

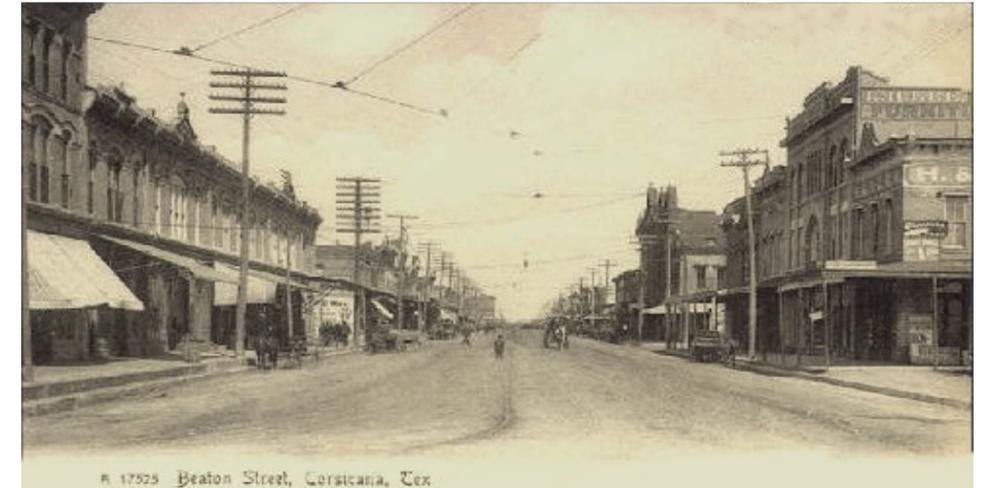
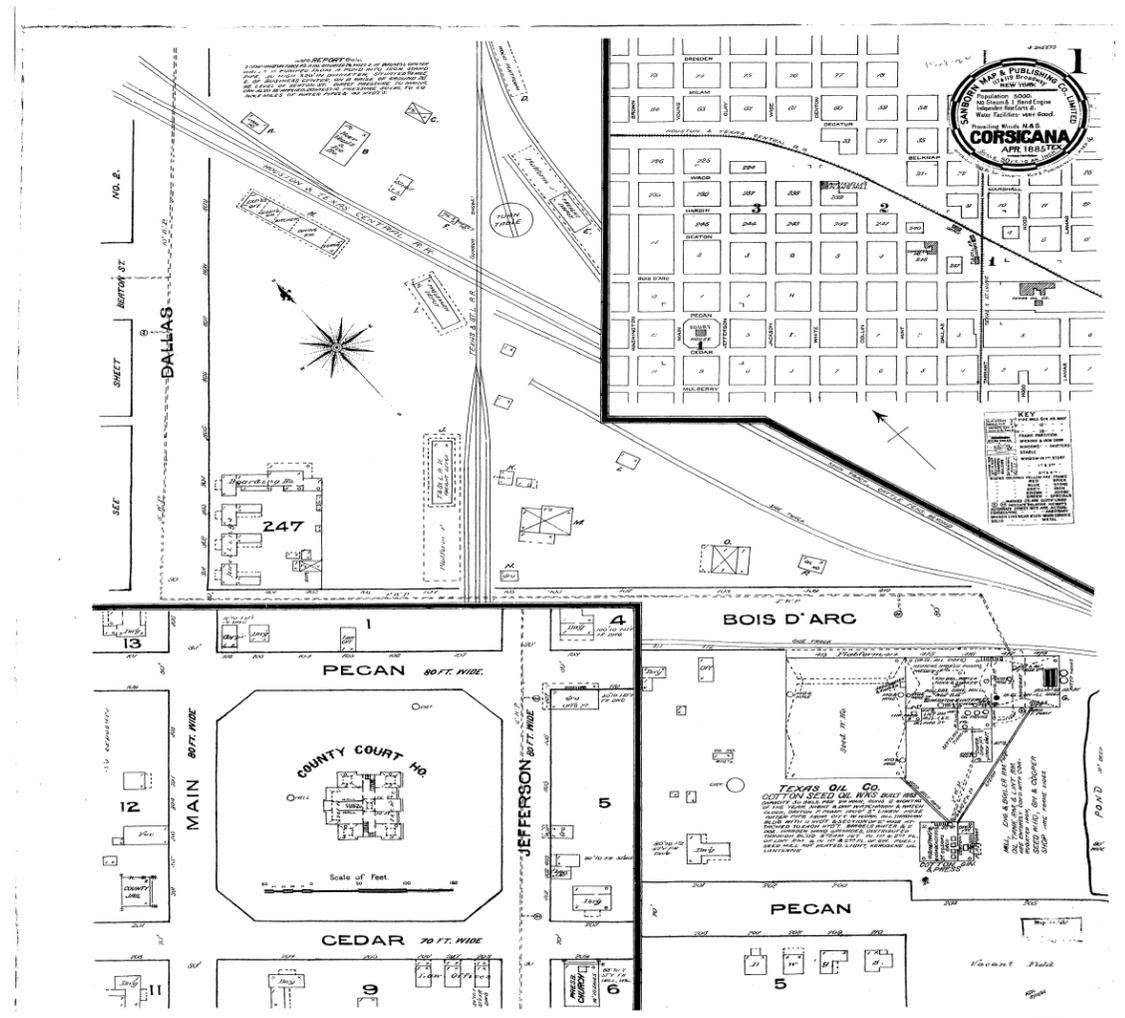
**PART ONE: THE ASSESSMENTS**

**THE FORM ANALYSIS**

**Introduction**

The heart and soul of Corsicana lies in its beginning as both a County Seat and a City sustained by the agrarian economy it served. In the earliest years (before cotton), Corsicana was ascribed some prominence as a County Seat for the new Navarro County. This began a history of distinction that set Corsicana on a different (and more urban) path than its neighboring rural townships. Due to Corsicana’s “County Seat” status, a certain amount of commercial enterprise could be supported by the traffic (demand) drawn to this jurisdictional function.

Selection of Corsicana as the Governmental Seat for a newly created Navarro County occurred for the same reasons that Corsicana would from that moment forward attract particular attention to itself as a place to gather traffic, people, and products from the



surrounding landscape. Corsicana lies in the “Texan” Biotic Province of Texas. This is a particularly rich part of the State that includes the Western Cross Timbers, Fort Worth Prairie, Eastern Cross Timbers, Blackland Prairie, and Old Hickory Forest. Corsicana sits close to the breakpoint between the Blackland Prairie and the Old Hickory Forest. This is most evident in the abrupt topographic changes that occur south and east of the City (east of Lake Halbert), and the dramatic change in tree species (trees hardy in alkalyd soils in the Corsicana area to trees hardy in acidic soils in areas toward Streetman and Fairfield). As depicted on an early MKT Railroad Map “showing the crops adapted to each section” (prepared by Theo F. Koch Land Company, Chicago, Illinois,) Corsicana lies near the edge of the “Timber Belt” surrounded by diverse agriculture including cotton, fruits, wheat, corn, oats. This gave Corsicana a natural advantage in the sense that it is well placed as a gathering point for diverse agricultural products (including timber) that could be shipped north to Dallas or south to Houston upon a rail line that could stay within the rich blackland corridor between the Brazos River and the Trinity River and never have to make a major river crossing or suffer the inconvenience of floods/ flood damage. The land route between the two great rivers (Brazos and Trinity) paralleled the river boat route (along the Trinity) and was therefore positioned to capture that business (the Houston & Texas Central Railroad eliminated a struggling river boat industry by the 1890’s). Each attraction to Corsicana gave it greater economic and locational advantage, thus making it more attractive to further centralization.



Centralization was born on the economies achieved by aggregating products (from the surrounding area of capture) and processes (intended to make those products ready for market) that were made possible by an infrastructure connected to a more distant demand for those products. The epochs of Governance, Cotton, Oil, Rail and Highways defines an era of centralization in which Corsicana



established its most recognizable buildings and city fabric. However, there is a later time when demand and infrastructure shifted and the central ascendancy of Corsicana was (and is) challenged. The greatest issue facing the City at this moment in its history and the City's form reflects the conflicts now assaulting Corsicana's historic core.

The "Courthouse Square" (a spatial expression of the County Seat function) became the first of many physical interventions into the growing fabric of this city. These interventions

have, through Corsicana's history, exerted economic and physical influence over growth, thereby, giving form to the city and fashioning a distinct "sense of place". Other important interventions include:

- The railroad
- The Cotton based industrial fabric
- The Oil based industrial fabric
- Radial Highways
- Physical encroachment upon natural corridors
- Interstate 45
- The pending TxDot bypass

These intervening influences have created a City that can be divided into nine form districts. Each district possesses a different set of physical characteristics, is challenged by different physical issues, and is experiencing different trends of change. Therefore, the Form Districts are appropriate planning areas that can facilitate comprehension of the planning issues to be addressed by this plan, articulation of the planning goals, and allocation of the planning recommendations. The nine Form Districts are:

- **District 1: Downtown District**

This is the historic business core of Corsicana containing the Navarro County Courthouse and the most urban portion of the City's commercial fabric.

- **District 2: Downtown Transition District**

This is a small area west of the Navarro County Court House that lies between the commercial fabric of the core and the residential fabric of the Western Community District and contains elements of each.

- **District 3: East Community District**

This is the historic residential area that lies east of Business 75/ Chicago Rock Island and Pacific Rail Line. It is a largely African American Community that is distinctive because of its historic relationship with the City and the extent to which that relationship has created the present day pattern.

- **District 4: Southern Community District**

This is a "frame mix" community lying south of Highway 31/ St. Louis and Southwestern Rail Line containing a mixture of older and newer homes (frame mix) adjacent to the City's long standing industrial zones.

- **District 5: Western Community District**

This is an area lying between the older highways that once brought traffic to the heart of Corsicana. It was the place of grand homes housing the people/ families whose initiatives generated the interventions most influential upon the form of Corsicana.

- **District 6: Northern Community District**

This is the area that contains the City's first expansion (suburbanization) beyond the area of historic growth. It is a diverse area containing older and some new houses mixed with various periods of home building.

- **District 7: Rail/Creek Community District**

The Rail/Creek Community District is an area lying northeast of Post Oak Creek and southwest of the Chicago Rock Island and Pacific Rail Line. The Rail/Creek Community District is a largely residential zone lying between two rail lines (the Chicago Rock Island and Pacific and the Southern Pacific). The physical strength of these rail lines, their ability to contain/ shape this residential zone, and the encroachments they impose; makes this area a distinctive Form District.

- **District 8: Navarro District**

This is a new area of growth centered on aggressive expansion of the Navarro College. Its special function, its distinctive population, and its location at the western edge of the City, make this area a distinctive Form District.

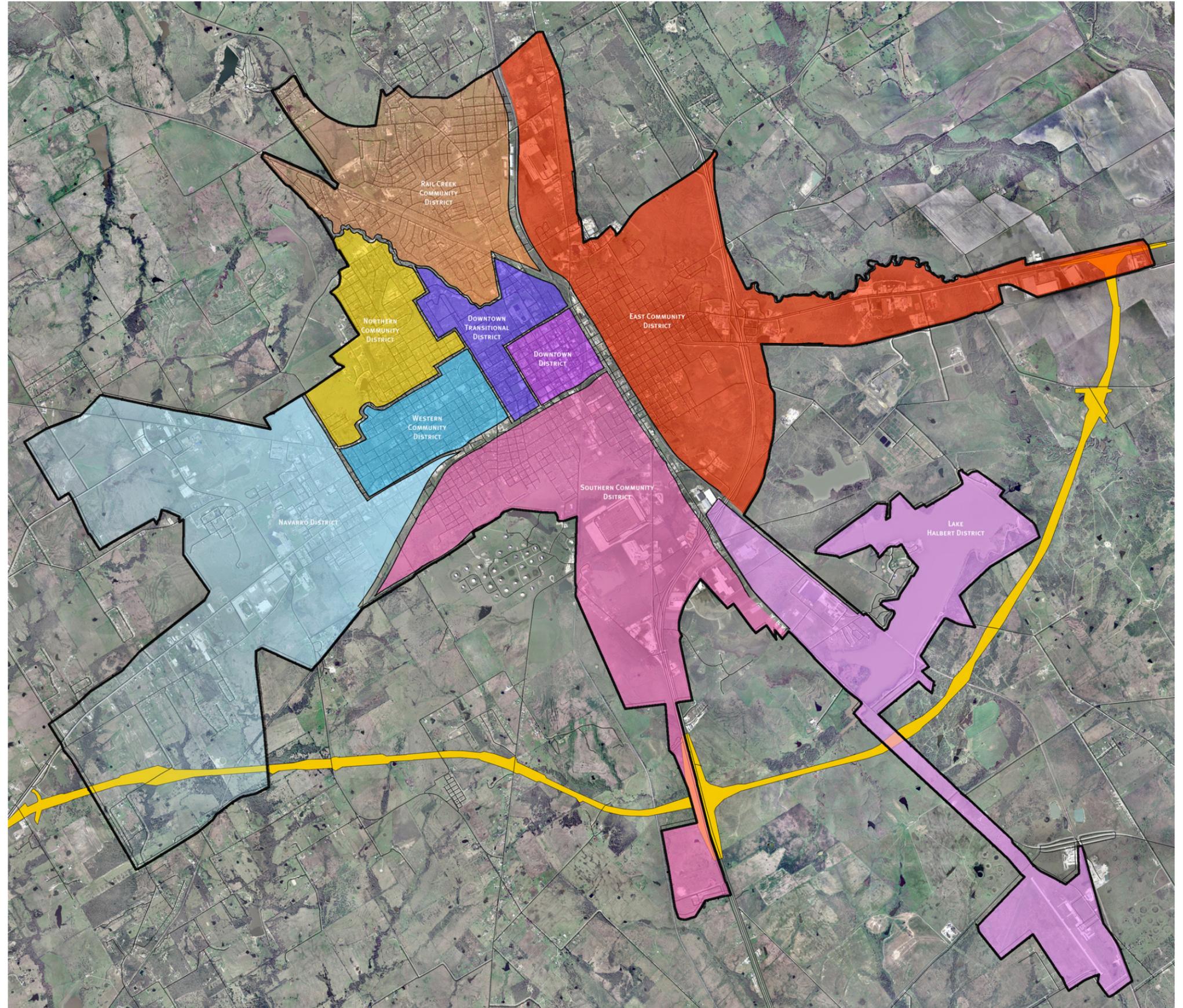
- **District 9: Lake Halbert District**

This is the area surrounding this body of water and Magnolia Lake (the natural attraction for second and retirement homes as well as the water recreation give this area a distinctive Form District).

**THE FORM DISTRICTS**

The following text describes each of the above-defined **Form Districts** in light of the physical conditions/ patterns, emerging trends, and inherent opportunities that characterizes each. Throughout this description a summarizing statement is injected that depicts the particular planning issue associated with the descriptive narrative. These are called “**Therefore Statements**” and will flow into the planning process through out the formulation of this plan document.

- EAST COMMUNITY DISTRICT
- RAIL/CREEK COMMUNITY DISTRICT
- NORTHERN COMMUNITY DISTRICT
- NAVARRO DISTRICT
- WESTERN COMMUNITY DISTRICT
- DOWNTOWN TRANSITIONAL DISTRICT
- DOWNTOWN DISTRICT
- SOUTHERN COMMUNITY DISTRICT
- LAKE HALBERT DISTRICT



**A. DISTRICT 1: THE DOWNTOWN DISTRICT**

The historic core of Corsicana reflects the economic advantage associated with its prominence over the forces of aggregation and distribution that connected the surrounding land and resources with a distant marketplace. In this particular relationship, downtown sat on (and held dominion over) the infrastructure that created value. Thereby a “value gradient” was established and downtown sat at the top of it. The shift of commercial centers within downtown (that occurred at the onset of rail service) allows one to appreciate the unforgiving reality of this principal. Before the days of rail service, downtown Corsicana supported commercial activity centered about its Navarro County Courthouse. As a County Seat of the newly formed Navarro County, Corsicana held the locational advantage associated with that distinction and attracted sufficient traffic to the functions of governance to support an active commercial center in the form of a traditional “Courthouse Square” (of the type seen throughout Texas). The “Old Town Plat” of 1848 (Navarro County Historical Society) shows a tight grid of urban blocks gathered about the “Courthouse Square” bounded by Pecan, Cedar, Jefferson, and Main Streets. The Plat also shows various businesses and institutions fronting the central edifice of the Courthouse. These include a local saloon and the McKinney Tavern as well as several notable houses. Clearly, the Courthouse Square enjoyed its distinction as a center of government and local life. Some of these early buildings also provided office space for various professional services related to land based transactions (such as lawyers and a bank). While small, Corsicana established a typical courthouse square form supported by the value creating traffic attracted to the courthouse function. However, this significantly changed in 1871 when the first rail service made its way into the downtown core (Historic and Architectural Resources of Corsicana, Navarro County, Texas).

Like most railroad ventures in Texas, rail service to Corsicana was a private enterprise that made significant return from the real estate appreciation it stimulated. Realizing the potential for prosperity that rail service could bring to Corsicana, civic leaders of the time convinced local property owners to donate land as an inducement to attract rail investment. The land so donated lay to the east and south of the Old Town Plat. Being outside the commercial core of that time, this land was less valuable and therefore more likely to be contributed to an inducement package. Also land east and south of the Old Town Plat was well away from the western residential areas (then the emerging district of finer homes that would later become the established neighborhood of the city’s wealth).

