CITY OF SACHSE

Comprehensive Plan

ADOPTED MAY 19, 2025











SHAPING SACHSE

Community Driven, Future Focused.

Prepared for:

SHAPING SACHSE

Community Driven, Future Focused.

Prepared by:

Kimley»Horn

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Planner II

Esther Weaver
Communications Strategist

Denise Lewis
Economic Development Coordinator

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CHAPTER 1

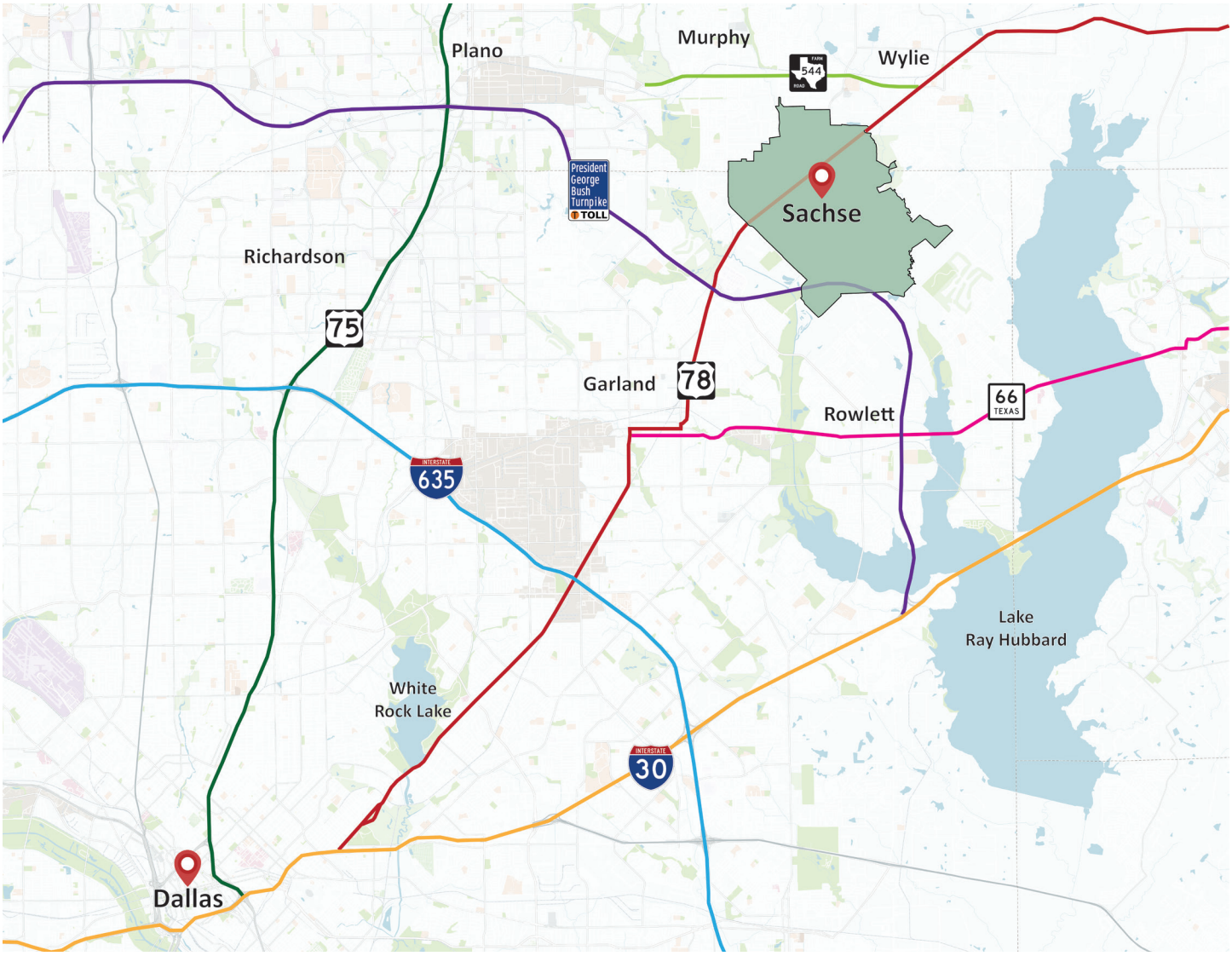
INTRODUCTION

SHAPING SACHSE

Community Driven, Future Focused.

The City of Sachse is a growing suburban community located in both Collin and Dallas counties within the Dallas-Fort Worth Metroplex. Situated along key transportation corridors, including President George Bush Turnpike (PGBT or SH-190) and SH-78, Sachse offers convenient access to major employment centers in Dallas, Plano, and Richardson while also maintaining a small-town charm. The city's proximity to regional hubs, coupled with its strong school district and high quality of life, continues to attract new residents and businesses seeking a balance between urban accessibility and suburban living. **Map 1.1** displays the regional context of Sachse.

MAP 1.1. REGIONAL CONTEXT MAP OF SACHSE



In recent years, Sachse has experienced steady residential and commercial growth, driven by regional economic expansion and increased development interest. With a mix of established neighborhoods and new master-planned communities, the city is evolving to accommodate its expanding population while preserving its character and open spaces. Retail and mixed-use developments along major corridors, including SH-78 and the growing Old Town area, are shaping Sachse's commercial landscape, bringing new dining, shopping, and entertainment options. As growth continues, strategic planning will be essential to managing infrastructure, mobility, and land use to ensure the city remains a desirable place to live, work, and visit.

SHAPING SACHSE PLANNING PROCESS

A comprehensive plan is a strategic, long-term guide that establishes a clear vision for a city's future by assessing its strengths, challenges, and opportunities. It serves as a roadmap for growth and development, ensuring that policies, investments, and decision-making align with the community's aspirations. A comprehensive plan is more than just a planning document; it provides a framework for land use, infrastructure, transportation, housing, and economic development, helping cities navigate change while preserving their character and enhancing quality of life.

A comprehensive plan does not establish zoning regulations or define zoning boundaries. However, according to the Texas Local Government Code, zoning regulations must be consistent with a city's comprehensive plan to support the health and safety of its residents. This plan lays the groundwork for future zoning updates, which will be further detailed in later sections. Ultimately, the comprehensive plan serves as a long-term guide for decision-making, ensuring that policies align with the community's shared vision and goals.

PLAN STRUCTURE

The Shaping Sachse planning process was tailored to address the opportunities and challenges of the city. The project team structured the plan as follows:

Chapter 1 | Introduction: Provides an outline of what a comprehensive plan is and Sachse's community profile.

Chapter 2 | Strategic Direction: Lays the foundation for the Plan's strategies, policies, and recommendations, providing a framework for more specific policy direction in subsequent chapters. It establishes the overarching Vision Statement and Guiding Principles that will shape Sachse's future growth and development, ensuring a cohesive and well-coordinated approach.

Chapter 3 | Future Land Use: Presents the vision for how Sachse will grow and evolve over time. It includes the Future Land Use Map and recommendations to guide development patterns, ensure compatibility between uses, and support sustainable growth and redevelopment, all while preserving the city's character and open spaces.

Chapter 4 | Housing and Neighborhoods: Assesses Sachse's housing market, neighborhood character, and future housing needs. It provides strategies to ensure that residents have access to high-quality and sustainable living environments.

Chapter 5 | Economic Development: Discusses strategies to strengthen Sachse's economy, attract new businesses, and support local entrepreneurs. It explores opportunities to enhance the city's economic resilience and long-term prosperity.

Chapter 6 | Mobility: Provides an overview of Sachse's transportation network and includes a thoroughfare plan map. This chapter outlines opportunities that support a more efficient and accessible transportation system.

Chapter 7 | Placemaking and Sustainability: Identifies strategies, focused on placemaking and branding, to enhance Sachse's identity and strengthen key districts through urban design, public art, and sustainable development initiatives. It outlines approaches for creating vibrant public spaces and fostering a strong sense of place within the community.

Chapter 8 | Parks, Trails, and Open Space: Catalogs existing parks, trails, and recreational facilities in Sachse, identifying gaps in service areas and opportunities for expansion. It provides recommendations for enhancing amenities

Chapter 9 | Infrastructure and Public Services: Evaluates Sachse's utility systems, public safety, and municipal services, building on planned and ongoing infrastructure projects. It identifies necessary policy updates and investments to ensure reliable water, wastewater, and stormwater management, maintain adequate police and fire protection, and support essential City services such as waste management and emergency response. The chapter also examines the impact of future growth on service capacity, infrastructure maintenance, and funding needs, providing recommendations to sustain high-quality public services for residents and businesses.

Chapter 10 | Implementation: Outlines the steps necessary to bring the Comprehensive Plan's vision to life. It includes an action plan, timelines, responsible parties, and potential funding sources, ensuring that the Plan remains a dynamic and actionable tool for guiding Sachse's future development.

HOW TO USE THIS DOCUMENT

The Comprehensive Plan is designed to be an evolving document, building upon past planning efforts while responding to emerging trends and challenges. This plan integrates key findings and recommendations from previous planning documents, ensuring consistency and continuity in policy direction. Decision-makers, City Staff, developers, and residents can use the Plan as a roadmap for growth and investment, ensuring that future actions are aligned with the community's long-term goals.

EXISTING PLANNING DOCUMENTS

– 2017 COMPREHENSIVE PLAN

The 2017 Sachse Comprehensive Plan updated the 2001 Comprehensive Plan, introducing Catalyst Sites to support Sachse's long-term vision while guiding development along PGBT and SH-78. Extensive community engagement and market research informed the creation of conceptual plans and renderings for the PGBT, SH-78, and Old Town areas. As a result of these efforts, The Station was established as a mixed-use entertainment district, evolving into a vibrant hub within Sachse.

– 2024 WATER, WASTEWATER, AND ROADWAY IMPACT FEE UPDATE

The 2024-2034 Water, Wastewater, and Roadway Impact Fee Update built upon the 2017 report, which previously reviewed the 2012 impact fees but resulted in no changes. The 2024 update complies with the Texas Local Government Code, establishing a 10-year study period through 2034. This analysis evaluated water and wastewater systems based on 2024 land use conditions and projected 2034 buildout. The study assessed existing and planned infrastructure in Sachse, determining the utilized capacity costs for water distribution and wastewater collection systems.

– 2010 PARKS, RECREATION, AND OPEN SPACE MASTER PLAN

Adopted in June 2010, the Parks, Recreation, and Open Space Master Plan updated the 2001 Parks Master Plan in response to Sachse's continued growth and development. The plan accounted for the widening of SH-78 and the extension of PGBT, guiding efforts to create a responsive and inclusive park system. Key objectives included expanding recreational opportunities for all age groups, developing a multi-use, inter-city trail system, and evaluating the feasibility of a recreation center. As a result, the Michael J. Felix Community Center opened on January 25, 2020, the trail system was expanded, and land was designated for future parks, creating new opportunities for parks and recreation.

COMMUNITY PROFILE

The community profile is a critical foundation for a comprehensive plan. It provides key insights into the people who live, work, and engage in the community. Understanding factors such as population growth, age distribution, household composition, income levels, and racial and ethnic diversity helps decision-makers anticipate future needs, identify disparities, and ensure policies reflect the evolving characteristics of the community. A well-informed demographic analysis enables the City to plan for housing, transportation, public services, economic development, and infrastructure in ways that support an inclusive and sustainable future. By grounding the Comprehensive Plan in data-driven insights, Sachse can make strategic, long-term decisions that enhance the quality of life for all residents.

DEMOGRAPHICS

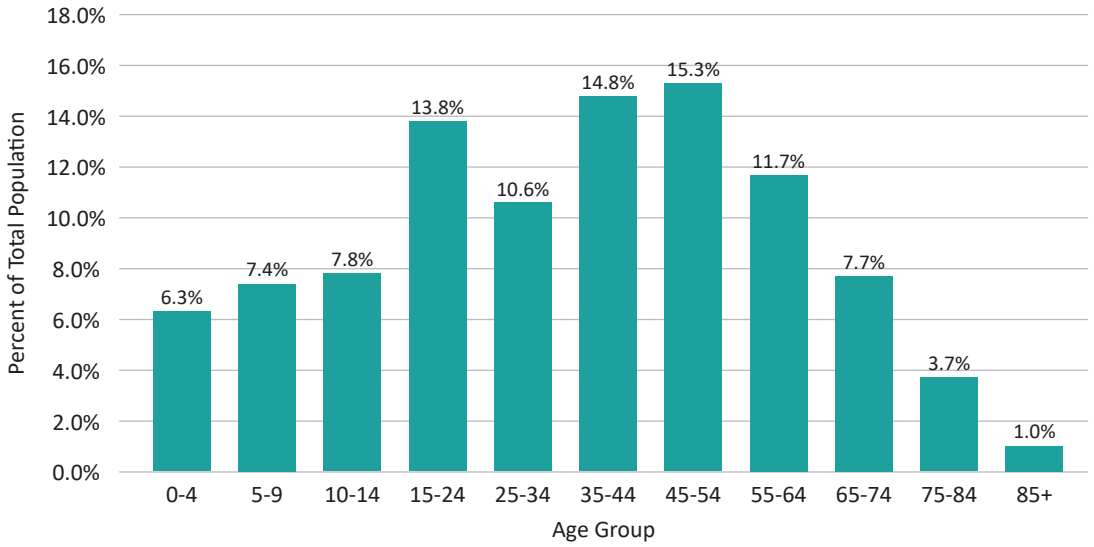
– POPULATION

Population demographics for 2024 were sourced from ESRI Business Analyst, which reports Sachse's population at 31,778 residents—a 4.06% increase since 2020. At the time of the 2017 Sachse Comprehensive Plan, the population was 23,887. This reflects a 32.9% growth over seven years, with an average annual increase of 4.7% per year. Looking ahead, the projected annual growth rate from 2024 to 2029 is 1.65%, bringing the estimated 2029 population to 34,483 residents.

Age

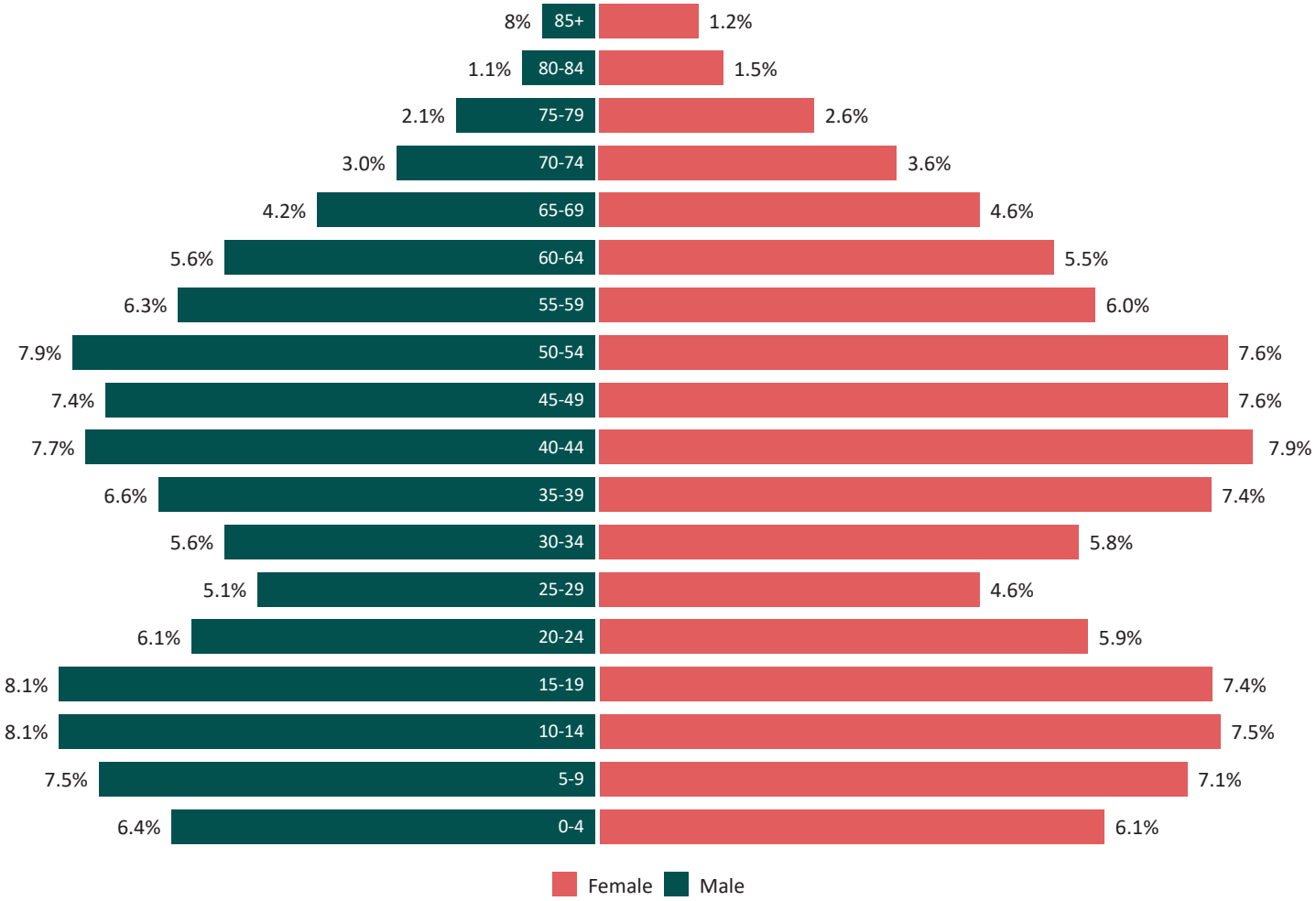
In 2024, the average age in Sachse was 38 years, which is higher than the estimated 2017 average age of 33 years old. The 2024 largest age group was 45-54 years old, making up 15.3% of the population, followed by the 35-44 age group at 14.8%. Conversely, the smallest age group was 85 and older, comprising 1% of the population, followed by the 75-84 age group at 3.7%. A detailed population breakdown by age group is shown in **Figure 1.1**. The largest age group in 2017 was 35-44 years old, making up 19% of the population, followed by the 45-54 age group at 16%. Conversely, the smallest age group was 85 and older, comprising less than 1% of the population, followed by the 75-84 age group at 2%.

FIGURE 1.1. POPULATION PERCENTAGE BY AGE GROUP



In 2024, Sachse's population consisted of 15,821 males and 15,957 females. Among males, the largest age groups were 10-14 and 15-19 years old, each accounting for 8.1% of the male population, followed by the 50-54 age group at 7.9%. Among females, the 40-44 years old age group was the largest, making up 7.9% of the female population, followed by the 45-49 and 50-54 age groups, each accounting for 7.6%. A detailed breakdown of age groups broken out by males and females is presented in **Figure 1.2**.

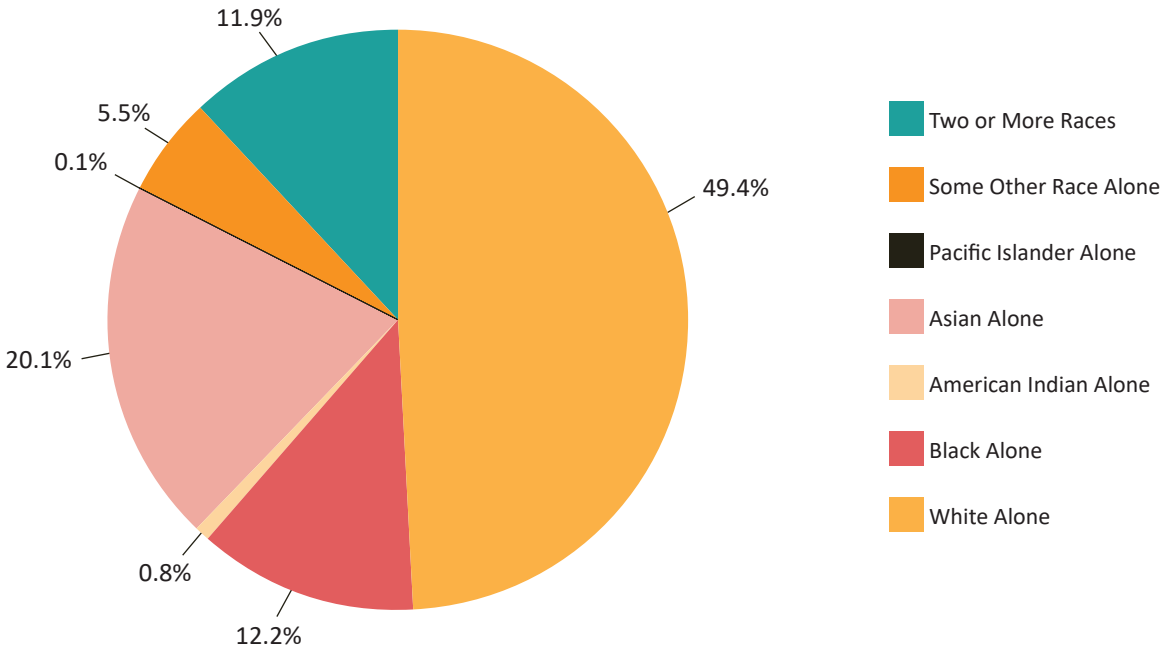
FIGURE 1.2. 2024 SACHSE POPULATION PYRAMID (MALE VS. FEMALE)



Race and Ethnicity

In 2024, Sachse's population exhibited a diverse racial and ethnic composition. White Alone residents accounted for the largest segment at 49.4% of the population, followed by Asian Alone at 20.1% and Black Alone at 12.2%. Individuals identifying as Two or More Races made up 11.9%, while those classified as Some Other Race Alone accounted for 5.5%. Smaller population groups included American Indian Alone at 0.8% and Pacific Islander Alone at 0.1%. Additionally, 16.7% of the population identified as Hispanic Origin. This shift in demographics reflects Sachse's growing diversity over the past seven years. The White Alone population decreased from 63% in 2017 to 49.4% in 2024, while the Asian Alone and Black Alone populations increased from 10.7% to 20.1% and 8.8% to 12.2%, respectively. The percentage of residents identifying as Two or More Races also saw a notable rise to 11.9%. Meanwhile, the Hispanic population grew from 14.9% to 16.7%. A breakdown of the race of Sachse 2024 residents can be seen in **Figure 1.3**.

FIGURE 1.3. 2024 SACHSE POPULATION BY RACE



Education

In 2024, Sachse's population aged 25 and older exhibited a strong educational background. Data shows that 32.7% of residents had a Bachelor's degree as their highest level of education, while 16.3% had earned a Graduate or Professional degree. Additionally, 8.3% obtained an Associate's degree and 21.2% completed some college without earning a degree. Outside of higher education, 15.1% had a high school diploma as their highest credential, and 2.6% held a GED or alternative credential. A smaller segment had lower levels of formal education, with 2.0% completing some high school without a diploma and 1.8% having less than a 9th-grade education. Compared to 2017, the percentage of residents with a Bachelor's degree or higher increased from 33% to 49% in 2024. During the same period, the proportion of residents whose highest attainment was an Associate's degree decreased slightly from 9.0%, and those who completed some college without earning a degree decreased from 26.0%.

– HOUSEHOLDS

Housing Units

As of 2024, Sachse had a population of 31,778 residents living in 10,005 households. Of these households, 7,993 are classified as families, with an average household size of 3.18 persons. The city has a strong homeownership rate, with 7,787 owner-occupied housing units compared to 2,218 renter-occupied units. The median age of Sachse residents is 38 years, reflecting a community with a mix of young families, professionals, and long-term residents. Looking ahead, Sachse is projected to experience steady growth between 2024 and 2029. The population is expected to grow at an annual rate of 1.65%, outpacing both the state (1.09%) and national (0.38%) growth rates. Household growth is anticipated at 1.68% per year, exceeding state (1.36%) and national (0.64%) trends. However, owner-occupied housing growth is lower at 0.66%, lagging behind the state (1.82%) and national (0.97%) rates. Median household income is projected to rise by 2.69% per year, aligning with state trends (2.65%), but slightly below the national average (2.95%).

Median Household Incomes

In 2024, the average household income was $171,943—more than double the average household income in 2015. With this increase, a significant portion of Sachse households earn six figures annually. Specifically, 28.4% of households report incomes exceeding $200,000, while 18.6% earn between $150,000 and $199,999 annually. Additionally, 20.7% of households fall within the $100,000 to $149,999 range, meaning that over two-thirds (67.7%) of Sachse households earn at least $100,000 annually. Mid-range income households also form a notable portion of the community, with 11.7% earning between $75,000 and $99,999 and 8.2% earning between $50,000 and $74,999. Lower-income households make up a smaller percentage of the population, with 5.4% earning between $35,000 and $49,999, 3.5% between $25,000 and $34,999, 1.1% between $15,000 and $24,999, and 2.5% earning less than $15,000 annually. Compared to 2017, Sachse's household income distribution has shifted significantly, with an increase in higher-income households. The percentage of households earning over $125,000 has grown substantially, now encompassing nearly two-thirds (67.7%) of all households, compared to just one-quarter in 2015. Additionally, the average household income has more than doubled.

SHAPING SACHSE COMMUNITY ENGAGEMENT

PLANNING PROCESS

The Shaping Sachse planning process was tailored to meet the community's specific opportunities and challenges. The project team structured the process into multiple phases, incorporating community engagement at every stage to ensure the Plan reflected residents' feedback and aspirations. Public input played a critical role in shaping the Plan's direction, with engagement efforts integrated throughout the comprehensive planning process. **Figure 1.4** illustrates the timeline of community involvement and key project milestones.

– PHASE 1: PROJECT INITIATION

This phase established the foundation for the planning process by defining goals, timelines, and engagement strategies, ensuring alignment with the City's needs and priorities.

– PHASE 2: DATA COLLECTION/ANALYSIS

The project team gathered and analyzed key data on land use, demographics, infrastructure, and mobility to understand existing conditions and identify opportunities for future growth.

– PHASE 3: STRATEGIC DIRECTION

Building on data insights, this phase set the overarching vision and goals to guide Sachse's long-term development, ensuring a clear and cohesive strategic direction.

– PHASE 4: CITY-WIDE VISION

Community input played a vital role in shaping a shared vision for Sachse's future, establishing Guiding Principles that reflect residents' aspirations and priorities. This phase started the documentation of the major planning components of the Comprehensive Plan.

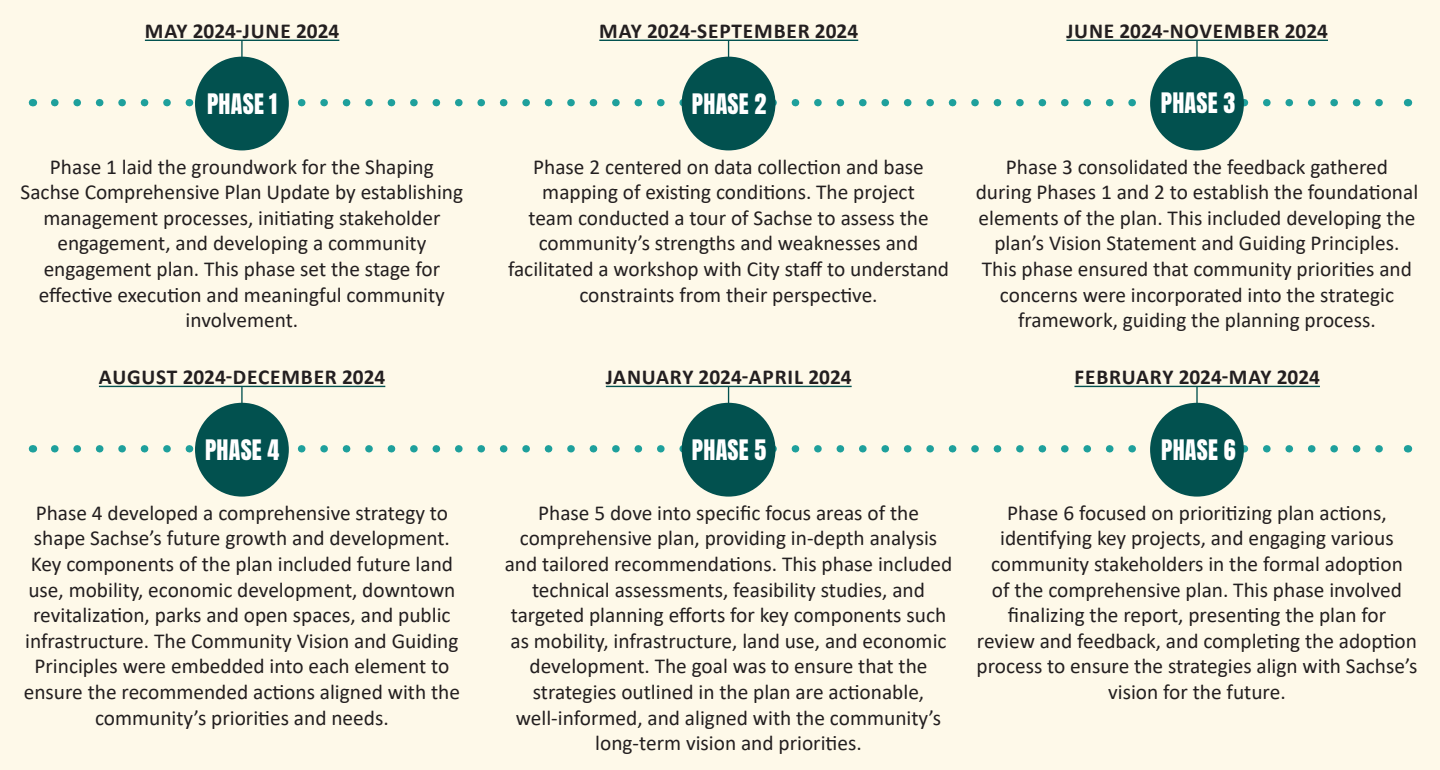
– PHASE 5: DETAILED STUDIES

This phase focused on in-depth analysis of key planning areas, including the Future Land Use Plan, Master Thoroughfare Plan, Trails/Sidewalk and Pathways Plan, Critical Infrastructure Plan, Urban Design, SH-78 Corridor Study, and Catalyst Area Studies.

– PHASE 6: IMPLEMENTATION

The final phase outlined actionable steps, timelines, and responsible parties to bring the Comprehensive Plan to life, ensuring long-term accountability and successful execution.

FIGURE 1.4. SACHSE COMMUNITY ENGAGEMENT PLANNING PROCESS



Community engagement was a cornerstone of the Shaping Sachse Comprehensive Plan, ensuring that residents, businesses, and stakeholders played an active role in creating the vision for the city's future. A variety of engagement methods were used to capture diverse perspectives and foster meaningful participation. In-person events, such as open houses and pop-up events, provided opportunities for residents to share ideas. Stakeholder involvement included targeted discussions with local business owners, developers, neighborhood groups, and City leaders to ensure that a wide range of interests and expertise informed the Plan's recommendations. These direct interactions helped build consensus and align the Comprehensive Plan with the community's evolving needs.

In addition to in-person engagement, online tools played a crucial role in broadening outreach and making participation more accessible. A project website, interactive mapping tools, and online surveys allowed residents to provide feedback at their convenience, ensuring that voices from all parts of the community were heard. Social media and digital outreach further extended engagement efforts, keeping the public informed and encouraging ongoing dialogue. This multi-faceted approach to engagement ensured that the Shaping Sachse Comprehensive Plan was not only data-driven, but also deeply rooted in community input. By prioritizing an inclusive and transparent process, the City laid the foundation for the Plan to reflect the shared vision, values, and aspirations of its residents.

STAKEHOLDER ENGAGEMENT

Stakeholder engagement involves elected and appointed representatives, business owners, and other key stakeholders who represent the interests of the Sachse community. The stakeholder engagement activities and groups engaged throughout the process are outlined below.

- **Stakeholder Interviews.** In August and September 2024, the Shaping Sachse team conducted a series of stakeholder interviews with various organizations and institutions. Participants included all seven City Council members; business owners, developers, property owners, and residents along PGBT and SH-78; religious and civic institutions; representatives from the 55+ community; and Garland ISD and Wylie ISD. These interviews featured tailored questions relevant to each group's expertise, open discussions on the effectiveness of the previous 2017 Comprehensive Plan, key city-wide concerns, and general feedback. In some cases, mapping exercises were used to facilitate discussions.
- **City Council, Planning & Zoning Commission, and Economic Development Corporation Briefings.** The Shaping Sachse team developed a presentation outlining key milestones of the Comprehensive Plan, including an overview of the plan, public engagement efforts, market analysis, strategic direction, and next steps.

IN-PERSON ENGAGEMENT

A variety of in-person engagement opportunities allowed residents from diverse backgrounds to provide feedback. These events served as a platform to share information and gather community input.

- **Neighborhood Workshops.** The Neighborhood Workshop series consisted of come-and-go events held over four days across two weeks in September 2024. The workshops featured 15 stations, each with a board displaying maps, information, or interactive activities designed to guide participant responses on specific topics related to the Comprehensive Plan. Participant responses were collected through various interactive methods, including dot exercises to highlight key topic areas in Sachse, a prioritization jar activity, and open-ended questions for written feedback. Attendees had the flexibility to engage with each station at their own pace, spending as much or as little time as they preferred.

IMAGE 1.1. NEIGHBORHOOD WORKSHOP SETUP





- **Community Open House.** The Shaping Sachse Community Open House, held in February 2025, featured 18 stations with boards displaying maps, information, and interactive activities designed to gather participant input on key topics related to the Comprehensive Plan. Building on insights from the Neighborhood Workshop series and discussions with city leaders, more refined questions were asked to encourage more focused and meaningful responses from residents.
- **Pop-Up Events.** The Shaping Sachse team hosted pop-up events at major city-wide gatherings to maximize community participation and collect diverse feedback.
  - **Summer Nights Concert Series.** The events took place on May 3, June 6, and August 2, 2024, each featuring different activities, such as a large banner displaying the question, "What one word would you use to describe your vision of Sachse in 2050?" with ample blank space for participants to write their responses. This open-ended format encouraged unique and diverse input without the constraints of a predefined theme. Responses reflected a broad range of perspectives across different age groups, languages, and themes within the Sachse community.

IMAGE 1.2. SUMMER NIGHT CONCERT SERIES BANNER ACTIVITY





  - **Farmers Market.** In 2024, the City of Sachse began hosting a monthly farmers market. The Shaping Sachse team attended multiple markets throughout the 2024 season. One event held on May 11, 2024, featured a jar activity where participants were given five coins to "spend" on what they considered the top five priorities out of 11 presented options for Sachse. These priorities covered a range of topics, including housing and neighborhoods, downtown destinations, and improvements to sidewalks and trails. This interactive exercise encouraged participants to assess the options and identify the issues they valued most for the city's future.

IMAGE 1.3. SACHSE FARMERS MARKET JAR ACTIVITY





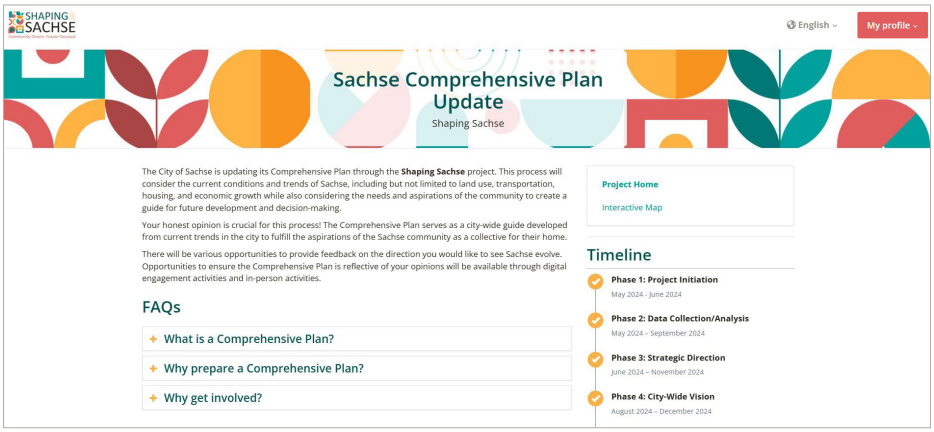
- **Red, White, & Blue Blast.** The event on July 3, 2024, featured a S.W.O.T. analysis of Sachse, allowing participants to place dots and provide comments on the city's strengths, weaknesses, opportunities, and threats. The open-ended format let participants interpret and express their perspectives freely. To expand engagement beyond the event, postcards with a QR code linking to the online version of the S.W.O.T. analysis were distributed, ensuring those unable to attend, or with additional input, had an opportunity to participate.

ONLINE ENGAGEMENT

Online engagement provided residents and stakeholders the opportunity to share their thoughts and priorities in as much detail as they desired. It included a survey, an interactive map, and a dedicated website that served as a central hub for engagement opportunities and project updates.

- **Shaping Sachse Website.** The Shaping Sachse website, hosted at cityofsachse.com/ShapingSachse, provided residents and stakeholders with information about the Plan, its purpose, phases of the process, and ways to participate. Regular updates included graphics promoting upcoming engagement opportunities, a progress tracker, and links to online surveys when available.

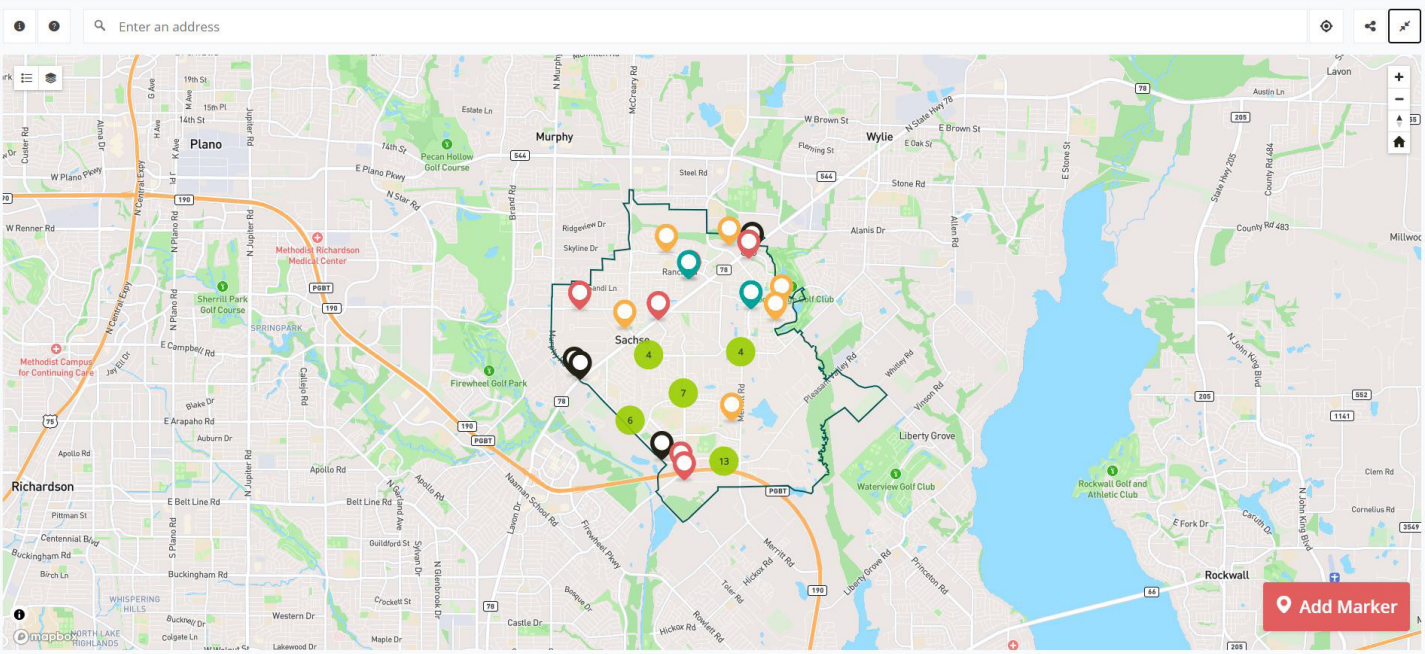
IMAGE 1.4. SHAPING SACHSE PROJECT WEBSITE



- **Surveys.** Throughout the planning process, surveys were conducted through CVENT and Social Pinpoint and promoted at public engagement events and online channels. The surveys were structured to align with in-person engagement events to ensure those unable to attend could provide similar feedback or additional input.
  - **Existing Conditions.** An online survey was shared via the project website and Sachse's online channels to gather input on the city's existing conditions, as well as respondents' visions and priorities for its future. The survey was open from July 1 to October 15, 2024, and received 612 responses. The survey was created to take the respondents approximately 10 minutes to complete and was available in English, Spanish, and Vietnamese.
  - **Vision Statement and Guiding Principles Survey.** The Shaping Sachse Vision Statement and Guiding Principles Survey consisted of 11 questions to allow the participants to share their feedback on the draft Vision Statement and Guiding Principles and whether or not they aligned with their desired future for Sachse. The survey was open from November 12 to December 9, 2024 and received 96 responses.

- **Interactive Map.** After the Red, White, & Blue Blast event, an online version of the S.W.O.T. activity was launched, allowing participants to share their insights on Sachse's strengths, weaknesses, opportunities, and threats. The interactive map provided the opportunity for multiple comments and allowed users to agree or disagree with others. This activity garnered 52 contributions.

IMAGE 1.5. ONLINE SWOT INTERACTIVE MAP



- **Virtual Engagement Room.** After the Community Open House, a Virtual Engagement Room was created to provide participants with information and feedback opportunities similar to the in-person experience. Integrated with online mapping activities hosted on Social Pinpoint, the platform allowed participants to engage in interactive mapping exercises and share their input

IMAGE 1.6. VIRTUAL ENGAGEMENT ROOM

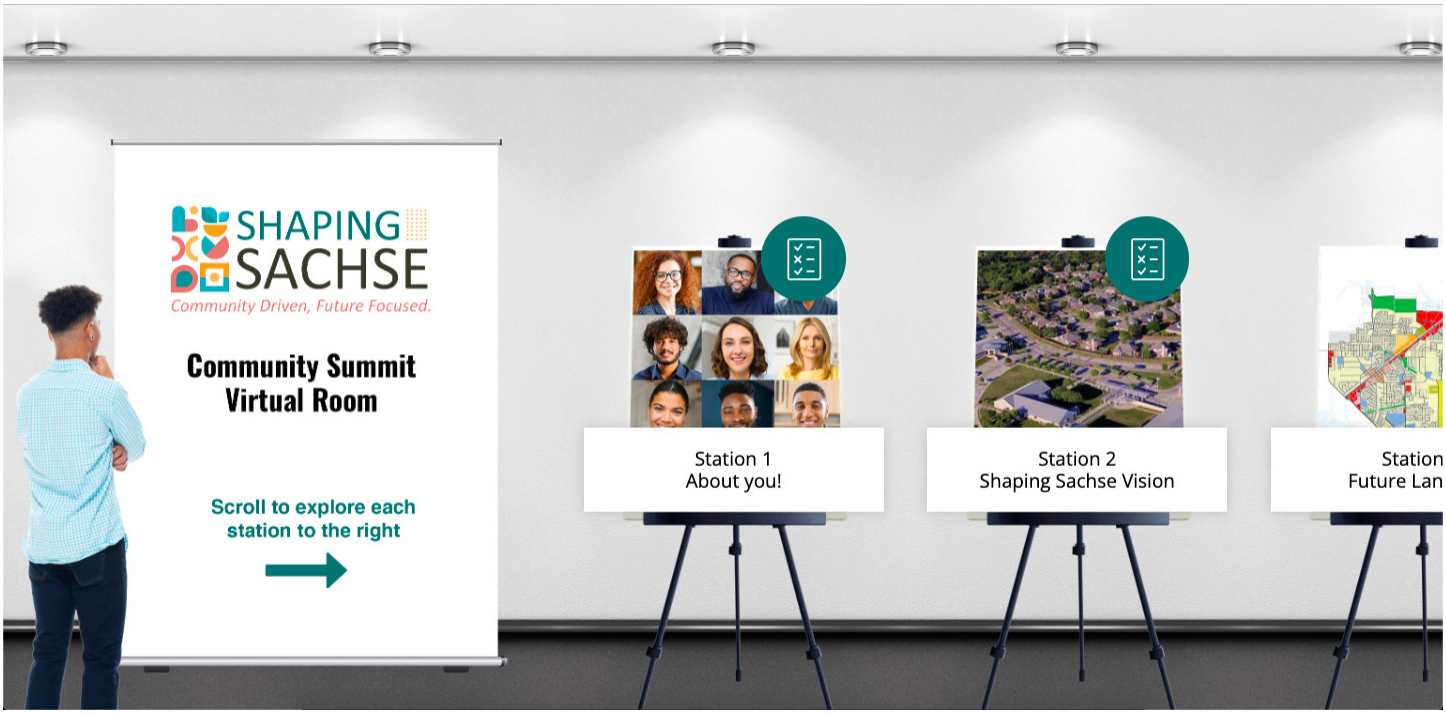
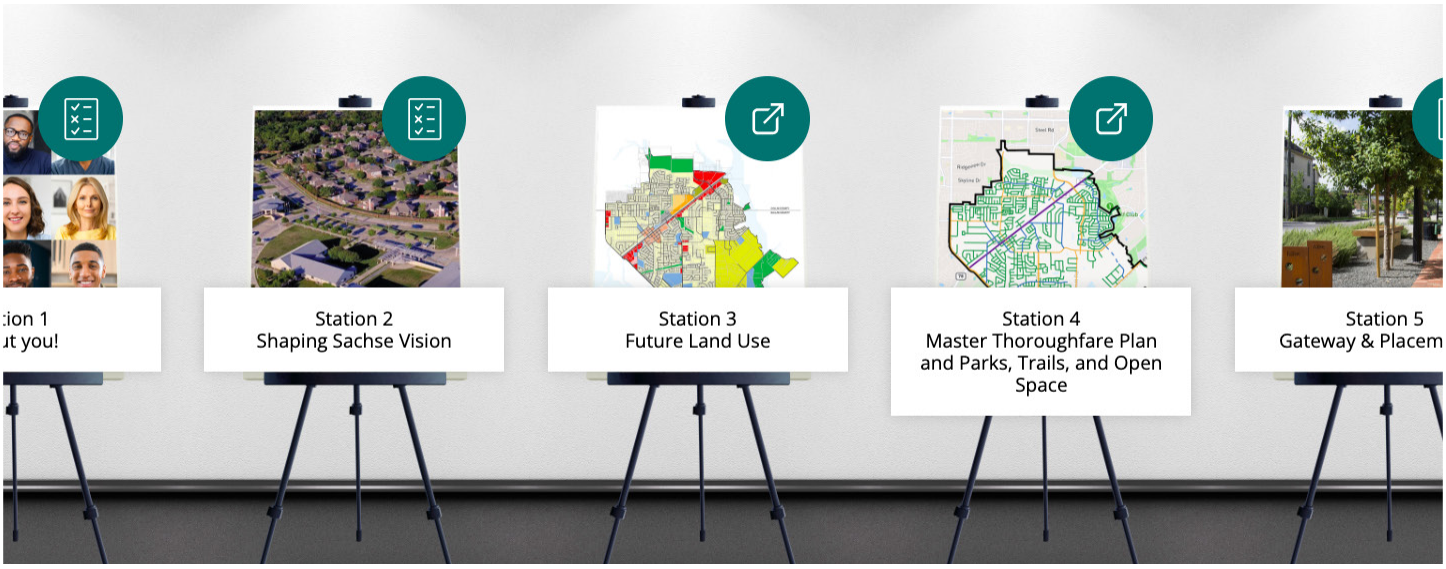


IMAGE 1.7. VIRTUAL ENGAGEMENT ROOM STATIONS



- **Public Meetings.** Throughout the planning process, the Shaping Sachse team provided progress updates and presentations to various appointed boards, as well as elected and appointed officials, including the following meetings:

City Council briefing – update on public engagement	– August 5, 2024
Economic Development Corporation briefing – update on public engagement	– August 15, 2024
Planning & Zoning Commission Briefing #1	– October 28, 2024
City Council Briefing #1	– November 4, 2024
Economic Development Corporation Briefing #1	– November 13, 2024
Planning & Zoning Commission Briefing #2	– March 10, 2025

Economic Development Corporation Briefing #2	– March 20, 2025
City Council Briefing #2	– April 7, 2025
Economic Development Corporation	– April 17, 2025
Planning & Zoning Commission	– May 12, 2025
Economic Development Corporation	– May 15, 2025
City Council	– May 19, 2025

COMMUNITY ENGAGEMENT TAKEAWAYS

Stakeholder feedback served as the cornerstone of the Shaping Sachse Comprehensive Plan. The figures below illustrate the key themes gathered from engagement events. This input was instrumental in shaping the vision, Guiding Principles, and recommendations presented in each chapter.

FIGURE 1.5. "WHAT ONE WORD WOULD YOU USE TO DESCRIBE YOUR VISION OF SACHSE IN 2050?"



FIGURE 1.6. "WHAT ONE WORD WOULD YOU USE TO DESCRIBE YOUR VISION OF SACHSE IN 2050?"

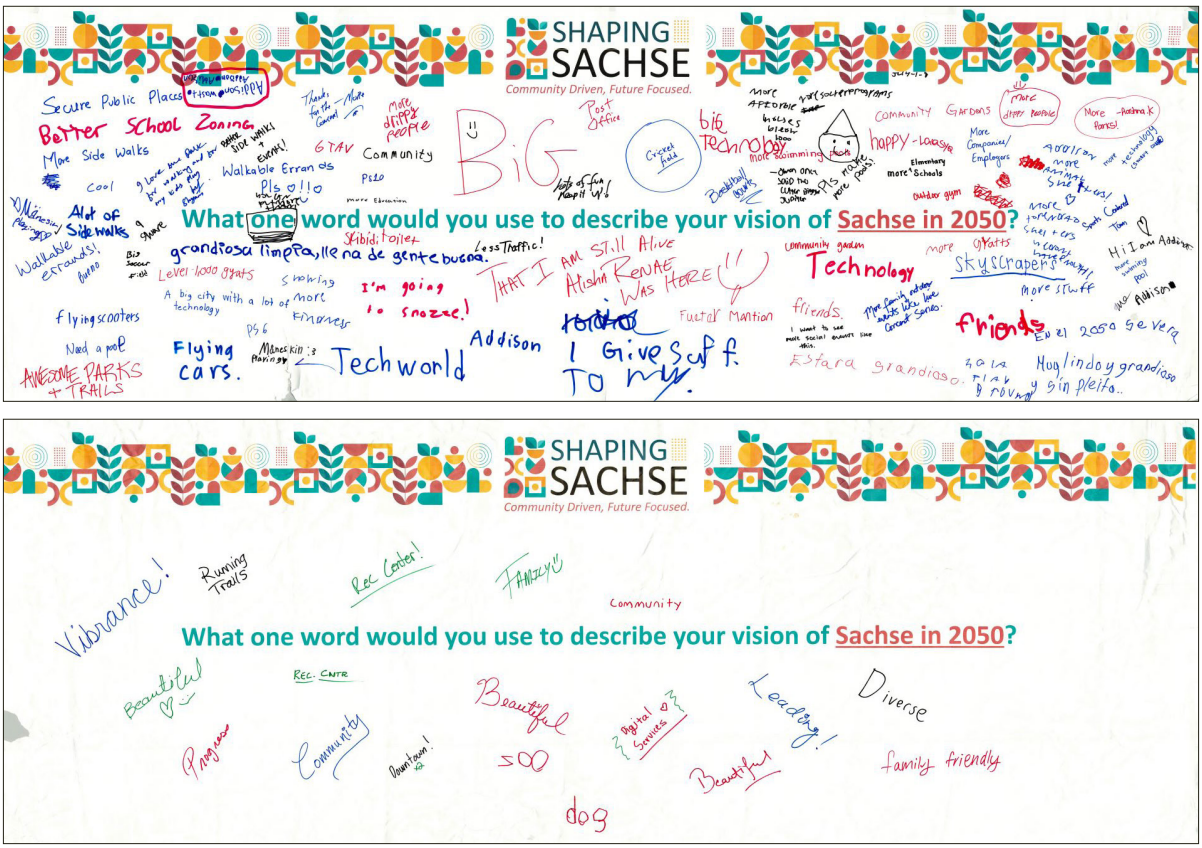


TABLE 1.1. FARMERS MARKET JAR PRIORITIZATION ACTIVITY RESULTS

SACHSE FARMERS MARKET JAR ACTIVITY	# OF COINS
More businesses and jobs	33
Make Sachse more attractive	49
Access to health and education	40
New housing and neighborhoods	4
More and better maintained parks and recreation	82
Improve and maintain roads	95
Create a Downtown Destination	102
More and better places to shop, dine, and hang out	122
Invest in SH-78 and new catalyst sites to spur economic development	98
Invest in new public facilities to serve the community	26
Improve sidewalks, trails, and ways to get around by walking and biking	98
Total # of chips in jars	**682**
Unaccounted chips	**3**
Total # of chips distributed	**685**
Total # of participants	**137**

TABLE 1.2. OPEN HOUSE WEEK 1 JAR PRIORITIZATION ACTIVITY RESULTS

RESULTS (WEEK 1: SEPTEMBER 17 & 18, 2024):

PRIORITY	# OF COINS
Priority 1: More businesses and jobs	4
Priority 2: Make Sachse more attractive	3
Priority 3: Access to health and education	2
Priority 4: New housing and neighborhoods	0
Priority 5: More and better maintained parks and recreation	12
Priority 6: Improve and maintain roads	12
Priority 7: Create a Downtown destination	13
Priority 8: More and better places to shop, dine, and hang out	9
Priority 9: Invest in SH-78 and new catalyst sites to spur economic development	9
Priority 10: Invest in new public facilities to serve the community	3
Priority 11: Improve sidewalks, trails, and ways to get around by walking and biking	16
Total # of chips in jars	**83**
Unaccounted chips	**2**
Total # of chips distributed	**85**
Total # of participants	**17**

TABLE 1.3. OPEN HOUSE WEEK 2 JAR PRIORITIZATION ACTIVITY RESULTS

RESULTS (WEEK 2: SEPTEMBER 24 & 25, 2024):

PRIORITY	# OF COINS
Priority 1: More businesses and jobs	9
Priority 2: Make Sachse more attractive	7
Priority 3: Access to health and education	2
Priority 4: New housing and neighborhoods	1
Priority 5: More and better maintained parks and recreation	15
Priority 6: Improve and maintain roads	22
Priority 7: Create a Downtown destination	14
Priority 8: More and better places to shop, dine, and hang out	14
Priority 9: Invest in SH-78 and new catalyst sites to spur economic development	14
Priority 10: Invest in new public facilities to serve the community	3
Priority 11: Improve sidewalks, trails, and ways to get around by walking and biking	17
Total # of chips in jars	**118**
Unaccounted chips	**2**
Total # of chips distributed	**120**
Total # of participants	**24**



CHAPTER 2

STRATEGIC DIRECTION

SHAPING SACHSE

Community Driven, Future Focused.

ROLE OF THE STRATEGIC DIRECTION

The Shaping Sachse Comprehensive Plan establishes a long-term vision for Sachse's growth, development, and investment, building upon the 2017 Plan. This chapter lays the foundation for the Plan's strategies, policies, and recommendations, and provides a framework for more specific policy direction in subsequent chapters. It also informs stakeholders about the Plan's objectives and serves as a strategic guide for City leaders, elected officials, and appointed officials in making decisions that shape Sachse's future form and character.

The Shaping Sachse Comprehensive Plan's overall policy direction includes the following components:

- The **Vision Statement** outlines the desired future for Sachse in terms of physical, social, and economic conditions. It is an all-encompassing statement designed to create an inspiring image of the future that the community aspires to achieve.
- The **Guiding Principles** offer overarching guidance across all Plan components, outlining general key principles that should be followed to achieve the vision. These principles are applicable both city-wide and within smaller areas of the community. They inform the detailed policies presented in each specific strategy chapter.
- The **Preferred Scenario** is a graphic representation of Sachse's future, based on adherence to the Guiding Principles and the realization of the vision. It provides broad guidance for investors and decision-makers, illustrating the desired geographic development pattern for the community. This scenario establishes a foundational framework for strategies within the current City Limits.

WHY DOES THIS MATTER?

The Plan's Strategic Direction is essential in guiding the city's long-term growth. Establishing a clear vision ensures that future decisions align with the community's aspirations and priorities. This direction provides a structured framework that helps City leaders, elected officials, and stakeholders make informed choices, promoting consistency across policies and preventing fragmented development efforts. The Vision Statement, Guiding Principles, and Preferred Scenario work together to create a cohesive roadmap and ensure that growth is intentional and reflects Sachse's character. Additionally, the Preferred Scenario offers investors and developers clear guidance on desired development patterns, which will foster strategic investment and economic stability. The Strategic Direction ensures that planning efforts remain transparent and responsive to the needs of Sachse residents, therefore reinforcing community engagement efforts and accountability in shaping the city's future.

