



Zoning Case

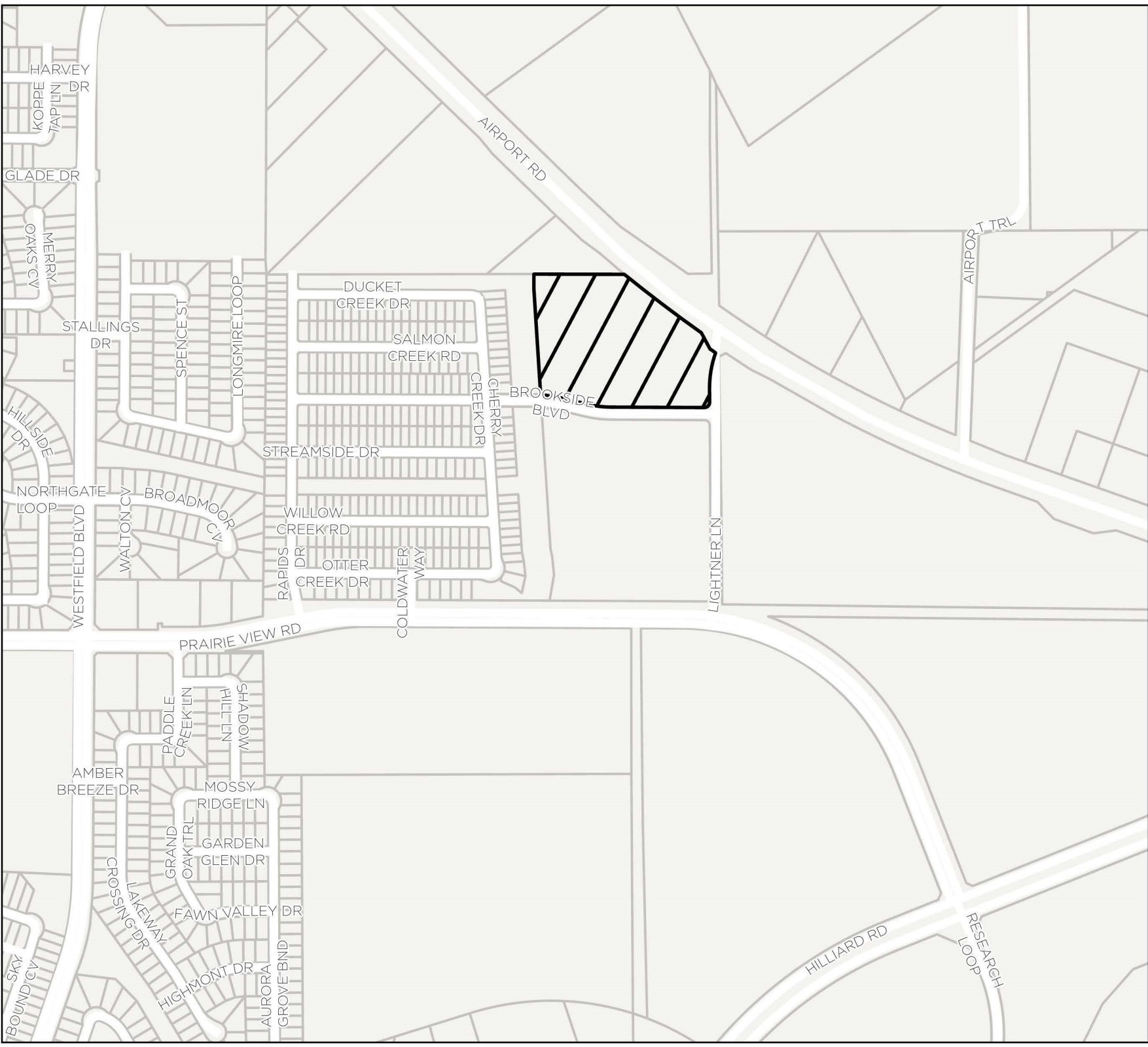
LOCATION MAP

FY-24-33-ZC

-  Case Area
-  Municipal Boundary



GIS products are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries and other features.





Zoning Case

**AERIAL MAP**

FY-24-33-ZC

 Case Area



GIS products are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries and other features.





Zoning Case

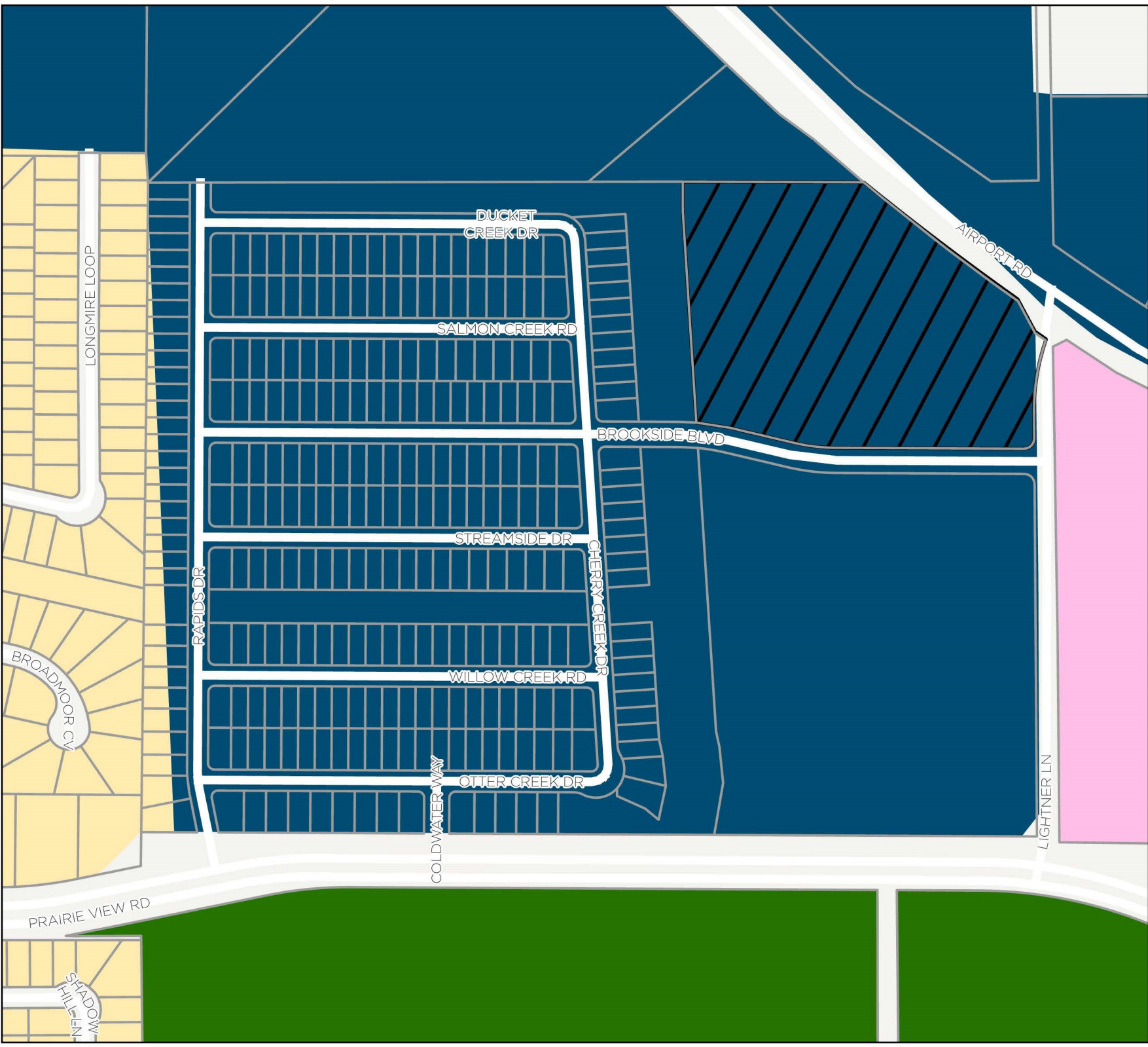
**FUTURE LAND  
USE PLAN MAP**

FY-24-33-ZC

-  Case Area
-  Business Park
-  Corridor Mixed-Use
-  Downtown Core
-  Downtown Transition
-  Employment Mixed-Use
-  Industrial
-  Parks and Open Space
-  Residential and Neighborhood
-  Regional Commercial
-  Rural - Estate
-  Temple Medical & Education District
-  Urban Residential
-  MUAC
-  Temple Municipal Boundary







GIS products are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries and other features.