Unable to foresee the effects of such decisions, the arrival of the railroad shifted the City’s value gradient from its earlier focus about the Navarro Courthouse to a new focus along Beaton Street. Consequently commercial investment moved from blocks surrounding the courthouse square to several north / south aligned blocks paralleling the rail road right of way known as the Rail Road addition (610 acres). The grand Courthouse structure that once hosted town life about its



perimeter now stands at the edge of the commercial core in an area more residential than commercial. This disconnect between the commercial fabric of the city and its governmental center is unusual and reflects the impact of an earlier decision to place rail service **away** from Corsicana’s central core.

Other rail related towns such as Prosper, Bryan, Waxahachie, and Ennis present a different relationship to the railroad. Rail service to Waxahachie never caused the City to shift its center away from the Ellis County Courthouse. Bryan and Ennis placed the rail line in the heart of their commercial district, thereby leveraging its impact. Prosper laid its main street perpendicular to the rail line, thus creating an industrial node at one end of Broadway (the main street) and a residential town fabric at the other with commercial development in between (linking the two components of the town).

**Therefore, restore meaningful linkages between the centers of governance and the centers of commerce within the histories core area.**

**Therefore, restore the context of a Courthouse Square to the physical setting of the Navarro County Courthouse.**

When the commercial core of Corsicana shifted it assumed an alignment parallel to the railroad (aligned north to south) and established a commercial “grain” that differed from the east to west alignment of the town and the westward direction of its growth. Consequently, the commercial core had the same impact on the City as the rail track. Together they (track and land uses attracted to it) bisected the town creating physical and social barriers that would become a permanent aspect of its form. The physical expression of this barrier was heightened by general two story development of Beaton Street (and in some cases higher) as compared to the one story development of other commercial areas.

**Therefore, a plan for Corsicana must seek to connect the city across the physical barriers that separate the core from surrounding districts of the City.**

Despite the north/ south alignment of rail and associated land uses, the City continued to grow to the west and major highways leading into Corsicana came from the east and the west. Generally regional traffic came from the north or south and the bulk of local traffic came from the east and west. As a result, the entry to downtown (the commercial show place of the City) was never properly infused with entrance to the City. The commercial core gestured to the regional infrastructure that energized it instead of (in a sense) nurture the City that hosted it. The spatial confusion with regard to entrance is most evident in the difference between development of Highway 31 and Beaton Street/ Business 45. The historic urban business core established along Beaton and Business 45 presents a striking contrast to the typical “highway” commercial development of Highway 31 (identified as 7<sup>th</sup> Avenue near the downtown area). Small buildings, spatially dispersed, constructed with mass construction techniques, sparsely landscaped, cluttered with random signage, fronted by parking lots and driveways defines the streetscape of 7<sup>th</sup> Avenue (even in closest proximity to the business core of the City). Highway 31 (7<sup>th</sup> Avenue) is not intended to enter the City it is intended to bypass it. If Highway 31 (7<sup>th</sup> Avenue) were an entrance, it would have a street character that became more dense and urban as one approached the core.

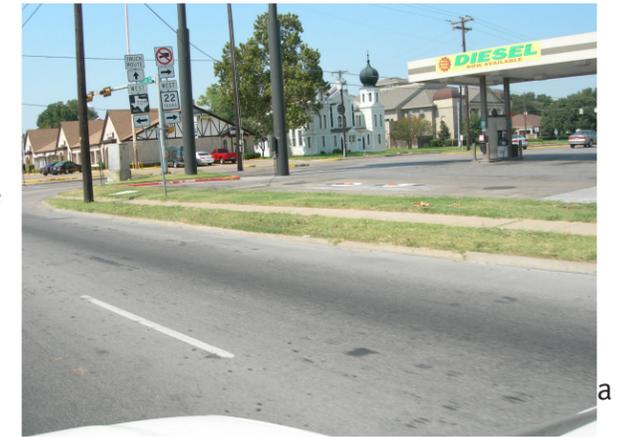
**Therefore, create a commercial core that gathers the incoming traffic.**

**Therefore, establish points of entry into the core area that are part of the normal movement pattern.**



**Therefore, establish approach identities that will identify movement toward the Town Center.**

Corsicana was (in terms of its economic strength and physical character) more of an “Urban Center” than rural township...tall buildings distinguished its skyline in the same manner that such buildings graced the skyline of Dallas. When Corsicana set tall buildings against the sky it created “skyline” that would visually describe its form in legible or illegible terms. A legible skyline is one that clearly identifies centroids of development and the relationship of the City to them. Clearly the heart of the City could be recognized but the relationship with the overall City fabric was/ is not so clearly understood. Despite visual connection with tall buildings of the core from US-45 the pathway connection to them is confusing. The skyline does not enhance orientation. Indeed Corsicana was not a typical example of the rural township centered about its square.



**Therefore, create comprehensible pathways to the Town Core that reinforce the centrality of the core and make its skyline a legible statement of the City form.**

As the commercial grain of Corsicana became established by development along and parallel to the railroad track, it was not surprising that construction of Business 45 (the main highway from Dallas) would follow that same path, further defining the barrier between east and west. Recognizing the adverse effect of this barrier on the eastern portions of Corsicana, local citizens moved to elevate that portion of Business 45 most disruptive to east west flow. However, the structural presence of the elevated road section creates a portal of sufficient cognitive presence as to actually dramatize the presence of the barrier lying within the unchangeable fabric of the core area. In a sense, the elevated Business 45 monumentalized the barrier. In addition, the elevated portion of Business 45 takes traffic volumes off at grade streets where traffic densities support commercial uses, thereby eroding the particular constellation of centralizing connections that gives downtown economic strength. Finally, the historic visual qualities of the downtown commercial core are depreciated by the typical highway design of this elevated overpass. Raw concrete sits in stark contrast to the rich architectural character of the downtown area expressed in unit masonry.

**Therefore, a plan for Corsicana must bring lost traffic densities and visitorship back to the City core so that investment/ redevelopment can be stimulated.**

**Therefore, a plan for Corsicana must seek to promote redevelopment of Highway 31 and elimination of the aspects of Highway commercial that are incompatible with visual**

**characteristics of the commercial core.**

The close dialogue between Corsicana’s commercial core and the railroad track does not include spatial recognition of a Civic Presence. As stated above, the County Courthouse now sits at the edge of present day commercial activity. The sense of square is lost due to lack of edge definition. Likewise, the municipal government resides away from the commercial core in a building which exerts no “form giving” influence over the fabric of downtown. In our romanticized notion of urban center (depicted in developments such as Southlake Town Center or movements such as New Urbanism), the Town core is graced with a civic presence which dominates a public domain dedicated to the ceremonial functions of the community. Corsicana has no such public domain and no such civic presence. If Corsicana seeks to establish an identity for its historic core area, it will have to envision the creation of a public domain within its downtown.



**Therefore, a plan for Corsicana must seek to aggregate civic uses in a civic presence for the Town Center area that will give it greater identity and connection to the life of the City.**

The railroad tracks that brought economic vibrancy to the core area also contributed to its isolation from the rest of the city. Railroad right of ways approach downtown from the north, the northwest, and the west, bounding the district on its easterly and southern sides. In addition, Post Oak Creek flanks downtown along its north and northwest sides. As a result, the downtown core makes only a relatively small connection with the larger Corsicana between 2<sup>nd</sup> and 7<sup>th</sup> Avenues. One would expect the street continuities to reflect this connection so the bond between core and city is clearly expressed. However, street continuities in a westerly direction are frequently broken with 4<sup>th</sup> and 3<sup>rd</sup> being the only non commercialized streets continuing “un-disrupted” from the core. When viewed collectively, railroad tracks, creek, street continuities isolate downtown and disassociate it from the City at large. Land area of the commercial core becomes increasingly restrained to the north by the converging railroad tracks and consequently dissipates (loses energy) in that direction.



**Therefore, a plan for Corsicana must create greater connection between the core area of the City and its surrounding districts.**

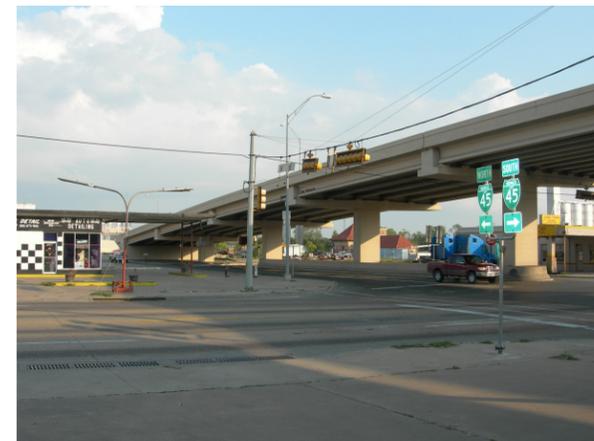
The uniformity of the downtown grid has from conception of the Old Town Plan been the distinctive spatial unit of downtown Corsicana. This urban pattern remains uniform in the core area and residential areas east and south of the core. It is this uniformity of spatial grid that makes the railroad track and Business 45 more of an intrusion than it would otherwise be. The edges of downtown and residential areas to the east and west are fragmented by the abrupt interruption of this otherwise uniform grid. This fragmentation weakens clear definition of the districts affected and thereby clear comprehension of the historic zones of Corsicana. In a sense, the display of the City’s history is weakened by isolation, fragmentation, and dissipation as described above.

**Therefore, a plan for Corsicana must seek to restore elements of its original town grid that have been fragmented by natural corridors or physical intervention.**

In recent years, the loss of rail traffic and the construction of Interstate 45 have lead Corsicana to experience the same value gradient shifting effects that compelled early commercial activities to migrate away from the Old County Courthouse. Traffic densities diverted to Interstate 45 (diverted from the former Business 45 and Highway 31) took with them the commercial activities dependent on vehicular traffic. With the end of “big cotton” and an associated diminishing demand for rail service there was not sufficient justification for continued centralization of commercial activities in the core without traffic densities.



**Therefore, roadway and mobility plans must be formulated to return former traffic densities to the core areas of Corsicana.**



**B. DISTRICT 2: THE DOWNTOWN TRANSITION DISTRICT**

Just east of the downtown core is a district that reflects the disconnect and discontinuity between downtown and historic residential areas to the west of downtown. This zone contains a number of institutional uses (churches and schools) clustered in these few blocks that bridge between downtown and the west residential zone. As a result of locating such uses here, the Downtown Transition District becomes a destination and thereby, a barrier between the core and residential zones to the west. This completes the isolation of downtown and further separates Corsicana from its commercial center.



**Therefore, a plan for Corsicana must strengthen the destination characteristics of the Downtown Transition District and facilitate its transformation from barrier to “seam”.**



The Courthouse, seven churches, Houston School, Drane Middle School, and a High School influence the street pattern and cause breaks in the street continuity between downtown and western residential areas. As a result, the disconnects between 5<sup>th</sup> Avenue, Collin Street, and 6<sup>th</sup> Avenue force a labyrinth like pattern of movement that destroys any sense of entry to downtown or the historic neighborhood of Corsicana. This loss of connection and even transition challenges comprehension of the City as a continuous fabric.

**Therefore, a plan must correct disrupted street continuities between the downtown core and districts adjacent to it (especially as they traverse the Downtown Transition District).**

Perhaps the spatial integration of this area would have been more complete if commercial activities had not shifted to the railroad. The lack of coherent pattern in the shadow of the Courthouse only dramatizes the separation of courthouse and core and thereby contributes to a breakdown of City fabric to the west of the downtown core. This is an image made worse by vacant lots within the Downtown Transition Zone.



**Therefore, a plan must seek to attract commercial activities back to the historic City Core.**



Collectively considering the above described aspects, the Transition zone fails to accomplish transition and contributes to isolation. If transition were effected then a sense of structure could be comprehended and the historic fabric of Corsicana would more clearly presented to its citizens and visitors. A sense of transition could be greatly aided by portals that visually announce entry into both the core and the historic residential neighborhood to the west.

**Therefore, a plan for Corsicana must define a proper role for the Transition District in creating linkage between the City core/ Courthouse area and the historic residential zone west of the core.**

**C. DISTRICT 3: THE EAST COMMUNITY DISTRICT**

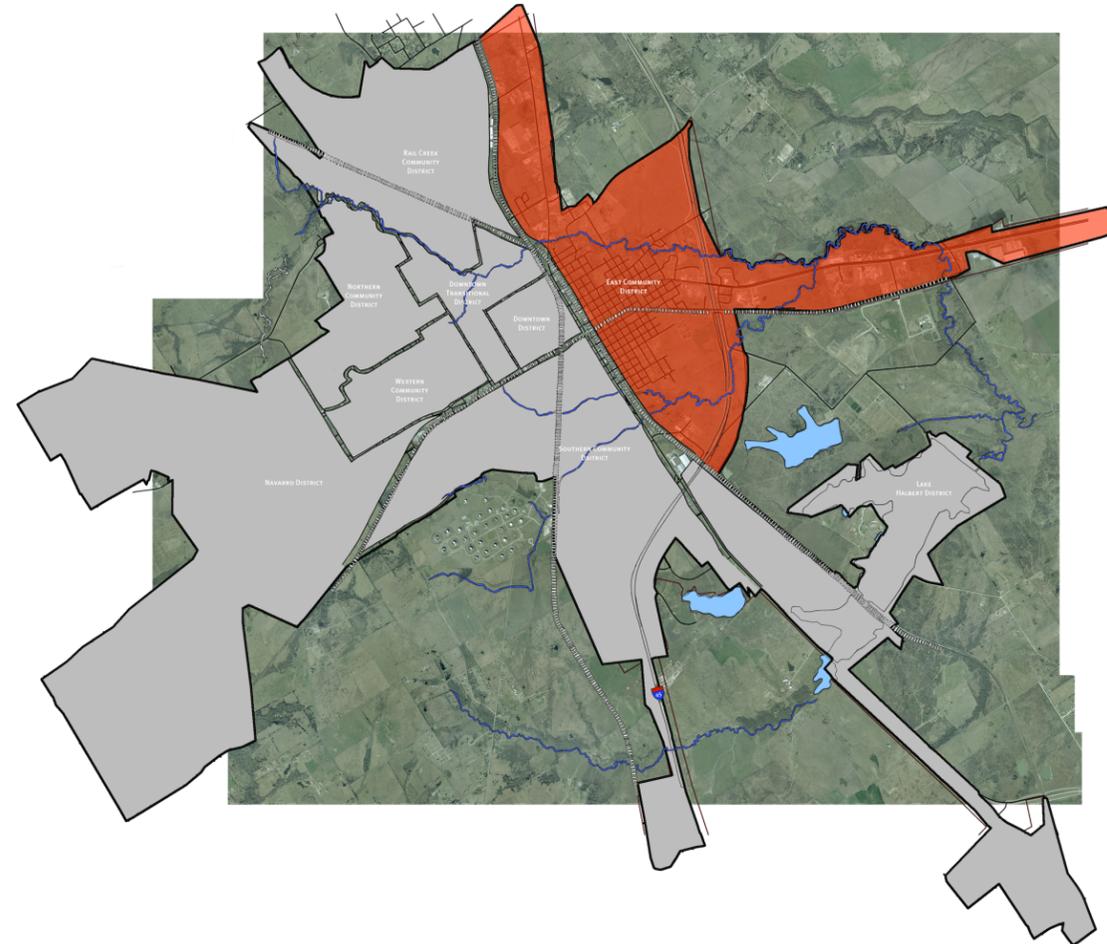
Initially part of the 610 acre Rail Road Addition, this district (east of the rail line) became the place of congregation for Corsicana’s African American population. Due to the isolating (barrier effect) of the railroad track (and its attendant commercial/ industrial development), this residential area became and remained a segregated community. In its segregation, the Eastern Community District developed both a cultural and commercial life apart from other areas of Corsicana. It contained the only school for African Americans (1000 block of east 5<sup>th</sup> Ave.), most African American Religious Institutions, and node of commercial buildings (in the 600 and 700 block of east 5<sup>th</sup> Ave.). Consequently, the east residential while more segmented from the city’s core than other residential areas was yet another disconnected portion of a city fabric experiencing the influences of growth where growth was driving the city form.



Today, the East Residential Community creates a spatial separation between Interstate 45 and Corsicana’s downtown core. This separation establishes a long segment of residential development between the commercial development of the Interstate and the business core and makes any connection between the interstate and heart of the City very difficult. As the interstate absorbs traffic volumes that once supported economic viability of the core, any physical initiative to reconnect core and freeway must address the spatial expanse imposed by the East Community District.

**Therefore, a plan for Corsicana must create a sense of district for the Eastern Community that will remember its historic past and transform the spatial expanse between city core and interstate into an identifiable entry sequence for the City.**

There are two possible road connections between City Core and Interstate. One is Chatfield Pike Road which makes connection with a freeway interchange but makes a circuitous connection with 1<sup>st</sup> Avenue after becoming a local street for the East Community District. As a result, no commercial development has been established at this particular interchange. The other connection is 7<sup>th</sup> Avenue, which is a direct highway scale link flowing directly into the commercial core. The strength of this connection and its extension of Highway 31 supports significant retail development at the Interstate interchange. However, the distance (more than a mile between Interstate 45 and Business 45) is lacking any significant commercial development, thereby dramatizing the extent to which Corsicana is removed from the major



traffic corridor. There are no visual clues that one is actually entering the city and as stated above, the arrival is dominated by the visual power of the highway’s extension as Highway 31. The Eastern Community District is an important element of the City entry and proper design of 7<sup>th</sup> Avenue could benefit the visual quality of both core and residential area. In addition, a real opportunity exists to transform Chatfield Pike Road into the kind of distinctive entry Corsicana needs and in so doing bring some commercial supporting traffic to the Eastern Community District.

