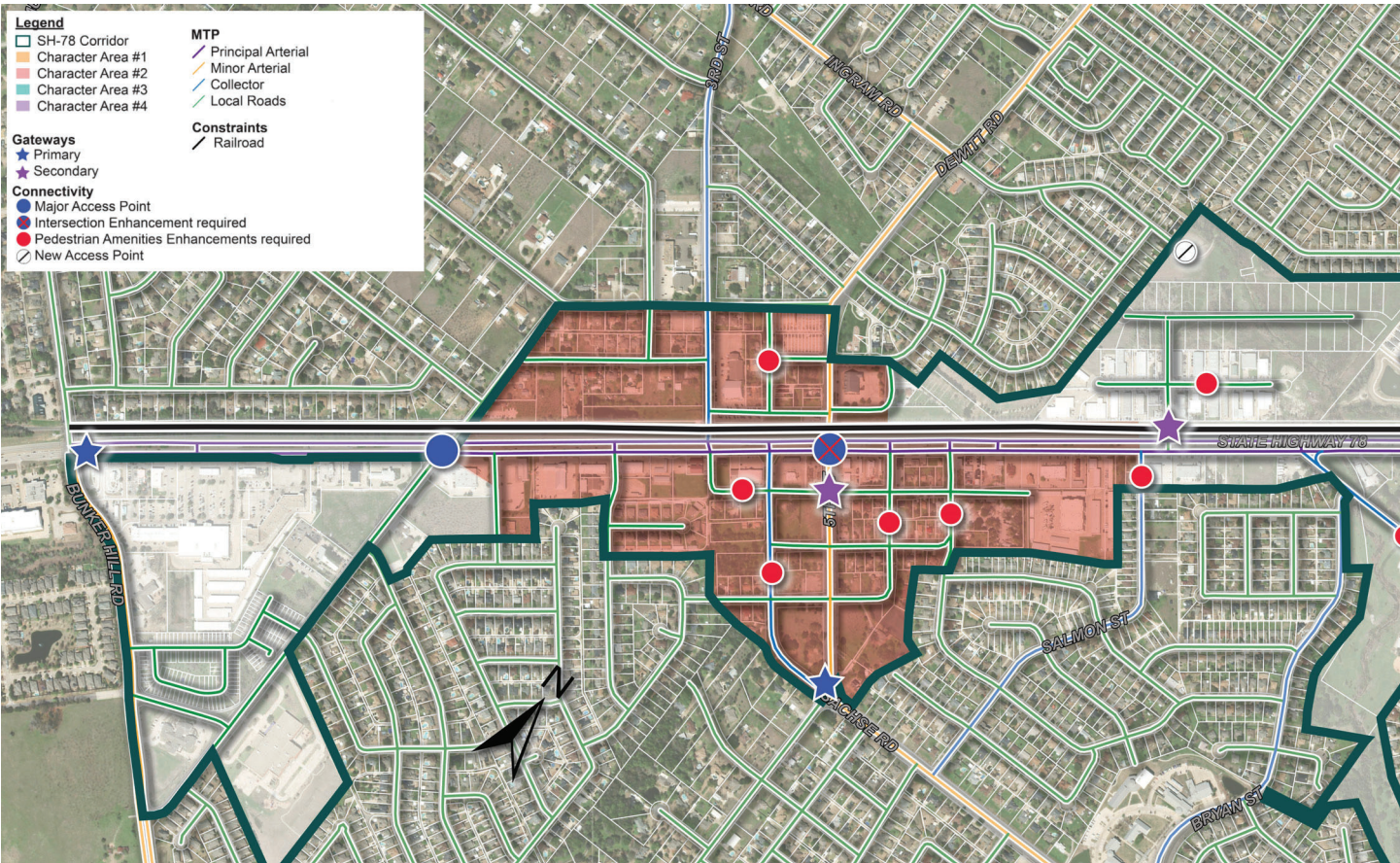


CHARACTER AREA #2: OLD TOWN DISTRICT

- SIZE: 132.28 acres

MAP 3.6. CHARACTER AREA #2: OLD TOWN DISTRICT



Sachse Road and 5th Street are the main thoroughfares through the Old Town District. Given its central location and proximity to residential neighborhoods, this district can evolve into a vibrant, walkable anchor for the community—supporting small businesses, community events, and a mix of uses that reflect Sachse’s character. The area offers unique redevelopment potential through infill opportunities, adaptive reuse of existing structures, and enhanced streetscape design that could strengthen its identity as a local destination. However, existing conditions, such as fragmented access points, limited connectivity, and inconsistent driveway spacing along Sachse Road, present challenges for traffic flow and pedestrian safety. Additionally, the presence of long-standing businesses requires thoughtful planning to balance growth with preservation. Addressing these constraints while building on the area’s assets can position Old Town as a focal point for community life and future investment.

In the 2017 Comprehensive Plan, the Old Town District was primarily designated for Old Town Mixed-Use, accounting for approximately 87.98 acres of the area. Other notable land uses included Low-Density Residential at 20.88 acres, Public uses at 2.18 acres, and Commercial uses at 2.38 acres.

