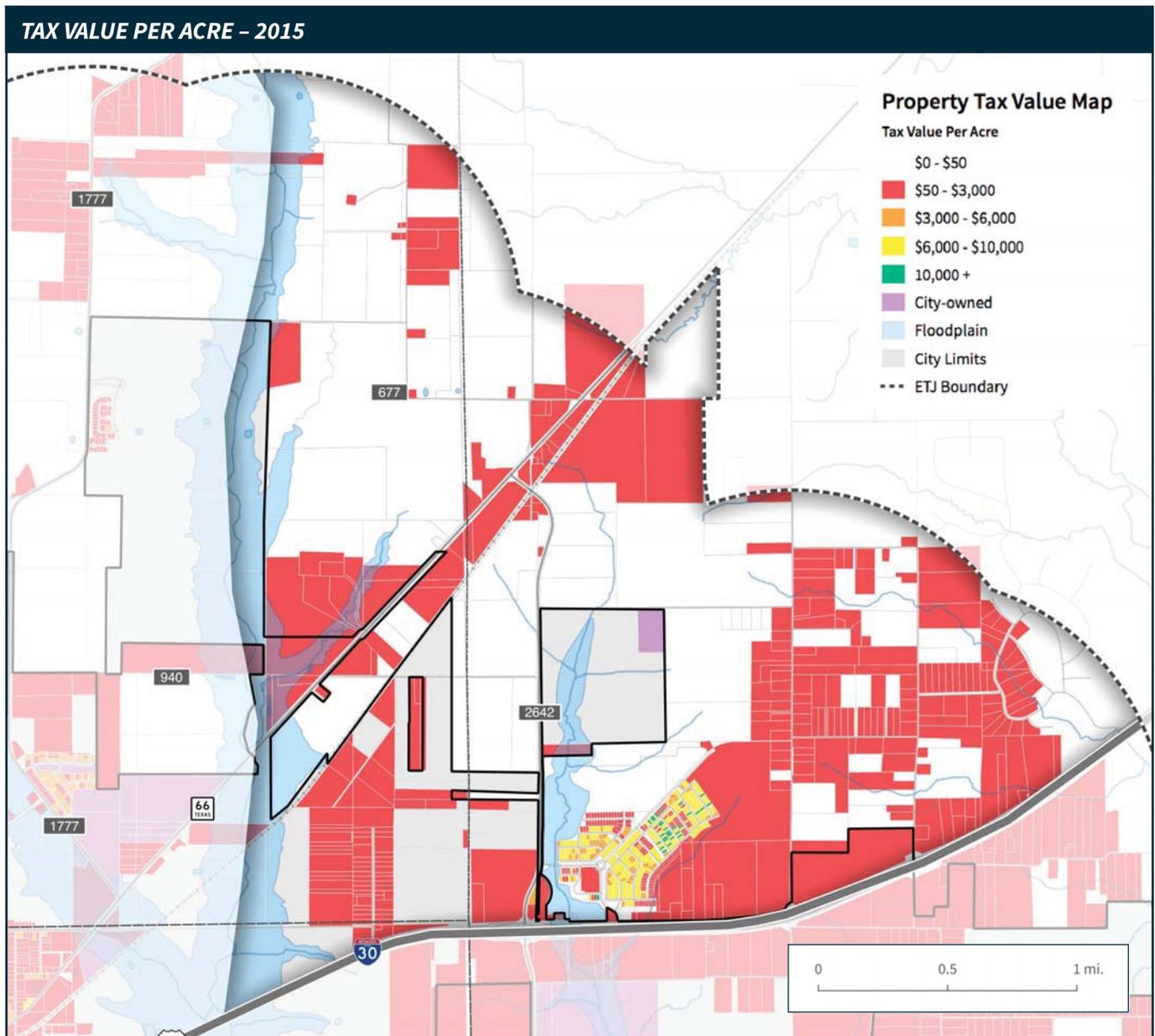
Improve County road conditions

FM 2584 needs serious work.

The state needs to address the roads around the high school and Fort Elementary. Drop-off and pick-up at Fort is dangerous, with no left turn lane, where kids from the high school pass multiple vehicles in the no-passing zone, and people illegally turning left out of the parking lot. Also it's dangerous where the "walkers" are being picked up by parents who are avoiding the normal pick-up line; kids dart into the street as there is no crosswalk, and no traffic regulation, people parking on the wrong side of the street and making u-turns in the middle of the kids and traffic. Traffic is already a big problem around the schools, but with the additional housing going in, traffic is going to be a nightmare. Need a patrol officer to enforce the traffic safety laws there each day. It's going to take a kid getting killed before anything gets done.

