



4

FUTURE DEVELOPMENT PLAN

INTRODUCTION

The land use and thoroughfare component of a comprehensive plan is designed to clearly identify the community's vision for new development and mobility in the future. Temple's historic fabric and development pattern form the basis for definition of community character areas and land uses that support the objectives established in this plan. Future development and redevelopment are anticipated in areas with a connected transportation network and where existing and/or planned City services can accommodate new growth.

This chapter provides guidance for the development of the future based on the successes of the recent past, the emerging trends of today and the vision of tomorrow. It is a plan that is designed in the context of real estate markets, grounded in infrastructure and service capacities, and structured in a feasible framework that can be reasonably expected in the planning horizon.

Temple's future growth is rooted in the vision and values of those who call the community home. The hometown feeling celebrated by its citizens forms the basis for a future development plan that builds upon its past while acknowledging future changes.



Community gathering spaces provide important meeting locations in Temple.



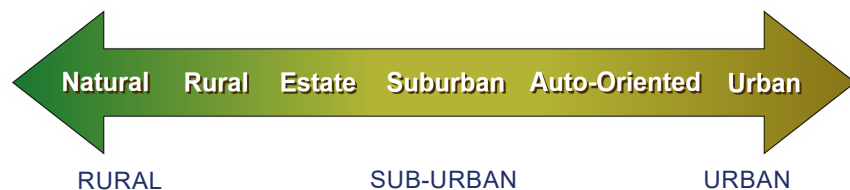
COMMUNITY CHARACTER

A well-planned system of land uses, combined with a distinct sense of place and a quality built environment provides an effective foundation for a sustainable and prosperous future. In this regard, a community needs to be comprised of unique and differing areas of character so that there is flexibility and choice for those citizens and businesses who wish to call Temple home.

The concept of protecting and enhancing community character is not new in Temple. Indeed, it has been part of the community plan and vision for over a decade. Community character goes beyond the typical classification of land uses to also account for the physical traits visible in different areas of the community. Typical land use classifications such as residential, commercial, office, and industrial indicate the general functional use of land. But a community character approach also encompasses such factors as development density (generally determined by lot and building size), intensity (floor area or building coverage), ratios of open space and impervious cover, and the amount of vegetation or volume of landscaping. It is this combination of basic land use and physical design standards (i.e., the proportional balance of green, brown, and gray spaces) which creates different and identifiable areas of town. Consequently, the interrelationship between land use, character, and design cannot be overstated.

This is particularly important for high-growth areas, like Temple, where there is an inherent need to protect what makes Temple “unique” and capture an identity which sets Temple apart from all other communities.

FIGURE 4.1: COMMUNITY CHARACTER SPECTRUM



Rural, Sub-Urban and Urban

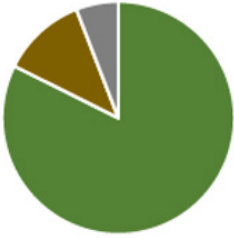

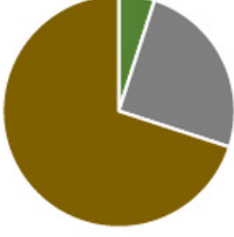
Across Temple, the City exhibits a variety of land use and development characteristics that range from rural (in much of the surrounding countryside) to sub-urban (in much of the newer growth areas built since the 1950s) to urban (in downtown)(see Figure 4.1, Community Character Spectrum, below, at left, and Figure 4.2, Community Character Context, on the next page). Each of these areas embody what makes Temple “Temple.” Each are needed to serve Temple’s existing population today and to keep Temple as a destination location for all future residents and business owners who may be interested in relocating to Temple in the years to come. As set out on Map 4.1, Temple Future Character Context Map, on page 74, and further defined below, the predominant future character of these areas are intended to fall within the following rural, sub-urban, and urban contextual development patterns:

- **Rural.** This area includes the rolling, lightly-developed countryside comprising large parts of the City’s extraterritorial jurisdiction. During this plan horizon, these areas will remain undeveloped or are intended to further develop with rural character uses and patterns (e.g., estates).
- **Sub-Urban.** This area includes much of Temple’s more recently developed areas since the 1950s and targeted directions for new growth and development. The character of the built environment is dominated by auto-oriented residential and nonresidential development. During this plan horizon, it is intended that these areas will continue to develop or redevelop with higher quality auto-oriented sub-urban uses and patterns.
- **Urban.** This area includes the original, gridded lots and blocks of the core of the City. It includes the downtown core (zero setbacks, on-street parking, etc.) and surrounding residential neighborhoods which still predominantly exhibit an urban character (buildings closer to the street, many still with alleys and rear-access parking). During this plan horizon, these areas will undergo further development and revitalization with a higher focus on mixed uses and walkability within an urban character context.

FIGURE 4.2: COMMUNITY CHARACTER CONTEXT

Using a community character approach provides Temple with both a predictable and flexible system of guiding future development. Predictability is first needed to ensure Temple develops with quality,

with unique and differing areas of character—a city to serve all people. Within that predictability, flexibility is needed to allow the development community to best respond with the appropriate design and development outcomes.

	General Character Context & Proportion		Green Space	Brown Space	Gray Space
Rural	Rural areas can be characterized by scattered buildings surrounded by large amounts of natural open space.	 ■ Green ■ Brown ■ Gray	The predominant visual distinction of rural character is embodied within the large areas of natural landscape (e.g., agriculture lands and undisturbed natural areas).	The built environment is characterized by scattered farmsteads, individual large-lot residential homesteads, and large-lot residential estate lots. Supporting commercial uses may be present if developed with a rural character. Rural areas are intended to be served by on-site septic and wells.	The mobility network is generally served by rural streetways (e.g., farm-to-market, country lanes, etc.) with a rural cross-section (i.e., with swales or bar ditches and no sidewalks).
Sub-Urban	Sub-urban areas can be characterized by a general balance between greenspace (lawns and landscaping), the built environment (buildings), and areas used for mobility (streets, sidewalks, and parking lots).	 ■ Green ■ Gray ■ Brown	Sub-urban greenspaces are embodied within larger setbacks, lawns and landscaping, developed parks and open spaces, and bufferyards between less compatible uses.	The built environment is predominantly characterized by suburban and auto-oriented traditional neighborhoods and auto-oriented nonresidential uses. Sub-urban areas are intended to be served by public utilities including water, wastewater, and on-site drainage (e.g., detention ponds).	The mobility network is generally served by streets with an urban cross-section (i.e., with sidewalks or side-paths and storm sewer), on-street bike lanes, front-loaded driveways, and off-street parking lots.
Urban	Urban areas can be characterized by large amounts of buildings and supporting areas used for mobility (streets, sidewalks, and parking). The amount of greenspace is minimal.	 ■ Green ■ Gray ■ Brown	Urban greenspaces are minimal, but embodied within smaller lawns and set backs (for urban residential), street trees and planter boxes, green roofs and plazas.	The built environment is characterized by buildings built close to the street (to create enclosure), vertical mixed uses, and a primary focus of serving the pedestrian first. Urban areas are intended to be served by public utilities including water, wastewater, storm sewer.	The mobility network is generally served by gridded streets with an urban cross-section (i.e., with sidewalks and storm sewer), on-street parking, rear alley driveway access, and public parking lots).

MAP 4.1: TEMPLE FUTURE CHARACTER CONTEXT MAP

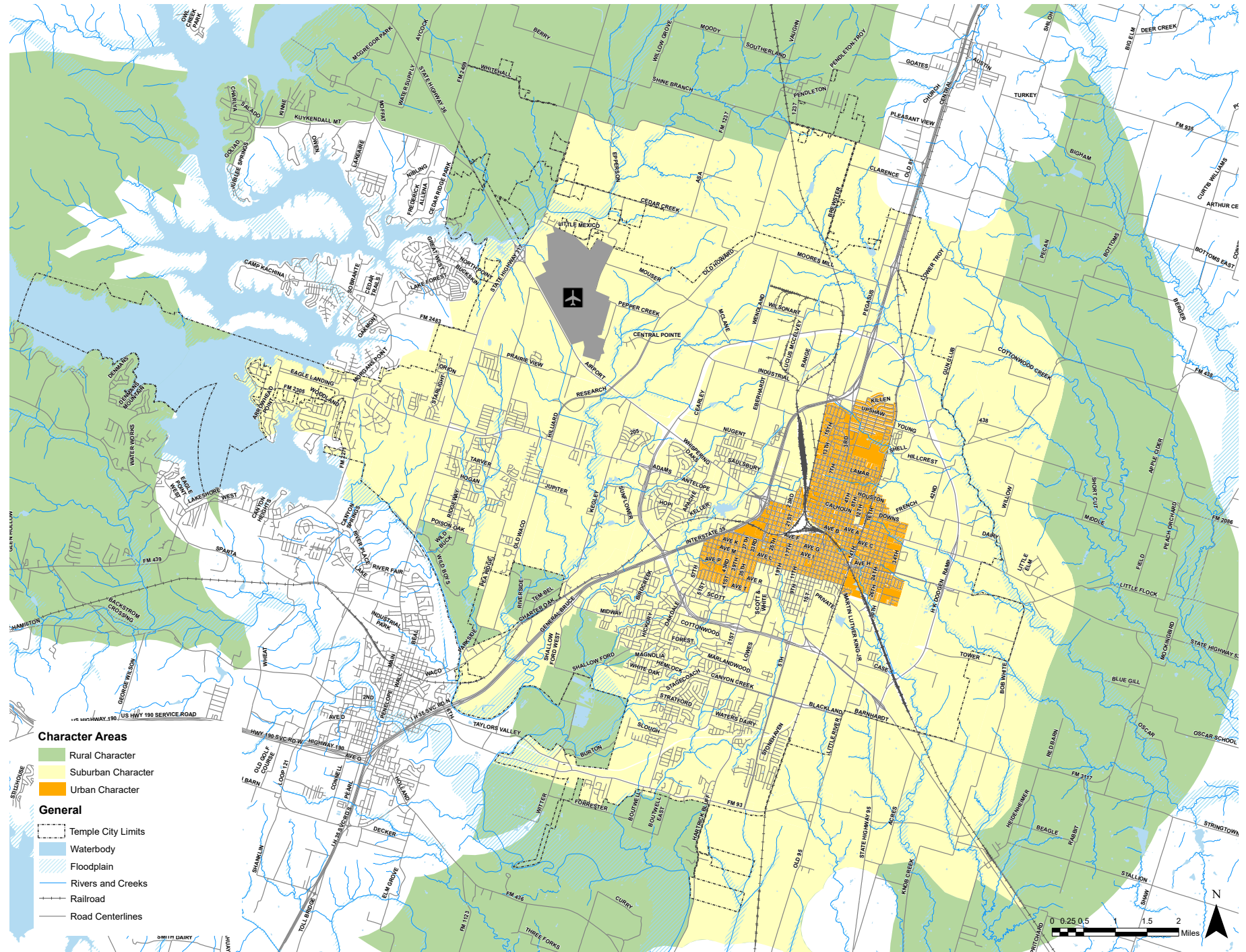


FIGURE 4.3: VISUALIZING CHARACTER AND LAND USE

Using a community character approach provides Temple with both a predictable and flexible system of guiding future development. Predictability is first needed to ensure Temple develops with quality, unique and differing areas of character—a city to serve all people. Within that predictability, flexibility is needed to allow the development community to best respond with the appropriate design and development outcomes.

RURAL CHARACTER



SUB-URBAN CHARACTER



URBAN CHARACTER



Future Development and Character

The rural, sub-urban, and urban character areas provide the over-arching context for all future development. In this regard, the same exact use (e.g., commercial) can be developed with entirely different design characteristics. In rural areas, a commercial retail use should take access from a rural streetway (e.g., bar ditch with no sidewalk), have a large lot size (to accommodate an on-site well and septic), and large setbacks (to ensure the appearance of large areas of open space). Auto-serving parking is present, but requires less minimum parking spaces due to the intended lesser number of patrons. The same exact use in a sub-urban area would take access from a sub-urban street (with sidewalks, controlled driveway access, and potential on-street bike lanes) and have setbacks which generally match surrounding residential uses. Buildings are generally set back behind an auto-focused parking lot interspersed with manicured

landscaping in setbacks, buffers, and parking islands. In urban areas, the same exact use is subject to a build-to line (setback behind a wide, multi-purpose sidewalk) and on-street parking. In some cases, these uses may be served by a public, off-street parking lot or garage. The predominant view from the street is the enclosure created by the buildings and the focus is on serving the pedestrian and other non-vehicular users.

Moving forward, the City will need to better align the intended differing character contextual areas to future land uses (detailed in the next section) and ultimately, zoning districts and design standards. Since much of the future built environment will be developed by the private sector on private land, it is critical that the envisioned future identified in this plan is followed up by improvements to the City's zoning, subdivision, and development regulations.

TEMPLE FUTURE DEVELOPMENT PLAN

The Temple Future Development Plan and associated descriptions captures the community's values and envisioned future regarding how, when, and where Temple should grow over the next 10 years and beyond. It covers all areas within the City limits and the City's extraterritorial jurisdiction (ETJ). It was derived using the community character approach and feedback from the public engagement process, including feedback received from the online community survey, open house public workshop, the Comprehensive Plan Advisory Committee (CPAC), Planning and Zoning Commission, and City Council.

The Temple Future Development Plan is not only a map of preferred patterns of future development, but also a tool that guides staff, elected and appointed officials, and the development community in how and what types of development will be located within the community. At the core of the Temple Future Development Plan is the protection of public health, safety, and general welfare, as well as the preservation of important community features and values. In this regard, the Temple Future Development Plan is perhaps the most important component of a comprehensive plan.