VISION STATEMENT

A Vision Statement describes the future desired by the community. It is an aspirational statement intended to create an image of Sachse's future, rather than describe the current situation. This statement is developed to reflect the values of the community and provide early direction for the Plan. Often, communities are presented with opportunities that were not envisioned during the development of the comprehensive plan due to shifting economic conditions or unforeseen trends. It is recommended that these opportunities be evaluated based on their alignment with the Vision Statement when other components do not provide sufficient direction.

The Vision Statement for the Shaping Sachse Comprehensive Plan was drafted using key words, phrases, and themes submitted by the community through various community engagement efforts. Below is the final Vision Statement:

> *Sachse will cultivate a vibrant community where residents, visitors, and businesses thrive. Through intentional development and a focus on high-quality infrastructure and amenities, Sachse will maintain its sense of community and charm while furthering connected spaces that foster a sense of belonging.*

GUIDING PRINCIPLES

Guiding Principles are fundamental values or concepts that help City leaders make decisions aligned with the community's preferred vision. They apply city-wide and to specific areas, such as Catalyst Sites—locations identified for targeted growth or investment. These principles serve as a foundation for the detailed policies that guide key areas of the Plan, such as land use, transportation, and economic development.

The Shaping Sachse Guiding Principles are organized around the following comprehensive themes presented below.

TABLE 2.1. GUIDING PRINCIPLES

THEME	GUIDING PRINCIPLES
Partnership	• Continue to develop relationships and partner with public and private institutions to maximize positive impact on the community.
Quality of Life	• Continue to support and increase the community's desirability and resiliency by providing first-class level of service. • Prioritize the well-being of residents through enhanced access to high-quality amenities.
Stewardship	• Responsible management of resources and proactive consideration for potential impacts will ensure adequate capacity, foster healthy outcomes, and balance economic, environmental, and social outcomes.
Recreation	• Continue to integrate and develop parks, trails, and open space into the community as gathering places and connections to other destinations. • Ensure these spaces are well-maintained, safe, and accessible for all residents.
Opportunity	• Support efforts to grow a thriving local economy by encouraging diverse development and innovation of individuals and businesses, families and households, neighborhoods, commercial development, and the city. • Ensure that new developments balance with Sachse's charm.
Catalyst Areas	• Encourage and attract new businesses and developments that support the unique qualities and assets of Catalyst Sites to broaden the tax base and make the city's economy more adaptable and resilient.
Promote Responsible Development	• Ensure that new development respects and enhances existing neighborhoods by contributing to the overall character and sustainability of the city. • Prioritize projects that balance growth with the preservation of Sachse's character.

PREFERRED SCENARIO

FUTURE LAND USE PLAN

The Future Land Use Plan is a map illustrating Sachse's potential future if the Guiding Principles are followed and the vision is realized. It provides high-level guidance for residents, developers, and decision-makers, helping to shape future policies, zoning, and infrastructure investments. The Future Land Use Plan builds upon the 2017 Comprehensive Plan and was refined through collaboration with City leaders and stakeholders during public engagement efforts, including community open houses and online surveys. These discussions helped identify areas that aligned with the existing vision and those needing adjustments based on current conditions—such as existing businesses, development trends, or the community's shared vision for the future.

The Future Land Use Plan outlines the community's vision for development and reinvestment. It categorizes land based on character, defining the mix of uses, scale, development patterns, and other key features that shape Sachse's identity. The Future Land Use Plan is informed by a thorough evaluation of existing conditions, including zoning, current land use, natural features, and mobility infrastructure, as well as broader factors like economic development and community-specific issues and priorities. While it provides a long-term framework for growth, the Future Land Use Plan remains flexible to adapt to changing community needs, economic trends, and environmental considerations.

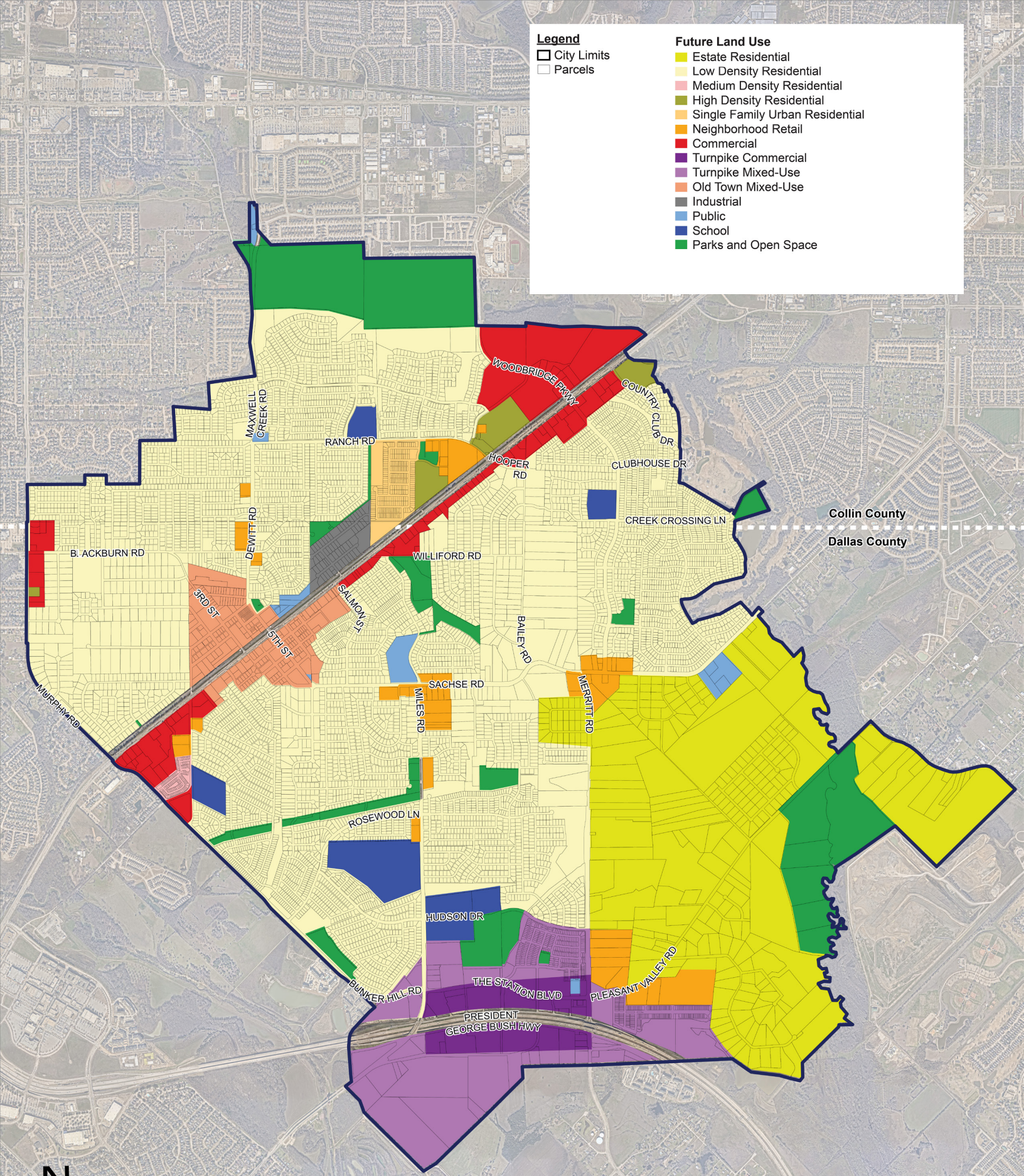
LAND USE DESCRIPTIONS

Land Use Descriptions are a fundamental part of the Future Land Use Plan, providing a framework for how land is used and developed over time. They define different types of land uses—such as residential, commercial, industrial, parks, and public spaces—based on their characteristics, intensity, and role within the community. The Future Land Use Plan helps guide decision-making on zoning, infrastructure investments, and development patterns to ensure balanced growth that aligns with the Sachse vision. These descriptions help residents, businesses, and City officials understand the intended purpose and function of different areas in the city, shaping how neighborhoods, commercial centers, and public spaces evolve.

Clearly defining land use categories helps ensure different types of development work well together, support economic growth, and preserve the character of the community. It also allows flexibility to adapt as the city's needs change. Land Use Descriptions serve as a roadmap for future development, ensuring land is used efficiently and responsibly. They provide clarity for property owners and developers while giving residents a voice in shaping their community's future.

The updated Future Land Use Plan includes the following land use categories:

LAND USE CATEGORY	DESCRIPTION
Estate Residential	Typically features larger lots with custom homes, accessory structures, and other residential amenities. Special allowances may be made for large accessory structures that adhere to minimum architectural standards and include complementary landscaping. In some cases, estate subdivisions may request waivers for requirements including options for Conservation Development, if justified.
Low Density Residential	Neighborhoods with conventional, single-family detached dwellings on a range of lot sizes and setbacks. Homes are typically in subdivisions with all utilities, residential streets, and sidewalks, and may have connections to neighborhood parks. Homes are typically buffered from non-residential uses via transitional uses or landscaping.
Medium Density Residential	Allows for single-family attached dwelling units (townhomes) on a range of lot sizes with a variety of setbacks.
High Density Residential	Include multi-family apartments and independent senior living facilities. Neighborhoods may be adjacent to neighborhood-oriented businesses, and also include limited retail, office, and personal service to support the local community.
Single-Family Urban Residential	Primarily single-family detached dwelling units on smaller lot sizes, to include cottages and patio homes. The principal structure is generally situated closer in proximity to the street.
Neighborhood Retail	Provides retail and service uses tailored to meet the needs of the surrounding neighborhoods. These areas typically include establishments offering consumer goods, dining, or personal services in convenient and accessible locations. They are often situated along collector or arterial thoroughfares or at intersections with higher traffic flow. This land use category is designed to encourage walkability and create smooth transitions to adjacent neighborhoods.
Commercial	Characterized by large-scale developments that attract regional traffic for shopping, general retail, restaurants, and office uses. Big-box retail and grocery stores are typically in this category. May contain smaller retail with multiple anchors, restaurants, grocery stores, mid-rise offices, entertainment, recreation, and hotel uses.
Turnpike Commercial	Represents land uses that contribute to a significant concentration of regionally-scaled commercial, medical, retail, and service uses, as well as campus style office and corporate headquarter uses. These provide substantial employment opportunities to the surrounding area. Commercial and office uses are attractive for tenants with larger space needs and convenient access to regional highways.
Turnpike Mixed-Use	Provides two or three uses under the same roof of a multi-story building, or horizontally with the uses connected in various buildings in a walkable context. A vertical mix of uses incorporates ground floor retail and/or office space with residential, office, or lodging above. Local and internal streets should prioritize walkable private and public frontages, ensuring connectivity within and adjacent to the development.
Old Town Mixed-Use	As the heart of Sachse, this land use category integrates residential uses with small businesses that complement the character of older neighborhoods. This includes one to three story urban residential buildings featuring retail or office space on the ground floor with residential above. Infill residential developments provide a seamless transition to surrounding neighborhoods. Standalone restaurants and commercial spaces offer additional infill opportunities, with site designs that promote walkable connections to both new and existing neighborhoods.
Industrial	Includes light industrial office, warehousing, assembly, and manufacturing. These areas typically feature large buildings used for storage, logistics, manufacturing, or processing. They are strategically located near major transportation corridors, such as highways and railways, to facilitate the movement of goods and materials.
Public	Includes land uses dedicated to serving the community's civic and institutional needs. This encompasses public buildings and offices, such as City Hall, libraries, and fire and police stations. It also includes City-owned properties used for utilities, maintenance, and other municipal operations, along with sites of historical or cultural significance that contribute to the city's identity.
School	Includes land uses that support educational institutions and facilities. This includes public and private schools, ranging from elementary to high schools, as well as associated properties such as administrative buildings, athletic fields, and other spaces that serve the educational needs of the community.
Parks and Open Space	Encompasses public parks, trails, greenbelts, floodways, and recreational facilities, including public golf courses. These areas are safeguarded to preserve their role as recreational, cultural, and ecological resources.



MAP 2.1. 2025 FUTURE LAND USE MAP



CHAPTER 3

FUTURE LAND USE

SHAPING SACHSE

Community Driven, Future Focused.

INTRODUCTION

The land use element of the Comprehensive Plan serves as a guide for the utilization of land and physical space in Sachse. The land use element should understand the interconnectedness of land use with all other elements of the Comprehensive Plan and offer recommendations for land use that align with the vision in **Chapter 1**. The core of this chapter is the Future Land Use Plan. The Future Land Use Plan builds off the growth outlined in the 2017 Comprehensive Plan since the City is near build-out. The changes in the Future Land Use Plan highlight the desired vision of the community and updated strategies to utilize the remaining land.

This chapter, along with the Future Land Use Plan, serves as a policy guide to help shape Sachse's long-term growth and development. It does not grant land use entitlements, prescribe specific developments, or define zoning district boundaries. As outlined in Chapter 213 of the Texas Local Government Code, a comprehensive plan is not a zoning ordinance but a guiding framework for evaluating land use decisions. The policies and recommendations within this Plan should assist the City Council, the Planning & Zoning Commission, and City Staff in assessing development proposals and considering appropriate uses, densities, and design characteristics across different areas of Sachse.

The vision outlined in **Chapter 1** will not be realized through a single, transformative decision, but rather through a series of thoughtful, incremental choices made over time. Each zoning request, development proposal, and infrastructure investment will collectively shape Sachse's future, ensuring that growth aligns with the community's long-term aspirations and enhances the city's overall character and quality of life.

LAND USE POLICIES

The policies in this section guide future land use decisions within the community. They ensure balanced growth, sustainability, and a high quality of life. The Land Use policies are outlined below:

- Ensure that decisions made about future development are consistent with community vision, as expressed in the comprehensive plan.
- Prioritize projects on remaining undeveloped land that enhance Sachse's long-term prosperity.
- Identify and support infill and redevelopment projects that add to the existing character of the community, enhance the overall aesthetic, and increase economic and community resilience.

IMAGE 3.1. STAKEHOLDER LISTENING SESSION



FUTURE LAND USE PLAN

The Future Land Use Plan serves as a strategic roadmap for Sachse's long-term growth, guiding how land should be developed, preserved, and utilized to align with the community's vision. The Comprehensive Plan provides a framework for making informed decisions about development patterns, ensuring that future growth supports a balanced mix of residential, commercial, and recreational uses while maintaining Sachse's unique character. While the Future Land Use Plan does not establish zoning regulations, it does serve as a vital policy tool to help City leaders, developers, and residents make decisions that promote sustainable, well-planned development. By considering factors such as infrastructure capacity, market trends, and environmental constraints, the Future Land Use Plan helps Sachse grow in a way that enhances quality of life, strengthens the local economy, and preserves the integrity of existing neighborhoods.

IMAGE 3.2. PGBT LAND



FUTURE LAND USE TYPES

Each Future Land Use Type in Sachse corresponds to a specific color on the Future Land Use Map, illustrating the city's long-term vision for how different areas will look, feel, and function as they develop or redevelop. These Future Land Use Types provide a framework for guiding growth and ensuring that new development aligns with the community's character and goals. Each Future Land Use Type description provides a framework outlining its key details and may include the following components:

1. **Character and Intent Statement** – Defines the purpose of the Future Land Use Type, detailing elements such as land use mix, development scale, pedestrian experience, and key placemaking features.
2. **Key Design Elements** – Derived from the Character and Intent Statement, these elements provide guidance on the built environment and urban design characteristics of each Future Land Use Type.
3. **Mix of Uses** – Identify the primary and secondary development types, along with complementary uses, intended for each Future Land Use Type, ensuring they align with the area's function and the context of surrounding developments' context.
4. **Illustrative Images** – Examples of existing developments in Sachse or similar communities, providing a visual representation of the desired character for areas that may not yet be developed in this way.

By defining Future Land Use Types, the Future Land Use Plan ensures that future growth in Sachse is intentional, cohesive, and aligned with the community's long-term vision. The Future land use types are outlined on page 19. These were taken from the 2017 Comprehensive Plan to build the 2025 Comprehensive Plan on page 20. Some Future Land Use Types include design principles and associated land uses to ensure consistency with existing zoning and policies from the 2017 Plan.

IMAGE 3.3. COMMERCIAL DEVELOPMENTS IN SACHSE





2025 FUTURE LAND USE TYPES

ESTATE RESIDENTIAL	
Land Use Description	Typically feature larger lots with custom homes, accessory structures, and other residential amenities. Special allowances may be made for large accessory structures that adhere to minimum architectural standards and include complementary landscaping. In some cases, estate subdivisions may request waivers for requirements including options for Conservation Development, if justified.
Identifying Features	• Single-Family Large Lots • Large Street Setbacks • Minimal Pedestrian Amenities • Open Spaces and Amenities
Representational Imagery	 

LOW DENSITY RESIDENTIAL	
Land Use Description	Neighborhoods with conventional detached single-family dwellings on a range of lot sizes and setbacks. Homes are typically in subdivisions with all utilities, residential streets, and sidewalks, and may have connections to neighborhood parks. Homes are typically buffered from non-residential uses via transitional uses or landscaping.
Identifying Features	• Single-Family Mid-Size Lots • Parks and Amenities • Complements Neighborhood Commercial • Subdivision Orientation • Sidewalks
Representational Imagery	 

MEDIUM DENSITY RESIDENTIAL	
Land Use Description	Allows for single-family attached dwelling units (townhomes) on a range of lot sizes with a variety of setbacks.
Identifying Features	• Allows for Townhomes • Parks and Amenities • Complements Neighborhood Commercial • Sidewalks
Representational Imagery	 

HIGH DENSITY RESIDENTIAL	
Land Use Description	Include multi-family apartments and independent senior living facilities. Neighborhoods may be adjacent to neighborhood-oriented businesses, and also include limited retail, office, and personal service to support the local community.
Identifying Features	• Compact Development • Neighborhood Supporting Retail • Multimodal Connectivity • Walkable Distances Between Areas for Housing, Schools, Recreation, Commercial Services and Employment
Representational Imagery	 

SINGLE-FAMILY URBAN RESIDENTIAL	
Land Use Description	Primarily single-family detached dwelling units on smaller lot sizes, to include cottages and patio homes. The principal structure is generally situated closer in proximity to the street.
Mix of Uses	• Single-Family Homes (Single-Family Attached, Single-Family Detached, Townhomes, Small Lot Single-Family, Patio Homes; and Cottage Homes)
Representational Imagery	 

NEIGHBORHOOD RETAIL	
Land Use Description	Provides retail and service uses tailored to meet the needs of the surrounding neighborhoods. These areas typically include establishments offering consumer goods, dining, or personal services in convenient and accessible locations. They are often situated along collector or arterial thoroughfares or at intersections with higher traffic flow. This land use category is designed to encourage walkability and create smooth transitions to adjacent neighborhoods.
Identifying Features	• Neighborhood Adjacent • Limited Surface Parking • Commercial Landscape • Small Commercial Sites • Complementary Transitional Uses • Multimodal Accessibility (Vehicular and Pedestrian transportation)
Representational Imagery	 

COMMERCIAL	
Land Use Description	Characterized by large-scale developments that attract regional traffic for shopping, general retail, restaurants, and office uses. Big-box retail and grocery stores are typically in this category. May contain smaller retail with multiple anchors, restaurants, grocery stores, mid-rise offices, entertainment, recreation, and hotel uses.
Identifying Features	• Location on Major Thoroughfares • Larger Parking Lots • Pedestrian Facilities Internal to the Site • Screening of Parking and Loading Areas • Compatibility Buffers to Adjacent Residential or Parkland Uses
Representational Imagery	 

TURNPIKE COMMERCIAL	
Land Use Description	Represents land uses that contribute to a significant concentration of regionally-scaled commercial, medical, retail, and service uses, as well as campus style office and corporate headquarter uses. These provide substantial employment opportunities to the surrounding area. Commercial and office uses are attractive for tenants with larger space needs and convenient access to regional highways.
Mix of Uses	• Retail, Office, Entertainment, and Medical • Urban Living Residential • Trails, Open Space
Representational Imagery	 

TURNPIKE MIXED-USE	
Land Use Description	Provides two or three uses under the same roof of a multi-story building, or horizontally with the uses connected in various buildings in a walkable context. A vertical mix of uses incorporates ground floor retail and/or office space with residential, office or lodging above. Local and internal streets should prioritize walkable private and public frontages, ensuring connectivity within and adjacent to the development.
Mix of Uses	• All Turnpike Commercial Uses • All Medium Density Uses • Parks, Trails, Open Spaces
Representational Imagery	 

OLD TOWN MIXED-USE	
Land Use Description	As the Heart of Sachse, Old Town Mixed-Use integrates residential uses with small businesses that complement the character of older neighborhoods. This includes one to three story urban residential buildings featuring retail or office space on the ground floor with residential above. Infill residential developments provide a seamless transition to surrounding neighborhoods. Standalone restaurants and commercial spaces offer additional infill opportunities, with site designs that promote walkable connections to both new and existing neighborhoods.
Mix of Uses	• Residential (Urban Residential, Multi-Family, Townhome; Single-Family Attached, Single-Family Detached, Live/Work Units, Accessory Dwelling Units) • Mixed-Use Residential or Retail • Retail, Office, Entertainment • Trails, Parks, Open Space
Representational Imagery	 

INDUSTRIAL	
Land Use Description	Includes light industrial office, warehousing, assembly, and manufacturing. These areas typically feature large buildings used for storage, logistics, manufacturing, or processing. They are strategically located near major transportation corridors, such as highways and railways, to facilitate the movement of goods and materials.
Identifying Features	• Employment Centers • Large Warehouse Structures • Non-Residential Adjacent • Major Thoroughfare Adjacent
Representational Imagery	 

PUBLIC	
Land Use Description	Includes land uses dedicated to serving the community's civic and institutional needs. This encompasses public buildings and offices, such as City Hall, libraries, and fire and police stations. It also includes City-owned properties used for utilities, maintenance, and other municipal operations, along with sites of historical or cultural significance that contribute to the city's identity.
Representational Imagery	 

SCHOOL	
Land Use Description	Includes land uses that support educational institutions and facilities. This includes public and private schools, ranging from elementary to high schools, as well as associated properties such as administrative buildings, athletic fields, and other spaces that serve the educational needs of the community.
Representational Imagery	 

PARKS AND OPEN SPACE	
Land Use Description	Encompasses public parks, trails, greenbelts, floodways, and recreational facilities, including public golf courses. These areas are safeguarded to preserve their role as recreational, cultural, and ecological resources.
Representational Imagery	 

FUTURE LAND USE PLAN

The Future Land Use Plan provides a geographic representation of Future Land Use Types as envisioned for Sachse's long-term growth. The Future Land Use Plan is a planning tool, not a zoning regulation, and should be interpreted as a conceptual guide rather than a strict designation of development boundaries. The areas depicted on the map are not exact and do not indicate specific development proposals.

Boundaries for Future Land Use Types have been drawn based on natural and man-made features, such as major roadways, existing developments, and floodplains. However, not all boundaries align perfectly with these features. Boundaries should be interpreted flexibly with each development request, ensuring alignment with property lines and logical development patterns.

IMAGE 3.4. PGBT BUSINESSES



2017 FUTURE LAND USE PLAN

The 2017 Comprehensive Plan designated 14 land use categories used in the 2025 Future Land Use Plan. **Map 3.1** displays the 2017 Future Land Use Plan. After conversations with the community and key stakeholders, the categories identified in the 2017 Comprehensive Plan were still viable and fit the community's needs. Significant differences between the 2017 Future Land Use Plan and the 2025 Future Land Use Plan are outlined below:

- **Neighborhood Retail.** This land use category was updated from Neighborhood Retail Mixed-Use (2017) to strictly retail and commercial to better accommodate small-scale retail spaces throughout the community. The mixed-use development will primarily be concentrated in Old Town and along PGBT. This update provides greater flexibility in locating retail nodes at key intersections, allowing for lower-density retail opportunities. For example, a new road alignment could create opportunities for small-scale retail to serve nearby residents better at the corner of Sachse Road and Merritt Road.
- **Old Town Mixed-Use Boundary.** South of SH-78, the Old Town boundary remains unchanged. However, north of SH-78, the Old Town Mixed-Use designation has been expanded along 3rd Street to create additional development opportunities. This expansion allows for a more cohesive and walkable district, supporting a mix of retail, office, and residential uses that can enhance the area's vibrancy. By extending the boundary, the City can attract new businesses, encourage reinvestment, and create a stronger connection between Old Town and surrounding neighborhoods. This change also helps reinforce a sense of place, supporting economic growth while preserving the character and charm of Old Town. The revised boundary also now matches the Old Town Zoning District boundary.
- **School Land Uses.** This land use category was created as a distinct designation separate from the Public land use category, specifically for educational institutions and facilities. It includes public and private schools, administrative buildings, athletic fields, and other related properties that supports educational purposes.
- **Park Designation.** The parcels along Elm Grove Road near the City limits have been reclassified from Parks and Open Space to Estate Residential to align with their intended use. The Muddy Creek Preserve boundaries remain unchanged to accurately reflect existing land uses.
- **PGBT Boundary Area.** The area east of the PGBT Highway and Merritt Road intersection has been reclassified as Turnpike Mixed-Use, further expanding development opportunities in the PGBT corridor. Since 2017, the area has seen the development of Aria Estate Townhomes and the addition of new restaurants and businesses. This reclassification aligns with existing land uses and supports proposed thoroughfare extensions and continued growth.

2025 FUTURE LAND USE DEVELOPMENT IMPLICATIONS

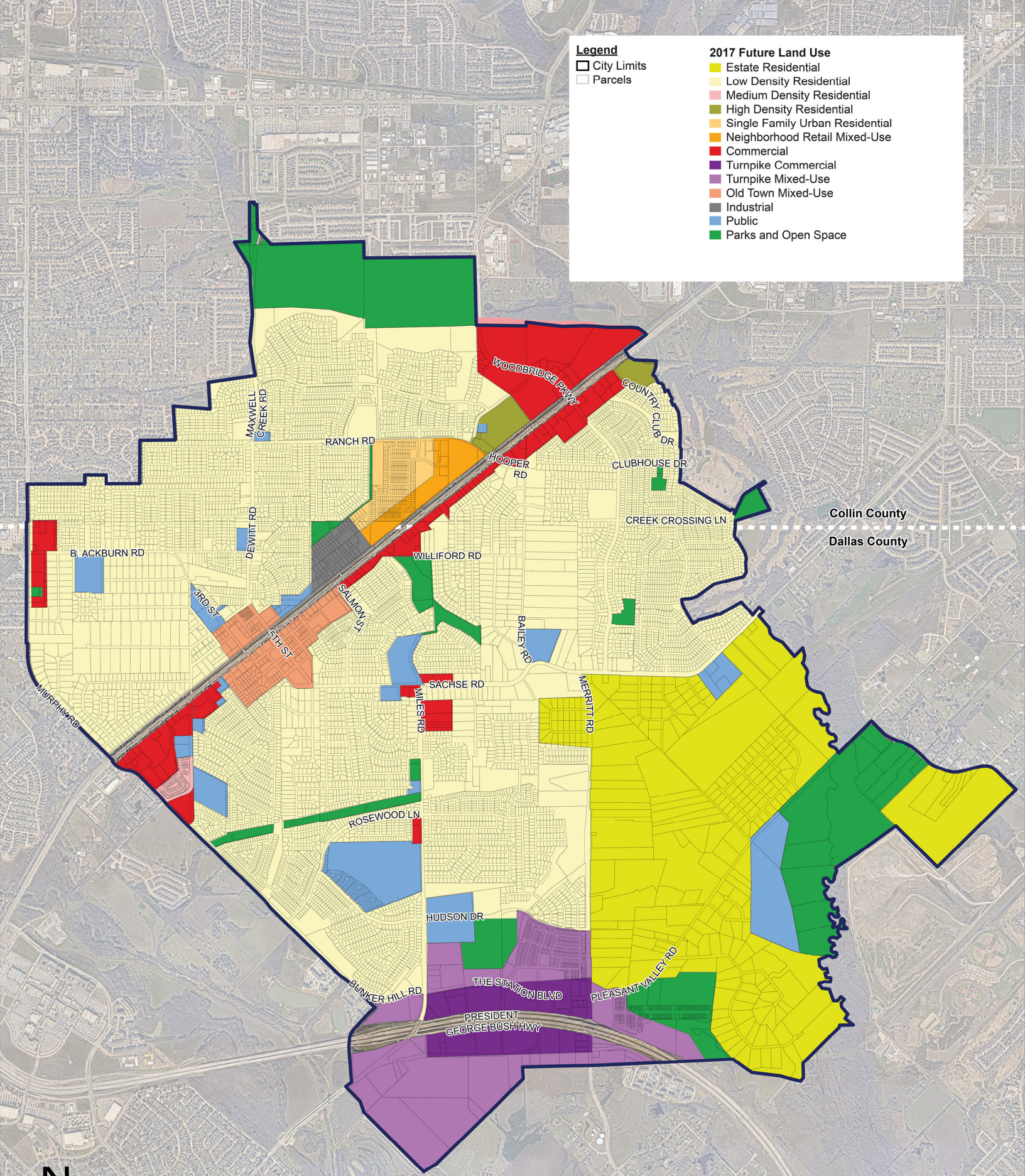
In 2024, the City conducted a Water, Wastewater, and Roadway Impact Fee update. The update projected that the population for the City of Sachse is expected to grow from its current population of 31,778 to 34,023 by 2034 at full build-out. Sachse is nearing full build-out, making it essential to think strategically about how, where, and what types of development occur within the City Limits. With limited remaining land available, future growth must be carefully planned to ensure efficient use of resources. This requires a thoughtful approach to land use, infill development, and redevelopment opportunities that align with the city's long-term vision while maintaining resident's desired sense of community.

Aligned with the Plan's development policies and community input, the 2034 development pattern will provide a broader range of housing and business opportunities to support a thriving, balanced community. **Table 3.1** compares the land use mix from the 2017 Future Land Use Plan to the 2025 Future Land Use Plan, along with undeveloped acreage as of 2025. Undeveloped land consists of vacant parcels without structures or structural improvements. Some of these parcels are within FEMA-designated flood zones, which may limit the possibility of development.

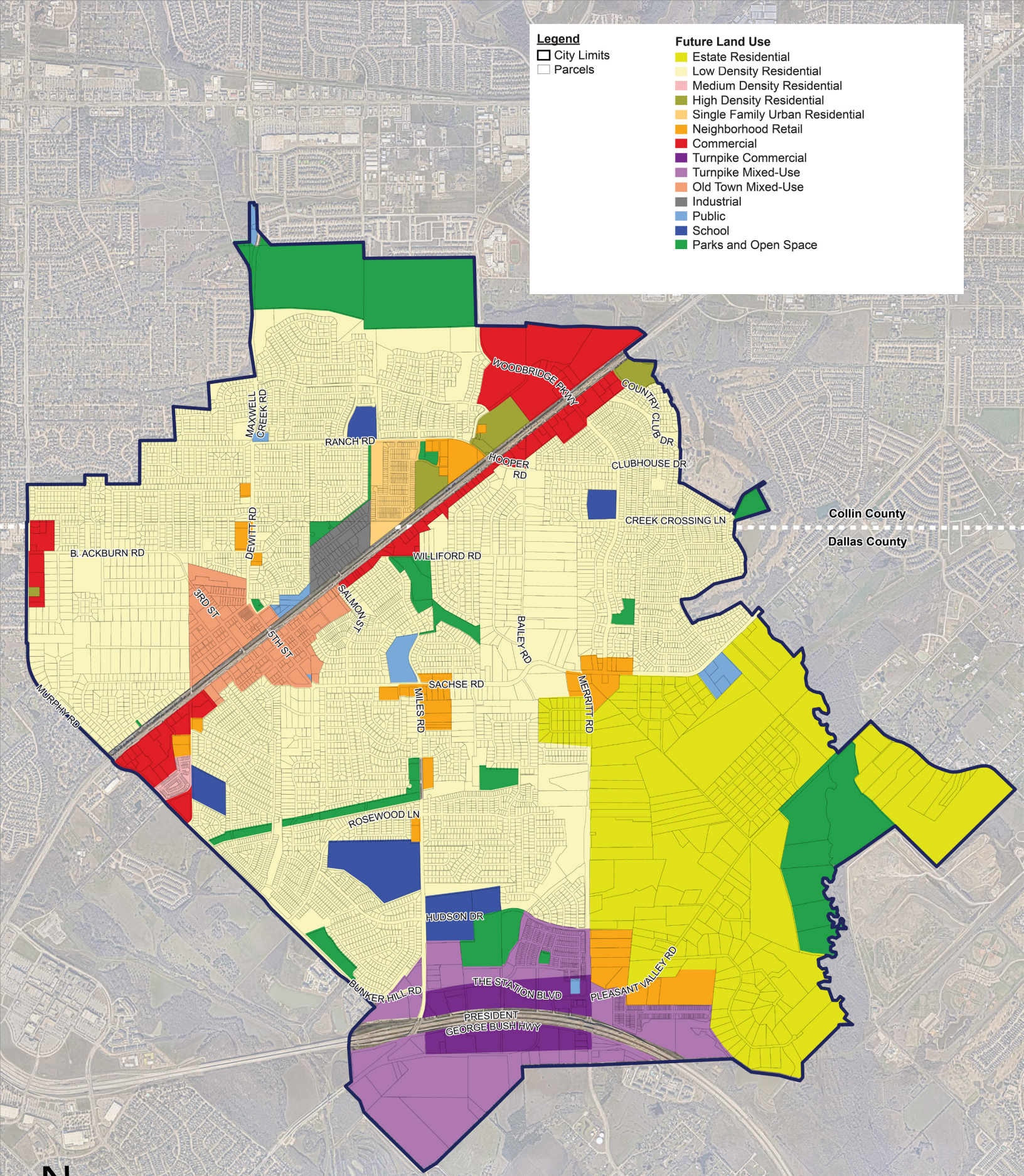
TABLE 3.1. LAND USE CATEGORY MIX

	2017 LAND USE CATEGORY MIX		2025 LAND USE CATEGORY MIX					
	ACREAGE	PERCENT	ACREAGE	PERCENT	UNDEVELOPED ACREAGE	UNDEVELOPED ACREAGE IN FLOODZONE	PERCENT OF TOTAL UNDEVELOPED LAND*	PERCENT OF UNDEVELOPED LAND NOT IN FLOODZONE
Estate Residential	1,067.79	17.26%	1,133.75	18.34%	580.47	195.06	28.35%	18.74%
Low Density Residential	3,252.21	52.57%	3,153.64	51.00%	345.07	120.39	17.50%	10.93%
Medium Density Residential	12.38	0.20%	12.38	0.20%	6.58	0	0.00%	0.32%
High Density Residential	34.30	0.55%	49.52	0.80%	1.69	0.45	0.07%	0.06%
Single-Family Urban Residential	52.82	0.85%	52.39	0.85%	38.19	2.08	0.30%	1.76%
Neighborhood Retail	43.37	0.70%	158.91	2.57%	94.51	13.83	2.01%	3.92%
Commercial	291.43	4.71%	269.44	4.36%	134.78	70.04	10.18%	3.15%
Turnpike Commercial	120.11	1.94%	118.29	1.91%	72.27	0	0.00%	3.51%
Turnpike Mixed-Use	345.90	5.59%	379.44	6.14%	260.62	63.47	9.22%	9.59%
Old Town Mixed-Use	95.29	1.54%	154.12	2.47%	13.55	0	0.00%	0.58%
Industrial	29.79	0.48%	36.76	0.59%	19.69	10.13	1.47%	0.46%
Public	267.33	4.32%	43.84	0.71%	15.71	0	0.00%	0.77%
School	0	0.00%	130.04	2.10%	9.42	2.41	0.35%	0.34%
Parks and Open Space	573.87	9.28%	490.92	7.94%	461.93	210.24	30.55%	12.24%
Total	**6,186.59**	**100.00%**	**6183.44**	**100.00%**	**2056.12**	**688.1**	**100.00%**	**–**

**These values include undeveloped land located in flood zones.*



MAP 3.1. 2017 FUTURE LAND USE PLAN



MAP 3.2. 2025 FUTURE LAND USE PLAN

HIGHWAY 78 OVERVIEW

SH-78 is a vital spine through the City of Sachse—connecting neighborhoods, commercial nodes, and adjacent communities. As the city approaches buildout, limited land is available for new development. This makes it even more critical to focus on how remaining parcels and reinvestment along SH-78 can contribute to Sachse's long-term vision.

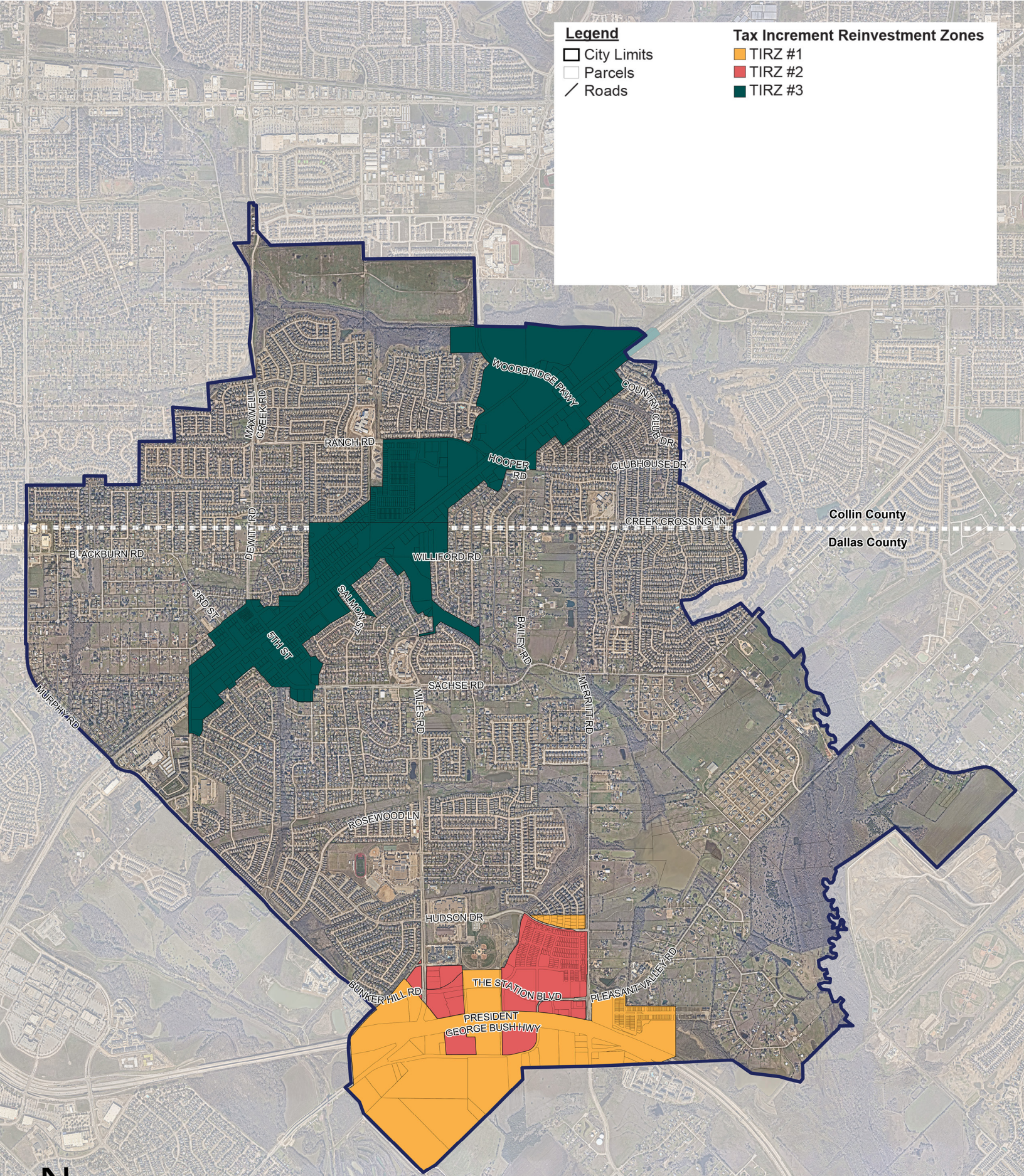
The SH-78 corridor was designated as a Tax Increment Reinvestment Zone (TIRZ) in 2021 to encourage development and redevelopment within the City of Sachse. TIRZ funding helps finance public infrastructure, programs, and other improvements that support revitalization in the area. To qualify as a TIRZ, an area must be primarily underutilized or underdeveloped due to factors such as platting issues or the deterioration of existing structures, as determined by the City. TIRZ #3, also known as the "Highway 78 Zone," was formally established in 2021. Both the City of Sachse and Collin County have agreed to contribute 50% of their tax increment to the TIRZ fund over a 30-year period, up to a specified maximum reimbursement amount. A map of the TIRZ boundaries is provided on the following page. TIRZ #1 was dissolved at the April 21, 2025, City Council meeting. The program boundary is still relevant due to the remaining fund balance, in which funds will need to be spent on projects within the boundary.

SH-78 REGIONAL IMPLICATIONS

The Collin County Future Mobility Study began in 2021 and concluded in Spring 2024. The study was initiated to identify transportation needs and develop a plan to accommodate the anticipated population and employment growth in the eastern part of the county. At the heart of the Phase 1 results was a recommendation that Collin County identify improvements and route studies to support future project implementation decisions and preserve land needed for improvements.

Phase 2 utilized a traffic analysis to estimate future traffic volumes and model travel demand on the proposed network to understand whether the updated Thoroughfare Plan would provide the capacity to address future growth or whether additional improvements might be needed. The results indicated that the proposed roadways will significantly improve mobility and traffic flow, with a few exceptions. One of the exception areas was identified as the SH-78 corridor between Lavon Lake and Lake Ray Hubbard, which will continue to experience high volumes of traffic and congestion. It was ultimately determined that additional transportation improvements would be needed to address mobility and connectivity issues within this area.

To address these future mobility challenges, the study team developed and evaluated concepts for additional transportation improvements, including new limited-access roadways that could provide extra capacity to the roadway network in the impacted area. Ultimately, preliminary alignments and roadway configurations were contemplated and recommended for further study. The report recommended coordinating with TxDOT to conduct Feasibility Studies for the Corridor/Freeway options presented.



MAP 3.3. TIRZ BOUNDARIES

SH-78 FRAMEWORK PLAN

The State Highway 78 (SH-78) Framework Plan serves as a strategic, high-level guide for shaping the future of one of Sachse's most important corridors. The Framework plan establishes a vision for SH-78 and outlines goals for future development, redevelopment, and infrastructure investment. Unlike a detailed master plan, this framework offers flexibility while identifying key opportunities and challenges, thus ensuring future decisions align with community goals and evolving market trends.

This plan builds upon the foundation established in Sachse's 2017 Comprehensive Plan, incorporating updated insights and priorities. It reflects community input gathered through engagement with stakeholders, city staff, and the public to ensure recommendations are aligned with the updated Comprehensive Plan Vision. These conversations helped shape a shared understanding of the corridor's potential, balancing aspirations with feasibility.

CORRIDOR-WIDE PRIORITIES

A comprehensive evaluation of stakeholder input was conducted to identify key priorities along the corridor. Throughout the planning process, several themes consistently emerged, reflecting the collective vision and concerns of the stakeholder community. These themes shaped the foundation for corridor-wide considerations and guided the development of planning strategies. The chart below highlights these priority themes, summarizing the most significant insights gathered during the engagement process.

TABLE 3.2. PUBLIC ENGAGEMENT PRIORITIES

PRIORITY	TOPICS OF CONSIDERATION
Pedestrian Comfort	• Improved pedestrian safety • Improved lighting and pedestrian environment • Improved connectivity and destinations
Safety and traffic flow	• Improved traffic flow / capacity • Improved vehicular safety • Traffic management
Character	• Creating a distinct and authentically "Sachse" corridor • Improved landscaping and aesthetics • Providing greater integration of land use to adjacent development
Productivity	• Improved business performance • Variety of land uses

- **Pedestrian comfort** – The SH-78 corridor can improve how it caters to the pedestrian experience through a culmination of safety, mobility, and urban design considerations. One of the recurring sentiments expressed by stakeholders throughout the planning process was a desire for an enhanced pedestrian experience throughout the corridor. Wide sidewalks and improved pedestrian crossings were among the most common topics expressed. Further enhancements to the pedestrian realm through adequate lighting and connections to existing/new gathering places were also strongly desired.
- **Safety and traffic flow** – Access management efforts, including drive closures, can significantly improve roadway safety and traffic flow by controlling where and how vehicles enter and exit significant roadways. By reducing conflict points, the likelihood of accidents is decreased. In the case of SH-78, it was expressed that there is a significant desire for predictable and streamlined traffic patterns, allowing for smoother traffic flow and better coordination of traffic signals. In the instance of fewer driveways, clearer sightlines can increase reaction times for drivers, enhancing overall visibility and safety. Education and speeding along SH-78 were themes that emerged throughout the process.
- **Character** – Urban design treatments such as gateway features, distinct branding and wayfinding, and landscaping elements can work in concert to create a sense of place within Sachse, allowing visitors to feel like they're in an identifiable and unique area. Stakeholders remarked on the cohesive feel of SH-78 between Garland, Sachse, and Wylie – often citing the lack of distinction and community character. There was an expressed desire for the SH-78 Corridor to champion a character unique to Sachse, rich in culture and history. However, additional factors play into the corridor's character, such as traffic flow, safety, and adjacent land uses and destinations.

- **Productivity**—Stakeholders advocated improving the fiscal productivity of the corridor through greater integration of quality land uses. Strategically developing and connecting a mix of residential, commercial, and recreational spaces will create a more vibrant environment that attracts businesses and residents. Diversification of land use will expand the tax base, provide more job opportunities, and encourage community investment. Well-planned land use can enhance property values, improve infrastructure, and create a more engaging landscape.

SH-78 DISTRICT RECOMMENDATIONS

The Framework Plan organizes SH-78 into distinct character areas or districts to guide future growth and investment, each with its own identity and opportunities. The following sections break the corridor into these focus areas, outlining tailored actions to help the City of Sachse thoughtfully manage change, capture quality investment, and enhance the quality of life along SH-78 for years to come.

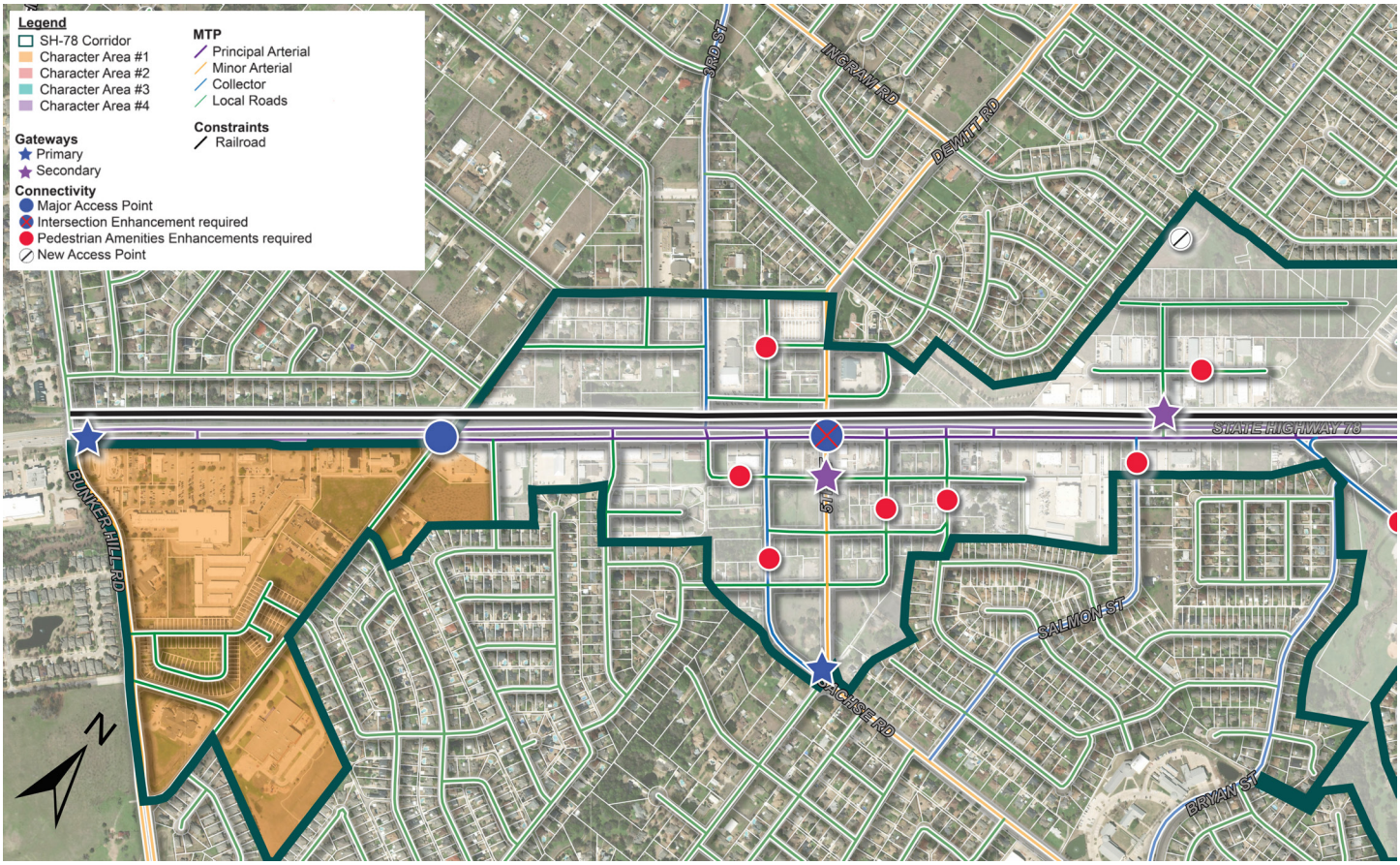
MAP 3.4. STATE HIGHWAY 78 FRAMEWORK PLAN



CHARACTER AREA #1: WEST 78 DISTRICT

- **SIZE:** 97.81 acres

MAP 3.5. CHARACTER AREA #1: WEST 78 DISTRICT



As the westernmost portion of the SH-78 corridor, this area is a prominent entry point into Sachse for drivers traveling from the President George Bush Turnpike. Encompassing approximately 97.81 acres, the area is anchored by Ben Davis Road and Bunker Hill Road, the primary thoroughfares. Roughly 15 percent of the land remains vacant, presenting opportunities for strategic infill development. The frontage along SH-78 is primarily characterized by regional commercial uses such as the Kroger grocery store and drive-thru establishments such as McDonald's, Dutch Bros Coffee, and Whataburger. South of this commercial node lies a mix of single-family detached homes and medium-density residential housing. A key strength of this area is its visibility and potential to capture attention through enhanced signage and gateway features. However, a notable challenge is the disconnect between the heavily vehicle-oriented northern commercial area and the southern area near the school. **Map 3.5** displays character area #1.

The 2017 Future Land Use Plan designated this area primarily for commercial use, aligning with its function as a key activity node along the corridor. **Table 3.3** outlines the intended land use mix from the 2017 Comprehensive Plan, with commercial uses comprising much of the area. The second most prominent use was residential, with approximately 13 acres designated for low- and medium-density housing. These land use patterns have remained broadly consistent with how the area has developed over the past eight years. Public uses represent the third-largest category, including the local school and portions of currently vacant land.

Table 3.3 also reflects updates to future land use in **Chapter 3**: Future Land Use. In this update, neighborhood retail has been introduced as an additional land use category, encouraging infill development that complements surrounding residential areas and serves the needs of nearby neighborhoods.

TABLE 3.3. WEST 78 DISTRICT

2017 COMPREHENSIVE PLAN		2025 COMPREHENSIVE PLAN	
Future Land Use Type	**Acres**	**Future Land Use Type**	**Acres**
Low-Density Residential	0.02	Low-Density Residential	0.02
Medium-Density Residential	12.38	Medium-Density Residential	12.38
Commercial	49.37	Commercial	49.36
Public	21.72	School	14.71
–	–	Neighborhood Retail	7.02

– WEST 78 VISION

Character: The Western Gateway district will continue to serve as a regional commercial hub along the SH-78 corridor. The area north of Ben Davis Rd and Bunker Hill Rd is occupied by established retailers and drive-thru establishments that contribute to the local economy and provide convenient services for residents and visitors. Maintaining and enhancing this commercial presence is key to the area's long-term vision. Future improvements may include coordinated signage and upgraded streetscape elements to support continued commercial viability and visual consistency along the corridor.

As the primary entry point into Sachse from the President George Bush Turnpike, this area represents a key gateway opportunity. Future improvements may include gateway signage, landscaping, and other branding elements to create a distinct sense of arrival. These efforts will help establish a cohesive identity for the corridor while reinforcing its role as a connected, accessible, and welcoming area within the broader SH-78 corridor.

IMAGE 3.5. PRIMARY GATEWAY EXAMPLE IMAGERY FROM MCKINNEY, TX



Productivity: Based on the updated Future Land Use (**Table 3.3**), most of the land use in this district will remain the same. There are some opportunities for neighborhood retail on undeveloped parcels along Ben David Rd. These future developments should try to capture opportunities to cater to the nearby neighborhoods that support more local or small businesses and offer a unique retail experience that differs from the commercial along the SH-78 frontage. There is a clear opportunity to create a buffer between the more regional commercial to the west and the residential neighborhoods to the east.

IMAGE 3.6. BUFFER COMMERCIAL DEVELOPMENT EXAMPLE IMAGERY



IMAGE 3.7. BUFFER COMMERCIAL DEVELOPMENT EXAMPLE IMAGERY



Pedestrian Comfort: Pedestrian facilities should be located near the elementary school in the southern portion of the district. Pedestrian infrastructure should focus on the school connecting to residential areas in the district and the commercial area, which should be linked more north. Pedestrian updates might include:

- Enhanced Crossing treatments that include Rapid Flashing Beacons (RFBs) along Ben Davis Rd. Including the intersection at Highridge Dr, Bunker Hill Rd, and Ben Davis Rd in front of the school.
- Connecting sidewalks gaps west of Ben Davis Rd.
- Wayfinding near the school to improve safety for motorists and students walking to school.

