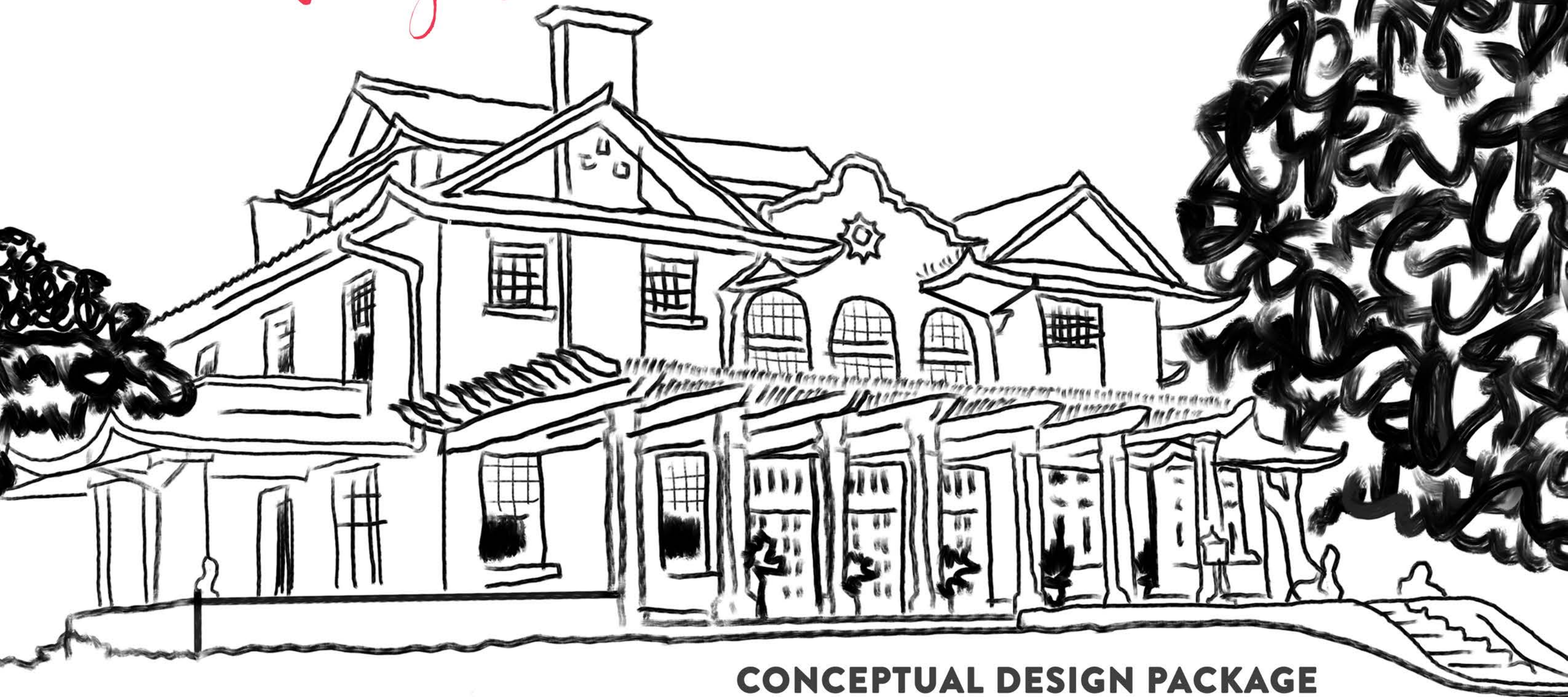


**CITY OF TEMPLE**

# **HISTORIC** *Neighborhood*



**CONCEPTUAL DESIGN PACKAGE**



**01 INTRODUCTION**

- 03** PURPOSE AND MISSION
- 04** PLANNING BACKGROUND

**05 THE STORY**

- 06** THE WHAT
- 07** THE WHY
- 08** THE HOW

**09 COMMUNITY INPUT**

- 10** IMAGES OF PUBLIC ENGAGEMENT
- 11** PUBLIC SURVEY RESULTS
- 12** PUBLIC INPUT TAKEAWAYS

**13 INVENTORY AND ANALYSIS**

- 14** REGIONAL MAP
- 15** PLAN AREA BOUNDARY MAP
- 16** PHOTO INVENTORY
- 17** FUTURE LAND USE &  
MAJOR THOROUGHFARE PLAN
- 18** ZONING
- 19** EXISTING PROPERTY CONDITIONS
- 20** SIDEWALK ANALYSIS
- 21** OPPORTUNITIES AND CONSTRAINTS
- 22** ANALYSIS SKETCH 3rd Street
- 23** ANALYSIS SKETCH Knob Creek
- 24** ANALYSIS SKETCH 13th Street
- 25** ANALYSIS SKETCH Jackson Avenue
- 26** ANALYSIS SKETCH Alley

**27 CONCEPTING AND VISION**

- 28** CONNECTION DIAGRAM
- 29** MAJOR THOROUGHFARE PLAN REVISIONS
- 30** MAJOR ARTERIAL
- 31** NEIGHBORHOOD COLLECTOR
- 32** PRIORITY PEDESTRIAN CORRIDOR
- 33** BICYCLE BOULEVARD
- 34** INTERSECTION ENHANCEMENT
- 35** 17TH STREET AND JACKSON AVENUE
- 36** RAIL LINE TRAIL
- 37** ALLEYS
- 38** ALLEYS INVENTORY
- 39** ALLEY RECOMMENDATIONS
- 40** MODEL ALLEY
- 41** TREE INVENTORY
- 42** TREE PLAN
- 43** ENHANCEMENT FOCUS MAP
- 44** ADAPTIVE REUSE
- 45** 3RD STREET AND FRENCH AVENUE
- 46** 3RD STREET AND NUGENT AVENUE
- 47** 3RD AND NUGENT GATEWAY
- 48** ARCHITECTURAL ENHANCEMENT
- 49** HISTORIC PRESERVATION
- 50** OPTIMIST PARK
- 51** LIGHTING PLAN
- 52** LIGHTING ZONES
- 53** BRANDING AND ENTRY MONUMENTS
- 54** IDENTITY AND WAYFINDING

**55 RECOMMENDATIONS**

- 56** ACTION PLAN
- 57** ACTION PLAN &  
CAPITAL IMPROVEMENT PLAN
- 58** CAPITAL PROJECTS MAP
- 59** WATER LINE EXHIBIT
- 60** WASTEWATER LINE EXHIBIT



# PURPOSE

THE CITY OF TEMPLE IS DEDICATED TO FOSTERING COHESIVE, DISTINCT, VIBRANT, SAFE AND ATTRACTIVE NEIGHBORHOODS, WHERE CITIZENS TAKE PRIDE AND ARE ENGAGED WITH THEIR COMMUNITY. THESE OBJECTIVES WILL BE ACCOMPLISHED THROUGH THE WORK OF THE CITY'S NEIGHBORHOOD TEAM. THROUGH A PROCESS OF COLLABORATION AND COMMUNICATION, THE CITY'S NEIGHBORHOOD TEAM WILL STRIVE TO ENSURE CONTINUED IMPROVEMENTS TO TEMPLE'S NEIGHBORHOODS, AS WELL AS ACCESS TO A WIDE VARIETY OF HOUSING TYPES THAT ARE SAFE, ACCESSIBLE AND AFFORDABLE.

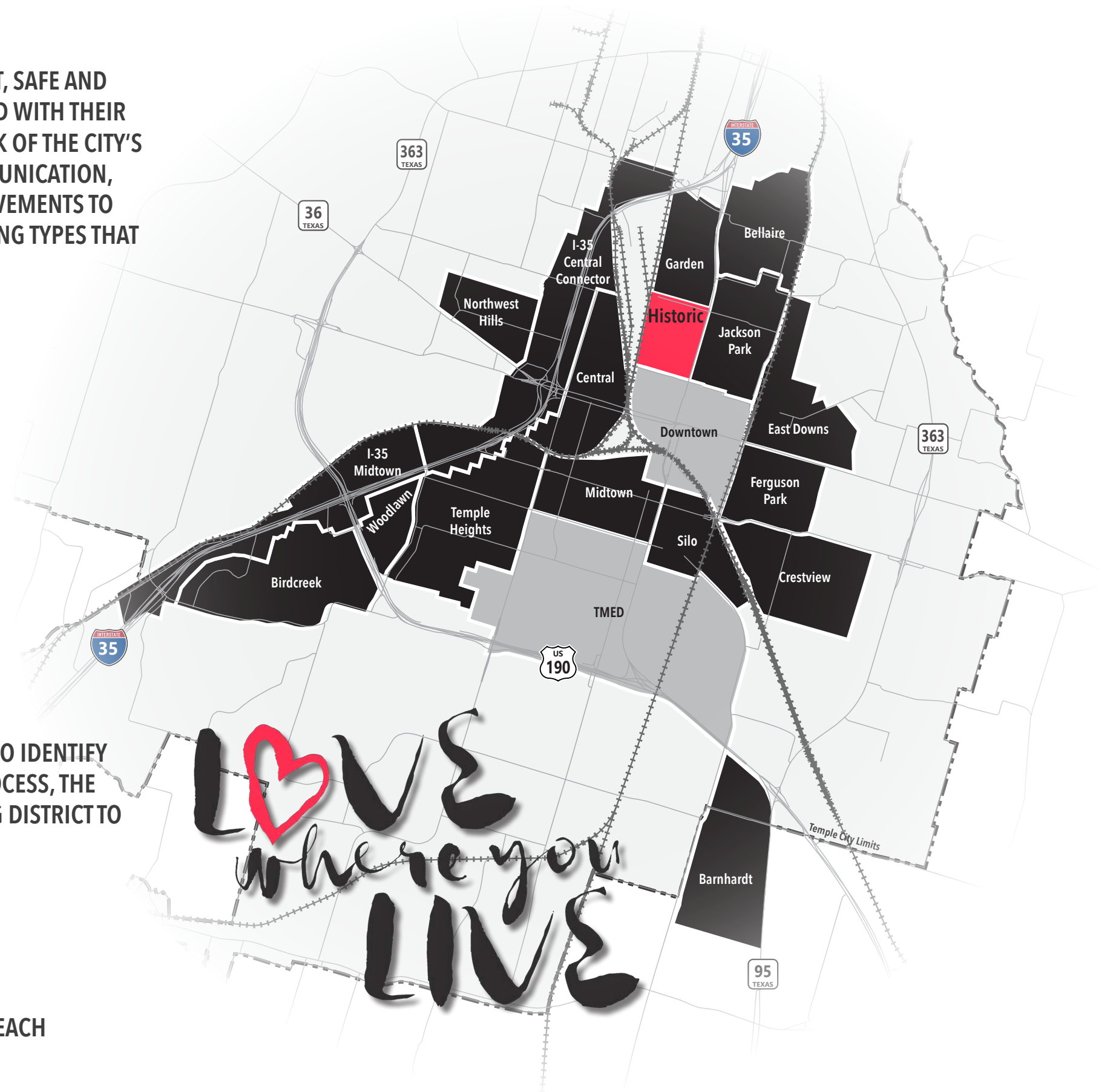


# MISSION

WORKING ALONGSIDE RESIDENTS IN EACH NEIGHBORHOOD, OUR MISSION IS TO IDENTIFY NEIGHBORHOOD CONCERNS, VALUES, VISION AND GOALS. THROUGH THIS PROCESS, THE CITY WILL DEVELOP LONG-RANGE PLANS FOR EACH NEIGHBORHOOD PLANNING DISTRICT TO INCLUDE:

- CITY CAPITAL IMPROVEMENT PROJECTS
- PRIVATE INVESTMENT & ECONOMIC DEVELOPMENT OPPORTUNITIES
- COMMUNITY DEVELOPMENT BLOCK GRANT PROJECTS

A STRONG EMPHASIS WILL BE PLACED ON IMPROVING THE QUALITY OF LIFE IN EACH NEIGHBORHOOD WHILE INCREASING ACCESS TO AFFORDABLE HOUSING.