**Therefore, a Plan for Corsicana will establish a clear connection between core and interstate that will bring realization of the core to the interstate, make use of more than one Interstate interchange, and establish a sense of sequence (through land uses and visual themes).**

Highway 31 (7<sup>th</sup> Avenue) cuts across the middle of the Eastern Community District and is really the “Main Street” of this distinctive zone. This special relationship should guide any enhancement of the roadway and be viewed as an opportunity to visually convey the historic nature of the Eastern Community as well. In the early days of the train, 7<sup>th</sup> Avenue was a main highway into town and the hustle and bustle of an independent ethnic community was a distinctive part of that approach. It was one of the few visual cues one had that they were approaching the City. Today that feeling of approach is lost in a passive landscape concealing its historic significance.

**Therefore, any plan to make a connection between Interstate 45 and the commercial core of Corsicana must remember the main street relationship between 7<sup>th</sup> Avenue and the Eastern Community District and restore the sense of arrival that it once provided.**



The Eastern Community district lies at a lower elevation than the City core or other residential areas of Corsicana. Parts of the Eastern Community District lie below elevation 400 and within the flood plain of Post Oak Creek. The County Courthouse was placed on high ground (elevation 440) and on a slight promontory defined on the north by Post Oak Creek. Conversely the Railroad Tract was placed on lower ground and the Eastern Community District portion of it on the lowest ground. Effort has been made to transform the flood plain of Post Oak Creek into a park. This will greatly enhance the City’s quality of life and contributes to reconnecting disconnected portions of Corsicana.

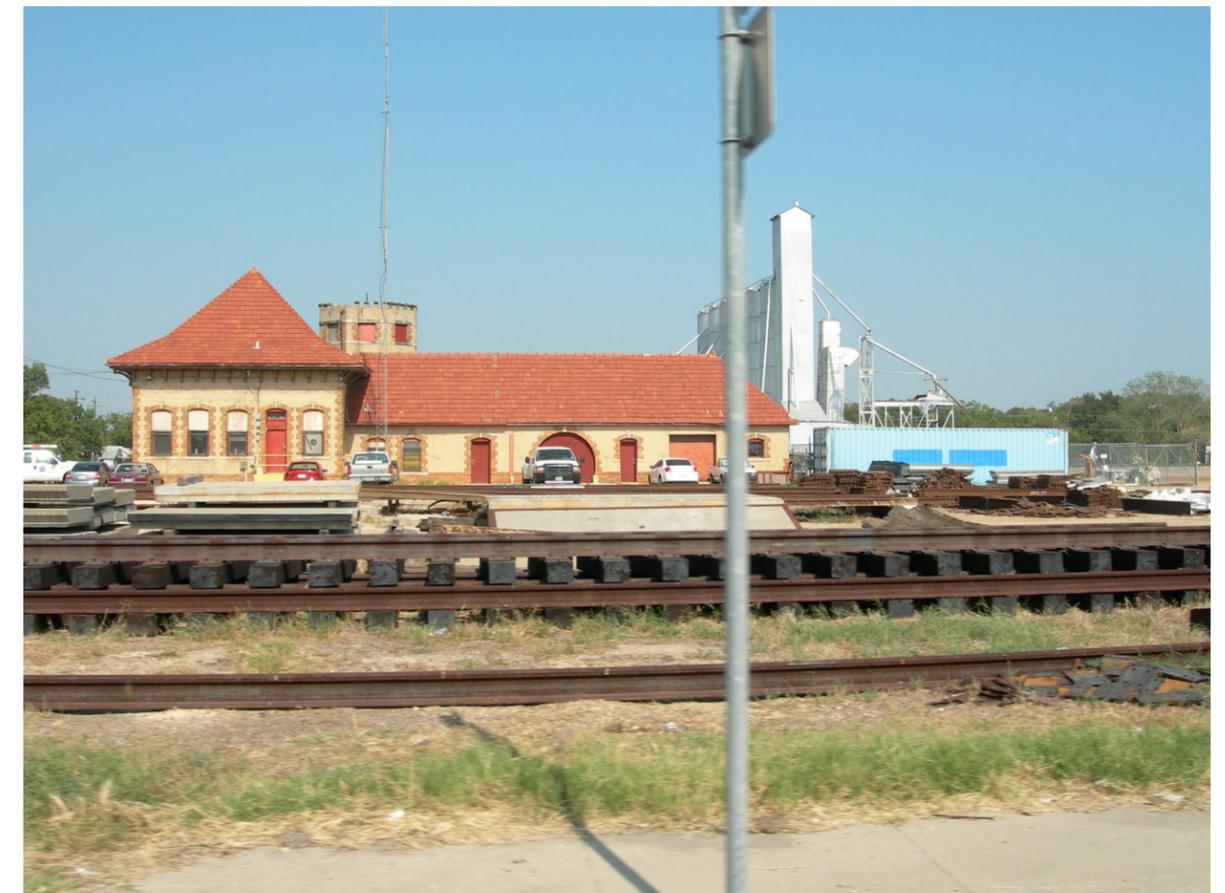
**Therefore, any plan for Corsicana will use the creekways and flood plains to create an open space network for the City that will reconnect areas disconnected by rapid growth.**

The Eastern Community District is an important historical aspect of the City and must be viewed in conjunction with the commercial core because they are historically linked and share the ups and downs of Corsicana’s transformation from cotton town to railroad hub. However, the building stock is aging and initiatives are needed that will preserve what is left of the oldest house types dating from that earliest period.

Because the Eastern Community District was part of the original Railroad Tract, it lies within

a rigid grid (reflecting the grid of the downtown core). While the street pattern of the grid is uniform, the infill of that grid has incremental qualities that make it more human. These include spatial dispersion of buildings on the block, narrow/ undulating streets, and riparian tree groves. Perhaps the grid was originally conceived in anticipation of commercial development of these blocks but the incremental process of its residential infill maintained a neighborhood texture despite a hard geometry. The uniformity of this grid lacks any physical hierarchies that would create a sense of district form...except for 7<sup>th</sup> Avenue.

**Therefore, plans for the Eastern Community District must maintain the nature of the manner in which the grid of the original railroad tract was filled in, preserve the riparian tree groves that graced its development, and preserve those spatial qualities that embody its historic essence.**

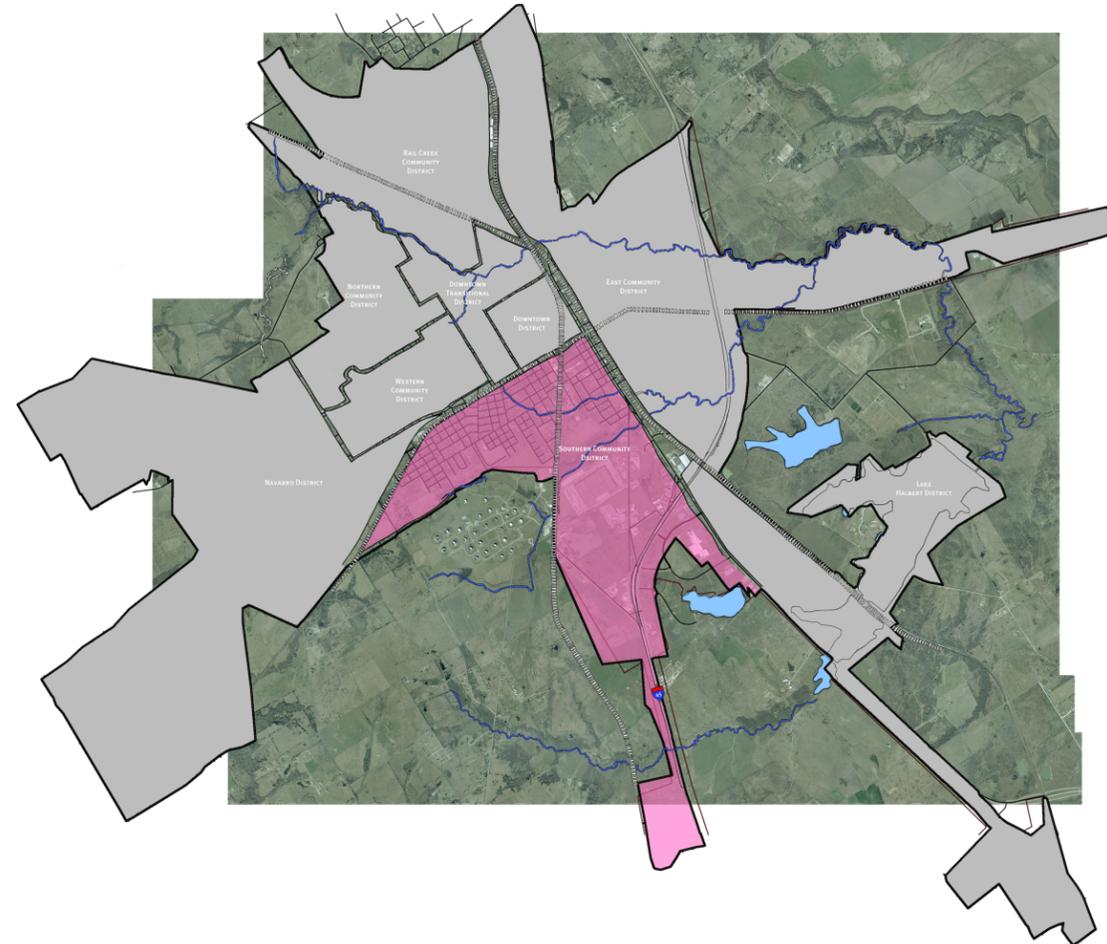


**D. DISTRICT 4: THE SOUTHERN COMMUNITY DISTRICT**

The Southern Community District had its beginning with the industrial development of property south of 7<sup>th</sup> Avenue (typically mills associated with the City’s growing Cotton economy). According to the National Register of Historic Places report, mill proprietors built worker housing along the 800 block of South Beaton, South 9<sup>th</sup>, and South 10<sup>th</sup> Streets. However, the railroad track paralleling 7<sup>th</sup> Avenue and the commercial development of 7<sup>th</sup> created another barrier between Corsicana’s commercial core and its surrounding residential districts. Over the years this separation has become more defined as Highway 31 has become more stripped out with highway related commercial development. The visual quality of development along Highway 31 is the type of ubiquitous commercial fabric that gravitates to the highway condition. Consequently it is not reflective of Corsicana or any of its historic aspects and makes the barrier that separates the Southern Community District that much more defining. The addition of street front parking, rear building service, and a railroad track have pushed the Southern Community District further away from any connection with the core. This is another instance where Corsicana’s physical fabric is fragmented by physical intrusions. The present day strength of Highway 31 isolates the Southern Community District.

**Therefore, any plan for Corsicana must address the divisive impact of Highway 31 by establishing continuities between separated districts, penetrating the barrier with meaningful cross movement, and mitigating the intrusive aspects of corridor development.**

The grid that was so rigidly defined in the Eastern Community District is fragmented in this zone. Parallel blocks give way to angled geometries that suggest a history of varied and uncoordinated development initiatives. Consequently the Southern Community District is disconnected externally and disjointed internally. The fragmented pattern lacks internal hierarchy and any sense of form that would establish a clear district identity. Street discontinuities are overlaid with incremental development of numerous periods in Corsicana’s history (both recent and distant past) and make a district that defies cognitive structure. Also absent are landmarks, edge definitions, nodes, and focal points that might frame some form of mental map for this district. The mixture of industrial and residential scaled structures speaks to its historical beginning as worker housing for mills but in the present condition such a mixture only adds to the lack of structure and order that characterizes this area.



**Therefore, create a greater sense of identity, orientation, structure, and form within the Southern Community District that will bring it together as an identifiable part of the City.**

The complex street geometries are infilled by a highly varied built fabric. Varying set backs and building orientation suggest a history of incremental development without much regard for a larger neighborhood or community context. The spatial variation is matched by an architectural variation, and a rural street section that collectively makes this part of Corsicana unattractive to reinvestment. Further, commercial uses to the north and large industrial uses to the south have surrounded the Southern Community District with conditions adverse to residential development.

**Therefore, a plan for Corsicana must reverse the dynamics of deterioration in the Southern Community District and make attractive for investment/ redevelopment.**

Within the varied fabric of the Southern Community District lies a set of blocks which are aligned in striking contrast to the uniformly parallel streets of the City. Including South 18<sup>th</sup>, 19<sup>th</sup>, and 20<sup>th</sup> Streets, these blocks flow from the downtown Transition District. However, commercial development of Highway 31 defies the presence of this alignment change and sets buildings against the highway in defiance. Such shifts present opportunity to create sub-districts and give structural clarity to the larger Southern Community District. Other means of creating sub-districts are also present. These include the corridor of Town Branch Creek and the recently abandoned rail right of way. This right of way cuts through the Southern Community District, creating a potential green belt that could provide a true pedestrianized link with Corsicana's urban core.



**Therefore, a plan for Corsicana must seize opportunities inherent within the fabric of any district to create meaningful sub-districts and/ or environmental enrichments that will mitigate harsh edges and/ or beautify the public domain.**

Years of isolation and fragmentation have contributed to decay of the building stock. However, some of this architectural fabric is an important historic legacy and merits preservation in the context of its original association with mills.

**Therefore, a plan must review the building stock and identify historic settings that merit preservation.**

Much of Corsicana is “calleurized” by corridor interventions of the rail lines or creek ways. When viewed at a scale that allows one to view the entire city and some portion of its surrounding area, the “pod” like segmentation of its parts is clearly visible. The Southern Community Zone is such a pod. Edged by highway, commercial development, industrial development, and creekway; the district is further subdivided by internal rail rights of way and creek branch. This further subdivision is what is different about the Southern Community Zone. All edge demarcations and internal subdivisions are treated as “back of lot” conditions. As a result open spaces that could enrich the district and tie it together become divisions that fragment the spatial fabric. Unable to internalize the angled and waving alignment of track or creek, the grid of the City cannot be sustained in this district and begins to form dead ends and/ or angle deviations which destroy the normal clarity of its form. Other Form Zones are defined by rail and/ or highway and/ or creek edges but not internally sub-divided by them.

**Therefore, a plan for Corsicana will address the areas where intrusions into the city fabric**

**have disrupted the continuity of that fabric by making such intrusions more meaningful as defining elements (rather than disrupting elements).**

The Southern Community District never started with a clear sense of its form in plan (as evidenced by grid variations that show up on the early Sanborn Maps). It was always an incrementally developed portion of Corsicana that received industry and worker neighborhoods in spurts. The Southern Community District remains unresolved today. Part industrial, part residential, neither land use component has a clear sense of place within the district fabric. Instead they are mixed together with little regard for transition or proper interface. In other Cities, where workplace and worker housing are closely mixed, the street plays a powerful role in demarking the juncture of these uses. The “plant” typically holds some place in the plan of the neighborhood that allows it to order the environments within its sphere of influence. Consequently, worker housing is arrayed in some comprehensible pattern about the central plant creating an industrial neighborhoods. This is true of East Coast Mill Towns and corporate communities of the mid west (such as Kohler, Wisconsin or Tyrone, New Mexico). No such relationships were established here or remain here and the resulting fabric of development is lacking any sense of clear structure.