IMAGE 3.8. GAP IN SIDEWALK ON BEN DAVIS ROAD

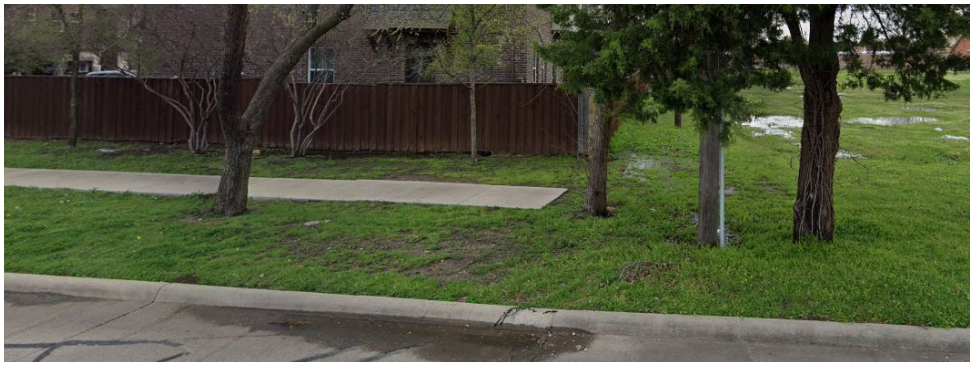


IMAGE 3.9. INADEQUATE CROSSWALK ON BEN DAVIS ROAD AND SH-78



IMAGE 3.10. ENHANCED PEDESTRIAN CROSSING EXAMPLE



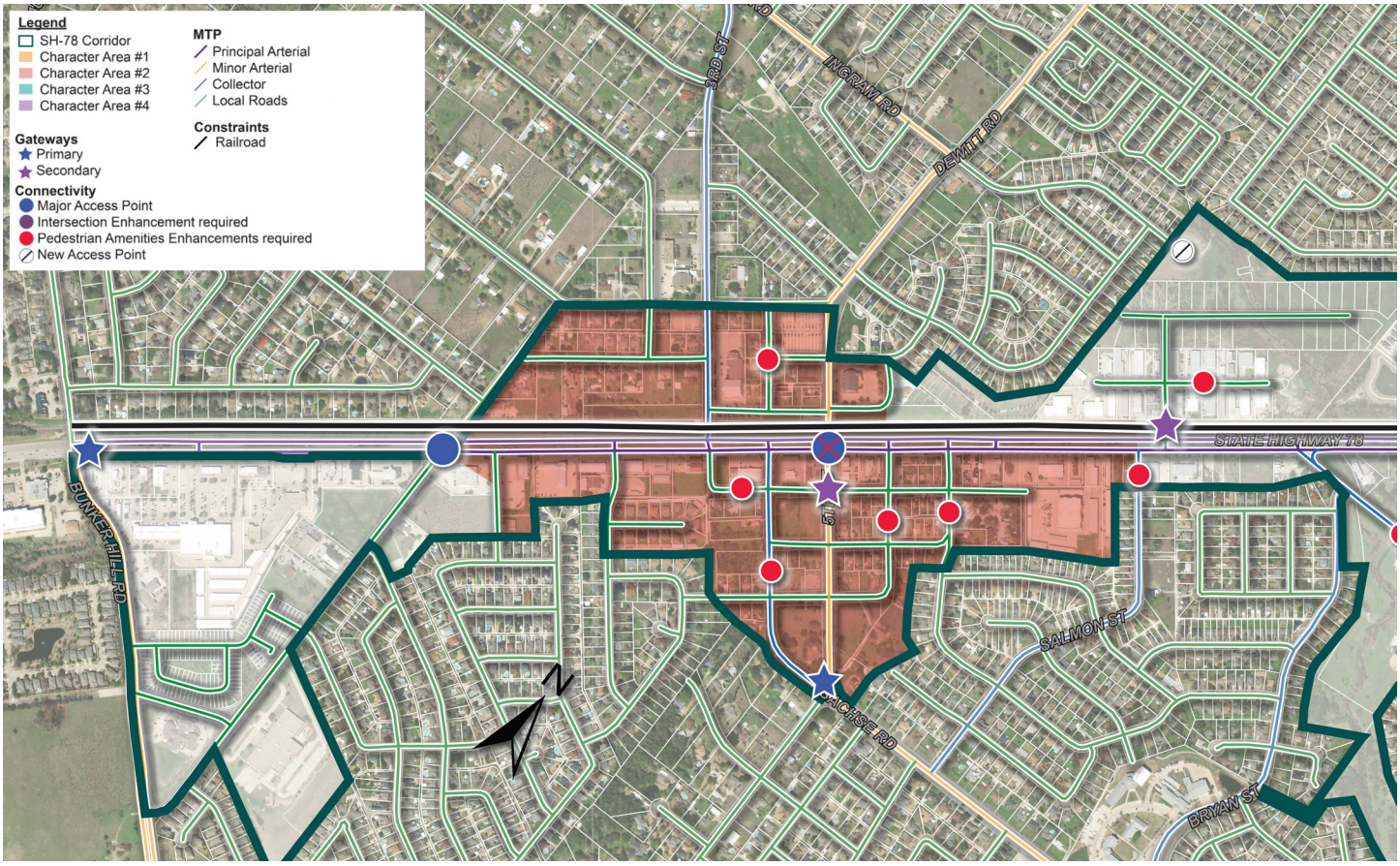
Safety and Traffic Flow: At the edge of the SH-78 corridor, the intersection with Ben Davis Road is a major access point, connecting regional and local traffic to the corridor's commercial businesses. This gateway should be designed to efficiently accommodate high traffic volumes while ensuring safe, seamless access for vehicles and pedestrians.

Clear wayfinding and well-defined entry points can help motorists easily navigate commercial areas, reducing congestion and improving circulation.

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.

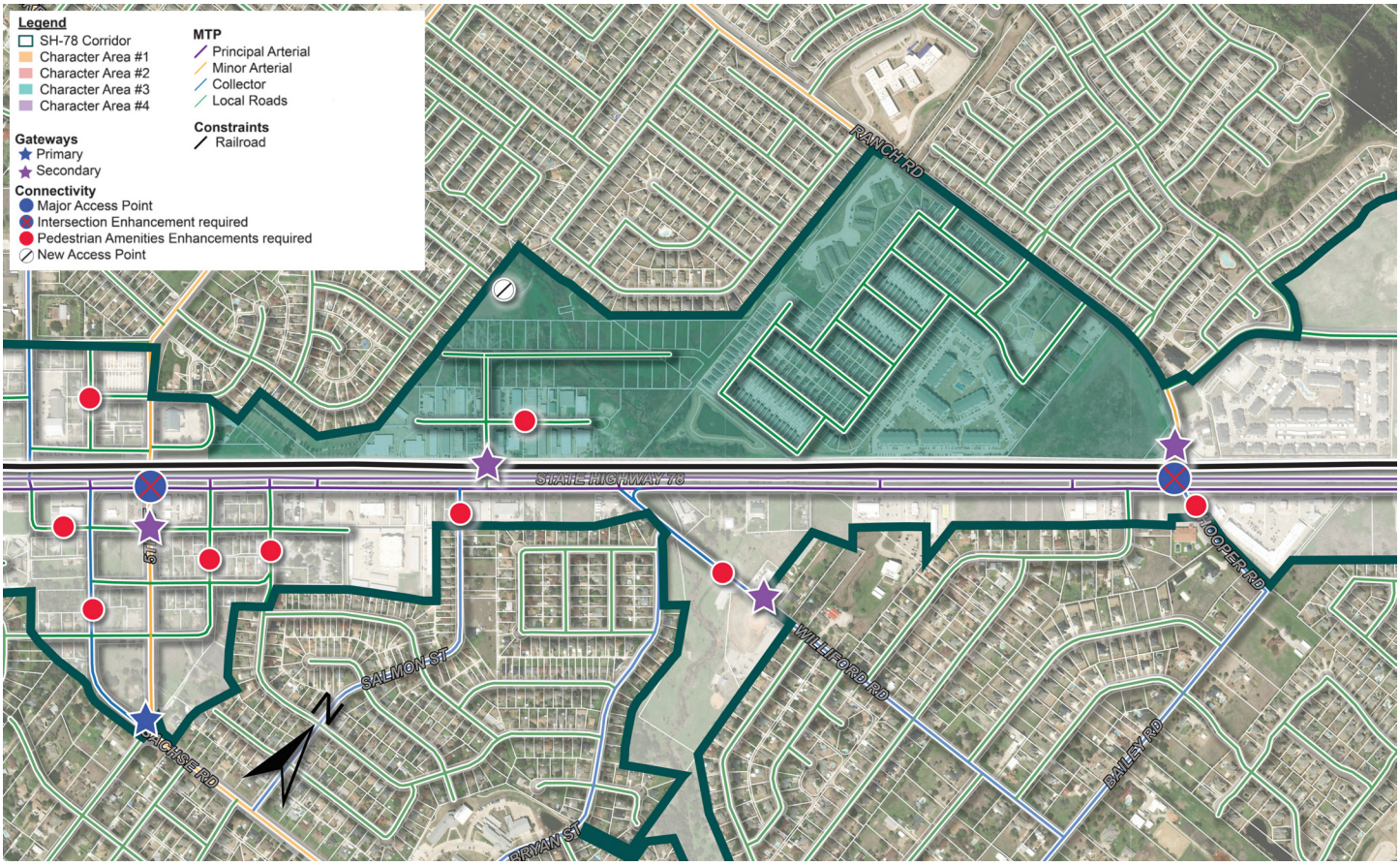
Adding a crosswalk at the 5th Street and SH-78 intersection (nearest to Sachse Road) would improve safety and accessibility for pedestrians traveling between residential areas and the commercial corridor. Improving this intersection would enhance access to both sides of SH-78, making the area more pedestrian-friendly 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.

CHARACTER AREA #3: NORTH 78 DISTRICT

- **SIZE:** 145.58 acres

MAP 3.7. CHARACTER AREA #3: NORTH 78 DISTRICT



This district is characterized by the industrial park along Park Lane and Industrial Drive and the undeveloped industrial-zoned property to the north, which is constrained by limited access and surrounding environmental conditions, including a nearby floodplain and an adjacent creek. These natural barriers and the established residential neighborhoods to the west and north make creating new access points challenging. The northeast portion of the district, including the Ranch Park Village single-family residential subdivision and the Linden Ranch multifamily apartments, offers a transitional edge that could support neighborhood-serving amenities.

Several land-use adjustments were made between the 2017 and 2025 Comprehensive Plans to align with the district's evolving development priorities and with existing zoning and growth patterns. High-density residential increased from 0.09 acres in 2017 to 13.99 acres in 2025, indicating a shift toward accommodating a wider range of housing types. The area designated for Neighborhood Retail decreased from 43.34 to 19.63 acres, with some of that land reallocated to other uses such as residential. Parks and Open Space increased from 5.86 to 9.05 acres, while Industrial uses grew from 29.77 to 36.74 acres. J.K. Sachse Park is a notable improvement in the Parks and Open Space land use, which opened to the public on June 3, 2023. As the first public park in the Collin County portion of Sachse, it features pickleball courts, a pavilion, a splash pad, sand volleyball courts, and space for food truck vendors. Additional improvements, including a play structure, are planned. Single-family residential and public land uses remained broadly consistent across both plans. These updates represent an effort to refine land use patterns to reflect anticipated growth and evolving market dynamics. **Table 3.5** displays the land use comparison from the 2017 Comprehensive Plan to this plan.

TABLE 3.5. NORTH 78 DISTRICT

2017 COMPREHENSIVE PLAN		2025 COMPREHENSIVE PLAN	
Future Land Use Type	**Acres**	**Future Land Use Type**	**Acres**
Low Density Residential	0.005	–	–
High Density Residential	0.09	High Density Residential	13.99
Neighborhood Retail Mixed Use	43.34	Neighborhood Retail	19.63
Single Family Urban Mixed-Use	52.81	Single Family Urban Mixed-Use	52.38
Industrial	29.77	Industrial	36.74
Public	6.11	Public	6.11
Parks and Open Space	5.86	Parks and Open Space	9.05

– NORTH 78 DISTRICT VISION

Character: The significant opportunity for new development in this district is along Ranch Rd in the undeveloped 11-acre site. Opportunities to connect the residential area to the east of the site, J.K. Sachse Park, and additional residential areas to the north could create a significant new destination for the corridor.

As a key connection point, Park Lane provides direct access to the SH-78 corridor from the industrial businesses within the industrial park. As the primary route for industrial traffic, this intersection plays a critical role in linking the existing industrial area with the corridor's broader commercial and transportation network. This access point has the potential to enhance traffic flow and overall accessibility for industrial businesses, facilitating the movement of goods, services, and employees between the industrial sector and the rest of the corridor. By eliminating current barriers to access, this intersection can help future potential bottlenecks and create opportunities for future industrial development. With improvements such as enhanced signage and strategic infrastructure upgrades, this entry point could support business expansion and contribute to the continued growth and identity of the broader corridor.

Productivity: The North 78 District offers an opportunity to transition from an underdeveloped industrial space to a more dynamic and mixed-use environment through the 11-acre undeveloped site at Ranch Road and SH-78 (See Catalyst Site Opportunity in **Chapter 3**, page 63). Future development should prioritize infill on vacant parcels with small-scale commercial or neighborhood-serving retail to complement adjacent residential areas. Encouraging retrofitting or redeveloping existing industrial buildings will allow for a broader range of uses, including microbreweries, maker spaces, and creative workspaces, contributing to local economic vitality and providing a more flexible, adaptive development framework. Challenges within the existing industrial park include a lack of parking, unimproved streets, a single point of access (rail crossing), and an overly dense collection of buildings under different ownership. A redevelopment project would likely require a single entity's assemblage of multiple properties to encourage uniformity of design and adherence to current zoning and development code standards.

IMAGE 3.15. SH-78 AND PARK LANE INTERSECTION



IMAGE 3.16. UNDEVELOPED 11-ACRE SITE



Pedestrian Comfort: Improving pedestrian amenities along Park Lane and Industrial Drive will enhance safety, accessibility, and connectivity. This expansion will help connect surrounding areas, fostering a more integrated community. Features such as wide sidewalks, decorative paving, and shade elements will promote safety and active transportation while creating a welcoming environment for workers, residents, and visitors.

While there are currently sidewalks along Ranch Road, the 11-acre site should prioritize a future enhanced crossing at Cody Lane that encourages walking from the residential neighborhoods. Additional updated pedestrian amenities could include:

- Striping and Signage on Montessori Ln by the Pickleball Courts
- Rapid Flashing Beacons (RFBs) at Ranch Road and Spur Ranch Drive

As the 11-acre site is developed, improvements to the intersection of Ranch Road, SH-78 and Hooper Road should be constructed to ensure safe vehicular traffic and pedestrian crossing.

IMAGE 3.17. INDUSTRIAL DRIVE SIDEWALK GAP



Safety and Traffic Flow: A large, currently undeveloped tract near the SH-78 corridor presents a prime opportunity to evaluate pedestrian and vehicular connectivity in the area. Given the site's location and potential for future development, a more detailed study is recommended to assess access needs, circulation patterns, and mobility improvements. This analysis could enhance internal movement and support anticipated growth in the area. A focused study will help ensure that future development is integrated effectively with the surrounding network and contributes to the corridor's long-term accessibility and functionality.

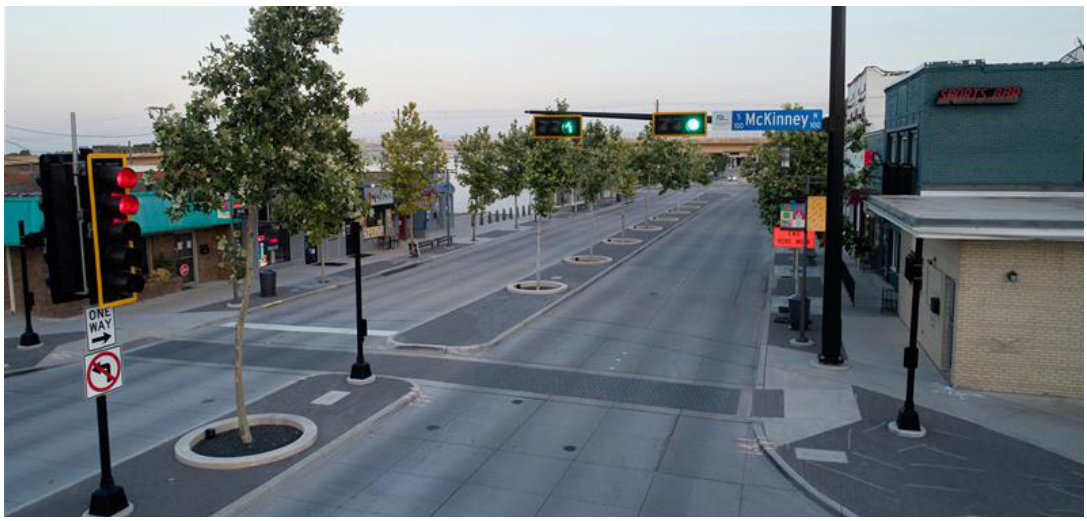
IMAGE 3.18. NEW ACCESS POINT EXAMPLE IMAGERY



IMAGE 3.19. ENHANCED PEDESTRIAN AND VEHICLE CIRCULATION EXAMPLE IMAGERY



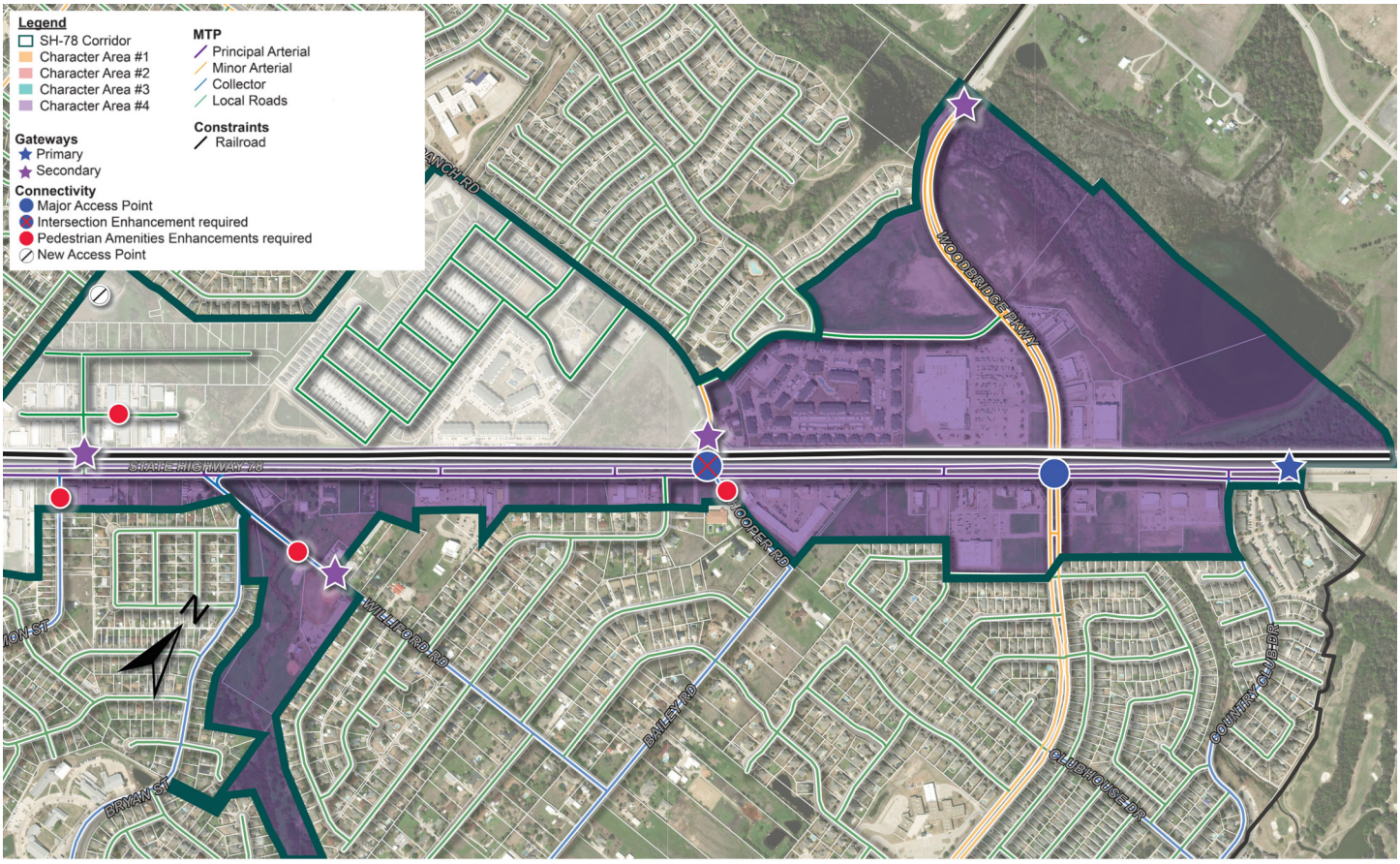
IMAGE 3.20. PEDESTRIAN INFRASTRUCTURE EXAMPLE IMAGERY FROM RICHARDSON, TX



CHARACTER AREA #4: EAST 78 DISTRICT

- **SIZE:** 292.35 acres

MAP 3.8. CHARACTER AREA #4: EAST 78 DISTRICT



This district is the largest out of the four along SH-78 and is comprised of three different areas:

- **Salmon Street to Hooper Road (South of SH-78).** This corridor segment currently consists of scattered, underutilized commercial development along the SH-78 frontage. With several undeveloped parcels remaining, this area presents an opportunity to establish a more cohesive and vibrant commercial node that anchors the southern edge of the corridor. A targeted strategy should be employed to concentrate development, attract quality tenants, and improve the public realm. Additionally, this district links Salmon Park and some properties along Williford Road.
- **Hooper Road to Country Club Drive (South of SH-78).** This area offers a substantial opportunity to serve surrounding residential neighborhoods with community-oriented retail and services. Several undeveloped parcels can support future neighborhood retail, while the aging commercial center off Hooper Road has long-term potential for transformation into a more distinctive, experience-driven destination.
- **Ranch Road to Woodbridge Parkway (North of SH-78).** The area north of SH-78 is anchored by medium-density housing, a major retailer (Walmart), and the new commercial development off of Woodbridge Parkway. This area contains a key undeveloped site north of Cody Lane—designated as a catalyst site. Additional land across from the site, east of Woodbridge Parkway, also holds the potential for creating a unique destination that contrasts with traditional big-box retail. With access to the adjacent creek, this area could offer a nature-connected commercial or mixed-use experience.

TABLE 3.6. EAST 78 DISTRICT

2017 COMPREHENSIVE PLAN		2025 COMPREHENSIVE PLAN	
Future Land Use Type	**Acres**	**Future Land Use Type**	**Acres**
Low-Density Residential	34.91	Low-Density Residential	0.22
High-Density Residential	21.77	High-Density Residential	21.77
Commercial	192.91	Commercial	200.29
Public	1.15	–	–
Parks and Open Space	25.99	Parks and Open Space	27.26
Neighborhood Retail	0.001	Neighborhood Retail	1.11

– EAST 78 DISTRICT VISION

Character: This district is the most challenging to unify as one primary character. There are three distinct areas within this district.

- **Salmon Street to Hooper Road (South of SH-78).** This segment of the corridor currently consists of scattered and underutilized commercial development. With several undeveloped parcels remaining, this area presents an opportunity to establish a more cohesive and vibrant commercial node that anchors the southern edge of the corridor. A targeted strategy should be employed to concentrate development, attract quality tenants, and improve the public realm.
- **Hooper Road to Country Club Drive (South of SH-78).** This area offers an opportunity to serve surrounding residential neighborhoods with community-oriented retail and services. Several undeveloped parcels can support future neighborhood retail, while the aging commercial center off Hooper Road has long-term potential for transformation into a more distinctive, experience-driven destination.
- **Ranch Road to Woodbridge Parkway (North of SH-78).** The area north of SH-78, anchored by medium-density housing and a major retailer (Walmart), contains a key undeveloped site north of Cody Lane—designated as a catalyst site. Additional land across from the site, east of Woodbridge Parkway, also holds the potential for creating a unique destination that contrasts with traditional big-box retail. With access to Maxwell Creek, this area could offer a nature-connected commercial or mixed-use experience.

As one of the most visible entry points for travelers from Wylie, this district should feature signature gateway features that reflect the city's character and identity. Public art, enhanced landscaping, cohesive wayfinding, and upgraded lighting can create a more welcoming and memorable arrival experience for residents and visitors. These improvements will strengthen the sense of place and support long-term branding and economic development goals

- **Primary Gateways.** To signal the transition between these two cities, a primary sign could be placed at SH-78 and Country Club Drive. Additional future improvements like landscaping and other branding elements can help mark the arrival into Sachse and signal departure when leaving the city limits. These enhancements will create a strong sense of arrival and reinforce the corridor's identity.
- **Secondary Gateways.** As a key connection point, Ranch Road/Hooper Road and Williford Road provide direct access to the SH-78 corridor from the surrounding residential areas. As primary connectors between neighborhoods and commercial destinations, these intersections function as natural transition zones, linking residential activity with the corridor's broader commercial and transportation network. Given their strategic location, these intersections present a prime opportunity for developing secondary gateways into the corridor. Below is a list of opportunities for secondary gateway features in the district:
  - SH-78 and Park Ln to Williford Rd and Bryan St
  - Woodbridge Parkway to Ranch Rd and Cody Ln

IMAGE 3.21. PRIMARY GATEWAY EXAMPLE IMAGERY

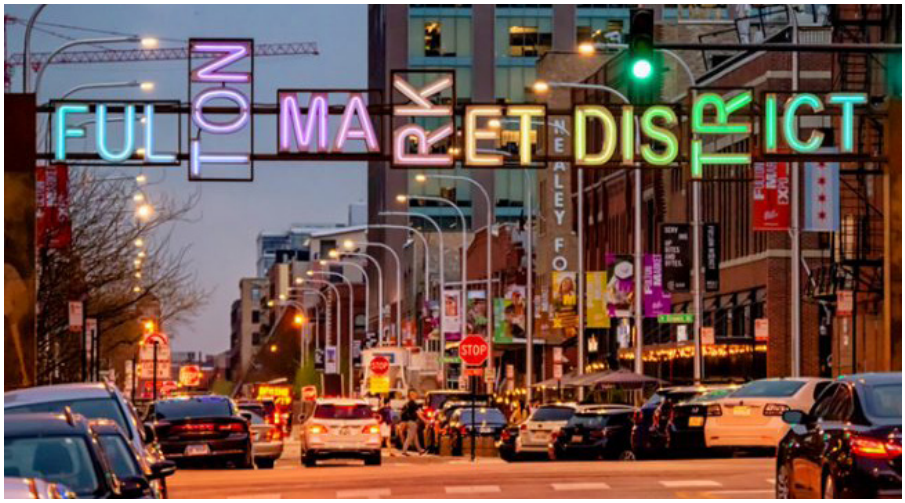


IMAGE 3.22. SECONDARY GATEWAY EXAMPLE IMAGERY



Productivity: The commercial frontage along SH-78 offers the most challenges for capturing economic opportunities.

- **Salmon Street to Hooper Road (South of SH-78).** The segment between Salmon Street to Hooper Road and Ranch Road south of SH-78 remains underutilized from a market perspective. The existing patchwork of scattered commercial uses does not take full advantage of the area's prime frontage along a regional corridor. However, several undeveloped parcels and underperforming sites present a valuable opportunity to establish a more focused and economically productive commercial zone. By attracting neighborhood-serving businesses, dining options, and services, this area can become a convenience hub for daily needs while also capturing pass-through traffic.
- **Hooper Road to Country Club Drive (South of SH-78).** South of SH-78 between Hooper Road and Country Club Drive, there is untapped potential to serve the growing residential base in the southern neighborhoods with accessible, neighborhood-scale commercial. With multiple vacant parcels and an aging retail center near Hooper Road, this area is well-positioned to evolve into a vibrant neighborhood node. The long-term market opportunity lies in repositioning this area to meet changing consumer preferences—favoring local, experiential, and mixed-use development over traditional strip centers.
- **Ranch Road to Woodbridge Parkway (North of SH-78).** The area north of SH-78 between Ranch Road and Woodbridge Parkway represents one of Sachse's most compelling market opportunities. With medium-density housing, a major regional retailer (Walmart), and a designated catalyst site north of Cody Lane, this area is poised for transformational development. The adjacent creek and visibility from SH-78 provide an ideal setting for a unique mixed-use destination that can differentiate itself from big-box formats and bring regional economic value.

IMAGE 3.23. NEIGHBORHOOD SCALE COMMERCIAL EXAMPLE IMAGERY



IMAGE 3.24. EXISTING MO' BETTAHS



Pedestrian Comfort: Incorporating well-designed sidewalks with pedestrian-scale lighting, traffic-calming features, and shade will improve safety and create a more walkable environment. These enhancements will foster a greater sense of community by connecting residential neighborhoods to the commercial areas of SH-78, encouraging active transportation, and supporting sustainable mobility options. As the corridor develops, these enhanced pedestrian connections will support the integration of surrounding areas, creating a more connected and accessible community for residents, visitors, and businesses.

- **Salmon Street to Hooper Road** (South of SH-78). This area is more oriented towards vehicular traffic. Although intersection striping improvements could be prioritized along southern thoroughfares like Williford Road, this area would also benefit from the addition of sidewalks that connect to nearby residential areas and Salmon Park. The Ranch Road/Hooper Street intersection with SH-78 connects residential developments to the north and south and the commercial corridor, however, it currently lacks a crosswalk to safely navigate the eight lanes of SH-78, limiting access to the opposite side. This gap in pedestrian infrastructure presents an opportunity for intersection enhancements to improve safety and accessibility for pedestrians.
- **Hooper Road to Country Club Drive** (South of SH-78). The future of this area could benefit from wide sidewalks along 78 that connect future neighborhood retail and commercial activity to the neighborhoods.
- **Ranch Road to Woodbridge Parkway** (North of SH-78). Currently, there are sidewalks along Woodbridge Parkway. As this area develops, additional studies should be conducted to consider stronger pedestrian amenities like flashing beacons that encourage walking around the area. The landfill can potentially develop into a recreational amenity for the community, and a strong trail system can support this connection. Partnerships with developers can additionally help develop wide sidewalks (10 feet) on the north side of Cody Ln.

Safety and Traffic Flow. At the edge of the SH-78 corridor, the intersection with Woodbridge Parkway serves as a major access point, connecting regional and local traffic to the corridor's commercial businesses. This gateway should be designed to efficiently accommodate high traffic volumes while ensuring safe, seamless vehicle and pedestrian access. It will provide crucial connectivity for residents of the surrounding neighborhoods and facilitate easy access to the corridor's commercial properties. To enhance functionality, the intersection should include clear signage, efficient traffic flow measures, and designated entry points for motorists. For pedestrians, it is essential to provide safe and accessible crossings with well-marked crosswalks, pedestrian refuge islands, and adequate sidewalk connections to link neighborhoods to retail, dining, and services. Access management along the frontage near the commercial developments, such as driveway consolidation, intersection upgrades, and shared access planning, will address current circulation challenges and improve safety.

CATALYST AREAS

A catalyst area is a key area identified by the City of Sachse for targeted investment or development to stimulate broader growth in the surrounding area. Development within these sites is intended to spark economic, social, and physical revitalization beyond their boundaries. Common characteristics of a catalyst area include high visibility and accessibility—often located near highways, major intersections, or key corridors—as well as underutilized land with development potential, a mix of zoning or land uses, and alignment with city plans or goals such as mixed-use growth, revitalization, or job creation. The catalyst areas identified in this plan were either originally designated in the 2017 Sachse Comprehensive Plan or have since experienced growth that presents opportunities for continued investment or strategic redevelopment to help achieve the Sachse's goals.

The designs developed in this plan are conceptual renderings, not specific development plans, intended to illustrate the City's vision for the potential of each catalyst area, based on zoning, future land use designations, and surrounding development.

Actual investment and developments within the catalyst areas may differ, but should remain consistent with the intended character for the sites. The catalyst areas identified are the following:

- Old Town Catalyst Area
- PGBT Catalyst Area
- SH-78 & Ranch Road Catalyst Area
- Miles Road & Sachse Road Catalyst Area
- Merritt Road & Sachse Road Catalyst Area
- Woodbridge Parkway & Cody Lane Catalyst Area

CATALYST AREA 1 - OLD TOWN

– OVERVIEW

The Old Town Catalyst Area is at the heart of Sachse's downtown. Serving as a hub for local commerce and residential opportunities, it supports Sachse's future growth. Covering approximately 160 acres on the city's west side, the area is bisected by State Highway 78, a principal arterial linking residents and visitors to regional destinations. To enhance mobility, the area will prioritize pedestrian connectivity, including a potential trail extension along 5th Street south of SH-78, linking to the existing sidewalk along Dewitt Road north of SH-78. The Old Town Catalyst Area is comprised by the Old Town Mixed-Use Future Land Use category that integrates residential uses with commercial, retail, office, or entertainment businesses that complement the surrounding neighborhoods. The City-owned parcel containing the water tower near the roundabout is designated as Public in the Future Land Use Plan due to its utility use. Since 2017, Sachse has made improvements within the Catalyst Area, including paving Dewitt Street on the northern side from Ben Davis Road to 3rd Street and the Alexander Street reconstruction project. Ongoing citywide street, alley, and sidewalk maintenance continues to support further development.

– MARKET

The demographics and psychographics of the greater Old Town area range widely, just as development patterns do throughout the area. Psychographics analyze psychological attributes such as personality, values, opinions, attitudes, interests, and lifestyle traits, alongside traditional demographic factors. This approach employs both quantitative and qualitative methods to gain an understanding of consumers on a deeper psychological level. This diversity in development is a key to authenticity and success for Old Town. As neighborhoods rapidly change from decade to decade with development and growth, it's paramount to understand the similarities between households, regardless of how different they may appear. The current psychographic segments for the area range are:

- **Green Acres:** The Green Acres lifestyle features country living and self-reliance. Avid do-it-yourselfers maintain and remodel their homes, using all the necessary power tools to accomplish the jobs.
- **Boomburbs:** This is an affluent market but with a higher proportion of mortgages. Rapid growth still distinguishes the Boomburb's neighborhoods.
- **Middleburg:** Middleburg neighborhoods transformed from the leisurely pace of country living to semirural subdivisions in the last decade, as the housing boom spread beyond large metropolitan cities. Residents are traditional, family-oriented consumers.

All these groups collectively comprise the surrounding neighborhood and should have product offerings to support their lifestyles and connect them to common destinations.

Visitors should be encouraged to walk along the roads to create a vibrant urban environment. Housing is critical because residents can work, shop, dine, and enjoy leisure activities without driving to each destination. It's also important to offer different housing types to suit a diverse population. The market for residential products in Old Town includes small-lot single-family units or condos, lofts, townhouses, and live/work units, given that they do not conflict with the existing residential fabric. The Old Town catalyst area has established infrastructure like roads, utilities, and public services, making development more manageable and cost-effective. Demand for new residential units in Sachse is a function of projected growth across the greater region, meaning Sachse will compete with adjacent cities to capture these future households. Of the 405 units of total annual demand for owner-occupied housing, 337 are anticipated to support single-family detached products, while 68 will support alternative products like townhomes, rowhomes, or condominiums. Although not explicitly reflected in this ownership-focused projection, multifamily development may also be appropriate within the district if it meets applicable development standards. Such products could serve a broader range of housing needs and support the city's goals for a diverse and balanced housing stock.

Restaurants and retail development will play a crucial role in Old Town's success as they attract residents and regional visitors. Either visitor type increases foot traffic, creates activity, enhances social engagement, and serves as the driving force for events and unique programming opportunities. Similarly, the local tax revenue generated through sales tax sustains the public investment over time. Restaurants and retail offerings within Old Town should be closely integrated with other services, cultural institutions, and public spaces. Unique products, niche markets, and local entrepreneurship contribute to the local economy while giving Old Town a unique and authentic feel that cannot be replicated.

– VISION

Old Town will preserve its historic charm through its buildings and public spaces. Small gathering places like parks, plazas, cafes, and public squares will encourage social interactions, support local businesses, and enhance the area's visual appeal. Proximity to SH-78 allows new developments beyond 5th Street to realize the vision of a walkable district in Sachse. Improved pedestrian connectivity and safety will unify the areas north and south of SH-78, creating a cohesive district with diverse living and working spaces.

The vision includes adding several key gathering spots to connect various destinations, addressing the current lack of a central green space. The district will prioritize locally owned businesses that complement the historic neighborhoods. Retail shops, restaurants, and office spaces will foster a strong sense of place and community engagement, while a mix of residential options will cater to a growing and diverse population.

IMAGE 3.25. EXAMPLE OF A TOWN SQUARE AND PEDESTRIAN SPACE IN DOWNTOWN BURLESON



IMAGE 3.26. EXAMPLE OF A FLEX FESTIVAL STREET AND GATEWAY IN OLD TOWN KELLER



IMAGE 3.27. EXAMPLE OF A PEDESTRIAN CONNECTOR IN DOWNTOWN LEWISVILLE



IMAGE 3.28. EXAMPLE OF DOWNTOWN RETAIL IN COPPELL



– ECONOMIC IMPACTS

The Old Town Catalyst area as illustrated would accommodate an additional 129,000 square feet of retail/restaurants, approximately 81,000 square feet of office, and approximately 176 additional residential units. This would represent an additional $52.4M in net new private investment, which would result in $11.8M in new property tax, $19.8M in new sales tax, and create more than 970 net new jobs.

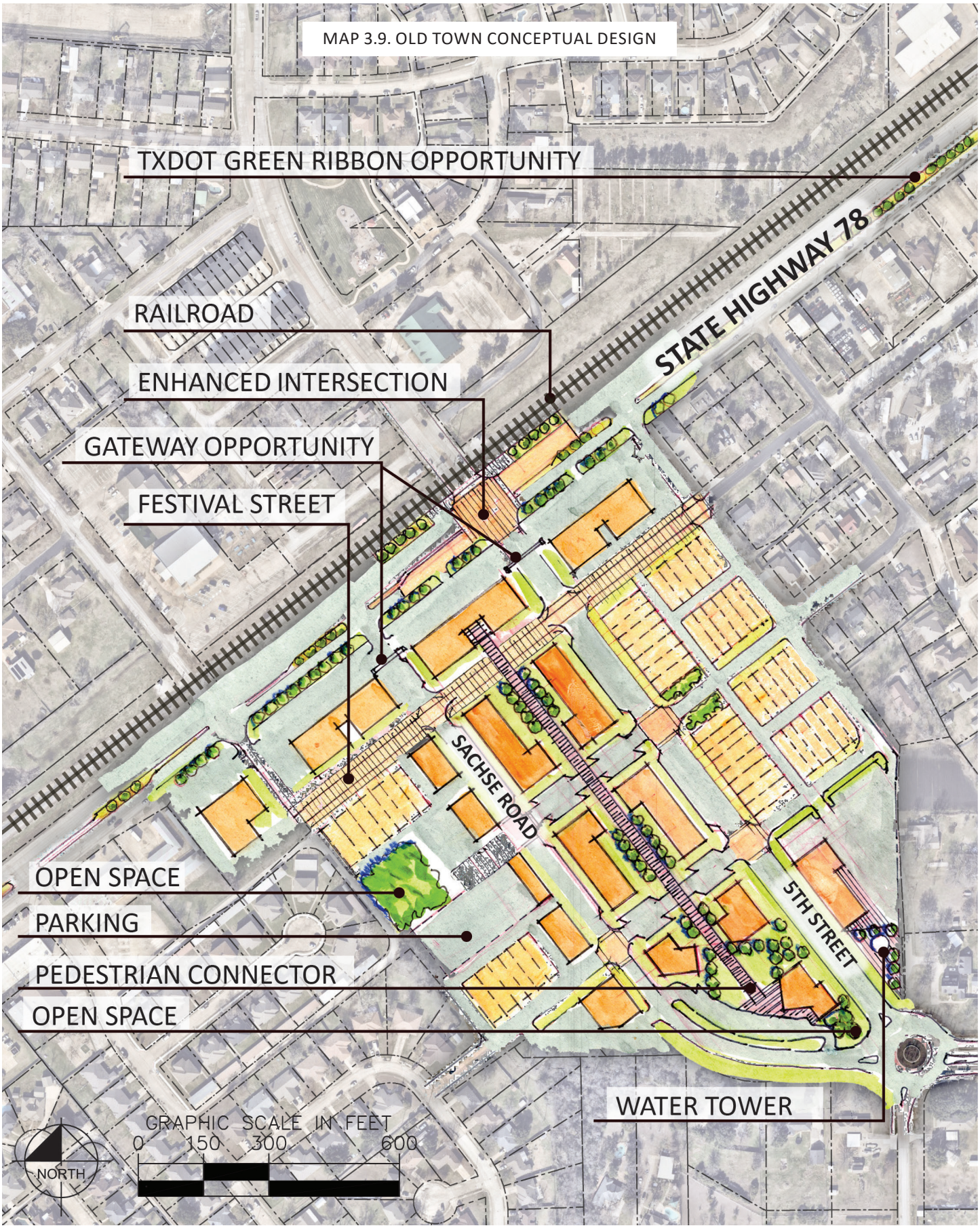
– ECONOMIC SUMMARY

	Net Gain At Buildout		*Cumulative, 30-year total*		*Net Gain At Buildout*	
Scenario	**Total SF**	**Total Value**	**Sales Tax**	**Property Tax**	**Population**	**Jobs**
Old Town	129,000 SF (retail/ restaurants) 81,000 SF (office) + 176 residential units	$52,446,548	$19,879,520	$11,879,658	176	970

– IMPLEMENTATION STEPS

- **Festival Street.** Explore the feasibility and programming of a festival street to promote activation and social collaboration.
- **Gateway opportunities**. Explore opportunities and designs for gateway branding in order to enhance the character and identity of Old Town along Sachse and 5th street.
- **Outreach.** Use city-wide outreach as an opportunity to educate residents and the development community about the vision for Old Town and the desired mixed of uses.
- **Buffering.** Create buffers and transitions through land use programming from the core of Old Town to the existing, surrounding neighborhood.
- **Coordination**. Meet with individual property owners and potential developers regarding the city's vision and timeframes for development to facilitate development and redevelopment.
- **TIRZ Funding.** Update the TIRZ #3 preliminary Financing and Project Plan to assist and prioritize with the cost of capital expenditures.
- **Open Space.** Promote opportunities to build pocket parks, open space and public gathering spaces within the district to utilize for future events and markets.
- **Infrastructure improvements.** Evaluate the need for rehabilitation or replacement of aging water and sanitary sewer systems to support planned development.
- **Drainage Improvements.** Assess and implement drainage upgrades needed to support additional leasable building space.
- **Parcel Acquisition.** Identify and prioritize key parcels within the 5th Street District for potential City/EDC acquisition, based on strategic redevelopment potential and alignment with district goals.

MAP 3.9. OLD TOWN CONCEPTUAL DESIGN



CATALYST AREA 2 - PGBT

– OVERVIEW

The PGBT Catalyst Area, spanning approximately 670 acres on the south side of Sachse, is strategically positioned along the southern city limits, with the President George Bush Turnpike (PGBT) running through its entirety. This area represents the most prominent opportunity for regional recognition and capture of throughput, currently recognized by the elevated water storage tank at The Station Boulevard and Merritt Road. The PGBT Catalyst Area is comprised of Turnpike Commercial, Turnpike Mixed-Use, and Neighborhood Retail in the Future Land Use Plan. Turnpike Commercial is comprised of regionally-scaled commercial, medical, retail, and services uses, whereas Turnpike Mixed-Use is comprised of two to three uses under the same roof in a multi-story building, or horizontally across multiple buildings, such as a mix of retail, office, and residential uses. Neighborhood Retail is comprised of retail and service uses tailored to meet the needs of the surrounding residential uses.

"The Station" is a master-planned development located primarily between Miles Road and Merritt Road, along the northern portion of PGBT. The Station includes residential, commercial, and public spaces located primarily between Miles Road and Merritt Road that foster a vibrant and engaging community. Residential options include townhomes, single-family homes, and multifamily units, while commercial spaces feature retail shops, restaurants, and offices anchored by Medical City Sachse. Public spaces and amenities are designed to promote walkability and community interaction, enhancing residents' overall quality of life. The south side of PGBT remains mostly undeveloped.

Since 2017, the PGBT Catalyst Area has seen significant improvements in residential and commercial development. Notable residential development to emerge includes projects at The Station such as Amberlin at The Station, Adaline at The Station, and Linz at The Station. Nearby residential developments to emerge include Ariel Pointe, located off Miles Road, and the Brightland Homes off Pleasant Valley Road. The Station also saw notable commercial development through restaurants such as Pho Station, Manny's Tex Mex, Cold Stone Creamery, The Brass Tap, and Cane Rosso, with additional opportunities for future commercial and retail development to emerge alongside Dorado Nail Bar. Campus-style developments have emerged, including Applied Energy LLC and Medical City Sachse, establishing the area as a hub for campus-style office use for future opportunities. Additionally, public infrastructure improvements have been made, including renovating Heritage Park and creating a trail connection along The Station Blvd with plans for additional trail connections along Merritt Road and expanding the existing trail at Heritage Park.

– MARKET

The south side of PGBT offers the City's most significant opportunity for development, envisioned in this concept as an "Innovation District" that supports higher productivity uses. An innovation district is where leading-edge institutions and companies cluster with start-ups, business incubators, and accelerators. These districts foster economic development by promoting collaboration across sectors and disciplines to create new products and technologies while incorporating mixed-use housing, offices, and retail.

The keys to developing an innovation district are:

- Collaboration amongst leaders from key institutions (public and private) and sectors who can cooperate on the design, delivery, marketing, and preservation of the district
- The attraction, retention, and growth of skilled workers, which are aplenty in Sachse and the greater region
- The promotion of opportunities for employment, education, and entrepreneurship for residents

Given the smaller size of undeveloped tracts to the north of PGBT and access to regional transportation infrastructure, it is likely that portions of the area will continue to capitalize on the growing number of smaller households seeking commercial offerings through higher-density housing and mixed-use developments. The demographics and psychographics of the PGBT area are:

- **Young professionals:** These communities are home to young, educated, working professionals. More than one out of three householders are under the age of 35. Slightly more diverse couples dominate this market, with more renters than homeowners. More than two-fifths of the households live in single-family homes; over a third live in 5+ unit buildings

This psychographics group indicates a need for regional mobility, which has taken up residence in this part of Sachse. Regional access to employment centers and quality residential and commercial offerings have driven successful commercial projects like The Station and various retailers have set the tone for the northern portion of PGBT to continue developing in a high-quality manner. Rental rates are higher in this portion of the city than elsewhere, and vacancy rates are low. Regional access and synergy with existing retailers can attract destination retailers and restaurants that capitalize on connectivity and access to natural amenities like Heritage Park.

– VISION

The PGBT catalyst area is a major employment and social hub within the City and serves as a regional gateway to Sachse. It is what regional commuters experience along the city's south side and is envisioned to create a welcoming sense of activity. This is accomplished through a thoughtful mix of businesses and residents that value a diverse workforce, high-quality buildings, clusters of supporting commercial uses like restaurants and retail along the Turnpike, and public amenities like Heritage Park and safe walking routes to the surrounding areas. Long-term tenants south of the Turnpike might include science and technology companies, building on previous momentum and development.

Beyond the Turnpike to the north, the development will be consistent in style and quality to what has developed in recent years. Integrating public spaces and connections between developments will be a key to success. Maintaining and enhancing the existing quality through design standards will lead to higher rents for residential and commercial properties.

IMAGE 3.29. EXAMPLE OF GATHERING SPACE AT DISTRICT 121 IN MCKINNEY



IMAGE 3.30. EXAMPLE OF RETAIL AND PEDESTRIAN SPACE IN LEGACY WEST IN PLANO



IMAGE 3.31. EXAMPLE OF EMPLOYMENT CENTER AT CITYLINE IN RICHARDSON



IMAGE 3.32. EXAMPLE OF WAYFINDING SIGN



– ECONOMIC IMPACTS

The PGBT area as illustrated would accommodate an additional 457,572 square feet of retail/restaurants, approximately 226,306 SF square feet of office, and approximately 14,785 SF of medical. This would represent over $105.9M in net new private investment, which would result in approximately $21.7M in new property tax, $56.2M in new sales tax, and create more than 2,460 net new jobs.

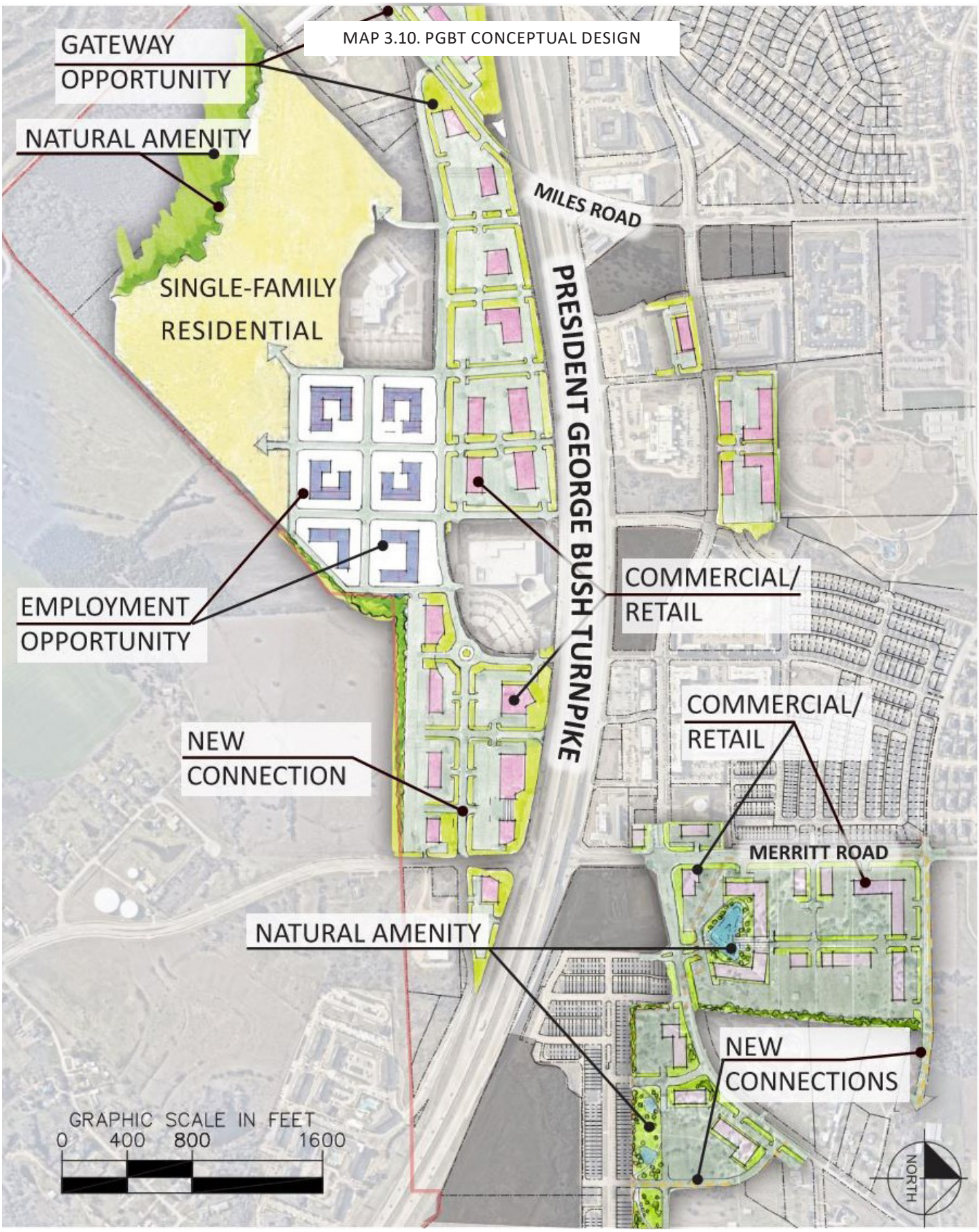
– ECONOMIC SUMMARY

	Net Gain At Buildout		*Cumulative, 30-year total*		*Net Gain At Buildout*	
Scenario	**Total SF**	**Total Value**	**Sales Tax**	**Property Tax**	**Population**	**Jobs**
PGBT	457,572 SF (retail/ restaurant) 226,306 SF (office) 14,785 SF (medical)	$105,939,149	$56,281,362	$21,724,124	–	2,460

– IMPLEMENTATION STEPS

- **Road Connections.** Advance critical roadway extensions to improve connectivity, including Hudson Drive to Pleasant Valley Road, Soprano Road to Pleasant Valley Road, and Pleasant Valley Road to Merritt Road.
- **Coordination.** Align planning efforts with the station area master plan to ensure a cohesive and connected vision across both the north and south sides of President George Bush Turnpike (PGBT).
- **Regional Destination**. Market the site as a premier location for corporate headquarters, conventions, and major employment anchors, supported by vibrant commercial, residential, and entertainment uses.
- **Development Partner.** Identify and recruit a development partner with the capacity and shared vision to lead the buildout of the area and bring the concept to life.
- **Cluster Development.** Promote compact, clustered development patterns that preserve the site's natural features, heritage assets, and open space while maximizing usable development land.
- **Gateway and Branding Opportunities.** Pursue primary gateway features and branding in partnership with NTTA along PGBT, with secondary gateways at key entrances along Miles Road and Merritt Road to establish a distinct identity for the area.
- **Pedestrian Comfort and Connectivity.** Prioritize pedestrian amenities to support safe and convenient movement between employment, commercial, and entertainment uses. Incorporate wide side paths, enhanced crosswalks, and Rectangular Rapid Flashing Beacons (RRFBs) to improve safety and encourage walking.

MAP 3.10. PGBT CONCEPTUAL DESIGN



CATALYST AREA 3 - RANCH ROAD AND SH-78

– OVERVIEW

The SH-78 and Ranch Road Catalyst Area consists of two sites totaling approximately 16.5 acres, strategically positioned along the SH-78 corridor in northeast Sachse. These sites, located near SH-78 & Ranch Road and Cody Lane & Woodbridge Parkway, are well-suited for commercial and neighborhood retail development, supporting the surrounding residential population.

The SH-78 & Ranch Road site is bordered by SH-78 (a principal arterial) and Ranch Road (a minor arterial), with a proposed collector road planned to extend through the site. This road is expected to enhance local circulation and provide improved access to J.K. Sachse Park. Additionally, proposed trail connections along SH-78 and Ranch Road will improve pedestrian and bicycle connectivity.

The SH-78 & Ranch Road site is designated as Neighborhood Retail, intended to provide retail and service options catering to the adjacent high-density and low-density residential neighborhoods. The Cody Lane & Woodbridge Parkway site is designated Commercial, supporting larger-scale developments such as anchor retailers, restaurants, and grocery stores. This site is positioned near Walmart, making it a prime location for regional commercial activity.

The site is designated as Neighborhood Retail in the Future Land Use Plan, which is proposes retail and services uses tailored to meet the needs of the surrounding neighborhoods, typically including establishments that offer consumer goods, dining, or personal services. The northern boundary of the SH-78 & Ranch Road site is adjacent to a floodplain, limiting further expansion in that direction. Additionally, the west side of the site is built out with low-density residential, reinforcing the need for compatible retail and commercial uses that integrate well with the surrounding community.

Since 2017, the two catalyst areas have remained undeveloped. However, the surrounding areas have seen significant growth, including the development of J.K. Sachse Park, Single-Family Urban neighborhoods, and a mutli-family project

– MARKET

Demographic and psychographic indicators suggest that households near these two catalyst areas are:

- **Up and Coming Families:** Residents are younger and more mobile than the previous generation. They are ambitious, working hard to get ahead, and willing to take some risks to achieve their goals.
- **Boomburbs:** This is an affluent market but with a higher proportion of mortgages. Rapid growth still distinguishes the Boomburb's neighborhoods

The presence and adjacency of Ranch Park Village and Linden Ranch to the south indicate the need for connectivity and neighborhood-serving retail. At the same time, the northern site along Woodbridge Parkway has greater potential for regional retail development.

Small office uses show potential to support a larger development along Woodbridge Parkway, however, given the likely price point of office space in this location, builders and tenants may prefer office uses closer to Old Town or PGBT where existing synergies with other office users or more affordable offerings are available. Retail products will likely benefit from a strong daytime population and growing nighttime population that will be drawn here because of its regional accessibility just off SH-78.

– VISION

As an opportunity adjacent to significant retail development and employment in Sachse, the vision for the property west of Woodbridge Commons is largely influenced by the Walmart and various commercial centers off of the SH-78 and Woodbridge Parkway intersection. Demand for commercial and small office uses could be satiated by this site without oversaturating the market. Providing daytime population in the area through the form of small office will help generate additional activity and spend within Woodbridge Commons, creating better synergies with existing uses. Appropriate buffering and site orientation will be critical to ensure that future development is connected and utilized by residents of Olympus Woodbridge as well as The Woodbridge neighborhood. Proximity to Canyon Crest Trail affords the opportunity for connectivity and walkability that should be utilized as well.

The catalyst area along SH 78 and Ranch Road provides a unique opportunity to integrate future development into Ranch Park Village while providing neighborhood amenities, continuing the neighborhood vision cast in the last Comprehensive Plan. Open space and recreation amenities have been integrated through the development of Ranch Park Village and Linden Ranch developments. Connectivity through the site may be accomplished by extending Ranchero Drive to connect with Cody Lane. As previously contemplated, the site's topography and proximity to the railroad limit the demand for retail uses, but the frontage of Ranch Road extending down to SH-78 could be preserved for neighborhood-serving retail uses.

IMAGE 3.33. RETAIL AT NORTHLAKE COMMONS IN NORTHLAKE



IMAGE 3.34. RETAIL AT NORTHLAKE COMMONS IN NORTHLAKE



IMAGE 3.35. CENTRAL GATHERING SPACE AT NORTHLAKE COMMONS IN NORTHLAKE



IMAGE 3.36. PEDESTRIAN CROSSING EXAMPLE



– ECONOMIC IMPACTS

The Ranch Road Catalyst area as illustrated would accommodate an additional 76,000 square feet of retail/restaurants and approximately 13,000 square feet of office. This would represent over $12.4M in net new private investment, which would result in approximately $2.8M in new property tax, $11.7M in new sales tax, and create more than 344 net new jobs.