With that being said, the Temple Future Development Plan is also intended to be a guide and is subject to modification over time based upon new or changing information and circumstances. The map itself is primarily used to evaluate zoning requests. Similarly, the descriptive text is used to support staff recommendations and elected and appointed official decisions on the same. By state law, the Temple Future Development Plan does not have the same force of law as the City's zoning map. However, the descriptive text is oftentimes used to guide updates to the City's zoning and other development regulations. As such, the future land use descriptions have been developed within the context that they will lead to improvements to the City's zoning and other development regulations over time.

Future Land Use Categories

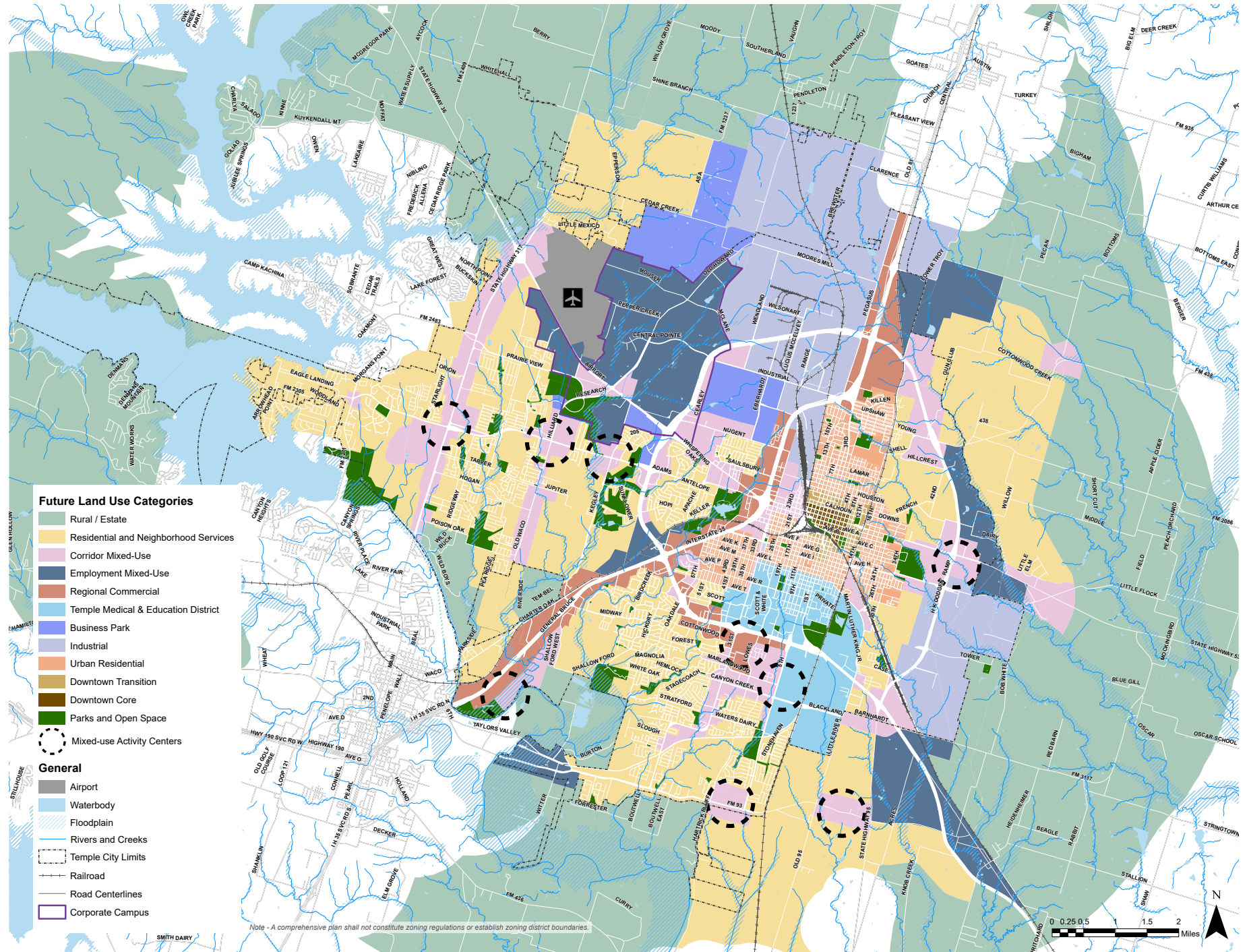
As set out in Map 4.2, *Temple Future Development Plan*, on the following page, geographic areas of future development character have been identified for the entire City limits and the ETJ. The pages in this chapter contain a series of two-page development descriptions that provide further information about the intent of these differing areas of the community. These include:

- **Rural**
 - Rural / Estate
- **Sub-Urban**
 - Residential and Neighborhood Services
 - Corridor Mixed-Use
 - Employment Mixed-Use
 - Regional Commercial
 - TMED
 - Business Park
 - Industrial
- **Urban**
 - Urban Residential
 - Downtown Transition
 - Downtown Core
- **General / Overlay**
 - Parks & Open Space
 - Activity Centers
 - Floodplains (100-year)
 - Corporate Campus

FIGURE 4.4: FUTURE DEVELOPMENT PLAN SUMMARY

Future Development Plan	Acres	Area %
Rural - Estate	89,687	60.9%
Neighborhood Residential	24,744	16.8%
Neighborhood Mixed-Use	6,474	4.4%
Employment Mixed-Use	6,765	4.6%
Regional Commercial	2,292	1.6%
Temple Medical & Education District	1,998	1.4%
Business Park	3,274	2.2%
Industrial	7,927	5.4%
Urban Residential	1,872	1.3%
Downtown Transition	190	0.1%
Downtown Core	78	0.1%
Parks and Open Space	1,917	1.3%
Total	147,217	100.0%

MAP 4.2: TEMPLE FUTURE DEVELOPMENT PLAN





RURAL / ESTATE

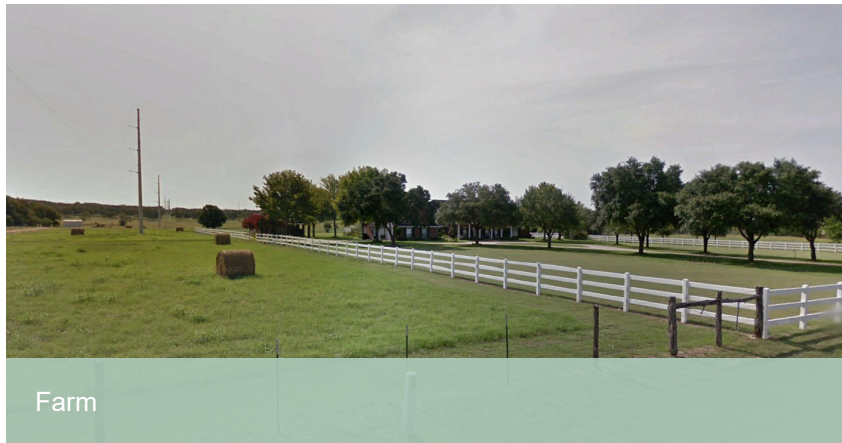
Intent and Character

The Rural / Estate future development category is intended for land areas that are and will continue to be comprised of a rural character during the plan horizon. These areas are categorized by the abundant presence of open space and low intensity uses including agriculture, ranching, large-lot rural residential, and natural landscapes.

To maintain this rural character, areas should be developed with on-site utilities, large lot-size minimums and setbacks, and served by streetways with rural cross-sections (e.g., bar ditches, no sidewalks, etc.). This land use character is primarily found on the City's periphery and predominantly within the City's ETJ although some areas are within the Temple City limits. Where appropriate, these areas may be designated for future non-rural development during the next plan horizon and beyond.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	The predominant intended use includes traditional agricultural uses (e.g., farming, ranching, orchards or gardening; greenhouses and nurseries; etc.)
Residential	Appropriate residential uses include such house types as farm houses and individual homesteads, industrialized housing, and single-family detached dwellings on large lots (i.e., estate lots) or in conservation subdivisions
Commercial	Appropriate commercial uses include supporting agricultural uses and limited general commercial
Industrial	Not appropriate.
Institutional	Appropriate uses include education (e.g., elementary and secondary schools); institutional uses (e.g., places of public assembly); public recreational uses (e.g., parks and open space areas); and utility and service uses (e.g., electrical substations, fire stations, etc.)
Other	Appropriate other uses may be allowed as limited or conditional (e.g., recreational vehicle parks) provided that they are designed and constructed with a rural character



Design Characteristics

Characteristic	General Design Intent
Character	Rural
Access	Streetways with a rural cross-section. Access spacing may apply depending upon jurisdiction of the street.
Lot Size	1/2 acre minimum lot size
Lot Frontage	150 ft. for individual lots; reduced for estate, cluster, or conservation subdivisions
Setbacks	Front: 50 ft. (for individual lots); Side: 35 ft.
Open Space	There are no open space requirements on individual lots; estate, clustered, and conservation subdivisions will have varying degrees of open space increasing as lot size decreases
Utilities	On-site well and septic

Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New commercial uses should be evaluated to ensure a supporting use of the primary agriculture intent of this category.*
- *New nonresidential commercial, civic, and other uses should be designed with a rural character, including large setbacks to maintain a “feel” of open space.*
- *Encourage conservation subdivisions and density bonuses to retain land for agricultural and preserved open space*

Zoning Districts

The current zoning districts that may be appropriate to implement the Rural/Estate future development category include Agriculture (A); Urban Estate (UE); Planned Development (PD). Note that zoning district modifications may be needed to achieve the envisioned rural character.



RESIDENTIAL & NEIGHBORHOOD SERVICES

Intent & Character

The Residential & Neighborhood Services future development category is intended for areas to be developed primarily as new single-family detached residential subdivisions and associated amenities, including parks, trails, open space areas, and elementary schools. These areas are intended to have a mix of suburban and auto-oriented development character in which a central driveway and garage are the dominate features for residential lots. Some larger lots with side driveways and rear detached garages are also appropriate in these developments.

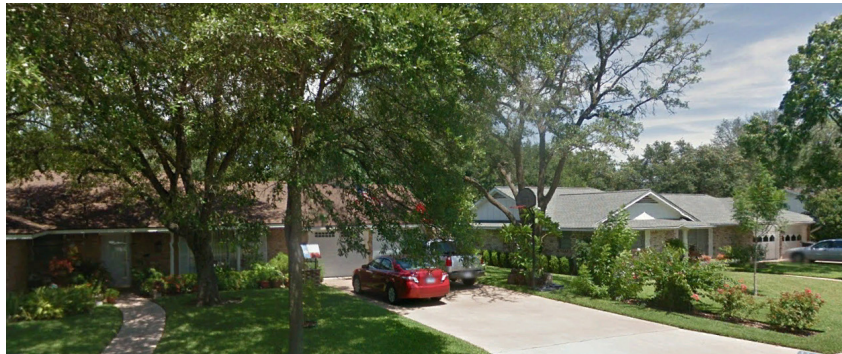
Architectural styles are fairly uniform in these areas and an emphasis is placed on pedestrian and bicycle facilities with connectivity throughout the subdivision and beyond. Strategically placed parks are necessary and in some instances a school or other institutional uses may be necessary.

Appropriate Land Use Types

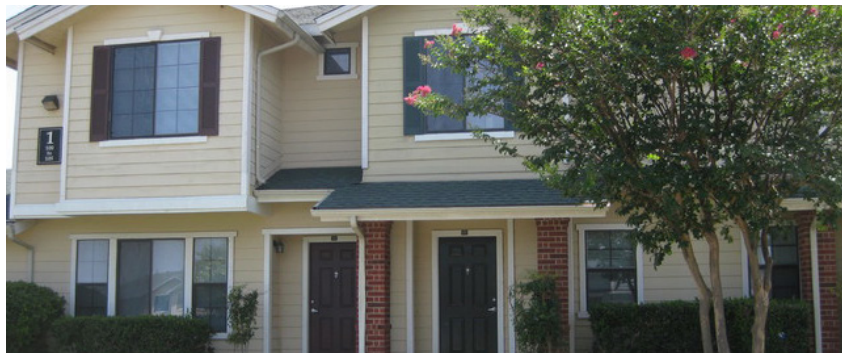
Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Appropriate residential uses include single-family detached residential (including industrialized housing). Additional single-family attached uses (i.e., duplexes, twins, triplexes, quadriplexes, and townhouses (up to four units)) may be considered depending on appropriate design standards and locational and decision-making criteria.
Commercial	Appropriate commercial uses include neighborhood-serving retail, personal service, and restaurant (without drive-throughs) uses provided they meet appropriate design standards and locational and decision-making criteria.
Industrial	Not appropriate.
Institutional	Appropriate uses include education (e.g., elementary and secondary schools); institutional uses (e.g., places of public assembly); public recreational uses (e.g., parks and playgrounds; play stadiums); and utility and service uses (e.g., electrical substations, fire stations, etc.). High schools may be allowed provided that they are located and take access from a collector or greater streetway classification.
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to a sub-urban character.



Traditional Auto-Oriented Subdivision



Suburban Subdivision



Townhouses

Design Characteristics

Characteristic	General Design Intent
Character	Sub-Urban
Access	Streets with a sub-urban cross-section; enhanced bicycle and pedestrian accommodations and connectivity; predominantly front driveway access for individual lots; single-point of access for other residential types
Utilities	Public utilities

Location and Decision-making Criteria

The following criteria should be considered as part of rezonings:

- *Single-family detached uses are allowed in all areas.*
- *New single-family attached uses (i.e., duplexes, twins, triplexes, quadriplexes, and townhouses (up to four attached units)) are allowed provided that they are located on and take access from a collector or greater street classification and are considered for areas that provide for a transition between single-family detached residential uses and other more intensive uses (e.g., more intensive zoning districts and future development areas).*
- *Nonresidential development should be located on a collector or greater street classification, shall not exceed greater than 250 ft. in lot depth, or exceed the following gross floor area (excluding educational and institutional uses) for any single building: collector street (5,000 sf.); arterial street (10,000 sf.).*
- *New nonresidential development should be designed with no more than two stories and should include pitched roofs similar to residential single-family detached dwellings (excluding educational and institutional uses). No drive-throughs should be permitted and signage should be appropriately scaled to reflect the neighborhood-serving uses.*
- *Areas of differing compatibility should be screened by bufferyards.*

Zoning Districts

The current zoning districts that may be appropriate to implement the Residential and Neighborhood Services future development category include Single-Family 1 (SF-1); Single-Family (SF-2); Single-Family (SF-3); Neighborhood Services (NS) and Planned Development (PD). Additional neighborhood types may be appropriate on a limited or conditional use basis, including: Single Family Attached (SFA); Two-Family Dwelling (2F); Single Family Attached (SFA-2); Townhouse (TH); Single Family Attached (SFA-3). Note that zoning district modifications may be needed to achieve the envisioned sub-urban character.