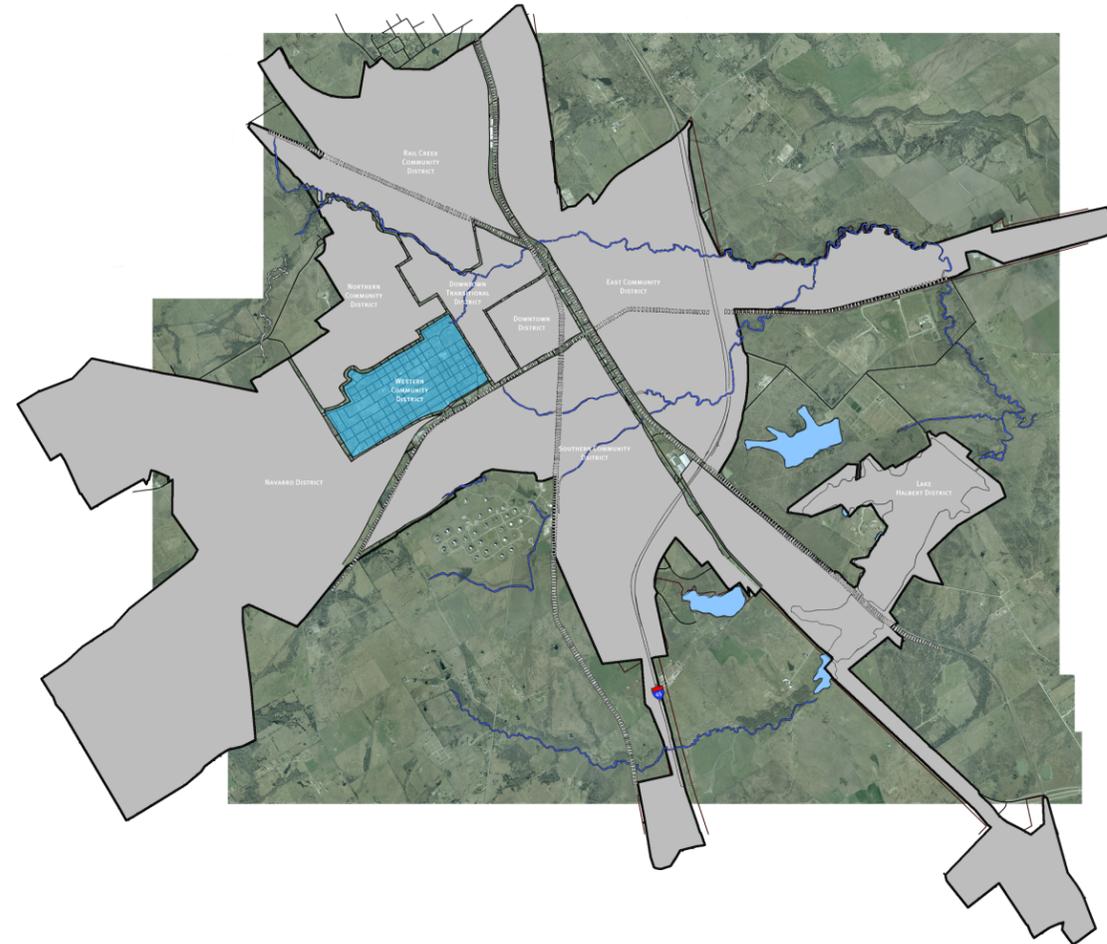
**Therefore, a plan for Corsicana will envision a form for the Western Community District that will rationalize the chaotic confluence of residential and non- residential land uses.**

**Therefore, a plan for Corsicana will describe proper land use relationships that create transition and sequence.**

**E. DISTRICT 5: THE WESTERN COMMUNITY DISTRICT**

The largest areas of residential growth (accompanying both the Cotton and Oil “boom” of the early 20<sup>th</sup> century) occurred west and northwest of downtown in newly platted subdivisions that “for the most part followed the grid of the town” (National Register of Historic Places Report). However, the west side of downtown became Corsicana’s premier neighborhood, housing the civic and business leadership of the City. This is a pattern similar to Waxahachie. Main Street, west of the courthouse square, displays the grand homes (popular styles include Victorian, Queen Anne, Arts and Crafts, and Tudor) built by the City’s leading citizenry. However, Waxahachie’s grand neighborhood retained its strong connection to the city core (Courthouse Square) and has consequently survived changes to the city fabric. In Corsicana, loss of Courthouse Square, segmentation from the business core, and isolation through commercialization of 2<sup>nd</sup> and 7<sup>th</sup> Avenues has promoted the loss of landmark homes and erosion of the historic district fabric in general. This is a great loss for the City because it erases the “community” (in a social/ cultural sense) associated with economic expansion (and urban definition) from the surviving commercial fabric. One only sees half of the story today and the half told is not about cohesion or community coalescence but segmentation.

**Therefore, a plan for Corsicana must create physical definition of the Courthouse Square and restore the once prominent linkage between that square and the Western Community District.**



Key to having a strong connection to the City core is the extension of meaningful core streets



as avenues and boulevards into the grand home section. It is both the importance of the street and the grandeur of its section that makes the connection important and meaningful. Downtown streets of importance run in a north to south direction (e.g. Beaton Street) while streets into the Western Community District run in an east to west direction. It is interesting that Beaton Street (the premier commercial avenue) extends south into the unresolved and incremental fabric of the Southern Community

District, while streets of lesser commercial significance (such as 3<sup>rd</sup> Avenue) continue west into the Western Community District. In addition, as 3<sup>rd</sup> Avenue extends, it has no particular enhancement to signify its status as a primary connector to the “leadership” community. There is no Boulevard (such as Waxahachie’s Main Street or Dallas’ Swiss Avenue) but simply a utilitarian right of way. Similarly 4<sup>th</sup> Avenue is the only other street extending west from the commercial core but it is also of lesser commercial importance and void of any enrichment. 5<sup>th</sup>

Avenue and Collin Street are streets that join Beaton at places of greater commercial interest but they fail to extend beyond 18<sup>th</sup>. This relationship clearly reflects an earlier importance of the Courthouse Square (bounded by 2<sup>nd</sup> and 3<sup>rd</sup> Avenues) that was not modified when the Courthouse Square lost its influence over defining the commercial center of Town. The slow erosion of the Courthouse Square led to an erosion of the Western Community District.



**Therefore, a plan for Corsicana must restore lost connections between the City core and the Western Community District and envision streets that enrich the community with large medians and/ or landscaped parkways.**

Among the assaults that affected the Western Community District, none is so impacting as the commercialization of 2<sup>nd</sup> and 7<sup>th</sup> Avenues. In the recent memory of local citizens is a view of grand old homes fronting 2<sup>nd</sup> and 7<sup>th</sup> Avenues. However, when these roads became State Highways increased traffic volumes encouraged redevelopment and demolition of structures that could not be adapted to the new economic reality. Today, 7<sup>th</sup> Avenue

looks like any highway edged by “highway” retail uses and 2<sup>nd</sup> Avenue has a similar (but not as intense) appearance. Former residential lots always make poor highway lots because of the land area limitations of the previous residential use. Therefore, the street front development is typically fragmented and occupied by the “lower end capture” uses that can accommodate such land area restrictions. While the lot spacing remembers its residential past, the architecture of development shows no such consciousness and seeks the most utilitarian construction method/ design as possible (reflecting the low capital costs typically associated with highway frontage development). At one time, the land use change between the Western Community District and the Southern Community District occurred at the railroad track. Now it occurs at the rear lot lines of lots fronting the north side of 7<sup>th</sup> Avenue. Consequently, the spatial separation of zones has been greatly expanded. The same dynamic of change is happening along 2<sup>nd</sup> Avenue with the same spatial consequences.



The greatest assault on the Western Community District has been the conversion of 15<sup>th</sup> Street into an extension of 2<sup>nd</sup> Avenue (making connection with 7<sup>th</sup> Avenue). Here, traffic patterns have been routed in complete defiance of the “grain” of this district and dramatize the separation of core and residential appendage. It would have been more beneficial to the commercial viability of Corsicana for this “cross over” traffic to occur within the commercial core instead of in a non-commercial (residential zone). 2<sup>nd</sup> Avenue, 7<sup>th</sup> Avenue, and 15<sup>th</sup> Street in combination with the growing Navarro College District, completely circumscribe the Western Community making its separation from the larger fabric of the City complete.

**Therefore, a plan for Corsicana must mitigate the intrusive and segmenting impact of 15<sup>th</sup> Street.**

Envisioned as an extension of downtown, blocks within the Western Community District have spatial attributes significantly different than the core. The tight grid of downtown experiences its first modification in the Downtown Transition District and another mutation in the Western Community. Blocks become longer (e.g. between 4<sup>th</sup> and 5<sup>th</sup> Avenues at 24<sup>th</sup> Street), and/ or thinner (e.g. between 22<sup>nd</sup> and 23<sup>rd</sup> at 4<sup>th</sup>). While the intent may have been to plat this area based upon the town grid, important deviations were initiated and appear on the earliest Sanborn Maps of this city segment. The intent may have been the realization that urban blocks are too restrictive for residential blocks and punctuate the

basic community unit with too many perpendicular interruptions. The lack of uniform blocks fronting a street with no particular enrichment of the public domain constitutes a basic urban fabric that does not spatially support a grand presentation of grand homes.

**Therefore, a plan for Corsicana must create a spatial environment within the Western Community District that enriches the public domain as an approach street to the core.**

Like most cities, the premier residential area arrayed itself on the city’s higher ground. In Corsicana, this higher ground lay along the drainage divide between Post Oak Creek and Town Branch Creek. Oriented to the west (the only direction of growth that was not interrupted by rail lines) the Western Community District developed long streets lined with tall trees that (over time) gave the streets an architectural grandeur and umbrageous character. Growth to the north would always be limited by Post Oak Creek, growth to the south limited by industrial development, and growth to the east would have to “jump” the railroad tract. Consequently the natural spine of growth was along high ground to the west where incoming streets would bring traffic past the grand homes as they approached the commercial core. However, spatial interruptions worked against successful fulfillment of this archetypal model and the syntax of the intended experience was never really completed.



**Therefore, a plan for Corsicana must restore the lost grandeur of the Western Community District and stabilize the dynamics of deterioration affecting it.**

One of the strongest connections between the Western Community District and Corsicana’s commercial core was the trolley line that ran from Beaton Street along 3<sup>rd</sup> Avenue (thereby serving the higher income residential area). This is a relationship between physical growth and transit typical of most Texas Towns (where transit lines were built). In Waxahachie, the trolley line came out of the commercial center and ran up Main Street to a point of “turn around”. The street section was designed to accommodate transit with a central median in which the trolley moved. Even today (without the trolley) the median is distinctive and the street has not lost its sense of grandeur. Corsicana put the street improvement costs upon the private trolley company and no such expansive aspect of the public domain was provided. Consequently, when traffic increased, the trolley became an impediment to movement instead of a facilitator and was quickly removed.

**Therefore, a plan for Corsicana must envision restoration of linking infrastructure that once bound the community together (such as the trolley spine).**

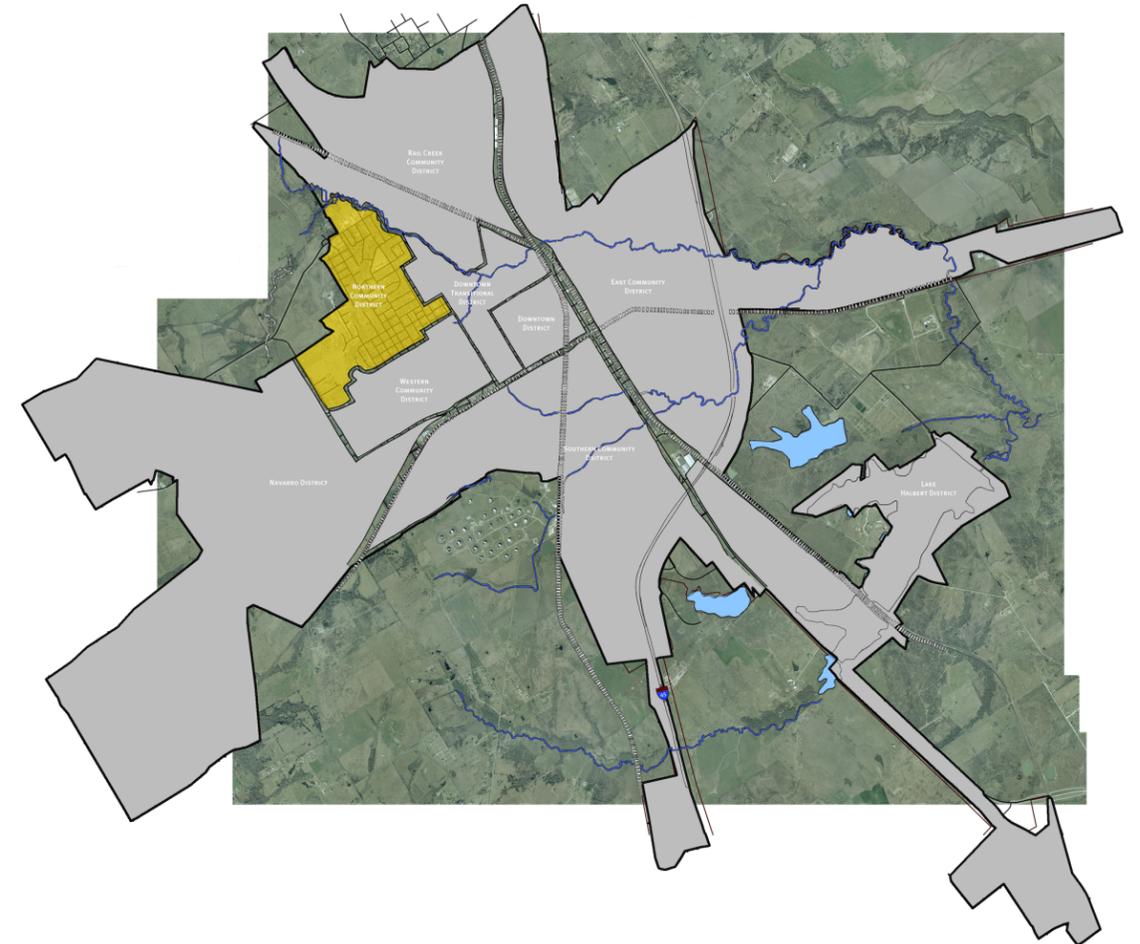
**Therefore, a plan for Corsicana must envision street sections that can accommodate additional capacity, or physical enhancement needed to create identifying streetscapes.**

## F. DISTRICT 6: THE NORTHERN COMMUNITY DISTRICT

The Northern Community District starts (at its southern most edge) as an extension of the City Grid. It quickly varies as newer development extends this district further northward. Consequently, the City grid is only recognizable in those blocks immediately north of 2<sup>nd</sup> Street and by the time streets meet up with Oakwood Cemetery, lot patterns begin to take on a more suburban pattern. This reflects a mixture of construction periods, lot sizes, and income levels all knitted together in this Form District. Cul-de-sacs (non existing in the historic areas of Corsicana) reflect the “post World War II” approach to land planning. In this era, development emphasis shifted from the notion of extending an existing urban fabric (macro determinism) to addressing the project (micro determinism). This trend found its ultimate expression in the proliferation of “gated communities” which reached prominence in the 1980’s. The Northern Community District has one very notable example along Arcady, Windsor, and Cumberland Drive (overlooking Drane Lake). The block length, gated entry, and relation of house to street sits close to older residential areas and in striking contrast to the form/ texture of Corsicana’s older fabric. Similarly, streets like Bowie, Lexington, Beverly, and Princeton Drive show a block pattern that yields to the presence of Post Oak Creek, unlike the older rigid grid that simply broke down when confronted with such constraints due to its unyielding qualities. Such picturesque adaptation of natural corridors allowed these corridors to be privatized or brought into the public domain. The latter relationship of street to natural asset is preferred over the former because of its ability to gracefully enrich the street experience and experientially convey a presence of natural settings.

However, achieving the latter usually required a visionary public sector to impose such restrictions on development which envisions profit in the privatization of such natural assets. When the Northern Community District was developed that kind of public oversight was not typically part of the development process. When the historic fabric was laid out that kind of relationship was not part of the development vision. For this reason the older grids (north of 7<sup>th</sup> Avenue) simply dissipate as they approach Post Oak Creek and the earlier post war subdivisions (north of Oakwood Cemetery) recognize the creek in street geometry but privatize its presence. Only the more recent subdivisions bring these natural assets into the public domain (such as North 29<sup>th</sup> Street). While private development concealed natural features of the City, public development has taken bold and important measures to turn Post Oak Creek into a public open space spine that graces the streets running through it and serves the recreational needs of the City as well as adjacent neighborhoods. The natural infrastructure which was strong enough to restrain growth never found its way into the public domain from the outset (except for the above mentioned open space spine). This reflects a notion about the City that typifies its history...namely that the development unit (grid cell) is dominant over natural condition.

**Therefore, a Comprehensive Plan for Corsicana must internalize the natural assets of its setting and employ them as a guiding infrastructure for growth and enhancement of the existing city.**



The parks and cemeteries along Post Oak Creek are a conspicuous presence within the Northern Community District, a presence that is extended by the large street trees that now grace this area. The power of the park as a destination (giving a distinct identity) is enhanced by the topographic slope down into the creek bottomland where ample open space allows appreciation of the riparian groves about its bank.

As a result, the park is a powerful presence which sits at the confluence of creek tributaries reaching into the Northern Community District. Movement toward the creek (such as the trip along Oaklawn Drive) is announced and visually supported by the tree cover within older street corridors. The architectural envelope that typically defines the streets of Corsicana gives way to the presence of mature landscaping, changing and more picturesque street geometries, and periodic encounters with parks and cemeteries along Post Oak Creek.

**Therefore, a Comprehensive Plan for Corsicana must recognize and seek to preserve the areas of mature street landscape, particularly where these areas connect with other public and/ or semi-public open spaces.**

**Therefore, the potentially strong relationship between parks and cemeteries along Post Oak Creek must find its way into the public domain and a better (more natural) relationship with the older street grid established.**

Of particular interest in this analysis is the recent development of an estate community at the western edge of the Northern Community District. The street layout, the gated entrance, the lot size, and the residential infill upon those lots is dramatically different than the community that surrounds it. Fortunately, Glenwood Drive allows views of and across Drane Lake so this hidden asset can be appreciated from the public space. The presence of this development will limit further westward extension of the Northern Community District. Future westerly development will derive access from Dobbins Road and continuity with the City core (heretofore achieved by extending the town pattern in some fashion that recognizes it) will not be a part of residential expansion in this zone. This will mar the beginning of true suburbs for Corsicana and lead toward the development of remote centers. In this type of expansion qualities of the City should not be forgotten (and replaced with ubiquitous development forms) but remembered and natural corridors (such as the westerly extensions of Post Oak Creek) become important means by which connections to the core are maintained.

**Therefore, a Comprehensive Plan must include a natural corridor plan to maintain linkages between the historic City core and its movement toward outlying residential development. Such corridors must provide a framework for new development and inspire urban design initiatives that make them more influential in older/ existing development.**

The eastern perimeter for the Northern Community District (set by Post Oak Creek) directed development to the west. As a result, outward growth (restrained by the railroad and creek) has always been biased toward the west. As mentioned above, development around Drane Lake will make it difficult for future westward expansion to maintain its traditional street connections with the older core grid. None the less physical and natural barriers in this part of Corsicana will continue to push development westward into the open land beyond Dobbins Road. As development expands, traffic will continue to flow toward the historic core (either to reach the core itself, reach the Interstate, or reach the newer retail/ commercial development attracted to the Interstate). These future traffic volumes will flow to Highway 22 unless a thoroughfare plan is conceived that provides more trip options for the future City.