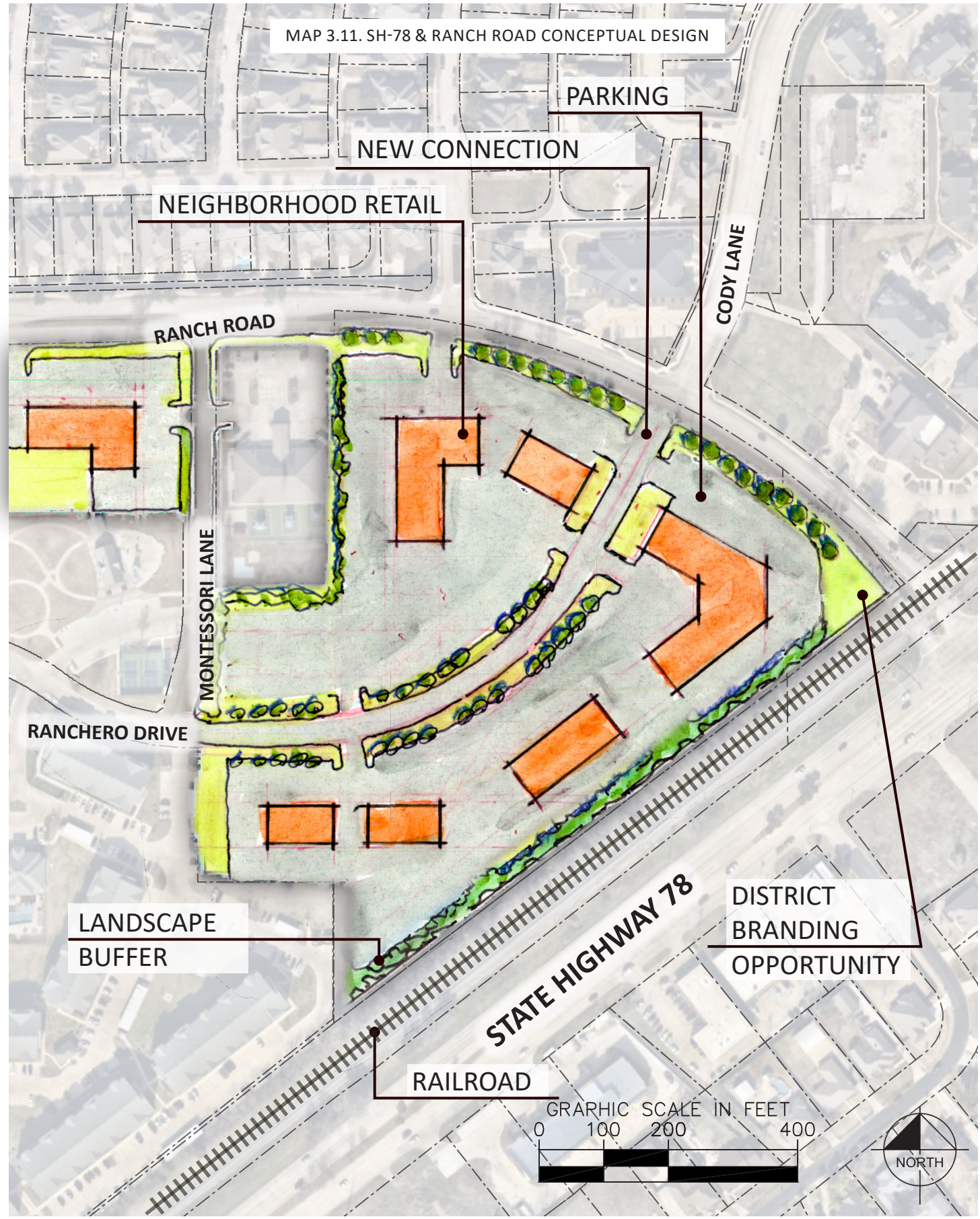
– ECONOMIC SUMMARY

	Net Gain At Buildout		*Cumulative, 30-year total*		*Net Gain At Buildout*	
Scenario	**Total SF**	**Total Value**	**Sales Tax**	**Property Tax**	**Population**	**Jobs**
Ranch Road	76,000 SF (retail/ restaurants) 13,000 SF (office)	$12,432,623	$11,700,374	$2,816,111	–	344

– IMPLEMENTATION STEPS

- **Future connection.** Connect Ranchero Drive to Cody Lane through the Catalyst area to improve overall connectivity of the area and for future development.
- **District branding.** Explore opportunities to develop district branding at the intersection of Ranch Road and SH-78.
- **Park links.** Take advantage of the proximity to J.K. Sachse Park by connecting the development and providing pedestrian amenities like side paths and enhanced crossings at Ranchero Dr and Montessori Lane.
- **SH-78 Screening.** Create screening or natural buffers from future development to SH-78, creating a quieter and more natural setting.
- **Fill sidewalk gaps.** Continue to fill in the missing sidewalk connection along Ranch Road down to SH-78.

MAP 3.11. SH-78 & RANCH ROAD CONCEPTUAL DESIGN



CATALYST AREA 4 - SACHSE ROAD

– OVERVIEW

The two sites are located near the center of the City, with Site 1 near the intersection of Sachse Road and Miles Road and Site 2 near the intersection of Sachse Road and Merritt Road. Together, the sites total approximately 60 acres. Sachse Road, Miles Road, and Merritt Road are classified as minor arterials, providing key connections through the area. Merritt Road is planned for reconfiguration to connect Woodbridge Parkway to Merritt Road through Sachse Road. The existing roadway near the intersection is intended to be repurposed for pedestrian use. Additionally, local roads serve the surrounding low-density residential areas.

Both sites are designated as Neighborhood Retail in the Future Land Use Plan, intended to support small-scale commercial uses that serve the daily needs of nearby residents. The surrounding areas primarily consist of low-density residential and estate residential development. Site 1, at Sachse Road and Miles Road, is largely built out, though the corner lots at the intersection remain vacant. Site 2, at Sachse Road and Merritt Road, is adjacent to estate residential and low-density residential properties, with some vacant parcels. A portion of this site is located within a flood zone, which may require additional studies to determine development feasibility.

Both sites offer potential connections to the City's trail network. However, the Sachse Road and Merritt Road site currently lacks pedestrian infrastructure, requiring enhancements to improve walkability in the area.

Since 2017, the surrounding area for both sites have been built out for Low Density Residential and Estate Residential featuring single-family homes on larger lots.

– MARKET

Demographic and psychographic indicators suggest both nodes at Miles Road & Merritt Road are currently home to a significant concentration of professionals and executives in the area. The psychographic indicators are:

- **Workday Drive:** Affluent, family-oriented market with a country flavor. Residents are partial to new housing away from the bustle of the city but close enough to commute to professional job centers.
- **Middleburg tapestry:** Residents are traditional, family-oriented consumers. Still more country than rock and roll, they are thrifty but willing to carry some debt and are already investing in their futures.

Psychographic indicators also illustrate there is a presence of blue-collar workers, likely resulting from the days when Sachse offered a lower-cost housing market. This base of residents coupled with the lack of retail services throughout the Sachse Road corridor provide an attractive opportunity to develop neighborhood retail and services. Neighborhood-scale retail is currently missing from a significant portion of Sachse, especially along the east-west Sachse Road corridor. Retail development in the form of restaurants, and active and engaging placemaking opportunities at the intersection of Merritt Road present the greatest opportunity. At Miles Road, the opportunity to provide essential goods and services like health and wellness, personal care, food and beverage, or recreation is the greatest. The public realm improvements to Sachse Road and Merritt Road will contribute significantly to the desirability for future development.

– VISION

Neighborhood Retail nodes along Sachse Road at the intersections of Miles Road and Merritt Road are envisioned to complement or enhance the existing land uses in the corridor. Primarily flanked by residential uses, these nodes show significant potential to serve Sachse with additional development of neighborhood retail/commercial with the intent of being developed at the neighborhood scale and inclusion of uses that serve the surrounding area. The future reconfiguration of both Sachse Road and Merritt Road enable greater walkability, safety, and connectivity to the neighboring residential development, while the 100-year floodplain encumbering much of the intersection at Merritt Road affords a unique opportunity to amenitize the natural environment while preserving some unique natural features.

Residents in the center portion of Sachse are currently devoid of convenient access to everyday essentials such as groceries, pharmacies, restaurants, and personal care stores. Neighborhood-scale retail can effectively meet these everyday needs, enhancing the quality of life for residents. These nodes can also serve as community hubs where residents can meet and interact, enjoy connectivity to the natural environment and foster community.

IMAGE 3.37. EXAMPLE OF CENTRAL GREEN SPACE IN CENTURY SQUARE IN COLLEGE STATION



IMAGE 3.38. EXAMPLE OF RETAIL WITH NATURAL SPACE AT WATTERS CREEK IN ALLEN



IMAGE 3.39. EXAMPLE OF NEIGHBORHOOD COMMERCIAL



IMAGE 3.40. EXAMPLE OF RETAIL SPACE IN FORT WORTH



– ECONOMIC IMPACTS

The Sachse Road and Miles Road Catalyst area as illustrated would accommodate an additional 119,000 square feet of retail/ restaurants and approximately 68,000 square feet of office. This would represent $29.7M in net new private investment, which would result in approximately $6.0M in new property tax, $18.2M in new sales tax, and create more than 851 net new jobs.

– ECONOMIC SUMMARY

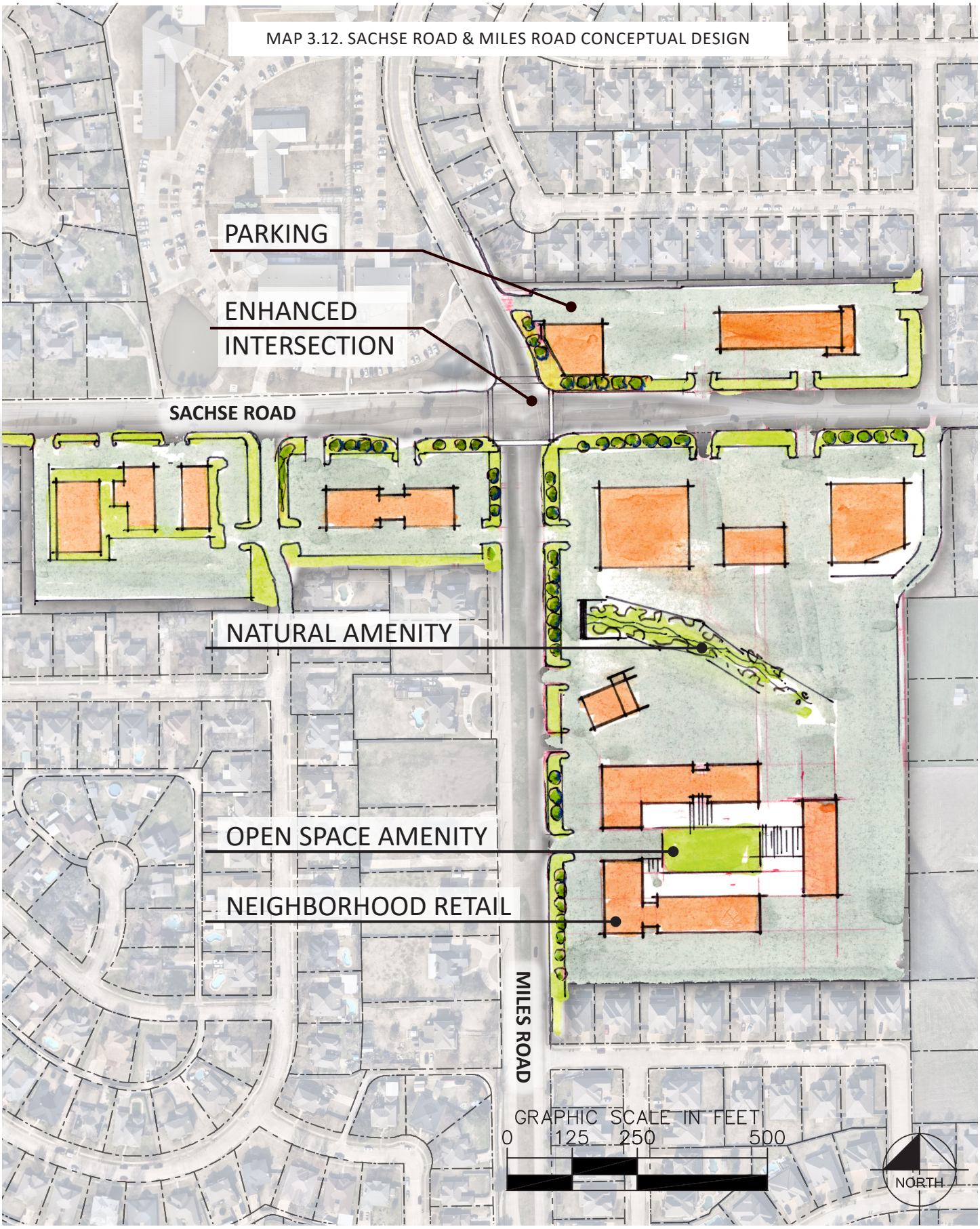
	Net Gain At Buildout		*Cumulative, 30-year total*		*Net Gain At Buildout*	
Scenario	**Total SF**	**Total Value**	**Sales Tax**	**Property Tax**	**Population**	**Jobs**
Miles	119,000 SF (retail/ restaurants) 68,000 SF (office)	$29,778,613	$18,236,453	$6,070,633	–	851

– IMPLEMENTATION STEPS

Sachse Rd and Miles Rd

- **Natural Amenity.** Design future development to embrace the existing natural drainage in the southeast quadrant as a central feature that enhances aesthetics, supports stormwater management, and provides recreational or passive open space opportunities.
- **Enhanced Intersections.** Redesign the intersection of Sachse and Miles to improve traffic safety, support multi-modal movement, and create a seamless connection between all sides of the site.
- **Frontage Access.** Encourage development that capitalizes on the visibility and access provided by Sachse and Miles Roads to attract visitors and support vibrant, mixed-use activity along both corridors.
- **Context-Sensitive Development.** Guide development to transition thoughtfully from more intense retail uses to the surrounding residential neighborhoods through appropriate building heights, setbacks, and landscape buffers.
- **Open Spaces.** Incorporate strategically located pocket parks and open spaces within the site to serve as gathering places, enhance livability, and support neighborhood-scale placemaking.
- **Sidewalk Gaps.** Fill existing sidewalk gaps along Sachse and Miles Roads to improve walkability and create continuous, safe pedestrian connections between future development and adjacent neighborhoods.

MAP 3.12. SACHSE ROAD & MILES ROAD CONCEPTUAL DESIGN



– ECONOMIC IMPACTS

The Sachse Road and Merritt Road Catalyst area as illustrated would accommodate an additional 35,000 square feet of retail/restaurants and approximately 27,000 square feet of office. This would represent over $10M in net new private investment, which would result in approximately $2M in new property tax, $5.4M in new sales tax, and create approximately 300 net new jobs.

– ECONOMIC SUMMARY

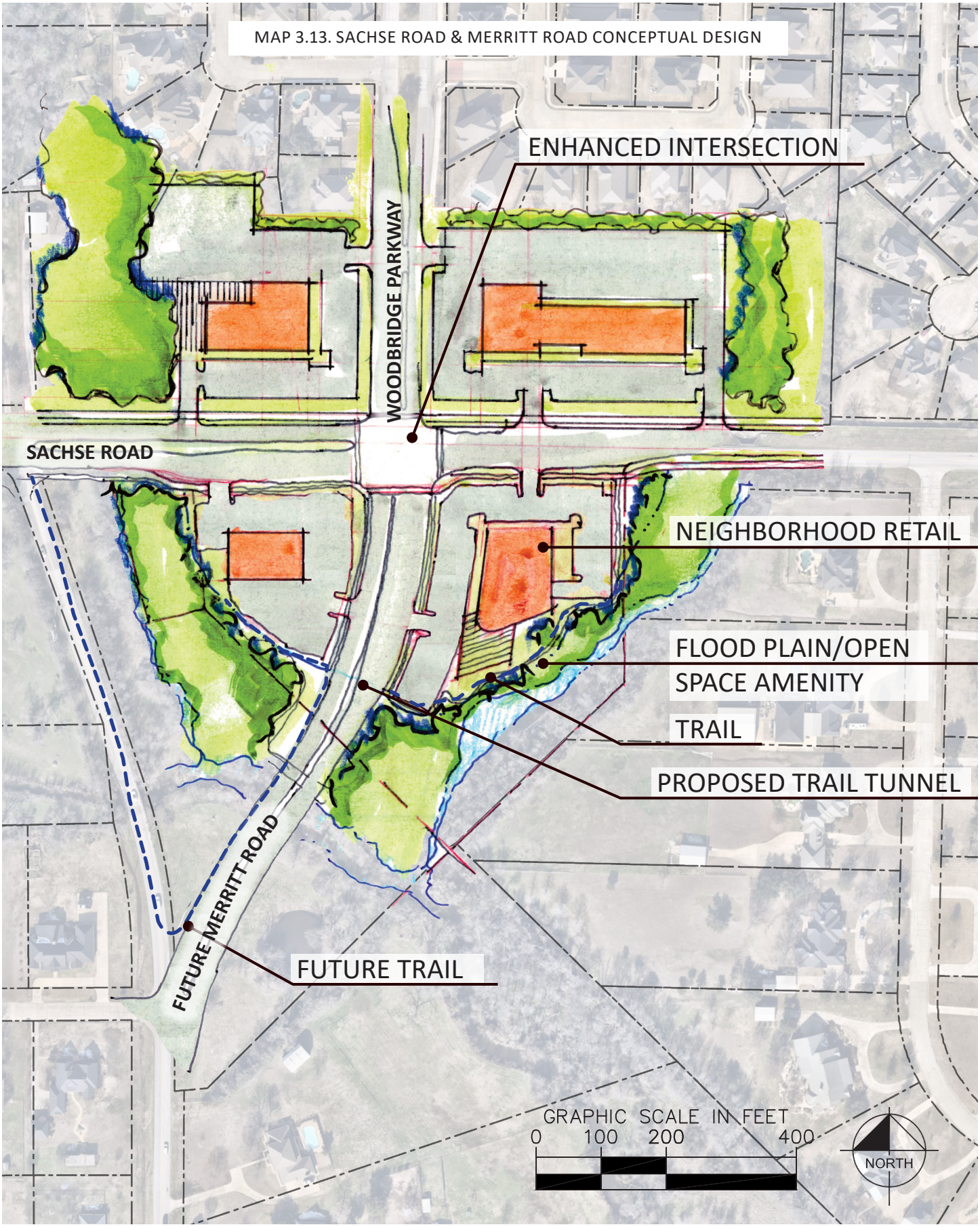
	Net Gain At Buildout		*Cumulative, 30-year total*		*Net Gain At Buildout*	
Scenario	**Total SF**	**Total Value**	**Sales Tax**	**Property Tax**	**Population**	**Jobs**
Merritt	35,000 SF (retail/ restaurants) 27,000 SF (office)	$10,044,388	$5,402,660	$2,047,637	–	300

– IMPLEMENTATION STEPS

Sachse Rd and Merritt Rd

- **Enhanced Intersection.** Redesign and construct a cohesive intersection at Sachse Road and Merritt Road to enhance safety, improve traffic flow, and create a central link that ties together all sides of the site.
- **Reconstruction.** Upgrade Merritt Road with complete street elements, including wide side paths, enhanced crossings, and pedestrian-friendly infrastructure that promotes walkability and safe access throughout the area.
- **Repurpose Trail Connection.** Transform the closed section of Merritt Road into a dedicated pedestrian and bicycle path that links to existing and future trail systems, enhancing connectivity across the site.
- **Floodplain Amenity.** Encourage development that embraces the floodplain as a defining landscape feature, integrating it into the public realm to offer a unique recreational and visual experience.
- **Neighborhood Connections.** Develop open spaces and community gathering areas that activate the site and connect seamlessly to adjacent neighborhoods through a comprehensive trail and green space network.
- **Trail Connectivity.** Conduct feasibility studies to convert the drainage easement into a safe and functional pedestrian connection across future phases of Merritt Road, strengthening the area's overall mobility network.

MAP 3.13. SACHSE ROAD & MERRITT ROAD CONCEPTUAL DESIGN



CATALYST AREA 5 - WOODBRIDGE PARKWAY AND CODY LANE

OVERVIEW

The Woodbridge Catalyst Area consists of an approximately 16-acre undeveloped site located at the southwest corner of Woodbridge Parkway and Cody Lane. The site is bounded by Woodbridge Parkway to the north and northeast, Cody Lane to the southeast, and Canyon Crest Drive to the south. It is adjacent to single-family residential on the western property line parallel to Cody Lane. The area to the north across Woodbridge Parkway currently sits in a flood zone and is undeveloped. The area across Cody Lane is comprised of a Walmart Supercenter and an apartment complex. Potential points of access on the property includes Woodbridge Parkway, a Minor Arterial, Cody Lane, a Collector, or Canyon Crest Drive, a Collector.

The catalyst area is currently designated as Commercial in the Future Land Use Plan which proposes large-scale developments that attract regional traffic for shopping, general retail, restaurants and office uses.

– MARKET

Demographic and psychographic indicators suggest that households near the catalyst areas are:

- **Up and Coming Families:** Residents are younger and more mobile than the previous generation. They are ambitious, working hard to get ahead, and willing to take some risks to achieve their goals.
- **Boomburbs:** This is an affluent market but with a higher proportion of mortgages. Rapid growth still distinguishes the Boomburb's neighborhoods

The presence and adjacency of the single-family residential to the west and south and Olympus Woodbridge Apartments to the southeast indicate the need for connectivity.

Existing commercial developments show potential to support a larger development along Woodbridge Parkway. Retail products will likely benefit from a strong daytime population and growing nighttime population that will be drawn here because of its regional accessibility just off SH-78.

– VISION

Commercial development along Cody Lane and Woodbridge Parkway has already been established and continues to expand in a way that aligns with the land use designation for the Catalyst Area. Proposed development along these corridors is intended to match the scale and intensity of nearby commercial uses, aiming to attract regional traffic via access points from SH-78 (Principal Arterial) and Woodbridge Parkway (Minor Arterial). To address compatibility with the adjacent single-family residential to the west, a landscape buffer is recommended to provide separation from higher-intensity uses. To further buffer the residential edge, parking areas are recommended to be located along the western property line, adding an additional layer of separation from commercial activity. A centrally located retention pond and green space will help manage stormwater runoff, reduce erosion, and enhance the site's visual appeal. This space also supports the potential for pedestrian and bicycle activity from surrounding residential areas. This vision creates multiple opportunities for commercial and retail businesses to establish a presence near Sachse's eastern border, reinforcing the area as a growing commercial hub.

IMAGE 3.41. EXAMPLES OF RETAIL AND OPEN SPACES







– ECONOMIC IMPACTS

The Woodbridge Catalyst area as illustrated would accommodate an additional 119,892 square feet of retail/restaurants. This would represent over $16.1M in net new private investment, which would result in $3.6M in new property tax, $18.3M in new sales tax, and create approximately 400 net new jobs.

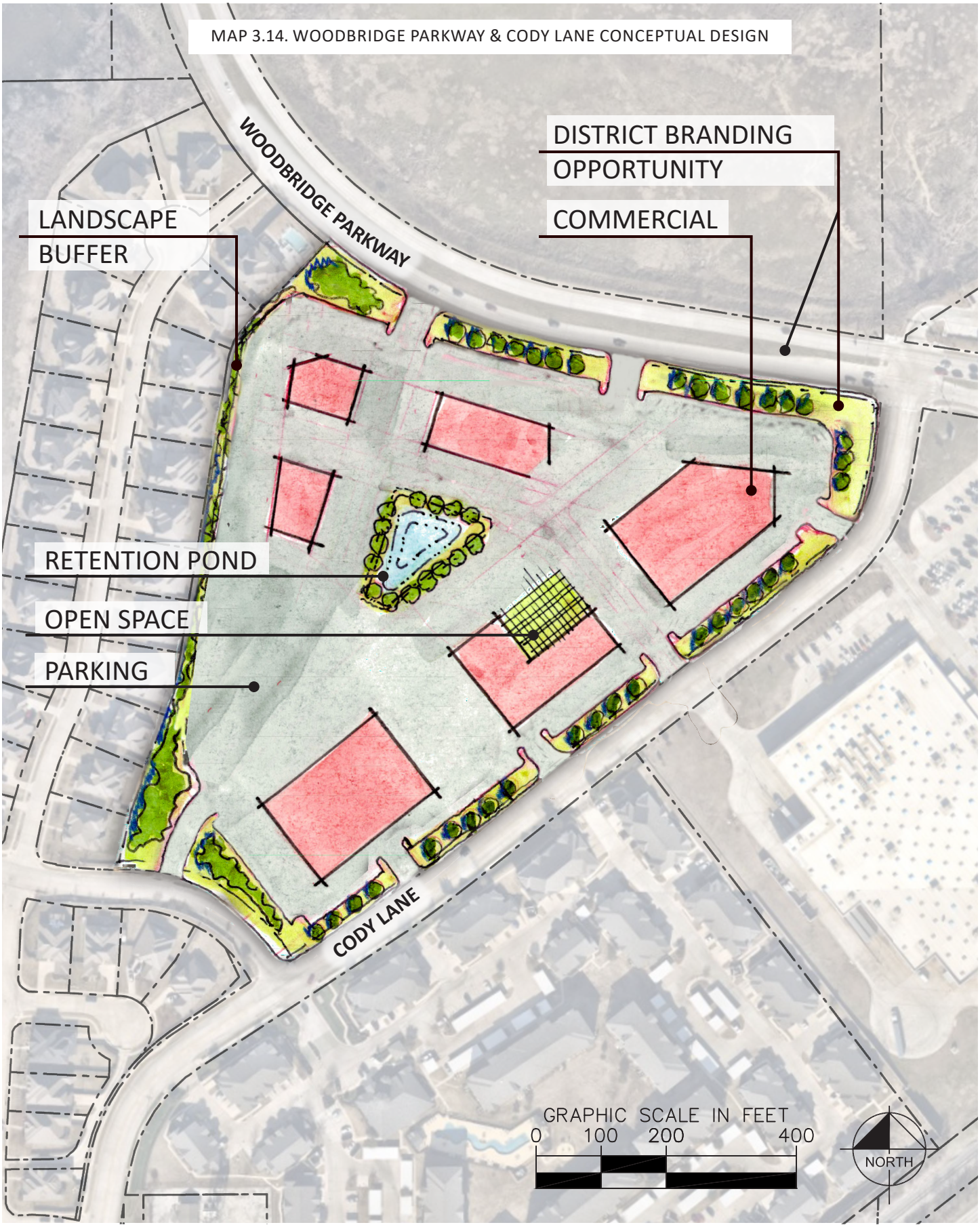
– ECONOMIC SUMMARY

	Net Gain At Buildout		*Cumulative, 30-year total*		*Net Gain At Buildout*	
Scenario	**Total SF**	**Total Value**	**Sales Tax**	**Property Tax**	**Population**	**Jobs**
Woodbridge	119,892 SF (retail/ restaurants)	$16,185,396	$18,343,448	$3,666,151	–	400

– IMPLEMENTATION STEPS

- **Connectivity and neighborhood access.** Enhance pedestrian access and connectivity to surrounding neighborhoods and development through wide sidewalks and improved crossings to support local businesses.
- **Natural amenities.** Integrate natural features and green infrastructure—like drainage areas and detention ponds—into future developments as dual-purpose amenities that support stormwater management and create placemaking opportunities.
- **Pocket parks.** Identify opportunities to incorporate small-scale parks within the site to enhance neighborhood access to green space, support daily recreation, and contribute to a more walkable or open space and livable community environment.
- **Pedestrian oriented development.** Design pedestrian-oriented streetscapes with wide sidewalks, outdoor seating, and street trees to support walkable retail environments that blend seamlessly into surrounding neighborhoods.

MAP 3.14. WOODBRIDGE PARKWAY & CODY LANE CONCEPTUAL DESIGN



– LAND USE ACTION ITEMS

- **Guiding Growth.** Sachse will utilize the Future Land Use Plan as its primary policy document for decisions related to the physical development and the desired future community character. (FLU 1.1)
- **Identify and Address Non-Conforming Uses.** Conduct a city-wide assessment of non-conforming uses to determine opportunities for redevelopment, rezoning, or transition strategies that align with the Future Land Use Plan. (FLU 1.2)
- **Ensure Policy Consistency with Land Use Updates.** Regularly review and update zoning regulations, subdivision ordinances, and development guidelines to ensure alignment with the Comprehensive Plan's vision for growth and development. (FLU 1.3)
- **Partnership.** Partner with developers and community organizations to facilitate the redevelopment of underutilized properties. (FLU 2.1)
- **Land Bank.** Establish a land bank to strategically identify, acquire, and manage key properties for future development or preservation. This may include, but is not limited to, underutilized, foreclosed, or tax-delinquent properties. (FLU 2.2)
- **Infrastructure.** Align infrastructure investments with the City's vision and where new development should or will occur. (FLU 2.3)
- **Promote Sustainable and Resilient Development.** Encourage land use policies that support green infrastructure, flood mitigation, and energy-efficient development to enhance environmental resilience. (FLU 2.4)
- **Drainage Improvements.** Assess and implement drainage upgrades needed to support additional leasable building space. (FLU 2.5)
- **Parcel Acquisition**. Identify and prioritize key parcels within the 5th Street District for potential City/EDC acquisition, based on strategic redevelopment potential and alignment with district goals. (FLU 2.6)
- **Residential Infill Pilot Program.** Establish a program to encourage the redevelopment of vacant or underutilized tracts and prioritize based on proximity to commercial uses or centers. (FLU 3.1)
- **Priority Sites.** Identify and keep an up-to-date database of priority sites where infill development aligns with infrastructure capacity and economic development goals. (FLU 3.2)

– SH-78 ACTION ITEMS

Corridor Wide

- **Market Analysis and Land Use.** Conduct a full market analysis to guide strategic land use transitions and support intentional redevelopment along the SH-78 corridor. (FLU 4.1)
- **Small Business Support.** Expand the existing local business grant program or establish a similar initiative to support revitalization and strengthen local businesses along the SH-78 corridor. (FLU 4.2)
- **Catalytic Redevelopment.** Encourage infill and redevelopment of key underutilized parcels along the SH-78 corridor to support revitalization and attract new investment. (FLU 4.3)
- **Wayfinding System.** Develop and install a consistent wayfinding system at key destinations and nodes to help pedestrian, cyclist, and driver navigation. (FLU 4.4)
- **Intersection Improvements.** Evaluate high-crash intersections and implement targeted improvements to address identified crash causes. (FLU 4.5)
- **Access Management.** Implement access management strategies to improve traffic flow and reduce conflicts along key corridors. (FLU 4.6)
- **Pedestrian-Scale Lighting.** Install pedestrian-scale lighting along key corridors to improve visibility and safety for people walking. (FLU 4.7)
- **Pedestrian Amenities.** Create a prioritized plan to identify and fill missing sidewalk segments and upgrade pedestrian crossings with markings and signals. (FLU 4.8)
- **Traffic Management Technology.** Optimize signal timing and implement smart traffic management technologies at intersections where delays or safety issues have been identified. (FLU 4.9)
- **Streetscape Enhancements.** Implement landscaping and streetscape improvements along SH-78 to enhance the visual character and walkability of the corridor. (FLU 4.10)
- **Wayfinding Plan.** Create a SH-78 wide wayfinding plan. (FLU 4.11)

NORTH

- **Striping.** Add striping at the crossing of Montessori Lane and Ranchero Drive. (FLU 4.12)
- **Rectangular Rapid Flash Beacons.** Install Rectangular Rapid Flash Beacons (RFBs) at Ranch Road and Spur Ranch Drive. (FLU 4.13)
- **Park Lane Access.** Enhance Park Lane access with infrastructure upgrades and signage to improve industrial access to SH-78. (FLU 4.14)
- **Industrial Retrofitting.** Initiate feasibility studies for retrofitting key industrial structures and identify anchor tenants or potential public-private partnerships. (FLU 4.15)
- **Gateway Signage.** Install secondary signage at key entry points to establish the district's identity and create a sense of arrival consistent with citywide branding. (FLU 4.16)
- **Park Lane and Industrial Drive Redesign.** Pursue the redesign of Park Lane and Industrial Drive to improve functionality, aesthetics, and support future development. (FLU 4.17)
- **Pedestrian Enhancements.** Install wide sidewalks, decorative paving, and shade along Park Lane and Industrial Drive. (FLU 4.18)

WEST

- **Pocket Parks.** Evaluate the feasibility of creating pocket parks or small green spaces using available land. (FLU 4.19)
- **Pedestrian Network.** Extend sidewalk and trail connections to form a continuous, walkable network linking key destinations. (FLU 4.20)
- **Pilot Placemaking.** Install temporary or pilot placemaking features at Murphy Rd/Bunker Hill Rd and SH-78 to signal arrival and build momentum. (FLU 4.21)
- **High-Visibility Crosswalks.** Install high-visibility crosswalks and enhance pedestrian safety infrastructure near schools. (FLU 4.22)
- **Neighborhood Retail.** Encourage small-scale, neighborhood-serving retail on vacant sites south of SH-78 near the school. (FLU 4.23)
- **Community Commercial Development.** Encourage community-oriented commercial development that complements nearby residential areas. (FLU 4.24)
- **Connectivity Audit.** Conduct a pedestrian connectivity audit near the school and surrounding neighborhoods to identify sidewalk gaps. (FLU 4.25)
- **Community Oriented Commercial.** Encourage community-oriented commercial development that complements nearby residential areas. (FLU 4.26)
- **Gateway Feature.** Construct a gateway feature at the corridor's western entry with landscaping, signage, and public art. (FLU 4.27)
- **Wayfinding Access Points.** Construct wayfinding at major access points as designated on the framework plan to help alleviate traffic flow in the district. (FLU 4.28)

– SH-78 ACTION ITEMS

OLD TOWN

- **Streetscape Improvement Plan.** Develop a Streetscape Improvement Plan for Sachse Road from SH-78 to the 5th Street roundabout to identify enhancements such as sidewalks, lighting, landscaping, and street furnishings. (FLU 4.29)
- **Capital Improvement Plan.** Review the existing capital improvement plan (CIP) and compare against the TIRZ #3 preliminary project and finance plan to prioritize key projects to enhance the 5th Street District, such as streetscape maintenance, underground utility coordination, and stormwater upgrades. (FLU 4.30)
- **Mixed-Use Redevelopment.** Pursue larger redevelopment projects introducing mixed-use buildings with ground-floor retail and upper-level residential or office space. (FLU 4.31)
- **Parking Availability.** Upgrade parking availability and signage to support ease of movement and encourage shared parking strategies. (FLU 4.32)
- **Gathering Space.** Establish a public gathering space or plaza for events, markets, and informal community interaction. (FLU 4.33)
- **Old Town.** Establish Old Town as a recognized cultural and commercial destination through branding, historic interpretation, and continued business development. (FLU 4.34)
- **Wayfinding Signage.** Install branded wayfinding signage to identify Old Town as a distinct district and guide visitors to key destinations and parking areas. (FLU 4.35)
- **Facade Improvements.** Explore facade improvement grant program expansion to support upgrades to storefronts throughout and beyond SH-78 corridor and encourage reinvestment in existing buildings. (FLU 4.36)
- **Streetscape Enhancements.** Construct key streetscape enhancements on Sachse Road, including widened sidewalks, pedestrian-scale lighting, trees, and crosswalks. (FLU 4.37)
- **Adaptive Reuse.** Explore partnerships for adaptive reuse of existing structures to support incubator spaces, co-working, or creative retail. (FLU 4.38)

EAST

- **Walkability Audit.** Conduct a walkability audit to identify priority areas for sidewalk improvements and pedestrian crossings near neighborhoods and retail. (FLU 4.39)
- **Access Management.** Conduct a corridor access management study to evaluate driveway spacing, curb cuts, and median configurations. (FLU 4.40)
- **Market and Feasibility Study.** Conduct a market and feasibility study for infill commercial opportunities. (FLU 4.41)
- **Redevelopment Sites.** Identify and prioritize underutilized parcels for redevelopment. (FLU 4.42)
- **Streetscape.** Enhance landscaping and lighting to begin improving public realm. (FLU 4.43)
- **Secondary Gateway.** Install secondary gateway treatments at designated locations according to the framework plan. (FLU 4.44)
- **Pedestrian Amenities.** Implement pedestrian and streetscape improvements that support walkability and curb appeal. (FLU 4.45)
- **Retail Center.** Work with property owners to redevelop aging retail centers into more experience-driven destinations. (FLU 4.46)
- **Connectivity.** Incorporate trail or open space elements to connect commercial areas to nearby neighborhoods. (FLU 4.47)

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CHAPTER 4

HOUSING AND NEIGHBORHOODS

SHAPING SACHSE

Community Driven, Future Focused.

INTRODUCTION

Sachse offers quality housing that is competitive with offerings in nearby municipalities, with easy access to significant regional employment and destination hubs in Dallas and Collin Counties via various regional transportation routes. Sachse's strategic location along both SH-78 and SH-190 has been a key driving force in the city's residential development. The Dallas-Fort Worth Metroplex experienced unprecedented population growth in recent decades. The metropolitan statistical area (MSA) most recently ranked first in numeric one-year population growth by adding 152,598 residents to the metro area from July 2022 to July 2023. The next ranking metro areas were the Houston-Pasadena-The Woodlands MSA adding 139,789 people and Atlanta-Sandy Springs-Roswell, GA adding 68,585 people. While Texas represents nearly 9% of the U.S. population, it accounted for over 32% of the nation's total population growth from 2019 to 2020. From 2022 to 2023, three of the top ten counties in annual numeric population growth were in the Dallas-Fort Worth Metroplex (Collin, Denton, and Tarrant counties).

Sachse can be regarded as an outer suburb of Dallas because of its proximity to the Dallas city limits and its location within the Dallas-Fort Worth metroplex. Sachse has experienced growth during the initial wave of urbanization in North Texas in the early to mid-20th century. As development in the Dallas area continues to push outward from the urban core, the increasing cost of land and housing has made communities like Sachse more attractive to residents seeking their next move.

HOUSING AND NEIGHBORHOODS POLICIES

The policies outlined in this section aim to guide the development, preservation, and enhancement of housing and neighborhoods within the community. These policies focus on neighborhoods remaining vibrant, safe, and inclusive. By addressing key issues such as housing quality and neighborhood vitality, these policies provide a framework for fostering long-term growth and a high quality of life for all residents. The Housing and Neighborhood policies are outlined below:

- Reinvestment from both the public and private sector will be encouraged to support the continued sustainability of existing neighborhoods so that they continue to appeal to future residents.
- Encourage community vibrancy by protecting existing neighborhoods and creating new housing options.
- Protect the integrity and character of Sachse's neighborhoods while exploring innovative ways to increase housing diversity and overall vibrancy. Support established neighborhoods' character and ensure new development complements existing communities.
- Continue to improve parks and open spaces as well as access to those areas throughout the city to serve as gathering places for neighborhoods.
- Support community outreach and programs that prioritize and target neighborhoods to receive City resources, including funding and education.

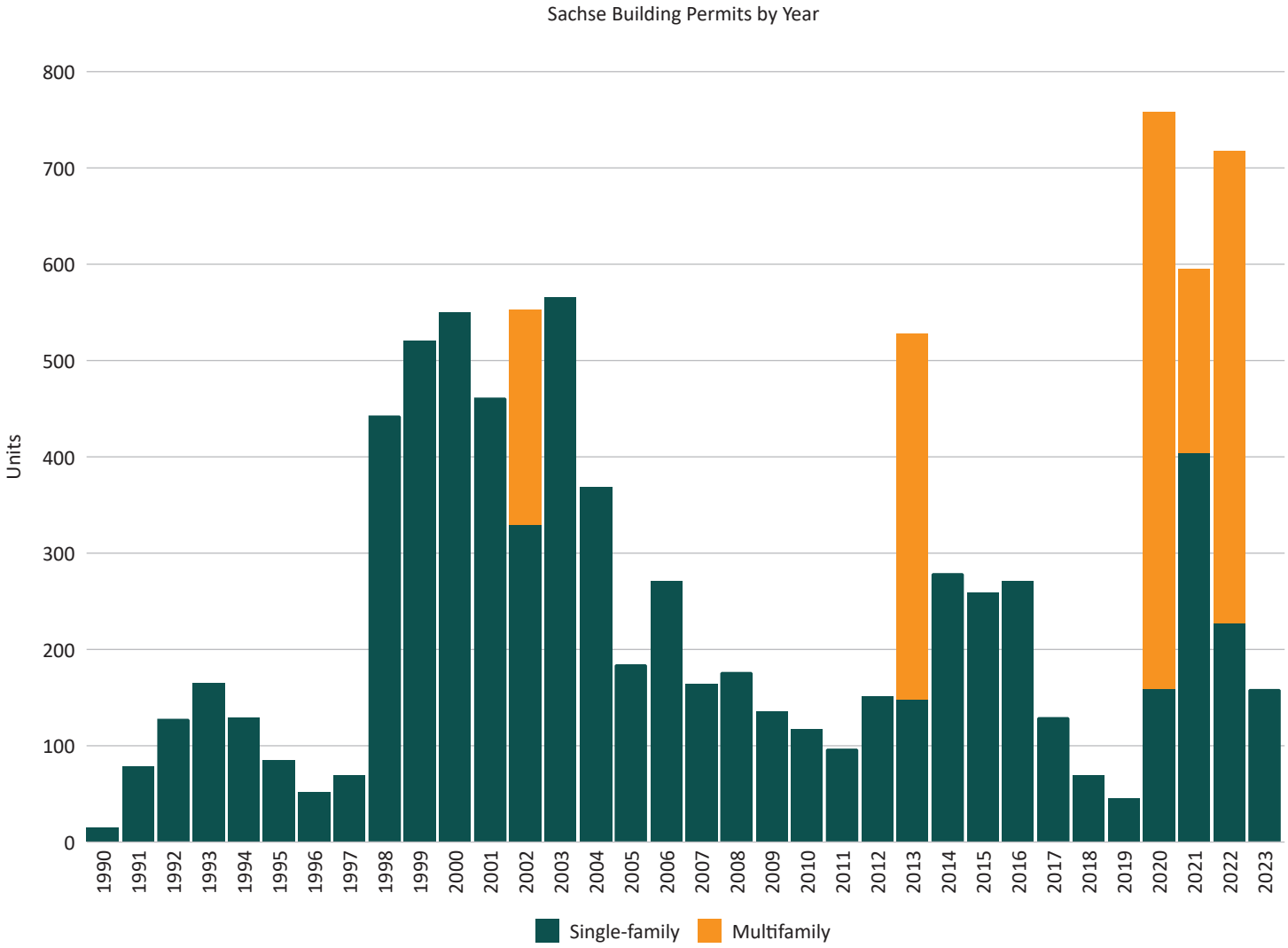
HOUSING OVERVIEW

HOUSING TRENDS

From 1995 to the mid-2000s, home ownership rates in the United States experienced an upward trend, reaching a peak around 2004. This upward trajectory was driven by favorable mortgage conditions and government policies promoting home ownership. The introduction and popularization of the 30-year fixed mortgage also played a significant role during this period. However, following the housing bubble burst in 2008 and the subsequent financial crisis, home ownership rates experienced significant decline for several years, bottoming out around 2016. Since then, post-2016 home ownership rates have seen a resurgence. The factors contributing to this rise include a recovering economy, lower interest rates, and increased demand for home ownership during the COVID-19 pandemic as people sought more space to accommodate remote work and lifestyle changes.

Although demand has increased for single-family homes, multi-family housing has also remained strong. This trend is especially evident in communities with limited land left to develop like Sachse. There was a general decline in the number of residential building permits issued in Sachse from 2007 (165 permits) to 2011 (97 permits). However, after hitting a low in 2011, permits increased to a peak in 2021, reaching 403 permits with the most significant issuance of a multi-family permits being issued in 2020.

FIGURE 4.1. SACHSE BUILDING PERMITS ISSUED BY YEAR (U.S. CENSUS)



Compared to decades past, Sachse is currently experiencing an above average number of building permits issued annually. The 2000s were the decade with the largest share of existing housing units at 32.4%. Below are the average annual building permits by decade:

- 2020s: 558 units
- 2010s: 195 units
- 2000s: 344 units
- 1990s: 169 units

HOME OWNERSHIP

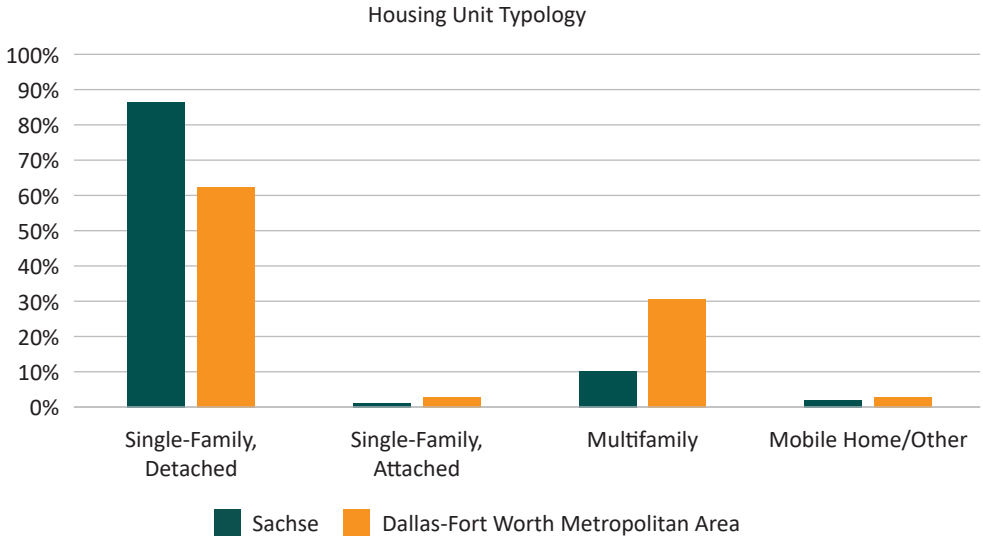
As of 2024, Sachse was home to nearly 11,000 total housing units and forecasted to grow by 868 households over the next five years, or 174 households annually. Homeownership rates in Sachse, at 77.8% of units owner-occupied, are higher than the surrounding area and counties within the Dallas-Fort Worth Metroplex at 59.6% owner-occupied, Collin County at 64.3% owner-occupied, and Dallas County at 48.7% owner-occupied. Elevated rates of home ownership often indicate a stable and settled community. Homeowners are more likely to reside in one place for longer periods and are generally more inclined to invest in their properties and the surrounding neighborhood, contributing to a sense of community and stability.

Changes in homeownership rates are not necessarily a negative though, as they can bring about a change in choice of housing types to satisfy the population's needs. Likewise, changes in the makeup of housing types in the city will shift the homeownership rate. With the recent addition of multi-family units at The Station, a mixed-use development along the PGBT in Sachse, the homeownership rate is expected to decrease from 77.8% currently to 74.0% by 2029.

EXISTING INVENTORY

Sachse's existing housing stock is represented primarily by single-family detached product, especially when compared to the greater Dallas-Fort Worth Metroplex. This type of housing often occupies more land per unit, leading to less crowded living conditions and more open space. Single-family detached homes tend to be popular with families due to the space they provide, both inside the home and in outdoor areas like backyards. This is typically indicative of family-friendly communities with amenities such as schools, parks, and recreational facilities. However, in recent years there has been an increase in the amount of single-family attached and multi-family product present throughout the city.

FIGURE 4.2. HOUSING UNITS BY TYPOLOGY (U.S. CENSUS AMERICAN COMMUNITY SURVEY ESTIMATE 2018-2022)



Home values in Sachse are similar, but slightly elevated, when compared to the Dallas-Fort Worth Metroplex, registering a median home value of $401,869 compared to $370,937. Similarly, Sachse has a larger portion of residential stock that is valued at more than $500,000 (30.1%) when compared to the entire Dallas-Fort Worth Metroplex (28.1%). There is a significantly larger portion of households valued between $500,000 - $750,000 in Sachse (28.5%), making the median value higher than the Metroplex's (17.9%).

Housing affordability is determined by the difference between median household income and median home value. It is a complex issue, influenced by local factors like the labor market, housing supply and demand, land use regulations, taxes, and outside investment. National economic conditions and mortgage rates, which are beyond local control, also affect affordability. ESRI's Housing Affordability Index compares Sachse to other areas and examines the link between affordability and income, using three related measures to describe local affordability.

1. **Housing Affordability Index:** Measures whether a typical household can afford to buy a home in an area compared to other areas. The highest possible score is 350. A score over 100 means the median household income is enough to buy a median-priced home. A score of 200 or more shows homes are very affordable. According to ESRI, Sachse has a Housing Affordability Index of 124, meaning the average household can afford a home in the community.
2. **Percent of Income for Mortgage:** This percentage measures how household income relates to mortgage payments. The general guideline is to spend no more than 25% to 28% of your monthly income on a mortgage. However, this varies by market. Spending 10% of income on a mortgage typically indicates that households allocate about 18% of their income to housing costs, which suggests a comfortable spending level.
3. **Wealth Index:** This measure represents household standard of living and financial stability in an area. An index of 100 equals the national average wealth. Below 100 means less wealth than average and above 100 means more wealth than average. Sachse has a Wealth Index of 157, indicating greater wealth compared to other areas in the United States. This metric is crucial as it relates to consumer spending and purchases, indicating increased ability to support the purchasing of goods and services, as well as greater spend on housing.

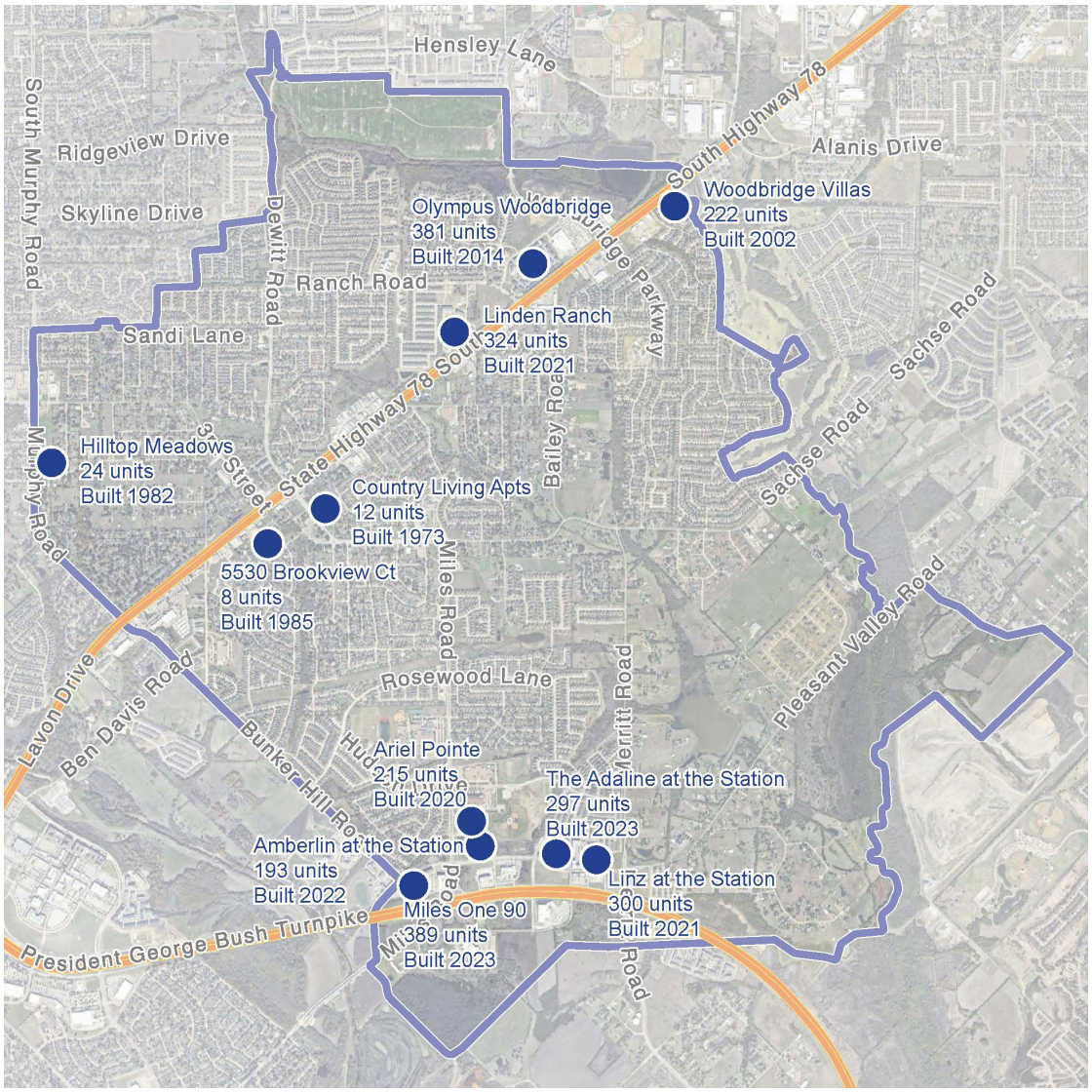
Overall, Sachse households register reasonable affordability compared to the entire United States. This affordability is partly due to high household incomes (median of around $140,000), and high Wealth Index score (157).

TABLE 4.1. HOUSING AFFORDABILITY INDICES (ESRI)

AFFORDABILITY INDICATOR		SACHSE
Housing Affordability Index	>100 = Median income can afford a median valued home	124
Percent of Income for Mortgage	Maximum should be between 25% - 28%	18%
Wealth Index	> 100 = Above average wealth; < 100 = Below average wealth	157

Currently, there are 2,365 multi-family units in Sachse with average market rents of $1,824 per unit ($1.99 per square foot). Vacancy is high at 14.4%, but to be expected with new units recently coming online and still in the lease-up period. As of March 2024, there are no multi-family units currently under construction in Sachse.

MAP 4.1. SACHSE MULTI-FAMILY DEVELOPMENTS (COSTAR)



DEMAND

To understand owner-occupied and renter-occupied housing demand for Sachse, residential demand was calculated from a geography that included Sachse, Wylie, Rowlett, and northeast Garland. A capture rate was then applied to the regional demand that Sachse could likely capture and absorb. Demand for new residential units in Sachse is a function of projected growth across the greater region, meaning Sachse will compete with adjacent cities to capture those households. In addition to projected population growth, other factors were analyzed to better understand demand for housing within Sachse over the next five years, such as:

- Historical building permit activity
- Occupancy by a renter or owner across income ranges
- Housing turnover and how long residents live in a property across income ranges, as well as by occupancy (renter vs. owner)

However, the strategy to capture the residential demand available is an additional layer of complexity that must be considered. The 2020 Home Buyers and Sellers Generational Trends Report conducted by the National Association of Realtors (NAR) revealed that when respondents were asked to identify neighborhood factors that most impacted their homebuying decision, clear preferences emerged. The top 10 factors are listed below for all ages of buyers.

TABLE 4.2. HOMEBUYER SELECTION PREFERENCE CRITERIA (NATIONAL ASSOCIATION OF REALTORS)

NEIGHBORHOOD CONSIDERATION	PREFERENCE
Quality of Neighborhood	63%
Convenience to Job	46%
Overall Affordability of Homes	44%
Convenience to Friends/Family	41%
Convenience to Shopping	30%
Neighborhood Design	28%
School District Quality	26%
Convenience to Entertainment/Leisure Activities	23%
Convenience to Schools	22%

The survey results show a common desire among homebuyers of all ages and stages of life. Quality, accessibility, and integration into the larger community are essential for successful residential development.

OWNER-OCCUPIED DEMAND

Total demand for owner-occupied housing in Sachse is 405 units annually, split across two categories:

- Single-family detached: 337 units of demand annually
- Alternative owner-occupied product: 68 units of demand annually.
    - Includes for sale units other than single-family detached, such as townhomes or condos.

Some of this owner-occupied housing demand is being satisfied by the townhome construction in Aria Estates in southern Sachse. These townhomes would fall within the demand category of $350,000 to $450,000 with their current pricing.

Approximately one-quarter of the regional owner-occupied housing demand is for households aged 65+, highlighting demand for housing that fits the needs of an older population. Some of this population may choose a lower maintenance housing type such as a townhome.

TABLE 4.3. OWNER-OCCUPIED DEMAND (CATALYST COMMERCIAL)

OWNER-OCCUPIED DEMAND	337
Home Price < $200K	53
Home Price $200K - $250K	46
Home Price $250K - $350K	80
Home Price $350K - $450K	73
Home Price >$450K	85
Alternative Owner-Occupied Product Demand	**68**

RENTER-OCCUPIED DEMAND

Total demand for renter-occupied housing units in Sachse is 285 units annually, split across two categories:

- Traditional multi-family: 219 units of demand annually
- Alternative renter-occupied product: 66 units of demand annually
    - Includes for rent units other than multi-family such as duplex, triplex, fourplex, and single-family detached build-to-rent

Annual demand is projected based on the anticipated regional growth and supply, which is anticipated to maintain similar ratios as currently observed for the next 5-years, at a minimum. Renter-occupied demand for Sachse shows approximately one-third is for households aged 65+. Often these developments would be highly amenitized to fit senior needs. Additionally, over half of the renter-occupied demand is for units commanding rents of $2,000 or more per unit.

