Planning & Zoning Commission/ City Council Workshop

September 3, 2020

CITY OF TEMPLE COMPREHENSIVE MASTER PLAN

HALFF

TEMPLE BY DESIGN

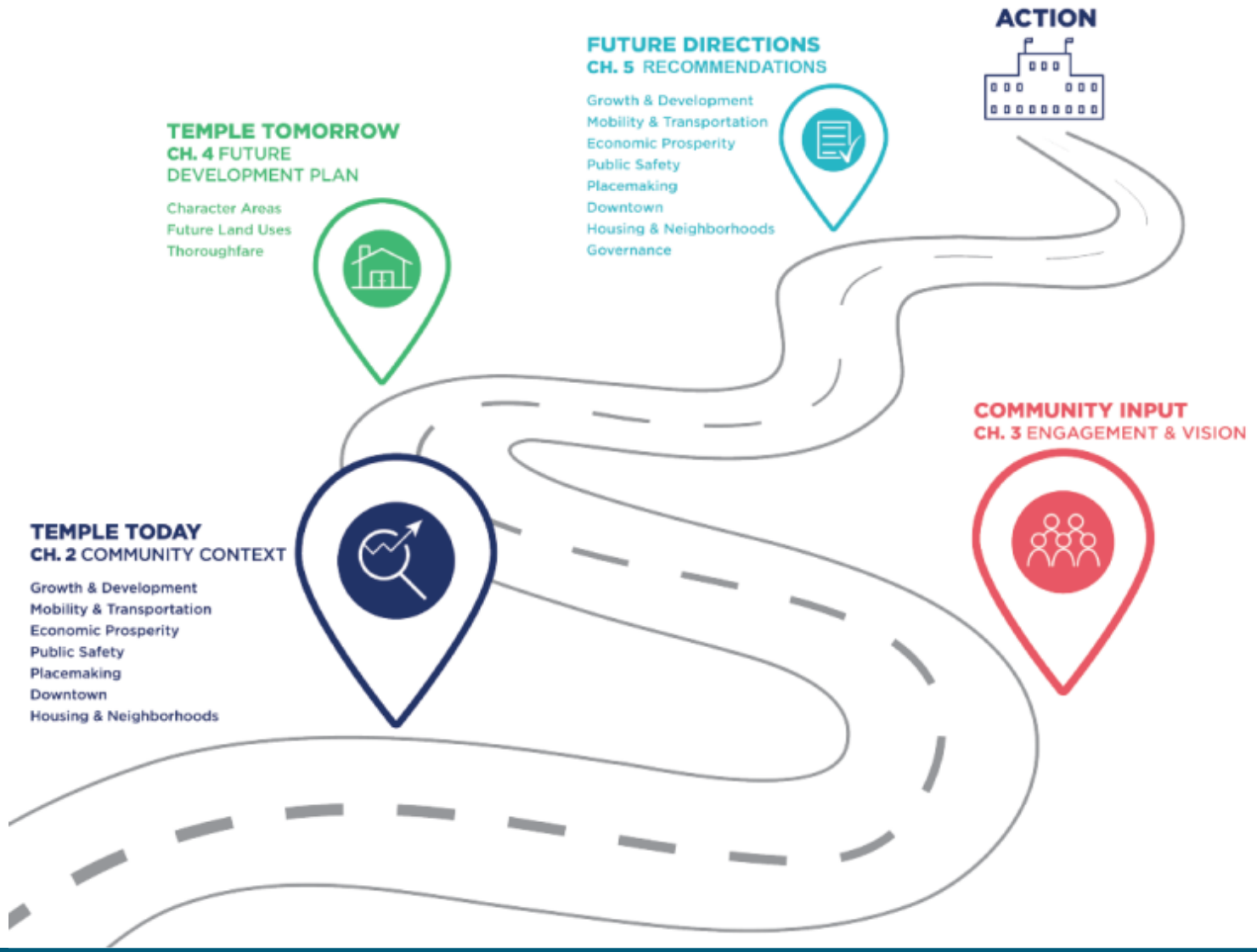
BLUEPRINT FOR THE FUTURE

CITY OF TEMPLE

Meeting Objectives

To present the complete draft comprehensive plan and allow the City Council/Planning and Zoning Commission the chance to ask questions prior to public hearings.

THE **COMPREHENSIVE PLAN** ROADMAP



CITY OF TEMPLE
COMPREHENSIVE
MASTER PLAN

Public Engagement | *How did we get here?*

11 Stakeholder Meetings

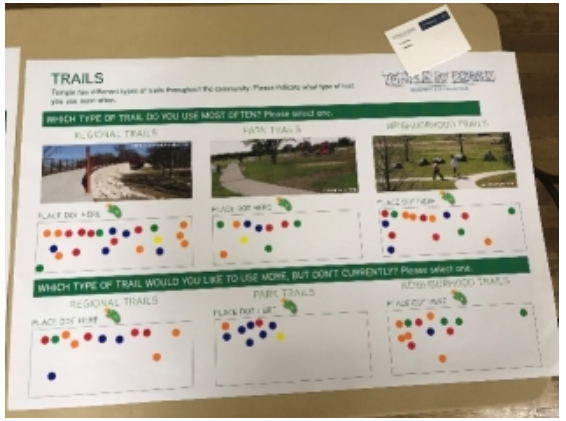
2 TRC Meetings

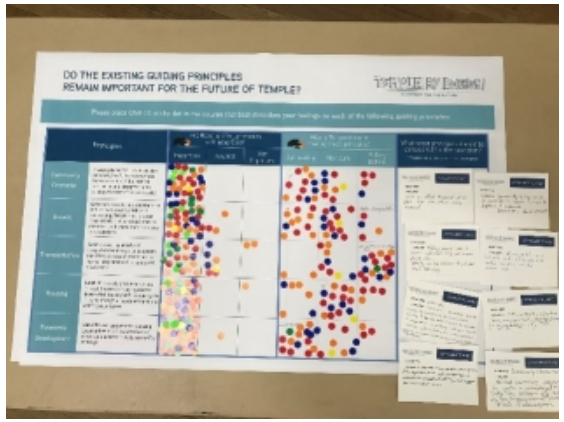
6 CPAC Meetings

Public Engagement | *How did we get here?*

2 Community Input Surveys

7 Public Open Houses





Plan Framework

VISION STATEMENT

Temple's blueprint for the future encourages community investment and prosperity, integrated mobility and connectivity, and smart growth, while remaining a place people love to call home.