**Therefore, a thoroughfare plan for Corsicana must recognize likely patterns of future growth and formulate a thoroughfare system that provides trip options for traffic flowing to the City's core.**

The Northern Community District abuts the Downtown District and demarks a dramatic change in density. Commercial densities immediately drop to single family residential densities with in a density gradient typically seen as one moves away from the City center. This close juxtaposition of density change surrounds the downtown area and contributes to the prevailing disconnect between the city center and its surrounding fabric. Dramatic density changes at physical barriers indicate that the dynamics driving growth on either side of the barrier are different. Consequently the barrier is emphasized and the resulting disconnect more clearly articulated. It would be better to have a core area that transitions density over the barrier. In other words similar development occurs on both sides of the barrier element, thereby internalizing the barrier to city fabric and making linkage possible.

**Therefore, areas of the Northern Community District that abut the historic core should be viewed as areas of transitional use. Where parks exist, they should be brought into the fabric of adjoining districts to create seams rather than barriers.**



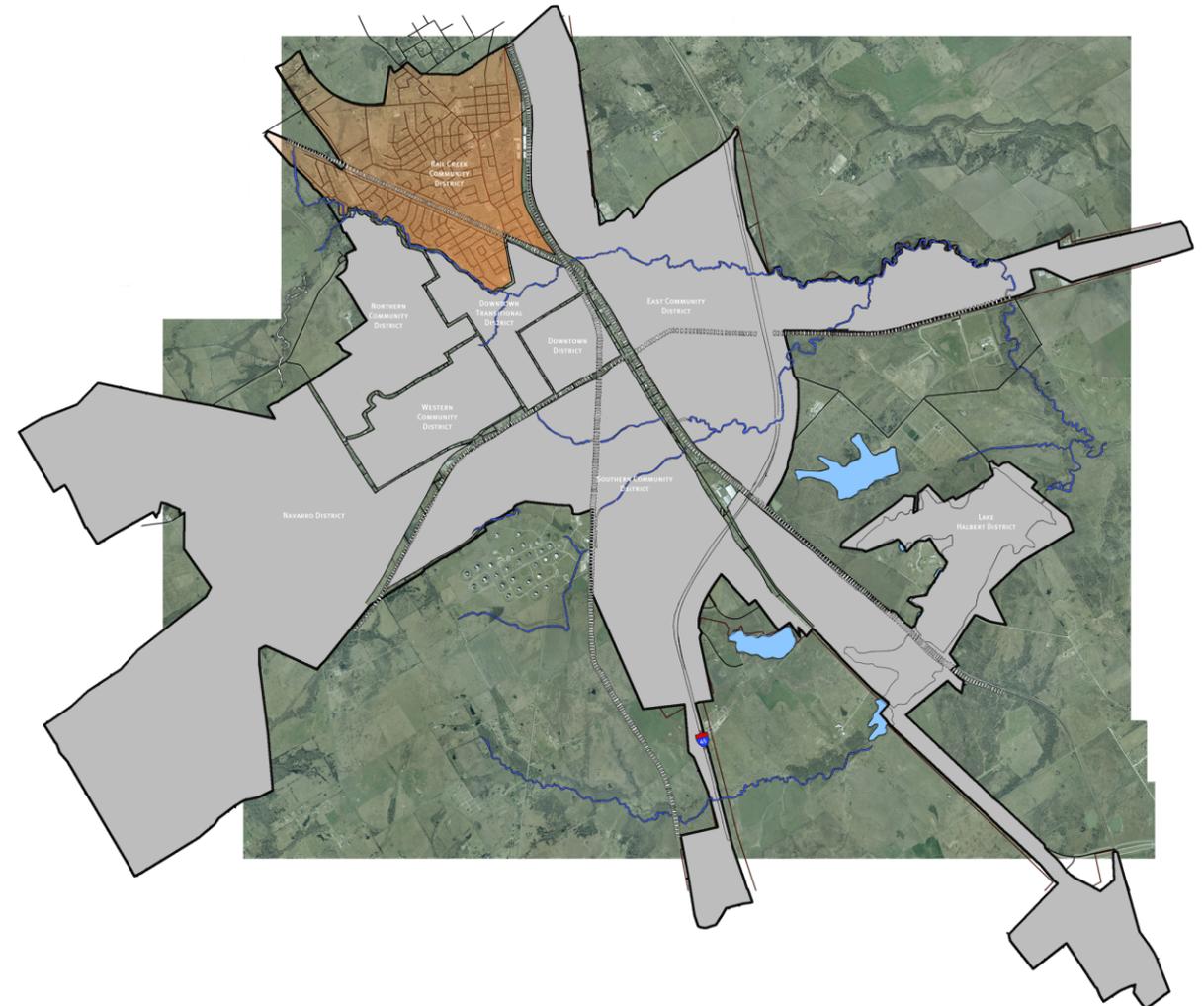
### G. DISTRICT 7: THE RAIL/ CREEK COMMUNITY DISTRICT

The Rail Creek Community District derives its name from the physical edge defining it. On the west is Post Oak Creek (hence Creek) and on the northeast is the Chicago Rock Island and Pacific Line. Caught between two very different edge conditions, this district has two very different personalities. On one side (the creek side) streets bend in recognition of the creek and cul-de-sacs reach into the creek corridor in an effort to bring the creek environment into the residential fabric. Just a block away, the development assumes a hard (defensive edge) against the railroad track (Northwood Boulevard) forcing side yards and rear yards against the street from which this residential district derives its entry. The visual message indicated by this entry says nothing about the creek but only speaks to the intrusive presence of the railroad. This defensive definition of edge at the entry isolates this segment of the City, leaving no mechanism for juncture.

**Therefore, a plan for Corsicana must address subdivision layouts that create defensive barriers at their edge and entry and seek to unite the City across such barriers.**

The intersection of Beaton Street, 13<sup>th</sup> Street, and Northwood Boulevard defines an important landmark node in the City of Corsicana. Corsicana does not have significant nodal points outside the core business area. One of the cognitive deficiencies of the grid is its lack of differentiation...it is self-defining and void of particular places of importance. However, the 3 street intersection deviates from the grid (in that grid lines converge) and in so doing creates a significant nodal feature that is a landmark of reference/ identity/ orientation for residential areas north of the historic City.

**Therefore, a plan for Corsicana must recognize strong cognitive elements in its fabric (such as the 3 street intersection) and devise means by which they can be meaningful organizers of movement, sense of portal, and cognitive hierarchies for districts around and abutting them.**



Once again the Rail/ Rail District is an area of Corsicana that is segmented from the rest of the City by a “Y” shaped convergence of two rail lines (the Chicago Rock Island & Pacific and the Southern Pacific). This convergence is a powerful definition that permits few points of ingress/ egress and thereby isolates the Rail/ Rail District. Grid patterns within this district turn due north (away from the general northwest alignment of the rest of the City). Roads have a rural character here and undeveloped areas still support agricultural uses. The core of this district lies at the intersection of Hardy Avenue and North Beaton Street and the density of streets dissipates to both the north (away from town) and south (toward town). It seems that this area did not develop as an extension of the core (like other parts of the City) but as a true suburb. The Rail/ Rail District retains good access to the core through short trip distances along Beaton Street or 10<sup>th</sup> Street/ Navarro Drive but in all other respects is separated from it by a powerful railroad barrier and the organizing strength of the 3 street intersection.

**Therefore, a plan for Corsicana must recognize City sub-districts that are strongly defined by built or natural edges by strengthening connections to the core and other districts, enriching/ enhancing edge definition, and visually establishing points of entry.**

A lack of internal street continuity (within the Rail/ Rail Community District) makes movement in and about this district difficult. Dead end streets proliferate, particularly towards the northern most edges. This reflects a lack of overall street planning and forces traffic to flow to North Beaton Street (the one primary collector) in order to access other parts of Corsicana (or elsewhere). As development adds households to the landscape and traffic densities to the roadways, Corsicana continues to rely upon the same conveyance capacity set at the early stages of its formation. Additional collectors must be brought to the system as development moves outward and cross links between those collectors established. Otherwise traffic will be funneled to the core and “choke points” will become overburdened.

**Therefore, additional conveyance capability must be added to the thoroughfare system that will supplement the limited capacity of existing older highways. This is particularly true of northwesterly expansion limited to one primary collector.**

Commercial development generally has stayed with Highways 31 and 22 (or the Interstate). However, it is desirable that an expanding city could support retail uses outside the core and such commercial decentralization would enhance convenience and reduce vehicular trips.

**Therefore, a plan for Corsicana must establish nodal intersections in the northern growth areas that will support neighbor service retail uses as the City grows.**

The Rail/ Rail Community District lacks any clear sense of identity. Dead end streets, industrial uses, railroad boundaries, mixed residential construction (periods of construction ranging from the 1960’s through the 1980’s), and varied street patterns lack a clear point of reference, visual theme, or other identifying/ form giving feature. In particular this district



lacks open space and more importantly open space positioned to benefit the public domain. Without spatial ties to the core an isolated community must define themselves within so that the core connections that do exist have a terminus (a point of arrival).

**Therefore, a plan for Corsicana must seek to create a general sense of place within isolated districts of the City.**

**H. DISTRICT 8: THE NAVARRO DISTRICT**

Located on the west side of Corsicana, between Highways 22 and 31, two important economic engines are sitting side by side: the Navarro College and Navarro County Memorial Regional Hospital. These two engines have attracted the synergy of other institutions, related services and support retail and development creating a self contained district. Although located in jurisdiction of Corsicana it reads as a detached part of the city, almost as a small little adjacent town that serves the city.

**Therefore, a plan for Corsicana must contemplate architectural and visual continuity as well as the connection to the Downtown district to visually claim this District as an integral part of the city.**

In the late 1800's the independent Order of Fellows and the State of Texas selected Corsicana as the site for new orphanages. Successful operations of the institutions on large parcels well beyond the west city limits may have influenced westward growth during the period. In 1887 by appointment of Governor L.D. Ross a committee selected Corsicana among 19 communities to establish the State Orphan Asylum. They allocated the building, again, on a large track of land west of the city limits. (Navarro County Historical Society) This may have been the origins of the Health/Education land use vocation of the far west limits of Corsicana.

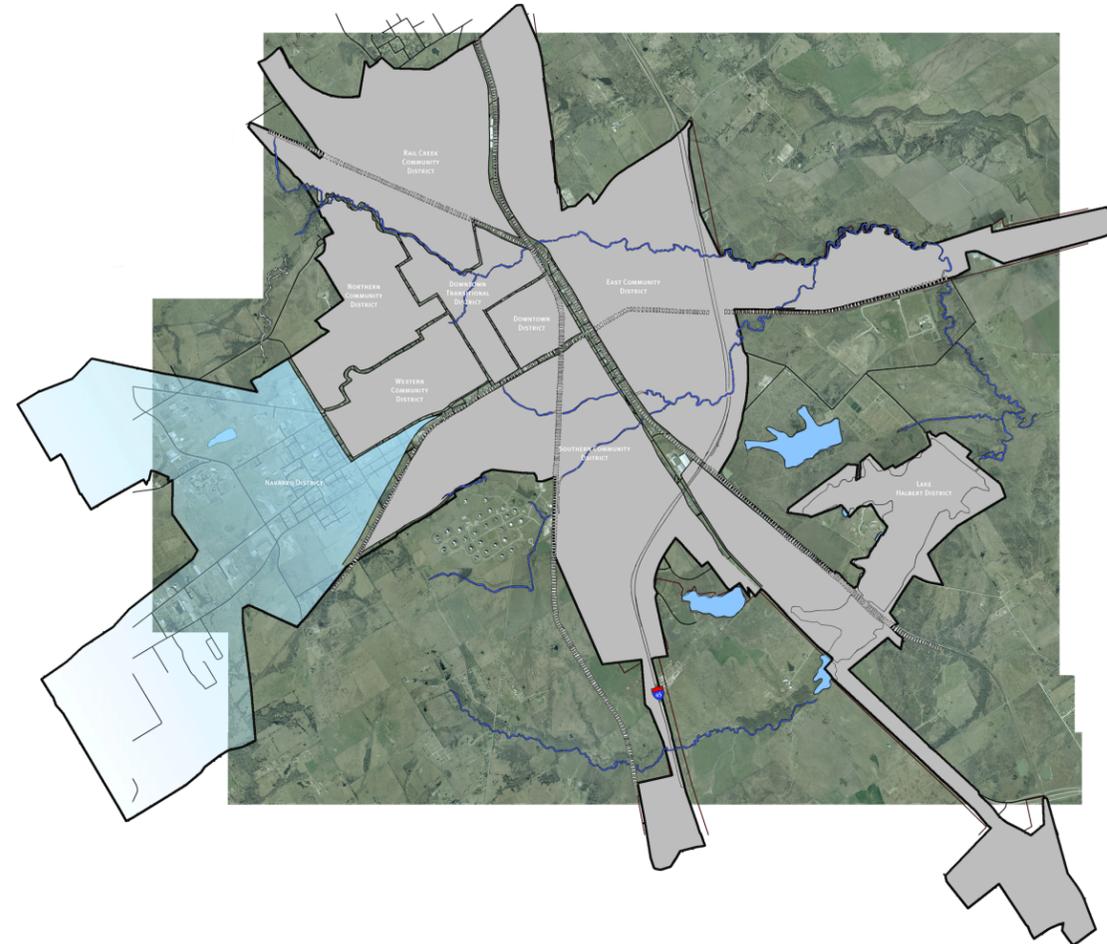
The Navarro District is the most specialized district of Corsicana because it physically connects Highway 31 and Highway 22 through a meaningful combination of specialized land use. This condition creates both a powerful synergy between the land uses and a natural link of the two most powerful form giving commercial corridors in Corsicana. Surrounding these two engines support related businesses have naturally allocated and confirmed the specialized land use vocation of this district. Retail and hospitality supporting the College Campuses and Regional Hospital have concentrated a value gradient and development opportunities.

**Therefore, a plan for Corsicana must view this District as a development pole that evolves to become the center of gravity for new development as the west bound development of Corsicana continues.**

Inner streets and connectors of the two campuses and Highways seem to have occurred spontaneously and with no planned form, which is why people use both campuses (Hospital & College) to cross from 22 to 31 and vice versa.

**Therefore, a north-south and west-east spine must be identified by the plan to organize and facilitate vehicular transit that will allow value generation transit and fluent transit to and from this district.**

This district is becoming one of regional status and influence and is the most powerful



development attractor in the city.

**Therefore, a plan for Corsicana must consider the designation of a thoroughfare easement to generate a loop from I-45 surrounding this district to facilitate the access from the southern communities and townships to this regional pole.**

## I. DISTRICT 9: THE LAKE HALBERT DISTRICT

In the southern reaches of Corsicana's corporate limits is an area centered on the 603 acre Lake Halbert (built in 1921 as a reservoir for the City). Lake Halbert provides a portion of the City's water today but a persistent cloudy to muddy water condition has discouraged recreational development of any scale. The Lake has remained a local feature of natural interest, but not a development generator. Lack of development is most likely a result of four conditions:

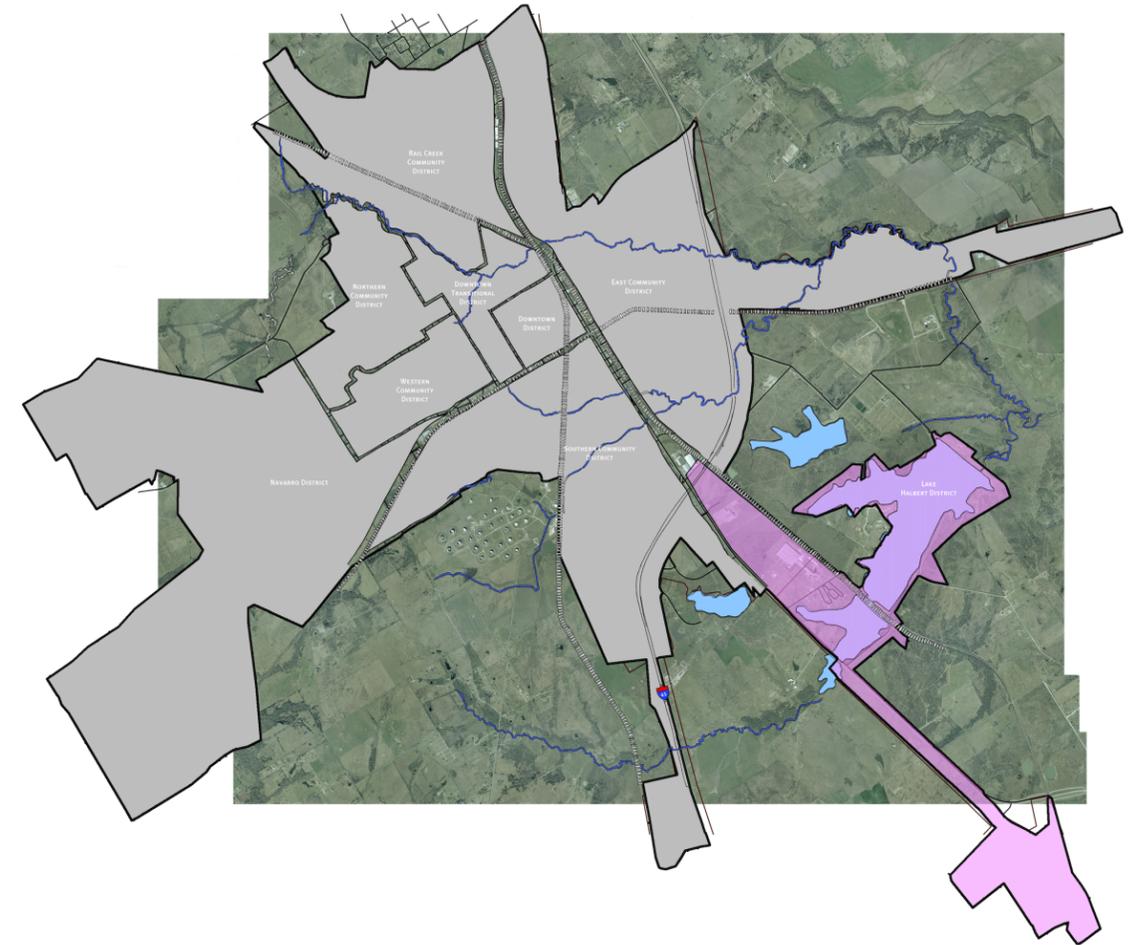
- Traditional development to the west and northwest. This was/ is the direction of upper and middle income housing (which typically defines the directional emphasis of residential expansion).
- The barriers imposed by Highway 31, industrialization of the Southern Community District, and a large expanse of tank farm/ industrial development south of T.A. Carroll Ave.
- The lake area lies east of Interstate 45, within a peninsula of land defined by two railroad tracks (the Chicago Rock Island and the old St. Louis Southwestern).
- The proximity of Lake Richland Chambers as a preferred location for recreation and lake communities.