Zoning Case

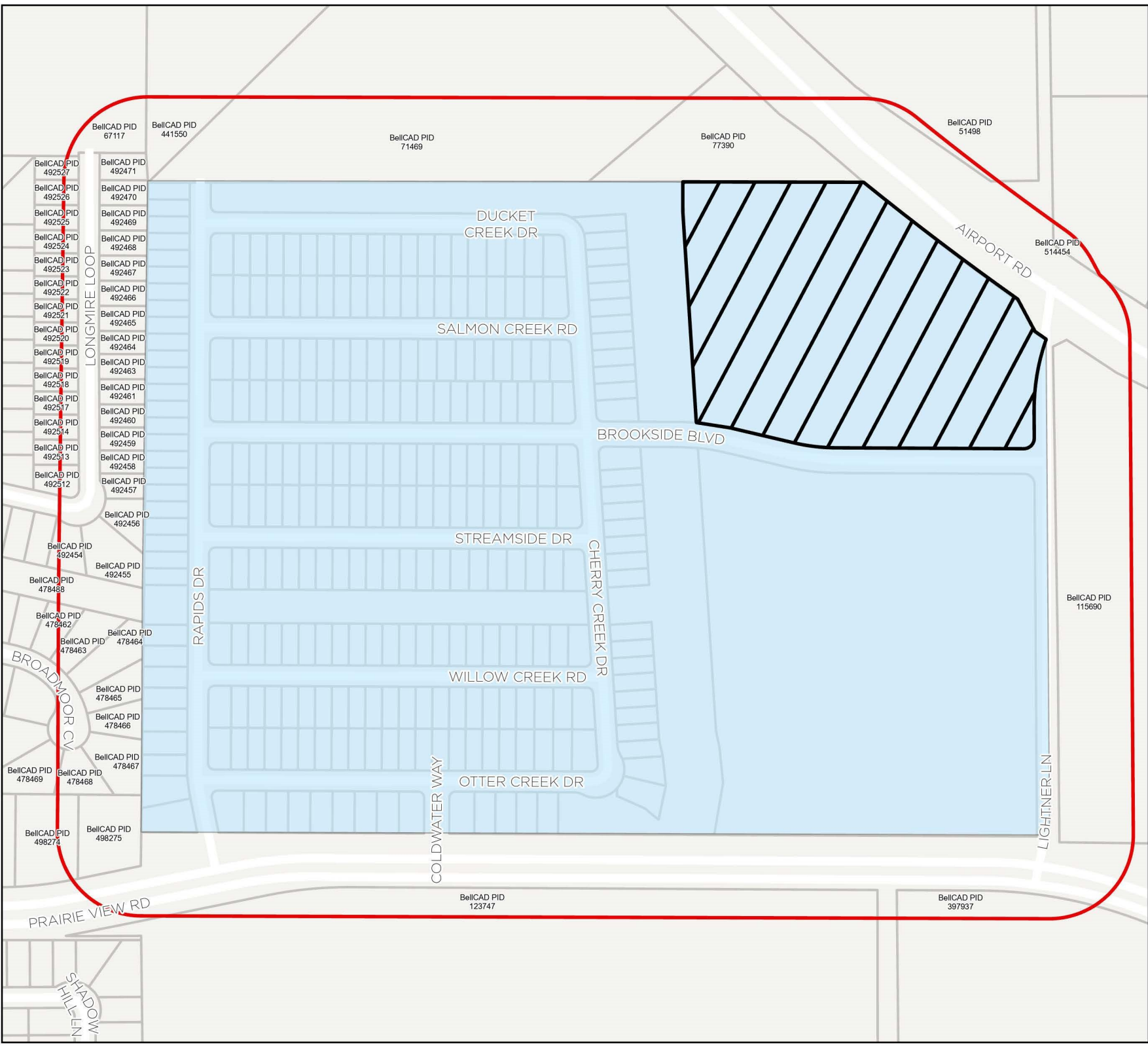
NOTIFICATION  
BUFFER MAP

FY-24-33-ZC

-  Case Area
-  Notification Area
-  Temple Municipal Boundary
-  2022-0059-O



GIS products are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries and other features.





Zoning Case

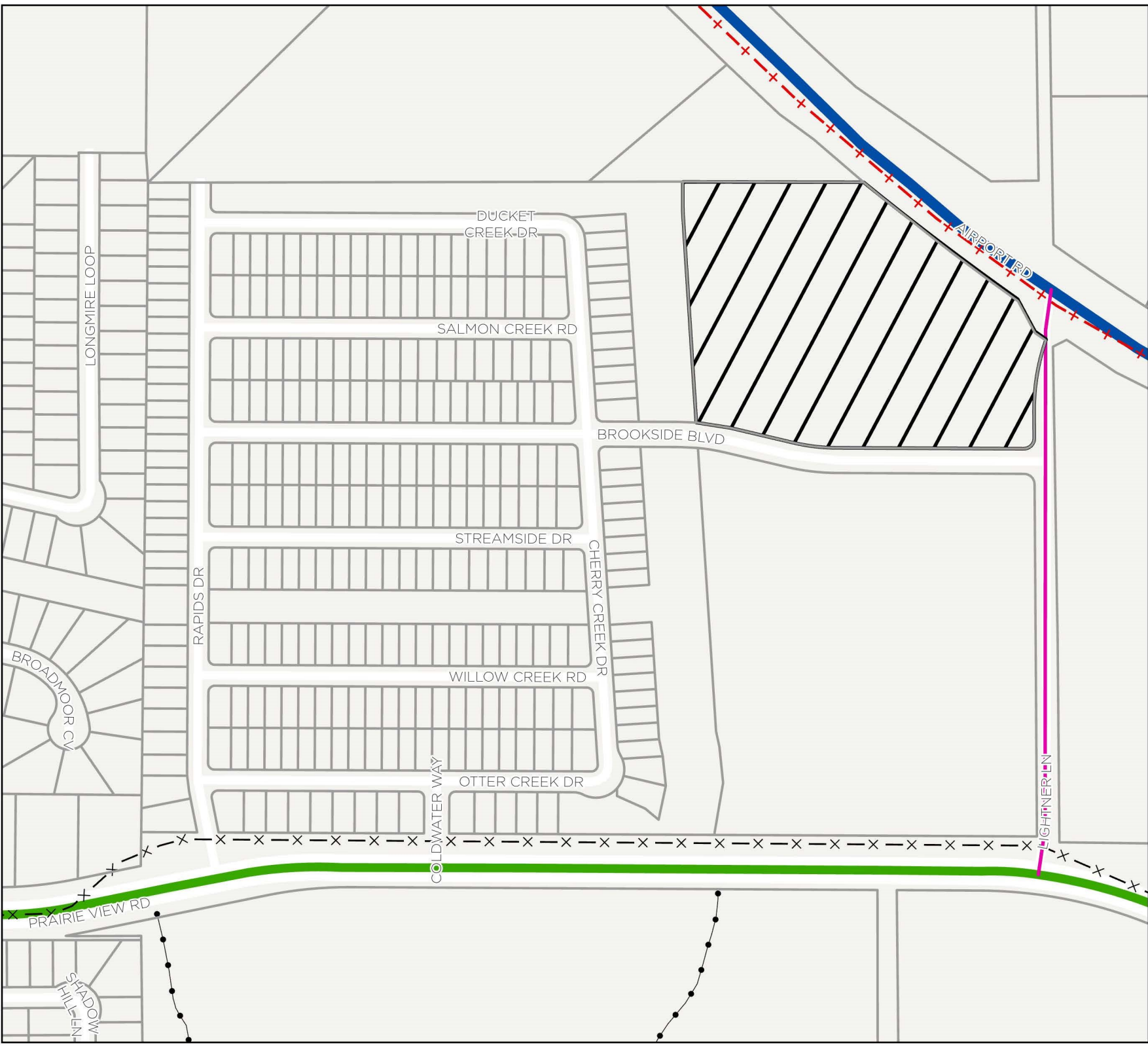
**THOROUGHFARE  
AND TRAILS PLAN  
MAP**

FY-24-33-ZC

-  Case Area
-  Municipal Boundary
- Thoroughfare Plan**
-  Highway
  -  Major Arterial
  -  Future Major Arterial
  -  Minor Arterial
  -  Future Minor Arterial
  -  Community Collector
  -  Future Community Collector
  -  Neighborhood Collector
  -  Future Neighborhood Collector
- Trails Master Plan**
-  Existing Thoroughfare Connector Trail
  -  Proposed Thoroughfare Connector Trail
  -  Existing Neighborhood Connector Trail
  -  Proposed Neighborhood Connector Trail
  -  Existing Greenway Trail
  -  Proposed Greenway Trail
  -  Existing In-Park Trail



GIS products are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries and other features.