CORRIDOR MIXED-USE

Intent and Character

The Corridor Mixed-Use future development category is intended for mixed-use areas to be developed at a higher density/intensity and with uses not primarily allowed in the Residential & Neighborhood Services classification. These areas are intended to provide for a mix of both commercial and residential uses, but are not subject to the neighborhood services design standards set out for nonresidential areas within the Residential & Neighborhood Services future development category.

These areas are intended to be developed with an auto-oriented character, meaning the automobile and its associated uses (e.g., streets, driveways, parking, etc.) are the predominant visual characteristic. Appropriate bufferyards are needed to ensure compatibility with abutting Residential & Neighborhood Services future development areas.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Appropriate residential uses include a variety of types and lot sizes including single-family attached (i.e., triplexes, townhouses, quadriplexes) and multi-family (i.e., apartments), regardless of the form of ownership. Single-family detached residential (including industrialized housing) and duplexes may also be considered on a limited basis as part of a mixed-use master planned community.
Commercial	Appropriate commercial uses include a mix of commercial retail, office, personal service uses, and restaurants, including drive-throughs. These could be stand-alone individual parcels or as part of a larger strip center.
Industrial	Not appropriate.
Institutional	Appropriate uses include education (e.g., elementary, secondary, and high schools); institutional uses (e.g., places of public assembly); public recreational uses (e.g., parks and playgrounds; play stadiums); and utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to a sub-urban character.



Auto-oriented commercial and out-parcels



Auto-oriented strip centers



Multi-family Apartments

Design Characteristics

Characteristic	General Design Intent
Character	Sub-Urban
Access	Streets with a sub-urban cross-section; on-street bike lanes; sidewalks or side-paths; predominantly front driveway access for individual lots; single-point of access for other residential types; inter-parcel connectivity is required
Utilities	Public utilities

Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New nonresidential development should be located on and take access from a collector or greater street classification, may include drive-throughs, and shall not exceed greater than 350 ft. in lot depth. Setback, parking lot, and bufferyard landscaping should be used to soften auto-oriented uses and create a sub-urban character.*
- *New multi-family and single-family attached uses (i.e., triplexes, quadriplexes, and townhouses (up to six attached units)) are allowed. Single-family detached residential, duplexes, and twins may also be considered on a limited basis as part of a mixed-use master planned community.*
- *Areas located within an activity center may include greater lot depths and be comprised of more intense/dense uses. These areas are appropriate for neighborhood shopping centers and higher intensity/density mixed-use developments.*
- *Areas of differing compatibility should be screened by bufferyards.*

Zoning Districts

The current zoning districts that may be appropriate to implement the Neighborhood Mixed-Use future development category include Neighborhood Service (NS), Office 1 (O-1), General Retail (GR), Single-Family Attached Dwelling 1 (SFA), Single Family Attached (SFA-2); Single Family Attached (SFA-3), Townhouse (TH), Multiple-Family 1 (MF-1), and Planned Development (PD). Single-Family 3 (SF-3) and Two-Family (2F) may also may be appropriate on a limited or conditional use basis. Note that zoning district modifications may be needed to achieve the envisioned sub-urban character.



EMPLOYMENT MIXED-USE

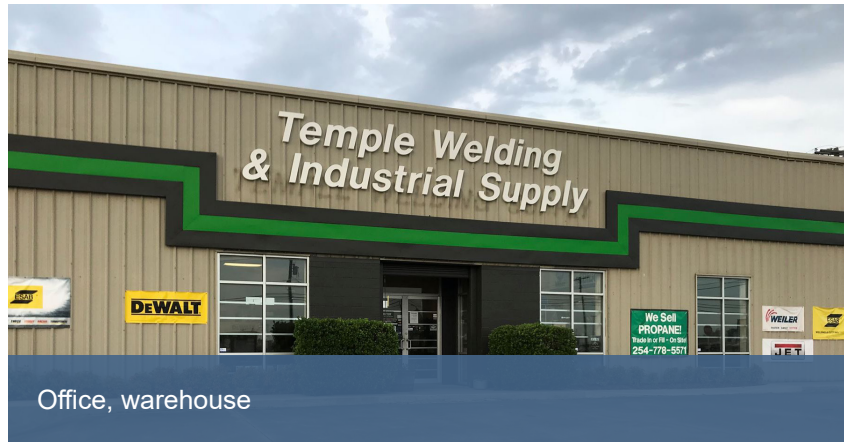
Intent and Character

The Employment Mixed-Use future development category is intended for more regionally-serving mixed-use employment areas, including a mix of light industrial (with rail proximity), office, retail, residential and service uses. It complements other mixed-use areas, but provides opportunities for larger-footprint, single tenant buildings which accommodate a large number of employees. These areas are different than the Business Park and Industrial future development areas in that they are intended to include a mix of uses.

These areas are intended to be developed with an auto-oriented character, meaning the automobile and its associated uses (e.g., streets, driveways, parking, etc.) are the predominant visual characteristic. Appropriate bufferyards are needed to ensure compatibility with abutting less intense/dense future development areas. This category also includes the substantial 3,600-acre Corporate Campus, a mixed-use area near the airport which was being studied as a master-planned campus during this plan's adoption.

Appropriate Land Use Types

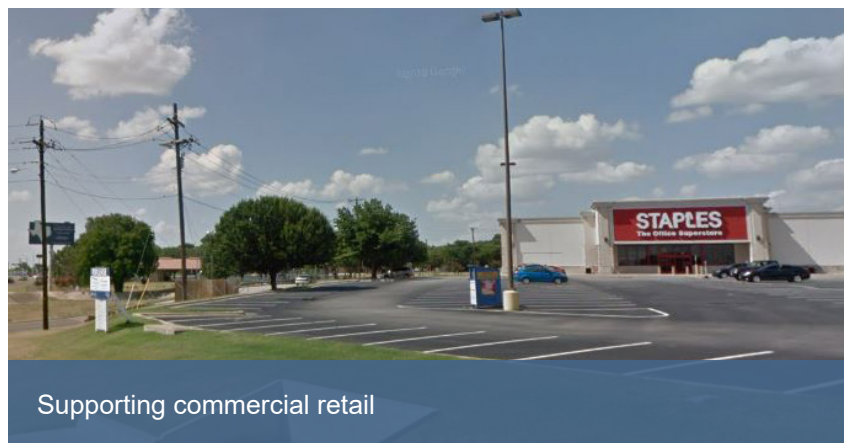
Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Apartments may be allowed as limited or conditional basis with location criteria paired with supporting commercial uses, but not appropriate on frontage streets as an individual site. Within the Corporate Campus, a mix of residential use types may be considered in a planned-development zoning district with appropriate site criteria.
Commercial	Appropriate commercial uses include a mix of commercial retail, office, personal service, and restaurant uses, including drive-throughs. Retail uses are more appropriate for those types of uses which support the employment center, but may be considered otherwise based on location and individual circumstances (e.g., at major intersections).
Industrial	Appropriate light industrial uses include flexible office/warehouse, logistics and distribution centers, data centers, corporate offices and/or campuses, and light manufacturing.
Institutional	Appropriate uses include utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to a sub-urban character.



Office, warehouse



Office



Supporting commercial retail

Design Characteristics

Characteristic	General Design Intent
Character	Sub-Urban
Access	Streets with a sub-urban cross-section; on-street bike lanes; sidewalks or side-paths; front driveway access and inter-parcel connectivity is required
Utilities	Public utilities

Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New nonresidential development should be located on and take access from a collector or greater street classification, or an internal street network designed as part of a larger center. Setback, parking lot, and bufferyard landscaping should be used to soften auto-oriented uses and create a sub-urban character.*
- *New commercial retail uses should be considered along major arterials or greater functional classification, with emphasis at intersection nodes.*
- *Areas of differing compatibility should be screened by bufferyards.*

Zoning Districts

The current zoning districts that may be appropriate to implement the Employment Mixed-Use future development category include Light Industrial (LI), Commercial (C), Office 1 (O-1), Office 2 (O-2) and Planned Development (PD). General Retail (GR) may also may be appropriate on a limited or conditional use basis. Note that zoning district modifications may be needed to achieve the envisioned sub-urban character.

Corporate Campus

The Coporate Campus, an area depicted in outline on the Future Development Plan, is within Temple's TIRZ#1 reinvestment zone. The City is considering a master plan for the area including office, retail and mixed residential. This master plan should consider the Airport Compatability Zone and noise contour impacts, and should be compatible with surrounding development and transportation network. The Corporate Campus is intended as a cohesive, mixed-use development that will likely encompass multiple zoning districts under a planned development format.



REGIONAL COMMERCIAL

Intent and Character

The Regional Commercial future development category is intended for areas to be developed to primarily support regionally-serving businesses that rely on higher traffic volumes and the visibility that is associated with being located along a major highway (i.e., Interstate 35). In these areas, the predominant character of development is focused on serving the automobile.

While accommodating the automobile will continue to be the predominant focus, improved street-side and parking lot landscaping, buffers, appropriately designed and scaled signage, higher quality development standards and landscaping, and access management techniques (e.g., limited access points and inter-parcel connectivity) can soften the impact and improve overall quality and appearance of the City's main economic spine.

Appropriate Land Use Types

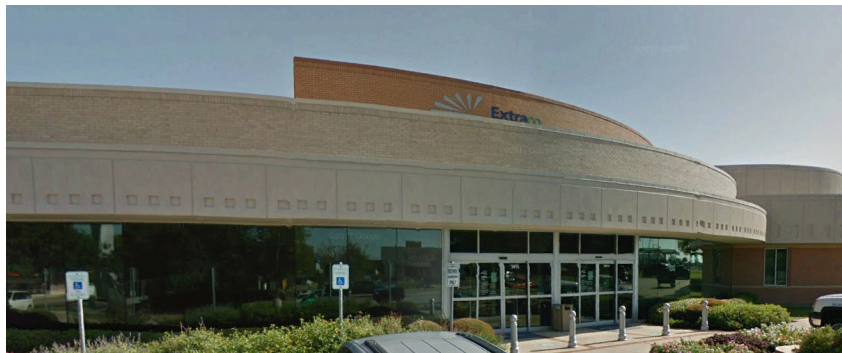
Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Apartments may be allowed as limited or conditional basis with location criteria paired with supporting commercial uses. Not appropriate on frontage streets.
Commercial	Appropriate commercial uses include a mix of commercial retail, office, personal service, and restaurant uses, including larger professional offices, heavy commercial (including big box stores), commercial amusement, restaurants, alcohol sales, fuel sales, kennels with outdoor dog runs and pens, mini-storage facilities, vehicle equipment sales and services, and warehouse offices, and drive-throughs.
Industrial	Not appropriate.
Institutional	Appropriate uses include utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to a sub-urban character.



Auto-oriented commercial and out-parcels



Auto-oriented strip centers



Office

Design Characteristics

Characteristic	General Design Intent
Character	Sub-Urban
Access	Streets with a sub-urban cross-section; on-street bike lanes; sidewalks or side-paths; front driveway access and inter-parcel connectivity is required
Utilities	Public utilities

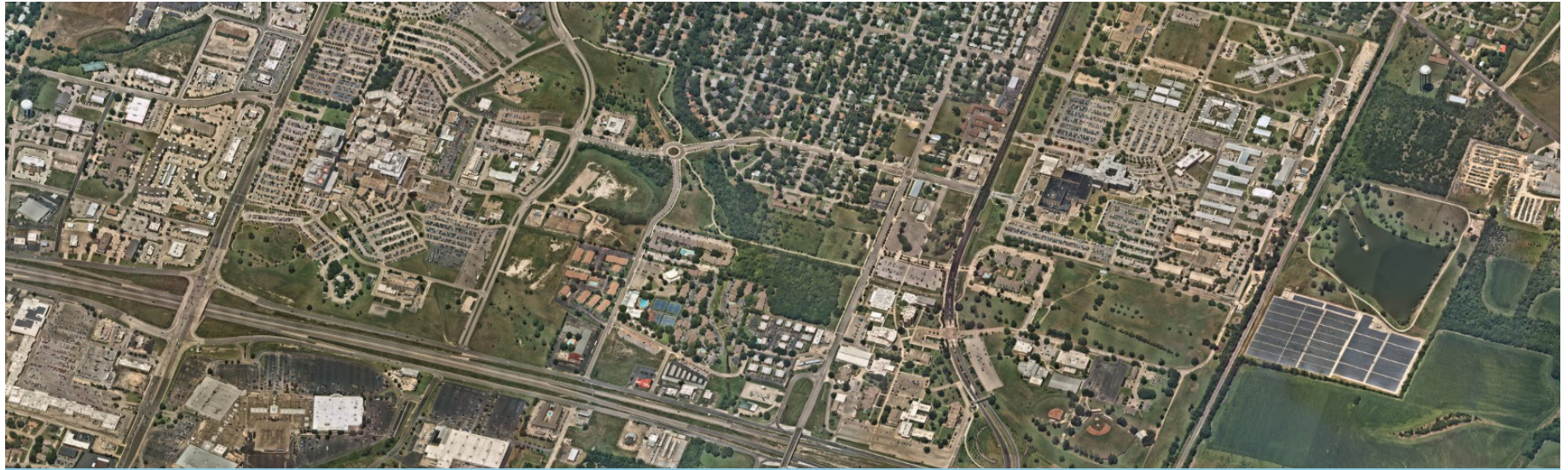
Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New nonresidential development should be located on and take access from a arterial or greater street classification, or an internal street network designed as part of a larger center. Setback, parking lot, and bufferyard landscaping should be used to soften auto-oriented uses and create a sub-urban character.*
- *Areas of differing compatibility should be screened by bufferyards.*

Zoning Districts

The current zoning districts that may be appropriate to implement the Regional Commercial future development category include General Retail (GR), Commercial (C), Office 1 (O-1), Office 2 (O-2), Planned Development (PD), and the Interstate 35 Corridor Overlay District (1-35). Note that zoning district modifications may be needed to achieve the envisioned sub-urban character.