Separated from the City by a zone of industrial development, isolated by rail lines (with trestles encroaching on the water body), and located on the wrong side of City growth, Lake Halbert never became a development generator. However, this Lake is a unique natural asset that falls under the complete jurisdiction of the City of Corsicana as does Halbert's sister lake, Lake Magnolia. Together these two water features provide considerable bank to accommodate residential development if the deterrents to development could be resolved.

**Therefore, a plan for Corsicana must envision linkages between Lake Halbert and other areas of the City so that the Lake and its environs can be brought into the fabric of the community.**

It is interesting to note that neither Lake Halbert nor Lake Magnolia receive their inflow from creeks or drainage ways flowing from the City. Creating further separation, this condition prevents the connection to the lakes via creek way trails and open spaces. It will be necessary to define connection between city and lake with roads and other forms of right of way. However, Post Oak Creek resides just east of the lake spillways and development in the vicinity of Jester Drive (and reaching toward the lakes) would allow easterly growth of Corsicana to follow the branches of Post Oak Creek just the way development in a westerly direction has.

Post Oak Creek could emerge as the new defining element of the City. That gives Corsicana a distinctive form for the next phases of its urban history. Making its way along the edge of early grid blocks (of the Eastern Community District), Post Oak Creek enters the subdivision pattern of the City at the Community Park.



If development east of Interstate 45 is attracted to Post Oak Creek in the same fashion as development west of 564, then Post Oak Creek will become the dominant organizing element of Corsicana (replacing the historic downtown core and its ability to extend the urban grid it generated). Consequently residential expansion along Post Oak Creek could eventually find its way to Lake Halbert and the environmental assets it can offer.

**Therefore, a plan for Corsicana must anticipate development along the eastern reaches of Post Oak Creek and thereby the environs of Lake Halbert and serve such areas of development with a movement system that brings easterly development into the physical envelope of the City.**

Immediately south and east of Lake Halbert, land topography becomes suddenly hilly and undulating. This dramatic change in the landscape offers an environment for residential development that is much richer than the typical Blackland Landscape west of the core. However, this property is not served with roadways and/ or utilities.

**Therefore, a plan for Corsicana should explore the potential of making rich natural assets (such as the landscape south of Lake Halbert) available to development at key stages of City growth so that a diversity of housing choices is available to the marketplace.**

**ECONOMIC BASE ANALYSIS**

Understanding what the key economic drivers for any city, county or region are can be a complicated process. Every community tells a story about itself and that story can indeed be represented by the economic data that is available or not. We have a wide array of data that is available at the state, Metropolitan Statistical Area (MSA), county, city, zip code and census block level. However, data has little or no meaning unless one can put it into some type of meaningful context. Figure 1 below is the context we are using to put meaning to the data that we have collected for the City of Corsicana and Navarro County, Texas. Notice there are three interlocked circles. Each circle represents a major concept that we believe to be crucial for a fuller understanding of the economic structure of any area of interest. It is the case that neither circle is more important than the other and they are interconnected.

Purpose deals with the underlying reason the region exists in an economic context. In the simplest of terms it is the answer to the following question: “What is it that we can produce more cheaply than other regions and sell for a profit?” Purpose changes over time but without a purpose the region will decline economically.

Place encompasses many issues but for our purposes deals with the characteristics of location in the broadest sense. This ranges from median age to educational attainment to a host of descriptive demographic variables. We could also ask the simple question of why would any industry stay at any given location. There are three possible answers to this question. First is the ability of the firm to share specialized inputs easily found at the location (place). Second, there may be advantages to both workers and firms that result from the extent and diversity of the local labor market. Finally, there may be advantages to firms because of their connections with other firms in the area. The connections are often referred to as knowledge spillovers that occur because of the location.

Finally, proximity addresses the issues associated with the regions location within the broader economic and geographic landscape. What are the influences brought to bear on the city or county by its proximity to other economic regions?

Collectively we refer to these concepts as the “three P’s.” These three forces work together to create two major sources of sustainable and competitive advantage. Competitive advantage refers to the relative ability of the city or region to produce higher quality goods and services at a lower price than other regions and ultimately sell for a profit. There are two sources of such advantage:

1. From within and by using the people, places, and businesses located within the region,
2. Exporting the productive activities of local residents and business to the rest of the world.

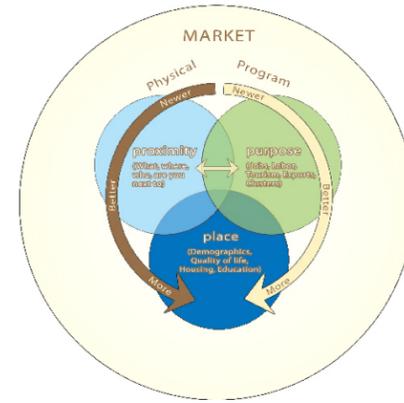
But attaining a competitive advantage without being able to maintain it is not an effective

strategy. We believe there are four keys to sustaining a competitive advantage once obtained. These keys are:

1. A higher quality workforce
2. Superior public infrastructure
3. Better public services
4. Linking development with neighborhood needs.

Figure 1 below shows the key relationships within our three P’s framework. Notice the interconnections between each circle and the road systems that support those interconnections.

Figure 1.



We begin our study of Navarro County and the City of Corsicana with a general demographic profile. We classify the county using three demographic profiles obtained from ESRI Demographics. These profiles relate the county to national demographic profiles and give us one way to classify county residents relative to national characteristics. There are three dominate profiles for the county:

- Midland Crowd: This is the largest market segment nationally. Median age is 36 years with family size of 3.1. Median household income is \$47,000 which is below national levels. This group often lives in rural areas and are big do-it-yourselfers who enjoy fishing and hunting as well as country music.
- Simple Living: The median age of this market is 40 years old with a high proportion over 75 years old with many relying on Social Security income. The majority rent apartments in multi-unit buildings. They stay fit by walking, swimming and playing golf.
- Southwestern Families: This group includes families who are the bedrock of the Hispanic culture in Texas. Median home values are \$50,700 with over 60% owning their own home. This group is young with a median age of 28 and median household income of \$28,500. The presence of children in the home dictates many household choices.

Figures 2a and 2b show our near term forecasts for population change for both the city and the county. Our forecasts are obtained by weighting the population growth from 1990 to 2000 with the population growth from 2000 to 2004. We expect city and county

population trends to be very similar. As both figures 2a and 2b show we expect a mildly accelerated growth trend to begin after 2010. This is a slightly stronger growth pattern that we have witnessed during the first five years of this millennium. The big uncertainty in our near term population projections would be the impact of any under counted groups. To the extent that the county and city are destinations for large numbers of undocumented workers then our population projections would be understated. It should also be noted that these projections are based upon past trends continuing under some very modest growth assumptions. We have not taken into consideration any aggressive development plans the city or county may implement.

Figure 2a

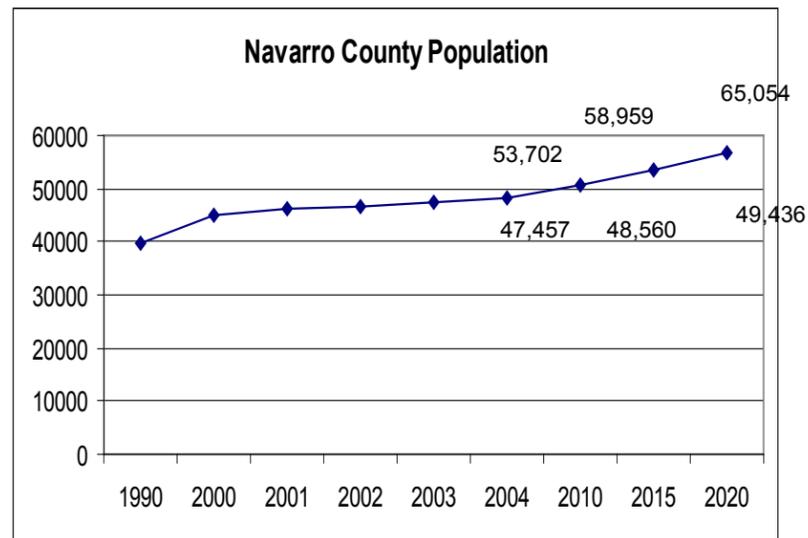
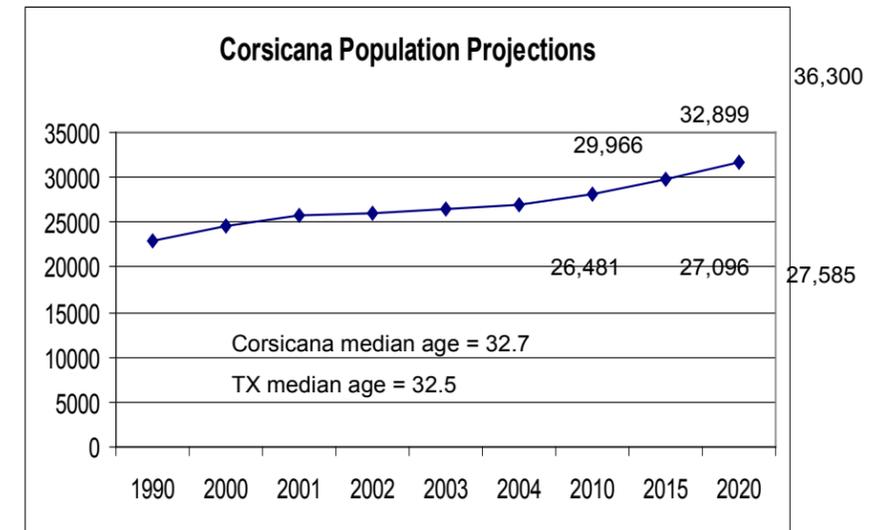


Figure 2b  
Median HH size = 2.77



**A. PROXIMITY**

Simply put proximity refers to where and next to whom the city or region is located. This proximity matters since we must consider the issue of the “magnitudes” or “gravity” of place and thus proximity to place. Despite globalization, it is the case that interregional trade still primarily occurs between regions that are in close proximity to each other. One city or region located within easy driving distance of another larger dominating city or region could easily be swamped by the sheer size or gravity of the larger city or region. When considering proximity to Navarro County one naturally considers the role of Dallas, Houston and the I-45 corridor. While Corsicana is closer to Dallas we consider the impact of both Houston and Dallas on the county.

Figures 3a and 3b detail the major employment clusters of each of these major regional anchors.

Figure 3a Dallas Employment Clusters 2002

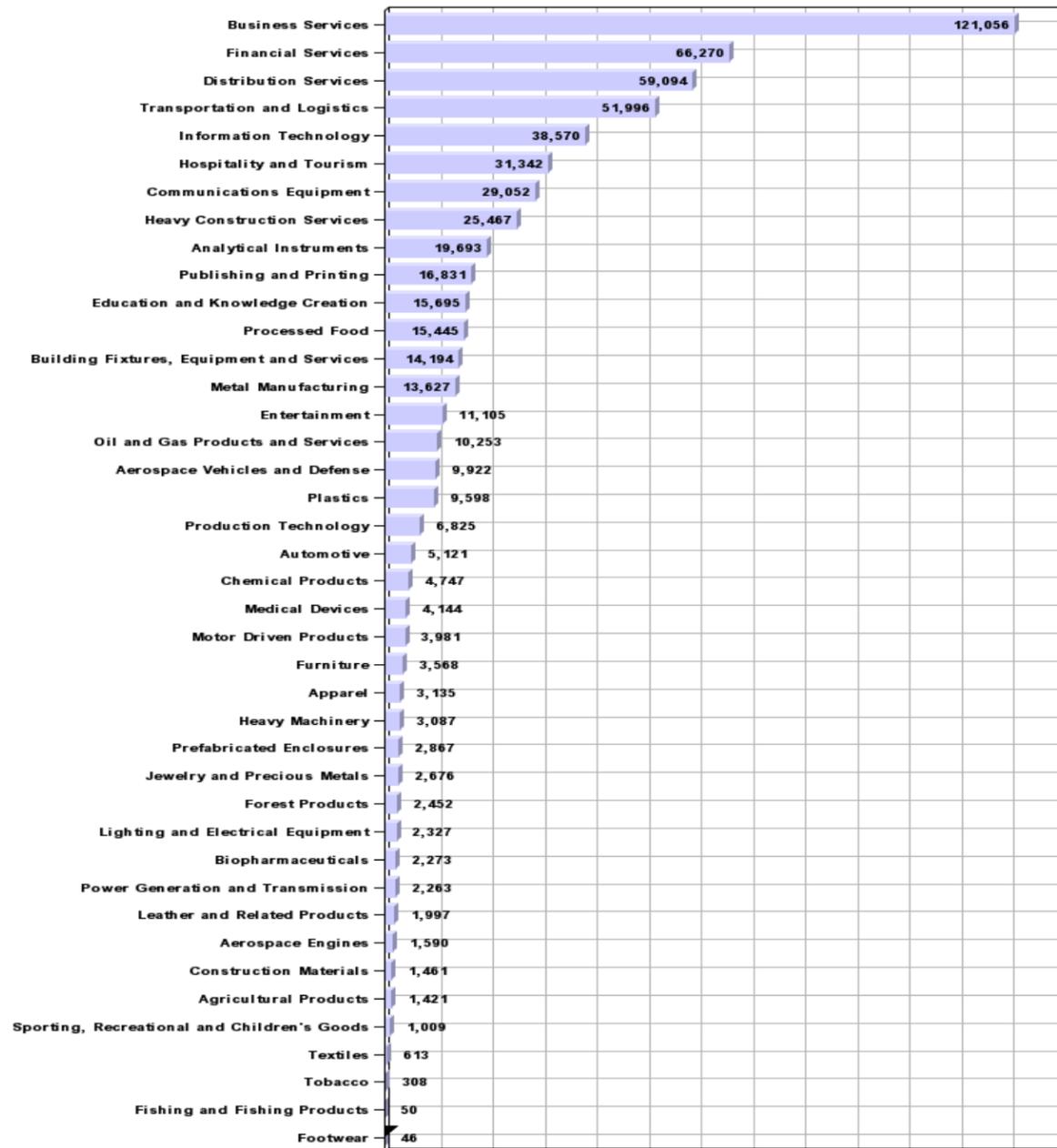
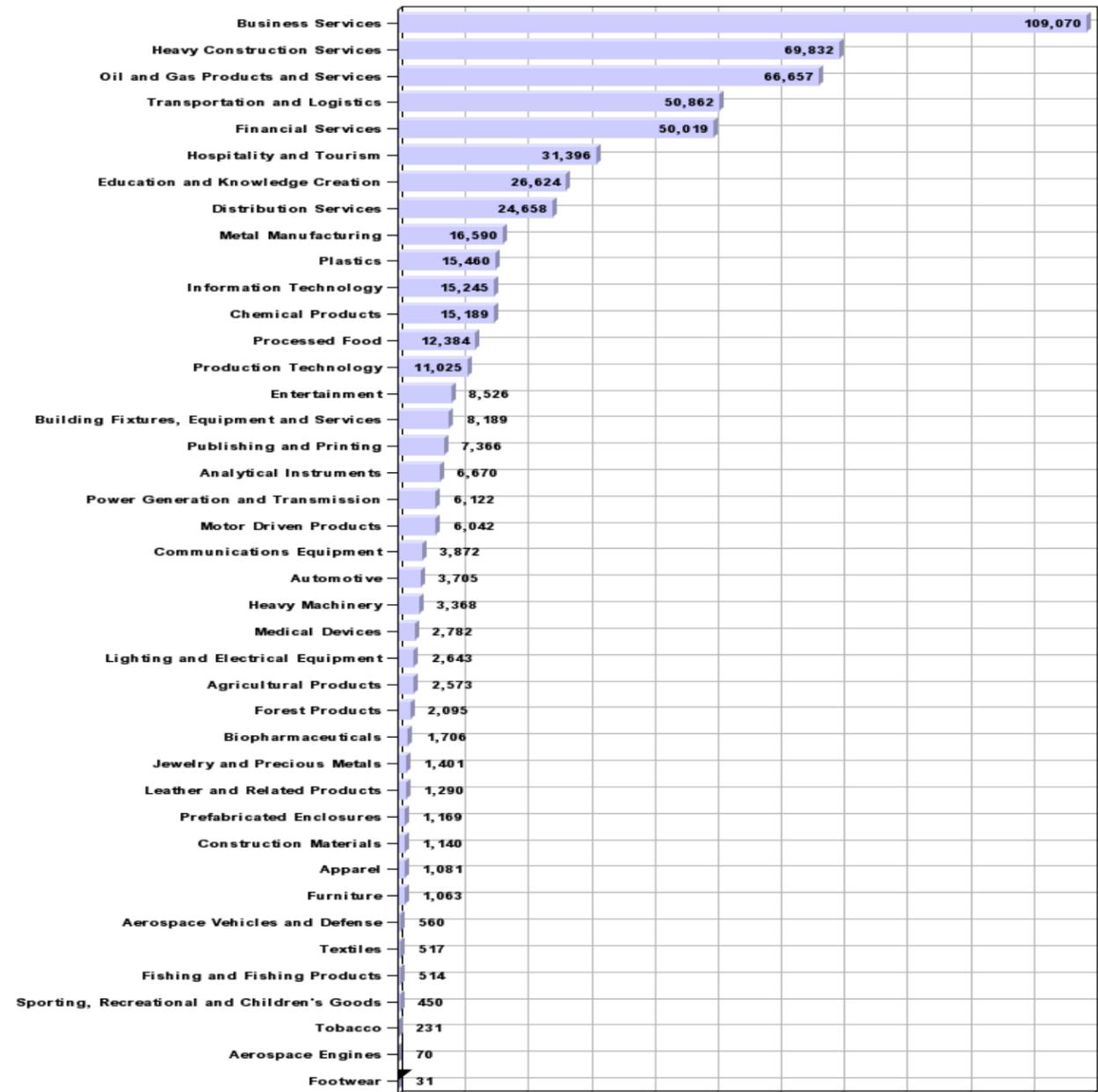