Zoning Case

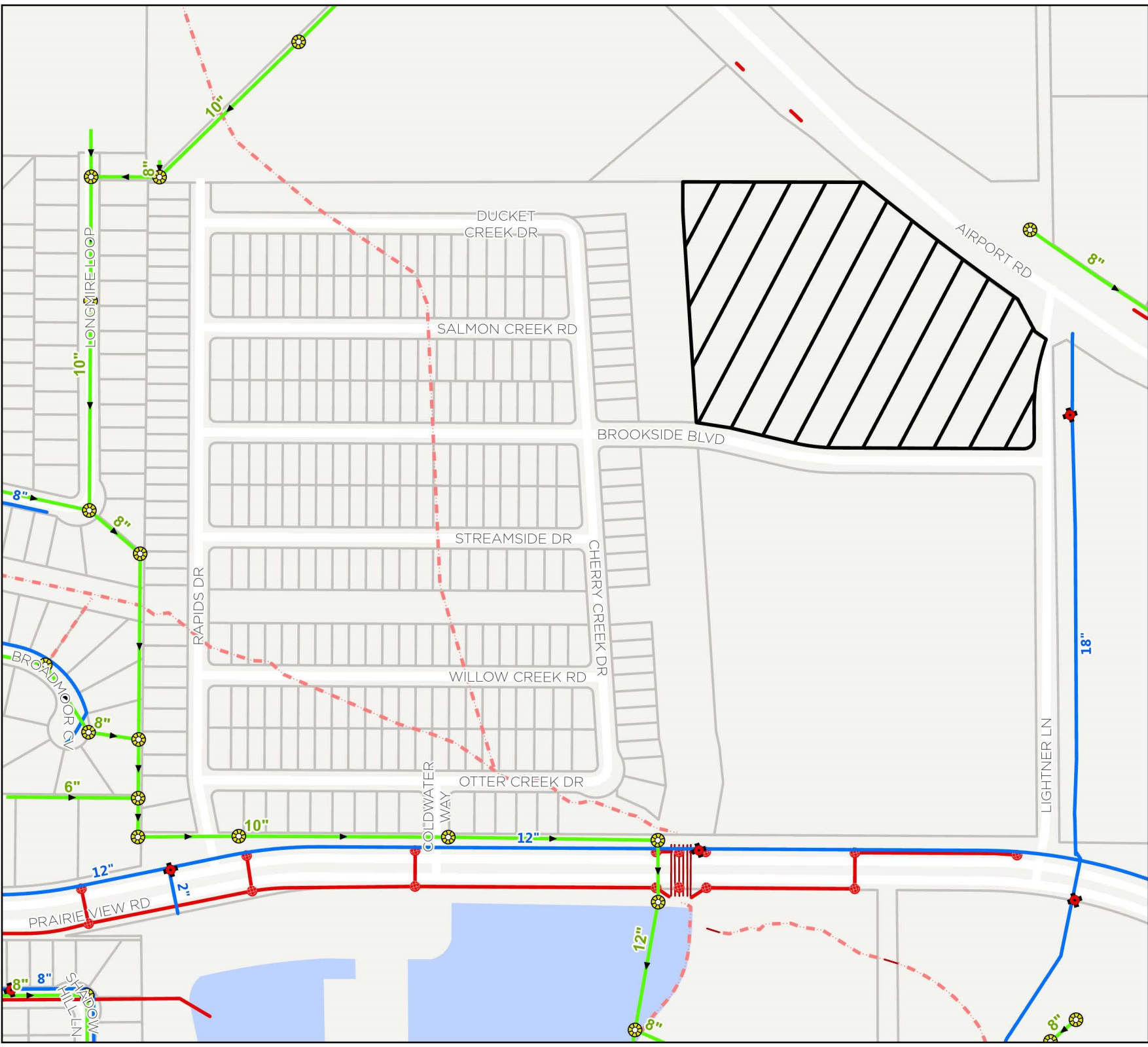
UTILITY MAP

FY-24-33-ZC

-  Case Area
- UTILITIES**
-  Fire Hydrant
  -  Potable Water
  -  Sanitary Manhole
  -  Sanitary Gravity Main
  -  Stormwater Inlet
  -  Culvert
  -  Open Drain
  -  Stormwater Gravity Main
  -  Detention Pond
- FEMA FLOOD ZONE**
-  ACF - 0.2% annual chance flood hazard
  -  A - 1% or greater annual chance flood hazard
  -  AE - 1% annual chance flood hazard



GIS products are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries and other features.





# Zoning Case

## ZONING MAP














FY-24-33-ZC

 Case Area

### CURRENT ZONING

 PD &	 2F	 C
 PD	 MF-1	 LI
 CUP	 MF-2	 HI
 AG	 MF-3	 SD-C
 UE	 MH	 SD-H
 SF-1	 MU	 SD-T
 SF-2	 O-1	 SD-V
 SF-3	 O-2	 T4
 SFA	 NS	 T5-C
 SFA-2	 GR	 T5-E
 SFA-3	 CA	 T-

### ZONING OVERLAY DISTRICTS

 1ST & 3RD STREET DISTRICT
 I-35 RETAIL DISTRICT
 I-35 INDUSTRIAL DISTRICT
 I-35 GATEWAY DISTRICT
 AFRICAN AMERICAN CHURCHES HISTORIC
 CENTRAL AVENUE
 HISTORIC DISTRICT
 TMED SOUTH
 TMED SD-C
 TMED SD-H
 TMED SD-T
 TMED SD-V
 TMED T5-E



GIS products are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represent only the approximate relative location of property boundaries and other features.







Subject Property





Northeast corner of the property on Lightner Lane with Airport Rd crossing east to west





View of the subject property on Airport traveling east with property to the south





Current view of the construction and grading for the single family development, creek barrier is between GR and SF



Panoramic view of the development





View of the subject property facing west



View of the subject property facing north





ORDINANCE NO. 2022-0059-O  
(FY-22-29-ZC)

AN ORDINANCE OF THE CITY OF TEMPLE, TEXAS, AUTHORIZING A REZONING REQUEST FROM AGRICULTURAL TO PLANNED DEVELOPMENT SINGLE-FAMILY-DWELLING 3 WITH 10% PLANNED-DEVELOPMENT-GENERAL RETAIL, AND 25% PLANNED-DEVELOPMENT MULTIPLE-FAMILY-DWELLING-2, ON APPROXIMATELY 75.2480 ACRES, WITH A SITE DEVELOPMENT PLAN, ADDRESSED AS 1722 LIGHTNER LANE, IN THE CITY OF TEMPLE, BELL COUNTY TEXAS; AND PROVIDING AN OPEN MEETINGS CLAUSE.

---

**Whereas,** Red Oak Development is requesting a rezoning from Agricultural (AG) for a proposed Planned Development (PD) with mixed uses and housing types at a property is located north of Prairie View Road and west of Lightner Lane, with a short frontage along Airport Road (State Highway 36) - Crossroads Park is south of the subject property providing access to sports facilities, walking paths, and open space;

**Whereas,** the proposed residential development will primarily consist of detached single-family homes with a base zoning of Single-Family-3 (SF-3) - the corner along Airport Road and Lightner Lane is proposed for General Retail uses, and there is an optional area designated for possible multi-family development;

**Whereas,** the PD conditions propose detailed standards and requirements for each zoning area with the Planned Development - of particular concern is screening and buffering between the retail and residential uses, and potentially between the detached homes and any future apartments;

**Whereas,** PD Condition No. 5b requires site plan review of any apartment or multi-family type uses prior to platting and Condition No. 5e establishes that multi-family dwellings be constructed in such a way as to protect the privacy of neighboring homes;

**Whereas,** access and traffic flow is a key concept throughout this development - Temple's Subdivision Entry Standards require a minimum of three widened entrances where more than 300 lots are proposed, for both traffic flow and emergency vehicle access, and Exhibit B shows three streets connecting to Prairie View Road;

**Whereas,** multi-family development may change the total number of dwellings, but the overall density warrants more dedicated connections than the three Prairie View entrances - Exhibit B shows three additional street projections – one to the north and two into the area proposed for retail use;

**Whereas,** PD Condition No. 2 requires a preliminary plat, which will confirm the specific locations and widths of the entrances to Prairie View, as well as other street connections to the north or east - the preliminary plat will also establish the phases of the development, limiting the number of homes utilizing each new entrance as the neighborhood is built out;



**Whereas,** drive entrances for the retail area and multi-family development may also take access from Lightner Lane, and the street connections shown on Exhibit B provide the opportunity for additional connections - specific locations and dimensions of the entry streets (such as widened or divided entrances) will be finalized as the Preliminary Plat and Final Plats for each phase are approved;

**Whereas,** the Texas Department of Transportation (TxDOT) was notified about the project, due to the potential traffic impact on State Highway 36, and requires a Traffic Impact Analysis (TIA) and has stated that no new connections to SH 36 will be allowed - the TIA is ongoing, and any requirements based on that study will be incorporated during platting;

**Whereas,** Lightner Lane is currently a two-lane local street and to address the increased traffic volumes, the applicant has agreed to upgrade Lightner Lane to a Neighborhood Collector cross-section, with a sidewalk along the west side - the upgrade will be subject to a developer participation agreement to allow costs to be shared and designs to be developed in parallel with construction of the phases of the Planned Development;

**Whereas,** PD Condition No. 6 will ensure that the street upgrade will take place prior to issuing building permits for GR or MF-2 uses;

**Whereas,** at its September 6, 2022 meeting, the Planning & Zoning Commission voted 8 to 0 to recommend approval;

**Whereas,** Staff recommends Council authorize a rezoning request from Agricultural to Planned Development Single-Family-Dwelling 3 with 10% Planned-Development-General Retail, and 25% Planned-Development Multiple-Family-Dwelling-2, on approximately 75.2480 acres, with a Site Development Plan, addressed as 1722 Lightner Lane, in the City of Temple, Bell County Texas, subject to the following conditions:

1. To allow a Planned Development with three general areas of development standards:
  - a. Base zoning on a **maximum of 90%** of the total acreage will be Single-Family 3 (SF-3);
  - b. Base zoning standards on a **minimum of 10%** of the total acreage will be General Retail (GR);
  - c. Optional base zoning standards on a **maximum of 25%** of the total acreage will be Multi-Family 2 (MF-2);
  - d. General zoning areas are shown on the Site Development Plan, attached to this ordinance as Exhibit A; and
  - e. A detailed conceptual layout is attached as Exhibit B;
2. Requiring approval of a Preliminary Plat on the total area proposed for single-family and/or multi-family residential development;
3. Single-Family 3 standards:

- a. Requiring the Preliminary Plat to incorporate alternate widened entrances along Prairie View Road, per subdivision entrance standards, to ensure adequate emergency vehicle access and traffic movement;
  - b. Requiring decorative fencing along Prairie View Road; fence shall be constructed on the rear property line of residential lots and be constructed of predominantly masonry or precast concrete; and
  - c. Requiring a minimum of one qualifying tree as listed in UDC 7.4.5 in each single-family front yard; to be planted when homes are constructed.
4. General Retail standards
- a. Requiring screening and buffering where non-residential development is adjacent to residential development. Screening shall consist of a masonry or precast concrete wall, with landscaped buffer areas located in the setbacks;
  - b. Requiring landscaping, consisting of shrubs and medium canopy trees, on frontage along Lightner Lane;
  - c. Primary access into commercial development shall be from entrances connecting to Lightner Lane; access from adjacent residential development shall incorporate traffic-calming measures; shared access easement through the commercial development will be determined during platting;
  - d. Prohibiting drive-through vehicle service uses, drive-through restaurants may be permitted on the end caps of retail centers with a minimum of four tenants;
  - e. Restaurants and similar establishments shall provide a minimum of 150 square feet of outdoor dining area;
  - f. The following specific uses that would otherwise be permitted in GR zoning shall be prohibited: Recreational Vehicle Park, duplexes, warehouse office; and
  - g. Prohibiting any uses listed under the following categories in UDC 5.1: Commercial, Industrial, Natural Resource Storage/Extraction, Overnight Accommodations, Transportation and Related, Utility and Service, and Vehicle Sales and Service;
5. Multi-Family 2 standards:
- a. Multi-family dwellings will be generally located at the corner of Lightner Lane and Prairie View Road;
  - b. Requiring review and approval of multi-family site plan by Director of Planning & Development prior to development;
  - c. Access to multi-family shall be from a single entrance each on Prairie View Road and Lightner Lane. Additional entrances to local streets within the development may be allowed, subject to site plan review and compliance with subdivision entrance standards;
  - d. Requiring screening and buffering where multi-family development is adjacent to single-family homes. Screening shall consist of a masonry or precast concrete wall, with landscaped buffer areas located in the setbacks; and



