

THE FOLLOWING 'STANDARD' AND 'ALTERNATE' ENTRANCE STREET DESIGNS ARE TO BE USED WHEN DESIGNING TEMPLE RESIDENTIAL SUBDIVISIONS. ALTERNATE DESIGNS AFFORD INCREASED FLEXIBILITY AND MAY BE UTILIZED TO INCREASE THE RATIO OF LOTS TO ENTRANCE.

RESIDENTIAL SUBDIVISION ENTRANCE/ACCESS DESIGN STANDARDS

NUMBER OF LOTS	STANDARD DESIGN MINIMUM ENTRANCES (LOCAL OR COLLECTOR STREET) (FIGURES 1,2,3,or4)	ALTERNATE DESIGNS MINIMUM ENTRANCES (MINIMUM CUMULATIVE STREET WIDTH 41' CB/CB) (FIGURES 2,3,4,&5or6)
1-75	1	
76-150	2(b)	1(d)
151-300	3(b&c)	2(b,c,&d)
301+	N/A	3(a,b,c,&d)
Subdivision Street Entrance/Access Design Requirements may be satisfied with a combination of standard or alternate designs in combination with access to other subdivisions, in accordance with the table above and figures 1-7.		
Fire Sprinkler Subdivisions. When all dwelling units within a subdivision are served by approved fire sprinkler systems, multiple entrance access is not required to meet fire safety requirements		
Street Width and Curb Radii are determined by respective street classifications.		
(a) Subdivisions with more than 300 residential lots may be required to have more than three entrance/access streets (or provision for future street connections with adjacent property) to facilitate adequate traffic flow and safety. The Planning Director may waive the requirement for more than three entrance access street design includes traffic-enhancing features such as: 1) street layout that promotes orderly and convenient traffic flow with local street to collector street to subdivision entrance/access 2) traffic calming features, 3) continuous left and right turn exit traffic lanes, 4) direct access to a multi-lane arterial street, arterial with center turn lane, boulevard, or acceleration/deceleration lanes to/from the entrance, 5) increased radii at entrance corners.		
(b) Second or Third Entrance Access required under this standard may be temporarily satisfied by the execution of a development agreement between the City and the developer and the subsequent dedication and construction of a "Temporary Emergency Vehicle Access" across a public lot or easement if the "access" is constructed in accordance with Figure 7. The development agreement must, in addition to addressing construction standards for the "Temporary Emergency Vehicle Access" provide that the City shall maintain the temporary access paving and retain the right to access until such time as the "Temporary Emergency Vehicle Access" is replaced by a permanent subdivision entrance/access constructed in accordance with these standards and accepted by the City. The development agreement shall also provide that as a condition of acceptance of a "Temporary Emergency Vehicle Access" by the City, that the developer shall create a home owners association with responsibility for maintaining vegetation adjacent to the "Temporary Emergency Vehicle Access" or shall provide financial guaranty acceptable to the City Attorney.		
(c) Future Street Access may satisfy additional entrance access requirements when a future street access is a component of an approved Preliminary or Final Plat.		
(d) Residential Driveway access to Entrance Streets is not permitted.		

NOTES:

1. ADT IS A REFERENCED TERM FROM THE TRIP GENERATION MANUAL PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS. RESIDENTIAL LOT IS ASSUMED AT 10 ADT/DWELLING UNIT.
2. AN ENTRANCE ACCESS STREET IS A STREET THAT EXTENDS CONTINUOUSLY BETWEEN TWO OR MORE STREETS. WHEN THE ACCESS OF A PROPOSED SUBDIVISION IS FROM AN EXISTING LOCAL STREET, THE AVERAGE DAILY TRIPS ("ADT's") OF THE EXISTING SUBDIVISION MUST BE INCLUDED IN THE ADT CALCULATION FOR THE PROPOSED SUBDIVISION.

SHEET 1 OF 3



CITY OF TEMPLE
ENGINEERING DEPARTMENT

3210 E. Avenue 14, Bldg. A

TEMPLE, TX 76781-0400

APPROVED BY: Michael G. Newman, P.E.

DATE APPROVED: DATE 1 OCTOBER 2008

DRAWN BY: Chris Post

FILE NAME: SUBDIVISION.dwg

DESIGN CRITERIA-
RESIDENTIAL SUBDIVISION ENTRANCES

SCALE:
1"=100'

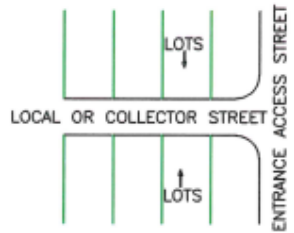


FIGURE 1
STANDARD ENTRANCE
(LOTS FACE ENTRANCE STREET)

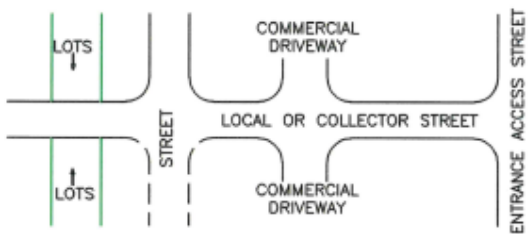


FIGURE 2
STANDARD ENTRANCE
(LOTS FACE ENTRANCE STREET AFTER INTERSECTION)

-----LINES DEPICT OPTIONAL STREET DESIGNS THAT
MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE
WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS



FIGURE 3
STANDARD ENTRANCE
(LOTS DO NOT FACE ENTRANCE STREET)

-----LINES DEPICT OPTIONAL STREET DESIGNS THAT
MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE
WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS

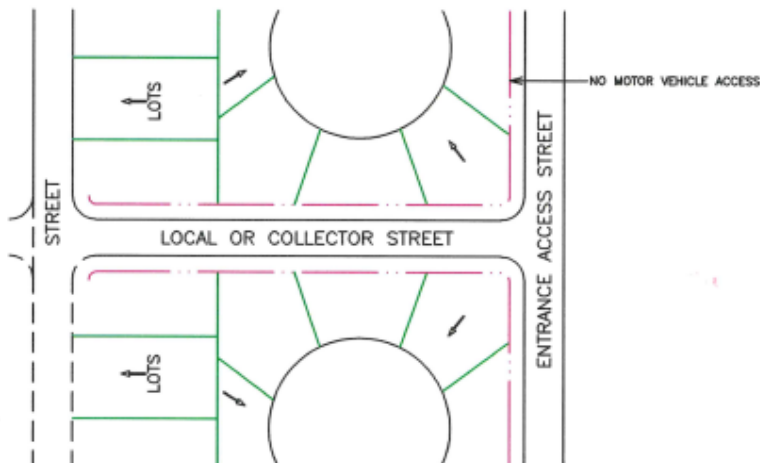


FIGURE 4
STANDARD ENTRANCE
(LOTS DO NOT FACE ENTRANCE STREET)

-----LINES DEPICT OPTIONAL STREET DESIGNS THAT
MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE
WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS

SHEET 2 OF 3

APPROVED BY: Michael G. Newman, P.E.

DEAS APPROVED DATE: 1 OCTOBER 2008

DRAWN BY: Chris Paul

FILE NAME: SUBDIVENTRY.dwg



CITY OF TEMPLE
ENGINEERING DEPARTMENT

3210 E. Avenue H, Bldg. A

TEMPLE, TX 76701-0400

DESIGN CRITERIA
RESIDENTIAL SUBDIVISION ENTRANCES

SCALE
1"=100'

NOTE:
THIS ALTERNATIVE IS THE
EQUIVALENT OF TWO
ENTRANCES.

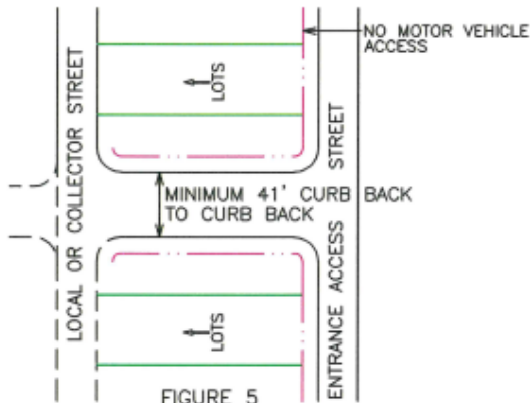


FIGURE 5
ALTERNATE ENTRANCE
MINIMUM 41' CB/CB
(LOTS DO NOT FACE ENTRANCE STREET)

-----LINES DEPICT OPTIONAL STREET DESIGNS THAT
MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE
WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS

NOTE:
THIS ALTERNATIVE IS THE
EQUIVALENT OF TWO
ENTRANCES.