Northeast Development Zone

Assessing Current Conditions



N.E. Zone	ETJ		City Limits	
	Area (ac.)	%	Area (ac.)	%
Developed	828.24	17	187.02	17
Undeveloped	3,471.97	72	636.39	57
Floodplain	508.05	11	285.24	26
Total Area	4,808.26	100	1,108.65	100

TAX VALUE PER ACRE (ETJ)

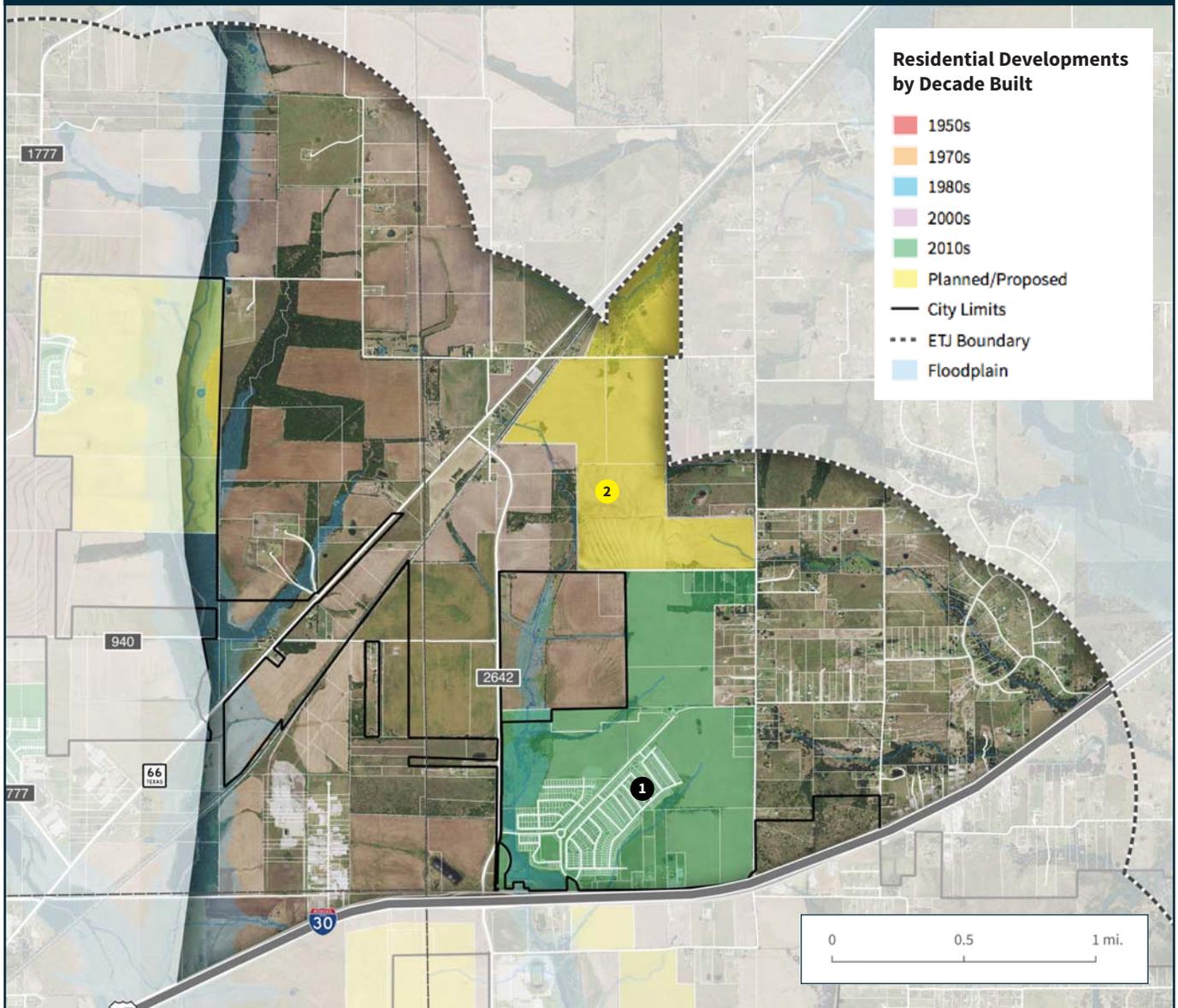
Developed Parcels: \$4,137/acre



Overall: \$445/acre



NEIGHBORHOODS AND SERVICES



ENTITLED DEVELOPMENTS

Verandah

1,703 future lots
27 under construction
65 occupied & 28 vacant

CITY-MAINTAINED STREETS (ETJ)

97,958 linear ft. (18.55 mi.)