TABLE 4.4. RENTER-OCCUPIED DEMAND (CATALYST COMMERCIAL)

RENTER-OCCUPIED DEMAND	219
Rental Rate < $1,000	45
Rental Rate $1,000 - $1,500	22
Rental Rate $1,500 - $2,000	36
Rental Rate > $2,000	116
Alternative Renter-Occupied Product Demand	**66**

NEIGHBORHOOD RESTORATION/REVITALIZATION/PRESERVATION

Sachse has a well-established base of housing stock, but one of the largest existential threats to that housing stock is the potential for declining quality and value as homes age and experience disinvestment. While the median year built for homes in Sachse is 2004, compared to 1990 across all of the Dallas-Fort Worth Metroplex, interventions should still be implemented to maintain residential values and quality of life for residents.

The building blocks of vibrant communities are healthy neighborhoods. Throughout the Shaping Sachse Process it was consistently discussed that most people in Sachse value and appreciate their distinct neighborhoods. Since a home is typically the largest single expenditure and investment made by a family, it deserves a similar if not greater level of protection. Incompatible land uses or low-quality development can easily destroy a neighborhood's integrity, negatively impacting property values and quality of life by introducing excessive noise, light, or traffic into the area. The Future Land Use Plan seeks to mitigate any incompatibility by placing land uses in a logical, connected, and beneficial manner, buffering and transitioning where appropriate between uses.

To preserve home values in aging neighborhoods, homeowners should regularly maintain and repair their properties, update features and facades, enhance curb appeal, improve energy efficiency, and engage in community activities. Housing maintenance programs such as Rebuilding Together offer opportunities for home repair work, targeted improvements to safety and health hazards, and neighborhood health and vitality. Safety measures, quality public amenities, and staying informed about real estate trends can help homeowners make strategic improvements. The creation of a Neighborhood Health Program can help identify factors of neighborhood health and prioritize addressing these issues to prevent neighborhood decline. Conducting a neighborhood health and vitality analysis can help explore neighborhood factors and identify early contributing factors for decline. Similarly, Sachse should continue to engage residents and protect property values to ensure financial stability and resilience. Sachse should also consider developing a formal Neighborhood Leadership Program that provides training and information to residents about City processes and implementing change through grassroots efforts. Currently, City Staff are available to speak to neighborhoods and HOA's on a limited basis, but establishing a formal program will enhance the frequency and quality of information.

In addition, the City should continue to proactively enforce code compliance, deter crime, mitigate distressed sales, and avoid non-conforming or conflicting developments to prevent neighborhood decline. Specializing Code Enforcement's approach to enforcement based on context can have significant impact on neighborhoods. De-emphasizing low-level violations where more significant issues are needed and increasing enforcement with recurring or clustering issues will help mitigate negative effects. Enhancing connectivity and integrating housing with commercial revitalization efforts and open space development will also support improved neighborhood quality.

NEW DEVELOPMENT

Best practices should be considered and implemented throughout the development process to ensure new development is sustainable, beneficial, and well-integrated into the existing community. Some best practices to implement through future developments include:

- **Community Involvement:** Utilize input from residents, business owners, and other stakeholders early and throughout the planning process to gather input, address concerns, and build consensus on development plans, ensuring the appropriate product is delivered.
- **Data-Driven Decision Making:** Use data and analysis (housing study) to understand current conditions, trends, and future needs. This includes demographics, housing demand, economic forecasts, and environmental considerations. Data-driven decision making ensures that new developments are financially viable in the long term. This includes considering the maintenance and operational costs of infrastructure and services to avoid creating burden on taxpayers.
- **Vision and Goals:** Establish a clear vision and set of goals through the development process that aligns with the Shaping Sachse Comprehensive Plan to ensure future development aligns with local values and long-term aspirations.
- **Infrastructure and Services:** Upgrade or expand existing infrastructure, such as roads, water, sewer, and utilities, to accommodate new development. This may lead to additional costs and logistical challenges. Future development should plan accordingly for the expansion and maintenance of essential infrastructure and services.

INFILL DEVELOPMENT

With Sachse approaching near-buildout in the next decade as projected by the 2024-2034 Sachse Water, Wastewater and Roadway Impact Fee Update, finalized September 2024, development opportunities will need to shift focus to address smaller tracts in infill scenarios. A residential infill opportunity refers to the development of new housing units within an already developed area. This typically means utilizing underused parcels of land, vacant lots, or redeveloping existing properties within established neighborhoods. Old Town Sachse presents the greatest opportunity for infill development for a couple reasons: recent investments in key infrastructure from the City in the area and the Old Town zoning district regulations promote walkability and connectivity. There are several factors to consider with infill development, including:

- **Development Costs:** Infill projects tend to be more expensive due to factors like land acquisition costs, site preparation, and adherence to modern building codes in established areas. The success of infill projects rely on local market demand. In some areas, the market may not support the higher density or mixed-use concepts typically associated with infill development. Aligning the right opportunity with the right vision and developer will be key to future success. The City may want to consider strategic assistance to facilitate quality infill development projects.
- **Sensitive Design:** Integrating infill development with the existing urban fabric while maintaining the neighborhood's character can be challenging. Existing residents may resist new infill projects due to concerns about increased density, traffic, noise, and changes to neighborhood character. This often requires thoughtful design and community input. Sachse should explore the creation and implementation of a Residential Infill Pilot Program (RIPP). RIPP is intended to promote innovative residential infill, while ensuring that it demonstrates high quality building and site design that is in alignment and coordination with existing neighborhood patterns and character. The RIPP could be developed in several ways but at its core, lots would be acquired through foreclosure for non-payment of ad valorem. The entity then can make these lots available at low cost while streamlining the process by providing a single point-of-contact at the City to handle administrative approvals and sales. Communities like Abilene and Sulphur Springs have developed successful RIPP's.

REDEVELOPMENT

As Sachse continues to age and experience population growth, there is not only increased demand for housing, but also pressure to maintain and improve a virtuous neighborhood cycle. Redevelopment can help meet the additional demand and improve the existing housing stock, if done correctly. Utilizing existing infrastructure is an effective way to maximize existing investments and save costs over time for both taxpayers and the City. Redevelopment can prevent neighborhood decline by spurring new investment and mitigating instances of crime and neglect. There are several factors to consider with redevelopment, including:

- **Neighborhood Empowerment Zones (NEZs):** NEZs are designated areas within a city where local governments implement policies and offer incentives like tax abatements and fee waivers to encourage revitalization, economic development, and increased community investment. These zones aim to stimulate growth, enhance property values, and improve the quality of life for residents.
- **Land Bank:** Sachse can create a land bank to strategically and efficiently acquire and manage strategic or foreclosed and tax delinquent properties. This process will prioritize the development of appropriate housing and community uses. Texas authorizes land banking under Chapter 379 and 373A.204 if the city has a plan that is approved by their council and all taxing entities, including the city, county, school district, hospital district, and any others. Acquiring strategic properties through direct purchase at fair market value can be part of a long-term acquisition plan developed by the City as well.
- **Neighborhood Pattern Book:** A pattern book can be developed to guide property owners in infill development or home rehabilitation projects. The book would feature pre-approved designs that align with the character of Sachse neighborhoods. By maintaining a cohesive aesthetic, overall neighborhood appeal is upheld or improved, and the streamlined permitting process makes it attractive for new residents and developers.

HOUSING AND NEIGHBORHOODS ACTION ITEMS

The action items in this section detail the specific steps needed to achieve the goals of the chapter. They are designed to guide implementation, address key priorities, and support the community's growth and development.

- **Neighborhood Empowerment Zones (NEZs).** Explore the creation of NEZs to implement policies and offer incentives like tax abatements and fee waivers to encourage revitalization, economic development, and increased community investment. (HN 1.1)
- **Adaptive Reuse.** Develop guidelines for adaptive reuse projects to ensure they contribute to economic diversity and neighborhood revitalization. (HN 2.1)
- **Reinvestment Programs.** Consider new programs that promote reinvestment in both neighborhoods and adjacent commercial areas. (HN 2.2)
- **Connectivity.** Identify strategies to enhance connectivity between residential and commercial areas for vehicles, pedestrians, and cyclists. This could include improvements such as new crosswalks, bike lanes, and traffic-calming measures. Success can be measured by the implementation of these infrastructure improvements, increased use of pedestrian and cycling routes, and enhanced walkability scores. (HN 2.3)
- **Neighborhood Health Program.** Identify factors of neighborhood health and prioritize addressing these issues to prevent neighborhood decline. (HN 3.1)
- **Data-Driven Decision Making.** Regularly assess housing demand and future growth needs to inform policy decisions. (HN 3.2)
- **Neighborhood Pattern Book.** Develop a pattern book to guide property owners in infill development or home rehabilitation projects, featuring pre-approved designs that align with the character of Sachse neighborhoods. (HN 3.3)
- **Connectivity.** Identify opportunities to enhance pedestrian, bike, and transit access between neighborhoods, parks, retail, and employment centers. (HN 4.1)
- **Beautification.** Explore programs to offer grants or low-interest loans for home exterior improvements, landscaping, signage, and infrastructure enhancements. (HN 5.1)
- **Neighborhood Program**. Explore the creation of a neighborhood program that promotes engagement, safety, and community thriving. (HN 5.2)



CHAPTER 5

ECONOMIC DEVELOPMENT

SHAPING SACHSE

Community Driven, Future Focused.

INTRODUCTION

Economic development is about keeping current businesses strong and helping new businesses grow. Sachse's economic growth can be seen through the creation of more jobs, a stable tax base from properties and sales, and having a variety of employers. The Future Land Use Plan arranges land in a way that clusters businesses together, making it a more attractive place for new businesses to invest. The population growth experienced over the last few decades can be partially attributed to the City's strong economy and its position in the Dallas-Fort Worth Metroplex. Individual residents and families are attracted to Sachse as it is strategically located and has access to major employers outside and around the city. Sachse has implemented various strategic initiatives that enable local businesses to thrive and provide commercial opportunities for residents.

The Sachse Economic Development Corporation (EDC) has established the following vision for the community and potential residents and businesses:

> *As a gateway city, Sachse will stand as the beacon to the Northeast quadrant of Dallas and Collin counties. Sachse Economic Development will provide a dynamic business climate that encourages the use of existing commercial space, the development of new and unique destination opportunities and the curation of entrepreneurs to diversify the tax base and capture the interest of the regional community.*

In the seven years since Sachse developed the last Comprehensive Plan, there have been numerous changes to both the city and the trade area that it serves:

- Sachse's population grew from 20,572 to 31,778 residents (54.5% total growth, 6.4% annual growth)
- The median household income grew significantly from $94,431 to $140,043 (48.3% total growth)
- The share of households within Sachse that earn $150,000 or more on an annual basis grew from 13.4% to 47.0%
- Similarly, the portion of households within the Primary Trade Area (PTA) that earn $150,000 or more annually grew from 13.9% to 28.6%
- Rates of educational attainment within City Limits and the PTA increased, indicating a strong and improving regional workforce

Retail inventory (total square feet) in Sachse and the PTA has not grown at the same rate as the population, resulting in a lack of retail space and options to satisfy the demand created by increased spending power. Sachse inventory grew 19.8%, while PTA inventory grew 11.1%.

IMAGE 5.1. MEDICAL CITY SACHSE



TABLE 5.1. DEMOGRAPHIC COMPARISON (ESRI)

COMPREHENSIVE PLAN COMPARISON	SACHSE (2017 COMPREHENSIVE PLAN)	SACHSE (TODAY)	PTA (2017 COMPREHENSIVE PLAN)	PTA (TODAY)
Current Population	20,572	31,778	224,148	359,005
5-year Annual Growth Rate	2.0%	1.7%	1.5%	0.8%
5-year Population Projection	22,764	34,483	241,074	373,279
Median Household Income	$94,431	$140,043	$79,970	$98,042
Average Household Income	$100,299	$171,943	$90,814	$129,267
Household Income > $150K	13.4%	47.0%	13.9%	28.6%
Median Age	37.6	38.0	37.3	36.7
Daytime Workers	2,567	8,220	53,477	173,621
College Degree	32.0%	49.0%	36.0%	43.7%
Retail Inventory	634,065 SF	759,405 SF	10,696,630 SF	11,879,081 SF

ECONOMIC DEVELOPMENT POLICIES

The economic development policies in this section focus on fostering a strong, diverse, and resilient local economy. They aim to support business growth, attract investment, and create a thriving environment for employers and workers alike. The following are the Economic Development policies:

- Consider fiscal impact of new development projects.
- Continue to invest in quality-of-life elements that make Sachse an attractive place to live for existing and prospective residents.
- Prioritize infrastructure investments that align with the Comprehensive Plan.
- Strengthen Sachse's commercial corridors through public interventions and appropriate incentives.
- Utilize investment and recruitment tools to strengthen Sachse's employment base.

SECTOR OVERVIEWS

RETAIL

Across the United States, retail markets in 2023 failed to keep up with demand for new space, keeping vacancy low (currently 4.5% in Dallas-Fort Worth) and contributing to rent growth. Rents on average for retail in Dallas-Fort Worth are currently $24.35 per square foot and expected to grow 2.9% annually for the next five years to reach $28.10 by the fourth quarter of 2029. Increased consumer spending has kept demand for retail goods and services high, but a lack of available space has kept leasing activity constrained.

The Dallas-Fort Worth Metroplex's explosive population growth in recent years has continued to keep demand high for retail space to serve the new and growing populations. However, the rising costs of construction, rising costs of financing, and economic uncertainty nationwide have contributed to lower construction activity in the retail sector overall. CoStar reported that retail rents in Dallas-Fort Worth exceeded inflation in 2023, a situation not seen across the nation, which saw only marginal inflation adjusted gains.

For retail deliveries, 2023 was a comparatively slow year in Dallas-Fort Worth with total retail deliveries at 3.8M square feet, the slowest year since 2012. With delivery estimates at 5.5-million square feet, 2024 turned out to be a much more active year. Delivery estimates for 2024 to 2028 are anticipated to be above four million square feet annually.

TABLE 5.2. RETAIL COMPARISON (ESRI)

RETAIL COMPARISON	SACHSE	COLLIN COUNTY	DALLAS COUNTY	DFW
2024 Population	31,778	1,222,179	2,653,596	8,195,415
2029 Population	34,483	1,378,743	2,704,483	8,811,074
Annual Population Growth	1.7%	2.4%	0.4%	1.5%
Median Household Income	$140,043	$116,671	$72,796	$88,391
Average Household Income	$171,943	$156,728	$110,435	$123,641
Retail SF (2023)	757,205	70,144,036	164,136,903	474,723,212
Retail Vacancy	2.7%	4.2%	4.7%	4.5%
Daytime Workers	2,567	8,220	53,477	173,621
Retail Asking Rents Per SF	$25.15	$29.52	$23.73	$24.35
Retail SF Per Capita	24	57	62	58
Retail Sales (2023)	$293.7M	$28.5B	$58.6B	$168.3B
Retail Sales Per SF	$388	$407	$357	$355
Retail Sales Per Capita	$9,244	$23,358	$22,095	$20,539

REGIONAL RETAIL

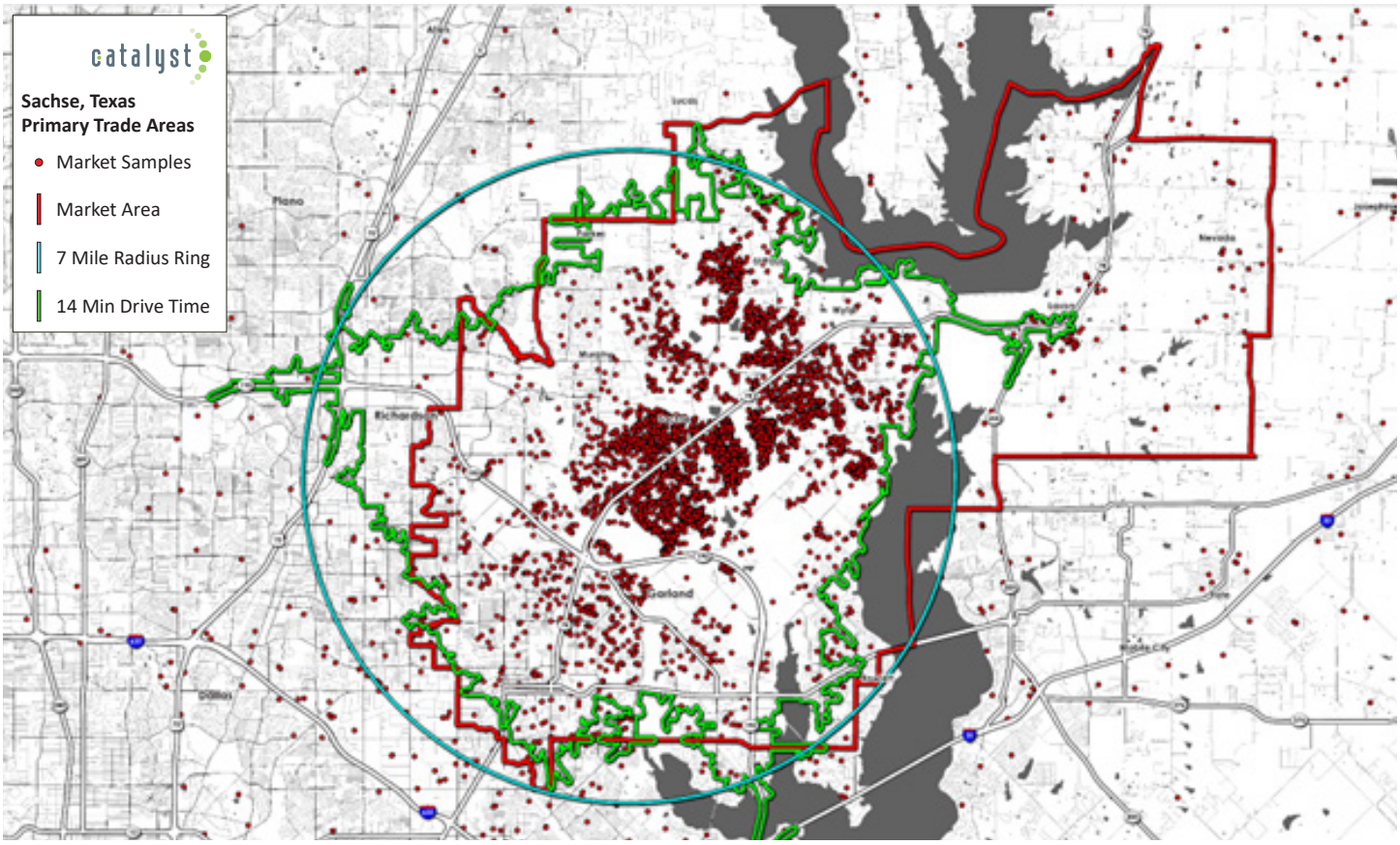
To understand the reach of the Sachse retail market, a Primary Trade Area (PTA) geography was created. The PTA is a geographic region that generates the majority of a retail business's customers. In this instance the geography represents the closest 65% of Sachse retail customers that regularly shop in Sachse. A regular customer was defined as a person that shops six or more times at an establishment. When selecting a retail site, understanding the PTA helps retailers identify where their core customers are located and assess potential sales. The PTA is critical to understand from a city-wide perspective for attracting and retaining businesses. Retailers analyze demographic and economic factors within the PTA, such as population density, income levels, and spending habits when they make decisions about future locations. Knowing the PTA helps retailers understand market saturation and competition, which influences site selection and marketing strategies.

The resulting PTA for Sachse was determined to be a 14-minute drive time from the center of Sachse, which reaches US-75/PGBT to the west, Downtown Garland and I-30 to the south, and Lavon to the east. Understanding the geography from which residents are traveling to shop in Sachse allows economic development efforts to tailor their marketing and promotional strategies to the right types of businesses. This allows efforts to be concentrated on areas where they have the strongest competitive edge or where they see potential to sway customers from competitors.

TABLE 5.3. PRIMARY TRADE AREA SNAPSHOT (ESRI)

SACHSE PTA (14-MINUTE DRIVE) SNAPSHOT	
2024 Population	359,005
2029 Population	373,279
2024-2029 Annual Growth Rate	0.8%
2024 Median Household Income	$98,042
2024 Average Household Income	$129,267
Daytime Employees	173,621
Owner Occupied Housing Units	63.1%
Renter Occupied Housing Units	36.9%

IMAGE 5.2. SACHSE PRIMARY TRADE AREA (CATALYST)



SACHSE RETAIL

Sachse's retail landscape can be characterized by a blend of small boutique retailers and nationally recognized big-box retailers. The primary retail corridors are SH-78 on the northern end of the city and PGBT along the southern portion of the city. The SH-78 corridor hosts several small format and boutique retailers within smaller-format shopping centers, in-between smatterings of nationally recognized retailers in larger shopping developments. Throughout the planning process the growing trend towards supporting local and independent retailers emerged, supporting the greater notion that consumers value unique, community-oriented shopping options.

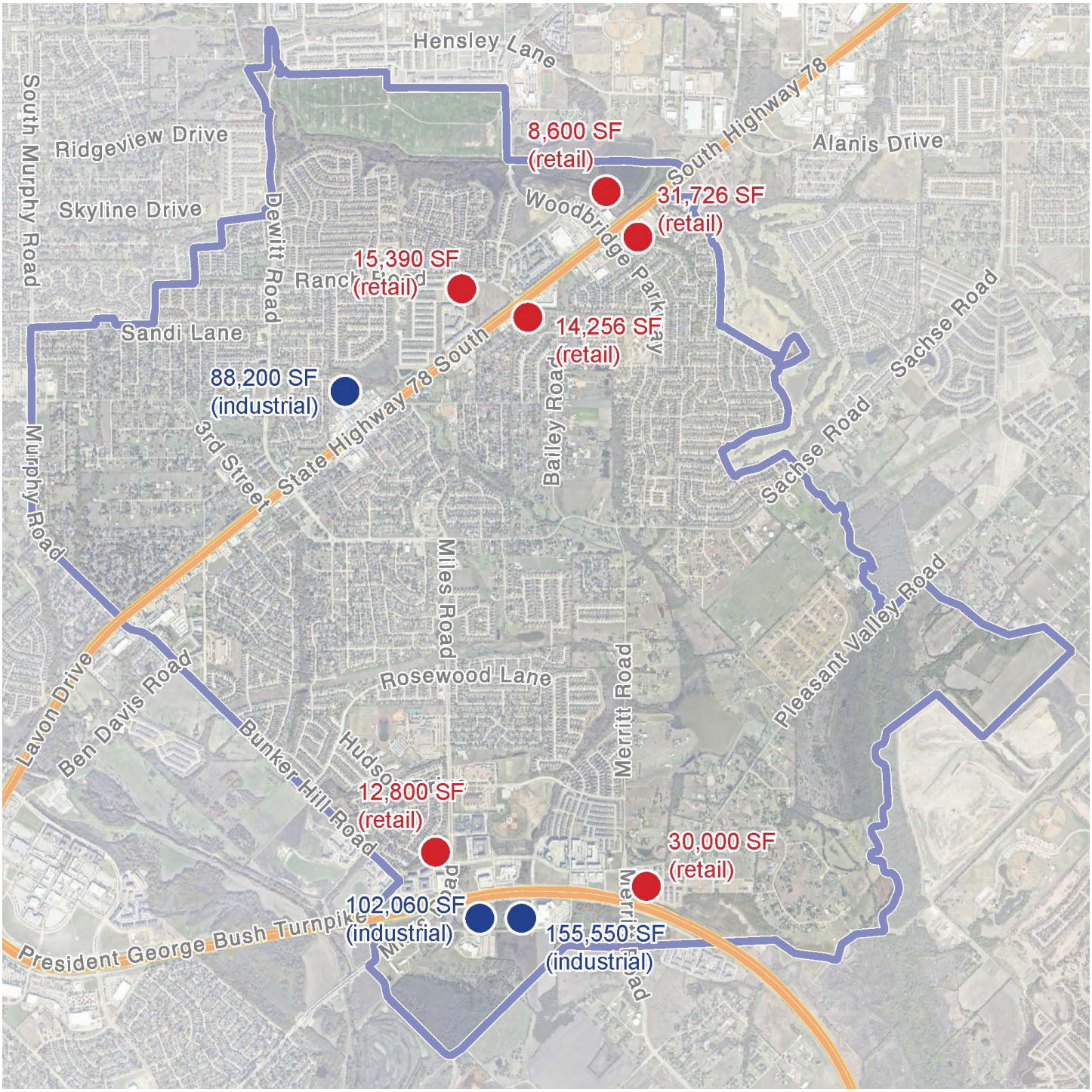
Retail development along PGBT is primarily characterized by The Station - which currently features a 34-acre park, more than 1,000 residential units, and a variety of unique and destination-based retail and dining options. The Station development has spurred several other retail developments near the project and is anticipated to feature roughly 400,000 square feet of commercial and retail development once fully developed. Mixed-use developments like The Station can combine residential units with retail spaces, which provides convenience for residents who seek shopping, dining, and entertainment options within walking distance.

The median household income for Sachse ($140,043) is higher than the surrounding area, including the PTA. Incomes and population ultimately translate into the residents' purchasing power and are two of the biggest factors retailers analyze when reviewing potential new sites. The high median net worth of Sachse residents suggests the stability of the marketplace. Sachse's median household income is forecasted to grow to $159,927 by 2029, an annual growth of 2.7% from 2024 to 2029. Likewise, the average household income is expected to grow to $197,762, an annual growth of 2.8%. Almost half of the households in Sachse have an income of $150,000 or more and 28.4% have a household income of $200,000 or greater.

Map 5.1 shows current retail and industrial market activity in Sachse, both under construction and planned. More details on these projects are included below:

- **Shops at Aria:** Northeast Quadrant of PGBT and Merritt Road; 30,000 square feet; proposed
- **Bunker Hill Retail:** Northwest Quadrant of Bunker of Hill Road and Miles Road; 12,800 square feet; 10,000 square feet proposed
- **7200 Block of SH-78:** 14,256 square feet and 15,390 square feet; under construction
- **SH-78 and Woodbridge Parkway:** 31,726 square feet; proposed
- **Woodbridge Commons:** Northern Quadrant of SH-78 and Woodbridge Parkway; 8,600 square feet; under construction

MAP 5.1. MARKET ACTIVITY IN SACHSE (COSTAR)



OFFICE

The population of Texas continues to grow, and the state remains attractive to new businesses due to its net positive job growth and success in relocating jobs to the state from across the nation. Data from the Federal Reserve Bank of Dallas shows that from 2010 to 2019 only Florida outranked Texas for net gains of businesses and Texas was first in net gains of jobs over the same period.

As office space in the marketplace ages and the needs of users change, office spaces reach the end of their useful life and new space needs to be developed to fill the gaps created by aged space. Many factors in office space decisions have changed in the last few decades with the change in technology and the advent of different working formats, such as a hybrid or remote workforce model.

– REGIONAL OFFICE

Almost half of the office space in the PTA was constructed before 2000 and nearly one third was before 1990. It is estimated that 2.0% of retail space becomes obsolete annually (a conservatively assumed 50-year lifecycle for new space) and Sachse can capture 19.0% of this total new demand created by turnover, resulting in an annual demand of 17,182 square feet.

– SACHSE OFFICE

The Sachse office market is currently small, with 97,900 square feet of space across nine properties. Market asking rent is $33.52 per square foot, higher compared to the asking rent in Dallas-Fort Worth of $25.47. Trinity Sachse Medical Plaza has a high vacancy rate of 50% of office space.

INDUSTRIAL

Texas' central location and extensive transportation infrastructure has spurred the rise of logistics and distribution centers, particularly around major urban areas like Dallas-Fort Worth, Houston, and San Antonio.

– REGIONAL INDUSTRIAL

The Dallas-Fort Worth Metroplex is home to one of the quickest growing industrial markets in the state. The industrial market is made up of over 1.46 billion square feet of development, with an average vacancy rate of 7.7% as of 2023. Although slightly higher than the average of the previous 10 years at near 6.3%, industrial development and leasing activity remains strong in Dallas-Fort Worth with 55 consecutive quarters of positive net absorption. There were 10.5-million square feet absorbed in Dallas-Fort Worth in the second quarter of 2024 and currently 20-million square feet of industrial or flex space is under construction in Dallas-Fort Worth. Construction and financing costs are affecting development supply, but the industrial market in Dallas-Fort Worth remains strong. Most large-format development activity is happening south of Dallas where there are large tracts of raw land.

– SACHSE INDUSTRIAL

The Sachse industrial market has a vacancy rate of 0.0% and market asking rents of $13.48 per square foot. There is currently 345,810 square feet of new industrial space proposed in Sachse, primarily along the PGBT corridor, with one project proposed along SH-78.

Map 5.1 shows current industrial market activity in Sachse, both under construction and planned. More details on these projects are included below:

- **2815 Pleasant Valley Road:** 155,550 square feet; proposed
- **Sachse Commerce Center:** Southwestern Quadrant of Pleasant Valley Road and PGBT; 102,060 square feet; proposed
- **Northeast of Industrial Drive:** 88,200 square feet; proposed

MARKET DEMAND

RETAIL

To calculate and understand retail demand, a leakage analysis was conducted. "Leakage," or the "retail gap," is a measure of the difference between potential demand in dollars and the existing supply in dollars. Retail leakage occurs when residents spend money on retail goods and services outside their own community, rather than within it. This can happen for various reasons, but most commonly results from:

- Limited local offerings: There may be a lack of retail options, prompting residents to shop in neighboring communities or online.
- Quality and experience: Shoppers may perceive the quality or shopping experience elsewhere to be superior.

Retail demand is typically determined by multiple key drivers in a community and for Sachse those drivers are local workforce, commuter, visitor, and residential totals. Retail demand was calculated by analyzing the potential capture of market growth by Sachse within the PTA, both of spending growth and the resulting purchasing power of the PTA population. Retail growth throughout the PTA will be driven by population and spending/income growth, which shows strong fundamentals in the future.

- The PTA population is forecasted to grow 4.0% over the next five years
- Median income growth in the PTA is expected to be 12.2% over next five years ($98,000 to $110,000)
- Average income growth is expected to be 14.7% over next five years ($129,000 to $148,000)
- Spending growth is anticipated to be 20.8% over next five years ($700 million in new retail spending)

As such, the retail demand analysis takes these drivers into consideration to determine local retail demand for the community. The resulting retail demand that Sachse could reasonably expect to capture is currently 81,368 square feet. As population grows and additional retail is developed, the current retail demand square footage will need to be recalibrated based on retail leakage. The demand in square footage represents a current demand that can be fulfilled.

OFFICE

To understand the capacity of the office market, a regional analysis was performed to understand Sachse's ability to capture future office demand within the PTA. Factors analyzed included:

- Current office inventory
- Population growth
- Economic growth

Population growth in the region will drive small office demand as small office users continue to see a need for additional office space in urban and suburban markets. Sachse's current office market consists of 97,900 square feet of space across nine properties. It is estimated that Sachse could capture and absorb a total of 30,846 square feet of net new office space. This methodology excludes additional demand from a user-driven project for a large corporate or institutional use. The 30,846 square feet of office demand is driven by two segments of office demand, market growth and market turnover.

The Sachse PTA population is expected to grow a total of 4.0% over the next five years. With small-format office as a function of population and economic growth in the PTA, it is estimated that Sachse could capture and absorb a proportionate 19.0% of this market growth, resulting in a current demand of 13,663 square feet. As population grows and additional office space is developed, or existing square footage becomes available, current demand square footage will need to be recalibrated. The demand in square footage represents a current demand that can be fulfilled.

INDUSTRIAL

The DFW Metroplex is home to one of the quickest growing industrial markets in the state. The industrial market in DFW is home to over 1.46 billion square feet of development, with an average vacancy rate of 7.7% in 2023. The Sachse industrial market has a lower vacancy rate of 0% and higher market asking rents of $13.48 per square foot compared to $8.58 throughout DFW.

Although demand for additional industrial development is low, proximity to regional industrial activity, and access to regional transportation make Sachse an attractive destination. Changing user needs, as well as high construction and development costs are anticipated to limit development. Small-scale flex product in business parks, and large-scale product focused on innovation or advanced manufacturing in a designated area provide the greatest opportunity with market values / Rents of $14.33 per square foot.

SACHSE'S OPPORTUNITY FOR MARKET SHARE

TABLE 5.4. MARKET DEMAND SUMMARY (COSTAR, CATALYST COMMERCIAL)

	RETAIL	OFFICE	INDUSTRIAL
Demand	High	Low	Low
Opportunities	Access to significant regional population (PTA) with strong connectivity (PGBT and SH-78).	Leverage small existing inventory in Sachse and utilize regional higher educational facilities and proximity to talent.	Proximity to regional industrial activity, and regional transportation mobility.
Challenges	Aging retail spaces and changing needs (e-commerce) will impact merchandising. Key will be to create flexible spaces to accommodate changes over time.	Distance from core population and lack of synergy with other corporate uses.	There is limited land for large-scale development.
Target	Entertainment, niche and destination restaurants, and neighborhood services.	Small-scale office, medical office, and large-scale office developments.	Small-scale flex product in business park, medical, health and wellness, high-tech manufacturing, IT, bio sciences, and professional and technical services.
Market Values / Rents	$25.17 Per SF	$33.52 Per SF	$14.33 Per SF
Absorption / Annual Demand	Demand for 81,368 SF	Demand for 30,846 SF	7,500 SF net absorption over the last 12 months

EMERGING ECONOMIC DEVELOPMENT TRENDS

RETAIL

With new population growth comes additional needs for retail and daily services. Much of the population growth forecasted for the city is expected to occur in the areas adjacent to SH-190. Retail development is essential for the vitality, livability, and success of a community. It significantly influences economic growth, social dynamics, and overall community well-being. Trends in retail development have responded to changing market dynamics, consumer preferences, and limited greenfield sites over the last several decades, especially in communities nearing build-out like Sachse.

- **Experience (In-Store and Physical Development):** Engaged customers who holistically enjoy their shopping experience are more likely to spend more time in the store and make additional purchases, boosting sales. This experience is influenced both by what happens in-store and between their mode of travel and the store.
- **Design:** To thrive, retail must captivate customers with engaging and attractive store designs. Concepts that incorporate interactive art, interesting wayfinding, and gathering places like plazas and pocket parks go beyond shopping and help establish a sense of community gathering through authenticity.
- **Location:** While historic ingredients for commercial development success included access to large parking lots and proximity to other peer retailers, physical stores are more adaptable than ever now. Redevelopment of existing structures allows for flexible design solutions that can accommodate various types of retail spaces, from boutiques and restaurants to horizontal mixed-use developments.

OFFICE

As home-based work has grown in popularity, commuting patterns have changed. A recent US Census Bureau report showed that the number of home-based workers tripled between 2019 and 2021. Some of that increased number may find themselves returning to the office five days a week or may work a hybrid model, which allows more flexibility in the distance one may be willing to commute to their workplace. The report showed that workers in the lowest income decile working from home doubled, while the workers in the highest income decile working from home quadrupled. This suggests that areas with high concentrations of residents employed in white-collar jobs may see more of an impact to their housing and commuting patterns. Workers may continue to be attracted to suburban cities with high scores in quality-of-life elements, such as Sachse.

Sachse is largely a community that residents commute out of each day for work. Of employed Sachse residents, 98.4% commute to a location outside the City Limits. Sachse residents travel to several neighboring cities for work. Jobs held by Sachse residents are in the following locations:

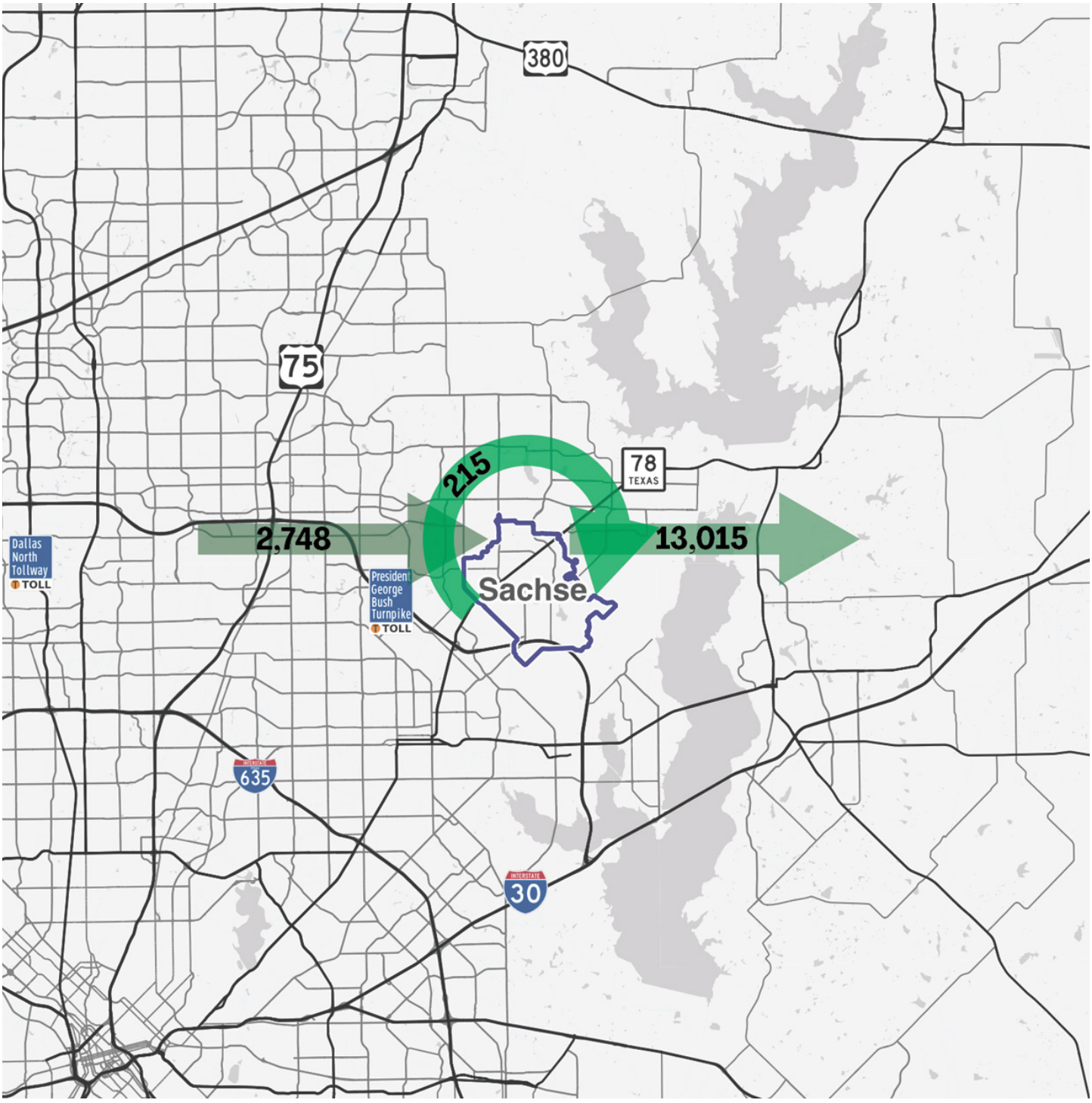
- Dallas - 24.9%
- Plano - 10.1%
- Richardson - 9.8%
- Garland - 9.4%

Of jobs located in Sachse, 92.7% of those employed live outside the Sachse City Limits. There is a large swap of employees between Sachse and the surrounding cities each workday. Attracting and retaining primary jobs within the city would add to the quality of life of the residents that are able to live and work in Sachse, thus reducing commuter traffic.

TABLE 5.5. MARKET ACTIVITY IN SACHSE (US CENSUS)

LIVING IN SACHSE (31,788 RESIDENTS)	
Living in Sachse, but employed outside of Sachse	98.4%
Living and employed in Sachse	1.6%

MAP 5.2. INFLOW/OUTFLOW JOB COUNTS – ALL WORKERS (U.S. CENSUS)



CORPORATE OFFICE

Attracting corporate employers to suburban communities involves a comprehensive and strategic approach that addresses the needs and preferences of businesses and their employees. The Sachse EDC should pursue an updated strategic plan to ensure targeted, efficient, and sustainable growth. By establishing clear goals, identifying key opportunities, and addressing potential challenges, the community can more effectively attract investments, support local businesses, and enhance overall economic vitality. Some key strategies to consider when attracting and retaining employers include:

- **Quality of Life:** Continue to expand and provide diverse, high-quality housing options, excellent educational opportunities and partnerships, and top-tier healthcare facilities to attract and support a talented and diverse workforce, including young professionals and families.
- **Workforce:** Support and develop education and training programs, consider opportunities to attract skilled professionals with relocation incentives, and support continuous professional development through regional partnership programs and training opportunities.
- **Business Environment:** Use incentives such as grants, low-interest loans, and creative funding mechanisms with an efficient permitting process. Continue to attract corporate investments and support business growth.
- **Brand and Recognition:** Develop a cohesive community strategy that showcases Sachse's unique recreational facilities, parks, cultural venues, and entertainment options. Continue to develop and showcase diverse dining, shopping, and leisure experiences. Foster community support through unique events and initiatives like the Summer Concert Series, Sachse Farmers Market, and Fall-o-Ween, among others, to create a strong community brand identity and further strategic partnerships with regional and national business organizations.

INDUSTRIAL

The Dallas-Fort Worth Metroplex has continued to be a strong player in the industrial market over the last few years. Its strategic, central position within the United States, strong transportation network, growing population and economy, and pro-business policies at the state and local level make it an ideal location for industrial and distribution development.

Additionally, decentralization of industrial facilities has spurred development of smaller-format product in traditionally suburban areas that have available land and access to transportation networks. The previously strong industrial hotspots of Fort Worth, Dallas, Irving, and Arlington have given way, to some degree, to cities like Haslet, Lewisville, and Rowlett. Jackson Shaw's new Lakeview Business District development, located on the east side of SH-190 at Merritt Road, will include 1.56 million square feet of spec industrial space across two phases.

ECONOMIC DEVELOPMENT TOOLS

NEW DEVELOPMENT

Development Patterns help identify a cohesive development strategy and vision that is unique to each corridor (SH-190 and SH-78) and encourages the types of development that Sachse wants because different corridors have different needs and uses. Updating or reformatting existing strip retail has shown to be successful in drawing new, high-end tenants that offer the experiential retail to patrons. Developments like Hillcrest Village in Dallas (built in 1985) have shown success in revitalizing aging shopping centers into low-vacancy, high-producing assets that provide a range of high-quality retail and increasing sales and property tax output to the various taxing entities.

– SH-190

The south side of SH-190 can expand industrial spaces and be designed in a way that promotes higher productivity uses set up in an "Innovation District." Designate this "Innovation District" to encourage development of advanced manufacturing, tech, and research-focused spaces. A targeted industry recruitment program should be used to identify industries that would fit within this district and further identify specific uses or operators that would be a fit.

Keys to a Successful Innovation District Ecosystem

- **Set up a regulatory framework:** Identify current policies and regulations that prevent an Innovation District from being successful and determine a path to remove those barriers. Allow for integration of multiple uses in the corridor to make it a thriving place to work.
- **City investment:** Invest in the corridor through prioritizing infrastructure that will make the corridor possible. Include placemaking elements that make the corridor an attractive place to work and do business. Building partnerships between the businesses, the public, and the government can foster programs, such as workforce development for students, that will help the business thrive and enhance the lives of Sachse residents.
- **Infrastructure investments:** Within the capital improvement plan, prioritize infrastructure investments that will allow the Innovation District to be successful.
- **Placemaking:** Key design elements crucial to this corridor include public spaces, connectivity to residential and commercial areas, and flexible workspace options that meet the needs of the leading-edge industries.
- **Branding:** Create an identity for the corridor that sets forth the purpose, vision, and industry focus. Information about the corridor should be readily accessible to the public through the City/EDC websites.

– SH-78

Development along SH-78 is currently a variety of styles, ages, qualities, and conditions. Over one third of all retail space in Sachse is located directly adjacent to SH-78. As the main thoroughfare through the city that provides opportunity to capture retail spend from commuters, it is essential to the fiscal health of the city that this corridor be productive. It is equally essential to revitalize or redevelop underutilized or aged uses.

Keys to SH-78's Success

- **Connectivity and accessibility:** Promote access to commercial uses along SH-78 from the adjacent residential area through multiple transportation modes (pedestrians, cyclists, and auto users).
- **Mixed-use development:** Encourage context sensitive mixed-use development that will accommodate a mix of uses that complement each other.
- **Revitalization of aging retail:** Aging and unmaintained commercial uses do not encourage additional investment. As consumer desires change, some uses may be obsolete, providing opportunities for redevelopment. Improvements may also be made through programs that encourage façade improvements or tax abatements in exchange for major renovations.

– WOODBRIDGE INFILL

Dallas-Fort Worth has seen a rise in development of "village commercial" that bring together retail, entertainment, restaurants, and residential components. Developments like Northlake Commons in Northlake and Clearfork in Fort Worth show desire for more traditional retail development that includes experiential uses and services that are not able to be replicated online through e-commerce.

Two properties in the Woodbridge district are good candidates for village commercial development.

- **West corner of Ranch Road and Hooper Road:** 11.47 acres bounded by railroad tracks to the southeast, multifamily and a Montessori school to the west, and Ranch Road to the north and east.
- **Woodbridge Parkway (west of Cody Lane):** 43.15 acres on both the north and south sides of Woodbridge Parkway, bounded by single-family residential to the west and multifamily, Walmart, and a car wash to the east. However, much of the site is encumbered with 100-year floodplain, affording roughly 15-acres of developable land.

Keys to Success for Woodbridge Village Commercial

- **Strategic location and traffic management:** Woodbridge benefits from proximity to SH-78. The location next to the railroad poses some constraints regarding traffic flow.
- **High-quality tenant mix:** Include a mix of neighborhood or daily services with destination entertainment and dining to establish the areas as destinations for people to have all their commercial needs met.
- **Placemaking:** These developments should be pedestrian-scale, have design elements that make them visually appealing with high-quality materials, and include public spaces where people can gather (open space, outdoor seating, water features), particularly for the many young families in Sachse. Creating a place with these elements encourages people to stay and spend their money in one place rather than spread their resources across multiple areas or cities.

5TH STREET DISTRICT

The vision for the 5th Street District includes street and other infrastructure improvements adjacent to 5th Street in order to create a from-scratch Downtown District. Located near the intersection of SH-78 and 5th Street, the district supports a large volume of traffic. Approximately 7-acres of property within the district are City- or EDC-owned. The Old Town zoning district is in place to execute the vision of a traditional urban village development.

Keys to a Successful 5th Street District

- **Turnback:** Continued efforts to conduct a turnback of Sachse Road from TXDOT will allow the City to have more control over the roadway design, morphing it into a road that aligns with the vision for the district.
- **Overflow parking:** Create a plan for balanced shared parking that accommodates enough parking for businesses without creating more parking than needed. Understanding parking needs will prevent overparking the district and creating unneeded empty spaces.
- **Drainage and detention:** The City has recently conducted a drainage study in the area immediately adjacent to the EDC- and City-owned properties. The City should continue to develop and execute a district-wide drainage and detention plan to more efficiently mitigate drainage/water issues, reducing the need to for on-site detention.

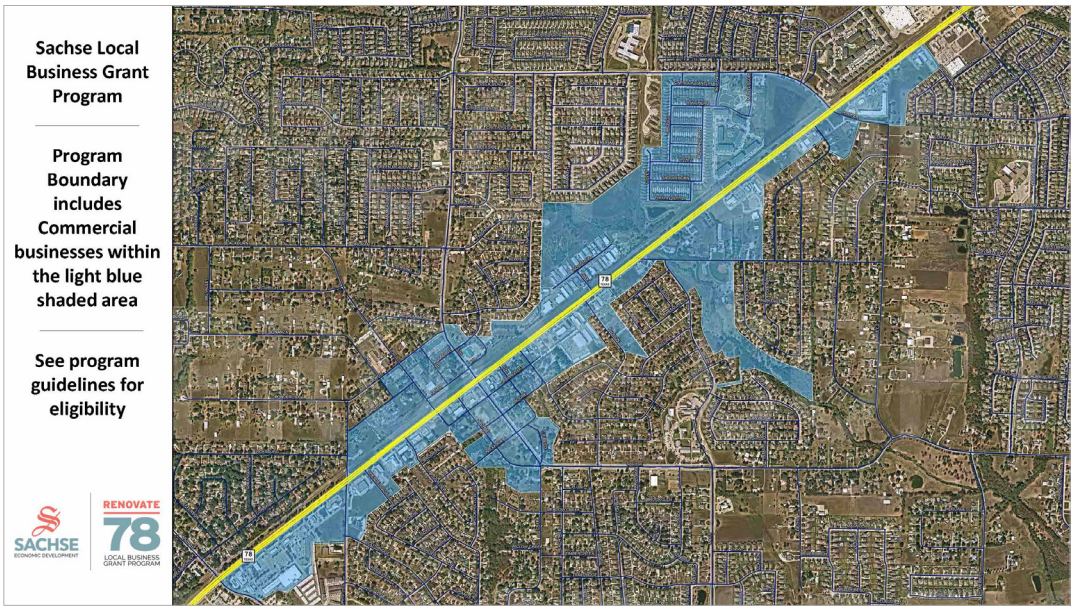
REHABILITATION

Retail Revitalization Program: Create a retail revitalization program that offers grants, abatements, or incentives to encourage revitalization of aging retail centers or buildings. As commercial uses age, they often suffer from a lack of maintenance. Almost half of Sachse's retail inventory was constructed before 2010 and nearly 15% was constructed in the 1980s. These buildings may also lose functionality as trends in building use change. Efforts by the City to revitalize these aging spaces will benefit the community in reducing vacancies and keeping healthy rents.

Retail Recruitment Program: Create a retail recruitment program that identifies gaps in the market, a list of retail targets, relevant marketing and demographic information, and designate a person to conduct these activities. Identify incentive strategies based on retailer type, tax revenue potential, and/or alignment with City values and desires. Sachse's vacancy is almost half of the Dallas-Fort Worth Metroplex, suggesting there is room to expand retail offerings to satisfy the purchasing power of residents and the population of the PTA. Furthermore, a strong retail market adds to the desirability of Sachse for current and prospective residents.

Local Business Grant Program: The City of Sachse has launched the Local Business Grant Program to support the redevelopment of the Highway 78 commercial corridor. Through this program, the Economic Development Corporation (EDC) allocates a portion of its annual budget, approved by the City Council, to fund eligible projects within the project boundary. Redevelopment efforts may include improvements to signage, infrastructure, facades, landscaping, screening, streetscapes, hardscapes, demolition, or interior renovations. Funds are allocated on a first-come, first-served basis, with the program covering up to 75% of project costs, not exceeding $25,000. The program is handled administratively and funding comes from the City Council approved budget.

IMAGE 5.3. SACHSE LOCAL BUSINESS GRANT PROGRAM - RENOVATE 78



ECONOMIC DEVELOPMENT ACTION ITEMS

- **Fiscal Alignment.** Conduct a comprehensive analysis of the City's infrastructure investments to ensure future developments are fiscally productive while aligning opportunities for developer contribution. (ED 1.1)
- **5th Street District.** Identify high-quality retail operators that may be interested in locating within the 5th Street District. Develop a "wish list" of desired types of users to provide staff with guidance on recruitment efforts. (ED 2.1)
- **5th Street District.** Identify and prioritize parcels that may be an option for City/EDC acquisition. (ED 2.2)
- **Retail Revitalization Program.** Create a retail revitalization program that identifies gaps in the market, a list of retail targets, relevant marketing and demographic information, and designate a person to conduct these activities. (ED 2.3)
- **Retail Recruitment Program.** Identify incentive strategies based on criteria such as retailer type, tax revenue potential, and/or alignment with city values and desires. (ED 2.4)
- **TIRZ Review.** Review and update the Project and Financing Plan for TIRZ #3. Identify areas within this corridor that may need additional planning efforts or infrastructure needs. Maintain a database of each parcel in this corridor to include ownership information, property status, issues, and opportunities. Identify parcels that may be an option for City/EDC acquisition. (ED 3.1)
- **5th Street District.** Identify the next steps to advance the 5th Street District. Explore identifying a master developer, or other possible options, for the property owned by the City/EDC. (ED 4.1)
- **5th Street District.** Identify infrastructure needs to advance the Plan. Identify areas that could be used to increase the aesthetic appeal of the district and provide public/open space. (ED 4.2)
- **Corridor Overlay.** Consider establishing an overlay along the SH-78 corridor to modernize design standards with the City vision established in the Comprehensive Plan. (ED 4.3)
- **5th Street District.** Maintain a database with each parcel in this corridor to include ownership information, property status, issues, and opportunities. (ED 5.1)



CHAPTER 6

MOBILITY

SHAPING SACHSE

Community Driven, Future Focused.

INTRODUCTION

Mobility plays an important role in Sachse and is not limited to just moving vehicles across the city. Land use, parks and trails, infrastructure, and more are all related to mobility and affect how roads and other features are designed and constructed to move vehicles and pedestrians around the community safely and efficiently. Roads are often designed based on the anticipated number of users, relating to the neighboring land uses or moving people through an area. As the city grows closer to physical build-out, the opportunity to reflect on existing roads, future expansions, and desired improvements, is important.

While many topics within the Comprehensive Plan are related to transportation overall, the focus of this chapter is on Sachse's roadway components. The chapter also evaluates Sachse's transportation statistics, safety concerns and potential improvements, and roadway design. The Sachse community's vision is reflected in this chapter, as it was based on feedback from the community during the public engagement process.

MOBILITY POLICIES

The policies in this section guide future mobility decisions within the community. They focus on creating a safe, connected, and efficient transportation network that supports all modes of travel. The Mobility policies are outlined below:

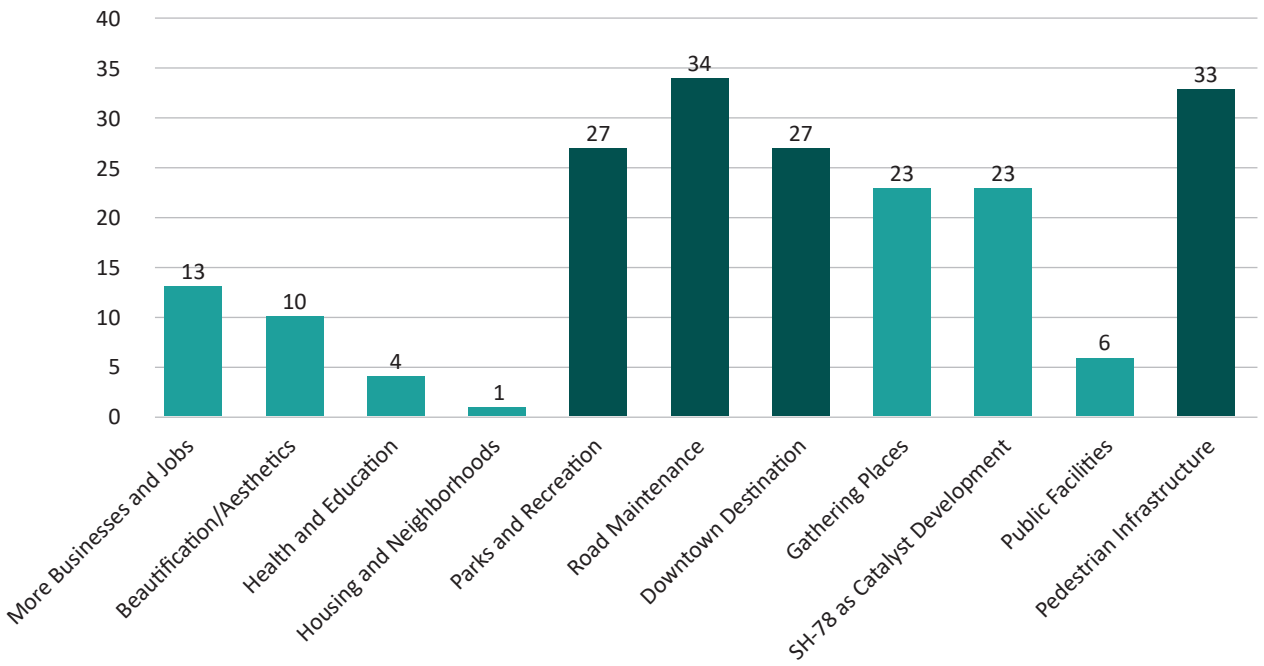
- Construct and retrofit roads to be multimodal, supporting a mix of road users, including vehicles, bikes, and pedestrians.
- Invest in connected city-wide infrastructure that encourages walking and cycling through pathways and trails.
- Implement policies and design standards that enhance safety for road users, including traffic calming measures, improved signage, and enhanced lighting.
- Analyze the capacity of roads and projected volumes to identify corridors where retrofitting is appropriate, including reducing the number of lanes and prioritizing non-vehicular traffic.
- Implement and promote beautification along roadways, including enhanced landscaping, lighting, branding, public art, and other measures.