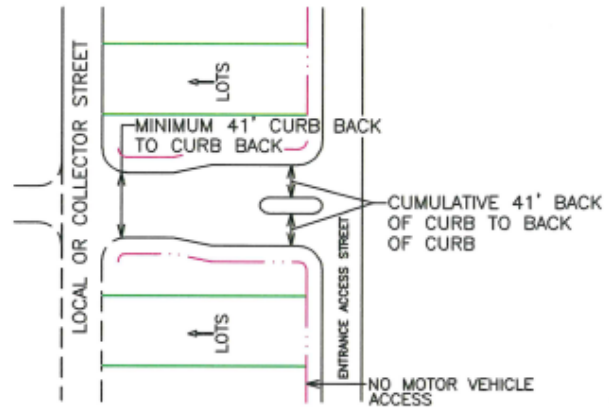


FIGURE 6
ALTERNATE ENTRANCE (BOULEVARD)
MINIMUM 41' CB/CB
(LOTS DO NOT FACE ENTRANCE STREET)

-----LINES DEPICT OPTIONAL STREET DESIGNS THAT
MAY WORK, SUBJECT TO OVERALL DESIGN COMPLIANCE
WITH CITY ORDINANCE OR DEVELOPMENT STANDARDS

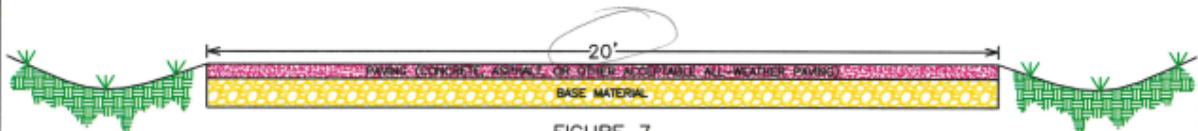


FIGURE 7
TEMPORARY EMERGENCY VEHICLE ACCESS DESIGN

MINIMUM PAVEMENT DESIGN BASED ON A GEOTECHNICAL REPORT RECOMMENDATION, MUST BE CAPABLE OF SUPPORTING THE IMPOSED LOAD OF FIRE APPARATUS WEIGHING AT LEAST 70,000 POUNDS, AND MEET STREET GRADE REQUIREMENTS OF THE MOVEABLE BARRICADES OR GATES, TO RESTRICT USE TO EMERGENCY VEHICLES, MAY BE INSTALLED WITH "NO PARKING FIRE LANE" SIGNS PER THE TEMPLE FIRE CODE.

SHEET 3 OF 3

APPROVED BY: Michael C. Newman, P.E.

DATE APPROVED DATE: 1 OCTOBER 2008

DRAWN BY: Chris Paul

FILE NAME: SUBDIVENTRY.dwg



CITY OF TEMPLE
ENGINEERING DEPARTMENT

2010 E. Avenue H, Bldg. A

TEMPLE, TX 76791-0400

DESIGN CRITERIA-
RESIDENTIAL SUBDIVISION ENTRANCES

SCALE:
1"=40'



109 W. 2nd Street, Suite 109, Georgetown, Texas 78626
Office: 254-953-5353 Fax: 254-953-0032

April 28, 2025

Via Email to: Cheryl Maxwell cmaxwell@templetx.gov

Mr. Brian Chandler
Planning Director
Planning and Development Department – City of Temple
2 N. Main Street
Temple, Texas 76501

Re: Leon Reserve Phase II Final Plat Application – Subdivision Entry Standards

Mr. Chandler:

In connection with the Post-DRC Comments for the Final Plat of Leon Reserve Phase II, dated April 14, 2025, WBW Development Services, LLC – Series 051 (“WBW”) submits this letter to the Planning Director for the City of Temple as requested by Mobility Review Comment #2. For convenience, this comment is duplicated here:

2. Subdivision Entry Standards: For subdivision with more than 300 lots, the Planning Director may waive the requirement for more than three entrances where designs include traffic enhancing features such as turn lanes, access to arterial with center turn lanes, or accel/deccel. lanes. Requires further discussion to ensure whether improvements are sufficient and compliant with PD conditions, or if the plat requires an exception.

As set forth in the Residential Subdivision Entrance/Access Design Standards (the “Entry Standards”), WBW meets the three entry requirement through the implementation of approved Alternate Designs which count as more than one entry point. In the alternative, sufficient traffic enhancing features are present to justify the granting of a waiver by the Planning Director. In the following sections, WBW will address these two points in turn.

I. WBW meets the Entry Standards by Implementing Alternate Designs

The Entry Standards provide several alternative designs which are considered the equivalent of two entrances. According to the table below, the Entry Standards allow the implementation of Figures 2, 3, 4, & 5 or 6 as acceptable designs to reach the three-entry requirement for 301+ lots in a subdivision:

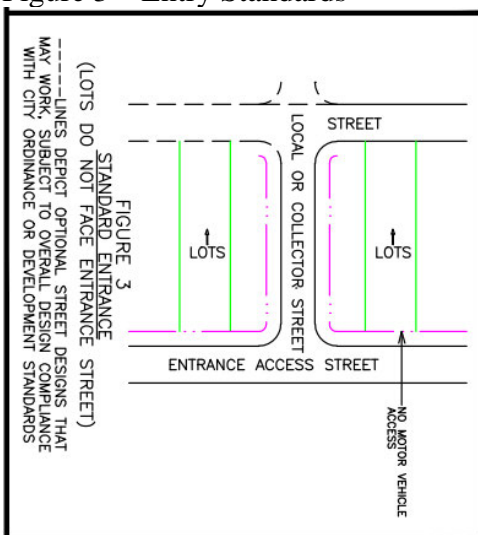
RESIDENTIAL SUBDIVISION ENTRANCE/ACCESS DESIGN STANDARDS		
NUMBER OF LOTS	STANDARD DESIGN MINIMUM ENTRANCES (LOCAL OR COLLECTOR STREET) (FIGURES 1,2,3,or4)	ALTERNATE DESIGNS MINIMUM ENTRANCES (MINIMUM CUMULATIVE STREET WIDTH 41' CB/CB) (FIGURES 2,3,4,&5or6)
1-75	1	
76-150	2(b)	1(d)
151-300	3(b&c)	2(b,c,&d)
301+	N/A	3(a,b,c,&d)

Of these design alternatives, Figures 5 and 6 are the equivalent of two entrances. Based upon the way that the Figures are listed, WBW presumes that it may meet the minimum entrance requirements with a combination of Figures 2, 3, or 4, together with either Figure 5 or 6. It is important to note that for Figures 5 or 6, the Entry Standards impose a mandatory classification. According to the note present in each figure, "This alternative is the equivalent of two entrances." There is clear intent that, when a developer meets the criteria established in Figure 6, there is no discretion to reduce the count from two to one.

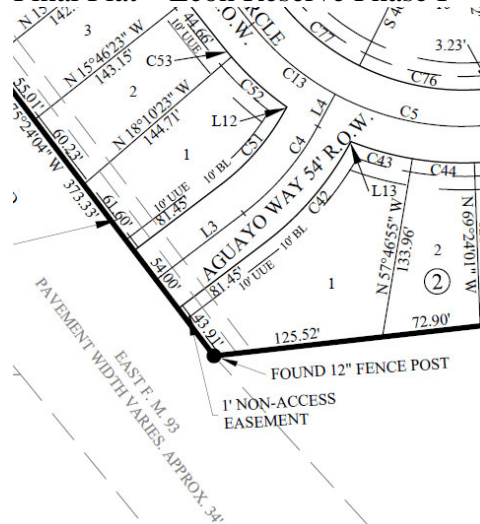
Leon Reserve Phase II meets the minimum entrance requirements through a combination of Figures 3 and 6, which connect to East FM 93 in Leon Reserve Phase I.

Access Point 1 – Aguayo Way

Figure 3 – Entry Standards

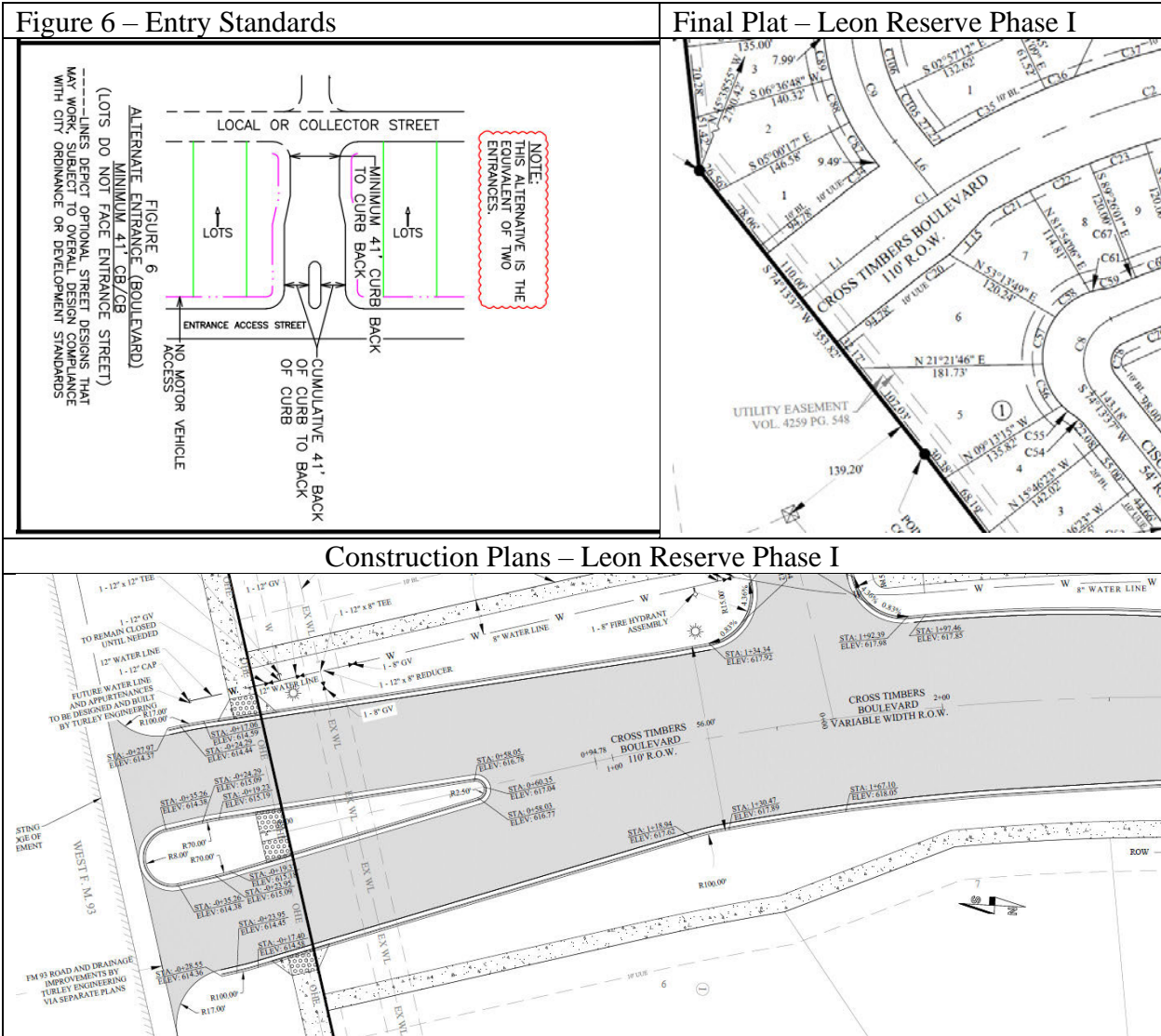


Final Plat – Leon Reserve Phase I



Aguayo Way is a 54' right-of-way, which will be built as a collector street. It adjoins East F.M. 93, Entrance Access Street, and no lots on Aguayo Way face the entrance street. WBW designed the pavement to be forty-one feet (41') BOC, which could qualify it as either Figure 3 or Figure 5 (and be the equivalent of two entrances). Because WBW presumes that only one entry may be considered as a two-entry equivalent, WBW takes the position that Aguayo Way meets the minimum standard to be counted as an entry as described by Figure 3.