Figure 3b Houston Employment Clusters 2002



When making meaningful comparisons of employment we need to consider three types of clusters or groups of employment and/or firms. The first group is referred to as “traded clusters.” For traded clusters there is a significant portion of the output of these firms shipped beyond the borders of the city or region. Next we consider what are referred to as “local clusters.” Local clusters sell the majority of their output within the city or region. Finally, we consider what are called “resource clusters.” Such firms are located in a region because of natural resource considerations. Oil refineries are the example

that comes to mind. We will only examine the traded and local clusters for Houston and Dallas.

While both cities are dominated by employment in Business Services, Dallas's second largest cluster is Financial Services while Houston's is Heavy Construction. Houston's employment clusters reflect the importance of Oil/Gas and Chemicals while Dallas shows strength in Distribution, Information and Communication Equipment. Local clusters of Commercial Services and Real Estate dominate Dallas and Utilities and Local Industry dominate Houston.

There is a troubling reality for both the county and the city as they ponder the significance of these two major urban areas which are in fairly close proximity to them. Recent labor market research by the Federal Reserve Bank of St. Louis suggests that growing wage differentials within industry categories is primarily driven by skill based technology change (SBTC). What these researchers discovered is that jobs which require a college education and regular use of a computer are more highly paid than other jobs even within the same industry. This is a cautionary tale since simply attracting a new industry may not bring higher paying jobs associated with that industry. While Navarro County does have a Junior College, educational attainment of the workforce is problematical suggesting that SBTC type jobs may not be easily attracted to the area.

**Therefore, Navarro County and the City of Corsicana are located within "reasonable" proximity to two major metropolitan statistical areas: Dallas and Houston. Dallas and Houston exhibit similarities in both their traded and local clusters, however there is enough difference to warrant thoughtful consideration of the linkages. While both cities are dominated by Business Services, Houston reflects a distinct Oil/Gas and Chemical structure while Dallas reflects an Information and Communication manufacturing form. Certainly the decline of the high technology sectors has hurt the Dallas economy and it has been slow to recover. Houston has seen Chemical clusters suffer under stiff international competition and changing production technologies. Both Dallas and Houston have seen significant employment growth in the Business Services sector. Houston enjoyed growth in Oil/Gas, Transportation and Financial while Dallas has seen job growth in Distribution, Information and Financial traded clusters. Low levels of educational attainment risk continued lower than average levels of wage growth for the region and the city.**

## B. PLACE

Place refers to the economic, demographic, and quality of life forces that are currently at work within a community or region. Recall that from figures 2a and 2b that we expect a 2010 city population of just over 28,000 and a county population of just over 50,000. We expect the highest population growth in the Census Block Groups lying between Business 45 and I-45. Further we expect modest growth within a one mile radius of the

city center. Seventy percent of all families have a median income below \$50,000 with state median family income at nearly \$53,000 and national at \$58,000. Educational attainment is problematical with significant numbers with less than or only a high school education.

Payroll per employee since 1990 has clustered in three distinct groupings. Group 1 represents the highest paid workers and includes only the real estate sector. Group 2 is the middle range and includes transportation/warehousing, construction, finance and insurance, wholesale trade, professional/scientific/technical, retail, health, and manufacturing. The third and lowest group includes accommodation/food service and administration and support.

The unemployment rate for both the city and the county regularly lies above both that of the state and the nation. For most of 2000 to 2004 the county unemployment rate has hovered around 6.7%. Using 1990 as the base year for our comparison, 2003 saw two sectors enjoying significant percentage increases in wages and they were wholesale trade and retail. Annual changes in employment by industry type have been flat for most of the last 15 years with the exception of manufacturing and construction. Accommodation and food service, finance and professional/scientific/technical seem to be enjoying a slight upturn since 2003. Transportation and warehousing saw a significant employment jump in 2003.

It certainly is the case that annual increases in all industry payroll has been positive. However, local wage increases when compared to state levels suggest local workers have continually been paid less than their state wide colleagues. Figure 4 makes this point rather dramatically. Note that using 1990 as a base year the county continues to post rising changes in payroll per employee. However it is also clear that what pay increases have been gained by county workers fall below levels for those workers at the state.

Figure 4a.

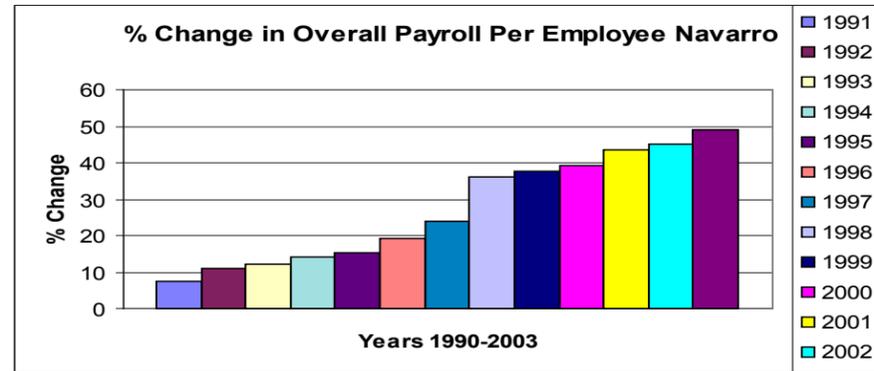
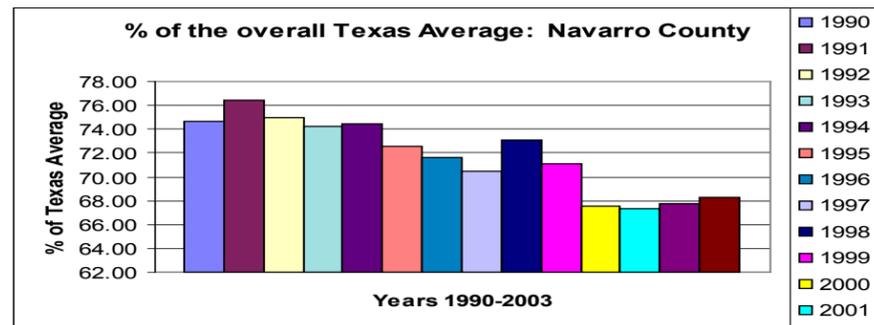


Figure 4b.

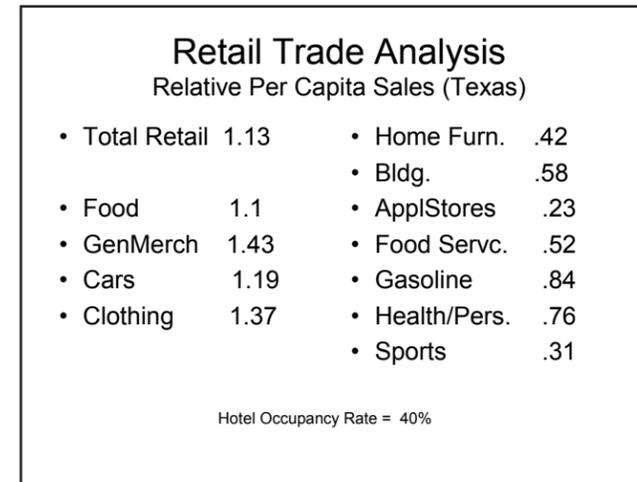


Retail trade at the local and city level is crucial. For example, at the national level spending by all consumers accounts for 70% of the Gross Domestic Product (GDP), the value of all final goods and services produced within one year. Retail sales plays a similar role at the city or regional level. Figure 5 details some very interesting information about county spending patterns. There is no single variable we can examine which gives us a complete picture of local retail trade patterns. In what follows we rely on three major analytical tools: Buying Power Index (BPI), Quality Index (QI), and Relative Per Capita Sales (RPCS).

Local per capita retail spending in a given sector when compared to the same spending at the state provides us a comparative measure we call retail per capita spending (RPCS). Making this calculation using total retail spending for the city we learned local total spending was 13% above state levels. This is a somewhat surprising result given the lower county and city educational attainment and median family and per capita income figures below those of the state. One may argue comparing the county or city with the state is not a reasonable comparison, but it is the one we have chosen to make. In order to better understand these results we also calculated the RPCS for eleven major retail categories. Figure 5 details our findings. Only four of the eleven sales categories are above state level norms with seven remaining major retail categories well below state norms. This could be explained by the fact the I-45 cuts through the county and city. We have also calculated the Buying Power Index (BPI). This index is widely used in retail trade analysis and is a weighted sum of population, spending and market size variables. The number itself is often difficult to interpret and its most important use is in predicting sales volumes. We used the BPI to forecast what retail sales would be within the city if city residents were spending locally what state residents spent. We estimated a spending level that should have occurred at \$317,208,610 compared

to the just over \$389,117,305. Therefore the city could gain an additional \$72,509,695 in retail sales as the result of I-45. Figure 5 details this information.

Figure 5.



Therefore, Navarro county and the City of Corsicana have seen modest population growth trends in the recent past. Our current estimates are that these trends are likely to continue with a slight increase. The average age and educational levels of the county and city are slightly above and below state norms respectively. Employment in the major traded regional clusters has seen modest job gains through 2003. While wage growth in major employment categories has been positive for the most recent past, it is below state level benchmarks. Retail trade patterns suggest overall spending levels above the state level benchmark with 19% of city retail spending coming from non-residents. This is most likely due to I-45 traffic. Seven of the eleven monitored sectors, however, are significantly below state wide norms.

### C. PURPOSE

The purpose of a city or region can be identified by looking at the clusters of firms and employment within that community or region. We have used the method referred to as location coefficients to identify such clusters. Thus a location coefficient (LQ) of greater than 1.0 (the benchmark and in this case the state) would indicate a concentration of employment or establishments greater than the state and lower than 1.0 just the opposite. A LQ greater than 2.0 is often an indicator of that cluster being what we call a “traded” cluster. This matters since another way to think of the purpose of a city or region is to be able to export goods and services and import money. We begin our study by looking only at the number of establishments within the city.

Figures 6a and 6b below detail the distribution of establishments and employment within the city. Retail dominates the number of establishments with 22%. The major sub-sectors are gasoline stations, vehicles/repair, clothing and accessories, general

merchandise stores, and miscellaneous retail. The health sector represents 9% of total establishments, accommodation with 8% and manufacturing with 6%.

When we examine employment, however, a slightly different picture emerges. Manufacturing dominates the local economy with 22% of all employment. The largest categories within this sector are business printing (11%), plastics (13%), metal (13%) and miscellaneous (15%). Education accounts for 21% of employment and retail 13%.

Figure 6a

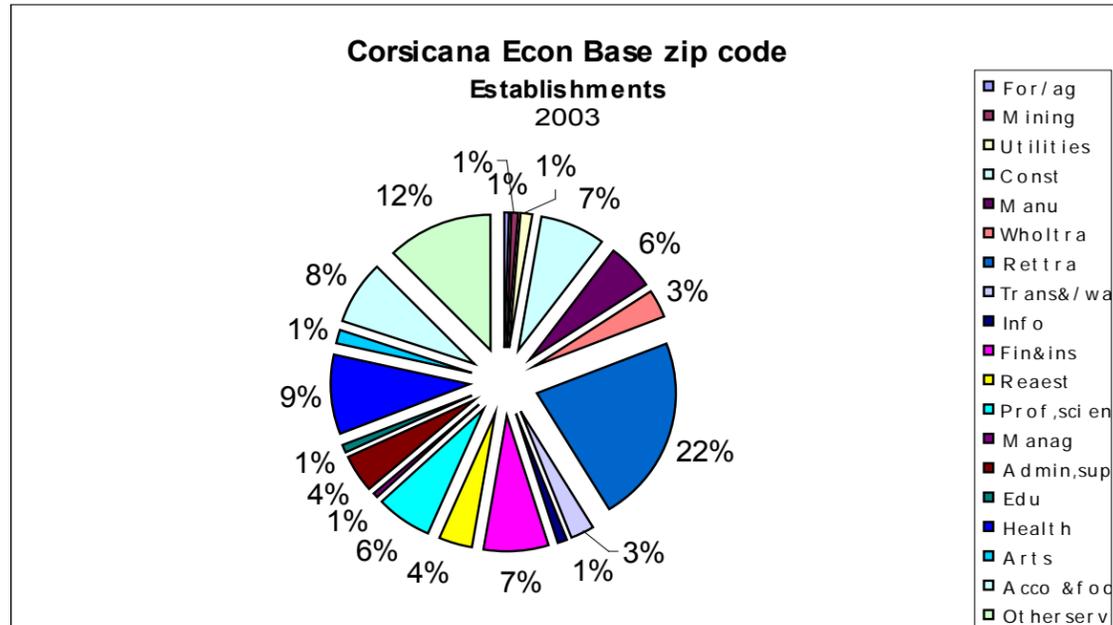
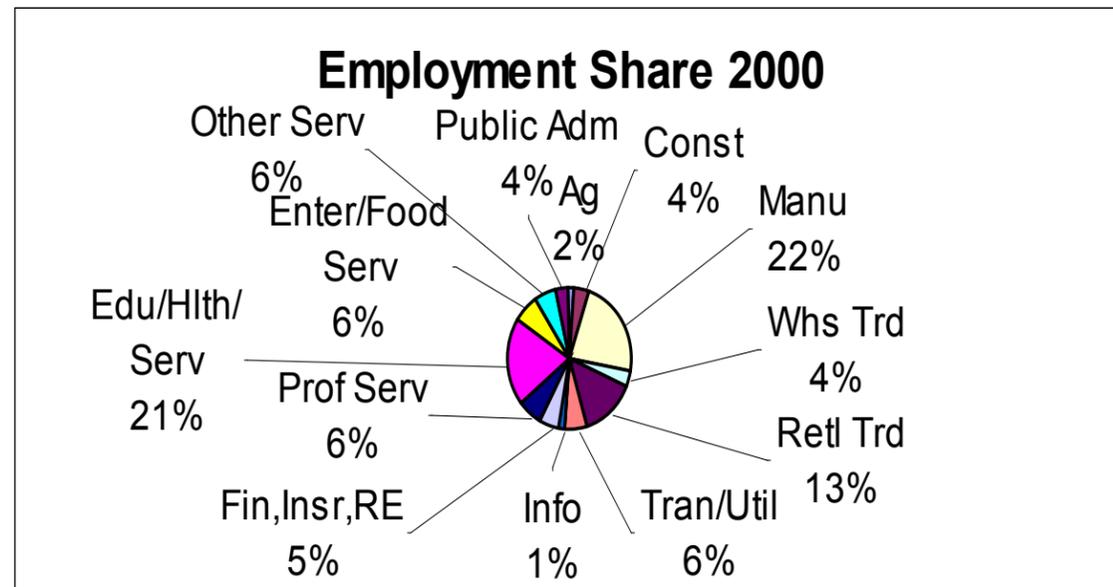