## PLANNING BACKGROUND

THE HISTORIC NEIGHBORHOOD IS ONE OF 18 PLANNING DISTRICTS WITHIN THE CITY OF TEMPLE. EACH DISTRICT PLAN HAS A SIMILAR PLANNING PROCESS THAT IS INTENDED TO COMPLEMENT THE CITY'S COMPREHENSIVE PLAN WITH A MORE FOCUSED EFFORT AT THE NEIGHBORHOOD LEVEL. THIS PLAN LOOKS AT THE EXISTING CONDITIONS AND ENGAGES RESIDENTS TO DERIVE GENUINE INFORMATION AND DIRECTION FROM THE DISTRICT. WHILE USING THE BEST PRACTICES FOR PLANNING THE RESULTS OF EACH PLAN DEFINE SPECIFIC RECOMMENDATIONS THAT ARE UNIQUE TO EACH DISTRICT.



# THE STORY

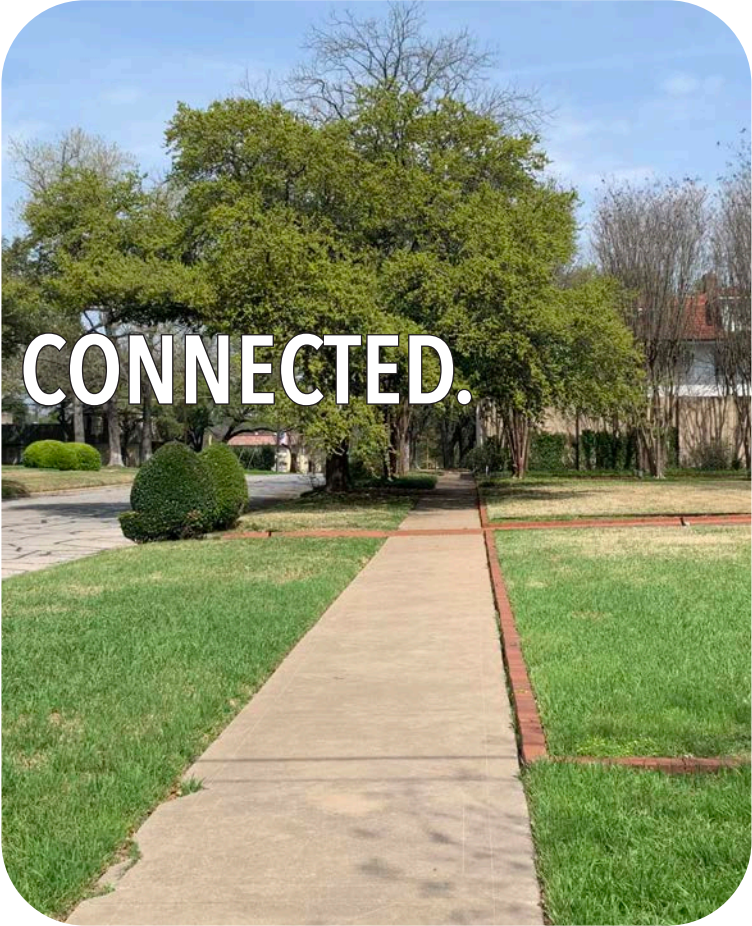


# HISTORIC NEIGHBORHOOD IS...



**SIGNIFICANT.**

THE HISTORIC NEIGHBORHOOD IS ONE OF THE MOST HISTORICALLY SIGNIFICANT NEIGHBORHOODS OF TEMPLE. IT WAS HOME TO MANY PROMINENT RESIDENTS, INCLUDING TWO TEXAS GOVERNORS AND THE FOUNDERS OF BAYLOR SCOTT & WHITE HEALTH.



**CONNECTED.**

THE LOCATION OF THE HISTORIC NEIGHBORHOOD IS VERY SUITABLE FOR THOSE WANTING TO BE NEAR DOWNTOWN. ADDITIONALLY, THERE ARE A NUMBER OF NEARBY PARKS, SERVICES, AND OTHER AMENITIES.



**STATELY.**

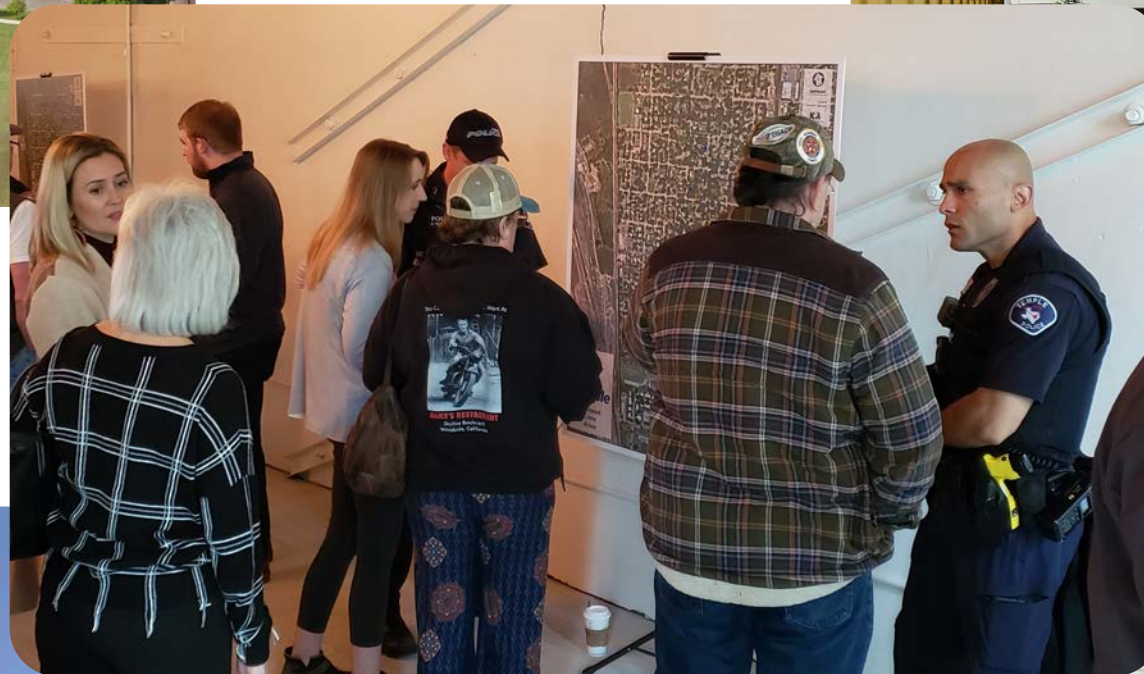
MATURE TREE LINED STREETS AND THE HISTORICAL NATURE OF THE RESIDENTIAL HOMES THROUGHOUT THE HISTORIC NEIGHBORHOOD MAKE IT AN IDEAL PLACE FOR A LEISURELY STROLL, EVEN ATTRACTING VISITORS FROM OUTSIDE THE NEIGHBORHOOD.



**LIVABLE.**

THERE ARE A VARIETY OF HOUSING OPTIONS IN THE HISTORIC NEIGHBORHOOD PROVIDING CHOICES FOR INDIVIDUALS AND FAMILIES ALIKE.









## HISTORY

- PROMOTE THE HISTORIC NEIGHBORHOOD AS A UNIQUE ELEMENT AND HIGHLIGHT ITS CONTRIBUTIONS TO THE CITY OF TEMPLE'S CULTURAL ASSETS.
- ENHANCE THE PUBLIC REALM TO CONTRIBUTE MORE MEANINGFULLY TO THE HISTORIC CHARACTER OF THE NEIGHBORHOOD.
- INCREASE IDENTITY THROUGH BETTER DELINEATION OF THE NEIGHBORHOOD.
- ENABLE THE NEIGHBORHOOD'S ABILITY TO SHOWCASE ITSELF THROUGH IMPROVED INFRASTRUCTURE AND WAYFINDING.



## ARCHITECTURE

- CONTINUE TO PRESERVE THE ARCHITECTURALLY SIGNIFICANT ASSETS OF THE PLAN AREA.
- FOR AREAS OUTSIDE THE LOCAL HISTORIC REGULATORY BOUNDARY, ENCOURAGE INCREASED CONTRIBUTION TO ARCHITECTURAL DESIGN.



## ENVIRONMENT

- PRESERVE, SUPPLEMENT, AND MAINTAIN EXISTING STREET TREES.
- ENHANCE KNOB CREEK CORRIDOR AND RESTORE RIPARIAN FEEL WHERE POSSIBLE.
- STRENGTHEN THE PLAN AREA'S CONNECTIVITY TO DOWNTOWN.



## COHESIVENESS

- IMPROVE RELATIONSHIP BETWEEN WESTERN PORTION OF THE PLAN AREA AND THE HISTORIC REGULATORY PORTION OF THE NEIGHBORHOOD.
- ESTABLISH A SENSE OF PLACE FOR THE WHOLE DISTRICT.

### STRATEGIC CONSIDERATIONS

This planning effort is intended to compliment the focus areas and initiatives laid forth in Temple By Design, the 2020 Comprehensive Master Plan. The strategic considerations identified above highlight key features of the plan area that are intended to help guide unique recommendations for the Historic Neighborhood. These resulting recommendations will be compiled into an Action Plan which include references to the specific Comprehensive Plan Initiatives they are intending to address. This planning effort includes a robust public engagement and visioning process to determine recommendations which ultimately lead to a series of corresponding capital improvement projects.



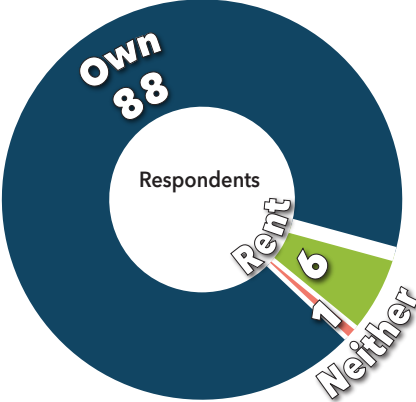
## COMMUNITY INPUT



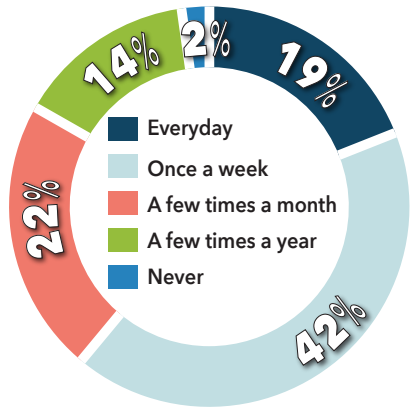




Do you own or rent in the neighborhood?