- e. Multi-family dwellings should be constructed such that apartment windows or balconies on the second story do not directly face rear yards of single-family residential. Where windows or balconies face rear yards, screening will be required and setbacks increased, such that observation into rear yards is minimized to the greatest degree possible;
6. Requiring that Lightner Lane be upgraded to a Neighborhood Collector.
  - a. Street cross-section shall generally comply with standards described in the Temple Comprehensive Plan;
  - b. Street cross-section will include a minimum six-foot-wide sidewalk on the west side of Lightner Lane; and
  - c. Requiring approval of specific designs, alignment, right-of-way, and/or any cost-share agreements to construct Lightner Lane, prior to permitting of any MF-2 or GR uses;
7. All development with the boundaries of this Planned Development must comply with all other UDC code requirements unless exceptions are requested at platting;
8. All development with the boundaries of this Planned Development must be consistent with the landscaping and architectural design concepts of the Corporate Campus Master Plan.
9. Significant deviations from the site plan and/or conceptual layout shall require formal approval to amend this ordinance; and
10. Minor variations to the site plan and/or conceptual layout required due to topography or drainage may be approved by the Director of Planning & Development; and

**Whereas**, the City Council has considered these matters and deems it in the public interest to authorize these actions.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPLE, TEXAS, THAT:**

**Part 1: Findings.** All of the above premises are hereby found to be true and correct legislative and factual findings of the City Council of the City of Temple, Texas, and they are hereby approved and incorporated into the body of this Ordinance as if copied in their entirety.

**Part 2:** The City Council approves a rezoning request from Agricultural to Planned Development Single-Family-Dwelling 3 with 10% Planned-Development-General Retail, and 25% Planned-Development Multiple-Family-Dwelling-2, on approximately 75.2480 acres, with a Site Development Plan, addressed as 1722 Lightner Lane, in the City of Temple, Bell County Texas, subject to the following conditions:

1. To allow a Planned Development with three general areas of development standards:
  - a. Base zoning on a **maximum of 90%** of the total acreage will be Single-Family 3 (SF-3).

- b. Base zoning standards on a **minimum of 10%** of the total acreage will be General Retail (GR).
  - c. Optional base zoning standards on a **maximum of 25%** of the total acreage will be Multi-Family 2 (MF-2).
  - d. General zoning areas are shown on the Site Development Plan, attached to this ordinance as Exhibit A.
  - e. A detailed conceptual layout is attached as Exhibit B.
- 2. Requiring approval of a Preliminary Plat on the total area proposed for single-family and/or multi-family residential development.
- 3. Single-Family 3 standards:
  - a. Requiring the Preliminary Plat to incorporate alternate widened entrances along Prairie View Road, per subdivision entrance standards, to ensure adequate emergency vehicle access and traffic movement.
  - b. Requiring decorative fencing along Prairie View Road; fence shall be constructed on the rear property line of residential lots and be constructed of predominantly masonry or precast concrete.
  - c. Requiring a minimum of one qualifying tree as listed in UDC 7.4.5 in each single-family front yard; to be planted when homes are constructed.
- 4. General Retail standards
  - a. Requiring screening and buffering where non-residential development is adjacent to residential development. Screening shall consist of a masonry or precast concrete wall, with landscaped buffer areas located in the setbacks.
  - b. Requiring landscaping, consisting of shrubs and medium canopy trees, on frontage along Lightner Lane.
  - c. Primary access into commercial development shall be from entrances connecting to Lightner Lane; access from adjacent residential development shall incorporate traffic-calming measures; shared access easement through the commercial development will be determined during platting.
  - d. Prohibiting drive-through vehicle service uses, drive-through restaurants may be permitted on the end caps of retail centers with a minimum of four tenants.
  - e. Restaurants and similar establishments shall provide a minimum of 150 square feet of outdoor dining area.
  - f. The following specific uses that would otherwise be permitted in GR zoning shall be prohibited: Recreational Vehicle Park, duplexes, warehouse office
  - g. Prohibiting any uses listed under the following categories in UDC 5.1: Commercial, Industrial, Natural Resource Storage/Extraction, Overnight Accommodations, Transportation and Related, Utility and Service, and Vehicle Sales and Service.
- 5. Multi-Family 2 standards:
  - a. Multi-family dwellings will be generally located at the corner of Lightner Lane and Prairie View Road.



- b. Requiring review and approval of multi-family site plan by Director of Planning & Development prior to development.
  - c. Access to multi-family shall be from a single entrance each on Prairie View Road and Lightner Lane. Additional entrances to local streets within the development may be allowed, subject to site plan review and compliance with subdivision entrance standards.
  - d. Requiring screening and buffering where multi-family development is adjacent to single-family homes. Screening shall consist of a masonry or precast concrete wall, with landscaped buffer areas located in the setbacks.
  - e. Multi-family dwellings should be constructed such that apartment windows or balconies on the second story do not directly face rear yards of single-family residential. Where windows or balconies face rear yards, screening will be required and setbacks increased, such that observation into rear yards is minimized to the greatest degree possible.
6. Requiring that Lightner Lane be upgraded to a Neighborhood Collector.
    - a. Street cross-section shall generally comply with standards described in the Temple Comprehensive Plan.
    - b. Street cross-section will include a minimum six-foot-wide sidewalk on the west side of Lightner Lane.
    - c. Requiring approval of specific designs, alignment, right-of-way, and/or any cost-share agreements to construct Lightner Lane, prior to permitting of any MF-2 or GR uses.
  7. All development with the boundaries of this Planned Development must comply with all other UDC code requirements unless exceptions are requested at platting.
  8. All development with the boundaries of this Planned Development must be consistent with the landscaping and architectural design concepts of the Corporate Campus Master Plan.
  9. Significant deviations from the site plan and/or conceptual layout shall require formal approval to amend this ordinance.
  10. Minor variations to the site plan and/or conceptual layout required due to topography or drainage may be approved by the Director of Planning & Development.

**Part 3:** The City Council directs the Director of Planning to make the necessary changes to the City Zoning Map.

**Part 4:** It is hereby declared to be the intention of the City Council that the sections, paragraphs, sentences, clauses, and phrases of this ordinance are severable and, if any phrase, clause, sentence, paragraph or section of this ordinance should be declared invalid by the final judgment or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs or sections of this ordinance, since the same would have been enacted by the City Council without the incorporation in this ordinance of any such phrase, clause, sentence, paragraph or section.

**Part 5:** This ordinance shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Temple, Texas, and it is accordingly so ordained.

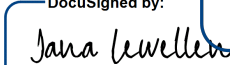
**Part 6:** It is hereby officially found and determined that the meeting at which this Ordinance was passed was open to the public as required and that public notice of the time, place, and purpose of said meeting was given as required by the Open Meetings Act.


PASSED AND APPROVED on First Reading and Public Hearing on the **6<sup>th</sup>** day of **October, 2022.**

PASSED AND APPROVED on Second and Final Reading on the **20<sup>th</sup>** day of **October, 2022.**

THE CITY OF TEMPLE, TEXAS

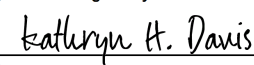
ATTEST:

DocuSigned by:  
  
Jana Lewellen  
City Secretary

DocuSigned by:  


DocuSigned by:  
  
TIMOTHY A. DAVIS, Mayor

APPROVED AS TO FORM:

DocuSigned by:  
  
Kathryn H. Davis  
City Attorney



## **Temple Flex: Building Design Description**

The proposed light industrial project takes up 10.27 acres and contains 38 individual building pads, with the expectation that it will ultimately include 43 separate businesses.

34 units are designed as Light Industrial/flexible building space, with another 20,700 square feet occupying four buildings reserved for Retail use. As proposed, the site has a total of 447,361 square feet of space (gross).

Please refer to the attached Site Plan for additional information on the sizes and locations of the proposed buildings.

## **Building Design**

### General Notes:

1. All buildings are proposed to have simple shed roofs that slope down toward the rear to facilitate rainwater runoff (and potential future collection for reuse).
2. Where possible, we would like to make roof “solar ready” to make attachment of future photovoltaic panels easier.
3. Landscaping is intended to follow xeriscaping guidelines, with beds composed of gravel and/or decomposed granite, and occasional larger “boulders”. To minimize maintenance and water consumption, plants are to be selected from a list of local/indigenous species, with an emphasis upon using drought and heat tolerant plants. A registered Landscape Architect will make final plant selections.
4. An accent color has been selected for this project. It is an “Amber” color and is to be used selectively for some of the raised channel letters, building numbers, and as backlit lighting elements. Please refer to the design renderings for additional information on specific locations.

## **Flex Industrial**

In order to create some variety in the designs for the industrial buildings in this project, longer buildings will be broken up into smaller masses and the facades will have three different material/color schemes.