COMMUNITY FEEDBACK

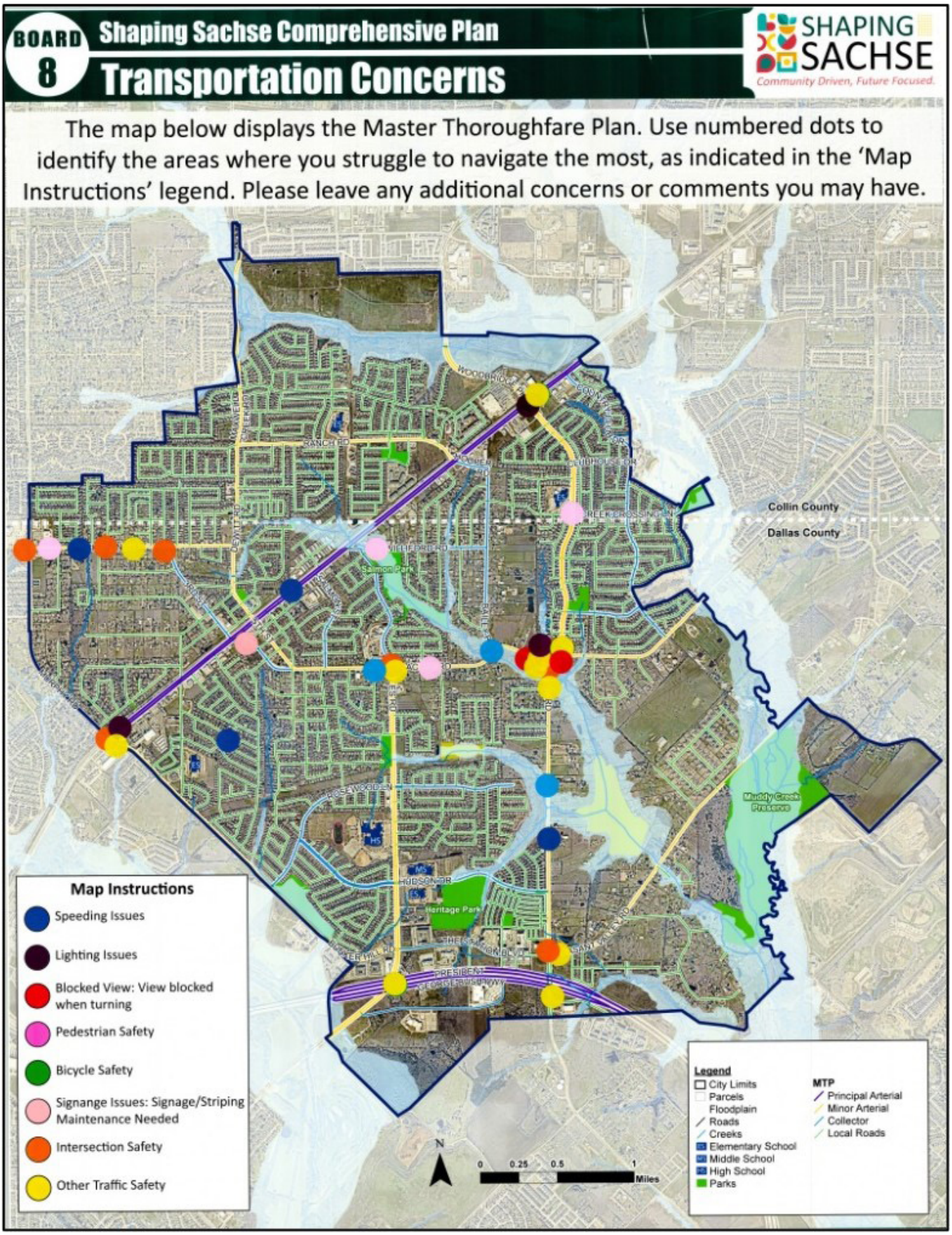
The community provided feedback during multiple engagement efforts, including interviews, open houses, City staff meetings, and neighborhood workshops. During the neighborhood workshops, participants had the opportunity to visit different engagement stations in a come-and-go setting. The stations included describing how Sachse is viewed today, the future vision, priorities, transportation concerns, and other relevant topics.

Participants discussed their concerns regarding cut-through traffic in the city, including in local neighborhoods. Easy access to Sachse was used as a description for the city, and while this can be seen as a positive feature, it may also relate to the attractiveness of cut-through traffic. Stakeholders provided comments relating to road maintenance and pedestrian infrastructure, which were the top two priorities in the "Sachse Priorities" exercise. Through comments and other station activities, the community expressed a desire for pedestrian safety and multimodal investments, including providing more sidewalks and bike trails, improving connectivity and ways to get around, and addressing pedestrian safety and roadway concerns.

FIGURE 6.1. NEIGHBORHOOD WORKSHOP, BOARD 6: SACHSE PRIORITIES RESULTS



MAP 6.1. NEIGHBORHOOD WORKSHOP, BOARD 8: TRANSPORTATION CONCERNS RESULTS



EXISTING CONDITIONS

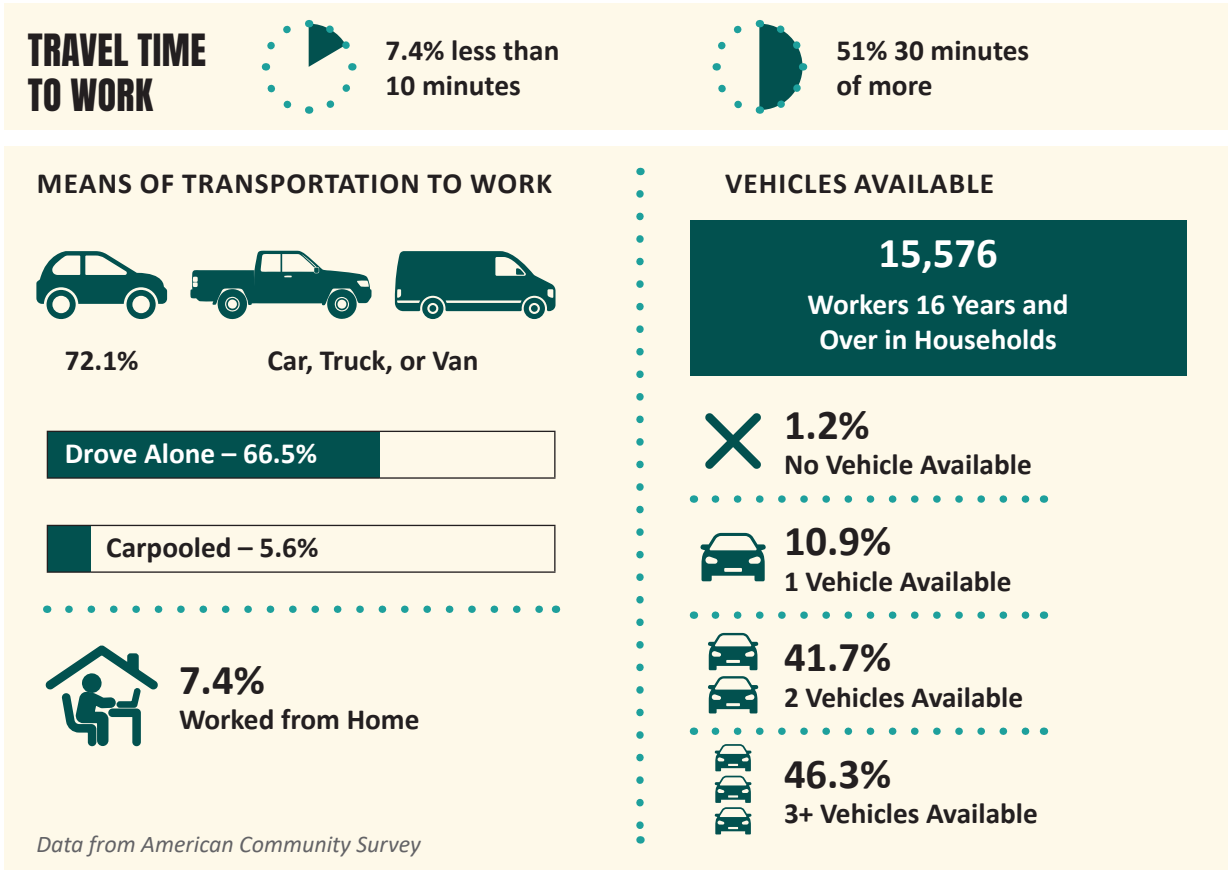
MAJOR ROADWAYS

State Highway 78 (SH-78) (north/south) and President George Bush Turnpike (PGBT) (east/west) are the main thoroughfares in Sachse, providing direct access to and from the city. SH-78 bisects the city and connects to additional major roadways, including Sachse Road, Williford Road, Bunker Hill Road, and others in the southern portion of the city. Blackburn Road, Dewitt Road, and Woodbridge Parkway cross the city in the northern portion, with some of the roads crossing SH-78. While some roadways are already built to their ultimate design, others have yet to be expanded. Minor arterials, such as Blackburn Road/Ingram Road, Merritt Road, and Pleasant Valley Road are primary access points across the city and there is an opportunity to incorporate a mix of multimodal elements if the roads are expanded to reduce traffic along these facilities and other surrounding roadways.

CENSUS DATA

Census data reveals that Sachse is an auto-centric community, with over 70% of residents traveling to work by a vehicle. According to this same data, only approximately 1% of households do not own a vehicle. Understanding the transportation characteristics of Sachse is important for planning the thoroughfare network and accommodating the existing and desired modes of transportation in the future. The following graphic illustrates the mobility characteristics for Sachse.

FIGURE 6.2. SACHSE MOBILITY CHARACTERISTICS



THOROUGHFARE PLAN

The Thoroughfare Plan should be used as a guide for determining the size of and amenities provided on roads in Sachse. This should be based on factors such as existing and future development, area characteristics, natural features, and travel preferences and patterns. The Sachse Thoroughfare Plan was last updated in 2017 as part of the previous Comprehensive Plan. As Sachse continues to develop and evolve, the Thoroughfare Plan should be revisited and updated as necessary.

All roads should be multimodal and safely support a mix of road users including pedestrians and bikes, in addition to vehicles. A city-wide network of connected infrastructure should be provided to give residents and visitors the opportunity to travel across the city through various methods. In addition, a context-sensitive approach should be taken when implementing the Thoroughfare Plan. The Thoroughfare Plan is a guide, and alterations may be needed to better support the vision of the city in an area, such as the size of sidewalks, inclusion of bike lanes, lighting, and landscaping.

CAPACITY

Existing and projected future roadway volumes can be used to understand how a roadway does or is expected to handle traffic. While a road may be designed and built to handle a set volume of traffic, the capacity should not be confused for delays experienced at an intersection. Multiple intersections and signals or stop signs may increase delay along a road at intersections, but do not affect the capacity overall.

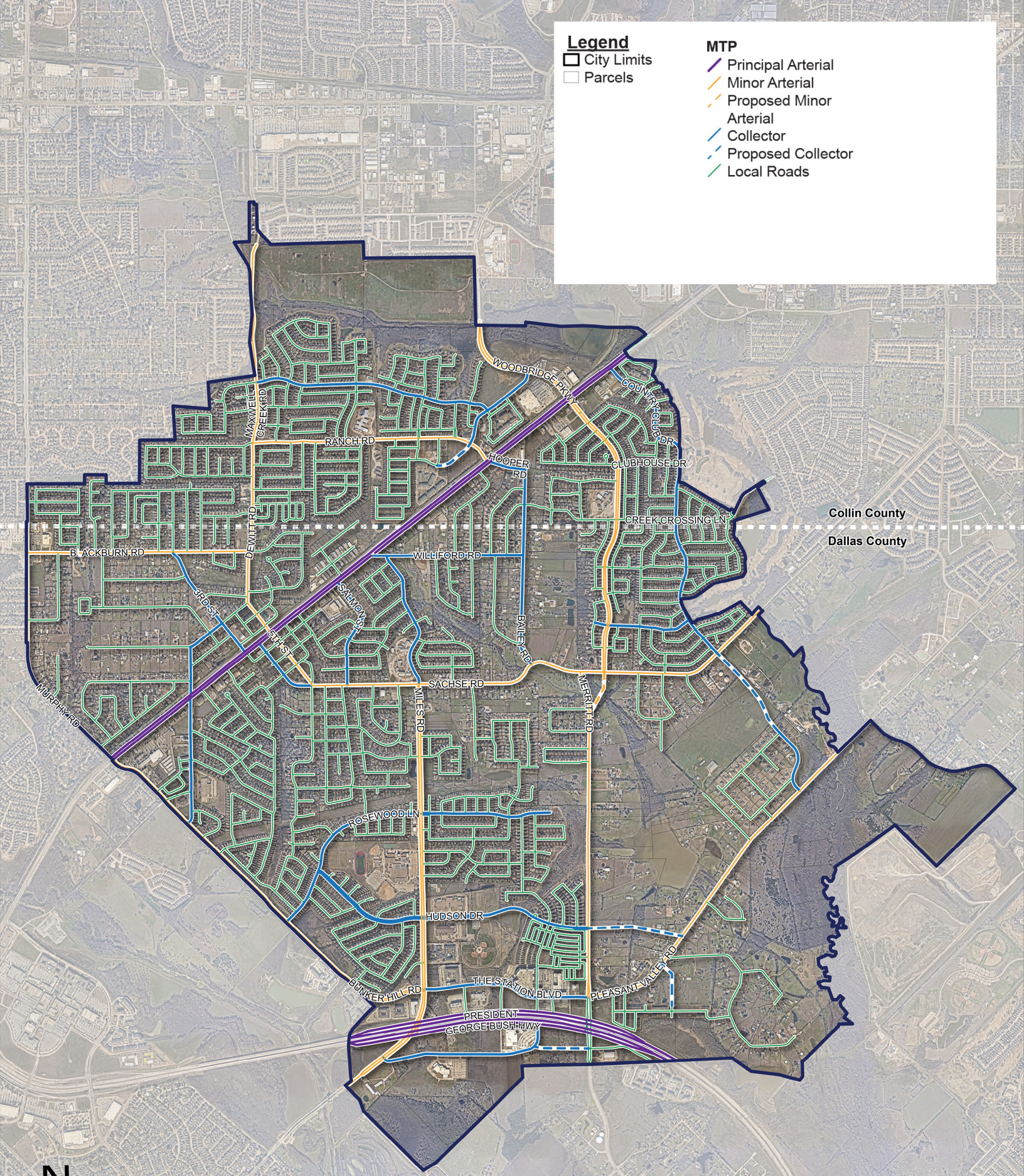
Roadway volumes were collected by TxDOT and the highest volume along the road is used in the following analysis. The capacity of the largest roads in Sachse, those designated as principal arterials or minor arterials, were reviewed. Capacity volumes were obtained from NCTCOG's Dallas-Fort Worth Regional Travel Model (DFWRTM) tables of service volumes by lane. The maximum daily capacity is calculated to be ten times the maximum hourly capacity reported. Capacity volumes are determined based on the road classification, number of lanes, and area type.

Of the major roads reviewed, each are operating at less than half of the design capacity where the volume was collected with the exception of SH-78 which is operating just over half the capacity. Additionally, while many of the roads are built to the ultimate thoroughfare standards, some roadways are not along the entirety of the corridor. The capacity presented in the roadway capacity graphic reflects the highest volume along the road and the design of that section of road.

TABLE 6.1. SACHSE ROADWAY CAPACITY

ROADWAY	EXISTING		
	VOLUME	VOLUME TO CAPACITY RATIO	LEVEL OF SERVICE
State Highway 78	29,834 (2023)	0.54	C
Volume Limit 6 Lanes = 55,500			
Sachse Road	7,831 (2023)	0.22	A/B
Volume Limit 2 Lanes = 36,000			
Miles Road	12,125 (2019)	0.34	A/B
Volume Limit 2 Lanes = 36,000			
Merritt Road	15,206 (2019)	0.27	A/B
Volume Limit 6 Lanes = 55,500			
Pleasant Valley Road	6,293 (2019)	0.17	A/B
Volume Limit 2 Lanes = 10,500			
Woodbridge Parkway	4,715 (2023)	0.13	A/B
Volume Limit 2 Lanes = 36,000			
Dewitt Road	10,776 (2019)	0.3	A/B
Volume Limit 2 Lanes = 36,000			
Ranch Road	5,067 (2014)	0.14	A/B
Volume Limit 2 Lanes = 36,000			
Blackburn Road	10,260 (2019)	0.18	A/B
Volume Limit 2 Lanes = 10,500			
Murphy Road	14,878 (2019)	0.41	A/B
Volume Limit 2 Lanes = 55,500			
Bunker Hill Road	8,458 (2019)	0.23	A/B
Volume Limit 2 Lanes = 36,000			

VOLUME TO SERVICE (CAPACITY) RATIO		LEVEL OF SERVICE RANKING
GREATER THAN	LESS THAN/EQUAL TO	
–	0.45	A or B
0.45	0.65	C
0.65	0.80	D
0.80	1.00	E
1.00	–	F



MAP 6.2. MASTER THOROUGHFARE PLAN

– CROSS SECTIONS

Roads in Sachse are constructed and designed based on criteria in the Sachse Engineering Design Manual. The manual outlines the size of lanes, medians, and other roadway features based on thoroughfare classification, safety, and engineering best practices. The manual should be used in tandem with the Thoroughfare Plan, in addition to context-sensitive solutions when designing and retrofitting roads in the city. Due to right-of-way constraints, existing character, and other obstacles, sizing of roadway features may be limited, and not all amenities may be feasible. The below cross section descriptions should be used as a guide for implementing a mix of road uses; however existing plans may restrict the full implementation of each.

The following descriptions should be used as a guide for designing the pedestrian realm with the roadway. The Engineering Design Manual and the appropriate City Staff should be consulted for required sizing and area-specific compatibility.

Highways

Highways are high-speed roadways with controlled access and are used for traveling large distances and connecting to other regions, such as neighboring cities or other areas across and outside of the Metroplex. Frontage roads are often constructed parallel to highways and provide access to neighboring developments. PGBT is the only controlled-access highway in Sachse and is located near the southern boundary of the city. Sidewalks should be constructed alongside frontage roads. That said, partnership with NTTA, State, and private jurisdictions may be necessary, given that PGBT and the frontage roads are owned and operated by non-City entities.

Principal Arterials

Principal arterials are used to carry large amounts of traffic across the city and connect to outside regions. They accommodate longer travel distances and connect to major destinations and commercial centers. Given the difference in traveling speed, different road users should be separated to encourage the safe movement of everyone across the area. Sidewalks and trails should be large in nature and accommodate a large volume of users. If provided on-street, any bike lanes should be physically separated from vehicular traffic. In addition, off-street bike passages should be separated from foot traffic. An example of a principal arterial in Sachse is SH-78.

Minor Arterials

Minor arterials are designed at lower speeds, compared to principal arterials, and are used to bridge the gap between local and larger roads, providing access across the city. They may be used to access neighboring cities or areas of interest within Sachse, and they provide more access to destinations compared to collector roads. Minor arterials can be constructed incrementally as a two-lane roadway until traffic volumes reflect the need for the road to be expanded. Sidewalks may be smaller than the larger trails provided along principal arterials and bike traffic may share the realm at times. If provided on-street, bike lanes should be separated from vehicular traffic with a striped buffer at a minimum. Examples of minor arterials in Sachse include Dewitt Road, Miles Road, and Woodbridge Parkway.

Collector

Collector roads are small and lower speed, compared to principal and minor arterials. They are designed to transition from larger roads and areas to more local neighborhoods. They are used to carry traffic over short distances and provide access directly to smaller communities. Sidewalks are similar in size to those in neighborhoods but may be expanded depending on the context. Bike traffic may often share the road with vehicular traffic, and sharrow lane markings—road symbols that indicate a shared lane for both bicyclists and motor vehicles—should be provided along designated bike routes. Examples of collectors in Sachse include Country Club Drive, Canyon Crest Drive, and Bailey Road.

Local

Local streets are within neighborhoods and provide access to residences and localized destinations. Roads are designed for low speeds and low volumes of traffic, and parking is often available alongside the road. Additionally, a mix of road users may share the same space, including vehicles, bikes, and sometimes pedestrians. Sidewalks are often smaller in nature and bike traffic usually shares the road with vehicular traffic. Sharrows may or may not be provided given the slower speeds of all traffic in the area. Local streets are found throughout residential neighborhoods.

– COORDINATING FUTURE AND REGIONAL EFFORTS

Since Sachse is surrounded by other jurisdictions, it is important to consider the development and plans of the surrounding areas in conjunction with the efforts made in Sachse. The surrounding city thoroughfare plans align with the Sachse Master Thoroughfare Plan, except for Woodbridge Parkway north of SH-78. Woodbridge Parkway is designated as a four-lane minor arterial in Sachse; however, the City of Wylie has the facility designated as six lanes north of FM 544. The capacity and traffic growth along this roadway should be monitored to ensure that the roadway works as the Sachse community intends.

The opportunity to work with other local jurisdictions can be used to address concerns of the community and improve roadways in Sachse. SH-78 and PGBT are State or privately-operated facilities; however, the City can work with these entities to incorporate the desires of residents. As projects along these corridors are brought forward, it is important for the City and State to work together to efficiently address local needs. One example of working with other jurisdictions is the future improvements planned along Sachse Road and Pleasant Valley Road. Where possible, including for most streets in Sachse, the City can plan and address its own needs.

Along with ongoing Capital Improvement Projects, planning is underway for subsequent phases of Sachse Road, Merritt Road and other remaining Bond 2021 projects.

The City of Sachse should contemplate changing the name of streets in certain segments to provide clarity, an example of this is Pleasant Valley Road. Although Pleasant Valley Road exists on the north and south sides of PGBT the road does not connect between each side of the Turnpike, thus leading to confusion.

MULTIMODAL NETWORK

Without light rail or mass transit, the Sachse community will continue to rely heavily on vehicles to get around, unless investments are made in a multimodal network. By creating an environment for alternatives to traveling by vehicle, the number of cars can be reduced on the road, therefore reducing traffic in the city. The absence of mass transit in the city requires visitors to travel by car; however, with an investment in multimodal infrastructure, walking and other modes of getting around can be encouraged once inside the City Limits. Roads in Sachse should be inviting to all users, including vehicles, bikes, and pedestrians – providing different choices for individual needs.

As projects are planned and roads are reconstructed, there is an opportunity to include more multimodal elements along roadways, including larger sidewalks and bike facilities, whether on-street or part of shared-use paths. While multimodal streets are important throughout the city, it is equally essential to prioritize enhancing certain streets and connections. That can improve mobility, strengthen neighborhood connections, and create a more seamless user experience.

Major connections, such as SH-78, should be prioritized as a multimodal corridor, spanning across the city and connecting with other neighboring areas. In addition, connecting roads should be prioritized as well, such as Merritt Road & Woodbridge Parkway, and Sachse Road. These roadways connect to one another and create a cross-city network that can be the beginning of a city-wide, connected multimodal facility.

MOBILITY ACTION ITEMS

- **Public Tracking.** Create a digital map available online to the public that identifies existing and proposed sidewalk, trail, and bike infrastructure/lanes to educate the public on the multimodal system in place and planned. (MB 1.1)
- **PGBT Frontage Road.** Work with various partners to explore the development of a PGBT frontage road on the north side of the Turnpike so there is additional access to the southeast corner of Sachse. (MB 2.1)
- **Speed Study.** Coordinate with TxDOT to conduct a speed study along SH-78 to identify existing speeding conditions and install speed-feedback signs to alert drivers of non-compliance with posted speed limits. (MB 3.1)
- **Access Management Plan.** Create an Access Management Plan for SH-78 to consolidate driveways along the corridor to minimize pedestrian conflicts. (MB 3.2)
- **Conditions Assessment.** Continue administering an asset management system and conduct a pavement condition index (PCI) to identify the condition of roads and create a priority list of those needing improvements. (MB 3.3)
- **SH-78 Signal Study.** Consider conducting a signal study at SH-78 and Country Club Drive in coordination with TxDOT. (MB 4.1)
- **Traffic Study.** Consider conducting a traffic study on Pleasant Valley Road on the south side of PGBT to assess current conditions, identify potential improvements, and support future development planning. (MB 4.2)
- **Pleasant Valley Road Renaming.** Consider renaming Pleasant Valley Road on the south side of PGBT to distinguish its disconnection from the segment north of PGBT and reflect its distinct land use. (MB 4.3)
- **Grants.** Apply for TxDOT Green Ribbon grants to fund beautification improvements along SH-78. (MB 5.1)



CHAPTER 7

PLACEMAKING

SHAPING SACHSE

Community Driven, Future Focused.

INTRODUCTION

Placemaking is a collaborative process that reinvents public spaces to encourage social interaction, foster community, and promote a sense of ownership in these spaces. It involves transforming underused spaces to make them more functional, attractive, and engaging for users. Placemaking is a highly user-oriented process that requires public input rather than a traditional top-down approach. Successful placemaking destinations include Grandscape in The Colony, Grapevine Main in Grapevine, and CityLine in Richardson. These places are successful because they are well connected to other important areas, attract people to participate in activities, and maintain sociable environments that people desire to be part of and will visit repeatedly.

This chapter focuses on recommended strategies regarding placemaking, branding and design, and gateways and wayfinding signage as they pertain to shaping the future of Sachse's culture and growth.

PLACEMAKING POLICIES

The following are policy recommendations related to placemaking improvements that could be implemented in Sachse:

- Improve street rights-of-way to strengthen wayfinding and community identity.
- Strengthen City branding by constructing new public art, decorative fountains, monuments, public gathering spaces, and other placemaking elements in alignment with the City's community identity.
- Create public gathering spaces near activity centers to encourage community socialization.
- Prioritize investment in Old Town Sachse as a destination area for the City and region.

CITY-WIDE PLACEMAKING OPPORTUNITIES

SH-78

SH-78 is the primary corridor running through the City of Sachse. The corridor has a solid framework of medians, street trees, and aesthetic light poles with banners within its existing right-of-way. However, during the public engagement phase of the Comprehensive Plan, residents expressed that Sachse feels like a passthrough city for people traveling on SH-78. In some cases, retail spaces are currently oriented to face inward rather than engage with the street. This, along with the lack of distinct wayfinding signage, public art, and landscaping, creates a corridor that fails to impart a sense of the city on commuters. Improving the corridor aesthetics through right-of-way enhancements, intersection improvements, and design standards for commercial development can help accentuate the character of Sachse and encourage more economic development within the corridor.

The 2017 Sachse Comprehensive Plan proposed several SH-78 improvement recommendations, and this Plan seeks to incorporate and elaborate upon those policies. One recommendation is for Sachse to develop a SH-78 Corridor Streetscape Master Plan, which would include standard design palettes for landscape, hardscape, street furniture, enhanced intersections, storefront standards, and sidewalks/trails. A master plan would also establish a cohesive vision for the corridor and simplify city-wide implementation.

Actions that could be implemented along SH-78 after the master plan is created include:

- Build sidewalk/trail and pedestrian amenities. For example, a multi-use trail parallel to the rail road right-of-way along the northern edge of the corridor.
- Create an Access Management Plan to reduce the number of driveways along the corridor - minimizing the breaks in planting and sidewalks as well as reducing the amount of conflict-points with vehicles improves overall pedestrian experience.
- Improve pedestrian connectivity in retail zones. Improve connectivity between neighborhoods along cross streets.
- Include special treatments at key intersections and pedestrian crosswalks.
- Install improved planting and hardscape materials in medians.
- Create new storefront construction aesthetic guidelines to establish a more attractive and unified corridor.
- Apply for TxDOT Green Ribbon grants to build safety improvements, such as crosswalks, lights, and barriers.

Ideally, the SH-78 Master Plan will include a map of the corridor with key locations identified to prioritize improvements. The process for improving the corridor will start at these high priority locations, with secondary and connecting improvements following.

Recommended priority areas along the corridor include:

- SH-78 North and South Gateways: The gateways are people's first impression of Sachse and should feature the highest level of improvements.
- SH-78 & 5th Street Intersection: This is core of the Sachse Old Town and, as such, it is imperative that it receives special treatment to beautify the area.
- SH-78 & Ranch/Hooper Road Intersection: This intersection has strong potential, as it is connected to a large apartment complex on the west, the Sachse Plaza shopping center to the east, and undeveloped land set aside for retail. Activating this intersection with pedestrian oriented improvements could strengthen cross street connections and act as a catalyst for additional investment and economic development by the private sector.

– LANDSCAPE AND STREETSCAPE ENHANCEMENTS

Develop and Adopt a Unifying Palette of Landscape Materials

The landscape standards for Sachse should be flexible so the City can apply them to a variety of street scales, from major arterials such as SH-78 to minor collector roads that run through Sachse's residential developments. The standard landscaping palette should be oriented around drought tolerant plants for parkways and medians with ornamental shade trees in addition to shrubs and groundcover. This palette should be applied to all new street constructions and existing street retrofits, with noteworthy landscaping variations that apply specifically to gateways/signage and special districts.

Develop and Adopt a Unifying Palette of Hardscape Materials

The streetscape design palette should standardize the appearance of streetscape materials in Sachse, including streetlights, benches, bollards, bike racks, and special paving material. Once the palette has been established, custom elements (logos, slogans, and colors) can be created to apply to special districts. Implementing these improvements should be prioritized in key areas before being spread throughout the rest of the corridor. The effectiveness of these elements is bolstered by clustering them in smaller areas first rather than spreading them through the corridor.

PGBT

Sachse has identified PGBT as a major opportunity for developing a commercial and medical hub. While the turnpike itself is limited to NTTA design standards, the right of way adjacent to the turnpike provides the City of Sachse ample room for enhancement opportunities. Vertical monuments, such as the ones shown subsequently, would be the most effective at attracting drivers' attention due to the high speeds and elevation changes of the corridor. Incorporating night lighting would further improve the placemaking impact these vertical monuments would have on the area. It is recommended that installations such as these be located at the Merritt Road intersection or the Miles Road intersection to also serve as gateway monuments for travelers entering Sachse from Garland and Rowlett. As development expands, more intersection enhancements such as paving, landscaping, smaller wayfinding signage, could be incorporated into the intersections to designate them as key gateways for the city.

IMAGE 7.1. NORTH NINTH GATEWAY IN SALINA KS BY VICKI SCURI SITEWORKS SHOWING A VERTICAL HIGHWAY MONUMENT WITH NIGHT LIGHTING



IMAGE 7.2. EXAMPLE OF A VERTICAL MONUMENT IN MELBOURNE, AUSTRALIA



IMAGE 7.3. ENTRY TO THE CARMEL ARTS AND DESIGN DISTRICT IN CARMEL, INDIANA



To ensure the quality and consistency of all signage and gateways in Sachse, the City should develop a Wayfinding Master Plan. Signage is an extension of branding implementation and as such should have heavily defined parameters. A Wayfinding Master Plan would contain Sachse's standards for materials, colors, and imagery for all signage needs within the city. See below for an example the City of Lewisville's Parks and Recreation Department's Parks & Trails Wayfinding Plan.

IMAGE 7.4. PARKS AND TRAILS WAYFINDING PLAN FROM CITY OF LEWISVILLE PARKS & RECREATION DEPARTMENT

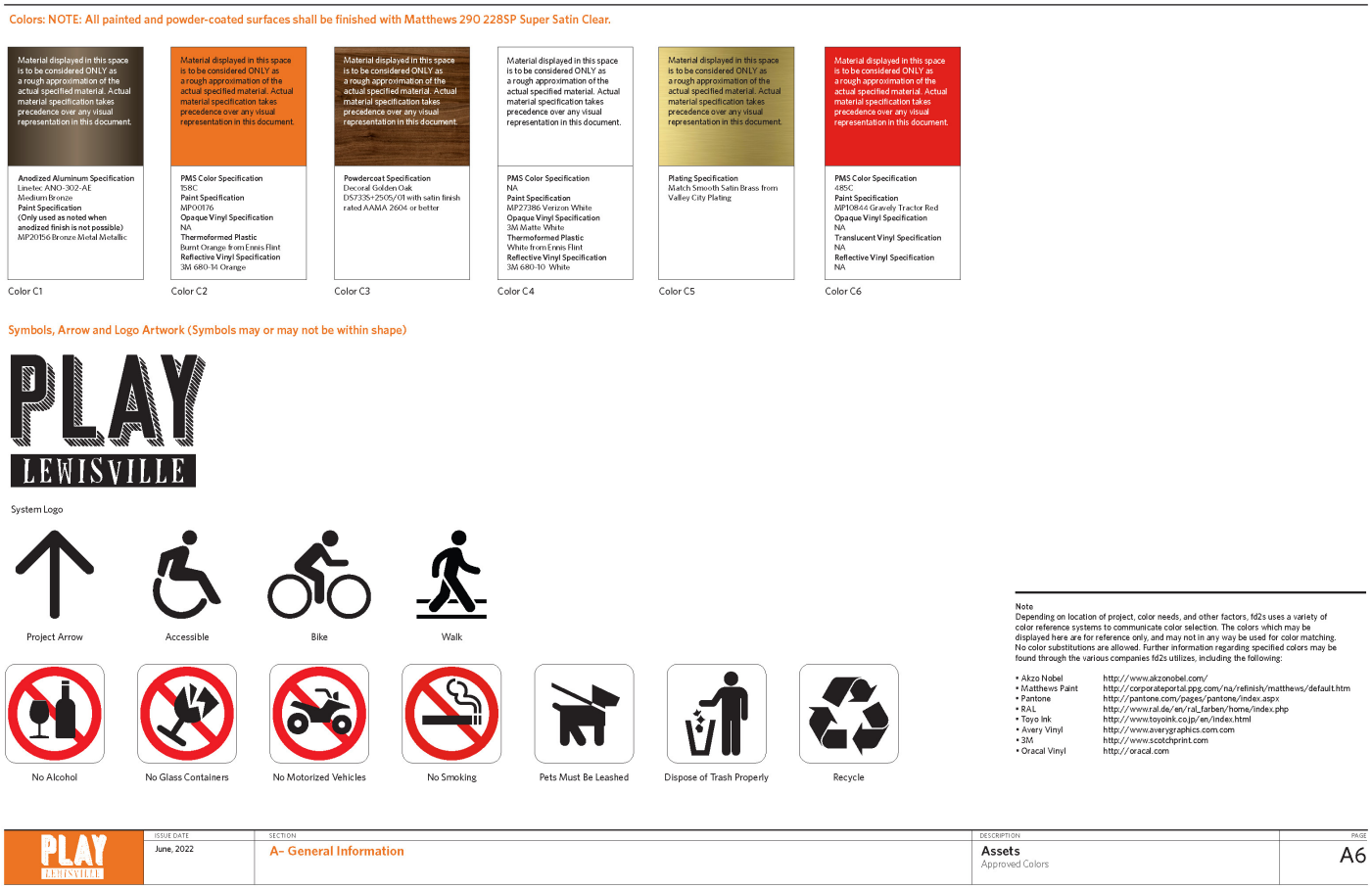
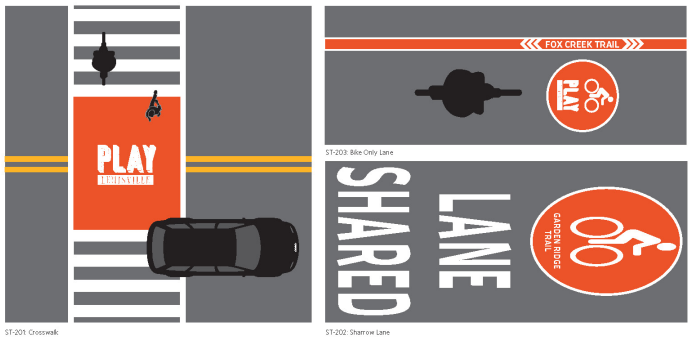


IMAGE 7.5. PARKS AND TRAILS WAYFINDING PLAN FROM CITY OF LEWISVILLE PARKS & RECREATION DEPARTMENT





The Lewisville Parks and Trails Wayfinding Plan illustrates and describes exact standards for signage displayed along trails and parks in the city. As shown in the second figure, the document illustrates a family of sign types with an intuitive size hierarchy. The variety of sign types allows the city to install wayfinding that is appropriate for each location. The different size scales also aid in differentiating between major and minor markers. Having different sized wayfinding signs is also beneficial for encouraging multimodal transportation as visitors should be able to find signage regardless of if they are traveling by car, bike, or footpath.

PUBLIC REALM IMPROVEMENTS

Public realm improvements are significant changes a city can make to enhance the overall quality of a community. The City of Sachse should aim to install public art, plazas, and gathering spaces as infill development to activate existing retail areas and public parks.

– PUBLIC ART

Public art is a key part of the creative placemaking method, which involves integrating art, culture, and design, into public spaces. Public art is a versatile placemaking tool that can be tied to other City initiatives. For example, a mural wall can denote a gathering space in an alleyway, sculptures can be placed along a sidewalk to tie together two areas, or a statue can denote a historic site. Public art can also benefit placemaking and city branding by providing an iconic, “Instagram-able” backdrop that draws in visitors.

It is recommended that Sachse prioritize new public art installations at the following locations:

- **City Parks** – Art installations in parks can be kid-friendly, interactive, and educational.
- **Key Districts** – Art installations in retail spaces create more inviting environments which encourage people to stay longer and spend more.
- **Major Trails** – Art installation can denote major trailheads and help with wayfinding.
- **Old Town Sachse** – A successful downtown incorporates different types of art to represent the values of the community.

– CULTURAL ARTS

Cultural arts refers to the various forms of artistic expression that are rooted in the traditions, customs, and values of a community. These arts can be expressed in a variety of mediums such as visual arts, performing arts, crafts, literature, and cultural festivals. Cultural arts are not just an aesthetic but a means of communication – allowing people to share their experiences and find community.

The following recommendations are ways in which Sachse can promote cultural art:

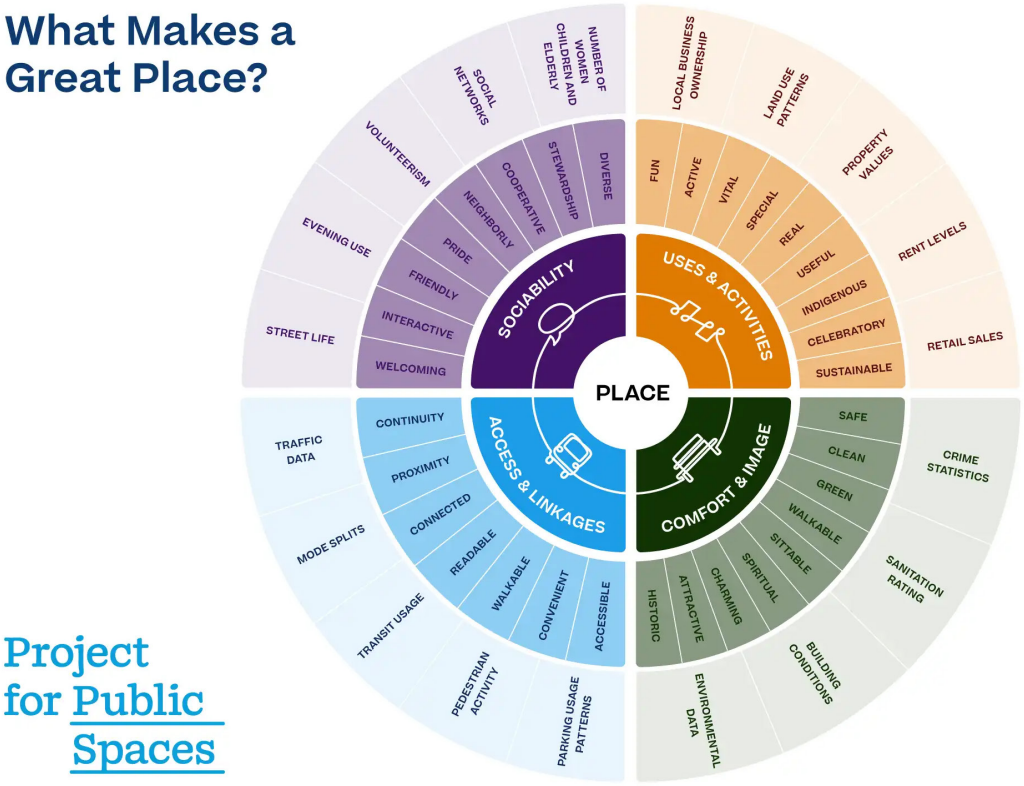
- Consider establishing a Sachse Art Alliance, or similar group, with a dedication to bringing art and cultural events to Sachse.
- Where appropriate, build upon existing City events by adding new 'cultural' activities that draw people from surrounding cities.
- Use local resources and Federal grants, such as the National Endowment for the Arts, to support arts programming.
- Consider developing a Cultural Plan and Art Strategy for Old Town Sachse.

– COMMUNITY GATHERING PLACES

The Shaping Sachse project team heard repeatedly throughout the engagement process that the citizens of Sachse want more places to shop, dine, and gather. Community gathering places can take many forms: plazas, food truck parks, outdoor theaters, farmers markets, community gardens. There are four main components that contribute to successful public spaces:

1. They are accessible and well connected to other important places in the area.
2. They are comfortable and project a positive image.
3. They attract people to participate in activities there.
4. They are sociable environments in which people want to gather and visit again and again.

IMAGE 7.6. PLACEMAKING: WHAT IF WE BUILT OUR CITIES AROUND PLACES? (FROM THE PROJECT FOR PUBLIC SPACES BOOKLET)



Successful public spaces are used by a variety of people for different purposes, at varying times of the day and the year. The organization Project for Public Spaces describes a 'Rule of 10', which is that a successful destination should have a least 10+ things to do – for example a place to sit and read, a kid's play area, a coffee shop, somewhere to meet with friends, etc. Based on this rule, Sachse should focus on installing public art and gathering spaces as infill in already developed areas, such as retail spaces, parking lots, or public parks.

It is recommended that Sachse focus on implementing short-term gathering space strategies at key locations to generate revenue and inform later long-term placemaking. Short-term improvements include elements such as seating, outdoor dining, public art, striping crosswalks, and pedestrian rest zones. These elements are most effective when installed in clusters near an activated area, rather than spread out over a city.

Below are several potential recommendations for short-term placemaking strategies Sachse can install:

- Expand the pop-up parks initiatives to other areas, such as retail parking lots or unused land.
- Install short term placemaking elements near activity centers like The Station, Sachse Plaza, or the medical campus
- Host community events such as farmers markets, food truck festivals, or outdoor movie nights at Sachse Old Town. Participation from the community in the space will inform businesses owners of the location's potential.
- Engage the community at City events to receive feedback from citizens on the gathering spaces they want built in the future.

Long-term placemaking strategies are those that require significant funding and time investment. Recommended strategies for the long-term creation of Community Gathering Spaces in Sachse are:

- Expand sidewalks and trail connectivity to key gathering areas.
- Diversify activities available at public parks and activate the spaces with mini-retail, such as snow cone shacks or coffee stands.
- Build new public gathering spaces such as plazas and Old Town Sachse

PLACEMAKING ACTION ITEMS

- **Wayfinding Master Plan.** Establish a Wayfinding Master Plan to develop standards for City signage and special area signage. (PM 1.1)
- **Entry Gateway Signage.** Build enhanced gateway signage at key entry points, such as SH-78 and the PGBT, to boost City character. (PM 1.2)
- **Access Management Plan.** Create an Access Management Plan for SH-78 to consolidate driveways along the corridor to improve pedestrian experience. (PM 1.3)
- **Corridor Master Plan.** Create a SH-78 Corridor Master Plan to establish a set of standards for landscaping and hardscaping. (PM 1.4)
- **Key Intersections.** Enhance Key intersections in Sachse (SH-78 & 5th Street and SH-78 & Hooper Road) to strengthen the City's character and foster placemaking. (PM 1.5)
- **Branding Toolkit.** Design a City-wide branding toolkit which includes specialty branding for Districts to guide future commercial development in the City. (PM 2.1)
- **Catalyst Site Connections.** Connect catalyst areas (PGBT/The Station, Old Town, and Heritage Park) to the community through trails and sidewalks to encourage user site visits. (PM 3.1)
- **Wayfinding Signage.** Install wayfinding signage for Old Town Sachse to increase visibility and recognition. (PM 4.1)
- **Old-Town Events.** Host pop-up events in Old Town Sachse area to show community engagement and site suitability to potential business owners. (PM 4.2)



CHAPTER 8

PARKS, TRAILS, AND OPEN SPACE

SHAPING SACHSE

Community Driven, Future Focused.

INTRODUCTION

Parks, trails, and open spaces are essential assets that enhance a community's ecological, social, and economic vitality. Well-designed parks and trails create vibrant destinations that strengthen Sachse's identity and improve residents' overall quality of life. They serve as gathering places, promote health and well-being, and contribute to local economic growth by attracting visitors and investment. Community input through surveys and engagement events has made it clear—Sachse residents deeply value their parks and want to see them expanded and enhanced. This chapter outlines the community's needs and establishes a strategic framework for developing parks, trails, and open spaces in Sachse to ensure they continue serving as vital resources for future generations.

The last Park Master Plan was completed by the City in 2010. Most of this chapter builds off the recommendations from the 2017 Comprehensive Plan. This chapter also inventories Sachse's existing parks and trails, identifies community needs and service gaps, and proposes recommendations for the community's future. The action items at the end of the chapter provide direction to City leaders and offers strategies to enhance parks, trails, and open spaces.

PARKS, TRAILS, AND OPEN SPACE POLICIES

The policies in this section guide the future of parks and open space within the community. They focus on expanding access, enhancing connectivity, and preserving natural areas to support recreation and quality of life. The Parks and Open Space policies are outlined below.

- Improve the level of park and open space service in Sachse.
- Expand and maintain a multimodal trail network connecting parks, schools, neighborhoods, and commercial areas while filling gaps in pedestrian and bicycle infrastructure.
- Ensure long-term maintenance and modernization of recreation facilities, expanding diverse programming for all age groups to promote inclusive community engagement.
- Implement eco-friendly park design and maintenance practices, prioritizing water conservation, native landscaping, and biodiversity preservation.

PUBLIC ENGAGEMENT

The feedback gathered from Sachse residents and decisionmakers highlighted the community's interest in developing a robust parks and trails infrastructure network that serves the entire city. When asked in a public survey which City of Sachse priorities were most important to their family, the fourth most popular answer from the community was "parks and recreational opportunities." Sachse residents and City Staff also expressed a desire to increase features in the city that made Sachse a "destination." The public feedback was critical in understanding the biggest community needs and priorities for Sachse residents. The top five new recreational amenities that Sachse residents wanted prioritized were:

1. Aquatic center or pool
2. Trails
3. Nature preserve and open space
4. Community parks
5. Tennis and pickleball courts

Public feedback suggested there is opportunity for park and trail development in Old Town and residents expressed interest in a private/public partnership for a park. City Staff also highlighted the opportunity for trails along the decommissioned Maxwell Creek Landfill and along existing electrical easements.

SACHSE PARKS

PARK INVENTORY

Inventorying the existing parks in Sachse aids City Staff in identifying the park infrastructure they currently have and understanding where service gaps may be. Sachse's park system consists of 17 parks that provide various recreational opportunities and green spaces for the community. These parks collectively cover approximately 248.01 acres, contributing to the City's commitment to outdoor recreation and environmental preservation. Most parks in Sachse are City-owned, ensuring public accessibility and maintenance by the municipality. Of the 17 parks, 15 are City-owned, while two are owned and maintained by Homeowners Associations (HOAs). Sachse's parks include both developed recreational spaces with amenities and open spaces that remain undeveloped for future use.

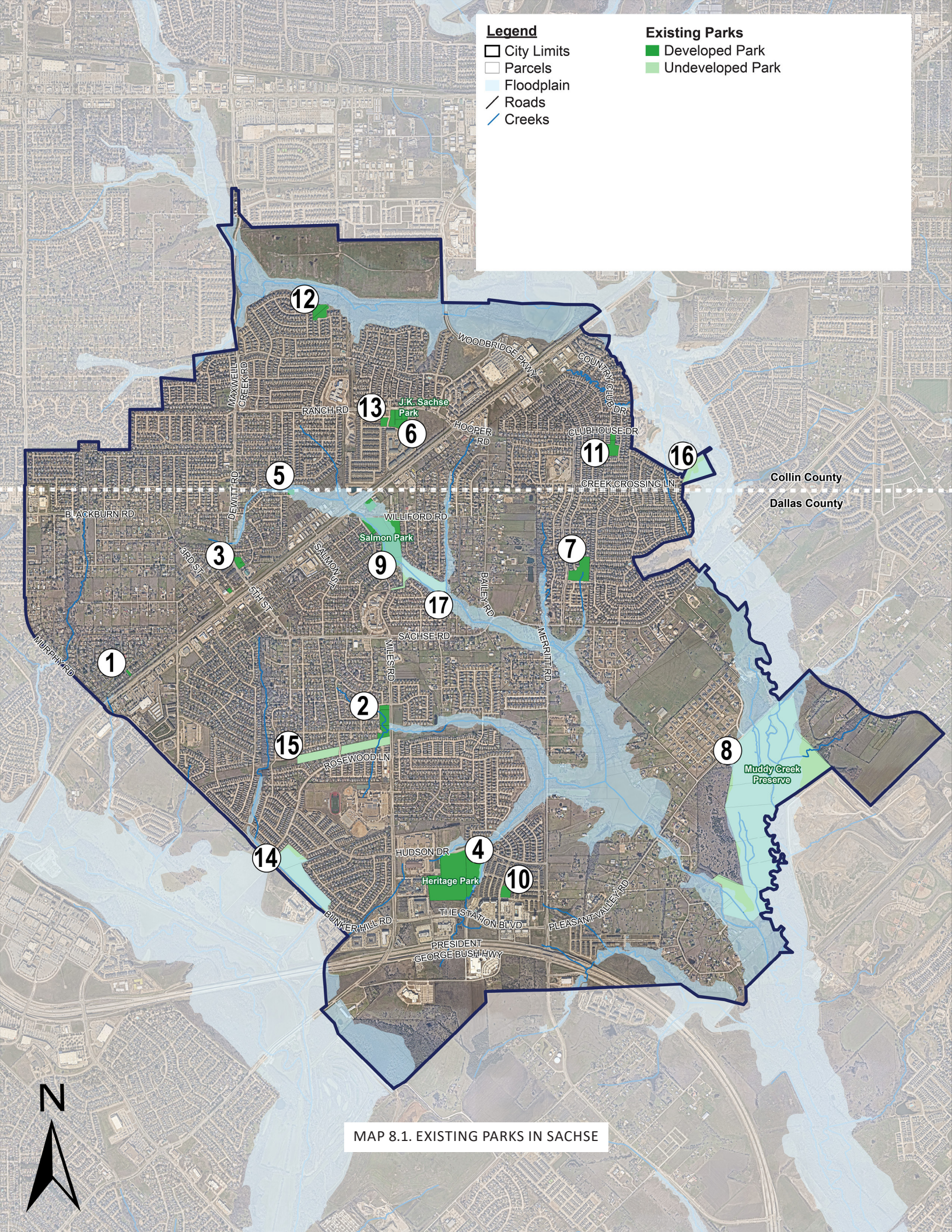
- **Developed Parks:** 12 parks covering 63.94 acres
- **Undeveloped Parks:** 5 parks covering 184.07 acres

The city's developed parks offer playgrounds, sports fields, walking trails, and open green spaces, providing various recreational opportunities. Notably, Muddy Creek Preserve is a mostly undeveloped park, with the exception of the trail amenity, spanning 147 acres and offering a walking trail and significant natural and open space within the city. Muddy Creek Preserve (147 acres), Bunker Hill Park (10.6), Cedar Creek Estates Park (12 acres), and Creek Crossing Park (5.47 acres) remain undeveloped, presenting opportunities for future parkland development and conservation.

Sachse's park system is vital for enhancing the community's quality of life by providing accessible outdoor spaces and preserving natural areas. A more in-depth study of the system will be necessary to establish park categories and guide the future growth of parkland in the city. The last full Parks Master Plan was completed in 2010 and the 2017 Comprehensive Plan provided recommendations for Sachse's parks and open spaces. Since system-wide master plans are typically updated every five to seven years, updating this document would offer a deeper understanding of the current park system and provide a more detailed analysis for future expansion and improvements.

TABLE 8.1. SACHSE PARKS INVENTORY

MAP NUMBER	PARK NAME	LOCATION	ACREAGE	OWNERSHIP	DEVELOPMENT
1	Cornwall Park	1800 Cornwall Lane, Sachse, TX, 75048	0.24	City-Owned	Developed
2	Dave Sanford Park	4915 Miles Road, Sachse, TX, 75048	4.7	City-Owned	Developed
3	Firefighters Park	2841 5th Street, Sachse, TX, 75048	1.22	City-Owned	Developed
4	Heritage Park	4408 Hudson Drive, Sachse, TX, 75048	32.60	City-Owned	Developed
5	Ingram Park	3469 Ingram Road, Sachse, TX 75048	0.52	City-Owned	Developed
6	J.K. Sachse Park	4310 Ranch Road Sachse, TX 75048	5	City-Owned	Developed
7	Joe J. and Patricia D. Stone Park	6000 Laurel Crest Lane, Sachse, TX, 75048	3.97	City-Owned	Developed
8	Muddy Creek Preserve	5400 Pleasant Valley Road, Sachse, TX 75048	147	City-Owned	Undeveloped* (City-maintained trail through a portion of the preserve)
9	Salmon Park	4302 Williford Road, Sachse, TX, 75048	7	City-Owned	Developed
10	The Commons Park	3300 The Commons Parkway, Sachse, TX 75048	1.66	City-Owned	Developed
11	Woodbridge Clubhouse Park	Clubhouse Drive and Vista Hill Lane	3.18	HOA	Developed
12	Woodbridge Park 2	Glen Hollow Lane and Woodglen Lane	2.94	HOA	Developed
13	Ranch Park Village Park	4206 Caprock Canyon Road, Sachse, TX 75048	0.91	City-Owned	Developed
14	Bunker Hill Park	4900 Bunker Hill Road, Sachse, TX 75048	10.6	City-Owned	Undeveloped
15	Cedar Creek Estates Park	1 Cedar Elm Lane, Sachse, TX 75048	12	City -Owned	Undeveloped
16	Creek Crossing Park	7000 block of Creek Crossing Lane, Sachse, TX 75048	5.47	City-Owned	Undeveloped
17	Sachse on the Creek Park	4300 block of Williford Road, Sachse TX, 75048	9	City-Owned	Undeveloped



MAP 8.1. EXISTING PARKS IN SACHSE

PARK RECOMMENDATIONS

The following recommendations for Sachse's parks build upon the foundation established in the 2017 Comprehensive Plan. As Sachse continues to develop, ensuring equitable access to high-quality parks and recreational opportunities remains a priority.

– PARK SERVICE

Sachse residents have expressed that parks, trails, and indoor recreation opportunities are essential to their quality of life. This Comprehensive Plan uses a standards-based approach to guide future recommendations for Sachse. A more detailed Parks, Trails, and Open Space Master Plan could incorporate demand-based and resource-based approaches to further refine and prioritize future improvements and better position the city for future grant funding. The standards-based approach evaluates park acreage in relation to Sachse's current and projected population, helping to assess access and distribution of parks across the city. This analysis identifies coverage gaps and aligns Sachse's park facilities with national standards established by the National Recreation and Park Association (NRPA).

While this approach provides valuable insights, a comprehensive needs assessment conducted through a Parks, Trails, and Open Space Master Plan is necessary for a detailed analysis of Sachse's needs. **Table 8.2** outlines the city's current level of park service based on NRPA standards, providing a benchmark for future planning.