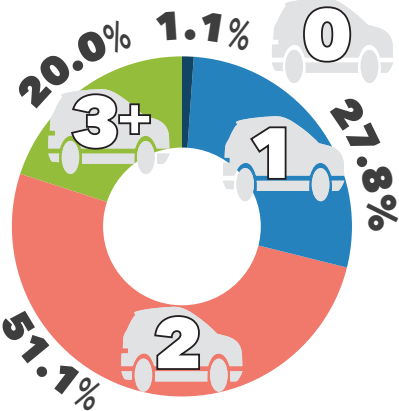
How often do you have a friendly talk/contact with your neighbors?



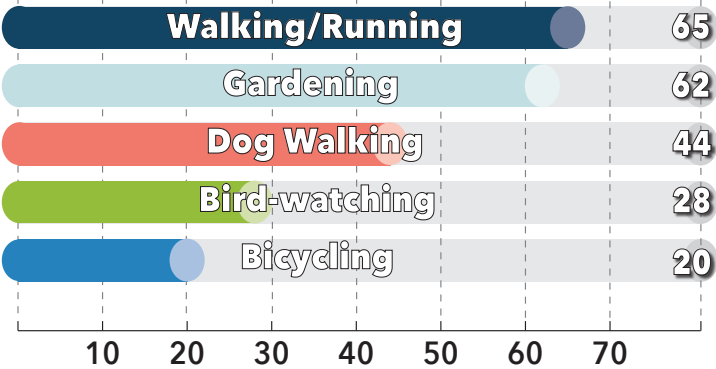
How safe do you feel in you neighborhood?



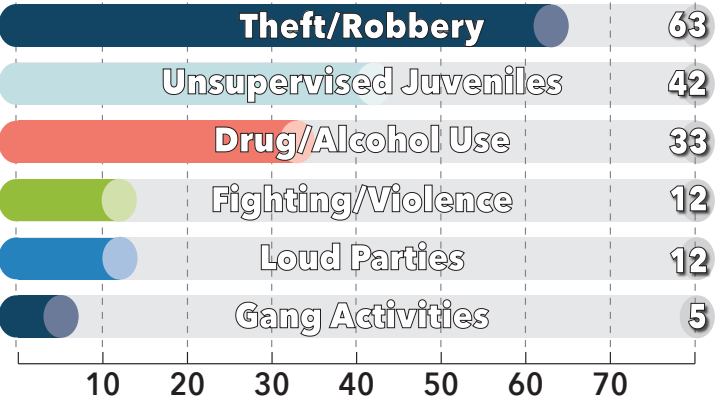
How many cars does your household own?



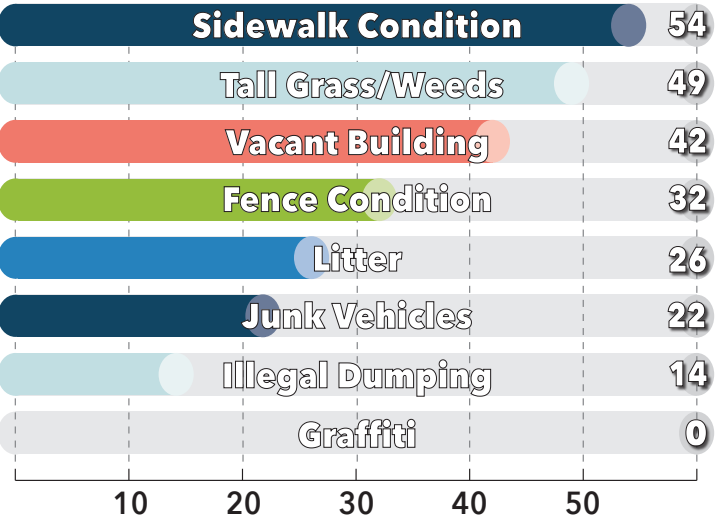
What leisure activities do you enjoy in your neighborhood?



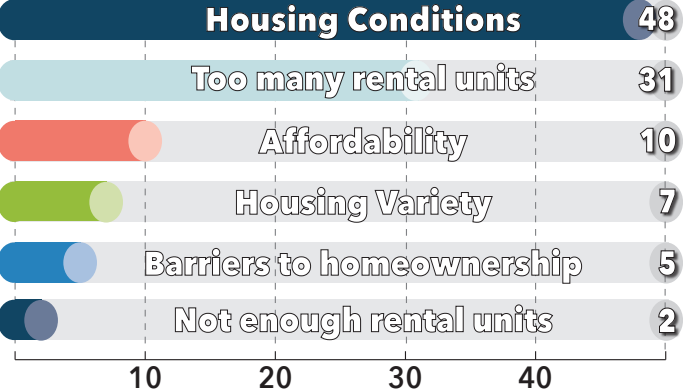
What of the following are safety issues within your neighborhood?



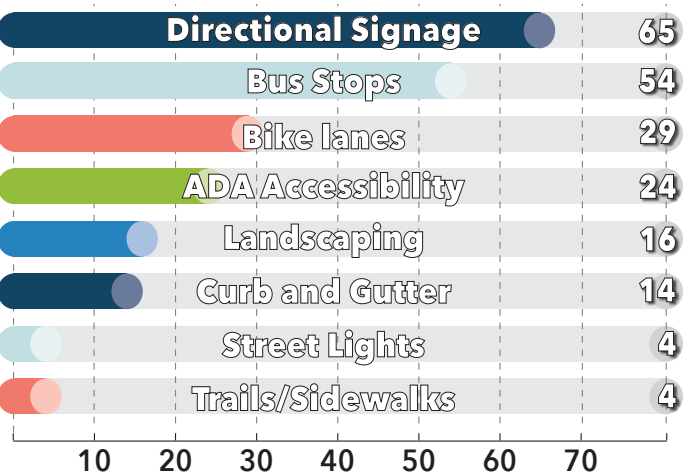
What Code Enforcement issues affect your neighborhood?



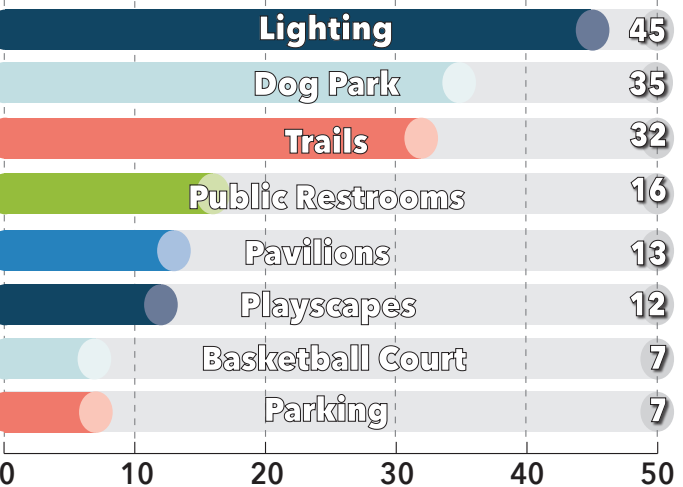
What are the most significant housing issues facing your neighborhood?



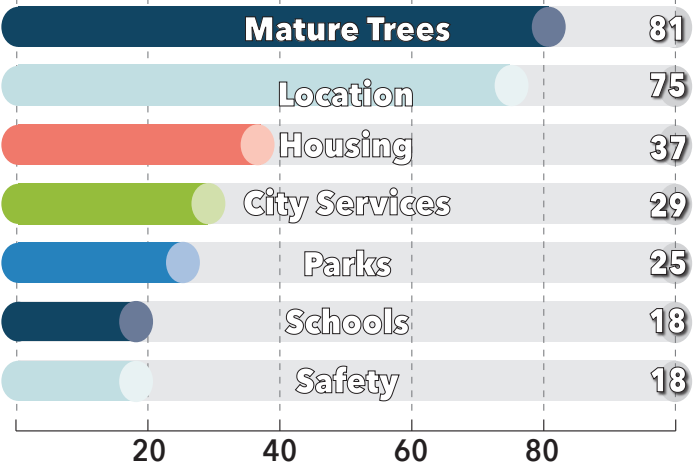
What transportation/pedestrian improvement would you like to see in your neighborhood?



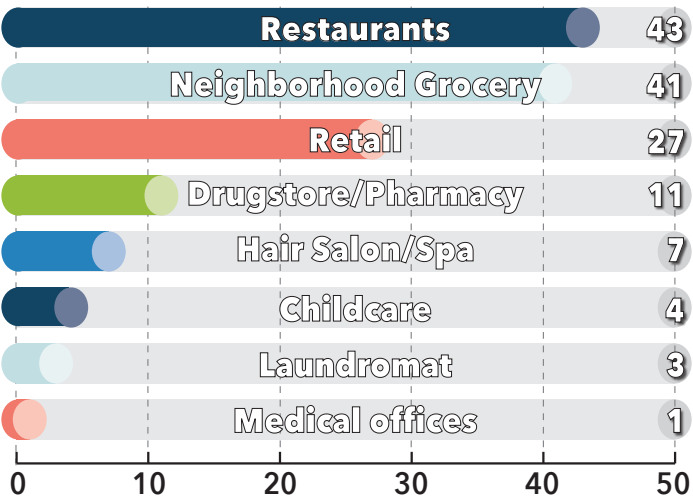
What improvements would you like to see in your neighborhood park?



What are some things you love about your neighborhood?



What is your wish list for the neighborhood?



How often do you visit downtown?



How good are the City's Historic Preservation regulations and policy efforts?





Public Open House Feedback:

Lighting Board Comments

- Just needed everywhere
- Don't want the lights to hit the house, just the sidewalks and streets
- Don't want to take out any trees
- Want lighting in the alleys
- Look into alley utilization
- Would like more historic character lights (lower to the ground) like pedestrian lights over the sidewalks, not the streets
- Historic Neighborhood is not fully to front load trash pickup and we need to look into where utilities are located.
- Need to evaluate the alleys and put in the lighting plan?
- Lighting installed on fencing and maybe a cost share with the City for installation
- Maybe have uplighting in the trees to serve a dual purpose to light up large trees and walkways

Sidewalks Board Comments

Citizen issues:

- Conditions of sidewalks are poor across the plan area
- Sidewalks are not continuous along streets, which forces parents with strollers into the street
- ADA ramps are commonly absent and this is made worse at locations with steep drops into the street
- There are a number of locations where streets don't have curbs
- Cut through traffic tends to speed making walking in street dangerous

Citizen recommendations:

- If a street has sidewalks, they should be continuous for the length of the street (not stop mid-block or mid lot)
- ADA ramps should be present if sidewalk is on that street
- 5th, 9th, and 11th are popular north-south streets for walking and should be a priority for sidewalks
- Sidewalk should exist on streets where there is a bus route
- East-west sidewalks should correlate to popular destinations like Optimist Park and compliment commercial destination along 3rd Street
- Streets without sidewalks should have traffic calming measures such as speed humps, stop signs, etc.
- Less sidewalks in plan area as a whole so that the ones that do exist can be maintained at higher level

Public Safety Board Comments

- Observed drug activity/dealing, public intoxication, and drug paraphernalia
- Concerns and experience with burglary and theft of parcels
- Vagrancy, unlawful trespass, and occupation of vacant housing
- Speeders along 5th Street going northbound as well as disregard of stop signs

Code Issues Boards Comments

- Most comments were about housing conditions. The CC team was aware of most if not all of the issues and comments that the residents mentioned
- The closer you get to the tracks, the conditions of the structures worsened