The materials proposed for these retail buildings are as follows:

1. Vertical steel or galvalume metal siding in a natural “Silver” finish, with steel awnings, doors, and windows painted a dark “Umber” color.
2. Vertical steel siding painted a dark grey or “Umber” color, with steel awnings, doors, and windows painted a silver color.
3. A combination of vertical and horizontal Hardie panels separated by recessed reveals. The siding is to be painted a dark “Umber” color, with silver/natural finish steel awnings, doors and windows.

## Retail

There are four retail buildings that primarily face frontage along Airport Road. In some cases, these buildings are broken into smaller units with different materials and their own unique architectural expression.

A large, rectangular monument sign is proposed to be attached to one of the middle retail buildings. This monument sign shall include the Name of the development in raised channel letter

While the material selections for the industrial/flex buildings are fairly simple, greater emphasis is given to the design and materials of the retail units.

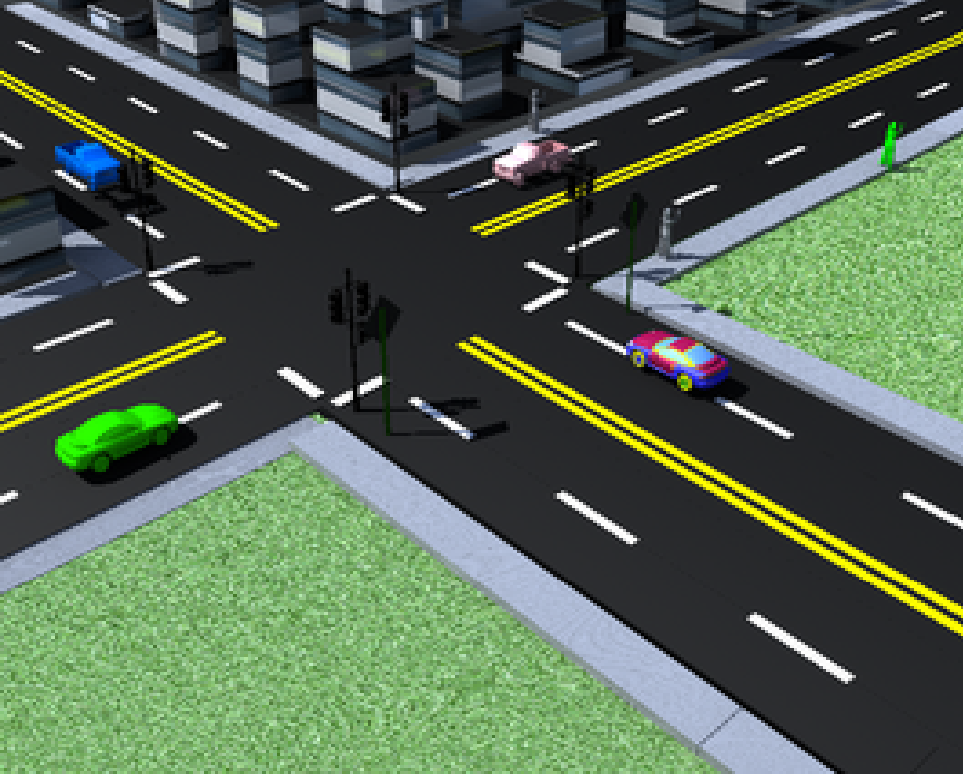
The materials proposed for these retail buildings are as follows:

1. Hardie panel installed as vertical siding with raised 1x2 vertical Hardie battens. This occurs on the southernmost retail building at the intersection of Lightner Lane and Brookside Boulevard. Both the siding and battens are to be painted a dark “Umber” color. Hardie panel has a lifespan of approx. 60 years.
2. Thermally Modified Wood applied as vertical siding. This material begins at the north end of the southernmost retail building at the intersection of Lightner Lane and Brookside Boulevard, extending to the next two adjacent retail buildings. This material is to be prefinished with stain and sealant. Thermally Modified Wood has a lifespan of approx. 30 years and may be restained approx. every five years to maintain its color.

Note: The majority of the retail buildings (specifically, those with thermally modified wood or vertical Hardie siding) feature large rectangular awnings with supporting columns that include recessed vertical lights in the same “Amber” color as the logo/project branding.



3. Hardie panel installed horizontally with reveals between adjacent panels.  
The horizontal panels are to be painted in one of four colors for a mosaic effect. This occurs on the northernmost retail building facing Airport Road. Buildings with this material also have narrow freestanding steel columns that support a wider overhanging roof/trellis. These buildings are intended to be used for restaurant and/or food service tenants and include covered outdoor seating areas. Refer to site plan.



**LIGHTNER 75**

**LIGHTNER LANE  
&  
SH 36 (AIRPORT RD)**

## **TRAFFIC IMPACT ANALYSIS**

### **PREPARED FOR:**

**VIEWPOINT ENGINEERING  
8512 BESTRIDE BEND  
AUSTIN, TEXAS 78744**

**CITY OF  
TEMPLE, TEXAS**

**TxDOT**

### **PREPARED BY:**



**DOUGHERTY ENGINEERING GROUP, PLLC  
TBPE FIRM NO. 18636  
11550 IH-10 WEST, STE 175  
SAN ANTONIO, TX 78230**

**FEBRUARY 2023**



## TRAFFIC IMPACT ANALYSIS Lightner 75 Temple, Texas

### BACKGROUND

Dougherty Engineering Group, PLLC was tasked with preparing a Traffic Impact Analysis for the proposed Lightner 75 Development located at the southwest corner of Lightner Lane and SH 36 (Airport Rd) in Temple, Texas. Figure 1 below shows the location of the proposed development.

As per the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition), the proposed development, which includes a single-family residential subdivision (ITE Code: 210), multifamily housing (ITE Code: 220), and a commercial shopping center (ITE Code: 820) will generate as many as 511 trips during the weekday AM peak hour and 993 trips during the weekday PM peak hour. Figure 2 shows the proposed Site Layout.