TEMPLE MEDICAL & EDUCATIONAL DISTRICT

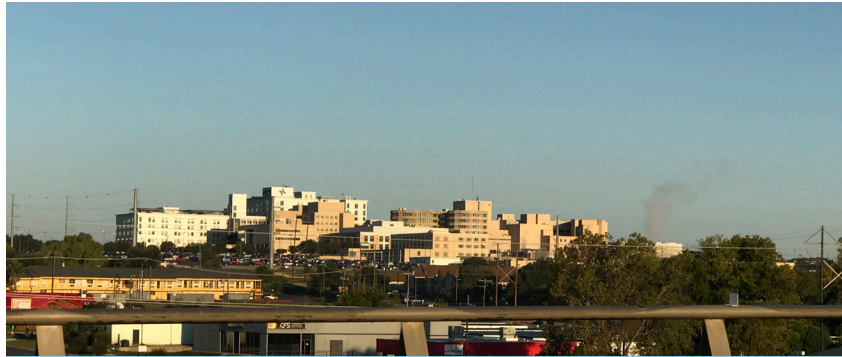
Intent and Character

The Temple Medical and Educational District (TMED) future development category is intended to capitalize on a unique, regionally-serving area of Temple by providing an emphasis on healthcare and supporting uses. The City of Temple is joined in partnership with public and private entities to further educational and medical opportunities of Baylor, Scott and White Memorial Hospital, the Office of Veteran's Affairs Medical Facilities, the Texas A&M Health Science Center, Temple College, and the Bio-Science District to advance the redevelopment of surrounding commercial and residential neighborhoods.

While accommodating the automobile will continue to be necessary, improved walkability and other forms of mobility is necessary to fully serve the intended users of this area.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	In new areas of development, a variety of residential types and lot sizes are appropriate including single-family attached (i.e., triplexes, townhouses, quadplexes) and multi-family (i.e., apartments), regardless of the form of ownership. New single-family detached residential (including industrialized housing), duplexes, and two-family may also be considered on a limited basis.
Commercial	Appropriate commercial uses include a mix of hospitals, clinic, offices, lodging, home for the aged/long-term care, retail, personal service, and restaurants.
Industrial	Not appropriate.
Institutional	Appropriate uses include education (e.g., college, university, or seminary); institutional uses (e.g., places of public assembly, social service shelters, substance abuse treatment facilities, etc.); public recreational uses (e.g., parks and playgrounds; play stadiums); and utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to a sub-urban character.



Hospital and supporting uses - campus



Education



Home for the aged/long-term care facilities

Design Characteristics

Characteristic	General Design Intent
Character	Sub-Urban
Access	Streets with a sub-urban cross-section; on-street bike lanes; sidewalks or side-paths; improved transit accommodations; front or rear driveway access may be provided; inter-parcel connectivity is required
Utilities	Public utilities

Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New nonresidential development should be located on and take access from a collector or greater street classification, or an internal street network designed as part of a larger center. Setback, parking lot, and bufferyard landscaping should be used to soften auto-oriented uses and create a sub-urban character.*
- *New single-family attached uses (i.e., triplexes, quadriplexes, and townhouses) and multi-family are allowed provided that they are located on and take access from a collector or greater street classification. Single-family detached residential, duplexes, and twins may also be considered on a limited basis as part of a mixed-use master planned community.*
- *Areas of differing compatibility should be screened by bufferyards.*
- *Alley access is encouraged to create a more pedestrian, bicycle and transit friendly environment*

Zoning Districts

The current zoning districts that may be appropriate to implement the TMED future development category include General Retail (GR), Office 1 (O-1), Office 2 (O-2) and Planned Development (PD), and the Temple Medical and Educational District (TMED). Single-Family Attached Dwelling 1 (SFA), Single Family Attached (SFA-2); Single Family Attached (SFA-3), Townhouse (TH), Multiple-Family 1 (MF-1), Single-Family 3 (SF-3) and Two-Family (2F) may also may be appropriate on a limited or conditional use basis. Note that zoning district modifications may be needed to achieve the envisioned sub-urban character.



Intent and Character

The Business Park future development category is intended for areas that will be developed to support various employment opportunities predominantly related to office, service, research and technology-related, light industrial, and warehousing uses in a campus-like environment. Public and private standards are intended to create a highly attractive business environment that will encourage investors to build quality structures, which sets the tone to attract additional businesses.

While accommodating heavy trucking is paramount, improved bicycle and pedestrian connectivity (for transportation purposes) is important to provide greater connectivity to internal and external destinations.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Not appropriate.
Commercial	Appropriate commercial uses include office and warehouse office uses.
Industrial	Appropriate industrial uses include warehouse; logistics, research, and distribution centers; data centers; laboratory and light manufacturing; and miscellaneous industrial uses with where operations are conducted within the building, generate little to no perceived off-site nuisances, and areas established for outdoor storage are fully screened from public rights-of-way and abutting non-compatible uses.
Institutional	Appropriate uses include utility and service uses (e.g., electrical substations, fire stations, etc.). While public recreational uses (e.g., parks and playgrounds) are not appropriate, trails and trail connectivity is appropriate.
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to a sub-urban character.



Warehouse



Office warehouse



Light industrial

Design Characteristics

Characteristic	General Design Intent
Character	Sub-Urban
Access	Streets with a sub-urban cross-section; sidewalks or side-paths
Utilities	Public utilities

Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New nonresidential development should be located on and take access from a collector or greater street classification, or an internal street network designed as part of a larger center.*
- *Operations should be conducted within the building and generate little to no perceived off-site nuisances; setback, parking lot, and bufferyard landscaping should be used to soften large expanses of parking and auto-oriented uses and create a sub-urban character; areas for outdoor storage should be fully screened from public rights-of-way and abutting non-compatible uses.*
- *Areas of differing compatibility should be screened by bufferyards.*

Zoning Districts

The current zoning districts that may be appropriate to implement the Business Park future development category include Light Industrial (LI), Commercial (C), Office 1 (O-1), Office 2 (O-2), and Planned Development (PD). Note that zoning district modifications may be needed to achieve the envisioned sub-urban character.



INDUSTRIAL

Intent and Character

The Industrial future development category is intended for land areas that will be developed to support light or heavy industrial and/or manufacturing uses that generate nuisances (e.g., noise, dust, light, etc.). These areas, while limited, do provide the City with opportunities for employment and economic growth, particularly when involving the processing of materials produced locally.

While accommodating heavy trucking is paramount, improved bicycle pedestrian and transit connectivity (for transportation purposes) is important to provide greater connectivity to internal and external destinations.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Not appropriate.
Commercial	Not appropriate.
Industrial	Industrial uses may be allowed outright, or on a limited or conditional basis, depending upon the protections needed to minimize the amount of noise, dust, vibration, odor, and glare, etc., which could occur off-parcel or between future development categories.
Institutional	Appropriate uses include utility and service uses (e.g., electrical substations, fire stations, etc.). While public recreational uses (e.g., parks and playgrounds) are not appropriate, trails and trail connectivity is appropriate.
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to a sub-urban character.



Heavy industrial



Office warehouse



Light industrial

Design Characteristics

Characteristic	General Design Intent
Character	Sub-Urban
Access	Streets with a sub-urban cross-section; sidewalks or side-paths
Utilities	Public utilities

Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New nonresidential development should be located on and take access from a collector or greater street classification, or an internal street network designed as part of a larger center.*
- *Operations are subject to protections to minimize the amount of noise, dust, vibration, odor, and glare, etc., which could occur off-parcel or between future development categories.*
- *Areas of differing compatibility should be screened by bufferyards.*

Zoning Districts

The current zoning districts that may be appropriate to implement the Industrial future development category include Heavy Industrial (HI), Light Industrial (LI), Commercial (C), and Planned Development (PD). Note that zoning district modifications may be needed to achieve the envisioned sub-urban character.



URBAN RESIDENTIAL

Intent and Character

The Urban Residential future development category is intended for areas to be developed primarily to conserve, and in some cases, transition, the already existing residential areas developed with an urban character. These areas are intended to conserve the existing gridded lot and block pattern of development. Along collector and arterial streetways, new neighborhood serving retail, personal service, and restaurant uses may be appropriate, provided that they adhere to the predominant urban character of the area.

These areas are intended to be developed with an urban character, meaning redevelopment requires maintaining traditional setbacks and a focus on pedestrian walkability. Access may be from front access driveways or from improved alleys and rear driveway access.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Appropriate residential uses include single-family detached residential (including industrialized housing) and single-family attached uses (i.e., townhomes/brownstones, twins, as well as limited duplexes, triplexes, and fourplexes with design standards).
Commercial	Appropriate commercial uses of a secondary nature include neighborhood-serving retail, personal service, office, and restaurant uses provided they meet appropriate design standards and locational and decision-making criteria, including roadway adequacy and adjacency compatibility. Uses that are not urban in nature, such as drive-throughs, may be considered if appropriate in context and site design.
Industrial	Not appropriate.
Institutional	Appropriate uses include institutional uses (e.g., places of public assembly); public recreational uses (e.g., parks and playgrounds); and utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to a urban character.



Single-family detached, urban character



Duplex, urban character



Neighborhood serving commercial, urban character

Design Characteristics

Characteristic	General Design Intent
Character	Urban
Access	Streets with a urban cross-section; sidewalks (potential oversized for areas designated as side-paths); both front and rear driveway access for individual lots (with improved alleys)
Utilities	Public utilities

Location and Decision-making Criteria

The following criteria should be considered as part of rezonings:

- *New single-family detached and attached uses (i.e., townhomes, twins as well as duplexes, triplexes, and fourplexes) are allowed provided that they adhere to the existing urban character of the area. This includes a 10-20 ft. setback from the edge of pavement to the sidewalk and an additional 10-20 ft. setback from sidewalk to the building setback (both measured using the prevailing character of the block). This also applies to the parking setback; alternately, rear alley access via improved alleys and side or rear parking may be appropriate.*
- *New nonresidential development should be located on and take access from a collector or greater street classification, shall not exceed or change the existing lot and block configuration, and shall be developed with an urban character that adheres to the performance standards indicative the greater area, including setbacks, sidewalks, and street trees. Parking shall be on-street or provided via rear alley access. No drive-throughs are permitted and signage should be appropriately scaled for a neighborhood-serving urban character environment.*
- *The highest priority for street improvements is on the pedestrian and maintaining the quality of the existing street character. All new development requires sidewalks (either new or replacement, if needed) and the planting of street trees between the edge of payment and the sidewalk.*

Zoning Districts

The current zoning districts that may be appropriate to implement the Urban Residential future development category include Single-Family (SF-3); Two-Family Dwelling (2F), Townhouse (TH), Neighborhood Service (NS), Planned Development (PD). Areas may be subject to the North Temple Historic District. Note that zoning district modifications may be needed to achieve the envisioned urban character.



DOWNTOWN TRANSITIONAL

Intent and Character

The Downtown Transitional future development category consists of the areas immediately surrounding the Downtown Core and is intended to provide an area that transitions from the higher density/intensity uses found in the Downtown Core to the abutting Urban Residential areas. These areas are intended to conserve the existing gridded lot and block pattern of development.

These areas are intended to be developed with an urban character, meaning redevelopment requires a build-to line, on-street parking, and a focus on pedestrian walkability.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Appropriate residential uses include single-family attached uses (i.e., triplexes, townhomes) and mixed-use urban lofts.
Commercial	Appropriate commercial uses include a mix of neighborhood-serving retail, personal service, office, and restaurant (without drive-throughs) uses and those uses allowed in the Central area, provided they meet appropriate design standards and locational and decision-making criteria.
Industrial	Not appropriate.
Institutional	Appropriate uses include institutional uses (e.g., places of public assembly); public recreational uses (e.g., parks, playgrounds, and urban plazas); and utility and service uses (e.g., electrical substations, fire stations, etc.).
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to an urban character.



Triplex, urban character



Mixed-use urban loft



Neighborhood-serving retail, urban character

Design Characteristics

Characteristic	General Design Intent
Character	Urban
Access	Streets with a urban cross-section; sidewalks (potential oversized for areas designated as side-paths); both front and rear driveway access for individual lots (with improved alleys)
Utilities	Public utilities

Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New nonresidential development shall not exceed or change the existing lot and block configuration, and shall be developed with an urban character that adheres to the performance standards indicative the greater area, including a build-to setback, sidewalks, and street trees. Parking shall be on-street or provided via rear alley access. No drive-throughs are permitted and signage should be appropriately scaled for an urban character environment.*
- *New single-family attached uses (i.e., triplexes) and mixed-use urban lofts are allowed provided that they adhere to the existing urban character of the area. Parking is to be provided via rear alley access.*
- *The highest priority for street improvements is on the pedestrian and maintaining the quality of the existing street character. As such, all new development and redevelopment requires the establishment of on-street parking (if needed), sidewalks (either new or replacement, if needed), and the planting of street trees between the edge of payment and the sidewalk.*

Zoning Districts

The current zoning districts that may be appropriate to implement the Downtown Transition future development category include Townhouse (TH), Neighborhood Service (NS), Central Area (CA), and Planned Development (PD). These areas may be subject to the National Register Historic District. Note that zoning district modifications may be needed to achieve the envisioned urban character.