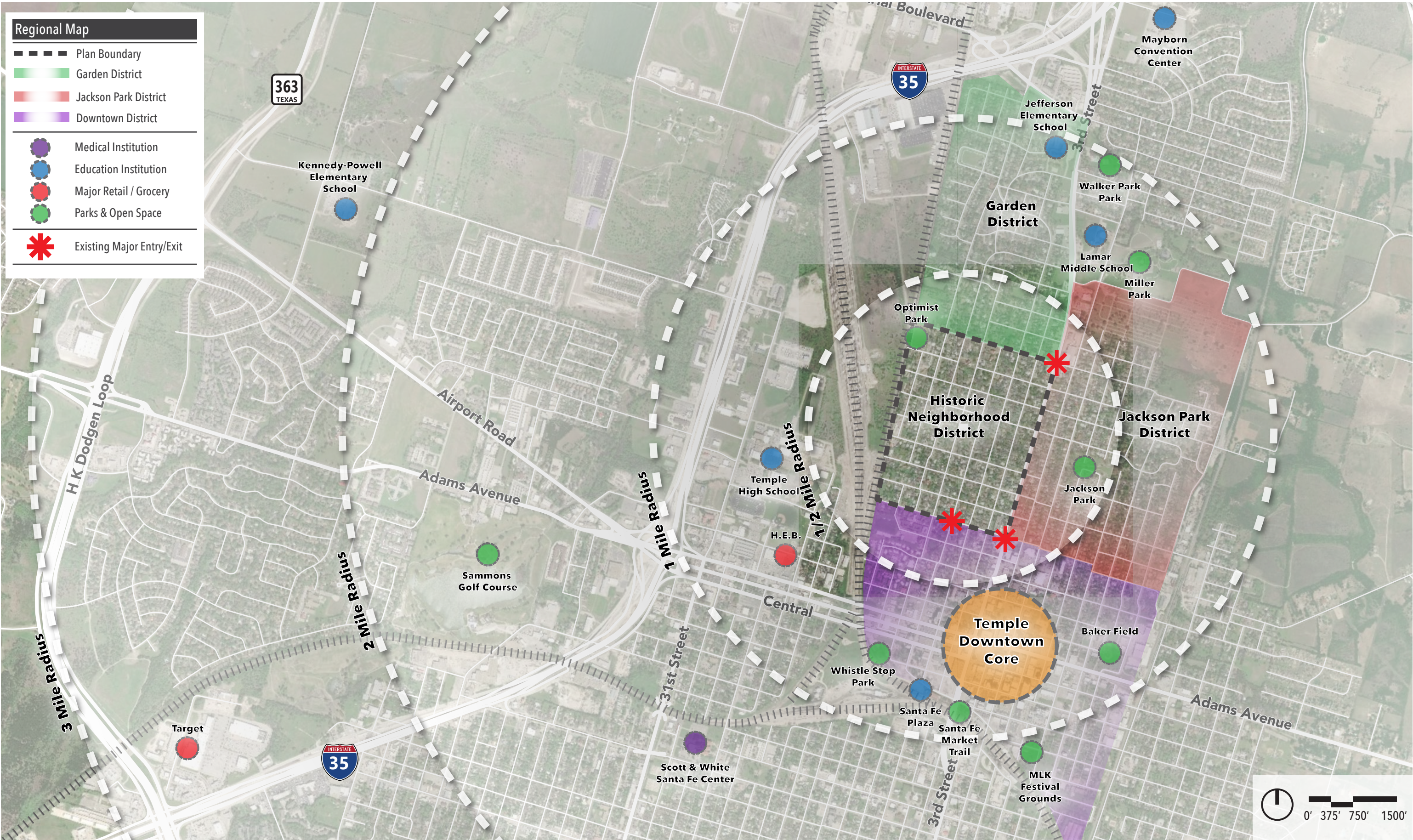
Public Survey Takeaways:

- A vast majority of survey respondent were homeowners
- A majority of survey respondents actively talk with their neighbors routinely
- Survey respondents generally feel safe in the neighborhood, with theft/robbery being the most pressing concern
- Practically all survey respondents have access to a vehicle
- Sidewalk conditions were survey respondent's biggest Code Enforcement concerns, while trails and sidewalks are one of the lowest priority additions to the neighborhood. A likely conclusion is that fixing existing sidewalks should take priority over new sidewalks
- Walking/running is the most common leisure activity for survey respondents, followed by gardening, and then dog walking
- Directional signage was the most desired transportation improvement by survey respondents followed by bus stops. Both of these transportation improvements would compliment the survey respondents desire to walk
- Survey respondents feel that housing conditions are the most significant issue facing the neighborhood, with mature trees and location being the most loved elements of th neighborhood
- Restaurants, neighborhood grocery, and retail are the top wish list items by survey respondents. With walking being a top leisure it safe to assume that these offerings would see a significant amount of foot traffic