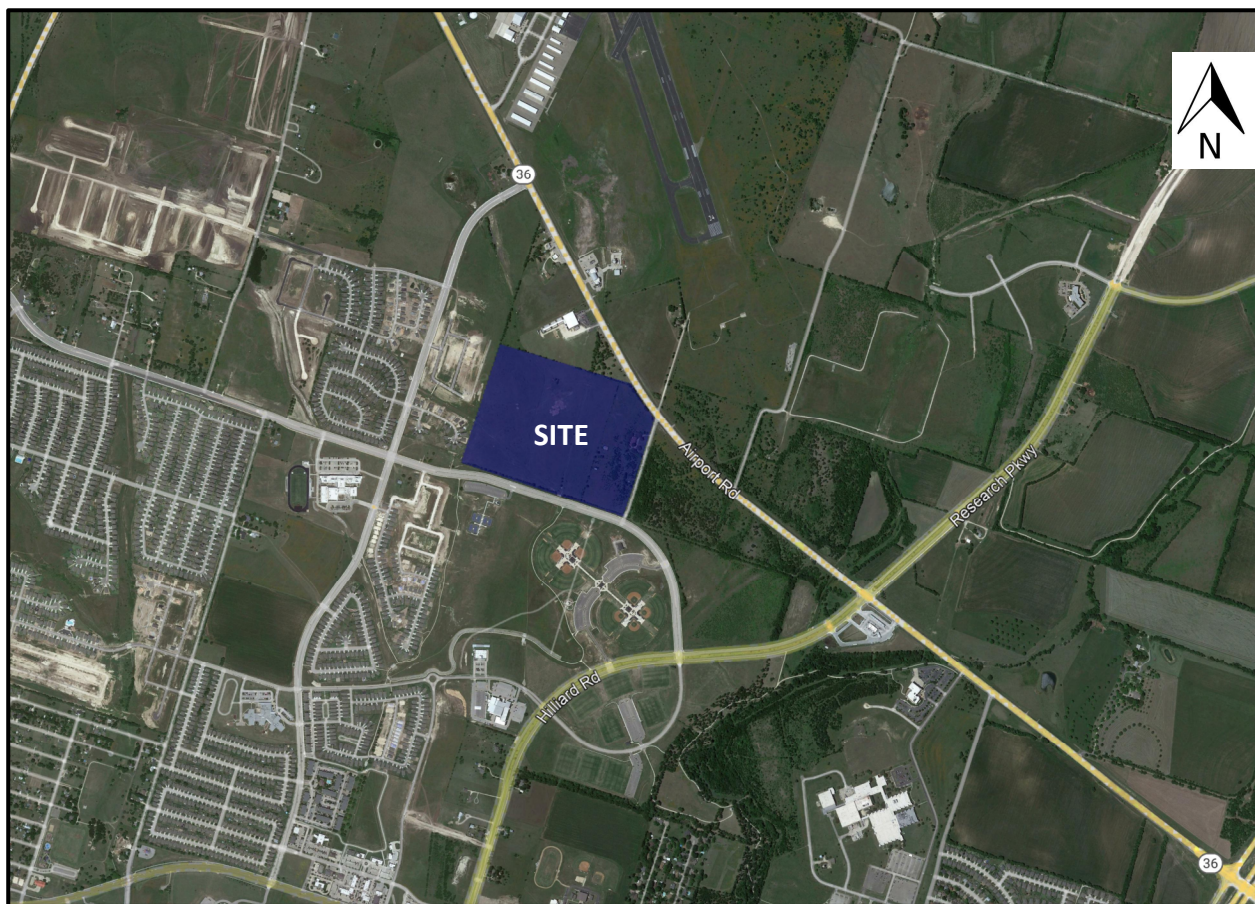


Figure 1. Location Map for the Proposed Lightner 75 Development

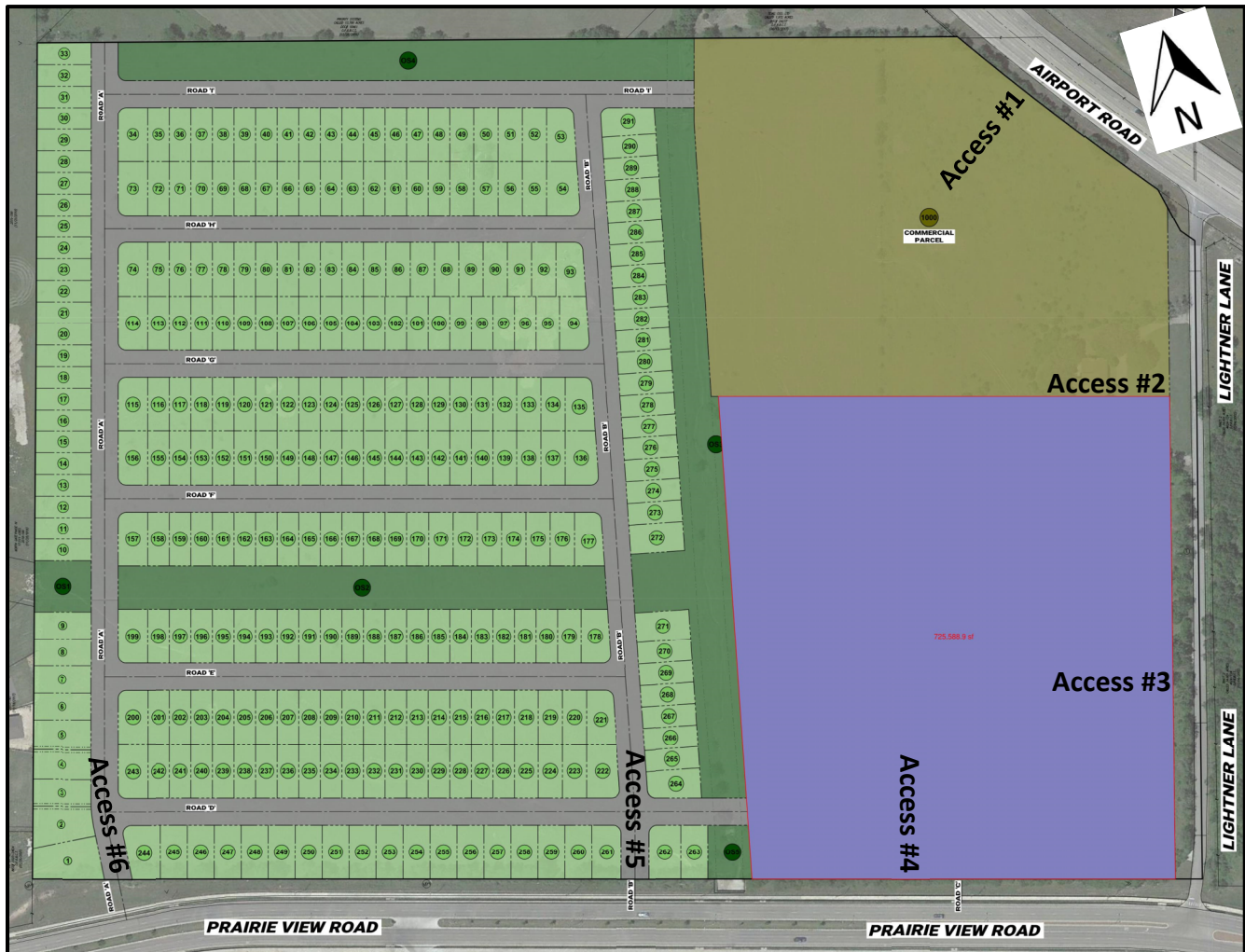


Figure 2. Site Layout for the Proposed Lightner 75 Development

The proposed development will include a 291-unit single family residential subdivision, a 380-unit multi-family housing development, and a 129,155.00 SF GLA shopping center with six driveways. Access #1 will be located along SH 36 (Airport Rd), approximately 400' west of Lightner Lane. Access #2 and Access #3 will be located along Lightner Lane approximately 500' and 1,000' south of SH 36 (Airport Rd), respectively. Access #3, Access #4, and Access #5 will be located along Prairie View Rd approximately 575', 1,100', and 2,100' west of Lightner Lane, respectively. Access #1 and Access #2 will provide access to the commercial shopping center. Access #3 and Access #4 will provide access to the multi-family housing development. Access #5 and Access #6 will provide access to the single family residential subdivision. Upon Full Build Out (2026), Access #2 will also provide access to the single family residential subdivision.



## STUDY AREA

The study area for this traffic impact analysis includes the SH 36 (Airport Blvd) and Lightner Lane intersection, the Lightner Lane and Prairie View Rd intersection, as well as the six proposed access intersections. The proposed Lightner 75 Development is to be located southwest corner of the SH 36 (Airport Blvd) and Lightner Lane intersection.

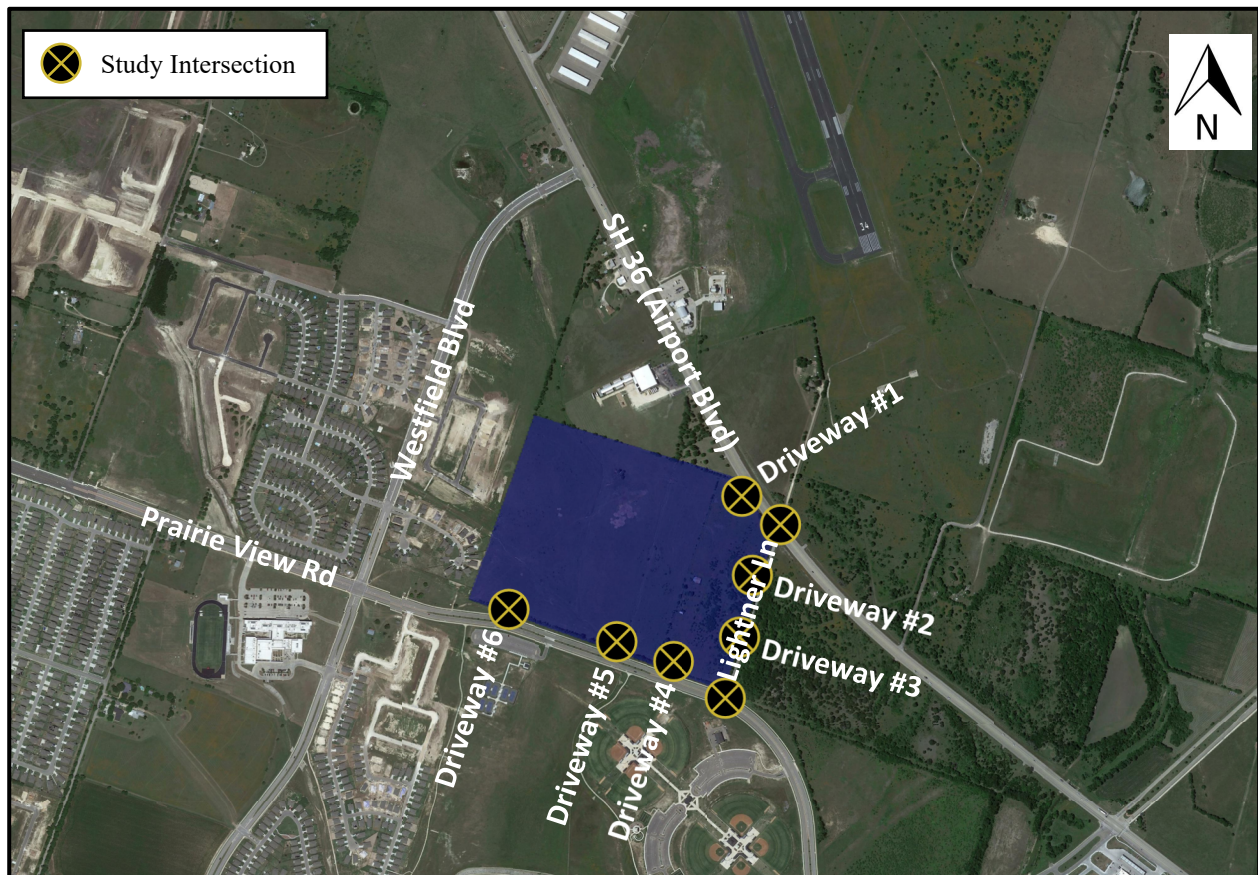


Figure 3. Study Intersections for the Proposed Lightner 75 Development

## Phase Time-Line

The proposed development is anticipated to be constructed in three phases over four years. A full build-out year of 2026 (**with a 2% growth rate per year**) will be analyzed within the study. Using the TxDOT Transportation Planning Maps, the Average Annual Growth Rate (AAGR) was determined to be 2.0% utilizing the 2017 and 2018 data shown below. Data was taken from SH 36 (Airport Rd), north of the proposed development.

- 2017 ~ 14,969 ADT
- 2018 ~ 15,033 ADT

Average Annual Growth Rate ~ (0.4%), **Proposed Growth Rate ~ 2%**

LOS analysis will be conducted in three phases as follows:

1. 2024 – 291 Single Family Units, Phase 1
2. 2025 – 380 Multifamily Units, Phase 2
3. 2026 – 129,155 SF GLA Shopping Center, Full-Build Out

## Existing Roadways

**SH 36 (Airport Rd)** is a five-lane roadway with two lanes in the northbound direction, two lanes in the southbound direction, and a center two-way left turn lane that provides north-south movement near the proposed development. SH 36 (Airport Rd) has a posted speed limit of 60 mph.