PLAN FOCUS AREAS

Smart Growth

Public Safety

Places and Spaces

High-Performing Organization

Plan Goals

FOCUS AREAS	SMART GROWTH	PUBLIC SAFETY	PLACES & SPACES	HIGH-PERFORMING ORGANIZATION
GOALS	**Goal 1. Growth and Development:** Support desired development through thoughtful consideration of infrastructure, community character, and economic impact. **Goal 2. Mobility and Transportation:** Design a comprehensive mobility network focused on street character, connectivity, and safety that is planned to meet the needs of the future. **Goal 3. Economic Prosperity:** Expand Temple's burgeoning economy through targeted economic development initiatives, marketing, destination attractions, and community support of quality development.	**Goal 4. Public Safety and Health:** Provide exceptional police and fire protection services to maintain public safety and protect the Temple community.	**Goal 5. Placemaking:** Promote livability and community through urban design, investments in public spaces, and focusing on what makes Temple unique. **Goal 6. Downtown:** Continue investments in public spaces and infrastructure and encourage development in downtown to create a central destination and activity zone. **Goal 7. Housing and Neighborhoods:** Support stable neighborhoods and a variety of housing options through core design elements and market-based solutions.	**Goal 8. Governance:** Sustain a forward-thinking, high-performing, and accountable City government through continued focus on the implementation of the Comprehensive Plan and the City's Strategic Plan.

Goals

Goal 1: Growth and Development: Support desired development through thoughtful consideration of infrastructure, community character, and economic impact.

Smart Growth

- **Commitment 1.1: Growth:** Ensure that future development to accommodate community growth is consistent with Temple's family-friendly character and livability.
- **Commitment 1.2: Infrastructure Systems:** Ensure that funding, operations and maintenance of the City's public infrastructure systems are proactively planned and continuously provided to support exceptional services and community growth..
- **Commitment 1.3: Design and Development:** Enhance the appearance and character of Temple through public and private design and development.
- **Commitment 1.4: Parks and Trails:** Create livable places and spaces throughout the community by focusing investments in public spaces, parks, trails, and community events.
- **Commitment 1.5: Drainage:** Establish effective policy and approaches to minimize flooding events and impacts to the built environment.

Initiatives

FOCUS AREA: SMART GROWTH

Goal →

Goal 1. Growth and Development: Support desired development through thoughtful consideration of infrastructure, community character, and economic impact.

Commitment →

Commitment 1.1. Growth: Ensure that future development to accommodate community growth is consistent with Temple's family-friendly character and livability.

Initiatives:

1.1.1: Place an emphasis on community growth strategies to maximize the use of existing City infrastructure in undeveloped or under-developed areas.

Initiatives →

In order to support the goals of balanced community growth, Temple should take steps to review and update zoning, subdivision, and utility extension policies to encourage development where existing public infrastructure is in place or can be provided at minimal cost. The City should also consider policies that would discourage development in outlying areas that would require public investment in new infrastructure to serve a small population of people. Using the Future Development Plan as a guide, Temple should act to update development ordinances that will promote compact development in areas of town where cost-effective infrastructure can be planned, installed and generate revenue to the City. This should include amendments to the UDC to promote infill and redevelopment in the older, urban character areas and areas promoted as "activity centers" where a mix of compatible uses can be planned and constructed. This will require streamlined and carefully-crafted standards that meet the goals and spur this type of development rather than deter it. Overall, Temple should act to prepare for and approve development proposals that maintain affordability with desired amenities and do not create additional burden to existing taxpayers and ratepayers.

1.1.2: Utilize the Temple Future Development Plan to guide development to ensure positive, planned growth in desired areas throughout the community.

The Future Development Plan is a guide for land use and mobility when considering new development, capital infrastructure and community connectivity. Based on defined character areas and desired mix of land uses, the plan considers strategic locations in Temple for future development (i.e., activity centers, highway corridors and gateways, corporate campus zones, and downtown) that encourage investment and position the community for growth and success. Through integration of zoning, financial planning for services and amenities, and capital improvement plan (CIP) project funding, the City is able to maximize land values, ensure effective capital expenditures and long-term fiscal health.