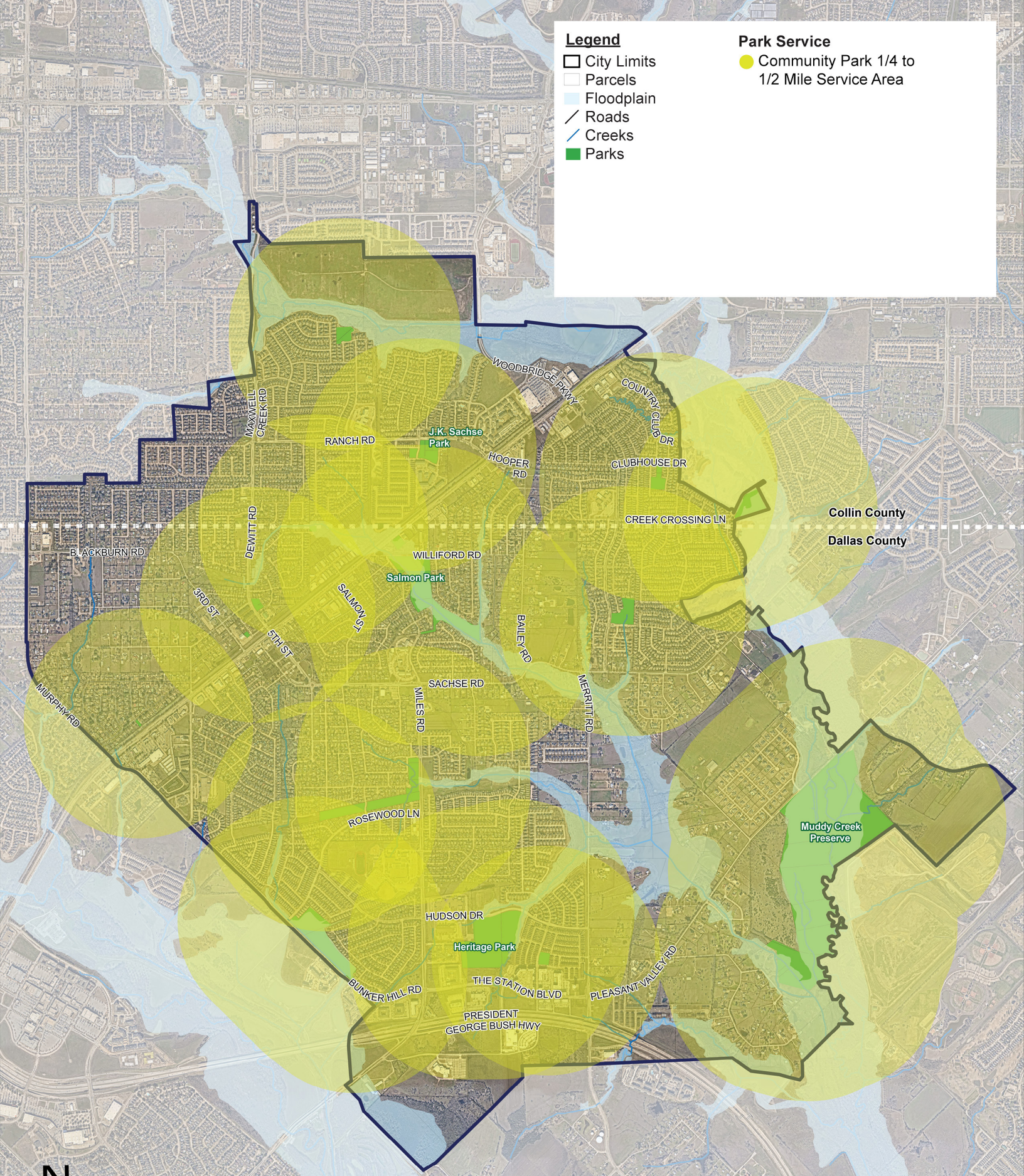
NRPA median criteria for jurisdictions between 20,000 and 49,999 people, says that they should have 11.2 acres of parkland per 1,000 residents. As of 2024, Sachse had a total of 248.01 acres of developed and undeveloped parkland, serving an estimated 29,375 residents. This results in an existing level of service (LOS) of 8.44 acres per 1,000 residents, which falls significantly below the NRPA standard. To meet the recommended LOS, Sachse would need an additional 80.99 acres of parkland. This deficit highlights the need for strategic land acquisition, adaptive reuse of underutilized spaces, and creative partnerships to expand the city's park system.

By 2050, Sachse's population is projected to grow to 34,023 residents, yet park acreage is expected to remain at 248.01 acres unless additional land is acquired. With this increase in population, the LOS would drop further to 7.29 acres per 1,000 residents, widening the deficit to 133.05 acres. If no additional parkland is added, the city risks further strain on existing parks, reduced recreational access, and missed opportunities for expanding trails and open space. To bridge the growing parkland gap, Sachse must prioritize land acquisition, partnerships, and innovative solutions to increase its recreational offerings.

Although Sachse falls short of NRPA acreage standards, most of the city is well-served based on park service areas—the geographic zones a park is designed to serve based on its size, amenities, and accessibility. These areas help assess park coverage, identify gaps, and guide future parkland acquisition. **Map 8.2** illustrates the city's current park service areas, showing which neighborhoods have access. Additionally, the Trust for Public Land's (TPL) Park Score indicates that 64% of Sachse residents live within a 10-minute walk of a park, exceeding the national median of 55% for urban areas.

TABLE 8.2. CITY LIMITS PARK SYSTEM LEVEL OF SERVICE

SACHSE EXISTING AND FUTURE PARKLAND LEVEL OF SERVICE					
YEAR	**POPULATION**	**PARK ACREAGE (DEVELOPED AND UNDEVELOPED)**	**NRPA STANDARD (PER 1,100 RESIDENTS)**	**EXISTING LOS (PER 1,000 RESIDENTS)**	**GAP**
2024	29,375	248.01	11.2	8.44 Acres per 1,000 Residents	80.99 Acre Deficit
2050	34,023	248.01	11.2	7.29 Acres per 1,000 Residents	133.05 Acre Deficit



MAP 8.2. PARK SERVICE AREAS IN SACHSE

– ACQUIRING LAND FOR FUTURE PARK DEVELOPMENT

As Sachse continues to grow and approach build-out, opportunities to acquire land for new parks must be approached strategically. With limited undeveloped land, the City must explore innovative solutions to expand park and recreational opportunities. A key strategy will be to identify underutilized land that can be transformed into valuable community assets.

One significant opportunity is the adaptive reuse of the decommissioned landfill located near the northern city limit for recreational purposes. By converting this site into a trail system and open space, Sachse can create a unique outdoor experience while making productive use of otherwise restricted land. This approach has been successfully implemented in other communities, where capped landfills have been transformed into hiking and biking trails, disc golf courses, and natural preserves. Establishing recreational trails in this space would enhance connectivity between neighborhoods and regional trails, providing residents with expanded outdoor activity options.

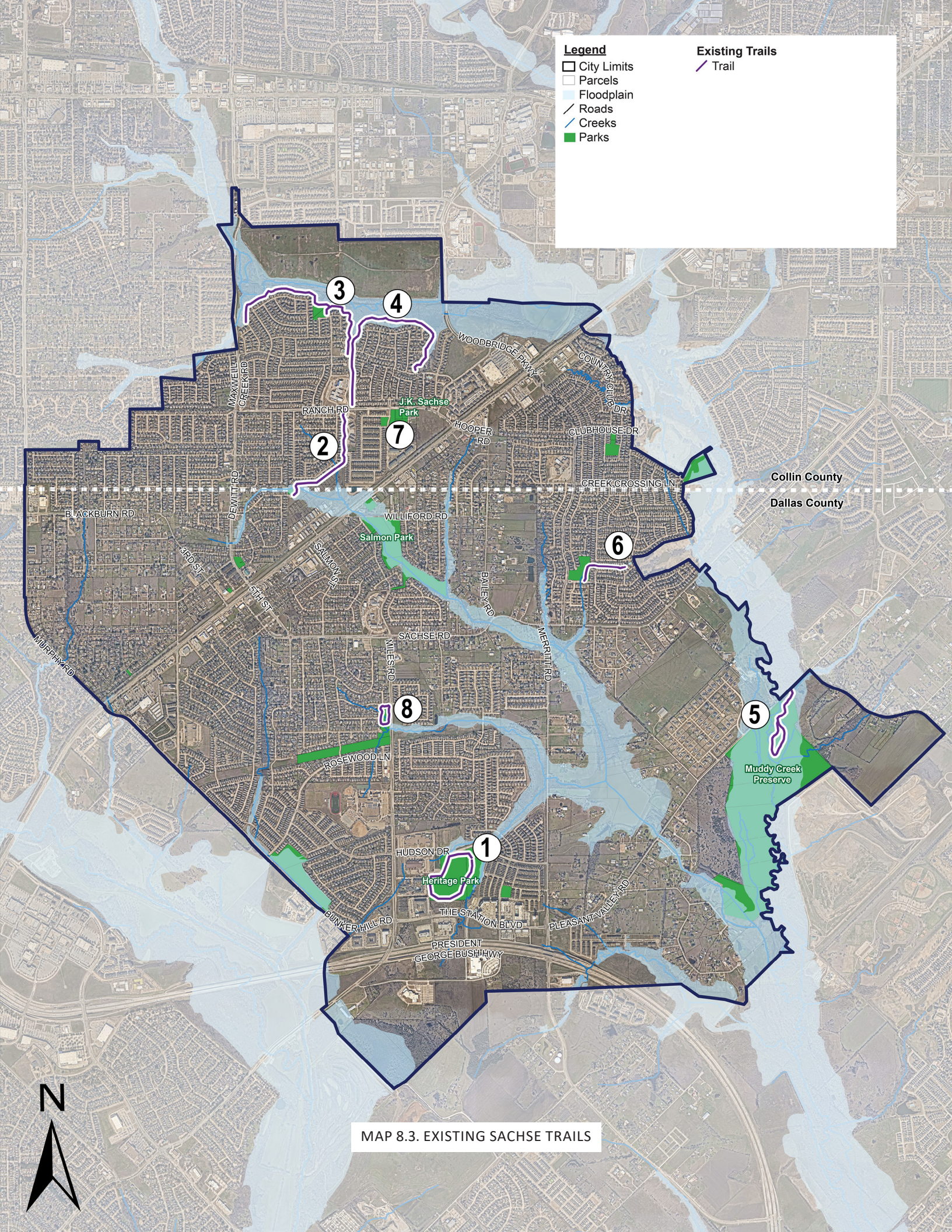
At 2,200 acres, Freshkills Park in New York is nearly three times the size of Central Park and the largest park developed in the city in over a century. Once the site of the world's largest landfill, Fresh Kills Landfill closed in 2001 by order of the New York State Department of Environmental Conservation and the City of New York due to environmental concerns, including the landfill's impact on surrounding communities, such as odor and waste accumulation. Since then, the site has been transformed into a multi-phase park, with engineered soil layers and infrastructure evolving the site into a vibrant space offering a variety of amenities for wildlife, recreation, science, education, and art.

After the landfill's closure, an International Design Competition Organizing Committee—comprising the Municipal Art Society (MAS), the New York State Department of State, the New York City Department of Sanitation, the New York City Department of Parks & Recreation, and the New York City Department of Cultural Affairs—sponsored the creation of a master plan for Freshkills Park. This plan integrates open grasslands, waterways, and engineered structures into a cohesive, sustainable park, symbolizing renewal and the reclamation of land. The park's design, engineering, and ecological restoration focus on environmental sustainability and reflect public concern for minimizing human impact.

Freshkills Park is being developed in phases, with a focus on connecting to surrounding communities. Once fully completed, it will offer expansive ecological habitats, opportunities for scientific research, public art installations, educational programming, and community engagement initiatives.

The transformation of Freshkills Park is made possible through partnerships with government agencies, cultural organizations, academic institutions, and donors. Most funding comes from Mayoral capital funds, with additional support from grants provided by the New York State Department of State, the New York State Office of Parks, Recreation, and Historic Preservation, and the Federal Highway Administration. The Congestion Mitigation and Air Quality Improvement (CMAQ) Program and the New York State Office of Coastal, Local Government & Community Sustainability have also contributed funds under Title 11 of the Environmental Protection Fund.

Additionally, public-private partnerships can be leveraged to develop parks within infill areas as the city nears build-out. Collaborating with developers, businesses, and community organizations can facilitate the creation of small-scale parks, plazas, and green spaces within new and redeveloped areas. Pocket parks, rooftop gardens, and shared-use agreements with schools and private developments can help maximize green space in high-density areas where large parkland acquisitions may not be feasible. Encouraging developers to incorporate public open spaces into their projects will ensure that future growth prioritizes accessibility to parks and recreation.



MAP 8.3. EXISTING SACHSE TRAILS

SACHSE TRAILS

Trails offer recreational opportunities for fitness and provide connections between community amenities. They are either multi-use or recreational and have different surface types. Hard-surface trails are typically concrete or asphalt, while soft-surface trails are permeable and typically gravel or aggregate. Currently, Sachse has 5.17 miles of trails.

TRAIL INVENTORY

TABLE 8.3. SACHSE TRAIL INVENTORY

TRAIL NUMBER	TRAIL NAME	MILEAGE	SURFACE TYPE
1	Heritage Park Trail	1.12	Hard Surface
2	Parkwood Trail	0.59	Hard Surface
3	Woodbridge Northwest Trail	0.92	Hard Surface
4	Woodbridge Northeast Trail	1.01	Hard Surface
5	Muddy Creek Trail	0.55	Hard Surface
6	Joe Stone Trail	0.28	Hard Surface
7	J.K. Sachse Park	0.45	Hard Surface
8	David Sanford Park	0.25	Hard Surface
		Total: 5.17	

– TRAIL RECOMMENDATIONS

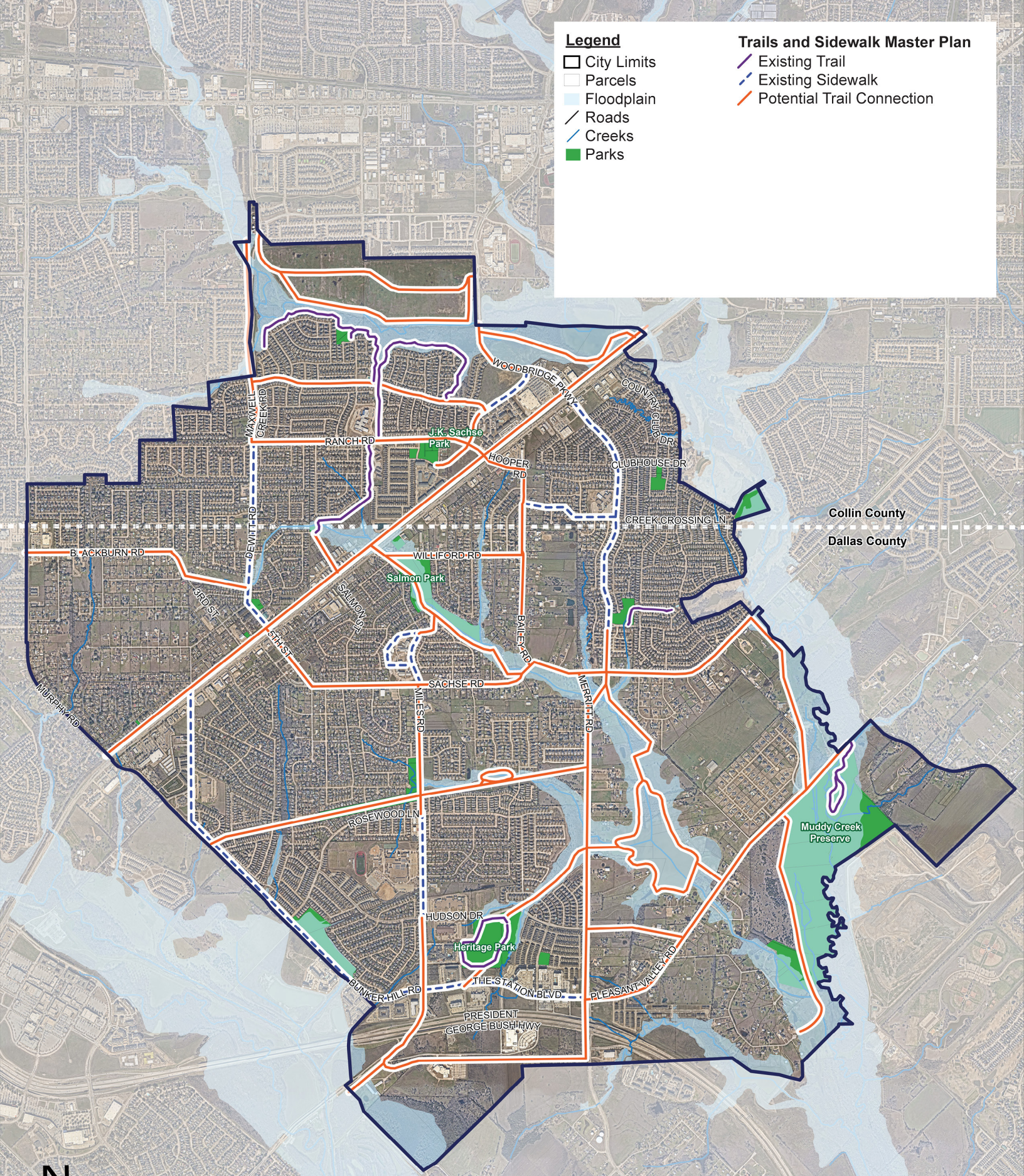
The NRPA recommends jurisdictions with populations between 20,000 and 49,999 people to have 10 miles of trails. Sachse currently has 5.17 miles of trails, resulting in a deficit of 4.83 miles needed to meet this standard. A well-connected trail system is essential for improving Sachse's mobility, recreation, and regional connectivity. Expanding the city's trail network will provide residents with safe, accessible routes for walking, biking, and outdoor recreation while strengthening connections to parks, schools, neighborhoods, and commercial areas.

One key recommendation is to create a trail across the decommissioned Maxwell Creek Landfill, transforming the space into a valuable recreational corridor. This trail would link directly to the Six Cities Regional Trail, which connects Sachse to neighboring cities like Plano, Allen, and Garland. This regional alignment would enhance cross-city mobility, support alternative transportation options, and provide residents with expanded outdoor opportunities beyond City Limits.

In addition to regional connections, developing multi-use trails that link parks to major destinations, such as schools, neighborhoods, and commercial areas, will improve access to daily activities without relying on cars. These trails should be designed for pedestrians and cyclists, ensuring safe and convenient travel throughout the city.

Another priority is promoting walkability by filling gaps in sidewalk connections to create a more continuous and accessible pedestrian network. Addressing these missing links will improve safety, accessibility, and connectivity for all residents, especially in areas where existing sidewalks are fragmented. Updating street typologies to incorporate multi-use trails in cross-sections will enhance multimodal connectivity and improve access for pedestrians and cyclists. These updates can include wider sidewalks, protected bike lanes, or shared-use paths to create a safer and more connected active transportation network where sufficient right-of-way exists. Prioritizing major corridors, collector streets, and areas near parks, schools, and commercial hubs will ensure that trails seamlessly integrate with existing infrastructure, promoting walkability and alternative transportation throughout Sachse. Additional recommendations can be found in **Chapter 6: Mobility** for a more detailed approach to enhancing city-wide connectivity.

Map 8.4 displays the updated Trails and Sidewalk Master Plan. The updated trail and sidewalk map builds upon the existing Trails and Sidewalks Master Plan from the 2017 Comprehensive Plan, incorporating new insights from public feedback and City workshops. These updates reflect the evolving needs and priorities of Sachse residents, addressing key connectivity gaps and opportunities for expansion.



MAP 8.4. TRAILS AND SIDEWALK MASTER PLAN

SACHSE RECREATIONAL FACILITIES

Public recreation facilities in Sachse play a vital role in the community by providing spaces for sports, fitness, and social gatherings. These facilities, which may include recreation centers, sports fields, and community event spaces, serve as hubs for organized activities, youth programs, and public events, enriching the quality of life for residents of all ages. As Sachse grows, ensuring access to modern, well-maintained recreation facilities is essential for meeting the community's diverse needs, supporting active lifestyles, and strengthening neighborhood connections. **Table 8.4** displays the existing recreational facilities in Sachse.

The NRPA recommends that jurisdictions with populations between 20,000 and 49,999 people have one community center for every 27,858 residents. At full build-out, Sachse's population will exceed this threshold but would not necessarily require an additional community center. Instead, prioritizing maintenance and facility upgrades will ensure that the existing center continues to meet the community's needs. Additionally, expanding programming to serve a wider range of age groups, including youth, seniors, and young professionals, can help maximize the facility's impact. Offering diverse activities such as fitness classes, arts programs, and intergenerational events will enhance community engagement and ensure the center remains a valuable asset for all residents.

During the engagement process, many residents expressed interest in an aquatic center. According to NRPA standards, a city of Sachse's projected size could support one aquatic center at full build-out. If the City pursues a new recreational facility, an aquatic center could be a viable option to serve the growing population. However, further analysis would be needed to assess feasibility, costs, and long-term sustainability before making a decision.

TABLE 8.4. SACHSE RECREATIONAL FACILITY INVENTORY

FACILITY NAME	LOCATION	AMENITIES
Michael J. Felix Community Center	3815-E Sachse Road Sachse, TX 75048	Gym, indoor walking track, classrooms, game room, and meeting room
Sachse Public Library	3815-C Sachse Road Sachse, TX 75048	Meeting room and restrooms
Laurie Schwenk Senior Center	3815-A Sachse Road, Sachse, TX 75048	Multipurpose room, classroom, library, billiard room, exercise room, kitchen

PARKS, TRAILS, AND OPEN SPACE ACTION ITEMS

- **Parks, Trails and Recreation Master Plan.** Create a long-term vision for parks, trails, and open space that aligns with future growth patterns and community needs, and that meets the requirements of the Texas Parks and Wildlife to maximize funding opportunities. (PT 1.1)
- **Park Priority Areas.** Identify priority areas for park expansion, trail development, and preservation of open space. (PT 1.2)
- **Future Land Use Alignment.** Ensure the Parks, Trails, and Recreation Master Plan integrates with the Future Land Use Plan to support equitable access to recreational amenities. (PT 1.3)
- **Park Infill.** Identify underutilized parcels and vacant land in high-growth areas for conversion into parks or open space. (PT 1.4)
- **Park Impact Fees.** Utilize park impact fees and other funding mechanisms to support strategic land acquisition. (PT 1.5)
- **Partnerships.** Establish agreements that ensure ongoing maintenance and public access to privately owned open spaces. (PT 2.1)
- **Regional Coordination.** Coordinate with regional partners, such as nearby cities and county agencies, to enhance connectivity to existing trail systems. (PT 2.2)
- **Sidewalks.** Require pedestrian-friendly design elements in new developments, such as wider sidewalks, shade trees, and safe crossings. (PT 2.3)
- **Trail Connections.** Explore trail connection opportunities along creeks and riparian areas to expand the trails network and make efficient use of underutilized floodplain parcels. (PT 2.4)
- **Funding.** Explore funding sources such as park dedication fees, bond programs, and state or federal grants. (PT 3.1)
- **Park Compatibility.** Ensure new parks complement surrounding land uses, contributing to placemaking and economic vitality. (PT 4.1)
- **Development Requirements.** Further study requirements for new mixed-use and residential developments to integrate high-quality park and trail facilities. (PT 4.2)
- **Electrical Easements.** Coordinate with utility providers to gain access to electrical easements for park/open space, recreational, or trail use. (PT 4.3)



CHAPTER 9

INFRASTRUCTURE AND PUBLIC SERVICES

SHAPING SACHSE

Community Driven, Future Focused.

INTRODUCTION

As the City of Sachse grows and develops, it will be crucial for the infrastructure and public services to be evaluated, improved, and sustained. Having effective infrastructure in place ensures that critical infrastructure holds up to the standards and regulations required of public entities. It is essential for the City to provide adequate services to current residents and future residents in tandem with growth.

INFRASTRUCTURE AND PUBLIC SERVICES POLICIES

The policies in this section guide the future of infrastructure and public services within the community. They focus on maintaining and enhancing essential utilities, transportation systems, and community facilities to support growth, resilience, and a high quality of life. The Infrastructure and Public Services policies are outlined below.

- Ensure the long-term reliability of Sachse's water and wastewater infrastructure.
- Support safe and efficient mobility, while incorporating long-term asset management practices.
- Integrate smart technology, climate resilient materials and sustainable design in public infrastructure projects.
- Ensure that infrastructure investments align with community growth and development priorities, providing high-quality, reliable services equitably across all areas of the city.
- Reduce flood risks and protect water quality through improvements to stormwater infrastructure.

WATER AND WASTEWATER

Water and wastewater infrastructure are essential for supporting quality of life and allowing continued growth in the city. A well developed and maintained water conveyance system transports treated water to residents through a network of storage tanks, pump stations, and pipe networks providing clean water for drinking, irrigation, and other public water uses throughout the city. The wastewater collection system utilizes a combination of gravity pipes, lift stations, and force mains to transport wastewater to be properly treated. Over time, infrastructure can become less effective at meeting the community's current needs through aging, leakage, or poor maintenance. It is important for the City to plan financially to tackle existing system deficiencies, design and construct required system expansions and proactively support and maintain the existing system to provide quality infrastructure for current and future residents.

DRAINAGE

Effective drainage is essential to managing stormwater, preventing flooding, protecting property, and preserving the natural environment. A well-designed drainage system ensures that rainwater is safely and efficiently directed away from developed areas, reducing the risk of water damage and safeguarding public health. As urbanization increases and climate patterns evolve, it becomes even more critical to adopt proactive strategies for managing stormwater and protecting vulnerable areas. This section of the Plan focuses on enhancing the community's drainage infrastructure, addressing existing challenges, and planning for future needs. By emphasizing sustainable drainage practices, such as green infrastructure, floodplain management, and water quality improvement, this Plan aims to mitigate the impacts of stormwater, promote resilience, and protect the community's long-term well-being.

ROADWAY

The transportation system is a critical component of a community's infrastructure, directly influencing its economic vitality, accessibility, and overall quality of life. It encompasses a wide range of modes, including roads, pedestrian pathways, cycling infrastructure, and freight systems. A well-developed and efficiently managed transportation network not only supports daily activities but also enables future growth, sustainability, and mobility for all residents. This Plan provides a framework for enhancing the transportation system, addressing current needs and future demands, maximizing the capacity of the current transportation system, promoting safe and convenient travel, and reducing congestion. By prioritizing multimodal solutions, innovative technologies, and equitable access, this Plan seeks to create a transportation environment that is inclusive, efficient, and adaptable to the evolving community needs.

COMMUNITY INFRASTRUCTURE

WATER AND WASTEWATER

The City provides water to residents and businesses within the City Limits. Water service is imperative to support health and sustain growth in the community. Providing and maintaining the required water demand within the City Limits will continue to be essential to the City as growth occurs. The City receives its treated water from North Texas Municipal Water District (NTMWD). This is crucial because the City does not own or operate their own water treatment plant. The City works closely with NTMWD to ensure it receives enough treated water for its constituents. As a customer of NTMWD, the City receives its water at two metered delivery points within City Limits, the Maxwell Creek Pump Station and the Public Works Pump Station, as shown in **Map 9.1**.

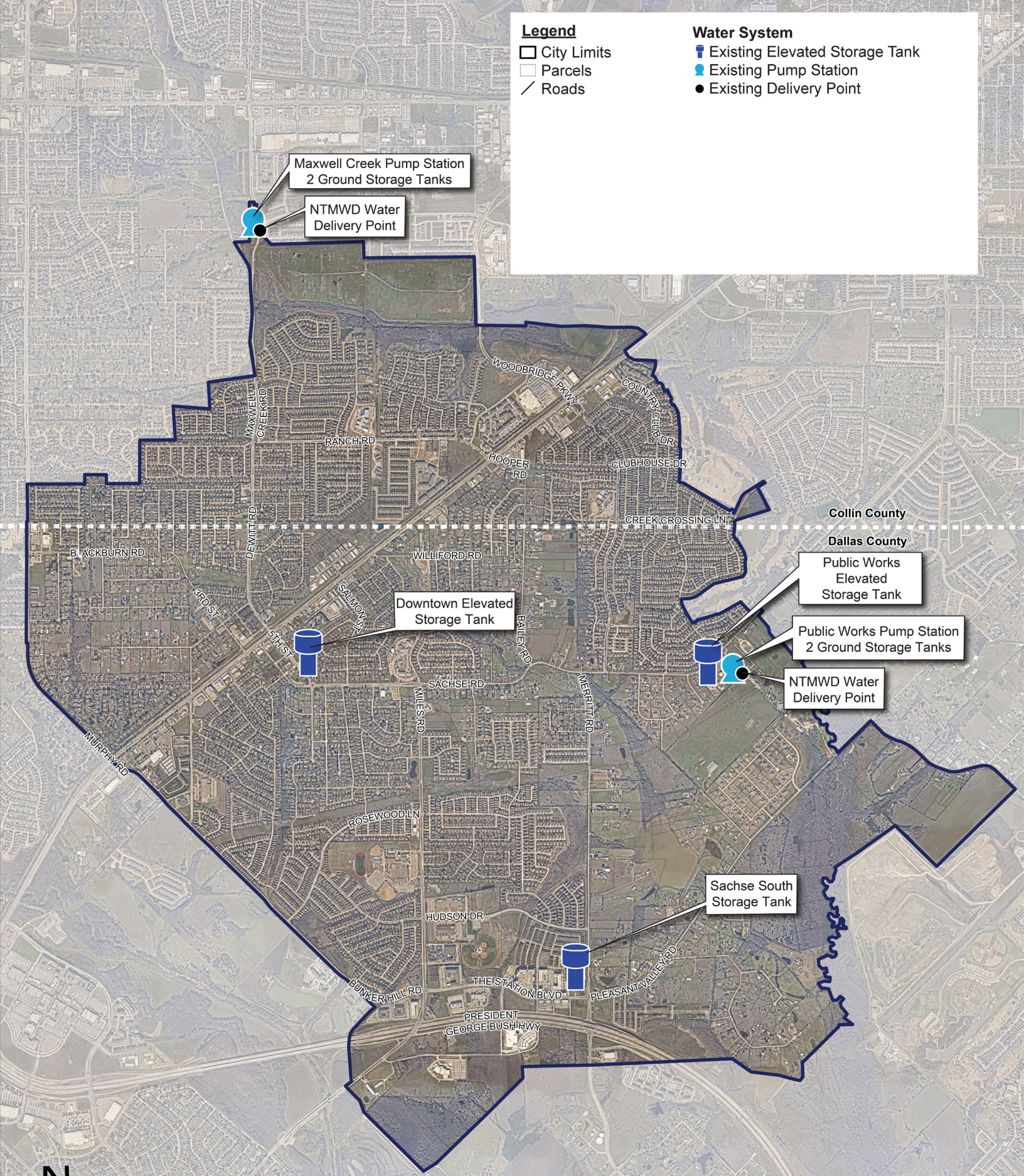
The City has two existing pump stations, Maxwell Creek Pump Station on the north side and Public Works Pump Station on the east side. Each pump station includes two ground storage tanks, which provide reliable water supply, accommodate additional storage for emergencies, and help mitigate fluctuations in system demands. Storage tanks are typically drained during high demand times and filled as the City receives water from NTMWD during times of lower demand. Additionally, the City has three elevated storage tanks: Sachse South Elevated Storage Tank, Downtown Elevated Storage Tank, and Public Works Elevated Storage Tank, as shown in **Map 9.1.** Elevated storage tanks serve similar purposes as ground storage tanks, but with the added benefit of being able to help maintain system pressures. The City also has distribution and transmission lines which traverse the city and deliver water to residents. These pipelines range in age and size and provide water service for current and future developments.

The current infrastructure has been sufficient to support current demand within the city. Planning for future growth and demand in Sachse may require modifications to the existing system or construction of additional infrastructure. With growth, there may be a need for additional pumping, storage capacity, and distribution piping to adequately meet increased demands. With that in mind, it is important for the City to continue to project future growth and plan for anticipated future needs. It is also important for the City to evaluate, maintain, and rehabilitate existing deficiencies and aging infrastructure, as needed. Aging infrastructure can affect the overall water quality provided or become a potential risk for future failure. Maintaining current water infrastructure is vital and includes assessing current water assets, proactively repairing leaks or other identified deficiencies, and prioritizing maintenance of existing infrastructure. In 2024, the City of Sachse initiated a Water and Wastewater Master Plan Update, which is currently underway.

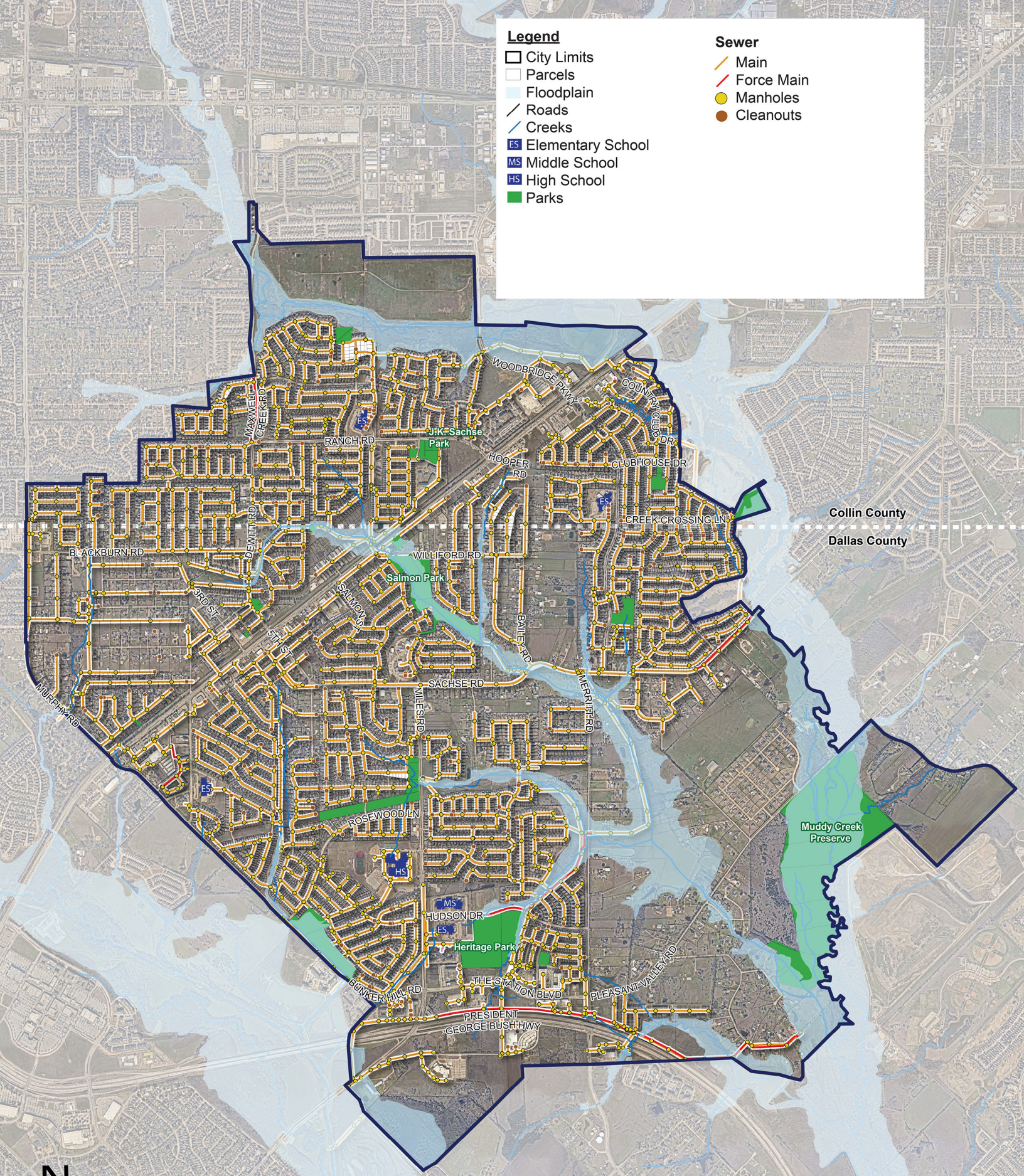
The City currently has a water conservation plan to help alleviate high water demands on the system. They also have an online water usage system on the website for residents to help identify issues in real time and allow the City to more efficiently mitigate issues or repair infrastructure, as needed.

Wastewater infrastructure is vital to the health and welfare of the community. The City has invested in wastewater infrastructure through evaluating current issues such as inflow and infiltration (I&I), age, and odor control. Within wastewater systems, I&I can have a significant effect on the overall system as excess water can enter the wastewater system and increase the flow. It is important to manage I&I due to its ability to influence the available capacity in the collection system, as well as at a wastewater treatment plant. With increased flow from the City, the treatment plant will experience higher peaks and treat excess water. This will decrease available capacity for future growth and increase operational costs at the treatment plant. Sanitary Sewer Overflows (SSO) are another issue that can impact the current wastewater system as sewage leaks occur at manholes and can contaminate the City's water. These leaks can be caused by insufficient capacity, increased flow caused by I&I, clogged pipes, or other factors. Reporting issues in the wastewater collection system allows the City to prioritize the crucial areas in need of maintenance or repair.

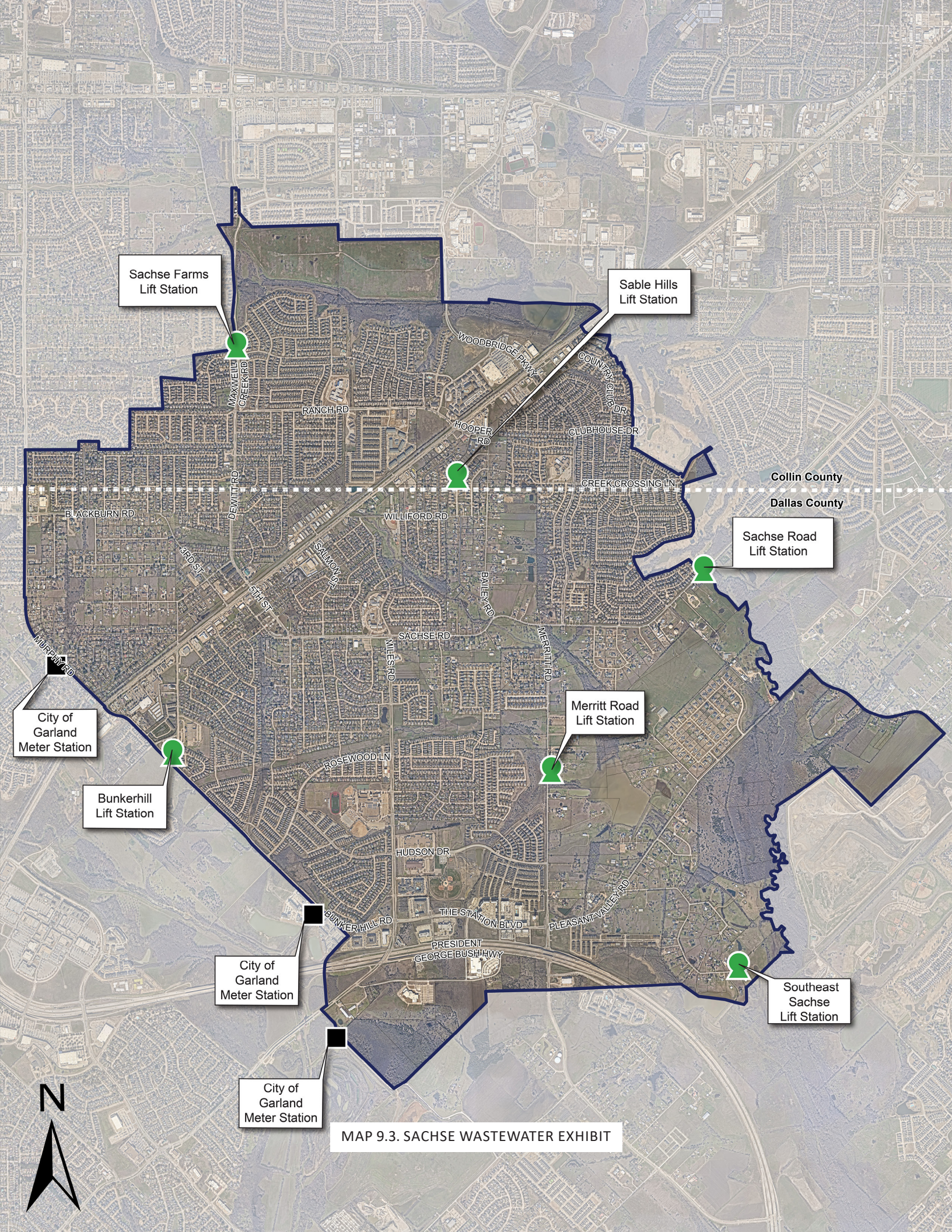
The City's current wastewater collection system consists of collector and interceptor piping across the entire City Limits. Currently, the City also owns and operates six lift stations, as seen in **Map 9.3**. These lift stations allow the City to pump flow from low lying areas in the system back into the gravity collection system. The City also utilizes three meter stations, which are owned and operated by the City of Garland. Since Sachse does not treat its own wastewater, the City of Garland receives wastewater from Sachse at these meter stations on the west side of the city, as seen in **Map 9.3**. Flows received at these meter stations are then treated at the City of Garland's Rowlett Creek Wastewater Treatment Plant (RCWWTP).



MAP 9.1. SACHSE WATER EXHIBIT



MAP 9.2. SACHSE SEWER EXHIBIT



MAP 9.3. SACHSE WASTEWATER EXHIBIT

DRAINAGE

A large portion of the city contains underground storm systems that collect rainwater and direct it to nearby ditches, creeks, ponds, lakes, and floodplains. Where open ditches are used along roadways within the right-of-way, the City should make sure to keep them clean of debris to prevent flooding and stop the blockages from moving downstream into larger channels.

There are a number of detention and retention ponds used throughout the city. These ponds should be regularly maintained to ensure that the intended storage volumes are provided and outfalls are working properly. As additional areas are developed, the City should continue to take drainage considerations seriously, ensuring that all developments are properly mitigating any additional runoff created by increased impervious areas, studying all potential adverse impacts to downstream property owners. Areas of known drainage issues should be added to all nearby studies to identify areas of improvement.

Retention ponds are not only functional, but they can also be aesthetically pleasing. If leveraged appropriately, the City has the opportunity to enhance the landscape of Sachse, create a more natural feel in an otherwise urban environment, and couple amenities along walking trails that can bring the community together. The City of Sachse encourages regional solutions to detention and drainage.

ROADWAY

Sachse has an impressive network of roadways strategically laid out to allow its residents to efficiently get where they need to go. A hierarchy of road classifications is used, from high-capacity, high-speed thoroughfares to move vehicles larger distances to local/collector streets that provide access to neighborhoods and commercial zones. SH-78 and PGBT serve as the two main Principal Arterials within the City Limits. They provide regional connectivity to the east and west, with SH-78 also offering direct connections south to Garland and north to Wylie. Murphy Road, at the northwestern corner of the city, also serves as a Principal Arterial and provides connectivity to the northern communities. Much of the commercial development in the city is located adjacent to these thoroughfares.

As the number of undeveloped parcels continues to decrease, finding land that is attractive to developers will become increasingly difficult. Coordination and communication with developers to determine alternate solutions for road alignments and connector street locations may be key to unlocking additional land for development, which can bring value to the community in many ways. Another way to enhance the marketability of land, especially along larger thoroughfares, is investing in aesthetic improvements to both the parkways and medians and providing adequate pedestrian facilities to promote a safe, community feel.

The Sachse Master Thoroughfare Plan identified a few locations where new roadways will be constructed. Extending Country Club Drive and connecting/aligning Merritt Road with Woodbridge Parkway will improve traffic flows to the south and the southeast. The Master Thoroughfare Plan also identified locations where the existing lane configuration does not provide the level of service the thoroughfare calls for. Expanding the existing roads to the proper sections will provide for a more efficient system and less congestion on the system. It will also prevent speeding issues on residential streets by removing cut-through traffic and moving them to collectors that are designed for higher speeds.

It is important that roadway expansion is not only a reactive action based on congestion. Proactively planning in undeveloped areas will provide greater access to future commercial developments and can lead to increased sales tax collections by the City. The City should prioritize substandard roadways and identify any areas with either asphalt or open ditch roadways for improvements. The City has already identified capital improvement projects that are eligible to use roadway impact fees as a funding method.

Sachse also has a Trail and Pedestrian Connectivity Map that identifies potential trail connections and areas of enhanced pedestrian crossings. Connected trail systems not only encourage healthy lifestyles, but they also provide increased safety and accessibility for all residents. Pedestrian infrastructure is an item that is overwhelmingly important to many Sachse citizens. Providing connected trail systems and wide, maintained pathways should also be a focus of the City. Many of the identified trail connections are along roads identified on the Master Thoroughfare Plan and should be included as part of any road construction project. As funding is identified, these projects should be pushed forward to further the City's commitment to provide safe and connected pathways for pedestrians and bicyclists.

COMMUNITY PARTNERSHIPS

DALLAS AND COLLIN COUNTIES

Dallas and Collin counties both provide funding opportunities that should be pursued. These programs can help fund many different types of projects including roadway, pedestrian, biking, and parks infrastructure. Collin County published a Future Mobility Study in December 2024 that analyzed the major thoroughfares in the eastern half of the county. The results of the study show that even with the additional roadways identified in the report, the SH-78 corridor will experience high volumes of traffic and congestion. It determined that additional transportation improvements are needed to address mobility and connectivity issues. As the future of SH-78 continues to be studied and discussed, it is crucial for the City to be at the table ensuring Sachse's best interests are considered.

TXDOT

TxDOT is responsible for managing highways, roads, and bridges statewide. They also provide valuable resources, expertise, and funding for local projects. TxDOT maintains SH-78, a key thoroughfare through Sachse, making a strong partnership with TxDOT essential for the City's growth and development. This collaboration can help improve transportation infrastructure, enhance safety, and support regional development. Through this partnership, Sachse can work with TxDOT on transportation planning for both local and regional projects, including improving key corridors and intersections, updating traffic models, and addressing infrastructure needs. TxDOT offers funding for road repairs, new highways, bridge improvements, and public transit initiatives. For large-scale projects, like highway expansions, cost-sharing agreements can ease the financial burden on both parties.

Sachse can also collaborate with TxDOT on traffic safety improvements, such as installing traffic signals, lighting, and intelligent traffic systems. By identifying high-risk areas, TxDOT can help with funding and technical support for safety upgrades. TxDOT's vast data on traffic patterns, road conditions, and incidents can also guide better planning and management, from optimizing traffic flow to identifying future needs. TxDOT also supports cities in managing stormwater and drainage infrastructure, offering both technical assistance and funding for flood control projects along highways and roads in the city.

By partnering with TxDOT, Sachse can tackle transportation challenges, improve mobility, and create a safer, more efficient, and sustainable transportation system that benefits both the city and the surrounding region.

NORTH TEXAS TOLLWAY AUTHORITY

The North Texas Tollway Authority (NTTA) is a regional agency responsible for the planning, construction, operation, and maintenance of toll roads and related infrastructure across North Texas. NTTA operates a network of tollways designed to improve traffic flow, reduce congestion, and provide efficient travel options for commuters. In Sachse, NTTA manages PGBT and ensures the ongoing maintenance of the toll road, keeping it safe and efficient.

Sachse can partner with NTTA to improve access to PGBT. Upgrading interchanges can ease traffic flow, improve access to major highways, and reduce congestion on local roads. Furthermore, Sachse can collaborate with NTTA to extend local roads, connecting them to the tollway system and enhancing regional mobility. Expanding these roads would allow Sachse residents to travel easier throughout the Dallas-Fort Worth metroplex.

Toll roads also play a significant role in stimulating economic growth by providing better access to commercial and residential developments. Sachse can work with NTTA to align expansions with the City's growth plans, improving access to business parks, retail centers, and residential areas. Enhanced tollway access will also make Sachse more attractive to businesses, as it reduces commute times and connects the city to regional hubs, which can lead to increased investment and job creation.

In addition, Sachse and NTTA can collaborate on safety projects at key intersections, especially near toll road on- and off-ramps. This could include adding lighting, improving signage, or redesigning high-risk intersections to reduce accidents and enhance driver safety. For major infrastructure projects, such as new interchanges, toll road extensions, or road improvements, like with TxDOT, Sachse can negotiate cost-sharing agreements with NTTA. This partnership allows the City to benefit from tollway projects while sharing the financial burden, making large-scale upgrades more feasible.

Through collaboration with NTTA, Sachse can improve local infrastructure, stimulate economic development, enhance safety, and promote sustainable transportation. By improving access to tollways, investing in safety measures, and pursuing cost-sharing opportunities, Sachse can create a more connected, efficient, and prosperous community. This partnership ensures the city is well-positioned to meet future transportation needs while contributing to the broader regional transportation network.

HOMEOWNERS ASSOCIATION

HOAs are often responsible for the maintenance and upkeep of common areas within residential areas. Fostering good working relationships with HOAs will provide the City with better insight into the management of key drainage infrastructure, like detention ponds and outfall structures. The City should contemplate offering incentives to HOAs and single-family neighborhoods that construct public facilities. Examples of this may include public parks and walking trails with amenities around retention ponds that are open to the public and not restricted to use by the residents of that neighborhood. This will provide public spaces that residents desire in Sachse without having an impact on the City's maintenance budget. Relationships with existing HOAs can help provide increased awareness of incentives that future HOAs may be looking for.

NORTH TEXAS MUNICIPAL WATER DISTRICT

NTMWD serves 13 member cities and 34 customer cities within its service area. They provide treated water, wastewater collection and treatment, and solid waste management. The City of Sachse is currently a customer city and receives their potable water from NTMWD. Water delivered to Sachse is provided from a combination of the Wylie and Leonard treatment plants. These plants receive their source water from Lavon Lake. Sachse contracts directly with NTMWD for water supply and receives its water at the two existing metered delivery sites at Maxwell Creek Pump Station and Public Works Pump Station.

NTMWD implemented a water conservation plan and requires each of its members and customers to create and continue to update their plan to follow NTMWD rules and regulations. This allows all members and customers to conserve their water sources and resources, along with informing NTMWD of their anticipated build out demands to allow for future planning. Through the conservation plan, NTMWD provides information about educational campaigns, metering, and more. They also host various meetings to allow members and customers to stay informed and engage their residents in water conservation. NTMWD has a water resource and emergency management plan in place when evaluating how to save water during droughts, water shortages and emergencies.

Continued partnership with NTMWD includes the City of Sachse communicating its current and future water demand needs. By understanding the future build out demand projections of the City, NTMWD can strategically plan and allocate resources to continue to provide sufficient water supply.

CITY OF GARLAND

The City of Garland owns and operates Rowlett Creek Wastewater Treatment Plant (RCWWTP), which treats all the wastewater from Sachse and other cities nearby. Currently three metering stations allow the City of Garland to collect the City of Sachse's wastewater and bill Sachse accordingly for the wastewater that is sent to be treated. It is important for the City of Sachse to utilize the RCWWTP to treat their wastewater properly and in accordance with state and national rules and regulations. When sending wastewater to the treatment plant, it is important for Sachse to provide updated build out flows to the City of Garland so they can plan accordingly for the future. Additionally, it is important for Sachse to assess and mitigate Inflow & Infiltration (I&I) within their collection system to reduce the amount of excess flow being transferred to and treated by Garland. Reduction in I&I can help maintain the quality and life span of Sachse's wastewater infrastructure, reduce the City's costs for treatment from the City of Garland, and provide additional capacity at the RCWWTP for future growth.

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

NCTCOG is a voluntary association of local governments in the North Central Texas region. Its primary purpose is to provide regional planning and coordination services to local governments in the area, including cities, counties, and other local entities. NCTCOG helps local governments coordinate on long-term planning, such as transportation, land use, and environmental protection, to ensure that the region develops in an organized, sustainable manner. It plays a key role in managing and improving transportation systems across the region to address traffic congestion and promotes regional economic growth by attracting businesses and supporting workforce development. NCTCOG administers various state and federal grants for local governments to fund transportation, environmental, and community development projects. NCTCOG's Mobility 2045 document identified several projects in Sachse, including providing additional lanes to Sachse Road, Merritt Road, and Blackburn Road, that should be discussed by the two agencies in more detail.

CAPITAL IMPROVEMENT PROGRAM

CRITICAL INFRASTRUCTURE PLAN

This section reviews the Capital Improvements Plan (CIP) and other planning documents for the City of Sachse by organizing projects within the six designated Catalyst Areas. Each project has been assigned a priority level from 1 to 3, based on its relative importance and potential impact on both the catalyst area and the city. The CIP focuses on three core types of infrastructure: roadways, water, and wastewater systems. Additionally, every project has been assigned a corresponding map reference number to aid in identification.

Priority 1:

- The projects are critical to addressing current traffic, safety, or infrastructure issues and are directly tied to areas of high growth. Have the most impact on the city.

Priority 2:

- While not as urgent as Priority 1, they are important for maintaining the City's infrastructure, improving quality of life, and preparing for moderate growth.

Priority 3:

- Important for maintaining the City's infrastructure, improving quality of life, and preparing for moderate growth. Not an Immediate need and affects the least number of individuals.