Figure 4. SH 36 (Airport Rd) – Facing North Near Proposed Development



**Lightner Lane** is a two-lane undivided roadway that provided north-south movement in the area of the proposed development. Lightner Ln has a posted speed limit of 45 mph. Figure 5 shows Lightner Ln near the proposed development.



**Figure 5. Lightner Ln Facing South Near Proposed Development**

**Prairie View Rd** is a four-lane divided roadway with a concrete center median and left turn lanes at the Lightner Ln and Westfield Blvd intersection that provides east-west movement in the area of the proposed development. Lightner Ln has a posted speed limit of 40 mph. Figure 6 shows Prairie View Rd near the proposed development.



**Figure 6. Prairie View Rd Facing West Near Proposed Development**

## LAND USE AND ZONING

The existing land use for the proposed development is zoned Agricultural Zone (AG) as indicated by green, shown in Figure 7. The areas surrounding the proposed development are zoned Agricultural Zone (AG), Light Industrial District (LI), Single Family Residential (SF), and General Retail Planned Development (GR-PD).

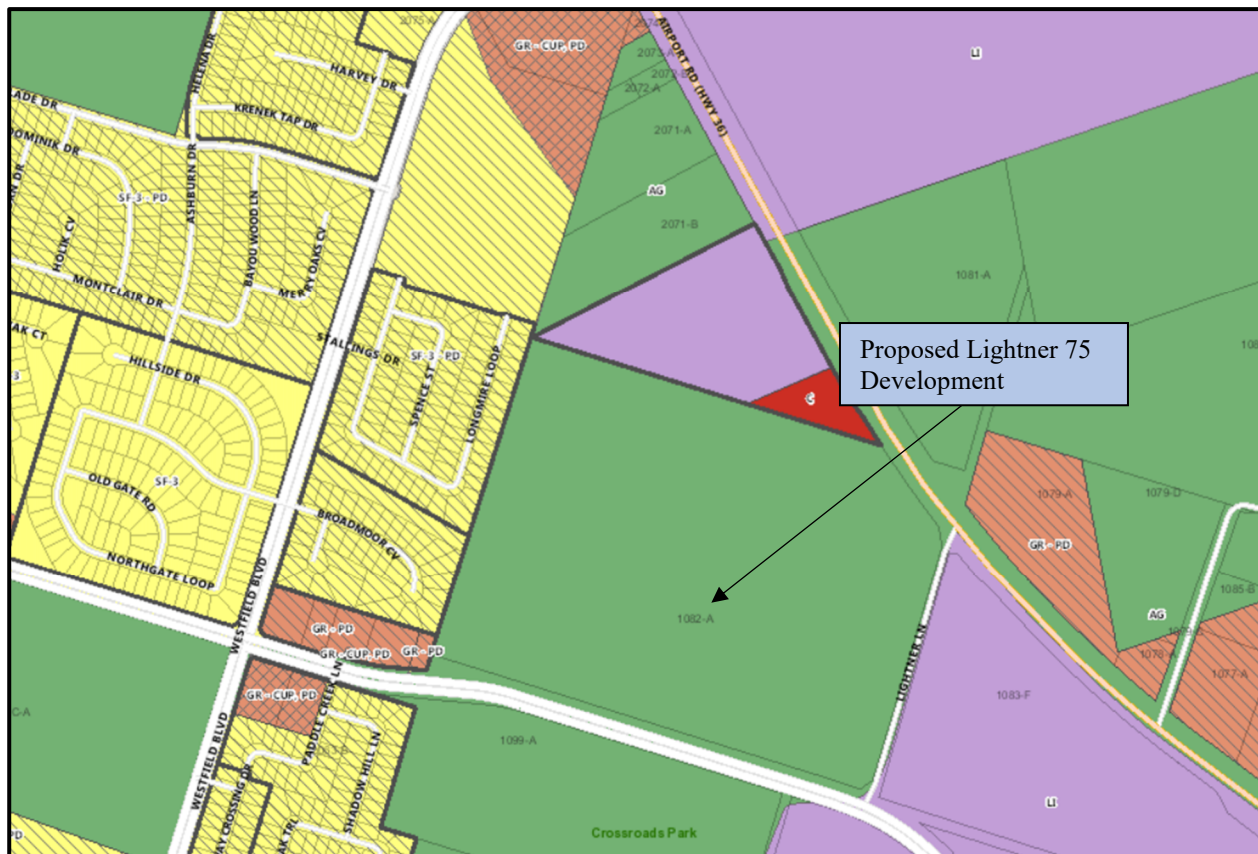


Figure 7. Zoning Map for the Proposed Lightner 75 Development

## TRAFFIC DATA

Existing traffic data in the form of Turning Movement Counts (TMC's) were collected on Tuesday May 10, 2022 at the intersections of SH 36 (Airport Rd) & Lightner Ln, and Lightner Ln & Prairie View Rd. Average Daily Traffic (ADT's) counts were also collected along SH 36 (Airport Rd), Lightner Ln, and Prairie View Rd adjacent to the proposed development. All traffic data can be found in the appendix.

The following exhibits summarize the existing volumes without the proposed development.

---

---

## LOS Analysis Results

The results of the LOS analysis show that the northbound approach to SH 36 (Airport Rd) and Lightner Ln is expected to operate at an unacceptable LOS value during the PM peak periods for the projected with development scenarios analyzed. Mitigation measures will be applied and analyzed at the intersection of SH 36 (Airport Rd) and Lightner Ln.

The results of the LOS analysis show that all other study intersections including the SIX proposed access intersections are expected to operate at acceptable LOS C or better during the AM and PM peak periods for all scenarios analyzed.

## Potential Mitigation Measures

Potential mitigation measures were analyzed and listed as follows:

- SH 36 (Airport Rd) and Lightner Ln (2025) – Potential mitigation consists of adding additional pavement to the northbound approach to accommodate designated left-turn lane.
- SH 36 (Airport Rd) and Lightner Ln (2026) – Potential mitigation consists of conducting a traffic signal warrant analysis.
- SH 36 (Airport Rd) and Lightner Ln (2026) - Potential mitigation consists of the re-alignment of SH 36 (Airport Rd) and Lightner Ln, which includes adding additional pavement to the eastbound approach to accommodate designated right-turn lane. The proposed re-alignment plan can be found in the appendix.



## Driveway Turn-Lane Analysis

Tables 2-3 of the TxDOT Access Management Manual shows the Auxiliary Lane Thresholds for left-turn and right-turn lanes on state system roadways. Table 2-3 shows that turn lanes are required when the turn volumes exceed 50 vehicles per hour on a speed zone of less than 45 miles per hour or when turn volumes exceed 60 vehicles per hour on a speed zone of greater than or equal to 45 miles per hour. The posted speed limit along SH 36 (Airport Rd), which is a TxDOT state system roadway, is 60 mph.

Westbound SH 36 (Airport Rd) at Driveway #1 is projected to have a right-turn volume of 30 vehicles per hour during the AM peak hour, and 94 vehicles during the PM peak hour. A right-turn deceleration lane along westbound SH 36 (Airport Rd) at Driveway #1 would be required due to the right turn volumes. **A 700 LF right-turn lane is recommended which includes 600 LF of deceleration lane and 100 LF of storage.**

Table 3-16 of the City of Austin's Transportation Criteria Manual (TCM) shows the Turn Lane Thresholds for left-turn and right-turn lanes. The City of Austin criteria shall be utilized as Austin is a major city adjacent to the proposed development. Table 3-16 shows that turn lanes are required when the turn volumes exceed 200 vehicles per hour. The information in Table 3-16 shall be applied to Lightner Ln and Prairie View Rd.

Turn Lane Type	Volume Threshold (turning vehicles per hour projected)
Right Turn Lane	200
Single Left Turn Lane <sup>A</sup>	150
Dual Left Turn Lane <sup>B</sup>	300
<sup>A</sup> Threshold is not necessary if center turn lane or median with adequate width for a left turn lane per <a href="#">Section 3.5.4.2</a> is present and access is approved by applicable department.	
<sup>B</sup> Shall only be considered where widening is feasible to accommodate and maintain minimum street element widths per <a href="#">Section 2</a> .	

**Figure 18 – Table 3-16 – Turn Lane Thresholds**

The driveways along Lightner Ln and Prairie View Rd are not expected to exceed 200 right-turning vehicles per hour. Turn lanes will not be required for Lightner Ln or Prairie View Rd.

---

---

## Conclusion

Trip generation and distribution for Lightner 75 shows that the proposed development will impact the surrounding roadway network. Turn-lane analysis shows that a right turn-lane will be required at Eastbound SH 36 (Airport Rd). **A 700 LF right-turn lane is recommended which includes 600 LF of deceleration lane and 100 LF of storage at Driveway #1. Additionally, the exiting eastbound approach for Driveway #2 at Lightner Ln will need to consist of two lanes. As part of the Full Build Out (2026), Driveway #2 will provide access to the Single-Family Units.**

The results of the LOS analysis show that the northbound approach to SH 36 (Airport Rd) and Lightner Ln is expected to operate at an unacceptable LOS value during the AM and PM peak periods for the projected with development scenarios analyzed. Mitigation measures were applied and analyzed at the intersection of SH 36 (Airport Rd) and Lightner Ln.