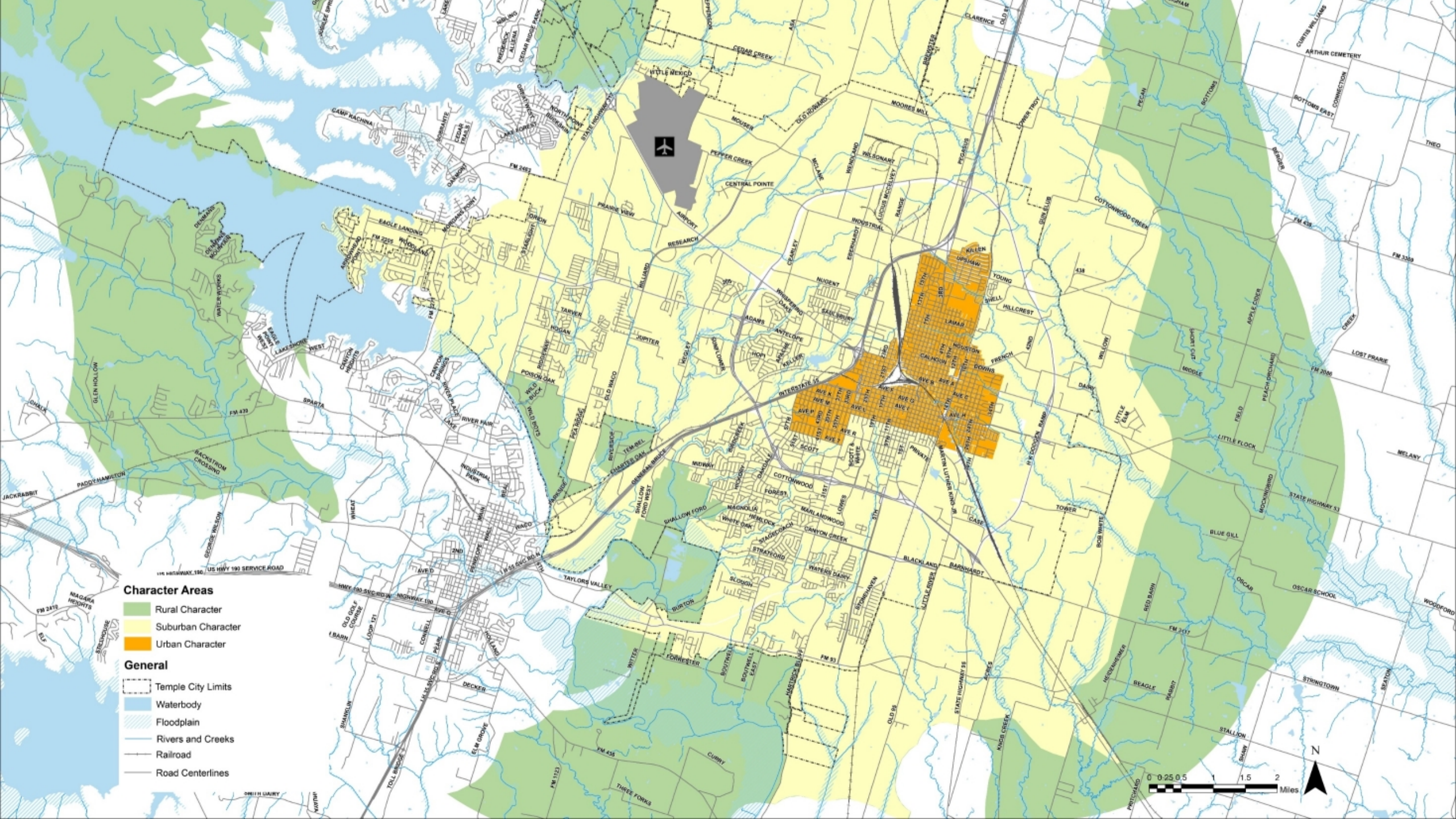
Action Plan Framework

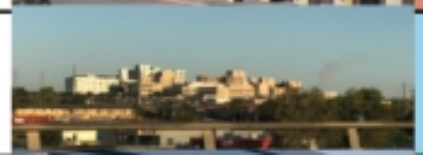
Goal →

Commitment →

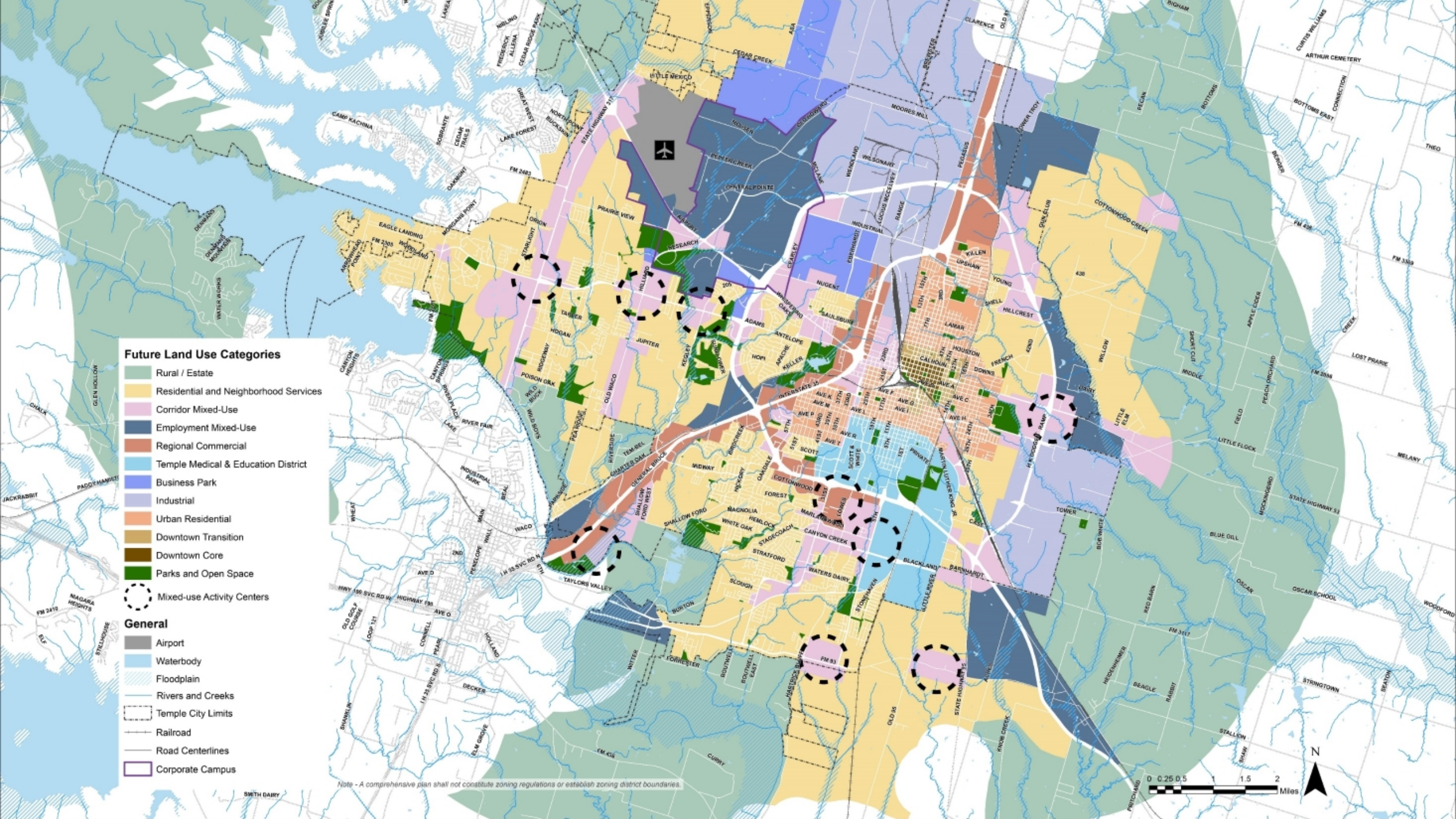
Initiatives →

SMART GROWTH INITIATIVES		ACTION TYPE	TIMEFRAME (YEARS)				INVOLVED DEPARTMENTS
			0-2	3-5	6-10	Ongoing	
Goal 1: Growth and Development: Support desired development through thoughtful consideration of infrastructure, community character, and economic impact.							
Commitment 1.1: Growth: Ensure that future development to accommodate community growth is consistent with Temple's family-friendly character and livability.							
1.1.1	Place an emphasis on community growth strategies to maximize the use of existing City infrastructure in undeveloped or under-developed areas.	Policy				X	Planning, Public Works, IT
1.1.2	Utilize the Temple Future Development Plan to guide development to ensure positive, planned growth in desired areas throughout the community.	Policy				X	Planning, Public Works
1.1.3	Work with TIRZ #1 to promote and incentivize mixed-use development within and adjacent to the Temple Medical and Educational (TMED) District to provide a dynamic environment with housing, employment and retail options.	Coordination				X	Planning, Public Works, City Manager, Finance
1.1.4	Promote development in Temple Strategic Investment Zones through a streamlined assessment and allocation process.	Program	X				Planning, City Manager, Finance, Transform Temple
1.1.5	Evaluate development and annexation proposals through the initiation of a cost-to-serve model to understand fiscal implications to budget, public safety, infrastructure, staffing/ operations, maintenance and debt.	Study	X			X	Fire, Public Works, Police, City Manager, Finance, IT
1.1.6	Continue to evaluate opportunities for strategic expansion of the City limits in the City's growth areas by working with landowners in conformance with new state legislative requirements.	Policy	X			X	Planning, Legal, IT


Character Areas
Rural Character
Suburban Character
Urban Character
General
Temple City Limits
Waterbody
Floodplain
Rivers and Creeks
Railroad
Road Centerlines
0 0.25 0.5 1 1.5 2
Miles
N

Future Land Use Category		Map	Description	Acres	%