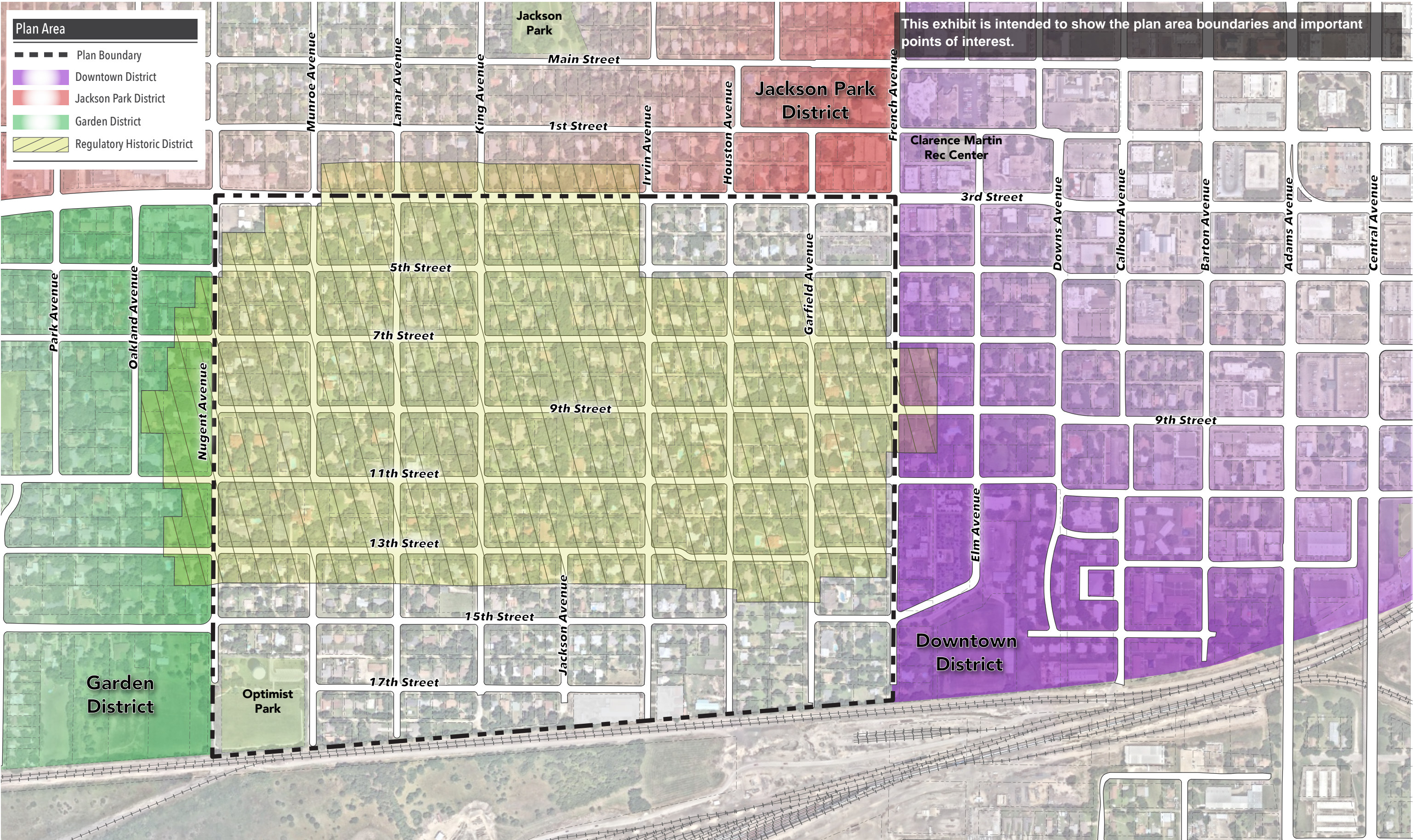


# **INVENTORY & ANALYSIS**

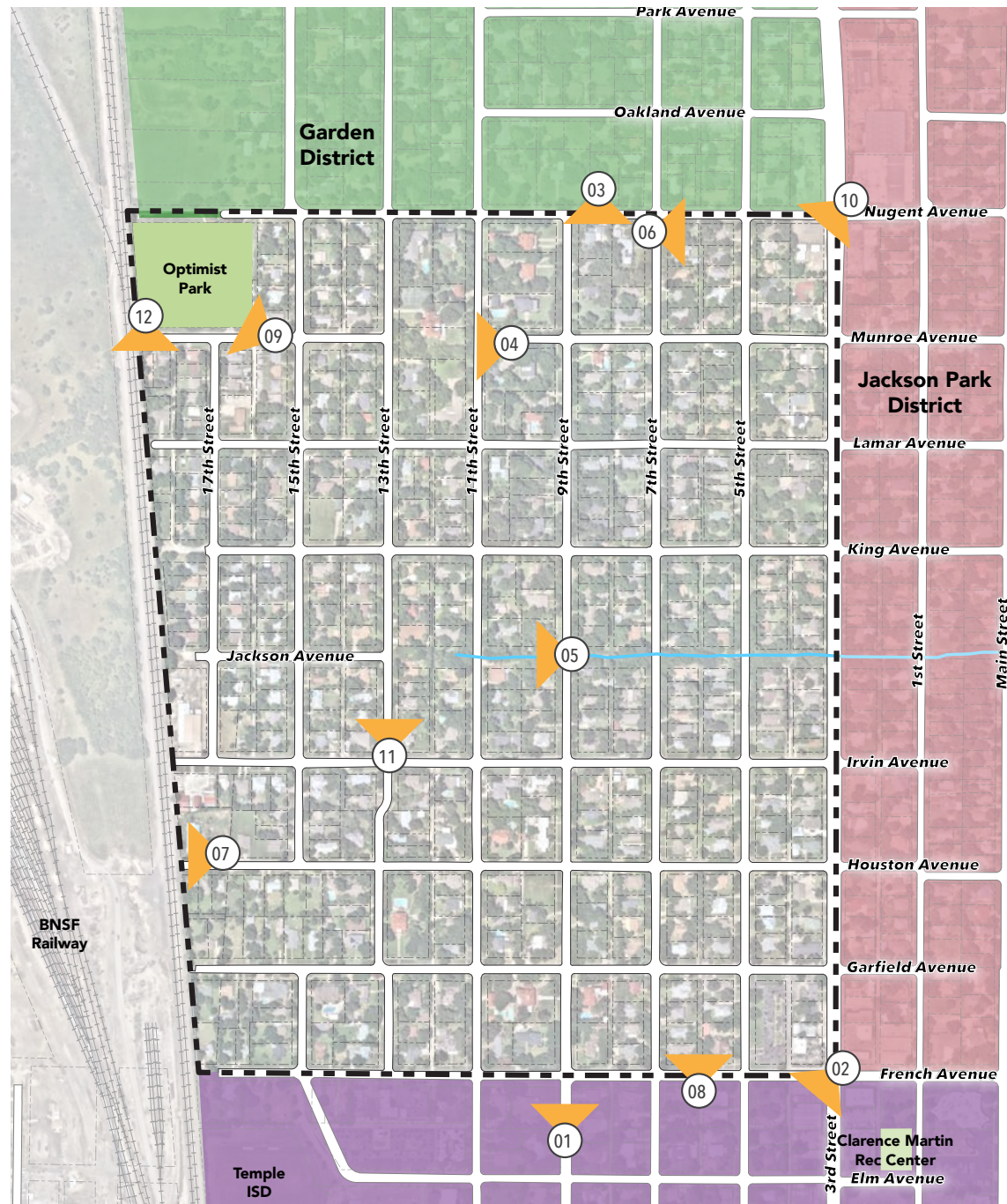
















**Photo Inventory Legend**

 Photo View Callout

 Garden District

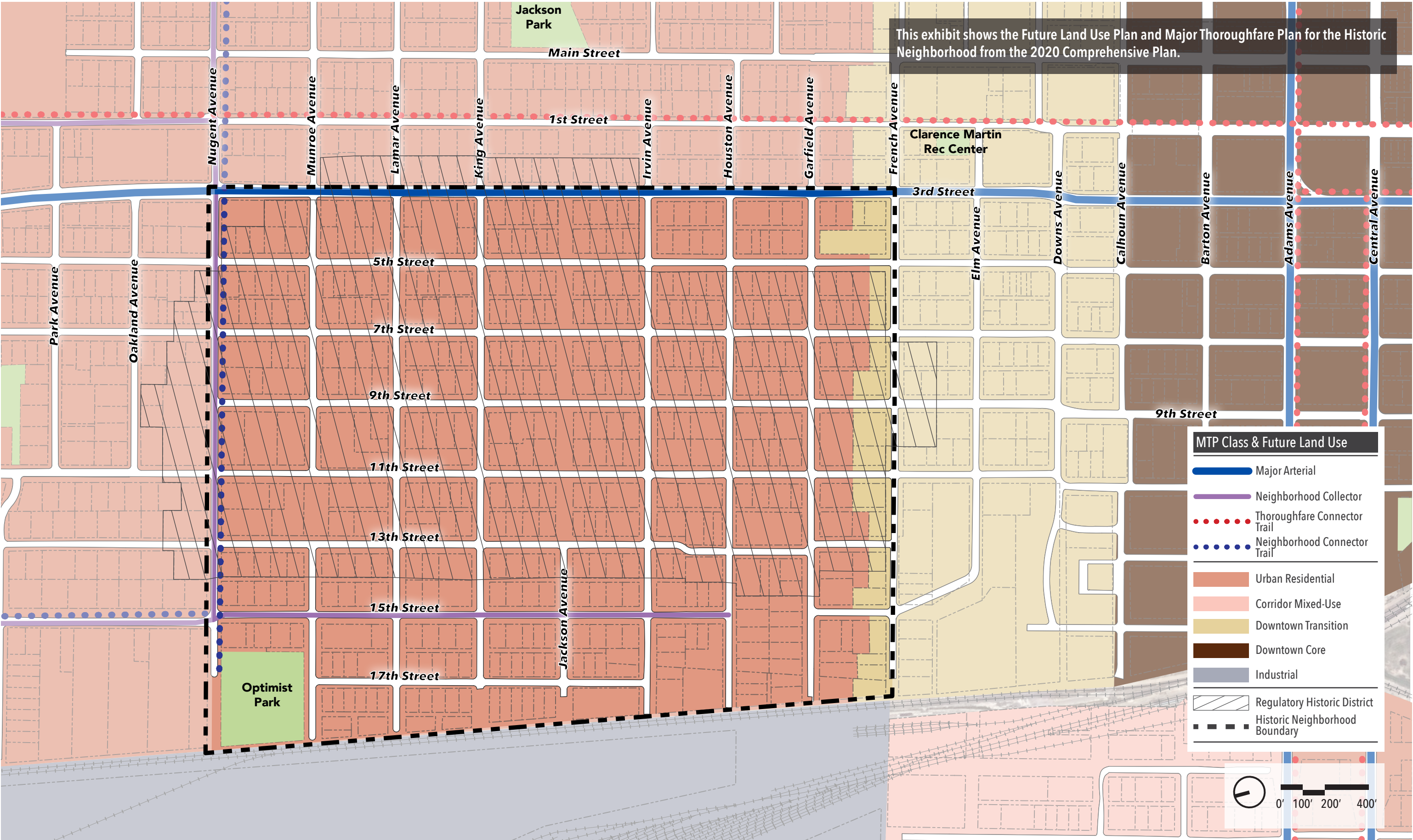
 Jackson Park District

 Downtown District

### Photo Inventory

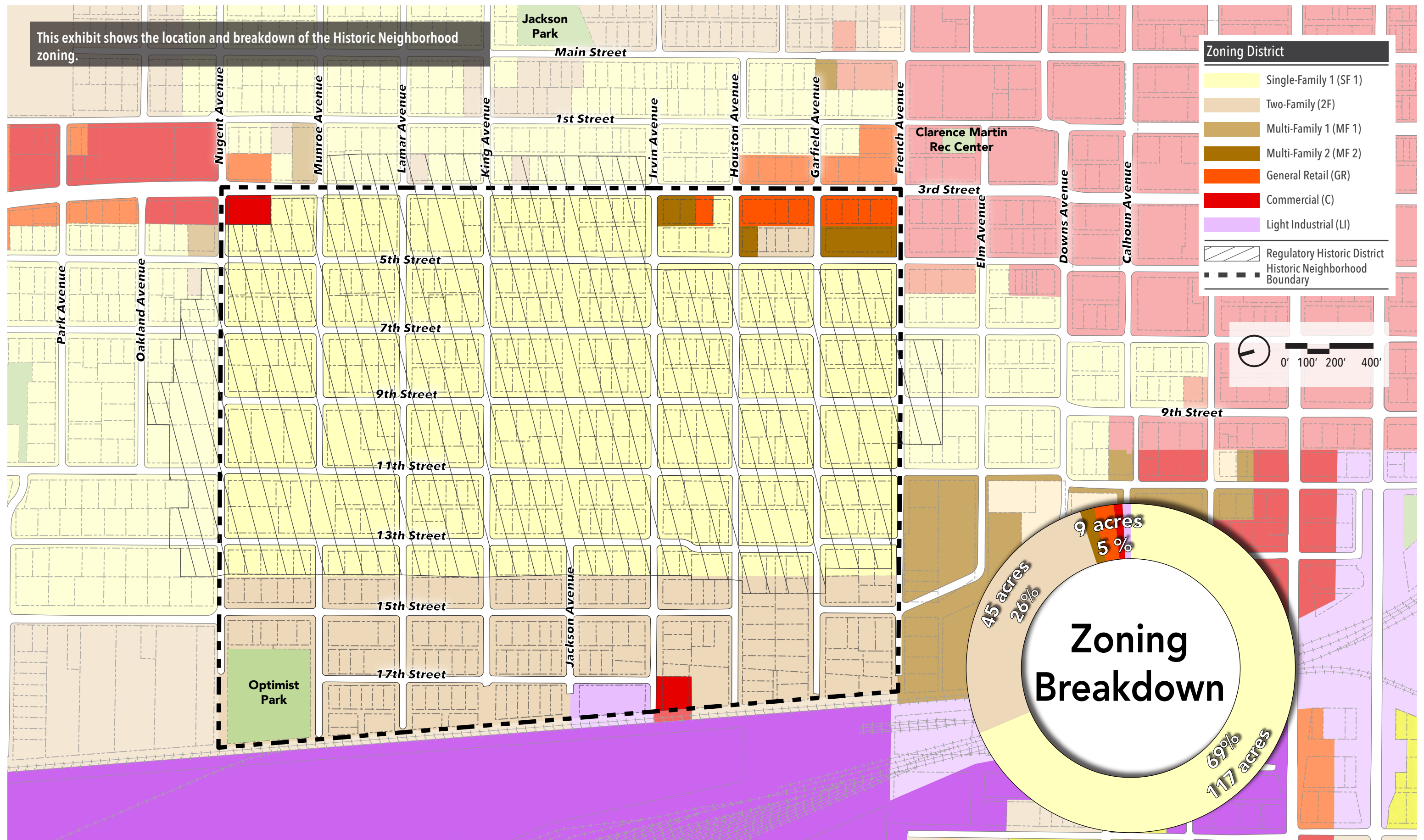
The images displayed on the right are taken from the Historic Neighborhood plan area. These images assist in providing context to the character of the district's built environment. Images were selected to show the neighborhood's assets, concerns, opportunities, conditions, etc. from across the entire plan area.