Access Point 2 – Cross Timbers Boulevard



Cross Timbers Boulevard exceeds the minimum width requirements to be treated as Figure 6 in the Entry Standards, counting as the equivalent of two entrances. It is a one hundred ten foot (110') right of way, containing two drives, separated by an eighteen foot (18') median. Each drive is twenty-eight feet (28') back of curb to back of curb (56' cumulative). No lots front Cross Timbers Boulevard, which will be constructed as a neighborhood collector. Further, WBW reserved additional right-of-way for the City to expand the road to a community collector, should a future need for expansion arise from the development of adjoining properties. As established by the Entry Standards, Cross Timbers Boulevard meets the requirements of Alternative design Figure 6 and is the equivalent of two entrances.

Together with Aguayo Way, Leon Reserve contains the equivalent of three entrances and meets the Entry Standards. When combined with the Entry Standards option to include stub-outs to future developments, Leon Reserve exceeds the minimum entry requirements. WBW understands that

these entry points are located in Phase I, which has already been approved. However, the streets in Phase II connect to FM 93 continuously between two or more streets, and ultimately with Cross Timbers Boulevard or Aguayo Way. Using the access points to FM 93, present in Phase I, is consistent with the definition for Entrance Access Streets found on Page 1, Note 2 of the Entry Standards.

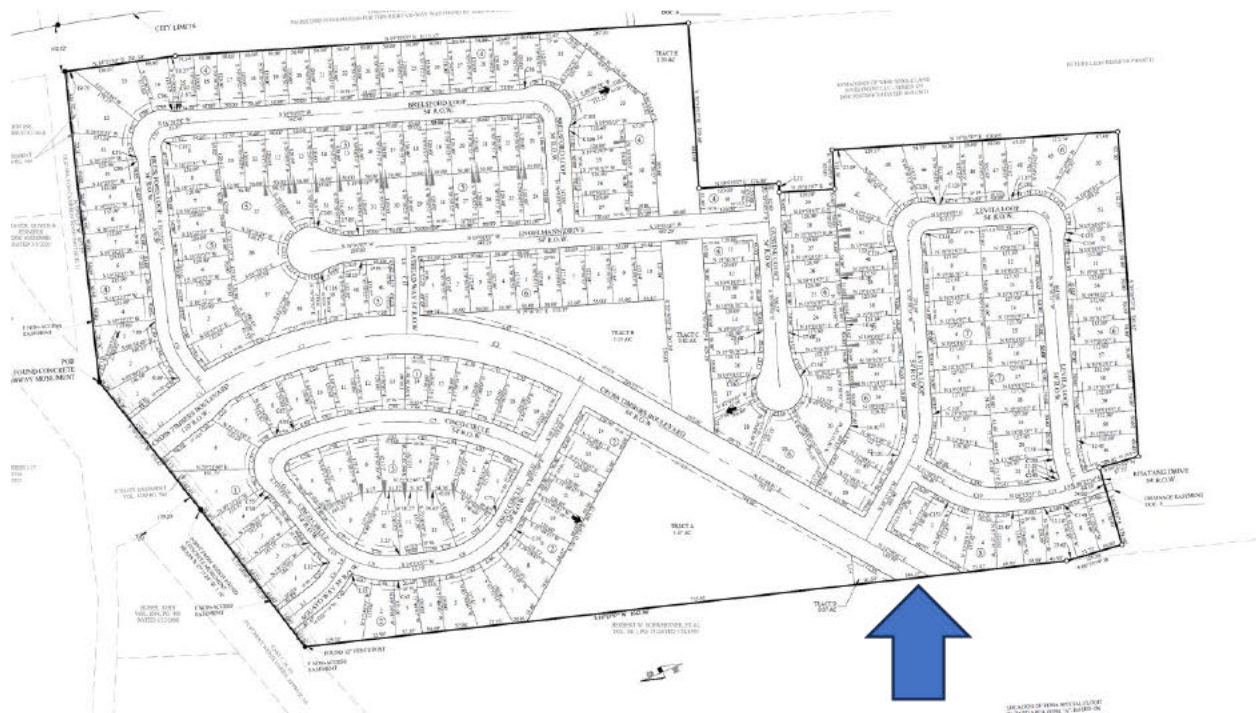
Future Street Access:

(c) Future Street Access may satisfy additional entrance access requirements when a future street access is a component of an approved Preliminary or Final Plat.

Unlike the mandatory language in the alternative designs, future street access may be considered in meeting additional entry requirements. WBW asks the Planning Director to consider two stub-outs, one in each phase, as an additional access point for the purposes because WBW's designs take into account the development potential of adjoining properties.

According to Bell Central Appraisal District, two Property IDs of developable land surround Leon Reserve to the north and to the east. Both are owned by Herbert Schwertner and are comprised of approximately 137.48 acres. WBW's designs account for the likelihood that both tracts are developed with similar lot densities as Leon Reserve, and both phases contain a stub-out to address the future development of either parcels.

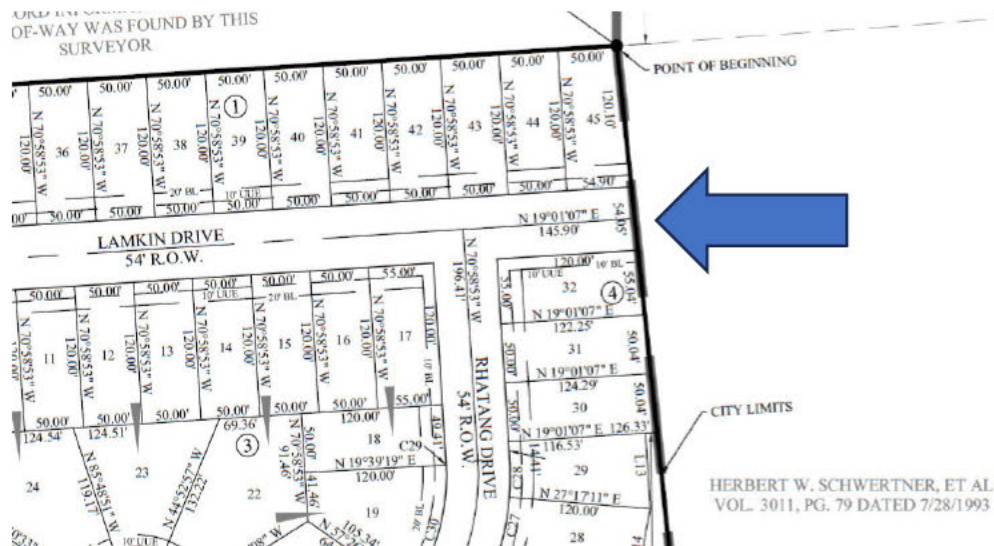
Phase I – Cross Timbers Boulevard Eastern Connection¹



¹ Please note that North faces to the right of this page.

The eastern connection via Cross Timbers Boulevard is significant for addressing the access needs for any future development for two reasons. First, the right-of-way will accommodate a community collector (as stated above). Second, BellCAD ID 140178 contains 937.9 feet of frontage to FM 93, providing ample room for additional access points when the parcel is developed.

Phase II – Lamkin Drive²



Like Cross Timbers Boulevard, WBW stubbed a right-of-way to the northern parcel owned by Schwertner, BellCAD ID 104180. Both of these streets may satisfy additional access requirements because they are components of an approved Preliminary or Final Plat. WBW believes that the eastern connection, with its additional frontage to FM 93, satisfies the intent of the Entry Standards and adequately addresses future traffic needs in the area as development proceeds.