PARKS

None

SCHOOLS

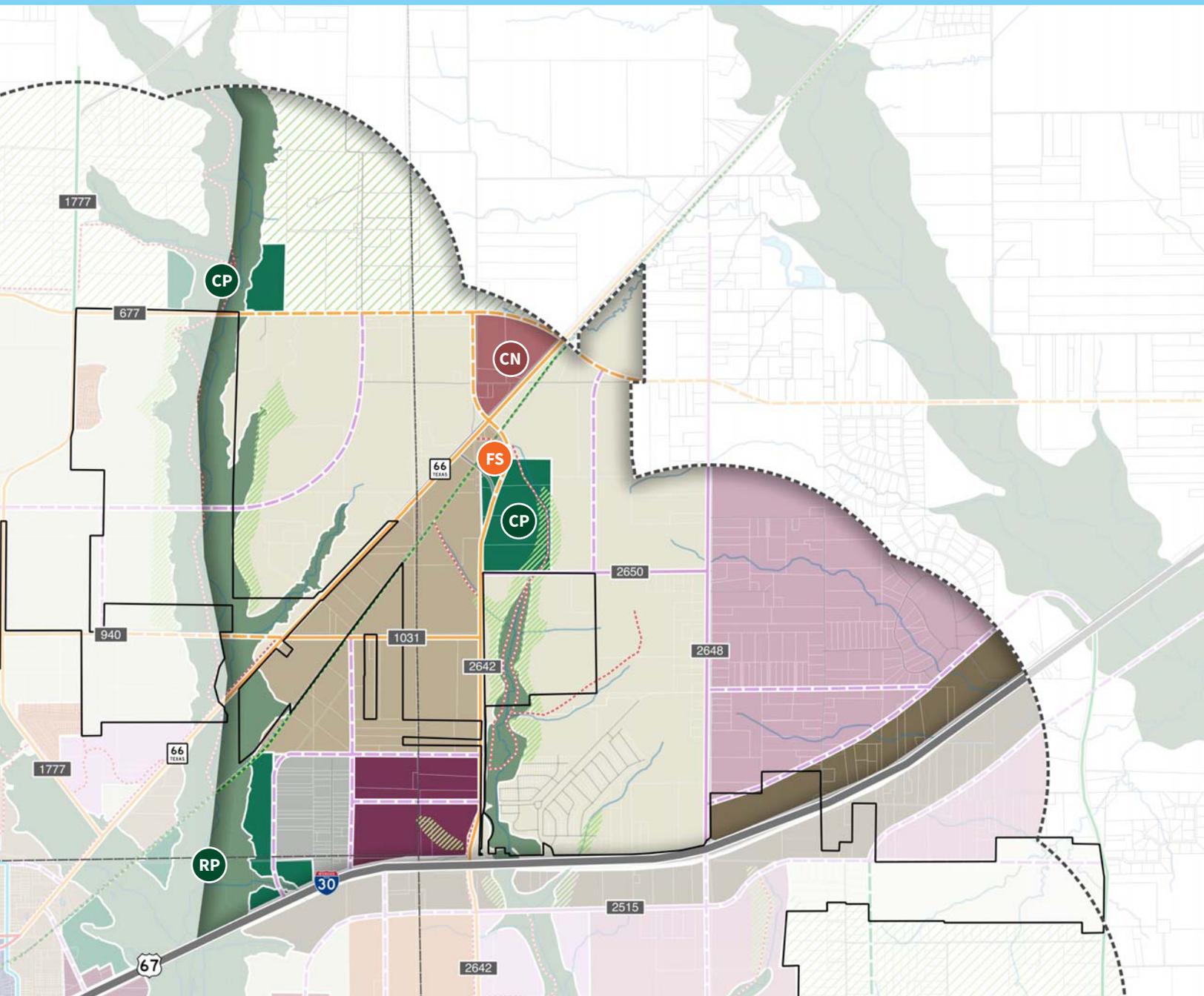
None

FIRE STATION(S)

None

Residential Subdivisions

1 2 Verandah



Future Land Use Plan

Place Types

- Town Center
- Urban Village
- Traditional Mixed Use
- Suburban Mixed Use
- Suburban Residential
- Rural Estates
- Commercial Node
- Highway R/O/C
- Industrial
- Civic
- Park/Open Space
- Conservation
- Floodplain
- Regional Stormwater Mgmt. Areas
- City Limits
- ETJ Boundary

Mobility Plan

Planned Corridor Type

- Highway
- Avenue
- Parkway
- Rural Road
- Street
- Couplet
- Outer Loop (Future)
- Multi-use Trail
- Veloweb Trail



- CN Commercial Node
- FS Fire Station
- CP Community Park
- RP Regional Park

Northeast Development Zone

Resident Comments and Suggestions

Roads going out the back way to 66 from the South Fork addition need to be paved before service roads become one-way

Road options on service road after flooding when they go one-way

We need to have a stop light put in at I30 and 2642.