Rural \ Estate			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	89,687	60.9%
Residential & Neighborhood Services			This 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.	24,744	16.8%
Corridor Mixed-Use			These areas provide 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 category.	6,474	4.4%
Employment Mixed-Use			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.	6,765	4.6%
Regional Commercial			In these areas, the predominant character of development is focused on serving the automobile.	2,292	1.6%
Temple Medical & Educational District			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.	1,998	1.4%

Future Land Use Category	Map	Description	Acres	%
Business Park 		While accommodating heavy trucking is paramount, improved bicycle and pedestrian connectivity is important to provide greater connectivity to internal and external destinations.	3,274	2.2%
Industrial 		While accommodating heavy trucking is paramount, improved bicycle and pedestrian connectivity is important to provide greater connectivity to internal and external destinations.	7,927	5.4%
Urban Residential 		These areas are intended to be developed with an urban character. Access may be from front access driveways or from improved alleys and rear driveway access.	1,872	1.3%
Downtown Transitional 		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.	190	0.1%
Downtown Core 		This area is the traditional city center and contains various institutional, commercial, and residential uses.	78	0.1%
Parks & Open Space 		These areas include public parkland, trails, and open space that have been committed to the long-term public use and enjoyment.	1,917	1.3%
Totals			147,218	100.0%


Future Land Use Categories
Rural / Estate
Residential and Neighborhood Services
Corridor Mixed-Use
Employment Mixed-Use
Regional Commercial
Temple Medical & Education District
Business Park
Industrial
Urban Residential
Downtown Transition
Downtown Core
Parks and Open Space
Mixed-use Activity Centers
General
Airport
Waterbody
Floodplain
Rivers and Creeks
Temple City Limits
Railroad
Road Centerlines
Corporate Campus
Note - A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.
0 0.25 0.5 1 1.5 2 Miles
N