II. Traffic-Enhancing Features

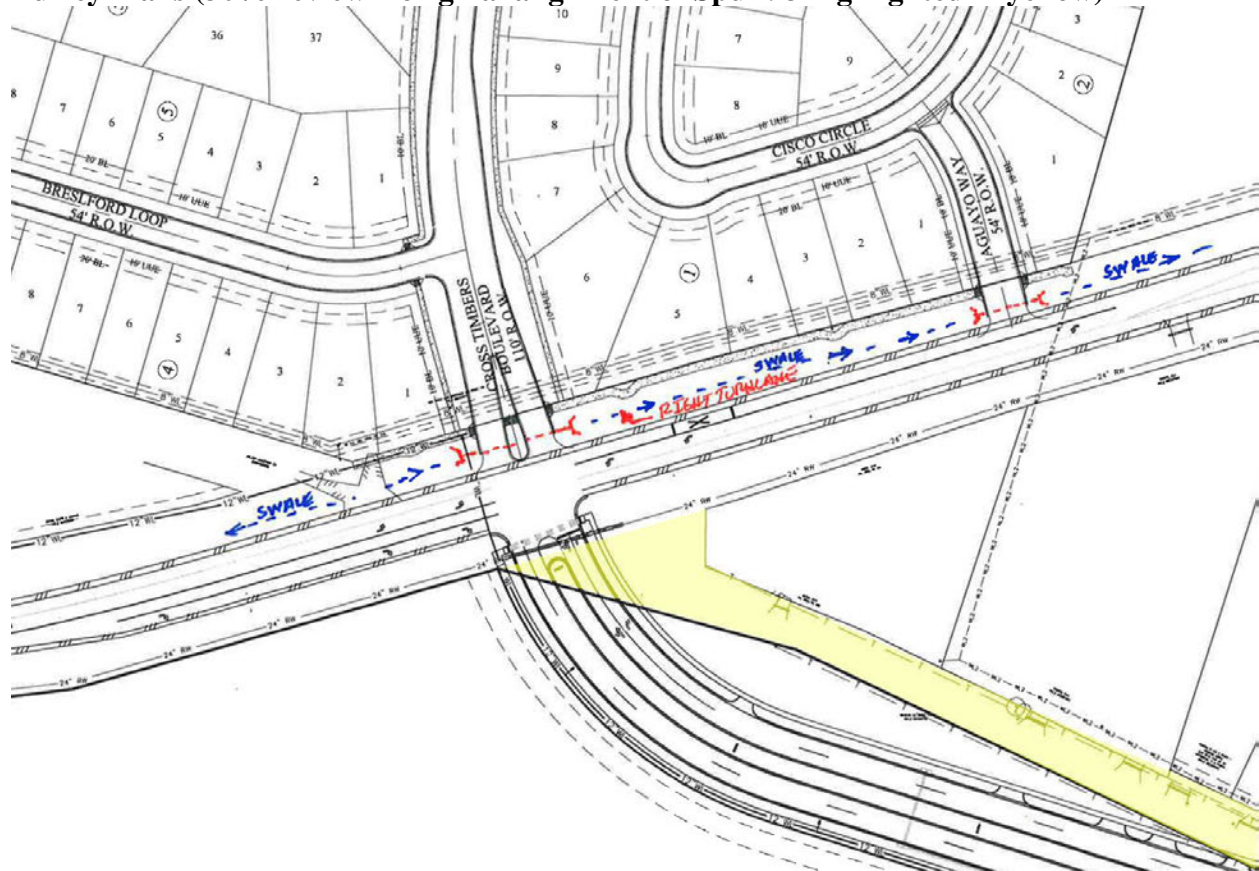
While WBW believes that it meets the entry requirements established by the Entry Standards, WBW asks the Planning Director to consider the following traffic-enhancing features if the City believes that a variance is required. The Entry Standards provides the following examples for traffic-enhancing features: (1) street layout that promotes orderly and convenient traffic flow with local street to collector street to subdivision entrance/access; (2) traffic calming features; (3) continuous left and right turn exit traffic lanes; (4) direct access to a multi-lane arterial street, arterial with center turn lane, boulevard, or acceleration/deceleration lanes to/from the entrance; and (5) increased radii at entrance corners.

² Please note that North faces to the right of this page.

Realignment of FM 93 Spur / FM 93 Intersection

Turley Engineering is designing improvements to the FM 93 / Spur 93 intersection that will incorporate several traffic-enhancing features. When warrant conditions are met, a traffic signal will be installed at the Cross Timbers Boulevard / FM 93 intersection.

Turley Plans (30% review – original alignment of Spur 93 highlighted in yellow)



As shown above, the proposed realignment of FM 93 spur will include continuous left and right turn lanes, deceleration lanes, and will provide direct access to a multi-lane arterial street.

Other Traffic-Enhancing Features

Though laid out in detail above, the following traffic-enhancing features promote the intent of the Entry Standards, and WBW asks the Planning Director to include the features in consideration of whether to grant a variance.

First Entry at Cross Timber Boulevard

- Provide a 110' ROW to enhance entry (about 180 LF into the subdivision)
- Provide a divided entry with a 16 LF island median, each entry is 30 LF wide (a Total of 60 LF back of curb to back of curb).

- Increase the ROW dedication from 66 LF ROW for a Neighborhood Collector to 84 LF ROW to accommodate a Community Collector.

Second Entry Aguayo Way

- Provide a 54 LF ROW
- Provide a 41 LF back of curb to back of curb street section

Two street Stub Outs for future connections

- Cross Timber Boulevard stub out to the East
- Lamkin Drive stub out to the North

Conclusion

The Entry Standards permit the City to include the two connections to FM 93, present in Leon Reserve Phase I, as the entrance/access streets for Leon Reserve Phase II. Though WBW believes that it has met the Entry Standards through its entry design for Phase I, sufficient traffic-enhancing features will be present at full build-out to justify a variance from the Planning Director. WBW asks the Planning Director to grant a variance to the Leon Reserve Phase II Final Plat for entry requirements, should such a variance be required.

We would be happy to provide full-size copies of any documents referenced in this letter. Please do not hesitate to contact us with any questions, comments, or requests.