DOWNTOWN CORE

Intent and Character

The Downtown Core future development category consists of the city center area of Temple. This area is intended to be a highly walkable area which promotes a “sense of place” and should represent the “heart of the city.” This area is the traditional city center and contains various institutional, commercial, and residential uses.

This area is intended to be developed with an urban character, meaning redevelopment requires a build-to line, on-street parking, and a focus on pedestrian walkability. Features that would contribute to the area’s character includes larger buildings set at sidewalk edge that occupies a majority of the lot creating a sense of enclosure. Parking is typically located on-street or on off-site public parking lots or garages. Vehicular circulation occurs along gridded-based streets with wider sidewalks scaled for higher volumes of pedestrians.

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Appropriate residential uses include multi-family (i.e., apartments) (regardless of ownership) and mixed-use urban lofts.
Commercial	Appropriate commercial uses include those uses generally allowed in the Central area, provided they meet appropriate design standards and locational and decision-making criteria.
Industrial	Not appropriate.
Institutional	Appropriate uses include institutional uses (e.g., places of public assembly); public recreational uses (e.g., urban plazas); and utility and service uses (e.g., electrical substations, fire stations, etc.) with proper screening.
Other	Appropriate other uses may be allowed as limited or conditional basis provided that they adhere to a urban character.



Downtown mixed use



Downtown Institutional



Downtown apartment

Design Characteristics

Characteristic	General Design Intent
Character	Urban
Access	Streets with a urban cross-section; oversized sidewalks; on-street parking or off-street public parking lots or garages; both front and rear driveway access for individual lots (with improved alleys)
Utilities	Public utilities

Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New nonresidential development shall not exceed or change the existing lot and block configuration, and shall be developed with an urban character that adheres to the performance standards indicative the greater area, including a build-to setback, oversized sidewalks with street furniture, and street trees within tree grates. Parking shall be on-street or in off-street public parking lots or garages (with appropriate facade treatments). No drive-throughs are permitted and signage should be appropriately scaled for an urban character environment. The only off-street parking minimums are for new hotels where reduced parking minimums shall be provided via rear alley access.*
- *New multi-family uses (i.e., apartments) and mixed-use urban lofts are allowed provided that they adhere to the existing urban character of the area. Minimum parking requirements for these uses is to be provided via rear alley access.*
- *The highest priority for street improvements is on the pedestrian and maintaining the quality of the existing street character. As such, all new development and redevelopment requires the establishment of on-street parking (if needed), sidewalks (either new or replacement, if needed), street furniture such as benches and lighting, and the planting of street trees in tree wells at the edge of payment.*

Zoning Districts

The current zoning districts that may be appropriate to implement the Downtown Core future development category include Central Area (CA) and Planned Development (PD). These areas may be subject to the National Register Historic District. Note that zoning district modifications may be needed to achieve the envisioned urban character.



PARKS AND OPEN SPACE

Intent and Character

Parks and Open Space are an essential part of a community. These areas include public parkland, trails, and open space that have been committed to the long-term public use and enjoyment by Temple citizens and visitors. These areas are often comprised of active and passive recreational areas and natural or open spaces.

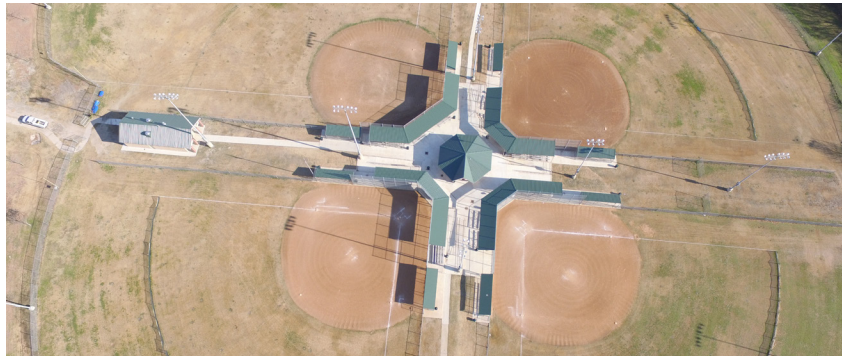
Secondary uses, except special events (e.g. festivals, races, etc.), should generally not be allowed in areas designated as parks and open space. In some instances, new public parkland may be acquired and designed to serve multiple public uses (e.g., recreation and a fire station).

Appropriate Land Use Types

Use	Appropriate Uses
Agricultural	Not appropriate.
Residential	Not appropriate.
Commercial	Not appropriate, except for government sanctioned concessions and temporary food truck sales
Industrial	Not appropriate.
Institutional	Appropriate uses include public recreational uses (e.g., all park and trail types); and utility uses (e.g., electrical substations) and appropriate multi-purposed government service uses (e.g., recycling centers, community centers, libraries, senior services, fire stations, stormwater management, etc.).
Other	Appropriate other uses may be allowed as limited or conditional basis provided that the development adheres to the character indicative of the overall area.



Neighborhood park



Sports complex



Urban plaza

Photo Source: Covey Landscape Architects, Santa Fe Plaza Project

Design Characteristics

Characteristic	General Design Intent
Character	Parks should be designed to match the character of the area it serves.
Access	Streets with cross-sections which match character of the area it serves; enhanced pedestrian and bicycle access and safety should be considered as part of all new development
Utilities	Varies, depending on the character of the area; but generally public utilities

Location and Decision-making Criteria

The following decision-making criteria should be considered as part of rezonings:

- *New public parkland (including trails and associated access easements) should remain in public ownership and be designated on the Temple Future Development Plan during the next update.*
- *New neighborhood parks should be developed concurrent with new residential development. Set asides of parkland, trails (and/or connectivity to on- and off-site trails), greenbelts, and sidewalks, should be required as part of development approvals.*
- *In instances where a public park has a publicly related secondary use (e.g., a fire station), the built environment of the secondary use should be designed in a way to not detract from the primary use as a park.*
- *Park design, intensity of development, and the proposed uses/ activities should be compatible with the character of development it is intended to serve (e.g., public squares or plazas for urban character areas).*

Zoning Districts

The parks and open space future development category is not intended to be implemented using specific zoning districts. Rather, the zoning regulations should specify minimum amounts of common areas and/ or protected open space that should be required for new residential neighborhoods. In addition, greater protections (e.g., tree preservation, stream buffers, floodplain protections) should be improved in the City's Unified Development Code and apply to all development as applicable.



ACTIVITY CENTER OVERLAY

Intent and Character

This future development plan has been designed for both predictability and flexibility. This includes providing for mixed-use development within the Residential & Neighborhood Services, Corridor Mixed-Use, and Employment Mixed-Use classifications. Each of these areas are intended to be developed with higher quality auto-oriented sub-urban uses and patterns. With that being said, the areas identified on the Future Development Map as Activity Center, are intended to allow and provide for more intense, integrated mixed-use development, with a primary focus on enhanced walkability. In other words, an Activity Center goes beyond just a conglomeration of disparate uses following traditional forms of development (this even applies to mixed-uses if the development is designed and configured in an un-integrated and disparate manner). Ideally, these areas would be developed under a single development proposal, but that is not required.

Appropriate Land Use Types

There are no additional restrictions on land use beyond what is allowed within the underlying Residential & Neighborhood Services, Corridor Mixed-Use, and Employment Mixed-Use classifications, provided that the development configuration and design still embodies the intent and character of the Activity Center classification.

Zoning Districts

The Activity Center Overlay land use classification is not intended to be implemented using specific zoning districts. Rather, the development proposal should identify how the requested zoning district(s) provide(s) for the development intent and character set forth in this section. In instances where the existing zoning district(s) is/are not able to meet the intent, it is anticipated that the developer will utilize the PD, Planned Development Overlay process set out in Sec. 6.4, Planned Development Overlay, of the Temple UDC.



Mixed-Use development



Downtown amenities



High density residential units

Design Characteristics

Characteristic	General Design Intent
Character	Sub-Urban with higher intensity and enhanced walkability
Access	External street frontages may exhibit sub-urban cross-sections; internal streets may exhibit urban cross-sections.
Utilities	Public utilities

Location and Decision-making Criteria

The following recommendations should be considered as part of rezoning, development approvals, or improvements to existing regulations:

- Areas subject to the higher intensity activity center allowances are mapped on the Temple Future Development Plan. The areas are generally located at or near major undeveloped thoroughfare intersections. The size of the activity center is intended to be flexible provided that the proposed development still embodies the intent and character of the activity center classification.
- Although not required, regional detention should be considered to serve all parcels within an activity center. This allows for greater intensity of use across the rest of the activity center.
- Internal vehicular and pedestrian interconnectivity between uses and parcels is required; external connectivity to abutting development is preferred.
- Major entrance drives to the activity center should be designed with center planted medians.
- Site development configuration and circulation should account transit stops and accommodations.
- On-site parking should be first accommodated through reduced minimum parking requirements, followed by on-street parking, shared parking, and structured parking sited away from primary pedestrian pathways. Individual surface lots for each parcel should not be required.
- Outparcels located along arterial and collector roadways should be developed and connected to serve the internal streets of the activity center.
- Building height and mass should be designed to maximize compatibility with abutting uses, where the greatest intensity is located at the focus point of the activity center.
- Buildings should be sited in close proximity to each other and well-connected via pedestrian pathways and sidewalks.
- Development quality (architecture and landscaping) should be of higher quality.



FLOODPLAIN OVERLAY

Intent and Character

Floodplains are nature's response in providing flood risk reduction. They slow runoff and store floodwater and are constantly changing. Historically in the U.S., floodplains have been viewed as something to remove and to control. A particular focus is usually placed on the 100-year floodplain, which equates to a flood event that has a 1 in 100 percent probability (1%) of being equaled or exceeded in any given year. It is important to note that 100-year floodplains are designated by the Federal Emergency Management Agency (FEMA) as a measure of risk in connection with their flood insurance rate maps (FIRMs). For inland cities like Temple, they are only focused on the riverine environment and do not assess local impacts of flooding in other areas of the built environment. In an era of a changing climate and more intense storm events, many cities big and small are experiencing more frequent and greater impacts of flooding on the built environment. With a history of flooding in Temple (i.e., exhibited by evidence of past repetitive loss events), these areas could be re-prioritized to improve community resilience and to achieve other community-serving benefits.

Appropriate Land Use Types

Similar to the parks and open space classification, areas designated with a floodplain overlay are primarily intended to be protected for future flood conveyance, stormwater detention and retention, open space, parks, trails, and recreation, as they are generally not suitable for other types of development. As noted in an initiative in Chapter 5, Plan Recommendations, however, developable land directly adjacent to floodplain has potential in several locations in Temple to be prime development locations associated with the waterfronts.

Zoning Districts

The Floodplain Overlay land use classification areas identified on the Temple Future Development Plan are not intended to be implemented using specific zoning districts, as these areas are commonly found throughout private development proposals. However, the City does have a Floodplain Overlay (FP) zoning district which is intended to be used for property which may be subject to flooding, but has no established history of flooding.



Floodplains



Detention pond



Trails

Location and Development Considerations

The following recommendations should be considered as part of rezoning, development approvals, or improvements to existing regulations:

- *Maintain natural and beneficial functions of the floodplains.*
- *Preserve and protect floodplains as part of the common good, whenever feasible.*
- *Protect open space and incorporate green infrastructure into development patterns.*
- *Adopt a no adverse impact approach to floodplain management.*
- *Focus on data-driven decision-making to assess risk and inform decisions.*
- *Consider the future conditions of floodplains, including potential development impacts and climate change.*
- *Avoid new development (habitable buildings) in the floodplain, whenever feasible.*
- *Assess the need for key trail linkages as part of all new and/or redevelopment bridge projects.*
- *Design and adapt the built environment (e.g., infrastructure and structures) within floodplains to be resilient to storm events.*
- *Consider both structural and nonstructural flood mitigation measures.*

FISCAL ANALYSIS

Purpose

The Temple Future Development Plan creates a program for future land uses and development character that is intended to lead to positive growth outcomes. As Temple grows, the assumptions of these land uses (type of development, density, etc.) can be achieved through thoughtful infrastructure investment, zoning decisions, and continued public input. To validate the economic benefits of the Future Development Plan and to ensure a balanced fiscal approach to serving new population and development, this section provides a fiscal impact assessment of the plan over a 10-year and 25-year horizon.

The purpose of this assessment is to review, calculate, and ensure that the plan's vision and direction points to a positive net fiscal impact. A positive net impact assumes that the plan is projected to create more revenue than cost. This helps the City continue on the path to long-term sustainability if the plan is executed as envisioned.

net fiscal impact =

total expected costs to the total expected revenues



positive outcome

*means the land uses create **more** revenue than the cost of service*

negative outcome

*means the land uses create **less** revenue than the cost of service*

Methodology

The methodology for the fiscal analysis includes assumptions of build-out densities for the Future Development Plan's land use categories using residential and non-residential historical absorption values for the Temple market area and population projections (*Templeton Demographic Study*). These assumptions are found in Figure 4.5, *Land Use Density Assumptions*, and Figure 4.6, *Annual Market Absorption*. The development potential values were then applied to vacant, undeveloped parcels within Temple's current planning area (145,000 acres).

This analysis applied recent historical market data for the Temple market and was modeled with median home values, market absorption tailored to the land use categories in the Future Development Plan, current demographic trends, and current tax rates. These inputs were then used to project out to the 10-year and 25-year time horizons to determine fiscal outcomes.