Future Development Plan


Mixed-Use development


Downtown amenities


High density residential units

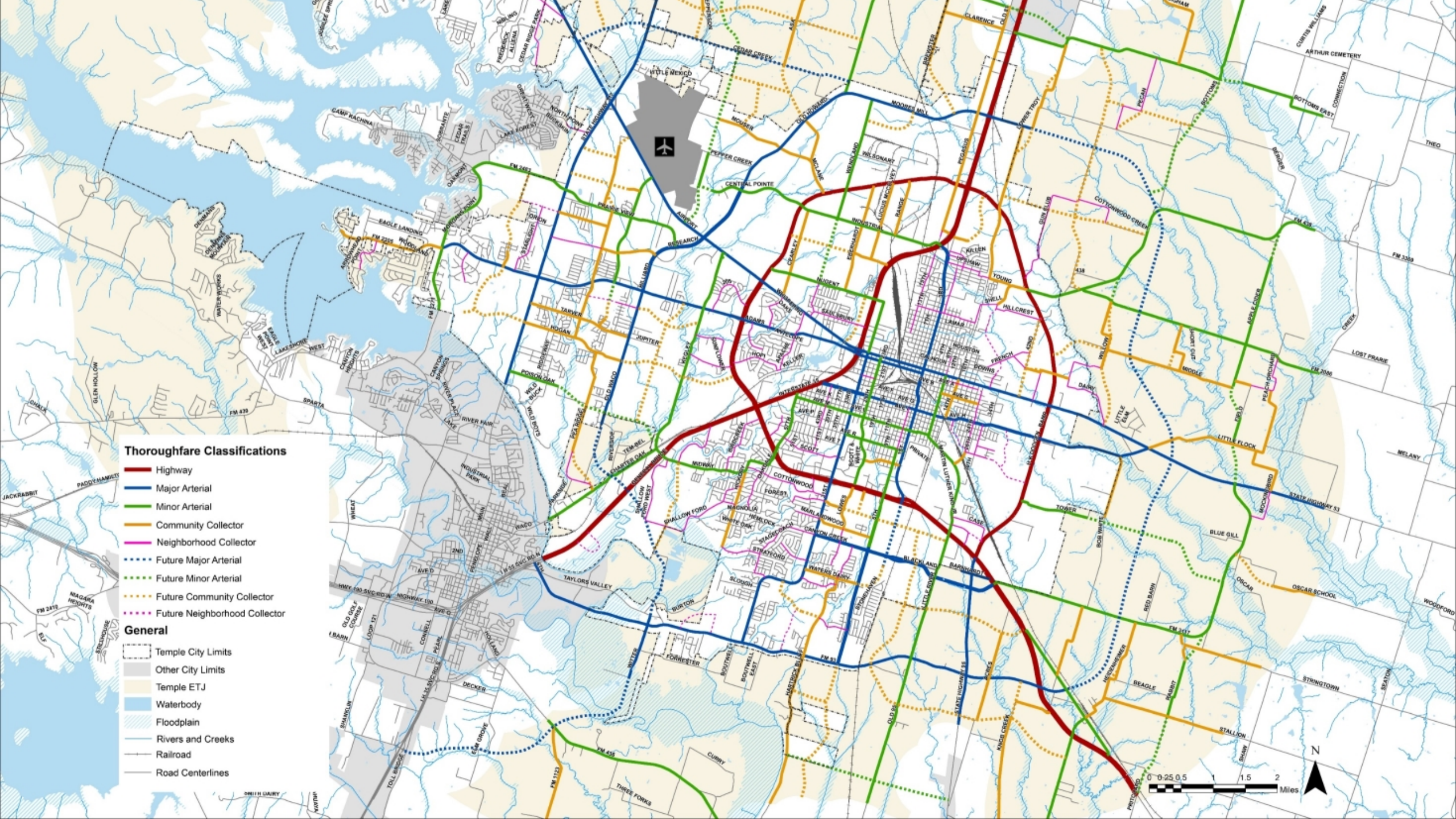
Design Characteristics

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.*


Thoroughfare Classifications
Highway
Major Arterial
Minor Arterial
Community Collector
Neighborhood Collector
Future Major Arterial
Future Minor Arterial
Future Community Collector
Future Neighborhood Collector
General
Temple City Limits
Other City Limits
Temple ETJ
Waterbody
Floodplain
Rivers and Creeks
Railroad
Road Centerlines
N
0 0.25 0.5 1 1.5 2
Miles