Sincerely,

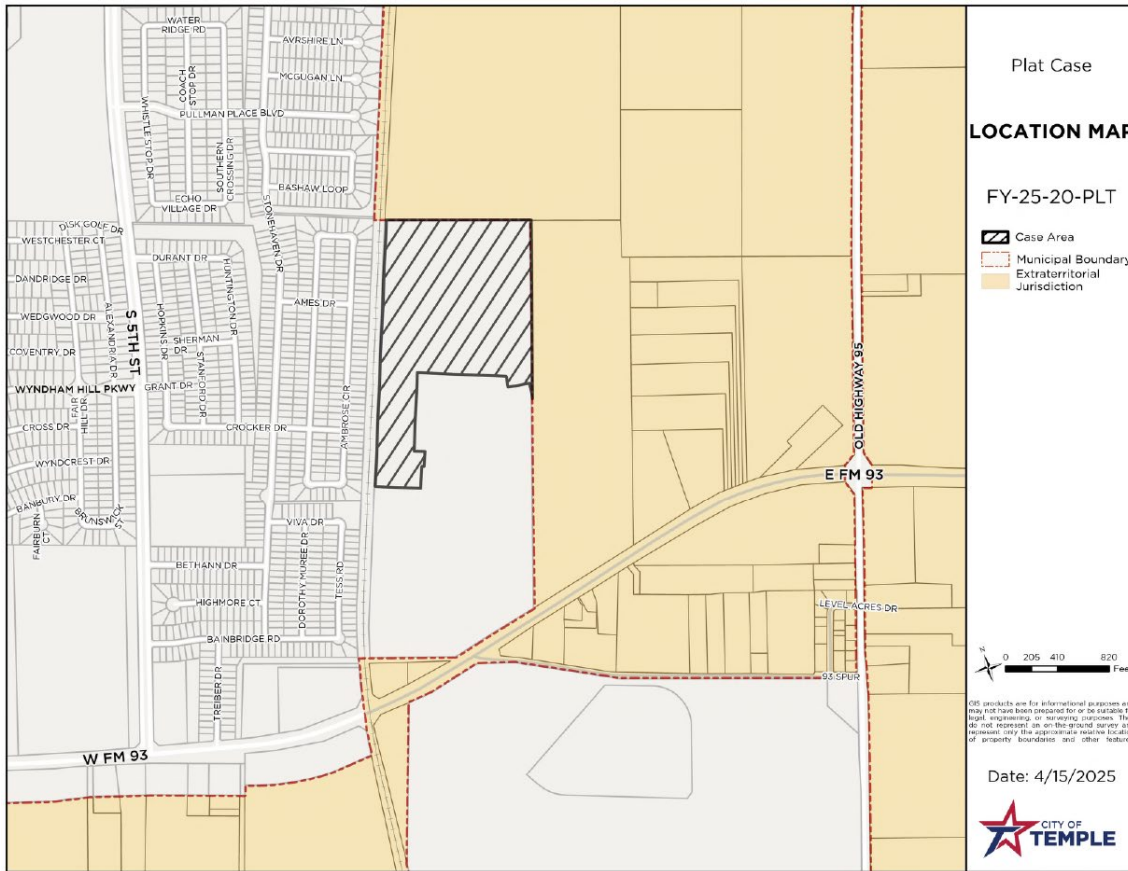


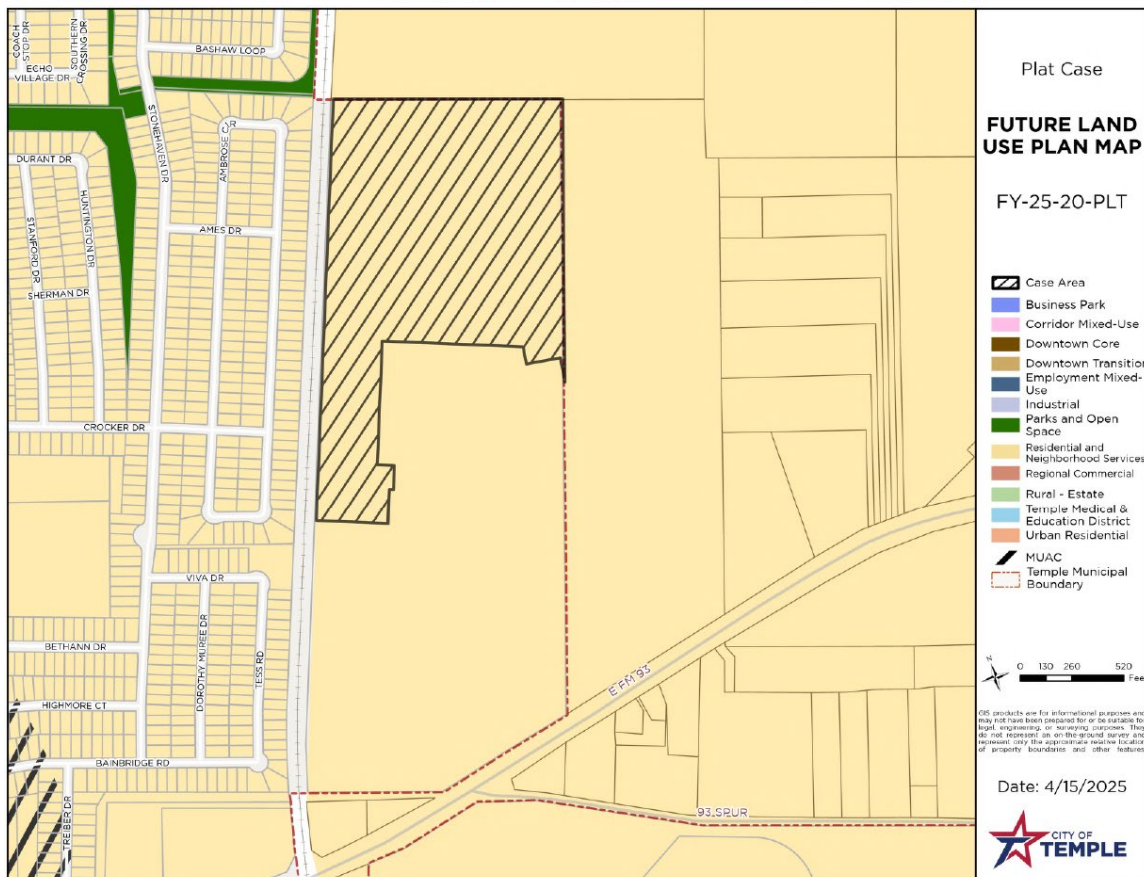
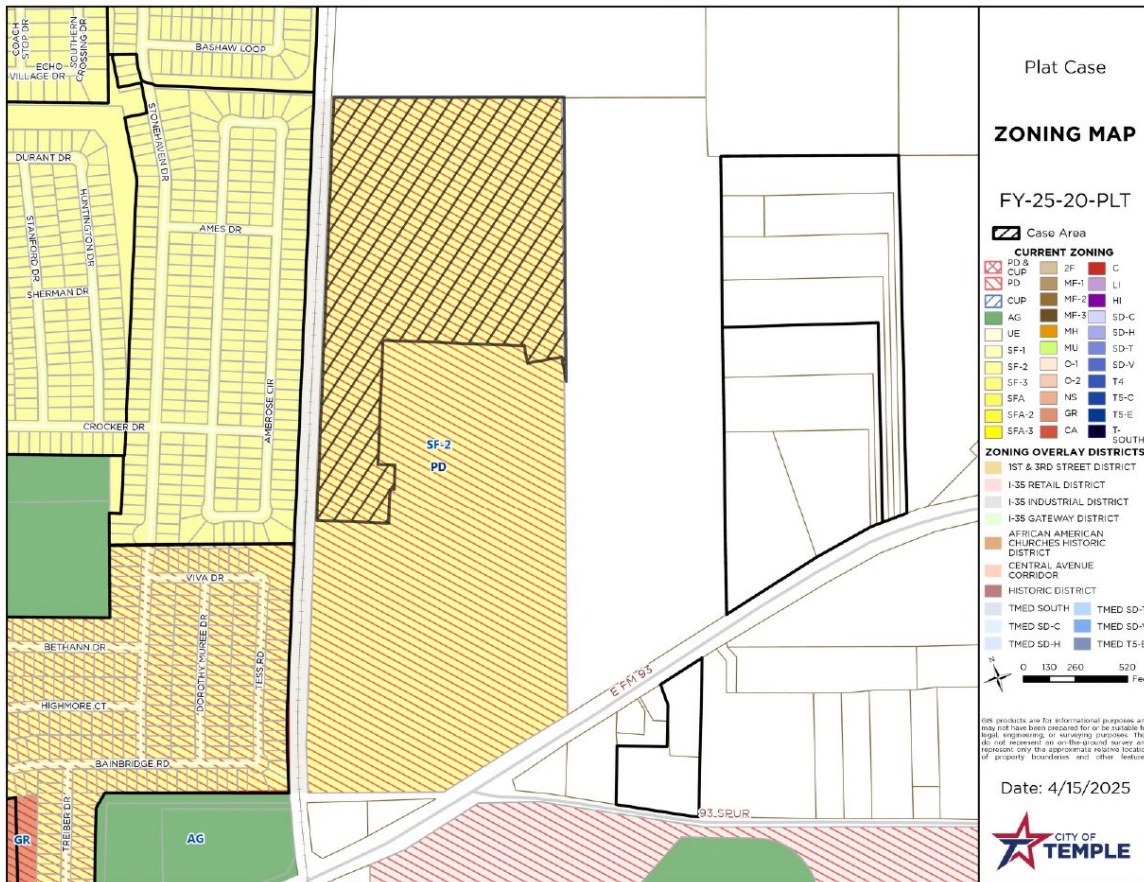
Skyler Seeno

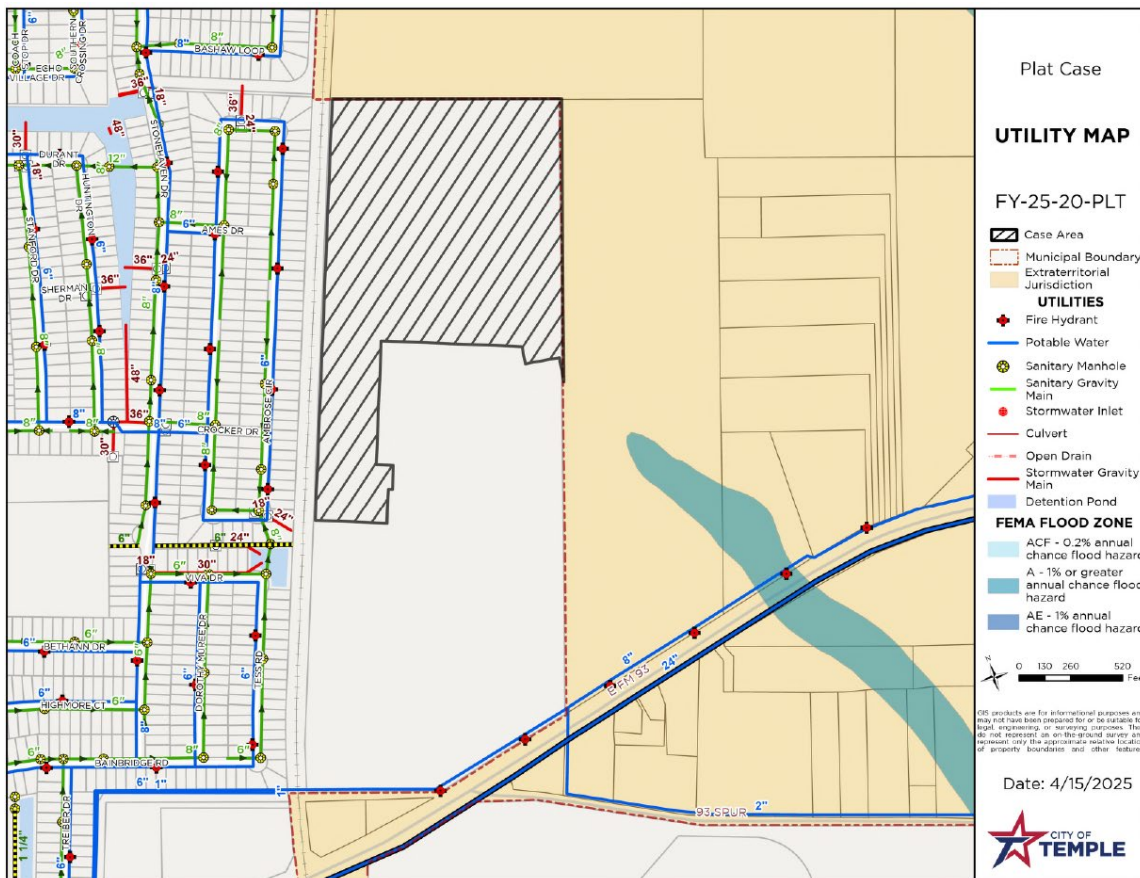
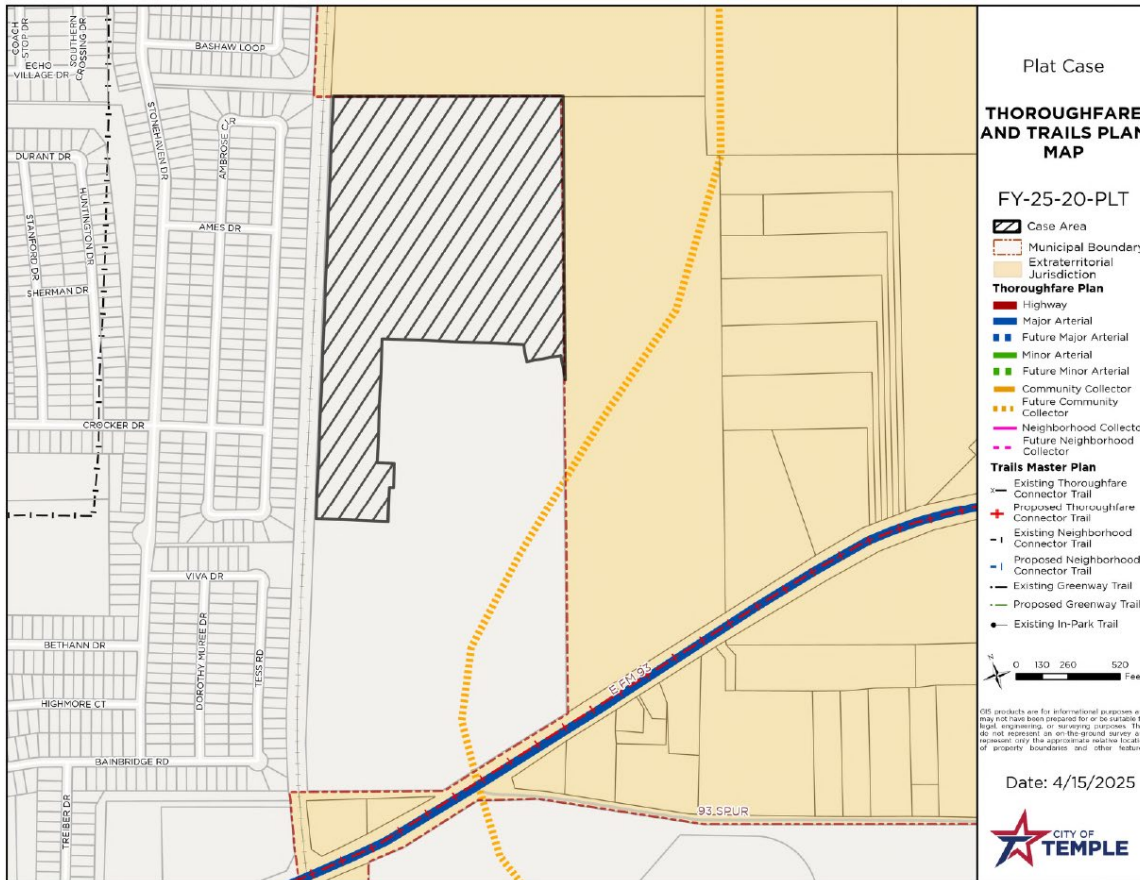
Development Associate