PGBT CATALYST AREA ROADWAY PROJECTS					
PROJECT NUMBER	**MAP REFERENCE NUMBER**	**PROJECT COST**	**PROJECT DESCRIPTION**	**JUSTIFICATION**	**PRIORITY**
R-12-13	R1	$36,500,000	Reconstruction of existing Merritt Road from a 2-lane roadway to a 4-lane divided arterial, spanning approx. 1.5 miles.	Enhanced safety and improvements for Regional traffic along Merritt Road and Sachse Road.	1
R-13-03	R2	$300,000 (for design)	Joint project with Dallas County and the City of Wylie to improve Pleasant Valley Road.	Enhanced safety and improvements for regional traffic along Pleasant Valley Road.	1
TBD	R3	$6,801,800	Build 3-lane undivided section	Improve traffic flow and reduce delays caused by left-turning vehicles.	1
TBD	R4	$2,485,000	Build 3-lane undivided section.	Improve traffic flow and reduce delays caused by left-turning vehicles.	1
TBD	R5	$1,292,200	Build a 3-lane undivided section	Improve traffic flow and reduce delays caused by left-turning vehicles.	1

PGBT CATALYST AREA WATER PROJECTS					
PROJECT NUMBER	MAP REFERENCE NUMBER	PROJECT COST	PROJECT DESCRIPTION	JUSTIFICATION	PRIORITY
C8	W1	$1,345,095	Bunker Hill Road 12-inch Water Line.	Support current and future development by increasing system capacity and improving water pressure and reliability.	1
D1	D1	Developer Funded	Developer initiated proposed water line.	Looping to provide adequate pressure and fire flow for new development.	1

PGBT CATALYST AREA WASTEWATER PROJECTS					
PROJECT NUMBER	MAP REFERENCE NUMBER	PROJECT COST	PROJECT DESCRIPTION	JUSTIFICATION	PRIORITY
SS-24-19	WW1	$60,000	Grouting and replacement of sewer main manhole covers and implementation of technology for reductions in sewer odor.	Wastewater system improvements and odor remediation.	2

OLD TOWN CATALYST AREA ROADWAY PROJECTS					
PROJECT NUMBER	MAP REFERENCE NUMBER	PROJECT COST	PROJECT DESCRIPTION	JUSTIFICATION	PRIORITY
R-25-04	R6	$150,000	Asphalt overlay of 4th Street (Dewitt Street to Floyd Street), Sachse Street (4th Street to 5th Street), and Floyd Street (4th Street to 5th Street).	Staff has identified necessary repairs based on PASER ratings.	2
14	R7	TBD	Improve Sachse Road from Highway 78 to the roundabout near West Creek Lane.	Improve traffic flow and reduce congestion.	2
N/A	R10	TBD	Consider the reconstruction of existing Boone Street and Billingsley Street.	Enhanced safety and improvements for local traffic.	2

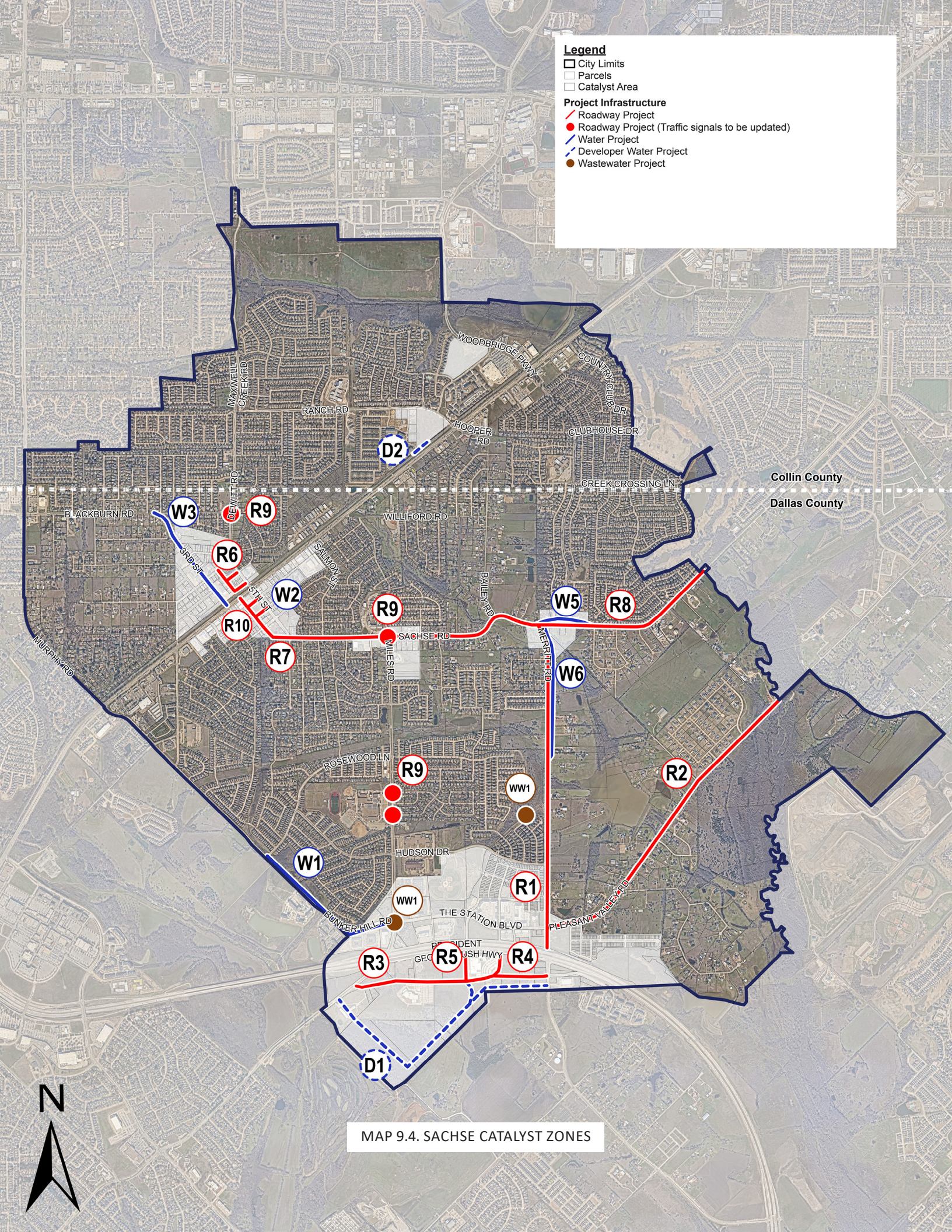
OLD TOWN CATALYST AREA WATER PROJECTS					
PROJECT NUMBER	MAP REFERENCE NUMBER	PROJECT COST	PROJECT DESCRIPTION	JUSTIFICATION	PRIORITY
W-24-15	W2	$205,000	Internal cleaning of water storage tanks.	Water quality regulations, and routine maintenance.	1
W-24-14	W3	$630,000	Replacement of a water main on Third Street from Blackburn Drive to State Highway 78.	Additional capacity, older system improvements, and improving the quality of life for residents.	2

MERRITT & SACHSE RD CATALYST AREA ROADWAY PROJECTS					
PROJECT NUMBER	MAP REFERENCE NUMBER	PROJECT COST	PROJECT DESCRIPTION	JUSTIFICATION	PRIORITY
R-12-13	R1	$36,500,000	Reconstruction of existing Merritt Road from a 2-lane roadway to a 4-lane divided arterial, spanning approx. 1.5 miles.	Enhanced safety and improvements for Regional traffic along Merritt Road and Sachse Road.	1
3	R8	$17,281,400.00	Build a 4-lane divided section approximately 400 feet east of Bryan Street/Miles Road to East City Limits.	Roadway safety and improving the quality of the street condition.	1

MERRITT & SACHSE RD CATALYST AREA WATER PROJECTS					
PROJECT NUMBER	MAP REFERENCE NUMBER	PROJECT COST	PROJECT DESCRIPTION	JUSTIFICATION	PRIORITY
C2	W5	$1,968,315	Sachse Rd 18-inch Water Line.	Support current and future development by increasing system capacity and improving water pressure and reliability.	2
C3	W6	$1,905,821	Merritt Road 16-inch Water Line.	Provide adequate capacity and pressure for anticipated development in the area.	2

MILES & SACHSE RD CATALYST AREA ROADWAY PROJECTS					
PROJECT NUMBER	**MAP REFERENCE NUMBER**	**PROJECT COST**	**PROJECT DESCRIPTION**	**JUSTIFICATION**	**PRIORITY**
R-24-04	R9	$360,000	Computer components for our traffic signals will be updated with new technology, similar to the new installations.	Quality of life, signal maintenance/ upgrades, and traffic safety.	3

SH 78 AND RANCH RD CATALYST AREA WATER PROJECTS					
PROJECT NUMBER	**MAP REFERENCE NUMBER**	**PROJECT COST**	**PROJECT DESCRIPTION**	**JUSTIFICATION**	**PRIORITY**
D2	D2	Developer Funded	SH 78 12-Inch Water Line.	Connectivity within the system to provide pressure.	2



MAP 9.4. SACHSE CATALYST ZONES

– CURRENT CAPITAL IMPROVEMENT PROGRAM REVIEW AND PRIORITIZATION

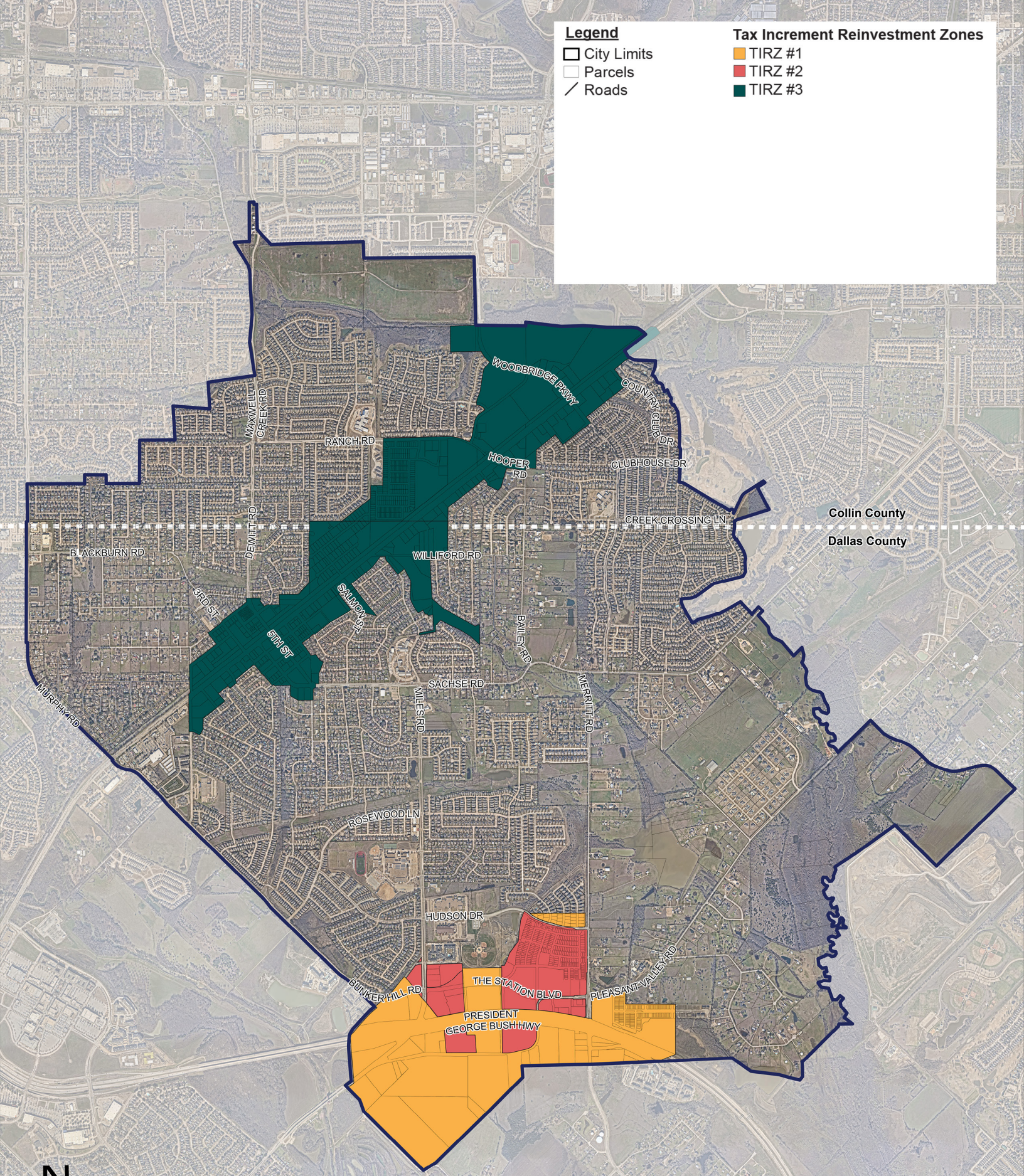
The City's current water and wastewater capital improvement plan (CIP) prioritizes storage and capacity within the City's existing system and assesses growth projections for future infrastructure. Funding from impact fees helps tackle the infrastructure improvements required due to future growth and capacity needs. Other funding mechanisms are utilized to fund existing system deficiencies and other non-growth-related infrastructure needs. The CIP promotes conservation and efficiency measures to help extend the life and capacity of current and future infrastructure.

– CITY OF SACHSE 2021 BOND

In November 2021, an ordinance was approved at City Council to authorize the sale of bonds totaling approximately $54 million. Around $49 million was to be spent on improving Sachse Road, Bailey-Hooper Road, Williford Road, West Creek Lane, and other residential roadways. Portions of this money has already been used to address roadway, drainage, utility, signalization, landscaping, pedestrian, and safety issues throughout Sachse. Citizens of Sachse continue to ask for road and drainage improvements. The City should continue to evaluate opportunities and the need for additional bond sales.

– TIRZ PROJECT PRIORITIZATION

Within Sachse's three existing Tax Increment Reinvestment Zones (TIRZ #1, TIRZ #2, TIRZ #3), prioritization within water, wastewater, drainage, and roadway is crucial to promoting and withstanding future city growth. The TIRZ projects define a boundary set throughout the City of Sachse that highlights various projects which can be completed through tax increment financing. This funding promotes development and improved infrastructure for the future of Sachse in these defined areas. TIRZ #1 was dissolved at the April 21, 2025, City Council meeting. The program boundary is still relevant due to the remaining fund balance, in which funds will need to be spent on projects within the boundary. See **Map 9.5** for the TIRZ limits.



MAP 9.5. TAX INCREMENT REINVESTMENT ZONES BOUNDARIES

INFRASTRUCTURE AND PUBLIC SERVICES ACTION ITEMS

- **Infrastructure Capacity Evaluation and Master Plan.** Update existing city-wide water and wastewater master plans based on current infrastructure capacities, challenges, and operations to understand existing and future build out needs with anticipated future growth. (IP 1.1)
- **Collaboration.** Evaluate system for adherence to current Texas Commission on Environmental Quality (TCEQ) rules and regulations and make updates to system and infrastructure, as needed, to stay compliant. (IP 1.2)
- **Education.** Educate residents on water conservation and sustainability practices, the importance of reporting leaks or other observed deficiencies, and how their water and wastewater systems operate. (IP 1.3)
- **Sachse Partnerships.** Strengthen partnerships with NTMWD and the City of Garland to optimize the water and wastewater system, ensure TCEQ compliance through regular evaluations and updates, and actively participate in regional planning discussions with TxDOT, NTTA, NCTCOG, Collin County, and Dallas County to advocate for Sachse's interests. (IP 1.4)
- **Master Thoroughfare Plan Update.** Regularly update the existing Master Thoroughfare Plan to better align with existing and future build out needs based on anticipated future growth. (IP 2.1)
- **Off-Ramps.** Coordinate with NTTA on the feasibility of adding additional off-ramps in the PGBT corridor. (IP 2.2)
- **Funding.** Utilize alternative funding mechanisms including TIRZ and Impact Fees for new infrastructure projects, where eligible, to promote new development and continued growth within the city. (IP 3.1)
- **Impact Fees.** Review and update the impact fee assessment every five years in accordance with Texas State Law to ensure funding for projects outlined in the current assessment report. (IP 4.1)
- **Funding.** Apply for grants or request bonds to help fund infrastructure improvements, as needed. (IP 4.2)
- **Collaboration.** Maintain close partnership with NTMWD and City of Garland by providing future demand and flow projections, continuing to update water conservation plans every five years, and reducing I&I in the City's wastewater collection system. (IP 4.3)
- **Collaboration.** Engage in larger planning and operations discussions with entities like TxDOT, Collin County, and Dallas County to ensure that Sachse's best interests are heard and are a part of the conversations and decisions. (IP 4.4)
- **Water Conservation.** Implement educational initiatives to inform residents about water conservation, sustainability practices, the importance of reporting leaks and deficiencies, and the operation of their water and wastewater systems to encourage responsible usage. (IP 5.1)

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CHAPTER 10

IMPLEMENTATION

SHAPING SACHSE

Community Driven, Future Focused.

INTRODUCTION

The Implementation chapter serves as a roadmap for the City, outlining key actions, priorities, and strategies needed to bring the community's vision to life. By providing clear guidance for City officials, stakeholders, and residents, this chapter ensures that future decision-making aligns with the long-term goals of the Comprehensive Plan. The Shaping Sachse Comprehensive Plan was a collaborative process involving residents and stakeholders. Over twelve months, residents, employers, City officials, business owners, landowners, and other agencies and organizations contributed their ideas, concerns, and opinions on various aspects of the community.

The implementation strategy outlines the execution of the Vision Statement, Guiding Principles, and action items developed collaboratively with Sachse stakeholders. This chapter equips Sachse with the necessary tools to monitor progress throughout the Plan's duration. It offers guidance on pursuing opportunities essential to achieving long-term, community-wide impacts. Through effective implementation, the Shaping Sachse Comprehensive Plan shall:

- Address a variety of basic issues and requirements that will affect the community's ability to plan for and achieve the vision.
- Inform capital improvements planning in determining how, where, and when to invest Sachse resources in costly infrastructure.
- Provide a basis for the review of zoning and development applications for consistency throughout the community through the shared vision.
- Help identify changes in existing development regulations to support the vision.

VISION STATEMENT AND GUIDING PRINCIPLES REVISITED

The Vision Statement and Guiding Principles for the Shaping Sachse Comprehensive Plan were established early to set the direction for the planning process. They reflect the key priorities and aspirations that Sachse aims to achieve through this planning effort. The Vision Statement for the Shaping Sachse Comprehensive Plan is:

> *Sachse will cultivate a vibrant community where residents, visitors, and businesses thrive. Through intentional development and a focus on high-quality infrastructure and amenities, Sachse will maintain its sense of community and charm while furthering connected spaces that foster a sense of belonging.*

The Guiding Principles build upon the Vision Statement and serve as the foundation of the Plan, offering guidance for City leaders and stakeholders in considering policies, programs, capital investments, and future development. These principles articulate the fundamental concepts necessary to achieve the desired vision. By adhering to the guidance set forth by the Guiding Principles, the actions of City leaders and stakeholders will reflect Sachse's aspirations and help realize the Vision Statement. The Shaping Sachse Guiding Principles are listed in their entirety below:

THEME	GUIDING PRINCIPLES
Partnership	• Continue to develop relationships and partner with public and private institutions to maximize positive impact on the community.
Quality of Life	• Continue to support and increase the community's desirability and resiliency by providing first-class level of service. • Prioritize the well-being of residents through enhanced access to high-quality amenities.
Stewardship	• Responsible management of resources and proactive consideration for potential impacts will ensure adequate capacity, foster healthy outcomes, and balance economic, environmental, and social outcomes.
Recreation	• Continue to integrate and develop parks, trails, and open space into the community as gathering places and connections to other destinations. • Ensure these spaces are well-maintained, safe, and accessible for all residents.
Opportunity	• Support efforts to grow a thriving local economy by encouraging diverse development and innovation of individuals and businesses, families and households, neighborhoods, commercial development, and the city. • Ensure that new developments balance with Sachse's charm.
Catalyst Areas	• Encourage and attract new businesses and developments that support the unique qualities and assets of Catalyst Sites to broaden the tax base and make the city's economy more adaptable and resilient.
Promote Responsible Development	• Ensure that new development respects and enhances existing neighborhoods by contributing to the overall character and sustainability of the city. • Prioritize projects that balance growth with the preservation of Sachse's character.

POLICIES

In addition to the Guiding Principles, each action has been organized underneath the Policies that were developed within the Guiding Principles. These policies are broad thematic areas of focus that are used to create structure around how the action items are achieved. These policies were devised throughout the Plan Development and are based on the analysis as well as input from the public during the engagement phase.

IMPLEMENTATION STRATEGY

To achieve Sachse's vision for the future, a clearly defined strategy for implementation must be developed and translated into a coordinated and comprehensive approach that not only lists specific tasks or actions to be taken but also recognizes the amount of time and resources required.

Successful implementation of the Shaping Sachse Comprehensive Plan will require the following:

- Committed City leadership.
- Support from the community.
- Cooperation and communication between the City of Sachse and its stakeholders, including other governmental/ quasi-governmental agencies, private sector partners, non-profit and civic/community organizations, and residents.
- The coordination of projects with public and private sector partners, particularly for projects related to investments in infrastructure.
- The elimination or amendment of obstacles to achieving the vision, such as ordinances, standards, or processes that are contrary to the Plan implementation.
- Funding from diverse sources including local, State, and Federal entities.

Cooperation and resources from partner agencies will be crucial for the City to provide the necessary infrastructure for new developments. Additionally, private sector developers and property owners, who have the land and capital required, will play a vital role in executing the Plan.

MONITORING AND UPDATING THE PLAN

The Shaping Sachse Comprehensive Plan is a living document that should be regularly reviewed and updated by City staff to align with its goals. Adjustments should be made as needed to ensure the effective allocation of policies, finances, and resources—adapting to potentially changing conditions and new opportunities. Periodic updates to the Plan will ensure that implementation progresses positively and keeps momentum.

MATRIX ELEMENTS

Every action item is vital for the Plan's success, but a prioritized structure enables the community to strategically optimize opportunities as resources become available. To support this, an implementation matrix is provided as a practical guide for executing the recommendations outlined in the Plan. The matrix details the action item's key elements, such as the action type, its priority, and the implementing agency.

Action item: A specific task that must be completed to achieve the Plan's goals. Each action item in the matrix is detailed with characteristics that define and categorize the action.

Action Type: Categorizes action items based on their nature, allowing for more efficient implementation by grouping related tasks. It also helps ensure that prerequisite steps are completed in the correct order. Each action type is described below.

- **Capital Investments.** The repair and development of major public facilities and utilities are long-term investments that should align with the Comprehensive Plan's future land use strategy to optimize resources, including public funds. These projects must address immediate community needs while supporting future growth. Key actions include acquiring necessary land and constructing essential infrastructure to ensure sustainable development.
- **Education and Engagement.** Sachse residents, businesses, nonprofits, and institutional partners must understand the implications of adopting the Comprehensive Plan to envision the community's future. Ongoing engagement with these stakeholders is essential, both immediately after adoption and over time, to sustain momentum. This process should leverage their energy, ideas, and enthusiasm through diverse education and outreach efforts.
- **Financial Incentives.** Financial incentives play a key role in attracting desirable development. The City can utilize tools such as fee reductions or waivers, expedited plan and permit processing, tax abatements, and infrastructure investments to encourage projects that align with the community's vision.
- **Partnerships.** Cities often maintain a list of programs and projects they aim to implement, many of which require collaboration with external parties and agencies. Successful execution may depend on joint planning, coordination, securing land or funding, constructing infrastructure, and managing projects. Building strategic partnerships with outside entities can improve efficiency and increase the likelihood of timely and effective project completion.
- **Regulations and Guidelines.** Zoning and subdivision ordinances regulate public and private development to ensure community health, safety, and welfare. These rules help shape and maintain a desirable environment, while guidelines—though not mandatory—offer strong recommendations for preserving assets or enhancing unique places. If existing regulations hinder comprehensive plan goals, cities may need to amend or replace them. Given limited staff resources, many cities rely on consultants for code updates and guideline development.
- **Studies.** Public projects can be complex and costly, requiring careful planning to ensure responsible use of funds. In many cases, studies are needed to assess feasibility, impacts, and best practices, often relying on outside expertise.
- **Policies**. Policies provide the City of Sachse with foundational direction on how to make decisions, allocate resources, and manage future growth in alignment with this comprehensive plan. These formal statements of intent guide day-to-day operations, long-range planning, and the development review process. Over time, policies may need to be updated or refined to remain relevant and efficient as the community evolves or new data becomes available. Key actions include incorporating policy guidance into departmental procedures, staff reports, budgeting decisions, and strategic planning documents.

Priority: Indicates the relative importance of an action item, categorized as high, medium, or low. This helps guide implementation efforts by ensuring that the most critical actions are addressed first, while balancing resources and timelines.

- **High Priority (0-3 years):** Actions that are critical to the success of the plan, often with significant community impact. These may be time-sensitive, have funding already allocated, or be necessary for foundational progress (e.g., infrastructure improvements, legal requirements, or key policy changes).
- **Medium Priority (4-6 years):** Important but not immediately urgent actions, scheduled after high-priority tasks. These may require resources and have moderate impact but are not time-sensitive or critical to immediate next steps (e.g., medium-term infrastructure upgrades or non-urgent policy reviews).
- **Low Priority (7+ years):** Desirable actions that are not critical in the short term, often addressed later or dependent on higher-priority items. These may include long-term improvements or initiatives requiring external partnerships that don't significantly affect the overall goals in the near term.

Timeframes are a prioritization tool and can be completed sooner.

Implementing Agency: Refers to the City of Sachse department primarily responsible for overseeing and ensuring the completion of the action item. This designation helps clarify accountability and facilitates coordination among departments, ensuring efficient execution. In some cases, multiple agencies may collaborate to achieve the desired outcome.

Partners: Include agencies, organizations, and individuals from both the public and private sectors, who collaborate to support the implementation of an action item. Their involvement can provide additional resources, expertise, and coordination to help achieve the Plan's goals more effectively.

Planning Level Cost: Represents the estimated public sector expense for completing an action item, categorized on a scale from $ to $$$$. This helps decision-makers assess financial feasibility, allocate resources effectively, and prioritize actions based on available funding. The following scale provides more context on the conceptual cost scale:

- $ - Up to $150,000
- $$ - $150,000 to $500,000
- $$$ - $500,000 to $1 million
- $$$$ - More than $1 million

Corresponding Actions: The future steps or initiatives that stem from the completion or coordination of a current action item. These actions ensure continuity, build on progress, and help achieve long-term goals by outlining the next phases of implementation.

Action Implementation Matrix: A prioritized list of all the Action Items for the plan by category, including each of the elements above.

IMPLEMENTATION MATRIX

FUTURE LAND USE

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
FLU 1. Ensure that decisions made about future development are consistent with community vision, as expressed in the comprehensive plan.								
FLU 1.1	Promote Responsible Development	**Guiding Growth.** Sachse will utilize the Future Land Use Plan as its primary policy document for decisions related to the physical development and the desired future community character.	Regulations and Guidelines	High	City of Sachse	EDC	$	PT 1.1, PT 1.3
FLU 1.2	Promote Responsible Development	**Identify and Address Non-Conforming Uses.** Conduct a city-wide assessment of non-conforming uses to determine opportunities for redevelopment, rezoning, or transition strategies that align with the Future Land Use Plan.	Policies	High	City of Sachse	–	$	–
FLU 1.3	Promote Responsible Development	**Ensure Policy Consistency with Land Use Updates.** Regularly review and update zoning regulations, subdivision ordinances, and development guidelines to ensure alignment with the Comprehensive Plan's vision for growth and development.	Policies	High	City of Sachse	–	$	IP 4.1
FLU 2. Prioritize projects on remaining undeveloped land that enhance Sachse's long-term prosperity.								
FLU 2.1	Opportunity	**Partnership.** Partner with developers and community organizations to facilitate the redevelopment of underutilized properties.	Policies	High	EDC	City of Sachse	$ (Grant Acquisition*)	ED 4.1
FLU 2.2	Catalyst Areas	**Land Bank.** Establish a land bank to strategically identify, acquire, and manage key properties for future development or preservation. This may include, but is not limited to, underutilized, foreclosed, or tax-delinquent properties.	Financial Incentives	Medium	City of Sachse	EDC	$$$$	HN 2.1
FLU 2.3	Quality of Life	**Infrastructure.** Align infrastructure investments with the City's vision and where new development should or will occur.	Regulations and Guidelines	Low	City of Sachse	EDC	$$	IP 1.1, IP 2.1

**Represents a funding opportunity.*

FUTURE LAND USE CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
FLU 2.4	Quality of Life	**Promote Sustainable and Resilient Development.** Encourage land use policies that support green infrastructure, flood mitigation, and energy-efficient development to enhance environmental resilience.	Regulations and Guidelines	Medium	City of Sachse	Public Works	$	PT 1.4, PT 4.1
FLU 2.5	Stewardship	**Drainage Improvements.** Assess and implement drainage upgrades needed to support additional leasable building space.	Capital Investments	High	City of Sachse	Public Works	$$	Corridor Wide
FLU 2.6	Stewardship	**Parcel Acquisition.** Identify and prioritize key parcels within the 5th Street District for potential City/ EDC acquisition, based on strategic redevelopment potential and alignment with district goals.	Capital Investments	High	City of Sachse	EDC	$$	Corridor Wide
FLU 3. Identify and support infill and redevelopment projects that add to the existing character of the community, enhance the overall aesthetic, and increase economic and community resilience.								
FLU 3.1	Promote Responsible Development	**Residential Infill Pilot Program.** Establish a program to encourage the redevelopment of vacant or underutilized tracts and prioritize based on proximity to commercial uses or centers.	Studies	Medium	EDC	City of Sachse	$$	HN 2.2, HN 3.3, ED 2.2
FLU 3.2	Promote Responsible Development	**Priority Sites.** Identify and keep an up-to-date database of priority sites where infill development aligns with infrastructure capacity and economic development goals.	Studies	High	EDC	City of Sachse	$	HN 2.2, PT 1.2, ED 2.2

– SH-78

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
FLU 4. Highway 78								
FLU 4.1	Promote Responsible Development	**Market Analysis and Land Use.** Conduct a full market analysis to guide strategic land use transitions and support intentional redevelopment along the SH-78 corridor.	Studies	Medium	City of Sachse	EDC	$	Corridor-Wide

– SH-78 CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
FLU 4.2	Catalyst Areas	**Small Business Support.** Expand the existing local business grant program or establish a similar initiative to support revitalization and strengthen local businesses along the SH-78 corridor.	Financial Incentives	Medium	EDC	City of Sachse	$$	Corridor-Wide
FLU 4.3	Catalyst Areas	**Catalytic Redevelopment.** Encourage infill and redevelopment of key underutilized parcels along the SH-78 corridor to support revitalization and attract new investment.	Financial Incentives	Medium	City of Sachse	EDC	$$	Corridor-Wide
FLU 4.4	Recreation	**Wayfinding System.** Develop and install a consistent wayfinding system at key destinations and nodes to help pedestrian, cyclist, and driver navigation.	Education and Engagement	Medium	City of Sachse	–	$$	Corridor-Wide
FLU 4.5	Stewardship	**Intersection Improvements.** Evaluate high-crash intersections and implement targeted improvements to address identified crash causes.	Capital Investments	Medium	City of Sachse	TxDOT	$	Corridor-Wide
FLU 4.6	Stewardship	**Access Management.** Implement access management strategies to improve traffic flow and reduce conflicts along key corridors.	Capital Investments	Medium	City of Sachse	TxDOT	$$	Corridor-Wide
FLU 4.7	Quality of Life	**Pedestrian-Scale Lighting.** Install pedestrian-scale lighting along key corridors to improve visibility and safety for people walking.	Capital Investments	Low	City of Sachse	–	$$$	Corridor-Wide
FLU 4.8	Quality of Life	**Pedestrian Amenities.** Create a prioritized plan to identify and fill missing sidewalk segments and upgrade pedestrian crossings with markings and signals.	Capital Investments	Medium	City of Sachse	–	$$$	Corridor-Wide
FLU 4.9	Stewardship	**Traffic Management Technology.** Optimize signal timing and implement smart traffic management technologies at intersections where delays or safety issues have been identified.	Capital Investments	Medium	City of Sachse	TxDOT	$$	Corridor-Wide
FLU 4.10	Quality of Life	**Streetscape Enhancements.** Implement landscaping and streetscape improvements along SH-78 to enhance the visual character and walkability of the corridor.	Capital Investments	Low	City of Sachse	–	$	Corridor-Wide

– SH-78 CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
FLU 4.11	Catalyst Areas	**Wayfinding Plan.** Create a SH-78 wide wayfinding plan.	Education and Engagement	High	City of Sachse	–	$	Corridor-Wide
FLU 4.12	Promote Responsible Development	**Striping.** Add striping at the crossing of Montessori Lane and Ranchero Drive.	Capital Investments	Low	City of Sachse	–	$	North
FLU 4.13	Promote Responsible Development	**Rectangular Rapid Flash Beacons.** Install Rectangular Rapid Flash Beacons (RFBs) at Ranch Road and Spur Ranch Drive.	Capital Investments	Low	City of Sachse	–	$	North
FLU 4.14	Promote Responsible Development	**Park Lane Access.** Enhance Park Lane access with infrastructure upgrades and signage to improve industrial access to SH-78.	Capital Investments	Low	City of Sachse	–	$$	North
FLU 4.15	Opportunity	**Industrial Retrofitting.** Initiate feasibility studies for retrofitting key industrial structures and identify anchor tenants or potential public-private partnerships.	Studies	Low	City of Sachse	–	$	North
FLU 4.16	Catalyst Areas	**Gateway Signage.** Install secondary signage at key entry points to establish the district's identity and create a sense of arrival consistent with citywide branding.	Education and Engagement	Medium	City of Sachse	–	$	North
FLU 4.17	Catalyst Areas	**Park Lane and Industrial Drive Redesign.** Pursue the redesign of Park Lane and Industrial Drive to improve functionality, aesthetics, and support future development.	Capital Investments	Medium	City of Sachse	–	$$$	North
FLU 4.18	Stewardship	**Pedestrian Enhancements.** Install wide sidewalks, decorative paving, and shade along Park Lane and Industrial Drive.	Capital Investments	Low	City of Sachse	–	$	North
FLU 4.19	Recreation	**Pocket Parks.** Evaluate the feasibility of creating pocket parks or small green spaces using available land.	Studies	Medium	City of Sachse	Parks and Recreation	$$	West
FLU 4.20	Recreation	**Pedestrian Network.** Extend sidewalk and trail connections to form a continuous, walkable network linking key destinations.	Regulations and Guidelines	Medium	City of Sachse	–	$$	West
FLU 4.21	Promote Responsible Development	**Pilot Placemaking.** Install temporary or pilot placemaking features at Murphy Rd/Bunker Hill Rd and SH-78 to signal arrival and build momentum.	Education and Engagement	Low	City of Sachse	–	$$	West

– SH-78 CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
FLU 4.22	Quality of Life	**High-Visibility Crosswalks.** Install high-visibility crosswalks and enhance pedestrian safety infrastructure near schools.	Capital Investments	Low	City of Sachse	–	$$	West
FLU 4.23	Opportunity	**Neighborhood Retail.** Encourage small-scale, neighborhood-serving retail on vacant sites south of SH-78 near the school.	Regulations and Guidelines	Medium	EDC	City of Sachse	$$	West
FLU 4.24	Opportunity	**Community Commercial Development.** Encourage community-oriented commercial development that complements nearby residential areas.	Regulations and Guidelines	Medium	EDC	City of Sachse	$$	West
FLU 4.25	Quality of Life	**Connectivity Audit.** Conduct a pedestrian connectivity audit near the school and surrounding neighborhoods to identify sidewalk gaps.	Studies	Medium	City of Sachse	–	$	West
FLU 4.26	Promote Responsible Development	**Community Oriented Commercial.** Encourage community-oriented commercial development that complements nearby residential areas.	Regulations and Guidelines	Medium	City of Sachse	EDC	$$	West
FLU 4.27	Recreation	**Gateway Feature.** Construct a gateway feature at the corridor's western entry with landscaping, signage, and public art.	Education and Engagement	Medium	City of Sachse	–	$	West
FLU 4.28	Recreation	**Wayfinding Access Points.** Construct wayfinding at major access points as designated on the framework plan to help alleviate traffic flow in the district.	Education and Engagement	Medium	City of Sachse	–	$	West
FLU 4.29	Stewardship	**Streetscape Improvement Plan.** Develop a Streetscape Improvement Plan for Sachse Road from SH-78 to the 5th Street roundabout to identify enhancements such as sidewalks, lighting, landscaping, and street furnishings.	Studies	Medium	City of Sachse	–	$$	Old Town

– SH-78 CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
FLU 4.30	Stewardship	**Capital Improvement Plan.** Review the existing capital improvement plan (CIP) and compare against the TIRZ #3 preliminary project and finance plan to prioritize key projects to enhance the 5th Street District, such as streetscape maintenance, underground utility coordination, and stormwater upgrades.	Regulations and Guidelines	High	City of Sachse	–	$$	Old Town
FLU 4.31	Promote Responsible Development	**Mixed-Use Redevelopment.** Pursue larger redevelopment projects introducing mixed-use buildings with ground-floor retail and upper-level residential or office space.	Regulations and Guidelines	High	City of Sachse	EDC	$$	Old Town
FLU 4.32	Promote Responsible Development	**Parking Availability.** Upgrade parking availability and signage to support ease of movement and encourage shared parking strategies.	Capital Investments	Medium	City of Sachse	–	$$	Old Town
FLU 4.33	Catalyst Areas	**Gathering Space.** Establish a public gathering space or plaza for events, markets, and informal community interaction.	Education and Engagement	Low	City of Sachse	–	$	Old Town
FLU 4.34	Catalyst Areas	**Old Town.** Establish Old Town as a recognized cultural and commercial destination through branding, historic interpretation, and continued business development.	Education and Engagement	Medium	City of Sachse	–	$$	Old Town
FLU 4.35	Catalyst Areas	**Wayfinding Signage.** Install branded wayfinding signage to identify Old Town as a distinct district and guide visitors to key destinations and parking areas.	Education and Engagement	Medium	City of Sachse	–	$	Old Town
FLU 4.36	Opportunity	**Facade Improvements.** Explore facade improvement grant program expansion to support upgrades to storefronts throughout and beyond SH-78 corridor and encourage reinvestment in existing buildings.	Capital Investments	Low	City of Sachse	EDC	$$	Old Town
FLU 4.37	Catalyst Areas	**Streetscape Enhancements.** Construct key streetscape enhancements on Sachse Road, including widened sidewalks, pedestrian-scale lighting, trees, and crosswalks.	Capital Investments	Medium	City of Sachse	–	$$	Old Town

– SH-78 CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
FLU 4.38	Partnership	**Adaptive Reuse.** Explore partnerships for adaptive reuse of existing structures to support incubator spaces, co-working, or creative retail.	Partnerships	Low	City of Sachse	EDC	$	Old Town
FLU 4.39	Stewardship	**Walkability Audit.** Conduct a walkability audit to identify priority areas for sidewalk improvements and pedestrian crossings near neighborhoods and retail.	Studies	Medium	City of Sachse	–	$$	East
FLU 4.40	Promote Responsible Development	**Access Management.** Conduct a corridor access management study to evaluate driveway spacing, curb cuts, and median configurations.	Studies	Low	City of Sachse	–	$$	East
FLU 4.41	Promote Responsible Development	**Market and Feasibility Study.** Conduct a market and feasibility study for infill commercial opportunities.	Studies	Medium	City of Sachse	–	$	East
FLU 4.42	Opportunity	**Redevelopment Sites.** Identify and prioritize underutilized parcels for redevelopment.	Capital Investments	Medium	City of Sachse	EDC	$$	East
FLU 4.43	Stewardship	**Streetscape.** Enhance landscaping and lighting to begin improving public realm.	Capital Investments	Low	City of Sachse	–	$	East
FLU 4.44	Catalyst Areas	**Secondary Gateway.** Install secondary gateway treatments at designated locations according to the framework plan.	Capital Investments	Medium	City of Sachse	–	$	East
FLU 4.45	Stewardship	**Pedestrian Amenities.** Implement pedestrian and streetscape improvements that support walkability and curb appeal.	Capital Investments	Medium	City of Sachse	–	$	East
FLU 4.46	Opportunity	**Retail Center.** Work with property owners to redevelop aging retail centers into more experience-driven destinations.	Capital Investments	Medium	City of Sachse	–	$$	East
FLU 4.47	Stewardship	**Connectivity.** Incorporate trail or open space elements to connect commercial areas to nearby neighborhoods.	Capital Investments	Low	City of Sachse	–	$$	East

HOUSING AND NEIGHBORHOODS

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
HN 1. Reinvestment from both the public and private sector will be encouraged to support the continued sustainability of existing neighborhoods so that they continue to appeal to future residents.								
HN 1.1	Quality of Life	**Neighborhood Empowerment Zones (NEZs).** Explore the creation of NEZs to implement policies and offer incentives like tax abatements and fee waivers to encourage revitalization, economic development, and increased community investment.	Regulations and Guidelines	Medium	City of Sachse	EDC	$$$$	–
HN 2. Encourage community vibrancy by protecting existing neighborhoods and creating new housing options.								
HN 2.1	Quality of Life	**Adaptive Reuse.** Develop guidelines for adaptive reuse projects to ensure they contribute to economic diversity and neighborhood revitalization.	Regulations and Guidelines	Low	City of Sachse	–	$$ (Grant Acquisition*)	FLU 2.2
HN 2.2	Quality of Life	**Reinvestment Programs.** Consider new programs that promote reinvestment in both neighborhoods and adjacent commercial areas.	Studies	Medium	EDC	City of Sachse	$$	FLU 3.1, FLU 3.2
HN 2.3	Partnerships	**Connectivity.** Identify strategies to enhance connectivity between residential and commercial areas for vehicles, pedestrians, and cyclists. This could include improvements such as new crosswalks, bike lanes, and traffic-calming measures. Success can be measured by the implementation of these infrastructure improvements, increased use of pedestrian and cycling routes, and enhanced walkability scores.	Policies	Medium	City of Sachse	–	$	MB 1.1

**Represents a funding opportunity.*

HOUSING AND NEIGHBORHOODS CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
HN 3. Protect the integrity and character of Sachse's neighborhoods while exploring innovative ways to increase housing diversity and overall vibrancy. Support established neighborhoods' character and ensure new development complements existing communities.								
HN 3.1	Stewardship	**Neighborhood Health Program.** Identify factors of neighborhood health and prioritize addressing these issues to prevent neighborhood decline.	Studies	Medium	City of Sachse	–	$	–
HN 3.2	Promote Responsible Development	**Data-Driven Decision Making.** Regularly assess housing demand and future growth needs to inform policy decisions.	Studies	High	EDC	City of Sachse	$	–
HN 3.3	Quality of Life	**Neighborhood Pattern Book.** Develop a pattern book to guide property owners in infill development or home rehabilitation projects, featuring pre-approved designs that align with the character of Sachse neighborhoods.	Regulations and Guidelines	Low	City of Sachse	EDC	$$	FLU 3.1
HN 4. Continue to improve parks and open spaces as well as access to those areas throughout the city to serve as gathering places for neighborhoods.								
HN 4.1	Recreation	**Connectivity.** Identify opportunities to enhance pedestrian, bike, and transit access between neighborhoods, parks, retail, and employment centers.	Studies	Medium	City of Sachse	–	$	MB 1.1, MB 4.1, PT 2.1, PT 2.2
HN 5. Support community outreach and programs that prioritize and target neighborhoods to receive City resources, including funding and education.								
HN 5.1	Quality of Life	**Beautification.** Explore programs to offer grants or low-interest loans for home exterior improvements, landscaping, signage, and infrastructure enhancements.	Financial Incentives	Medium	City of Sachse	–	$	PT 2.1
HN 5.2	Promote Responsible Development	**Neighborhood Program.** Explore the creation of a neighborhood program that promotes engagement, safety, and community thriving.	Studies	Medium	City of Sachse	–	$	–

ECONOMIC DEVELOPMENT

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
ED. 1 Consider fiscal impact of new development projects.								
ED 1.1	Stewardship	**Fiscal Alignment.** Conduct a comprehensive analysis of the City's infrastructure investments to ensure future developments are fiscally productive while aligning opportunities for developer contribution.	Studies	Medium	City of Sachse	EDC	$$$$	–
ED 2. Continue to invest in quality-of-life elements that make Sachse an attractive place to live for existing and prospective residents.								
ED 2.1	Catalyst Areas	**5th Street District.** Identify high-quality retail operators that may be interested in locating within the 5th Street District. Develop a "wish list" of desired types of users to provide staff with guidance on recruitment efforts.	Studies	High	City of Sachse	EDC	$$$$	-
ED 2.2	Catalyst Areas	**5th Street District.** Identify and prioritize parcels that may be an option for City/EDC acquisition.	Studies	High	City of Sachse	EDC	$	FLU 3.1, FLU 3.2
ED 2.3	Stewardship	**Retail Revitalization Program.** Create a retail revitalization program that identifies gaps in the market, a list of retail targets, relevant marketing and demographic information, and designate a person to conduct these activities.	Studies	Medium	EDC	–	$	-
ED 2.4	Opportunity	**Retail Recruitment Program.** Identify incentive strategies based on criteria such as retailer type, tax revenue potential, and/or alignment with city values and desires.	Studies	Medium	EDC	City	$	–
ED 3. Prioritize infrastructure investments that align with the Comprehensive Plan.								
ED 3.1	Stewardship	**TIRZ Review.** Review and update the Project and Financing Plan for TIRZ #3. Identify areas within this corridor that may need additional planning efforts or infrastructure needs. Maintain a database of each parcel in this corridor to include ownership information, property status, issues, and opportunities. Identify parcels that may be an option for City/EDC acquisition.	Studies	High	City of Sachse	EDC	$	–

ECONOMIC DEVELOPMENT CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
ED 4. Strengthen Sachse's commercial corridors through public interventions and appropriate incentives.								
ED 4.1	Catalyst Areas	**5th Street District.** Identify the next steps to advance the 5th Street District. Explore identifying a master developer, or other possible options, for the property owned by the City/EDC.	Studies	High	City of Sachse	EDC	$	FLU 2.1
ED 4.2	Catalyst Areas	**5th Street District.** Identify infrastructure needs to advance the Plan. Identify areas that could be used to increase the aesthetic appeal of the district and provide public/open space.	Studies	High	City of Sachse	EDC	$	–
ED 4.3	Promote Responsible Development	**Corridor Overlay.** Consider establishing an overlay along the SH-78 corridor to modernize design standards with the City vision established in the Comprehensive Plan.	Regulations and Guidelines	Medium	City of Sachse	EDC	$	–
ED 5. Utilize investment and recruitment tools to strengthen Sachse's employment base.								
ED 5.1	Catalyst Areas	**5th Street District.** Maintain a database with each parcel in this corridor to include ownership information, property status, issues, and opportunities.	Studies	High	City of Sachse	EDC	$	–

MOBILITY

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
MB 1. Construct and retrofit roads to be multimodal, supporting a mix of road users, including vehicles, bikes, and pedestrians.								
MB 1.1	Recreation	**Public Tracking.** Create a digital map available online to the public that identifies existing and proposed sidewalk, trail, and bike infrastructure/lanes to educate the public on the multimodal system in place and planned.	Education and Engagement	Low	City of Sachse	–	$	HN 2.3, HN 4.1
MB 2. Invest in connected city-wide infrastructure that encourages walking and cycling through pathways and trails.								
MB 2.1	Catalyst Area	**PGBT Frontage Road.** Work with various partners to explore the development of a PGBT frontage road on the north side of the Turnpike so there is additional access to the southeast corner of Sachse.	Capital Investments	High	City of Sachse	–	–	IP 1.4
MB 3. Implement policies and design standards that enhance safety for road users, including traffic calming measures, improved signage, and enhanced lighting.								
MB 3.1	Partnerships	**Speed Study.** Coordinate with TxDOT to conduct a speed study along SH-78 to identify existing speeding conditions and install speed-feedback signs to alert drivers of non-compliance with posted speed limits.	Studies	High	TxDOT	City of Sachse	$	PM 1.4
MB 3.2	Catalyst Area	**Access Management Plan.** Create an Access Management Plan for SH-78 to consolidate driveways along the corridor to minimize pedestrian conflicts.	Regulations and Guidelines	Medium	City of Sachse	–	$$	PM 1.3
MB 3.3	Stewardship	**Conditions Assessment.** Continue administering an asset management system and conduct a pavement condition index (PCI) to identify the condition of roads and create a priority list of those needing improvements.	Capital Investments	High	City of Sachse	-	$$	-

MOBILITY CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
MB 4. Analyze the capacity of roads and projected volumes to identify corridors where retrofitting is appropriate, including reducing the number of lanes and prioritizing non-vehicular traffic.								
MB 4.1	Catalyst Area	**SH-78 Signal Study.** Consider conducting a signal study at SH-78 and Country Club Drive in coordination with TXDOT.	Studies	Medium	City of Sachse	TxDOT	$	HN 4.1
MB 4.2	Catalyst Area	**Traffic Study.** Consider conducting a traffic study on Pleasant Valley Road on the south side of PGBT to assess current conditions, identify potential improvements, and support future development planning.	Studies	Medium	City of Sachse	–	$	IP 1.4
MB 4.3	Catalyst Area	**Pleasant Valley Road Renaming.** Consider renaming Pleasant Valley Road on the south side of PGBT to distinguish its disconnection from the segment north of PGBT and reflect its distinct land use.	Regulations and Guidelines	Low	City of Sachse	–	$	-
MB 5. Implement and promote beautification along roadways, including enhanced landscaping, lighting, branding, public art, and other measures.								
MB 5.1	Partnerships	**Grants.** Apply for TxDOT Green Ribbon grants to fund beautification improvements along SH-78.	Financial Incentives	Medium	City of Sachse	TxDOT	$ (Grant Acquisition*)	–

**Represents a funding opportunity.*

PLACEMAKING

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
PM 1. Improve street rights-of-way to strengthen wayfinding and community identity.								
PM 1.1	Opportunity	**Wayfinding Master Plan.** Establish a Wayfinding Master Plan to develop standards for City signage and special area signage.	Regulations and Guidelines	High	City of Sachse	–	$$	–
PM 1.2	Opportunity	**Entry Gateway Signage.** Build enhanced gateway signage at key entry points, such as SH-78 and the PGBT, to boost City character.	Education and Engagement	High	City of Sachse	–	$$$	IP 1.4
PM 1.3	Quality of Life	**Access Management Plan.** Create an Access Management Plan for SH-78 to consolidate driveways along the corridor to improve pedestrian experience.	Capital Investments	Low	City of Sachse	–	$$	MB 3.2
PM 1.4	Quality of Life	**Corridor Master Plan.** Create a SH-78 Corridor Master Plan to establish a set of standards for landscaping and hardscaping.	Regulations and Guidelines	High	City of Sachse	–	$	MB 3.1
PM 1.5	Opportunity	**Key Intersections.** Enhance Key intersections in Sachse (SH-78 & 5th Street and SH-78 & Hooper Road) to strengthen the City's character and foster placemaking.	Education and Engagement	High	City of Sachse	–	$$	–
PM 2. Strengthen City branding by constructing new public art, decorative fountains, monuments, public gathering spaces, and other placemaking elements in alignment with the City's community identity.								
PM 2.1	Opportunity	**Branding Toolkit.** Design a City-wide branding toolkit which includes specialty branding for Districts to guide future commercial development in the City.	Education and Engagement	High	City of Sachse	–	$	Coordinate with EDC strategic plan
PM 3. Create public gathering spaces near activity centers to encourage community socialization.								
PM 3.1	Catalyst Areas	**Catalyst Site Connections.** Connect catalyst areas (PGBT/The Station, Old Town, and Heritage Park) to the community through trails and sidewalks to encourage user site visits.	Capital Investments	Medium	City of Sachse	–	$$$	–

PLACEMAKING CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
PM 4. Prioritize investment in Old Town Sachse as a destination area for the City and region.								
PM 4.1	Catalyst Areas	**Wayfinding Signage.** Install wayfinding signage for Old Town Sachse to increase visibility and recognition.	Education and Engagement	Medium	City of Sachse	–	$$	–
PM 4.2	Catalyst Areas	**Old-Town Events.** Host pop-up events in Old Town Sachse area to show community engagement and site suitability to potential business owners.	Partnerships	Low	City of Sachse	–	$	–

PARKS, TRAILS, AND OPEN SPACE

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
PT 1. Improve the level of park and open space service in Sachse.								
PT 1.1	Promote Responsible Development	**Parks, Trails and Recreation Master Plan.** Create a long-term vision for parks, trails, and open space that aligns with future growth patterns and community needs, and that meets the requirements of the Texas Parks and Wildlife to maximize funding opportunities.	Studies	High	City of Sachse	EDC	$$	FLU 1.1
PT 1.2	Catalyst Areas	**Park Priority Areas.** Identify priority areas for park expansion, trail development, and preservation of open space.	Capital Investments	Medium	City of Sachse	–	$	FLU 3.2
PT 1.3	Promote Responsible Development	**Future Land Use Alignment.** Ensure the Parks, Trails, and Recreation Master Plan integrates with the Future Land Use Plan to support equitable access to recreational amenities.	Regulations and Guidelines	High	City of Sachse	–	$	FLU 1.1
PT 1.4	Opportunity	**Park Infill.** Identify underutilized parcels and vacant land in high-growth areas for conversion into parks or open space.	Capital Investments	Medium	City of Sachse	–	$$$	FLU 2.4
PT 1.5	Promote Responsible Development	**Park Impact Fees.** Utilize park impact fees and other funding mechanisms to support strategic land acquisition.	Financial Incentives	Medium	City of Sachse	–	$ (Alternative Funding*)	–
PT 2. Expand and maintain a multimodal trail network connecting parks, schools, neighborhoods, and commercial areas while filling gaps in pedestrian and bicycle infrastructure.								
PT 2.1	Partnerships	**Partnerships.** Establish agreements that ensure ongoing maintenance and public access to privately owned open spaces.	Financial Incentives	Low	City of Sachse	–	$	HN 4.1, HN 5.1
PT 2.2	Partnerships	**Regional Coordination.** Coordinate with regional partners, such as nearby cities and county agencies, to enhance connectivity to existing trail systems.	Education and Engagement	Medium	City of Sachse	NCTCOG, Nearby Cities	$	HN 4.1
PT 2.3	Quality of Life	**Sidewalks.** Require pedestrian-friendly design elements in new developments, such as wider sidewalks, shade trees, and safe crossings.	Regulations and Guidelines	Low	City of Sachse	–	$	–

**Represents a funding opportunity.*

PARKS, TRAILS, AND OPEN SPACE CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
PT 2.4	Quality of Life	**Trail Connections.** Explore trail connection opportunities along creeks and riparian areas to expand the trails network and make efficient use of underutilized floodplain parcels.	Studies	Low	City of Sachse	–	$$	–
PT 3. Ensure long-term maintenance and modernization of recreation facilities, expanding diverse programming for all age groups to promote inclusive community engagement.								
PT 3.1	Partnerships	**Funding.** Explore funding sources such as park dedication fees, bond programs, and state or federal grants.	Studies	Low	City of Sachse	–	$ (Grant Acquisition, Alternative Funding*)	Coordinate with EDC strategic plan
PT 4. Implement eco-friendly park design and maintenance practices, prioritizing water conservation, native landscaping, and biodiversity preservation.								
PT 4.1	Quality of Life	**Park Compatibility.** Ensure new parks complement surrounding land uses, contributing to placemaking and economic vitality.	Education and Engagement	Medium	City of Sachse	–	$	FLU 2.4
PT 4.2	Promote Responsible Development	**Development Requirements.** Further study requirements for new mixed-use and residential developments to integrate high-quality park and trail facilities.	Regulations and Guidelines	Medium	City of Sachse	–	$	-
PT 4.3	Promote Responsible Development	**Electrical Easements.** Coordinate with utility providers to gain access to electrical easements for park/open space, recreational, or trail use.	Capital Investments	High	City of Sachse	Utility Providers	$$	–

**Represents a funding opportunity.*

INFRASTRUCTURE AND PUBLIC SERVICE

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
IP 1. Ensure the long-term reliability of Sachse's water and wastewater infrastructure.								
IP 1.1	Stewardship	**Infrastructure Capacity Evaluation and Master Plan.** Update existing city-wide water and wastewater master plans based on current infrastructure capacities, challenges, and operations to understand existing and future build out needs with anticipated future growth.	Studies	High	City of Sachse	–	$	FLU 2.3
IP 1.2	Partnerships	**Collaboration.** Evaluate system for adherence to current Texas Commission on Environmental Quality (TCEQ) rules and regulations and make updates to system and infrastructure, as needed, to stay compliant.	Partnerships	Medium	City of Sachse	TCEQ	$	FLU 2.3
IP 1.3	Stewardship	**Education.** Educate residents on water conservation and sustainability practices, the importance of reporting leaks or other observed deficiencies, and how their water and wastewater systems operate.	Education and Engagement	Low	City of Sachse	–	–	–
IP 1.4	Partnerships	**Sachse Partnerships.** Strengthen partnerships with NTMWD and the City of Garland to optimize the water and wastewater system, ensure TCEQ compliance through regular evaluations and updates, and actively participate in regional planning discussions with TxDOT, NTTA, NCTCOG, Collin County, and Dallas County to advocate for Sachse's interests.	Partnerships	Medium	City of Sachse	NTMWD, City of Garland, TCEQ, TxDOT, Collin County, Dallas County, NTTA, NCTCOG	$	MB 2.1, MB 4.1
IP 2. Support safe and efficient mobility, while incorporating long-term asset management practices.								
IP 2.1	Stewardship	**Master Thoroughfare Plan Update.** Regularly update the existing Master Thoroughfare Plan to better align with existing and future build out needs based on anticipated future growth.	Studies	Medium	City of Sachse	–	$$	FLU 2.3
IP 2.2	Stewardship	**Off-Ramps.** Coordinate with NTTA on the feasibility of adding additional off-ramps in the PGBT corridor.	Studies	High	City of Sachse	NTTA	$$$	–

INFRASTRUCTURE AND PUBLIC SERVICE CONT.

ACTION NO.	GUIDING PRINCIPLE	ACTION ITEM	ACTION TYPE	PRIORITY	IMPLEMENTING AGENCY	PARTNERS	PLANNING LEVEL COST	CORRESPONDING ACTIONS
IP 3. Integrate smart technology, climate resilient materials and sustainable design in public infrastructure projects.								
IP 3.1	Stewardship	**Funding.** Utilize alternative funding mechanisms including TIRZ and Impact Fees for new infrastructure projects, where eligible, to promote new development and continued growth within the city.	Regulations and Guidelines	Medium	City of Sachse	–	$ (Alternative Funding*)	–
IP 4. Ensure that infrastructure investments align with community growth and development priorities, providing high-quality, reliable services equitably across all areas of the city.								
IP 4.1	Stewardship	**Impact Fees.** Review and update the impact fee assessment every five years in accordance with Texas State Law to ensure funding for projects outlined in the current assessment report.	Financial Incentives	Medium	City of Sachse	–	$ (Alternative Funding*)	FLU 1.3
IP 4.2	Stewardship	**Funding.** Apply for grants or request bonds to help fund infrastructure improvements, as needed.	Regulations and Guidelines	Low	City of Sachse	–	$ (Grant Acquisition*)	–
IP 4.3	Partnerships	**Collaboration.** Maintain close partnership with NTMWD and City of Garland by providing future demand and flow projections, continuing to update water conservation plans every five years, and reducing I&I in the City's wastewater collection system.	Partnerships	Medium	City of Sachse	NTMWD, City of Garland, TCEQ, Collin County, Dallas County	$	–
IP 4.4	Partnerships	**Collaboration.** Engage in larger planning and operations discussions with entities like TxDOT, Collin County, and Dallas County to ensure that Sachse's best interests are heard and are a part of the conversations and decisions.	Partnerships	Medium	City of Sachse	TxDOT, Collin County, Dallas County	$	–
IP 5. Reduce flood risks and protect water quality through improvements to stormwater infrastructure.								
IP 5.1	Stewardship	**Water Conservation.** Implement educational initiatives to inform residents about water conservation, sustainability practices, the importance of reporting leaks and deficiencies, and the operation of their water and wastewater systems to encourage responsible usage.	Education and Engagement	Low	City of Sachse	–	$	-

**Represents a funding opportunity.*