Projected revenues derived from the analysis include both future sales tax and property taxes generated from new development based on a conservative assumption of development. The results included projections for population, employment, housing units, square footage for commercial uses, and resulting fiscal benefits, net of the cost of service, over 10-year and 25-year periods.

This analysis should be viewed as a snapshot in time, using applicable data and assumptions rooted in this plan.

FIGURE 4.5 LAND USE DENSITY ASSUMPTIONS

Land Use Category	Residential		Commercial			
	Single-Family (Units/Acre)	Multi-Family (Units/Acre)	Office (SF/Acre)	Medical (SF/Acre)	Retail (SF/Acre)	Industrial (SF/Acre)
Business Park	-	-	4,000	-	1,000	4,000
Downtown Core	-	20	10,000	-	2,000	-
Downtown Transition	6	6	2,500	-	1,000	-
Employment Mixed Use*	-	6	4,000	-	2,000	2,000
Industrial	-	-	-	-	-	10,000
Corridor Mixed Use	2	8	2,000	-	2,000	-
Residential & Neighborhood Services	4	-	-	-	500	-
Parks and Open Space	-	-	-	-	-	-
Regional Commercial	-	4	4,000	-	12,000	-
Rural Estate	0.5	-	-	-	-	-
TMED	1	4	1,000	14,000	2,500	-
Urban Residential	6	2	500	-	500	-

* Employment Mixed-Use category does not assume land use projections within the Corporate Campus area.

Land Use Assumptions

Detailed assumptions of density and use types within each land use category were applied, as shown in Figure 4.5, *Land Use Density Assumptions*. These assumptions assume potential density values for an acre of land based on the achievable development framework for each land use category established in this chapter. These assumptions anticipate average buildable-acre potential for major product types within each land use category. These values are applied to vacant acres in Temple's Planning Area (145,00) and this analysis does not account for redevelopment of land. It is intended to project new development within the Future Development Plan Program.

145,000

*vacant acres
in Temple's planning area*

Annual Market Absorption

To estimate the annual absorption of remaining developable land, this analysis applied recent historical market data that aligns with the Future Development Plan, as shown in Figure 4.6, *Annual Market Absorption*, for the Residential categories. Commercial assumptions are applied citywide.

FIGURE 4.6 ANNUAL MARKET ABSORPTION

Residential	Annual Absorption (units)	Annual Absorption (units)	Source
	Years 0-5	Years 5 - 25	
Rural Estate - SF	91.02	91.02	MLS 5-year historical
Residential & Neighborhood Services - SF	151.70	151.70	MLS 5-year historical
Corridor Mixed-Use - MF, TH	74.84	74.84	MLS 5-year historical
Corridor Mixed-Use - SF	91.02	91.02	MLS 5-year historical
TMED - MF	91.02	91.02	MLS 5-year historical
TMED - TH, Urban Residential - MF, Regional Commercial	60.43	60.43	US Census Historical building permits
Urban Residential and Downtown Transition - SF	91.02	91.02	MLS 5-year historical
Employment Mixed-Use* and Downtown Transition - MF	92.43	92.43	MLS 5-year historical
Downtown Core - MF	60	60	US Census Historical building permits
Total Annual Single-family	606.8	606.8	MLS 5-year historical
Total Annual Multi-family	490	490	US Census Historical building permits
Commercial	Annual Absorption (sq. ft.)	Annual Absorption (sq. ft.)	Source
	Years 0-5	Years 5 - 25	
Retail	61,900	20,000	Costar 12 mo absorption (5-yr avg)
Medical	73,500	7,500	Costar 12 mo absorption (5-yr avg)
Office	42,150	13,400	Costar 12 mo absorption (5-yr avg)
Industrial	20,000	20,000	Costar 12 mo absorption (5-yr avg)

* Employment Mixed-Use category does not assume land use projections within the Corporate Campus area.

FIGURE 4.7 10-YEAR PROJECTED GROWTH SUMMARY

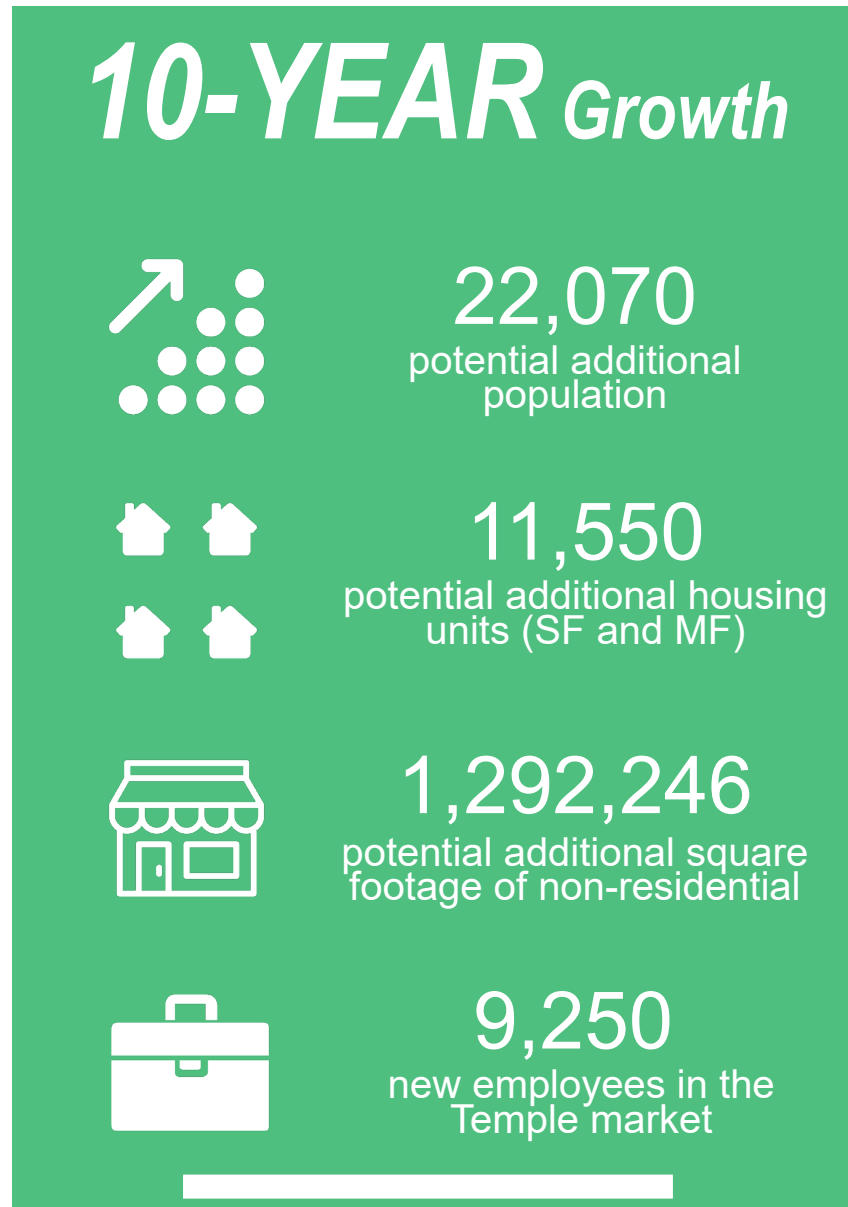
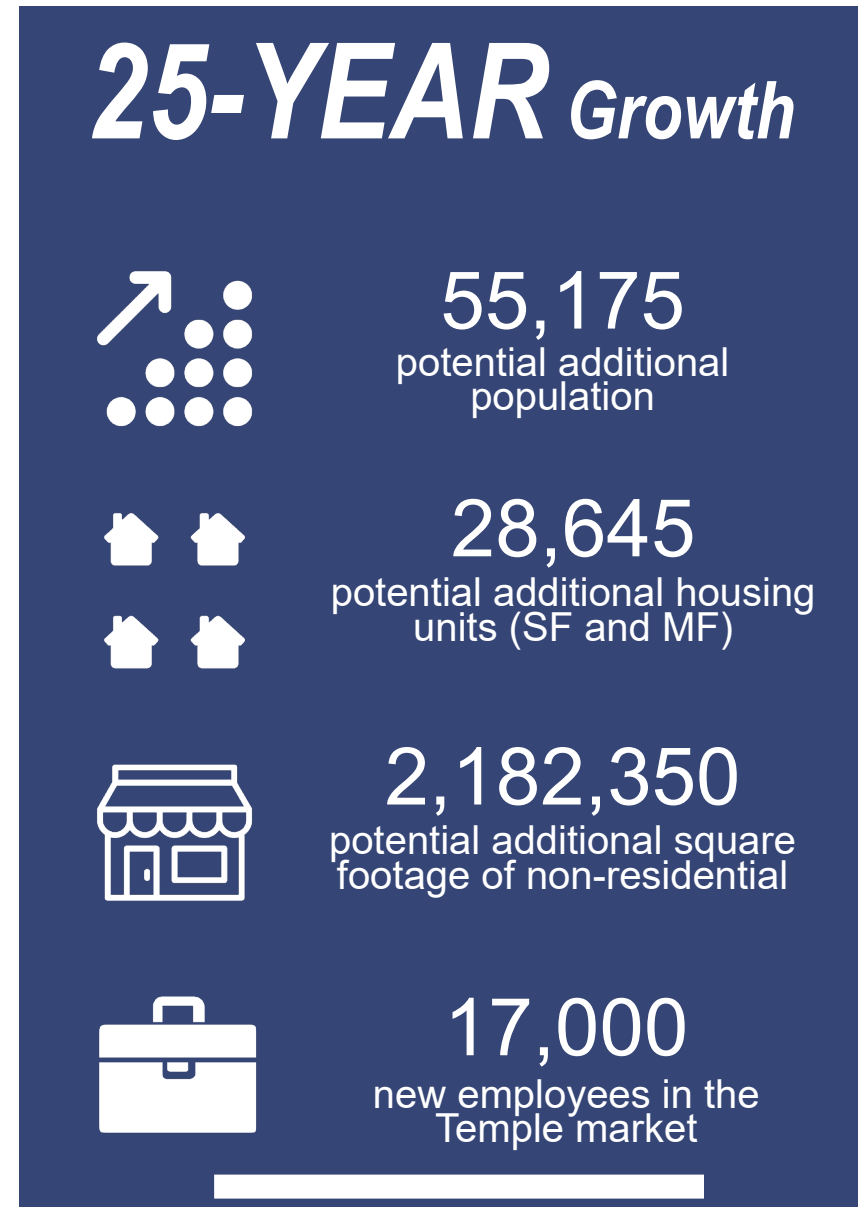


FIGURE 4.8 25-YEAR PROJECTED GROWTH SUMMARY

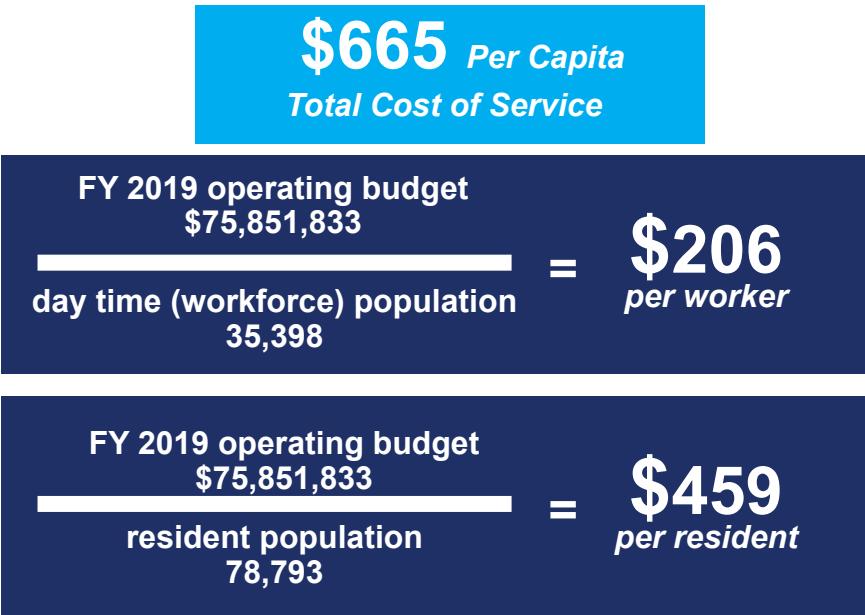


COST OF SERVICE

To understand the future public costs of this new development population, cost-to-serve assumptions were made based on existing City costs. The per capita cost of service figure used in this analysis is intended as a high-level metric and should not be construed as a cost-to-serve model. Further details are provided as follows:

Cost of service was calculated by dividing the current City FY 2019 operating budget by the total daytime (workforce) and residential population. The current cost of service is approximately \$665 dollars per capita. This equates to \$459 dollars per resident, and \$206 dollars per worker.

FIGURE 4.9 ANNUAL COST OF SERVICE ASSUMPTIONS



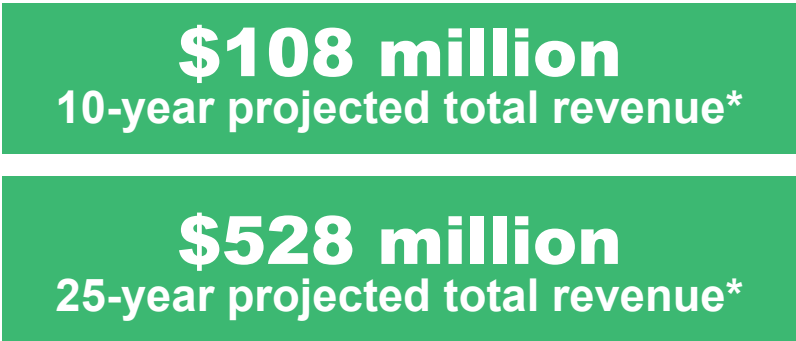
Fiscal Analysis Results

The Net Fiscal Impact to Temple, as depicted in Figure 4.10, *Net Fiscal Impact*, is a net positive outcome following the Temple Future Development Plan program.