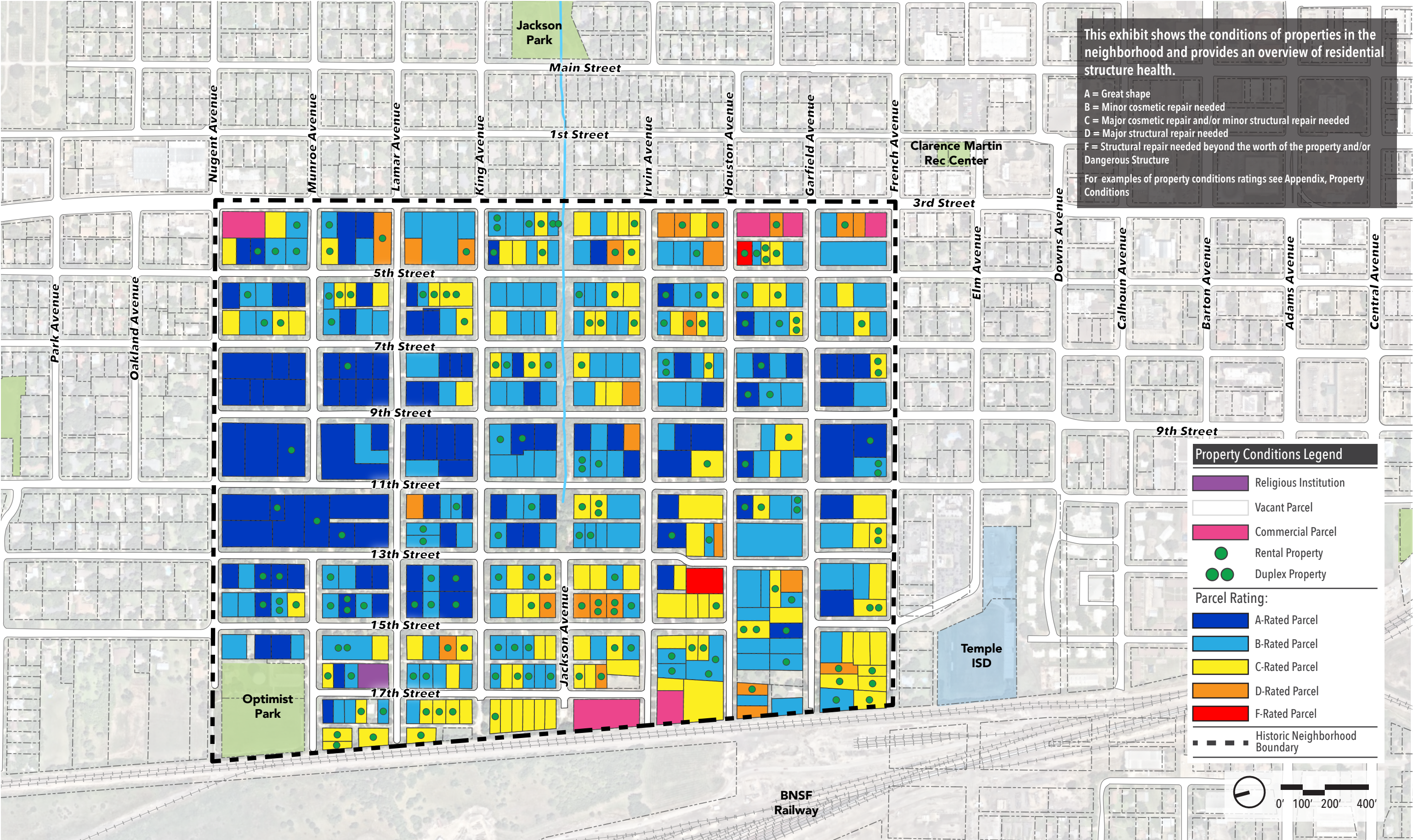




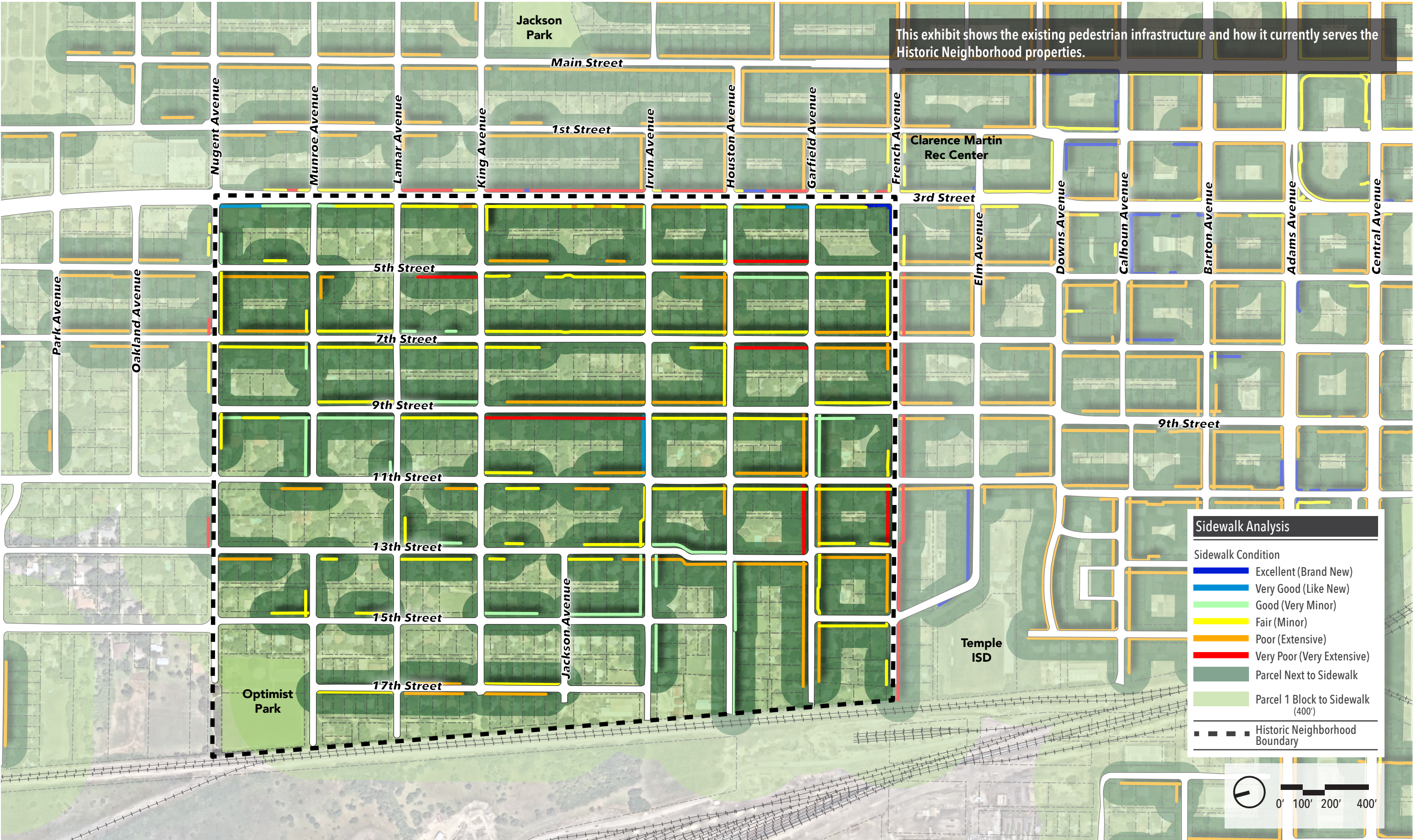
This exhibit shows the location and breakdown of the Historic Neighborhood zoning.



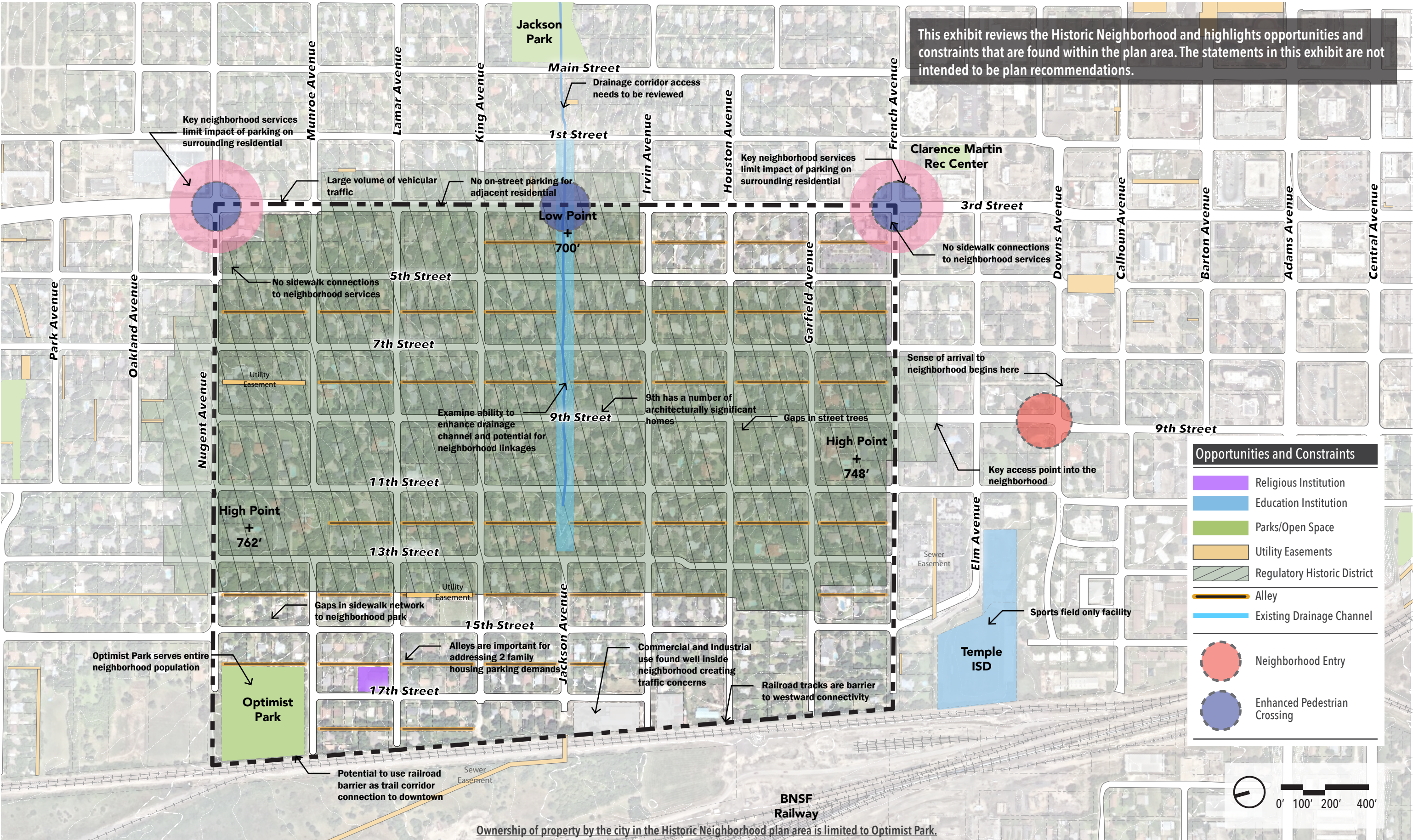
















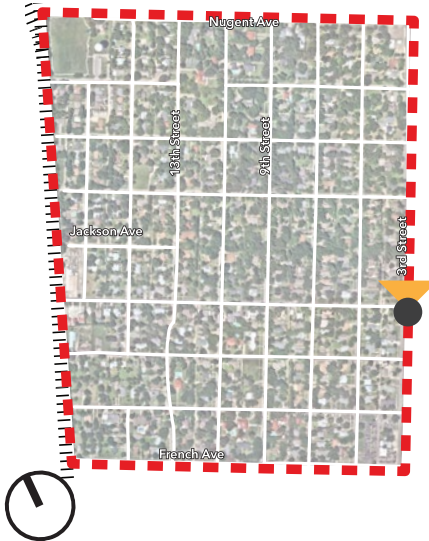
### 3rd Street

3rd Street is a major arterial that provides access from I-35 from the north to downtown and south through the City's core. In the plan area, 3rd Street is bordered by single-family residential with the exceptions of commercial nodes at French Avenue and Nugent Avenue.

#### Overall Plan Area Takeaways:

- As a major corridor into downtown, 3rd Street's appearance will impact overall perceptions of visitors to Temple.
- 3rd Street is an important access route to the Historic Neighborhood for both pedestrians and vehicles.
- Right-of-way limitations limit opportunities for on-street parking and dedicated bicycle lanes.
- Strengthen general retail opportunities to expand neighborhood services.