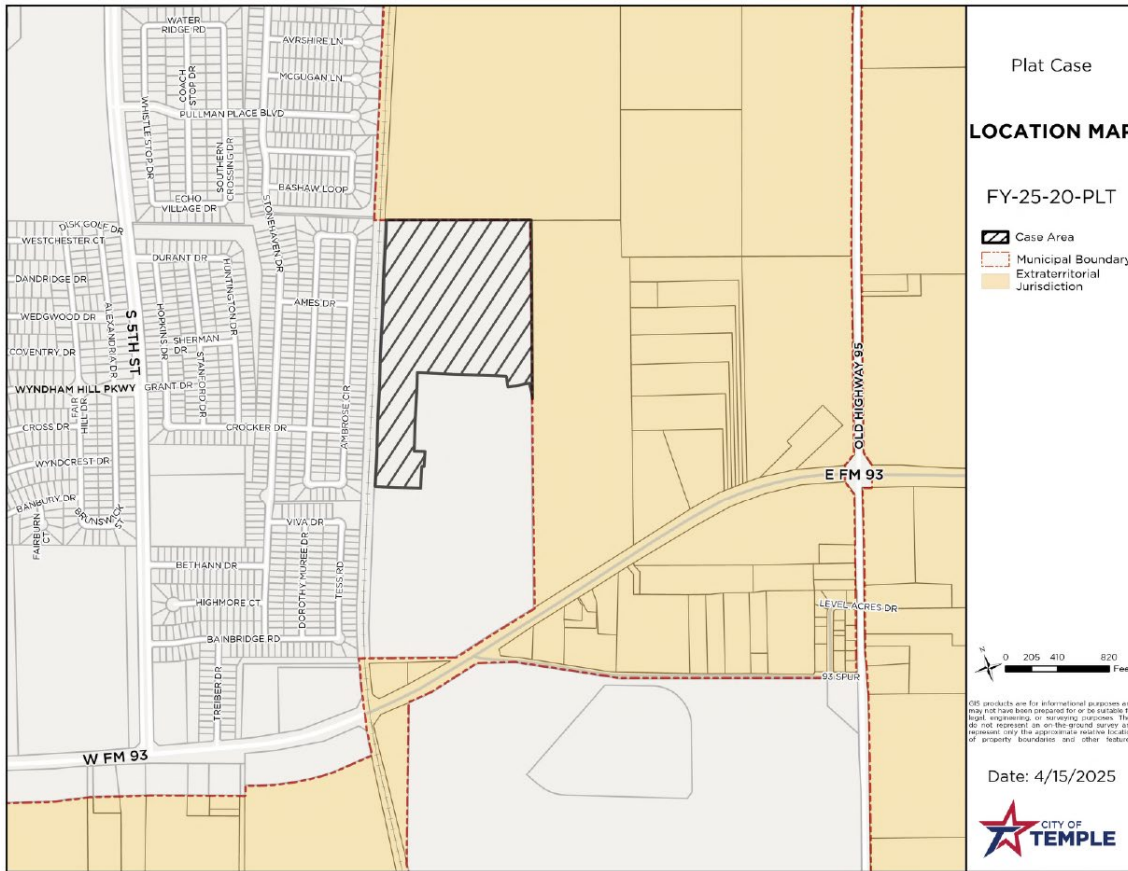
WBW Development Services, LLC – Series 051

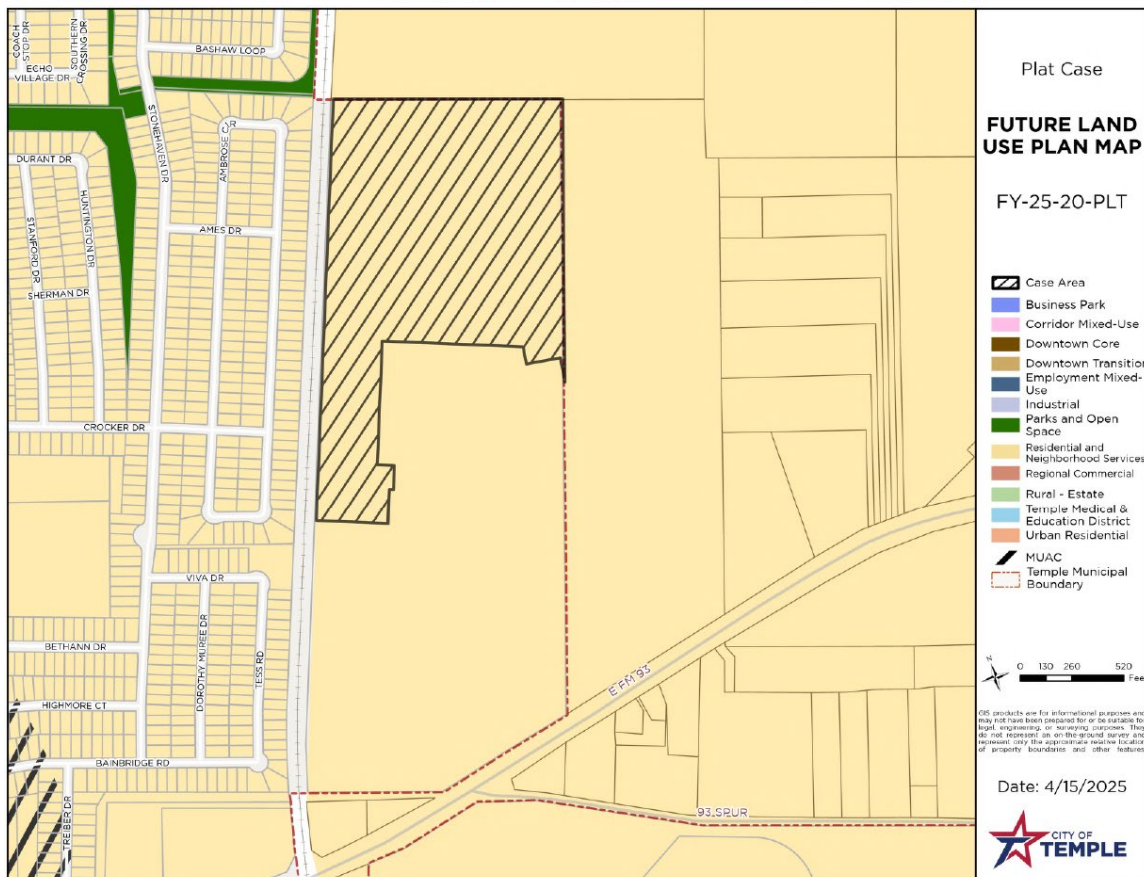
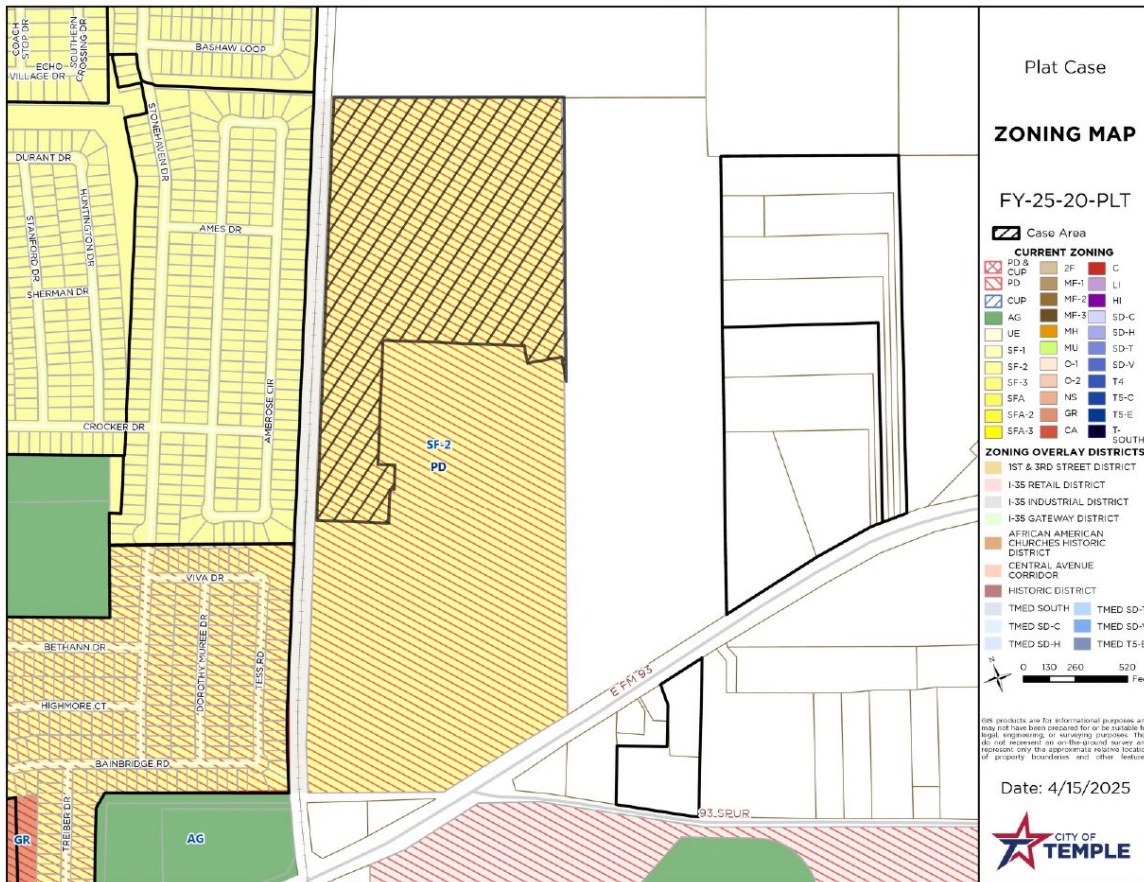
sseeno@wbdevelopment.com