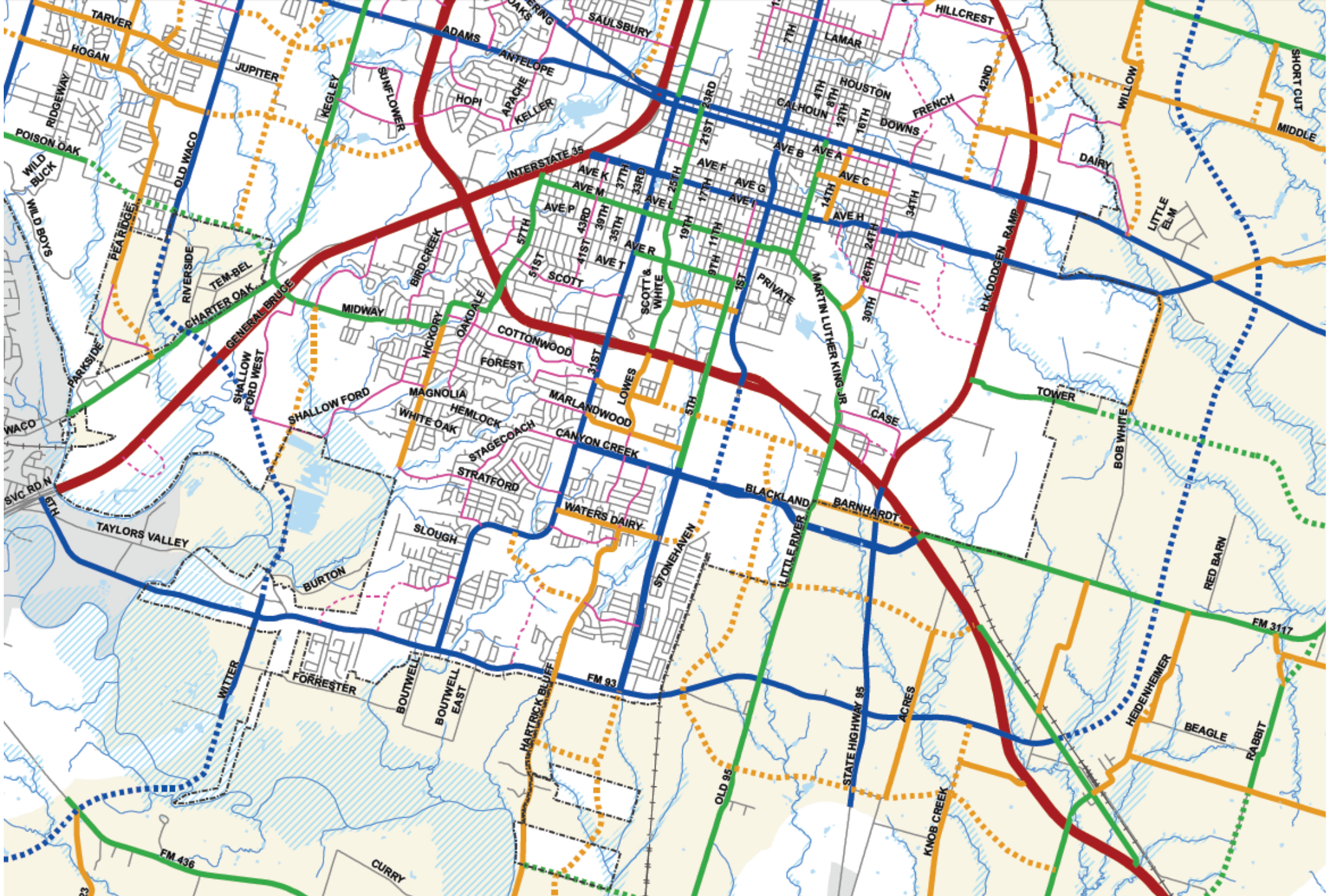
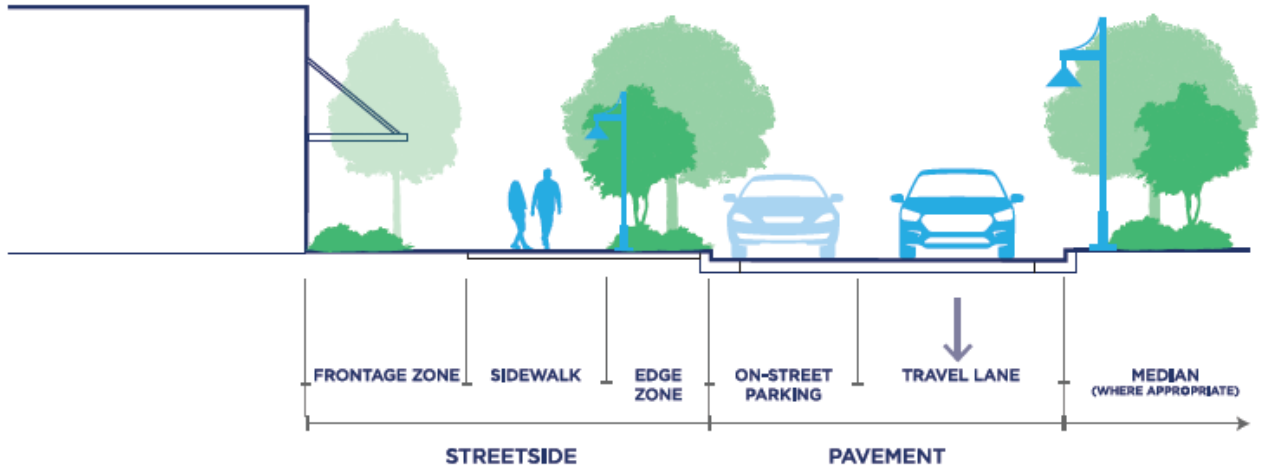

TARVER
HOGAN
JUPITER
RIDGEWAY
POISON OAK
WILD BUCK
WILD BOYS
OLD WACO
PEA RIDGE
RIVERSIDE
TEM-BEL
CHARTER OAK
GENERAL BRUCE
PARKSIDE
WACO
SVC RD N
5TH
TAYLORS VALLEY
BURTON
WITTER
FORRESTER
BOUTWELL
BOUTWELL EAST
HARTRICK BLUFF
FM 93
SLOUGH
WATERS DAIRY
STRATFORD
STAGECOACH
CANYON CREEK
BLACKLAND
BARNHARDT
STONEHAVEN
LITTLE RIVER
OLD 95
STATE HIGHWAY 95
ACRES
KNOB CREEK
HEIDENHEIMER
BEAGLE
RABBIT
RED BARN
FM 3117
BOB WHITE
TOWER
CASE
MARTIN LUTHER KING JR
PRIVATE
H.K.DODGEN RAMP
LITTLE ELM
DAIRY
WILLOW
SHORT CUT
MIDDLE
HILLCREST
LAMAR
CALHOUN
HOUSTON
FRENCH
DOWNS
42ND
7TH
4TH
9TH
12TH
16TH
23RD
21ST
AVE B
AVE A
AVE C
AVE F
AVE G
AVE I
AVE H
14TH
17TH
25TH
34TH
24TH
26TH
30TH
INTERSTATE 35
AVE K
AVE M
AVE P
AVE L
AVE R
AVE T
37TH
33RD
39TH
43RD
35TH
41ST
51ST
57TH
19TH
11TH
9TH
1ST
SCOTT
SCOTT & WHITE
SAULSBURY
ADAMS
ANTELOPE
HOPI
APACHE
KELLER
SUNFLOWER
KEGLEY
BIRDCREEK
OAKDALE
HICKORY
MIDWAY
COTTONWOOD
FOREST
31ST
LOWES
5TH
MARLANDWOOD
MAGNOLIA
HEMLOCK
WHITE OAK
SHALLOW FORD
SHALLOW FORD WEST

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 interesections	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 tp improve aesthetics and access managment	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 com-patibility with utilities.	None	None