## BEFORE



## SUPPLEMENTAL IMAGES

## AFTER



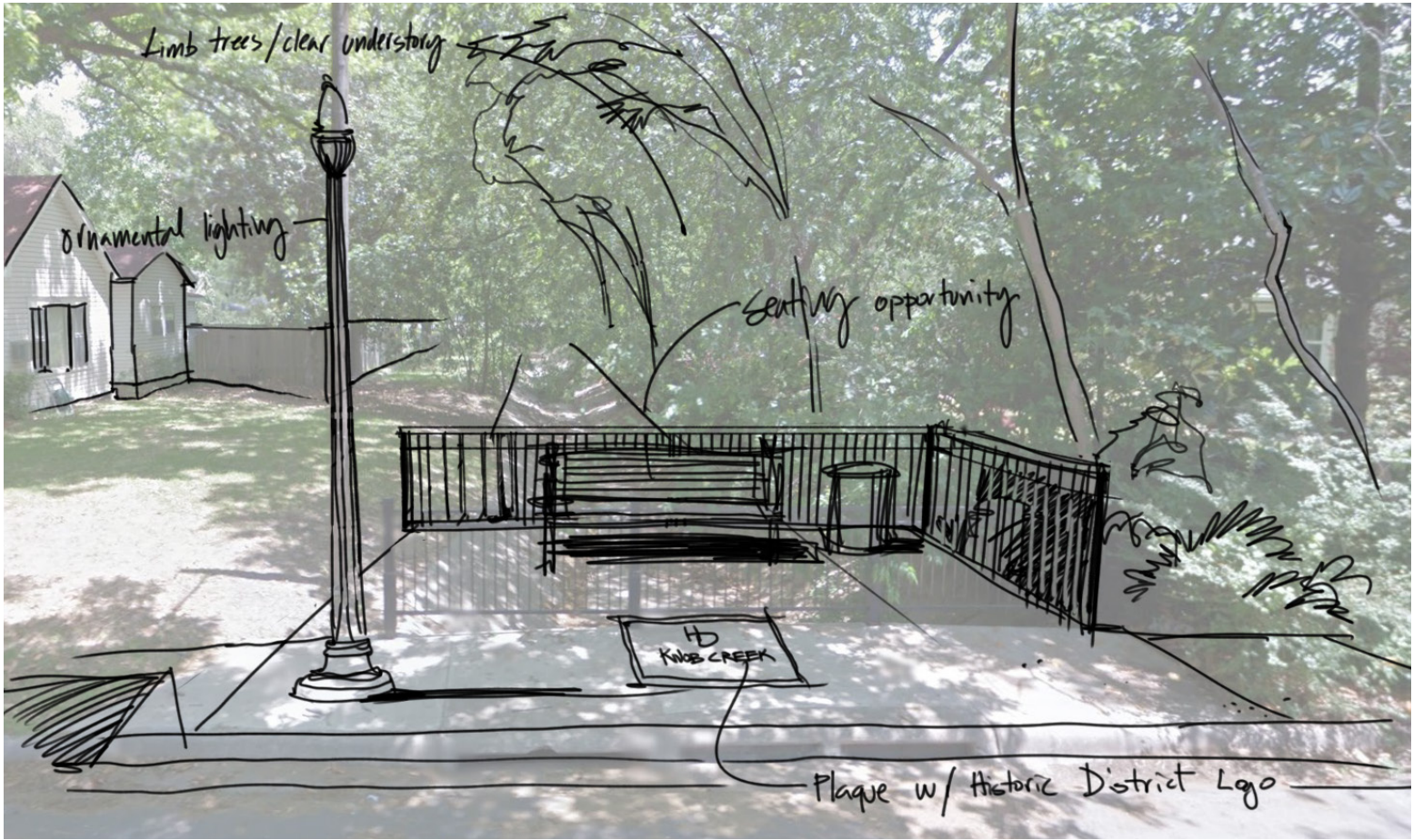


**Knob Creek**

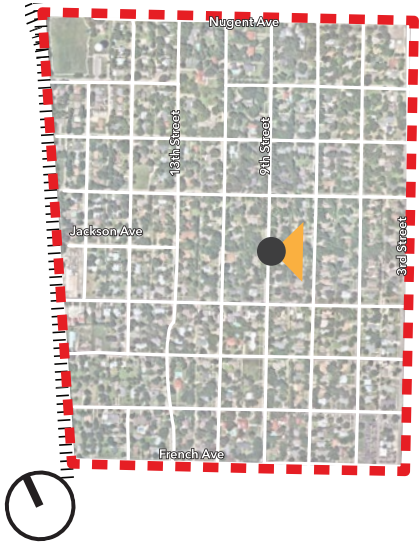
Flowing west to east, Knob Creek runs through the middle of the Historic Neighborhood plan area. It is bordered by single-family homes on both sides of the creek. As a concrete drainage channel it is overgrown and not accessible.

- Overall Plan Area Takeaways:**
- Knob Creek is an underutilized asset of the plan area.
  - Add pocket parks with plantings, seating, and furnishings to make Knob Creek a neighborhood feature.

**BEFORE**



**AFTER**



**SUPPLEMENTAL IMAGES**





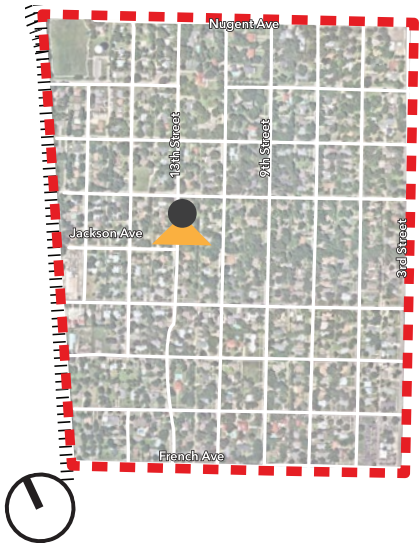
BEFORE

### 13th Street

13th Street is the most western street in the plan area that travels uninterrupted from Nugent Avenue to French Avenue. It is a key pedestrian corridor and facilitates important connectivity framework as it marks the beginning of the Knob Creek drainage channel. Current existing sidewalk network along the street is incomplete.

#### Overall Plan Area Takeaways:

- Homes along 13th Street consist of both single-family and two-family residential structures. This increased density will rely more on pedestrian infrastructure such as sidewalks.
- Knob Creek terminates at 13th Street.



SUPPLEMENTAL IMAGES



AFTER





BEFORE

**Jackson Avenue**

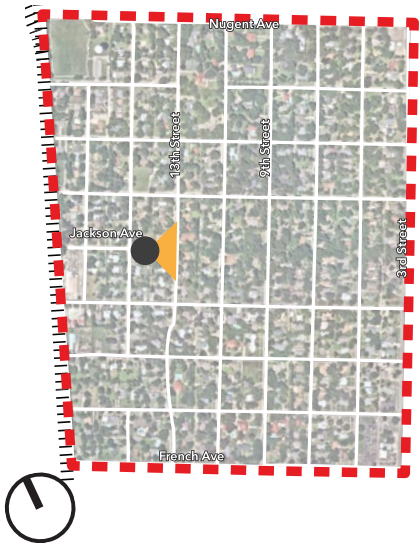
Jackson Avenue is a two block road that dead ends into the Knob Creek corridor. Driveways to rear yard garages are a common presence in the section of road.

**Overall Plan Area Takeaways:**

- Enhanced paving and pedestrian infrastructure should be considered
- Consider designation street for local vehicle access only.



SUPPLEMENTAL IMAGES



AFTER





### Alley

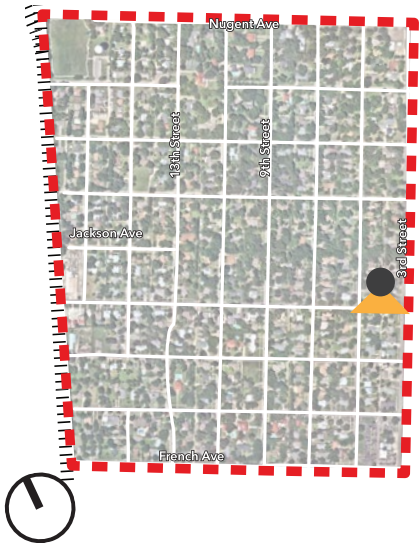
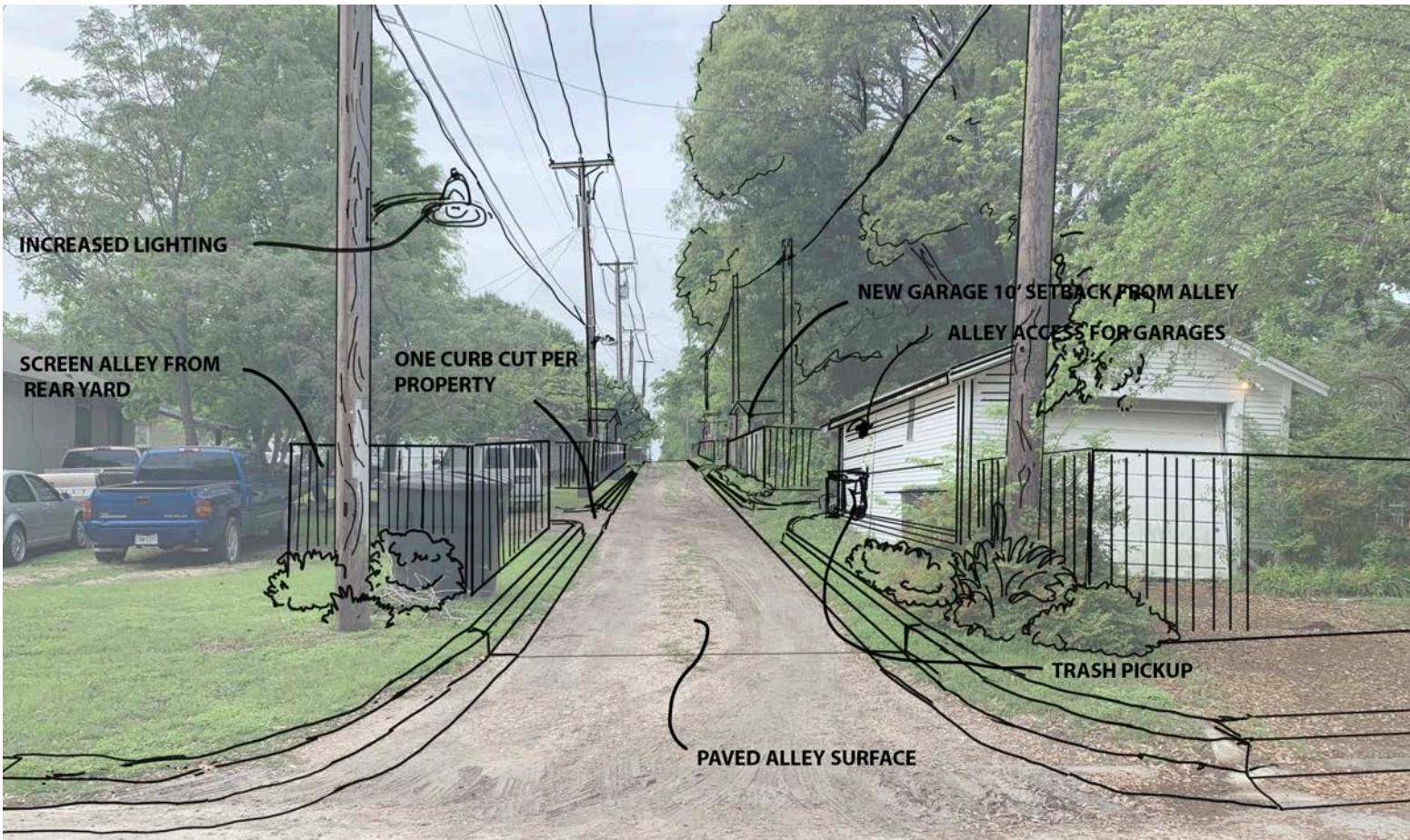
Alleys are present throughout the plan area providing vehicular access to the rear of the property for a large number of the residences. Most alleys are unpaved and underutilized. Improving and maintaining alleys will assist in the preservation of the street environment and overall historic character.