The mitigation measures analyzed improved the intersection to an acceptable LOS for the northbound approach of Lightner Ln. **Potential mitigation consists of adding additional pavement and reconfiguring lane geometry/lane assignments for the northbound approach to accommodate a designated left-turn and right-turn lanes.**

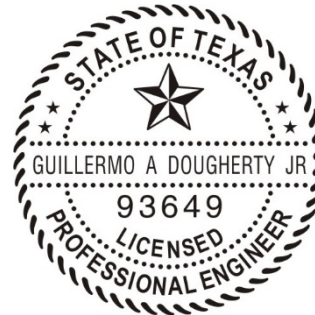
Traffic signal warrants were conducted utilizing the Phase 2 - 2025 Projected with Development traffic volumes, and Full Build Out – 2026 Project with Development traffic volumes to determine if a traffic signal would be warranted with proposed roadway conditions. Results showed that the SH 36 (Airport Rd) & Lightner Ln intersection is not expected to meet Warrants during Phase 2 (2025), which includes Single-Family Residential & Multifamily. Results showed that the SH 36 (Airport Rd) & Lightner Ln intersection is expected to meet Warrants 1, 2, and 3 during Full Build Out (2026). The results of the LOS analysis show that the geometry/lane assignment changes are expected to improve the northbound approach delays to an acceptable LOS in analysis year 2025. **The installation of a highway traffic signal as a safety mitigation measure is recommended as it meets Warrants 1, 2, and 3 during Full Build Out (2026) for the SH 36 (Airport Rd) & Lightner Ln intersection. The installation of a highway traffic signal is estimated at \$350,000.00. As part of pro-rata sharing, 25% percent of this cost, which totals \$87,500.00 shall be provided to compensate for the portion of the trips generated as part of this development which attribute to the highway traffic signal warranting. Pro-Rata Sharing calculations can be found in the appendix.**

Additional mitigation measures analyzed improved the overall intersection to an acceptable LOS. **Potential mitigation consists of the re-alignment of SH 36 (Airport Rd) and Lightner Ln which includes adding additional pavement and reconfiguring lane geometry/lane assignments for the eastbound approach to accommodate a designated right-turn lane. The proposed re-alignment shall be completed as part of the Full Build Out (2026).**

---

The results of the traffic signal warrant analysis for the Prairie View Rd & Lightner Ln intersection showed that the intersection is not expected to meet any warrant for a traffic signal installation. **The installation of a highway traffic signal is not recommended for the Prairie View Rd & Lightner Ln intersection.**

Prepared By:



 2-16-2023  
Guillermo A. Dougherty, Jr., P.E





3/10

**RESPONSE TO PROPOSED  
REZONING REQUEST  
CITY OF TEMPLE**

March 5, 2025

Prop ID# 67117  
SHORT-TERM LENDING GP INC  
15 N MAIN ST  
TEMPLE TX 76501

**Zoning Application Number:** FY-24-33-ZC

**Case Manager:** Kristina Strickland

**Location:** 7040 Brookside Blvd.

The proposed rezoning is the area shown in hatched marking on the attached map. Because you own property within 200 feet of the requested change, your opinions are welcomed. Please use this form to indicate whether you are in favor of the possible rezoning of the property described on the attached notice, and provide any additional comments you may have.

I ☐ agree ☒ disagree with this request

☐ I own multiple properties subject to this notice and my response here applies to all of them

**Comments:**

---

---

---

---

**Signature**

**Print Name**

Thomas C Baird, Pres.

3/17/25

(Optional)

**Provide email and/or phone number if you want Staff to contact you**

If you would like to submit a response, please email a scanned version of this completed form to the Case Manager referenced above, [kstrickland@templetx.gov](mailto:kstrickland@templetx.gov), or mail or hand-deliver this comment form to the address below, no later than **March 17, 2025**.

City of Temple  
Planning Department  
2 North Main Street  
Temple, Texas 76501

Number of Notices Mailed: 19

Date Mailed: **March 5, 2025**

**OPTIONAL:** Please feel free to email questions or comments directly to the Case Manager or call us at 254.298.5668.



**RESPONSE TO PROPOSED  
REZONING REQUEST  
CITY OF TEMPLE**

March 5, 2025

Prop ID# 498275  
TEM-TEX HOLDINGS LLC SERIES 13  
PO BOX 1344  
TEMPLE TX 76503

**Zoning Application Number:** FY-24-33-ZC

**Case Manager:** Kristina Strickland

**Location:** 7040 Brookside Blvd.

The proposed rezoning is the area shown in hatched marking on the attached map. Because you own property within 200 feet of the requested change, your opinions are welcomed. Please use this form to indicate whether you are in favor of the possible rezoning of the property described on the attached notice, and provide any additional comments you may have.

I ( ) agree

☒ disagree

with this request

( ) I own multiple properties subject to this notice and my response here applies to all of them

**Comments:**

---

---

---

---

**Signature**

**Print Name**

Scott Kiella

(Optional)

**Provide email and/or phone number if you want Staff to contact you**

If you would like to submit a response, please email a scanned version of this completed form to the Case Manager referenced above, [kstrickland@templetx.gov](mailto:kstrickland@templetx.gov), or mail or hand-deliver this comment form to the address below, no later than **March 17, 2025**.

**City of Temple  
Planning Department  
2 North Main Street  
Temple, Texas 76501**

**Number of Notices Mailed: 19**

**Date Mailed: March 5, 2025**

**OPTIONAL:** Please feel free to email questions or comments directly to the Case Manager or call us at 254.298.5668.



**RESPONSE TO PROPOSED  
REZONING REQUEST  
CITY OF TEMPLE**

March 5, 2025

Prop ID# 514454  
TRIQUETRA HOLDINGS COMPANY LLC - SERIES 102  
PO BOX 1344  
TEMPLE TX 76503

**Zoning Application Number:** FY-24-33-ZC

**Case Manager:** Kristina Strickland

**Location:** 7040 Brookside Blvd.

The proposed rezoning is the area shown in hatched marking on the attached map. Because you own property within 200 feet of the requested change, your opinions are welcomed. Please use this form to indicate whether you are in favor of the possible rezoning of the property described on the attached notice, and provide any additional comments you may have.

I ( ) agree

(X) disagree

with this request

( ) I own multiple properties subject to this notice and my response here applies to all of them

**Comments:**

Too much traffic for a neighborhood street. No (Brookside Blvd)  
Lightner Ln also only classified as neighborhood collector  
UDC 5.3.35 notes that warehouse offices must be located on  
community collector or higher classification.

Signature

Print Name

(Optional)

**Provide email and/or phone number if you want Staff to contact you**

If you would like to submit a response, please email a scanned version of this completed form to the Case Manager referenced above, [kstrickland@templetx.gov](mailto:kstrickland@templetx.gov), or mail or hand-deliver this comment form to the address below, no later than **March 17, 2025**.

City of Temple  
Planning Department  
2 North Main Street  
Temple, Texas 76501

Number of Notices Mailed: 19

Date Mailed: **March 5, 2025**

**OPTIONAL:** Please feel free to email questions or comments directly to the Case Manager or call us at 254.298.5668.





**RESPONSE TO PROPOSED  
REZONING REQUEST  
CITY OF TEMPLE**

**March 5, 2025**

**Prop ID# See Attachment  
WBW SINGLE DEVELOPMENT GROUP LLC - SERIES 061  
109 W 2ND ST STE 201  
GEORGETOWN TX 78626**

**Zoning Application Number: FY-24-33-ZC**

**Case Manager: Kristina Strickland**

**Location: 7040 Brookside Blvd.**

The proposed rezoning is the area shown in hatched marking on the attached map. Because you own property within 200 feet of the requested change, your opinions are welcomed. Please use this form to indicate whether you are in favor of the possible rezoning of the property described on the attached notice, and provide any additional comments you may have.

I ☐ agree ☒ disagree with this request

☐ I own multiple properties subject to this notice and my response here applies to all of them

**Comments:**

*See attached*

*[Signature]*  
Signature

*Doug Reinke*  
Print Name

\_\_\_\_\_  
**Provide email and/or phone number if you want Staff to contact you** (Optional)

If you would like to submit a response, please email a scanned version of this completed form to the Case Manager referenced above, [kstrickland@templetx.gov](mailto:kstrickland@templetx.gov), or mail or hand-deliver this comment form to the address below, no later than **March 17, 2025**.

**City of Temple  
Planning Department  
2 North Main Street  
Temple, Texas 76501**

**Number of Notices Mailed: 19**

**Date Mailed: March 5, 2025**

**OPTIONAL: Please feel free to email questions or comments directly to the Case Manager or call us at 254.298.5668.**

### **FY-24-33-ZC Rezoning Request from (GR) to (GR-CUP) for Warehouse Office**

On behalf of WBW Development, I'd like to express our opposition to the proposed amendment that would remove 'Warehouse Office' from the list of prohibited uses within the General Retail zoning designation.

Firstly, the 2023 Traffic Impact Analysis prepared by Dougherty Engineering Group outlines clear improvements necessary to support additional development, including the construction of an additional driveway at Airport Road and a traffic signal at the intersection of Airport Road and Lightner Lane. Neither of these improvements appear in the proposed site plan, raising concerns about the infrastructure's ability to support increased traffic volumes and different vehicle types that a 'Warehouse Office' use would generate.

Secondly, unlike standard retail or office uses, a 'Warehouse Office' use introduces regular traffic from larger commercial vehicles. Brookside Boulevard is not designed to accommodate this type or frequency of vehicle, creating safety concerns for current and future drivers—especially in a primarily passenger-vehicle corridor.

Thirdly, the adoption of Ordinance No. 2022-0059-0, which specifically prohibits 'Warehouse Office', played a significant role in WBW's decision to purchase and begin development of the adjacent residential property. WBW purchased this property based on the assumption that 'Warehouse Office' was—and would continue to be—a prohibited use.

The character and function of a 'Warehouse Office' use is incompatible with nearby residential development. Introducing an industrial style use nearby directly conflicts with and risks diminishing the residential community's long-term success.

Thank you for your time and consideration.