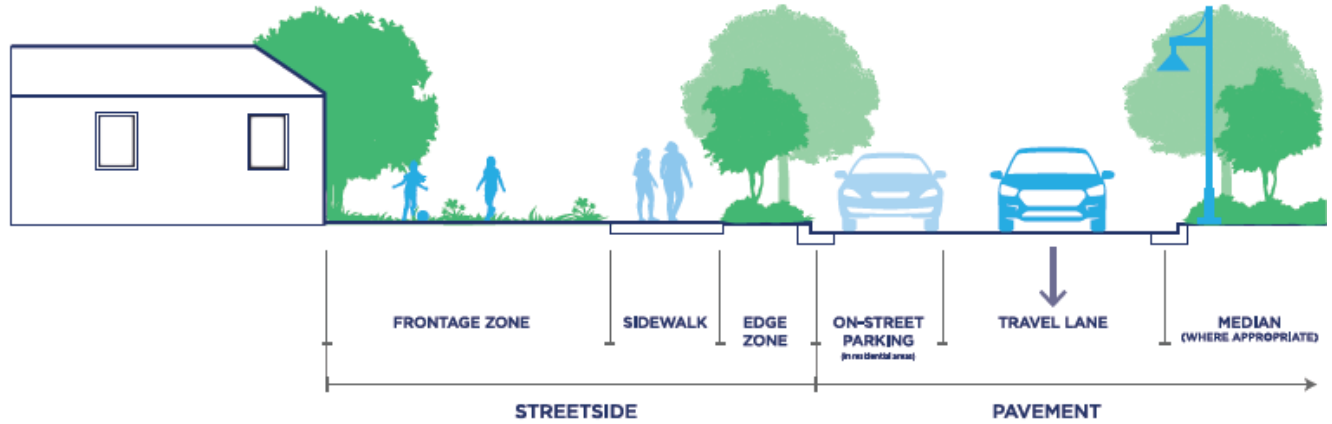


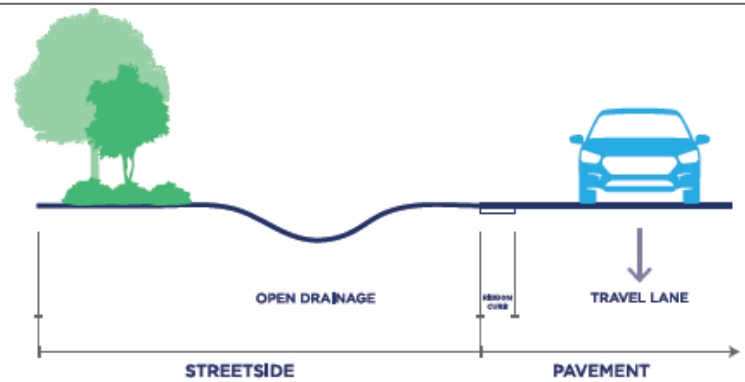
TYPICAL URBAN STREET ELEMENTS

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)

Catalyst Study on Economic Impact

145,000

vacant acres
in Temple's planning area

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.

Catalyst Study on Economic Impact

Positive Net Fiscal Impact = land uses create more revenue than the cost of service

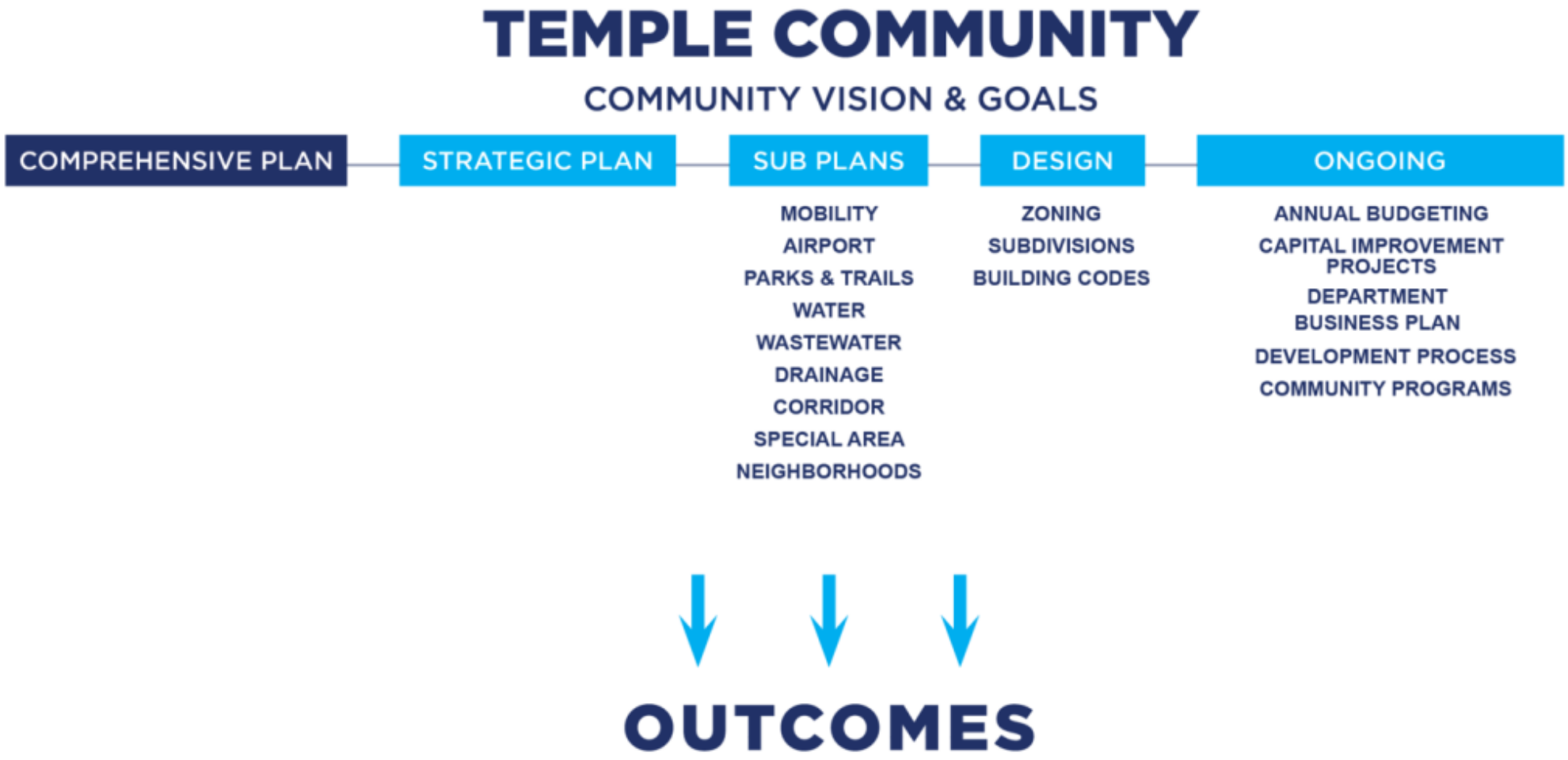
10-Year Projection:

- **$665** cost of service per capita (residents + workers)
- **22,070** potential additional residents
- **$108 million** in **additional** revenue

25-Year Projection:

- **$665** cost of service per capita (residents + workers)
- **55,175** potential additional residents
- **$528 million** in **additional** revenue

Implementation



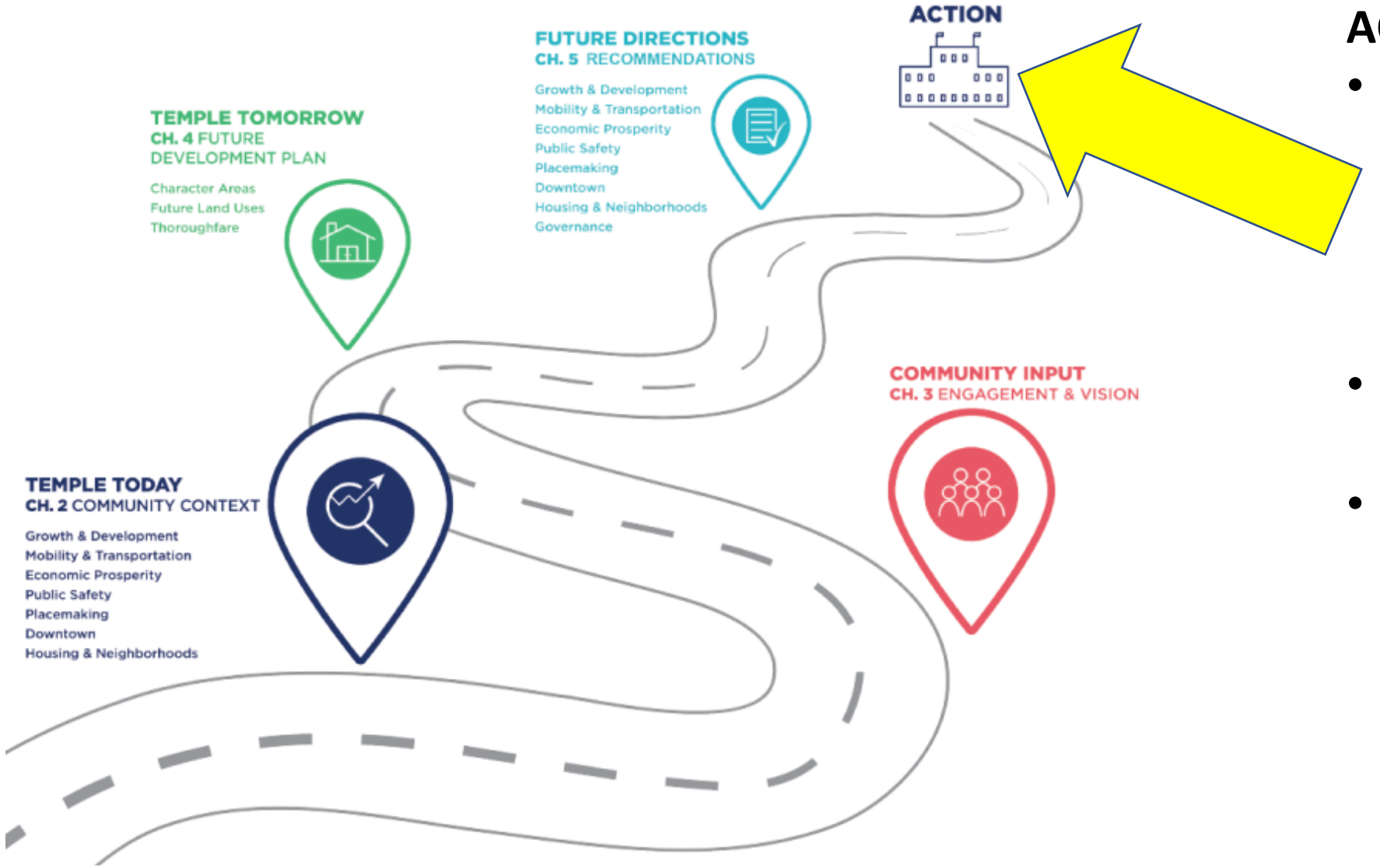
Next Steps

Workshop: City Council and P&Z

P&Z: Hearing and Recommendation

City Council: Adoption Consideration

THE COMPREHENSIVE PLAN ROADMAP



ACTION!

- Hire a Senior Planner to focus on implementation Continue working with TRC
- Track progress in Smartsheet
- Annual reporting process to P&Z and City Council

Questions?

HALFF

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BLUEPRINT FOR THE FUTURE

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