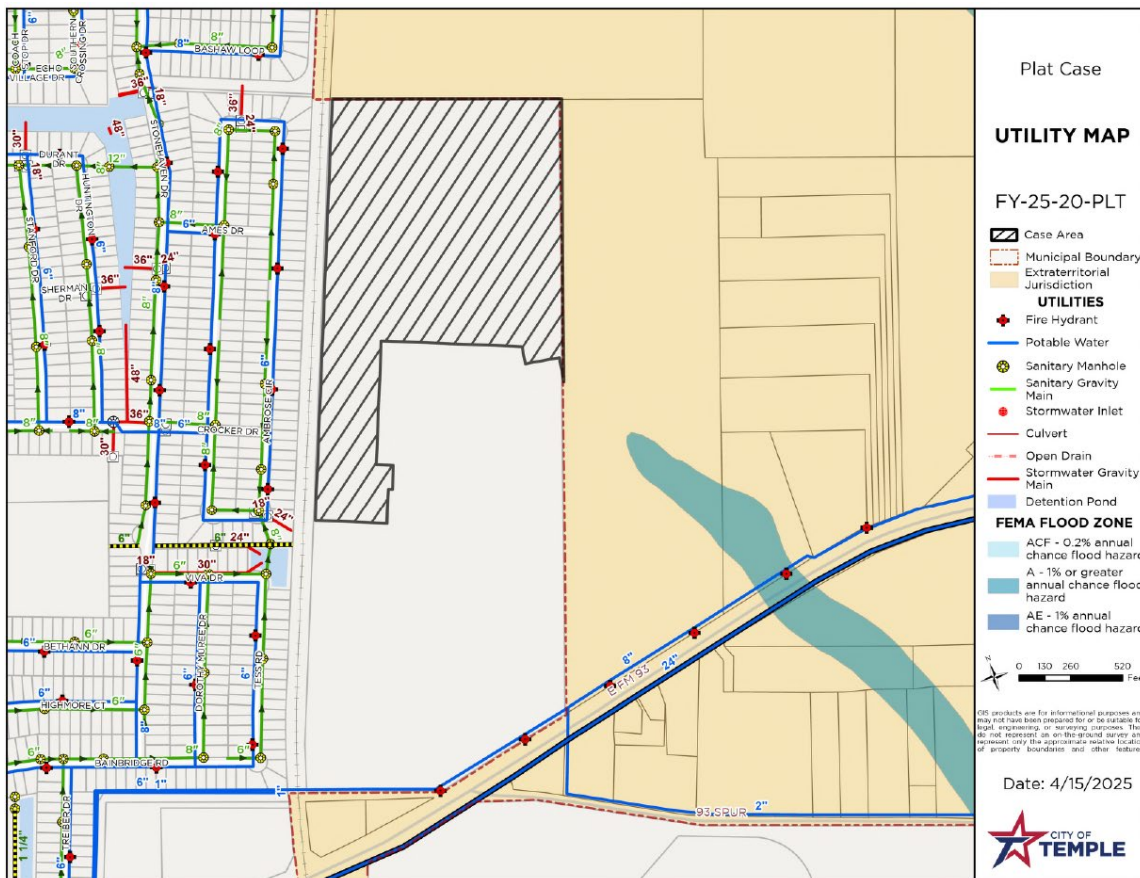
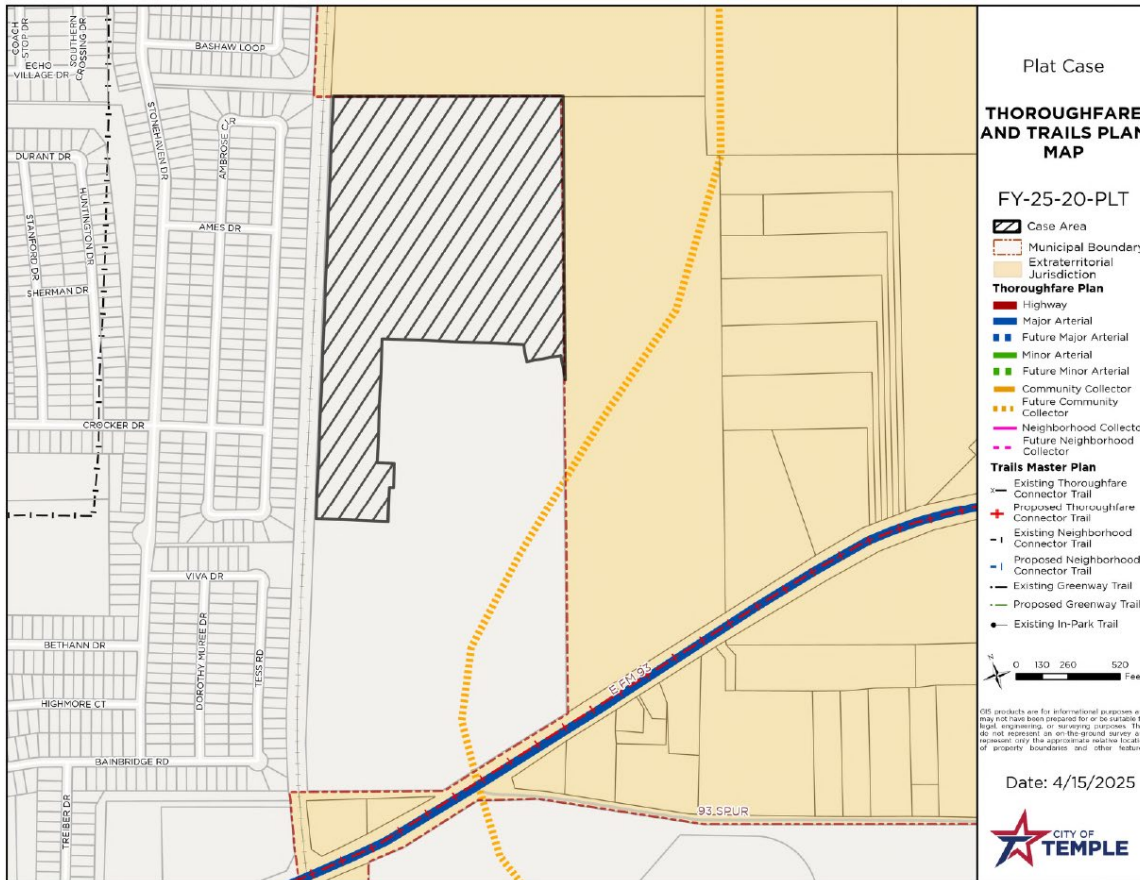