In the next 10 years, approximately \$110 million in cumulative revenue (property and sales tax) is projected to be generated through anticipated growth in accordance with the Future Development Plan. The cost generated from the additional residential and workforce populations over the 10-year period total over \$57 million, leaving an estimated net revenue of \$52 million. Over the 25-year timeframe the City is estimated to generate \$528 million in cumulative revenue. The cumulative cost over the 25-year period is projected to total nearly \$335 million, leaving the City with a net revenue of \$193 million.

Conclusions

The analysis shows that the new Future Development Plan establishes a positive-return growth and development program for Temple during the plan horizon and beyond. The additional population and jobs generated during this timeframe will lead to positive financial outcomes as projected revenues are anticipated to greatly exceed the costs of service.



* Total projected revenue includes sales tax and property tax. To be conservative, the dollars are not adjusted for inflation, assume 2019 median values to determine building prices, and are described as cumulative over the summary period.

FIGURE 4.10 NET FISCAL IMPACT (10- AND 25-YEAR TOTALS)

	10-year Total	25-year Total
Cumulative Revenue (Property & Sales Tax)	\$108,696,657	\$528,013,554
Cumulative Cost for Additional Population (residential and workforce populations)	\$57,032,484	\$334,856,713
Estimated Net Fiscal Impact to City of Temple (less costs of additional residential and workforce populations)	\$51,664,173	\$193,156,841

How to Use this Analysis

This fiscal assessment can be used to understand and project future costs and revenues to the City's budgets and long-range planning initiatives. It is included here as a snapshot-in-time, based on assumptions made at the outset of this plan's implementation program. In the future, it would be prudent to revise these projections based on new data and changing circumstances.

This analysis should not substitute for more refined fiscal modeling for long-term City cost projections or zoning decisions; however, it can be a reference point for decision-making whereby alternatives would deviate from the vision and direction of this comprehensive plan. Consequently, to achieve the financial projections found in this section, it is strongly recommended that Temple adhere to a strong fiscal strategy, public infrastructure investment, and sound land use decisions consistent with the Future Development Plan.

A key to achieving the plan vision with fiscal and operational sustainability will be to foster development projects that are anticipated in this chapter's land use character program. Moving forward

implementing this development model, as anticipated in this plan and the next step of development code implementation, will align the City's strategic goals of fiscal strength and community resilience.

Championing development projects that are thoughtful and cohesive in nature will typically achieve higher returns and have stronger values than more traditional developments. Development projects that do not follow the Future Development Plan should be carefully evaluated and scrutinized so that their economic and social impacts on the community are understood. This may include additional citywide modeling or case-by-case analysis of service costs and return on investment. These studies may consider proposals for annexation, economic development incentives, zoning and land use changes, and special area development plans.

STREETS AND THOROUGHFARES

The future of Temple’s street network requires a thoughtful approach to balancing mobility needs, location of major thoroughfares and street design based on context and land use character. The Thoroughfare Plan aims to provide an effective balance of mobility and accessibility with variable design features to complement a wide range of development types. The Plan also accounts for improvements or expansions to existing streets and location of future streets based on projected growth patterns.

The Thoroughfare Plan should be used by City staff, and elected and appointed officials to guide the design and reconfiguration of existing streets and adequately plan for future streets to accommodate new development. The following pages describe the functional hierarchy of general street types, street design based on character area, and a map for the Temple planning area depicting existing and future thoroughfares.

Functional Classification

Streets are traditionally classified based on their function. The Federal Highway Administration (FHWA) has established a hierarchy of seven functional classifications for streetways, but the application of each of these varies by jurisdiction. For the Temple approach, the seven FHWA classifications have been consolidated into six, with “Interstate” and “Freeway and Expressway” combined to create the “Highway” category.

The functional classification of streets presents varying levels of access and mobility as represented by Figure 4.11, *Mobility and Access Functions*. The streets with the highest levels of mobility (i.e. highways) have the least access; conversely, the streets with the most access to surrounding properties (i.e. local streets) have the least mobility. Figure 4.12, *Thoroughfare Functional Classifications*, defines the primary

purpose of each street type. The street types described in these figures may take on differing design based on character areas yet purpose and functionality of each type remain.

FIGURE 4.11: MOBILITY AND ACCESS FUNCTIONS

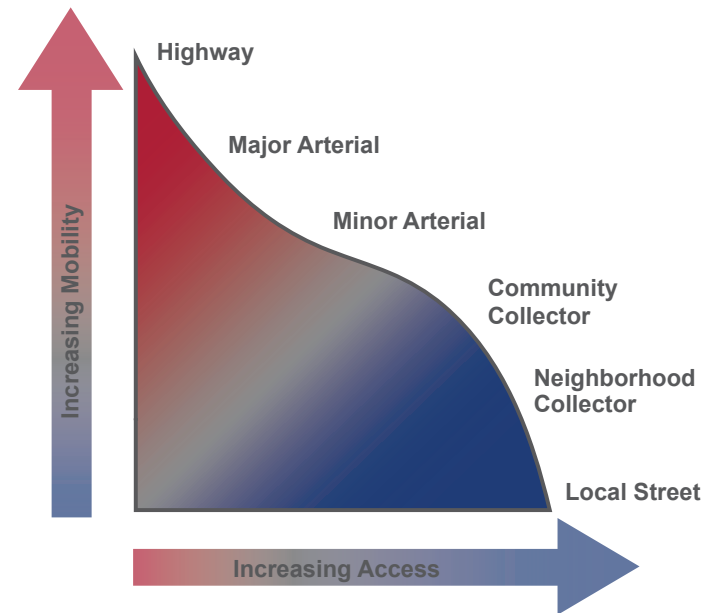


FIGURE 4.12: THOROUGHFARE FUNCTIONAL CLASSIFICATIONS

Street Type	Primary Purpose
Highway	Mobility Between Cities
Major Arterial	Mobility Within City
Minor Arterial	Moderate Length Trips
Community Collector	Connect to Arterials
Neighborhood Collector	Connect to Arterials and Collectors
Local Street	Property Access

Source: “Highway Functional Classification Concepts, Criteria and Procedures.” (2013)



W. Central Ave. in Temple

Character Zones

The design of Temple's future streets should be based not purely on volume and speed but equally based on the current or intended character of the surrounding built environment. This plan recognizes the "transportation-land use connection" - the linkage between buildings and the street - as a critical component of maintaining or creating neighborhoods, districts, and corridors of unique character.

Desired land use and development character should drive street design, while accommodating for the purpose and functionality of vehicle movement. Thus, street design should intentionally be approached to support either existing or future desired development. The streets introduced in the following pages are rooted in the three character zone types established earlier in this chapter - Urban, Suburban, and Rural. This chapter also establishes a new Future Thoroughfare Map, and discusses multi-modal accommodations within the transportation system.

For example, thoroughfares in an urban environment, while still rooted in functionality and volumetric capacity, are presented with design characteristics that support the desired density and adjacent building character. In the Urban Character Zone, arterial and collector streets are presented here as Urban Avenues that accommodate various transportation modes safely and efficiently while pedestrian-focused with streetside amenities. A description of Urban Avenues is as follows:

- **Urban Avenues.** *Avenues include volume-intensive arterials and collector streets in function. Avenues may include on-street parking, bicycle accommodations, and an active streetside area, depending on the context. Examples of avenues include Adams and Central, 3rd Street, Avenue H and 31st Street, among others. Several avenues in Temple are candidates for a "road diet," where lane reductions are considered in favor of pedestrian/bike facilities and streetside aesthetic enhancements.*

Urban Streets

Urban streets should be designed to provide a comfortable and aesthetically pleasing built environment that encourages bicyclist and pedestrian activity and should include active streetsides that serve as public gathering spaces. Urban street key considerations include:

URBAN STREET KEY CONSIDERATIONS

- *Incorporate Complete Street features in a way that accommodate and encourage bicycling, walking, and transit use.*
- *Design streets to slow traffic - closely aligning with posted speed limits.*
- *Incorporate components of active streetsides for public gathering and activity in areas where pedestrian activity is expected.*
- *Design to incorporate transit infrastructure and encourage fixed-route ridership.*
- *Reduce lanes in areas where design capacity exceeds traffic volumes during most non-peak periods.*
- *Frame the street with adjacent buildings.*
- *Promote on-street parking.*
- *Maximize street interconnectivity with emphasis on small block size.*
- *Create a parallel system of vehicle access through the use of alleys and cross-access easements.*



Buildings adjacent to urban streets should frame the right-of-way.



Urban streets can be candidates for lane reductions. The street above was converted from a four-lane minor arterial street into a three-lane avenue with on-street parking, bicycle lanes, and intermittent medians (above).



Urban streets should have wide streetsides to accommodate pedestrian sidewalks and public gathering spaces (above).

Suburban Streets

Streets within the suburban street character zone most closely resemble standard street sections that are common in Temple today. New suburban streets should be designed to promote bicyclist and pedestrian activity but emphasis is placed on efficient motor vehicle flow in recognition of land use patterns that are at lower densities and will generate lower volumes of active transportation users between destinations.



Create greater separations between vehicle travel lanes and parallel pedestrian pathways.



Suburban streets may have medians (above) as a method of access management, and to create a consistent community character.

SUBURBAN STREET KEY CONSIDERATIONS

- *Incorporate Complete Streets features in a way that comfortably accommodates bicycling, walking, and transit use.*
- *Prioritize bicycle and pedestrian mobility in residential areas where bike-ped trips typically originate.*
- *Maximize street interconnectivity with emphasis on small-to-medium block size.*
- *Create greater separations between vehicle travel lanes and parallel pedestrian pathways.*
- *Improve vehicle flow through ease of access management design features.*
- *Incorporate enhanced traffic stops that separate buses from travel lanes.*



Suburban streets

Rural Streets

Rural streets are primarily designed for mobility and access in rural character areas, both within the city limits and ETJ. Key considerations of rural streets and their appropriate locations are described in the sidebar to the right. Rural street design is appropriate in areas designated as Rural Character on page 5 of this chapter.

The application of rural streets assumes that low-density residential development, agricultural land uses, or other dispersed land uses would remain rural during the plan horizon. As the community grows and desired suburban character pushes further out in the planning area, reconsideration of rural street design would be appropriate. The use of rural street design in suburban areas should be considered sparingly by the City but is an option where contextually appropriate, such as estate development. Rural collectors are typically appropriate for residential development due to large size lots and minimal access points. With estate subdivisions, typically one acre in size, such lots should not take direct access from Community Collectors in rural areas.



Rural streets may have amenities such as soft-surface trails to accommodate pedestrians and cyclists (above).

RURAL STREET KEY CONSIDERATIONS

- *Incorporate Complete Street features in a way that comfortably accommodates bicycling, walking, and transit use.*
- *Maximize street interconnectivity with emphasis on small block size.*
- *Create greater separations between vehicle travel lanes and parallel pedestrian pathways.*
- *Improve vehicle flow through ease of access management design features.*



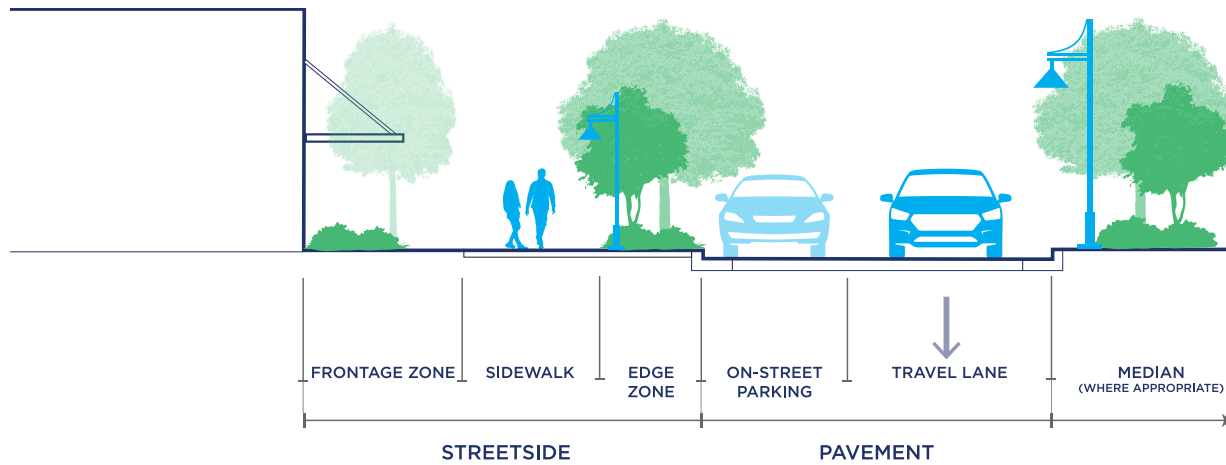
Rural streets (above) often do not employ curb and gutter or integrate ribbon/laydown curbs.