The home owners will respond better if you leave a green line/line of trees dividing our neighborhood and the back development of movie/watermark area.

A stop light is especially going to be important with the new housing construction in front of the High School, The new stadium planned and the new complex going in above Verandah.

With the number of high school students who walk to and from school, it would be nice to have sidewalks connecting our development with the school.

1

Diverse Housing and Neighborhood Mix

Royse City will offer a mix of housing and neighborhood types at a variety of price points that meets the needs of all people planning to stay in or move to Royse City today and in the future, enabling three or more generations of a family to all live comfortably in Royse City.

Priority Action Items

- 1 Phase out/stop development of single-use (100% residential) suburban subdivisions with full-scale infrastructure and low price-point single-family houses.

- 2 Improve and expand missing middle housing options by maintaining current properties and infilling the existing neighborhoods in and around downtown.

- 3 Promote and incentivize development of traditional style neighborhoods in areas that are within walking distance of downtown and other activity centers such as retail and parks.

- 4 Promote and incentivize development of high end rural estate neighborhoods that can be marketed to people who desire to live in a more rural environment.

- 5 When suburban development is proposed, ensure it is done in the "Suburban Mixed-Use Neighborhood" place type and have a mix of street and block types, housing, retail/office/commercial and open space.

2

Unique, Complete, and Walkable Neighborhoods

Royse City will enhance existing neighborhoods and construct new neighborhoods to encourage interaction amongst residents, prioritize pedestrians and walkability, and utilize architecture, nature and the public realm to create unique environments.

Priority Action Items

- 1 Develop a "Complete Neighborhood Checklist" that lists the components that need to be present in the different types of neighborhoods to make them complete.

- 2 Conduct neighborhood walking audits with residents in every existing neighborhood to identify issues and low-cost improvements that can be made to gradually improve quality of life.

- 3 Link school planning and neighborhood planning so that schools are located and designed to be safely accessible by walking and biking and can be utilized as a focal point of the surrounding neighborhoods.

- 4 Update building codes, zoning ordinance and development standards to incorporate complete neighborhood concepts.

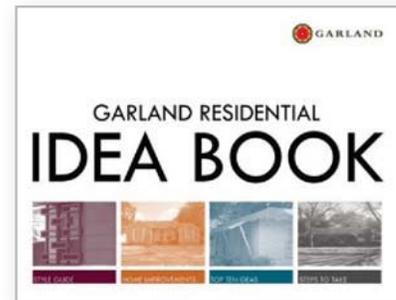
- 5 Safe, enjoyable streets: Design neighborhood streets to be calm, desirable, pedestrian-friendly, and safe (make the neighborhood street a public space that is used and seen as a public space).

Maintenance

Royse City will educate the community on the importance of property maintenance, provide proactive inspections, and utilize incentive programs to improve the quality of life, enhance the city's appearance, and protect the health and safety of the community.

Priority Action Items

- 1 Expand community engagement initiatives with HOAs, crime watch groups, and others to educate residents on the importance of property maintenance, provide proactive inspections, and reduce common property maintenance issues.
- 2 Review and implement established best practices to advance voluntary compliance and progressive code enforcement alternatives.
- 3 Use Code Enforcement and the Housing Rehabilitation Program to provide assistance to those with special needs (elderly, disabled and economically disadvantaged persons) as part of the strategy for helping neighborhoods remain desirable over time.
- 4 Evaluate and leverage technology to increase the effectiveness of on-site residential inspections and enhance communication with citizenry.
- 5 Incorporate the use of volunteers to address routine property maintenance violations.
- 6 Implement a neighborhood/block improvement grant program that matches City funds and resources with residents'. (Model this on the work of Oswego, NY: oswegonyonline.com)



Garland's Residential Idea Book is a resource for homeowners looking to make improvements to their property and the exterior and interior of their homes to improve neighborhood aesthetics and property values.



The Oswego Renaissance Association (Oswego, NY) empowers neighborhood revitalization and citizen engagement by providing grants and resources for residents to develop, restore, and improve their houses, streets, and parks.