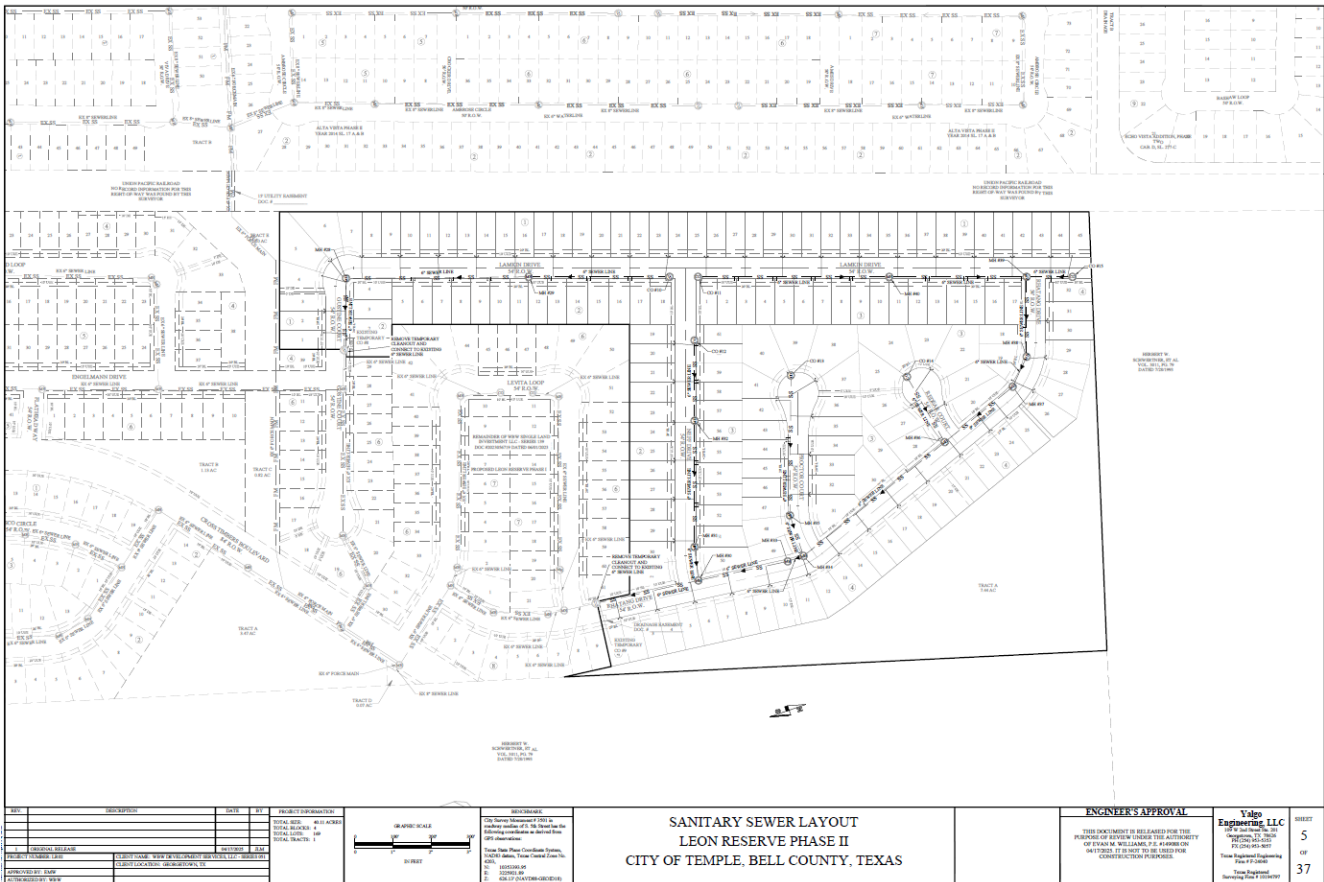








Yalgo Engineering, LLC 107 W 2nd Street, Ste. 204 Georgetown, TX 78626 PH (254) 953-5353 FX (254) 953-5057 Texas Registered Engineering Firm # E-26045 Texas Registered Surveying Firm # 11194790	SIZE 2 OF 2
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410 W. LOOP 121, BELTON, TEXAS 76513 | 254.939.3778 | WWW.TXDOT.GOV

January 31, 2025

PROJECT: FM 93 / FM 93 Spur Leon Reserve & TIA Exhibits
HIGHWAY: FM 93
COUNTY: Bell

Will Sisco, P.E.
Turley Engineering & Surveying
301 N. 3rd St.
Temple, Texas 76501

Subject: Traffic Impact Analysis

Dear Mr. Sisco:

TXDOT has reviewed the Traffic Impact Analysis (TIA), Dated December 2nd, 2025, prepared by Avenue Consultants and sealed by Bradford Brimley, PhD, P.E., PTOE. as submitted to TxDOT on January 10, 2025. Based on this review the TIA is accepted, subject to the following conditions:

A. FM 93 and Spur 93/Cross Timbers

The project impacts this project for three primary movements:

- This intersection appears to meet warrants at approximately 55% buildout, the signal shall be constructed at this point. The signal shall be operated and maintained by the City of Temple.
- Right and left turn lanes will be built for the westbound and eastbound approaches.
- Aguayo Way will be constructed as a Right in/Right out access.

B. FM 93 at Spur 93 at Old State Highway 95

The installation of a traffic signal at this intersection is acceptable subject to:

- Left turn deceleration lane will be constructed on FM 93 at Old SH 95 with signalization.
- The signal will be constructed, operated, and maintained by the City of Temple.

C. In addition to the above approvals, TxDOT would like to remind the developer of previous expressed concerns regarding the proximity of Brelsford Loop and Cross Timbers to the intersection of FM 93 has the potential to cause operational issues due to the NB left turn onto Cross Timbers conflicting this proximity with the SB thru movement and potentially queuing into the FM 93 intersection.

TxDOT recommends taking action to prevent these conflicts in final design.

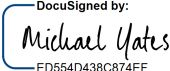
FM 93 / FM 93 Spur Leon Reserve & TIA Exhibits

2

January 31, 2025

If you have any questions, please contact me by phone at 254-939-3778 or email at michael.yates@txdot.gov,

Sincerely,


Michael Yates, P.E.
Belton Area Engineer

CC: Richard Rangel (TxDOT)
Chris Pruitt (TxDOT)

ORDINANCE NO. 2023-0022-O
(FY-23-22-ZC)

AN ORDINANCE OF THE CITY OF TEMPLE, TEXAS, AUTHORIZING AN AMENDMENT TO PLANNED DEVELOPMENT ORDINANCE 2022-0043 FOR A REZONING REQUEST FROM PLANNED DEVELOPMENT SINGLE-FAMILY DWELLING-1 TO PLANNED DEVELOPMENT SINGLE-FAMILY-DWELLING-2 ON APPROXIMATELY 95.27 ACRES, SITUATED IN THE MAXIMO MORENO 11-LEAGUE GRANT, ABSTRACT NO 14, BELL COUNTY, TEXAS, LOCATED ON THE NORTH SIDE OF E. FM 93, APPROXIMATELY 0.5 MILES EAST OF THE INTERSECTION WITH S. 5TH STREET, BELL CAD TAX ID NO. 40918; PROVIDING A SEVERABILITY CLAUSE; PROVIDING A SAVINGS CLAUSE; PROVIDING AN EFFECTIVE DATE; AND PROVIDING AN OPEN MEETINGS CLAUSE AND PROVIDING AN OPEN MEETINGS CLAUSE.

Whereas, the applicant and developer, WBW Land Development requests amending Planned Development Ordinance 2022-0043 with a reconsideration of single-family-2 which was previously requested in 2022 for the same approximately 95.27 acres;

Whereas, since approval of the Planned Development Ordinance, a traffic impact analysis was conducted, as required by Ordinance 2022-0043 to permit development exceeding 150 lots;

Whereas, to accommodate current market demands, the developer proposes to develop 50-foot-wide lots authorized by Single-Family-2 (SF-2) zoning - the SF-2 density would accommodate up to 389 single family detached lots, which is standard for the SF-2 designation;

Whereas, the layout for up to 389 lots with the 50-foot-wide lot is attached as Exhibit A and would accompany the Planned Development amendment ordinance, if approved, as the binding development/site plan;

Whereas, the City Council staff memo from the previous request that resulted in Planned Development Ordinance 2022-0043 has been attached as Exhibit B for background information and relevant analysis - updated staff report exhibits and tables are attached as Exhibit C;

Whereas, at its April 17, 2023 meeting, the Planning & Zoning Commission voted 9 to 0 to recommend approval;

Whereas, Staff recommends Council authorize an amendment to Planned Development ordinance 2022-0043 for a rezoning request from Planned Development Single-Family Dwelling-1 to Planned Development Single-Family-Dwelling-2 on approximately 95.27 acres, situated in the Maximo Moreno 11-League Grant, Abstract No 14, Bell County, Texas, located on the north side of E. FM 93, approximately 0.5 miles east of the intersection with S. 5th Street, Bell CAD Tax ID No. 40918, subject the following conditions:

1. Base Single-Family-2 (SF-2) zoning with 50-foot minimum lot size;

2. Eastbound dedicated left turn lane and Signalization is triggered with development of the 95th lot per the recommendations of the Traffic Impact Analysis, dated November 5, 2022;
3. A 2nd access is triggered after 150 dwelling unit as recommended by the Traffic Impact Analysis dated November 5, 2022; and
4. Substantial compliance to Exhibit A reflecting a maximum of 389 lots; 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 authorizes an amendment to Planned Development ordinance 2022-0043 for a rezoning request from Planned Development Single-Family Dwelling-1 to Planned Development Single-Family-Dwelling-2 on approximately 95.27 acres, situated in the Maximo Moreno 11-League Grant, Abstract No 14, Bell County, Texas, located on the north side of E. FM 93, approximately 0.5 miles east of the intersection with S. 5th Street, Bell CAD Tax ID No. 40918 subject to the following conditions:

1. Base Single-Family-2 (SF-2) zoning with 50-foot minimum lot size.
2. Eastbound dedicated left turn lane and Signalization is triggered with development of the 95th lot per the recommendations of the Traffic Impact Analysis, dated November 5, 2022.
3. A 2nd access is triggered after 150 dwelling unit as recommended by the Traffic Impact Analysis dated November 5, 2022; and
4. Substantial compliance to Exhibit A reflecting a maximum of 389 lots.

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 **18th** day of **May, 2023**.

PASSED AND APPROVED on Second and Final Reading on the **1st** day of **June, 2023**.

THE CITY OF TEMPLE, TEXAS

DocuSigned by:

Timothy A. Davis

TIMOTHY A. DAVIS, Mayor

ATTEST:

DocuSigned by:



APPROVED AS TO FORM:

DocuSigned by:

Jana Lewellen

Jana Lewellen
City Secretary

DocuSigned by:

Kathryn H. Davis

Kathryn H. Davis
City Attorney