TABLE 3.4. OLD TOWN DISTRICT

2017 COMPREHENSIVE PLAN		2025 COMPREHENSIVE PLAN	
Future Land Use Type	Acres	Future Land Use Type	Acres
Old Town Mixed Town	87.97	Old Town Mixed-Use	111.54
Low Density Residential	20.88	Low Density Residential	0.04
Commercial	2.38	Commercial	0.02
Public	2.18	Public	1.90

— OLD TOWN VISION

Character: Old Town Sachse will serve as a central community gathering area with a stronger visual identity and enhanced public spaces. Future streetscape improvements along Sachse Road from SH-78 may include widened sidewalks, upgraded lighting, street trees, benches, and landscaping to create a more pedestrian-friendly environment. These improvements should connect to the existing pedestrian improvements at the 5th Street roundabout and may include necessary drainage and street reconstruction enhancements

- Wayfinding and Gateways
 - **Primary Gateway.** The intersection of Sachse Rd and 5th Street on the southern edge of the SH-78 corridor serves as the primary gateway entry point between the surrounding residential neighborhoods and the commercial corridor. This gateway should facilitate efficient vehicle and pedestrian access by supporting smooth traffic flow while ensuring safe and direct connectivity for residents accessing businesses, services, and amenities. Clear signage and well-defined entry points can improve navigation and minimize congestion for motorists.
 - **Secondary Gateway.** As a significant connector between residential neighborhoods and commercial destinations, the intersection of 5th Street and SH-78 functions as a natural transition zone, linking everyday residential activity with the broader commercial and transportation network. Given its location in facilitating access, the 5th Street intersection presents a prime opportunity for developing a secondary gateway into the corridor.

IMAGE 3.11. PRIMARY GATEWAY EXAMPLE



IMAGE 3.12. PRIMARY GATEWAY EXAMPLE



Productivity: The land use approach for Old Town focuses on supporting a mix of uses that maintain the district’s scale and character. Opportunities for infill development and adaptive reuse of existing buildings may allow for a combination of retail, office, and residential spaces. Tools such as the Sachse Local Business Grant Program or other small business support initiatives may be explored to encourage reinvestment in aging buildings and support local entrepreneurship.

The 5th Street District presents an opportunity for the City of Sachse to create a true downtown—one that blends historic character with modern development. To realize this vision, the City must take a proactive approach to shaping future development. This includes pursuing strategic parcel acquisition to gain greater control over land use outcomes and ensure cohesive, high-quality redevelopment that aligns with long-term community goals.

IMAGE 3.13. 5TH STREET AERIAL



A comprehensive review of the City’s Capital Improvement Plan (CIP) and the TIRZ #3 Preliminary Project and Finance Plan will be critical in aligning resources and identifying priority investments. Improvements such as coordinated underground utility upgrades, stormwater infrastructure, and enhanced streetscape elements will help lay the physical foundation for a vibrant, resilient, and welcoming district. These infrastructure investments should be prioritized to enable near-term redevelopment and set the stage for long-term transformation.

In addition to addressing placemaking strategies, land use mix, mobility and access, public realm design, and infrastructure needs, future development should incorporate detailed market assessments and economic analyses to inform a tailored, phased implementation strategy. As the 5th Street District continues to develop, a parking study may be considered to evaluate existing availability, identify gaps, and explore shared parking strategies that support the future development while minimizing land consumption.

Pedestrian Comfort: Improving pedestrian amenities is essential for enhancing safety throughout the corridor. Safe crossings, sidewalks, and multi-use paths should seamlessly connect neighborhoods to commercial areas, with marked crosswalks, pedestrian refuge islands, and ADA-compliant sidewalks ensuring accessibility and safety. As roadways may be improved, they should consider the inclusion of sidewalks and pedestrian improvements to ensure continued pedestrian accessibility. Key sites identified for pedestrian enhancement include:

- The addition of sidewalks along both sides of DeWitt Street, extending from Ponderosa Trail to the 5th Street/Dewitt Road intersection
- Sidewalks along the entirety of 3rd Street / Billingsley Street, beginning at SH-78
- Sidewalks extended along Sachse Road, starting at the intersection with SH-78 to provide better pedestrian access from the residential areas south of the SH-78 corridor
- Sidewalk improvements at SH-78 and 6th Street intersections and SH-78 and 7th Street would further enhance pedestrian safety and accessibility

IMAGE 3.14. 3RD STREET CROSSING



Infrastructure enhancements help promote pedestrian safety and comfort. The 5th Street intersection area serves as a key connection between the surrounding residential developments and the SH-78 corridor. Currently, the 5th Street and SH-78 intersection (nearest to 6th Street) has a crosswalk on only one side, limiting safe access to the opposite side. To address this, adding a second crosswalk would ensure that pedestrians can safely cross both highway directions, creating a more balanced and secure pathway for residents, visitors, and commuters.

Adding a crosswalk at the 5th Street and SH-78 intersection (nearest to Sachse Road) would improve safety and accessibility for pedestrians traveling between residential areas and the commercial corridor. Improving this intersection would enhance access to both sides of SH-78, making the area more pedestrian-friendly and eliminating barriers to accessing businesses on the northern commercial corridor while reinforcing the gateway's role as a key entry point.

Safety and Traffic Flow: Access and circulation improvements are key to Old Town's future development. An access management study is anticipated to identify opportunities for driveway consolidation, shared access, and improved traffic flow along Sachse Road. Pedestrian and bicycle connections to nearby neighborhoods and regional trails may be expanded, supporting a more connected and multimodal environment. In the long term, mobility improvements could include shared parking strategies and infrastructure improvements that accommodate all users and support district growth. A key consideration for the heart of the district is the future improvements of Sachse Rd, between SH-78 and the roundabout at 5th Street. This unimproved roadway segment lacks sidewalks, a curb, and a gutter. The city should consider the long-term strategy for this roadway and consider its best ultimate configuration, which may include changing this segment to a one-way street. An outcome of switching this roadway segment to a one-way street is the potential for adding on-street parking along this roadway.