FIGURE 4.13: SUBURBAN STREET DESIGN CHARACTERISTICS

Attribute	Major Arterial	Minor Arterial	Community Collector	Neighborhood Collector	Suburban Local
Function					
Functional Role	Mobility	Mobility	Provide access between arterials and local streets	Provide access between arterials and local streets	Property access
Streetway Continuity	Connects major centers and highways	Connects major arterials to other street types	Continuous between arterials	Generally continuous	Generally discontinuous, but connects to collectors
Right-of-Way	80 - 120 feet	80 - 100 feet	65 - 75 feet	50 - 60 feet	50 feet
Desirable Spacing	2 miles	1 - 2 miles	1/4 to 1/2 miles	800 - 1200 feet	300 - 800 feet
Design Speed	45 to 55 mph	40 to 50 mph	35 to 45 mph	30 to 40 mph	20 to 35 mph
Traffic Volumes	20,000 - 40,000	12,000 - 24,000	4,000 - 15,000	1,000 - 5,000	80 - 1,000
Streetway					
Travel lanes	4 to 6 lanes	2 to 4 lanes	2 to 4 lanes	2-way vehicular movement, unstriped travel lanes	2-way vehicular movement, unstriped travel lanes
Turn Lanes	Intermittent turn lanes throughout. 1 turn lane at most intersections & up to 2 turn lanes at major intersections	Intermittent turn lanes throughout. 1 turn lane at most intersections & up to 2 turn lanes at major intersections	One turn lane at signalized intersections and others as needed.	Not typical	None
On-street Parking	Not appropriate	Not appropriate	Typically restricted, but may be appropriate in certain areas	Permitted	Permitted
Curb & Gutter	Varies	Typically vertical curb	Vertical curb	Vertical or mountable curb	Vertical or mountable curb
Stormwater	Varies	Typically subsurface stormdrain	Subsurface stormdrain	Subsurface stormdrain	Subsurface stormdrain
Median	Medians are intended to manage turning movements and access, provide refuge for pedestrians crossing, and landscaping	Medians are intended to manage turning movements and access, provide refuge for pedestrians crossing, and landscaping	Medians are appropriate to improve aesthetics and access management	Medians may be appropriate to improve aesthetics, and traffic calming.	Not recommended.
Bikeways ¹	Shared-use paths	Shared-use paths	On-street 4' bike lanes or shared-use paths	Not designated (shared lanes at <30 mph), striped bike lanes or shared-use paths	Not designated (shared lanes at <30 mph)
Traffic Calming	Not appropriate	Not appropriate	In limited situations	May be considered	May be considered
Designed for Transit	Yes	Yes	Yes	No	No
Streetside					
Sidewalks	8 feet minimum on both sides, or 10 feet and 6 feet	8 feet minimum on both sides, or 10 feet and 6 feet	6 feet minimum on both sides	5 feet minimum both sides, or 8 feet one side	4 feet minimum one side
Edge Zone	Yes, 8-12 feet	Yes, 8-12 feet	Optional. 8-10 feet	Optional. 6-8 feet.	Optional (Additional ROW)
Street Trees/Landscaping	Shade trees and/or ornamental trees in medians and edge zones where appropriate.	Shade trees and/or ornamental trees in medians and edge zones where appropriate	Shade trees and/or ornamental trees in medians and edge zones where appropriate	Shade trees and/or ornamental trees in medians and edge zones where appropriate	Shade trees in edge zones or outside of right-of-way
Residential Driveways	Prohibited	Prohibited	Prohibited	Permitted but limited	Permitted

FIGURE 4.14: URBAN AND RURAL STREET DESIGN CHARACTERISTICS

Attribute	Urban Avenue (Thoroughfares)	Urban Local	Rural Collector	Rural Local
Function				
Functional Role	Mobility and access assume equal roles	Property access	Property access and access between arterials and locals	Property access
Streetway Continuity	Continuous between arterials within activity centers	Interconnected at frequent intervals	Generally discontinuous, but connects to arterials	Generally discontinuous, but connects to collectors
Right-of-Way	60 - 80 feet	50-60 feet	60 - 70 feet	50 - 60 feet
Design Speed	30 to 35 MPH	20 MPH	25 to 30 mph	20 to 25 mph
Traffic Volume (Average Daily Trips)	Varies	80 - 700	300 - 2,600	80 - 600
Streetway				
Travel lanes	2 to 3 travel lanes, typically two-way movement except for unique circumstances.	2-way vehicular movement, striped travel lanes	2 lanes, demarcated travel lanes	2 lanes, not demarcated
Turn Lanes	On occasion, such as the intersection of two arterials or in specific context	None	At major intersections	None
On-Street Parking	Both sides preferred. Head-in or parallel, as appropriate.	Both sides. Head-in or parallel, as appropriate.	No	Permitted, limited by width
Curb & Gutter	Vertical curb	Vertical curb	Ribbon curb	Ribbon curb
Stormwater	Subsurface stormdrain	Subsurface stormdrain	Open channel, culverts	Open channel, culverts
Median	Not recommended	Optional	None	None
Bikeways	Shared lanes or 4' bike lanes	Yes	Not designated	Not designated
Traffic Calming	May be considered	Not typical	Not recommended	Not recommended
Designed for Transit	Yes	No	No	No
Streetside				
Sidewalk	8 feet	Yes	None	None
Edge Zone	Yes, 4-6 feet.	Yes, 4-6 feet.	Natural	Natural
Street Trees/Landscaping	Urban street trees should be planted in metal grates in pedestrian areas with adequate growing room. Paired with benches, annuals, and planter boxes. Trees with less than 6' shall be planted with root barriers to allow for optimal root conditions and compatibility with utilities.	Urban street trees should be planted in metal grates in pedestrian areas with adequate growing room. Paired with benches, annuals, and planter boxes. Trees with less than 6' shall be planted with root barriers to allow for optimal root conditions and compatibility with utilities.	None	None

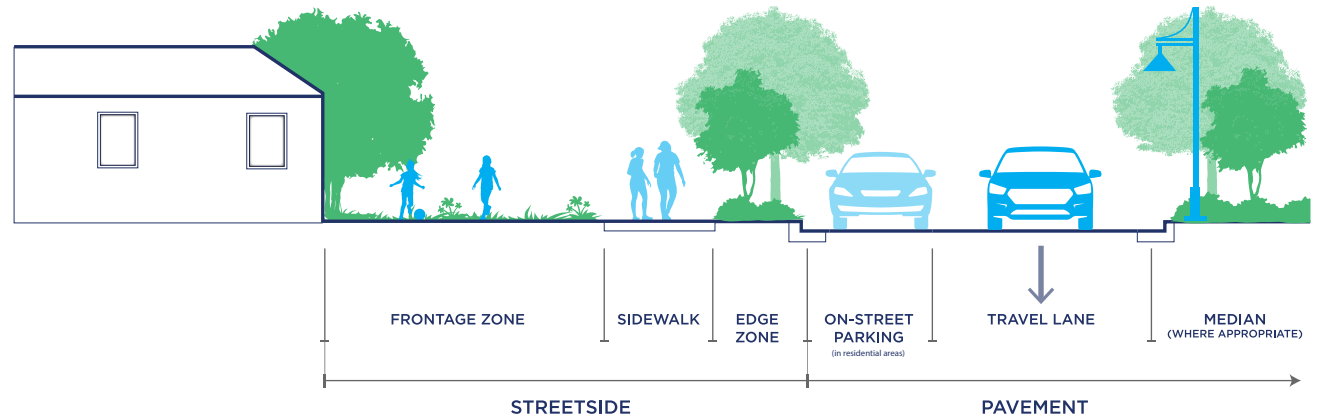


TYPICAL URBAN STREET ELEMENTS

This image is not to scale. It presents one possible way in which the streetway and streetside elements may be arranged within an urban street. (half of street shown)

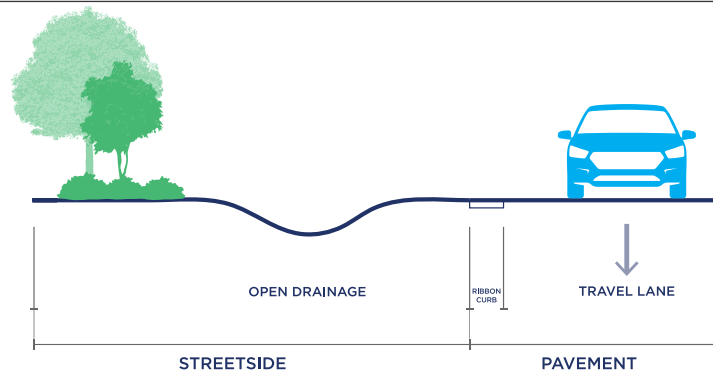
TYPICAL SUBURBAN STREET ELEMENTS

This image is not to scale. It presents one possible way in which the streetway and streetside elements may be arranged within a suburban street. (half of street shown)



TYPICAL RURAL STREET ELEMENTS

This image is not to scale. It presents one possible way in which the streetway and streetside elements may be arranged within a rural street. (half of street shown)



FUTURE THOROUGHFARE PLAN

Temple's Thoroughfare Plan depicts where street extensions, new streets, and potentially expansion/reconfigurations are needed to accommodate the City's anticipated growth. Map 4.3, *Temple Thoroughfare Plan*, represents the recommended future thoroughfare network throughout Temple's planning area.

Using The Future Thoroughfare Plan

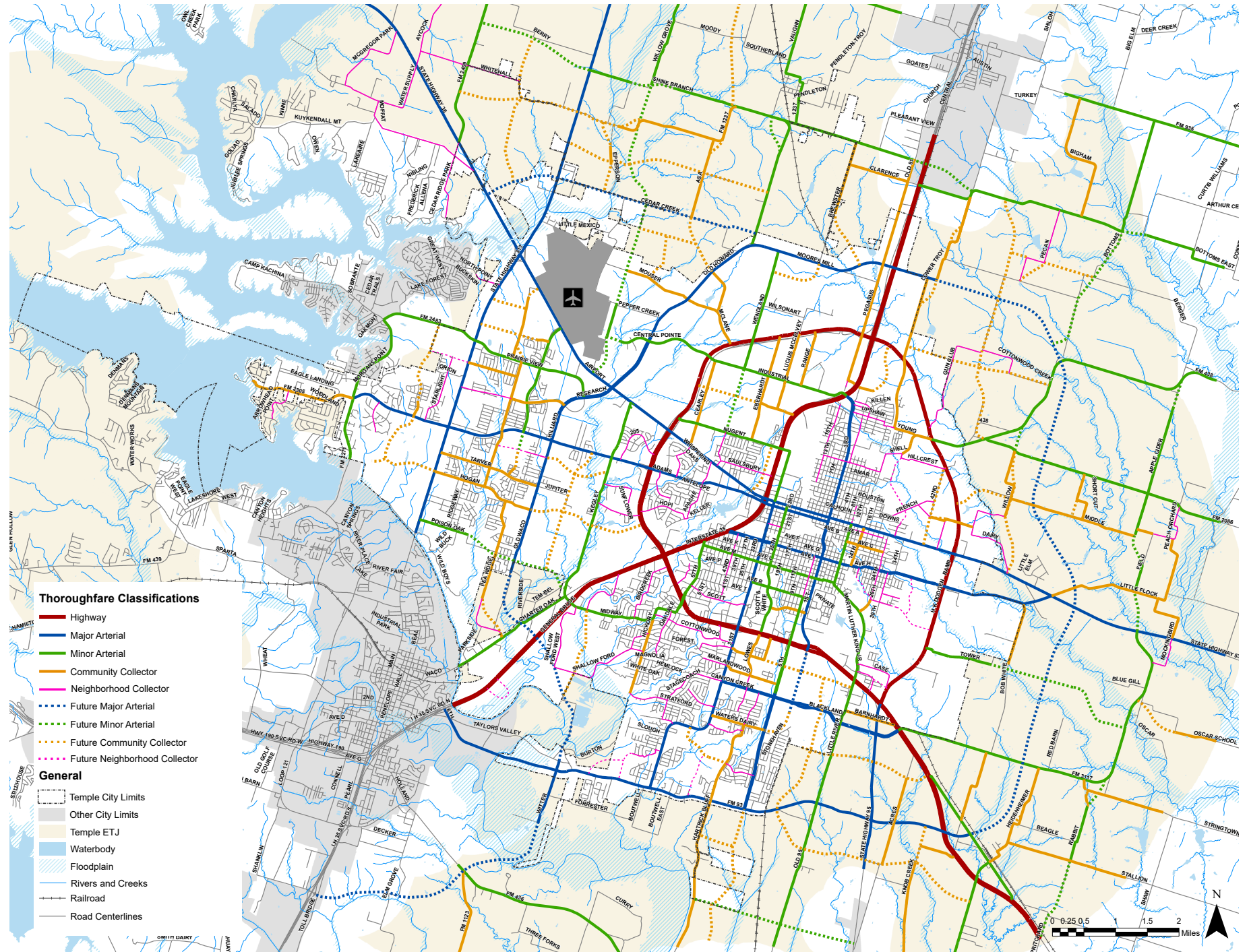
The placement of proposed thoroughfares on the map is conceptual at this point in time, representing "approximate" location. Actual locations and design will be determined by development, physical design considerations, funding, etc. The necessity for accommodating appropriate rights-of-way for these thoroughfares should be provided for in the UDC, represented by minimum standards. This provides certainty and clarity for landowners and the development community to ensure that thoroughfares are accounted for as properties develop. Responsibility of costs and timing of construction for these thoroughfares shall be determined in these UDC adjustments and should consider the impacts of new development to the overall network.

Amendments and Adjustments

As growth continues in Temple, new development may warrant the identification and development of thoroughfares that are not depicted on Map 4.3, which shall require approval of a thoroughfare plan amendment. In similar fashion, significant changes such as re-alignments or re-classifications should be discussed and approved to ensure clarity. Minor adjustments to alignments of thoroughfares shall not require formal amendment to the map but should be graphically changed on the map to represent the new alignments. The Planning Director shall determine whether a change is minor - impacts to adjacent landowners and construct-ability of street projection are important considerations of such a determination.

As more refined alignments of thoroughfares are determined (by concept plan, planned development, plat or site plan), it is necessary to make adjustments to the Temple Thoroughfare Plan to clearly represent the street network. This helps landowners, developers, utility providers, and governmental entities plan for public infrastructure, access, and development. Approvals of such alignments should be accompanied by formal language directing staff to make necessary adjustments to publicly-depicted thoroughfare maps.

MAP 4.3: TEMPLE THOROUGHFARE PLAN



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