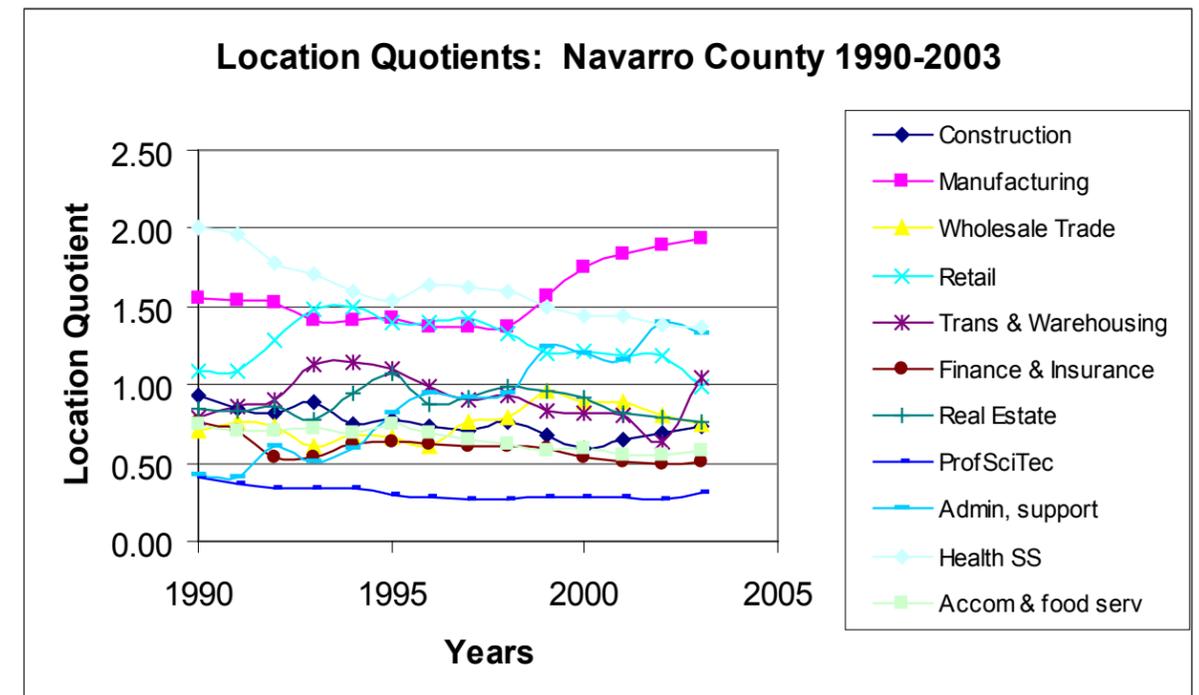
Figure 6b



We may now turn our attention to the location coefficients we have generated for the city. Figure 7 below shows our calculations. Location coefficients are a way to compare local employment with a larger area, in our case the state of Texas. Thus we simply calculate local employment in a given sector as a fraction of state employment in that same sector. When this number is greater than 1.0 the local area has more employment in this sector than the state. The obvious question now is what does this mean. We assume that if the local sector employs more workers than the same sector at the state, then there can only be one explanation: that sector is a traded sector. Put another way, the sector exports its goods and services out of the city or county and imports money. This is often called a “basic” sector. We will refer to these sectors as “traded” outside of city or region. Notice we have calculated the location coefficients (LQ’s) from 1990 to the present to give us a sense of any changes that may have occurred. Two observations are most apparent:

1. All location coefficients have not changed much over time and all but four are below 1.0.
2. The location coefficient for manufacturing dominates but health, retail, and administration support are above 1.0.

Figure 7



This warrants further analysis. When we examine in more detail the LQ’s for the manufacturing sector some very interesting facts emerge. These facts are detailed in the Figures 8 & 9. Of particular interest is the dominance of the food sector, iron foundries and mattress manufacturing.

Education/Health/Social Services accounts for 21% of total employment. As Figure 8 details employment is dominated by a general hospital, a junior college, nursing care facilities with the remainder being with doctors and dentists offices.

Figure 8

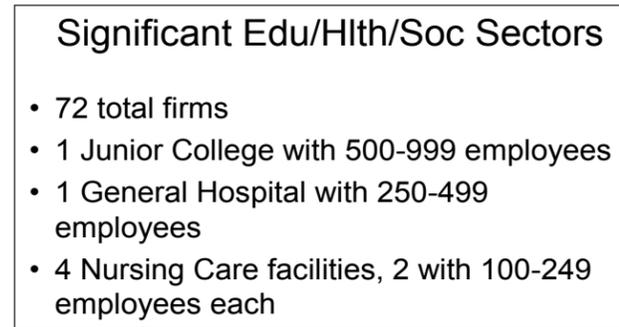
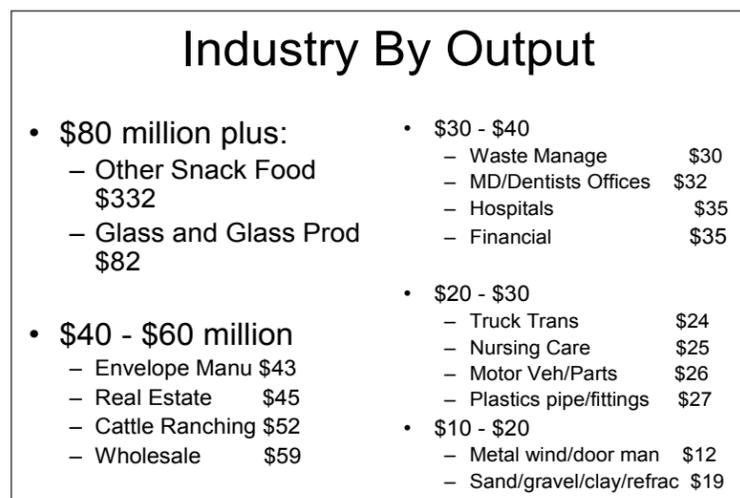


Figure 9



Finally it should be noted that when we examine Figure 9 which details county output by dollar volume we gain a further insight into the county traded sectors. It is clear that two types of manufacturing firms represent high dollar traded sectors and they are Other Snack Food and Glass and Glass Production. Further, envelope manufacturing is also a significant traded sector. Certainly, from Figure 9 the cluster of traded sectors which includes sand/gravel/clay/refractories and glass and glass production account for over a \$100 million in production but other snack food accounts for \$332 million.

Tourism, while not a major Corsicana sector is benefited by the I-45 corridor. The movement of these travelers along I-45 could represent a significant source of visitors to the city and county already accounting for 19% of total retail trade. Efforts to capture more of these travelers will bring positive results. However, hotel occupancy rates have hovered around the 40% mark for the last ten years with no upward consistent trend.

**Summary and Conclusions:**

- **Low levels of educational attainment will continue to limit wage growth and economic base expansion.**
- **Retail trade study and focus is warranted.**
- **Efforts to develop and “import substitution strategy” could enhance the economic base.**
- **Houston and Dallas represent different markets and could be used to expand economic base.**
- **While county and city wage growth have been positive they have lagged same sectors at the state level.**
- **While retail represents largest number of establishments, employment is highest in manufacturing with snack foods and glass being the highest dollar output industries.**

## SYSTEMS ANALYSIS

### INTRODUCTION

As Corsicana progresses into the 21st century, it will become increasingly critical to manage its infrastructure. The planned management of the fortitude of its physical systems including roadways, drainage, water, and wastewater will vastly impact the quality of life that the City of Corsicana may be able to offer its citizens in the future. Population and development growth patterns will influence the design of future system expansions and extensions. Therefore, the physical systems (thoroughfares, water, wastewater, storm water management) of the City of Corsicana have been assessed with regard to their suitability to sustain and attract future growth. This assessment is based on review of existing records, drawings, codes, studies and plans, as well as site visits.

The following assesses roadways, drainage, water, and wastewater systems within the City of Corsicana.

#### A. ROADWAYS

The City of Corsicana roadway network includes city streets, state highways, county roads and federal highways. The existing conditions of the state and federal roads are generally better than the City streets. Key to the deterioration of the City streets is the lack of enclosed storm sewer systems and the dependence on the streets to convey the storm water flow to low points at the cross drainage structures. The City has implemented an annual Street Reconstruction Program. Amounts budgeted for the 2004/2005 was \$ 199,900 and for 2005/2006 is \$ 249,553.

**Therefore, a more comprehensive street reconstruction program should only be considered after drainage priorities have been addressed.**

#### B. DRAINAGE

The drainage system is the physical system that poses the most threat of danger to the public. Past floods have claimed lives. A network of natural creeks and open ditches drains Corsicana's storm water. The major creeks within the City of Corsicana are part of the Chambers Creek Watershed. The City's storm water runoff drains to Chambers Creek via a network of tributaries. Among these tributaries are Post Oak Creek, nine tributaries of Post Oak Creek, Mesquite Branch which confluences with Post Oak Creek, and Town Branch, which diverges from Mesquite Branch.

Post Oak Creek traverses the City in a mostly east west direction thru the northern portion of the City with the upstream end being on the northwest side of the City. Various

reaches have been altered along its banks. There is evidence of some clear cutting of vegetation along the banks, mostly along the mid-reach, more or less west of I-45 and east of Community Park. The lower reaches, east of I-45 remain largely in its natural conditions. The upper reaches, west of Community Park have a relative natural appearance, however, residential development has closely encroached on its banks. As many as nine tributaries branch off Post Oak Creek in a generally north south direction between I-45 and the western city limits. In the absence of an enclosed storm sewer system within the Post Oak Creek drainage basin, these tributaries are vital to the management of storm water runoff.

Mesquite Branch has its confluence with Post Oak Creek north of Highway 31 and east of I-45. It meanders upstream in a southwesterly direction flowing under Highway 31, Union Pacific Railroad on the east side of the City, I-45, Highway 287, Business 45, and the Union Pacific Railroad on the south side of the City. Mesquite Branch appears in its natural condition from its confluence with Post Oak Creek to that area between I-45 and Highway 287. From just downstream of Highway 287 to just upstream of Business 45 there is evidence of clearing of vegetation along the banks of Mesquite Branch. It is in this area where the delineated 100- year flood plain of Mesquite Branch overlaps with the 100-year flood plain of Town Branch to its north.

Town Branch confluences with Mesquite Branch between Highway 287 and Business 45, and continues upstream in a northwesterly direction and terminates just south of 7th Avenue. The Town Branch 100-year flood plain encompasses some homes. Its reaches vary from natural state to modified clear over banks in some areas, and encroaching development in others. Town Branch poses some aesthetic challenges, particularly in that reach between 14th Street and 9th Avenue.

**Therefore, Distinct management plans should be developed for each major creek to enhance their flood conveyance, restoration of natural appearance and improvement of overall aesthetics.**

The City of Corsicana has had two recent major proceedings with regard to drainage, the updating of the Federal Emergency Management Agency (FEMA) maps and the adoption of Ordinance No 2435, hereinafter referred to as the Flood Plain Ordinance, which updates the local regulations designed to minimize flood losses.

FEMA's Flood Insurance Rate Maps (FIRM) are based on as built conditions and will never reflect flood plain impacts attributed to increased runoff due to increased imperviousness that future development will bring. FEMA FIRMs establish flood hazard areas that have a 1% chance of flooding in any one year, commonly known as the 100-year flood or the 100-year flood plain or simply the base flood or flood plain, based on existing conditions. The flood hazard areas may be classified by zone designations, among them, but not limited to:

- Zone A -No base flood elevations determined.
- Zone AE -Base flood elevations determined.

- Zone AH -Flood depths of 1 to 3 feet (usually ponding) and base elevations determined.
- Zone AO -Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain) with average depths determined. Alluvial fan flooding and velocities also determined.

The Flood Plain Ordinance establishes, within the City of Corsicana, methods for reducing flood losses by restricting uses of flood plain space, controlling alteration of natural floodplains and controlling of filling, grading and development.

**Therefore, a study should be conducted to evaluate the impacts that built out conditions, including those areas beyond the city limits, may have on flood plains and to develop additional regulations, jointly with neighboring jurisdictions, that will assure no adverse impacts.**

Typical existing conditions of cross drainage structures along the major creeks at City roadways are generally poor. The structures vary from steel pipe culverts with no headwalls to bridges with non standard or substandard bridge railing. Erosion and overtopping are occurring at many roadway creek crossings. The probable cause is undersized hydraulic openings at the cross drainage structures. Exacerbating the problem are utilities crossing the creeks in parallel with the roads either aerially or underground but exposed by erosion caused by high velocity flows. The City of Corsicana has very few enclosed storm sewer systems, making the creeks the backbone of the City's drainage system. Adequate cross drainage structures will directly preserve the integrity of the creeks, roadways, and utilities, as well as the public and private investment in infrastructure.

**Therefore, the priorities should be placed on Capital Improvement Projects that improve cross drainage structures at the major creeks and Development of a Utility Management Plan.**

### C. WATER

The City of Corsicana water supply sources include Lake Halbert since 1924 and Navarro Mills Reservoir since 1967. In the future the Richland Chambers Reservoir and Post Oak/Navarro Mills will also be sources. Currently the water is treated at the Lake Halbert Water Treatment Plant that has a capacity of 4 million gallons per day (MGD) and Navarro Mills Reservoir that has a capacity of 20 MGD. Water rights available from water supply sources are as follows:

- Lake Halbert 4,000 AC-FT/YR (yields only 1,344 AC-FT/YR)
- Navarro Mills Reservoir 17,460 AC-FT/YR
- Richland Chambers Reservoir 13,650 AC-FT/YR
- Post Oak/Navarro Mills 353 AC-FT/YR

The treated water is transported into a network of storage tanks via a pipeline transmission system. The water is then dispersed on a looped distribution system contained in a single pressure plane. Storage tanks include:

- 0.4 million gallons- 1928 elevated tank at 19th Street and 5th Avenue
- 0.5 million gallons- 1954 elevated tank at Thompson Avenue at Corsicana Street
- 0.75 million gallons- 1954 elevated tank at 40th Street and West 4th Avenue
- 1.0 million gallons- 2002 elevated tank on Highway 31
- 2.0 million gallons- ground storage tank at Highway 31 Booster Pump
- 4.0 million gallons- 1954 ground storage tank at the south end of 12th Street

The City of Corsicana developed a Water Conservation Plan in 1997 to achieve a minimum overall per capita reduction in water use of 5% and to lower unaccounted water losses in the City's water distribution system. The 1997 Water Conservation Plan elements include:

- Public Education and Information Program
- Water Conservation Plumbing Code
- Water Conservation Rate Structure
- Universal Metering and Meter Repair/Replacement Program
- Water Conserving Landscaping
- Water Audits and Leak Detection
- Recycling and Reuse
- Plan Implementation and Enforcement

In 1997 the City of Corsicana developed an Emergency Water Demand Management Plan that lays out drought contingency measures to restrict water use during drought or emergency conditions. The measures vary depending on the severity of the drought or emergency. The following are the 1997 Emergency Water Demand Management Plan-Trigger Conditions:

- Mild drought- average daily water use equals or exceeds 85% of City's treatment capacity for seven consecutive days.
- Moderate drought- average daily use equals or exceeds 95% of City's treatment capacity for seven consecutive days.
- Severe drought- water surface at Navarro Mills Reservoir recedes to 419 feet above mean sea level.
- Critical emergency- catastrophic failure in the City's raw water sources, treatment, storage, distribution system or potable water supply is not suitable for human consumption.

Future water needs are directly linked to population growth projections and large-scale water systems must be planned and roll out with long range planning when growth is expected. The population of Corsicana was cyclical during its initial 82 years, growing to over 9,000 in its first 52 years from when it was established in 1848, then swelling to

approximately more than 28,000 circa 1923 during the Powell Oil Boom, quickly shrinking to 11,300 by 1925, and increasing to a couple of hundred over 15,000 by 1930. Since then the population shifts have been less dramatic, more gradual, and generally increasing to its current population of approximately 25,175.

**Therefore, with regional growth anticipation and the City of Corsicana not only supplying water to its citizens, but also to nineteen other water supply corporations, a regional long-range water plan should be developed.**

#### **D. WASTEWATER**

The City of Corsicana has a wastewater collection system throughout the City. The wastewater lines vary in diameter size from six inches to thirty inches. The wastewater collection system also includes sixteen lift stations. The collected wastewater is delivered to two wastewater treatment plants, Wastewater Treatment Plant # 2 and the McKinney Creek Over Land Flow Plant. The plants are located south of Highway 31 off of Jester Drive on the east side of the City. The City does not currently provide wastewater collection or treatment outside its corporate limits.

Since the early 1900's, the site of wastewater treatment plants had been an area located on Post Oak Creek northeast of the Highway 31 and I-45 intersection. In the 1970's it was recommended that the plant located at that site be abandoned, thus, the nonexistence of Wastewater Plant # 1.

A 1.5 MGD Wastewater Treatment Plant # 2 was constructed in 1958. The current Wastewater Treatment Plant # 2, an activated sludge facility, has a capacity of 4.95 MGD. The McKinney Creek Over Land Flow facility consists of about 75 acres of vegetated terraces onto which wastewater is applied for treatment. The McKinney Creek Over Land Flow facility capacity is 1 MGD, giving the City of Corsicana a total capacity of 5.95 MGD. The effluent from both the Wastewater Treatment Plant # 2 and the McKinney Creek Over Land Flow Plant is chlorinated/de-chlorinated and then discharged into Post Oak Creek.

The wastewater maximum daily use is 5.1 MGD and the average daily use is 3 MGD.

**Therefore, the City should plan for additional wastewater treatment capacity to accommodate future growth.**