#### Overall Plan Area Takeaways:

- Alleys are important to the provision of off-street parking for residential lots facing 3rd Street.
- Alleys help hide unsightly utility lines and can do the same for trash pickup.
- Guidelines can educate adjacent property owners and provide more structure to alley environment increasing the overall function and appeal.
- Improve lighting conditions to promote safety.



### BEFORE



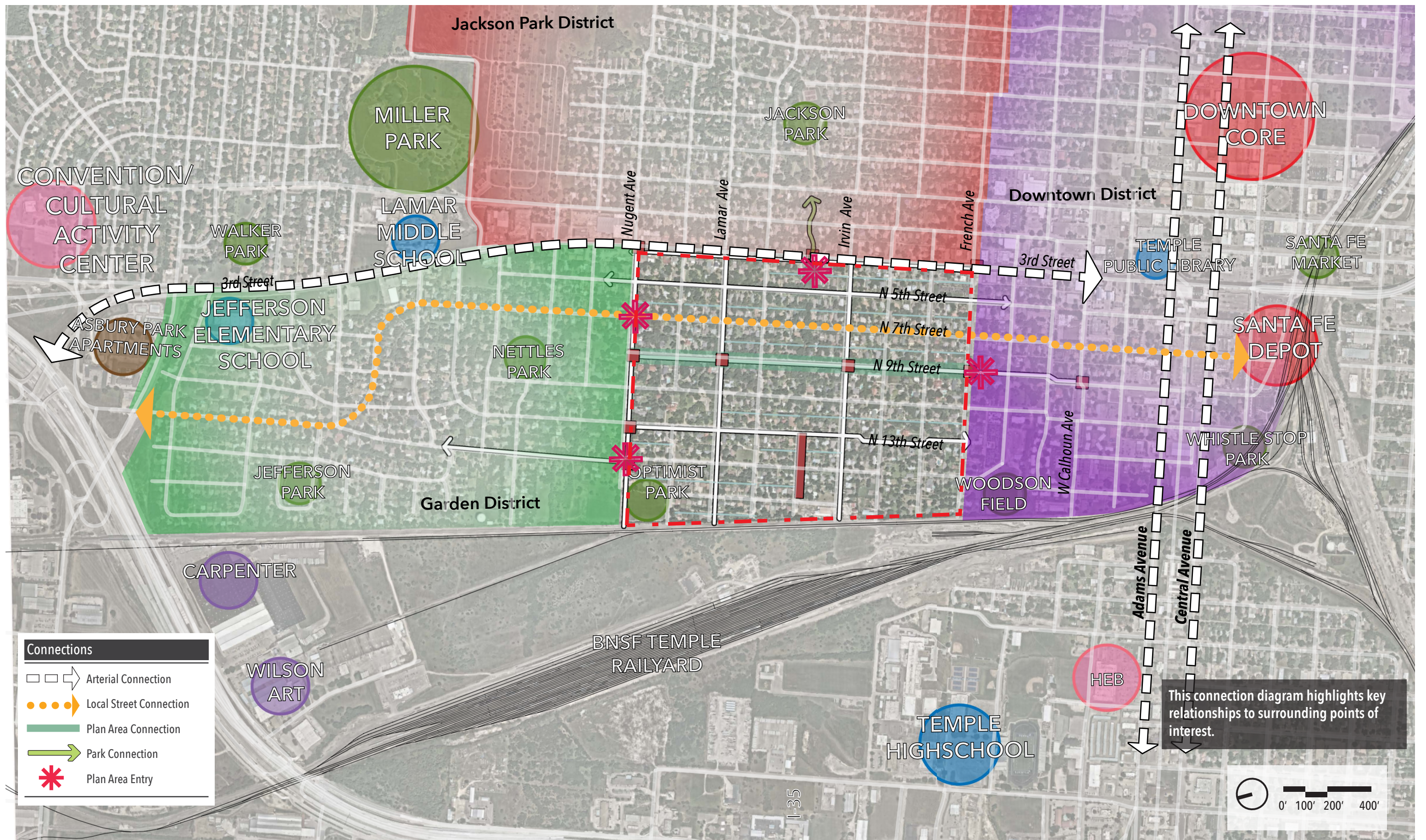
### SUPPLEMENTAL IMAGES

### AFTER

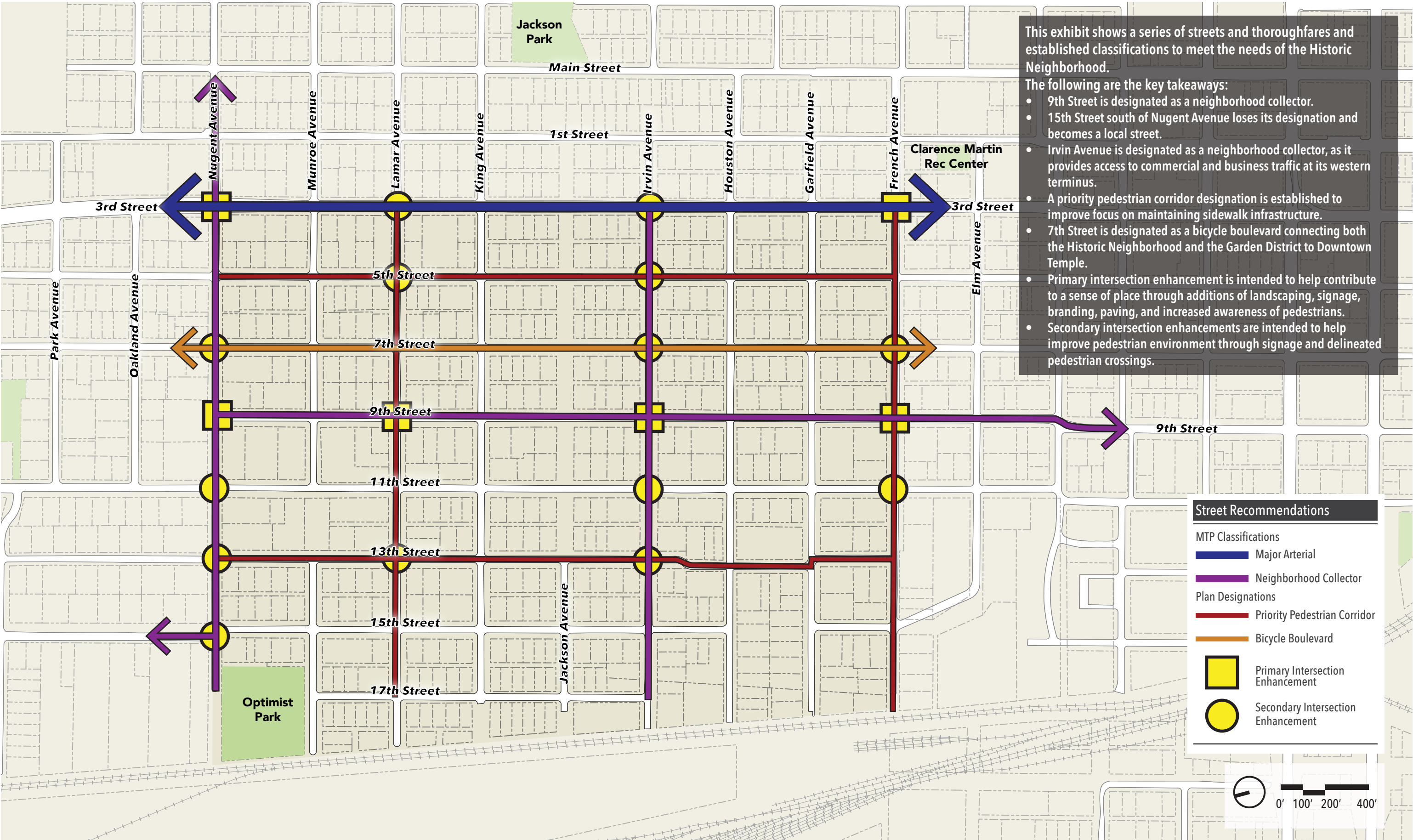


## **CONCEPTING & VISION**













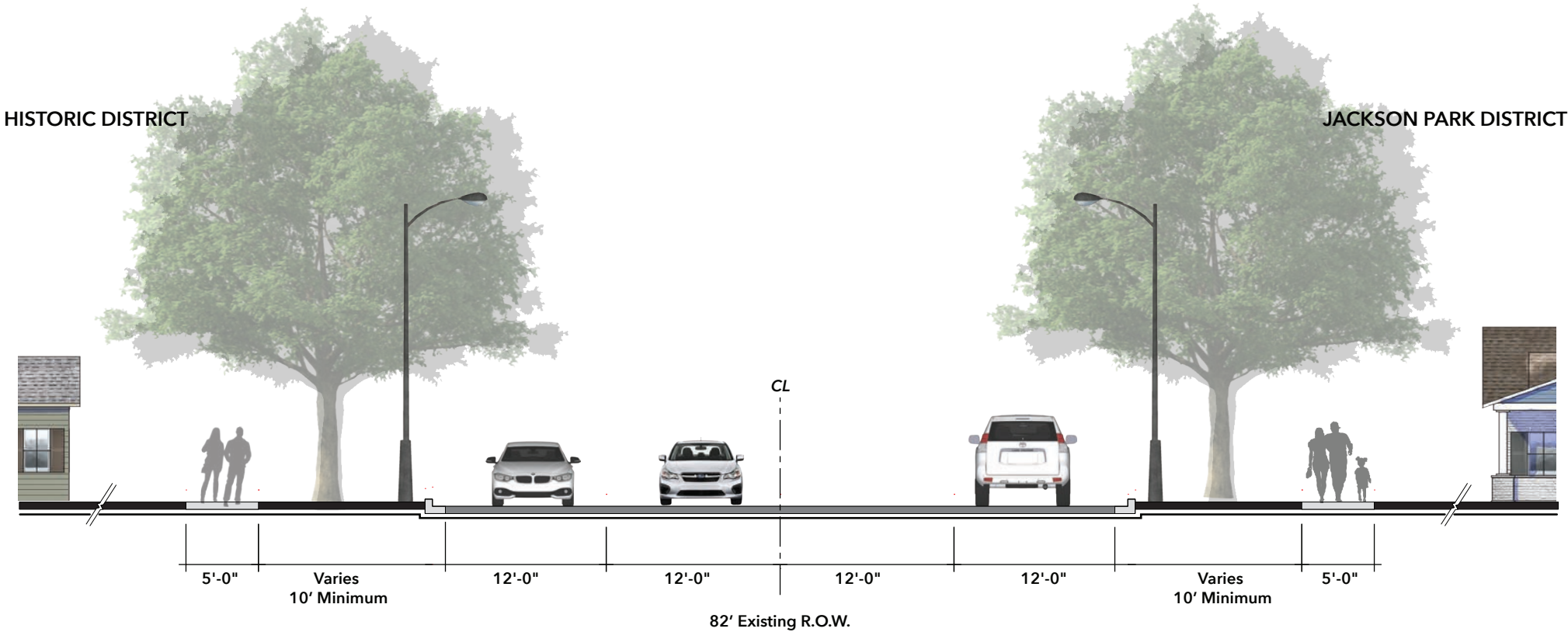
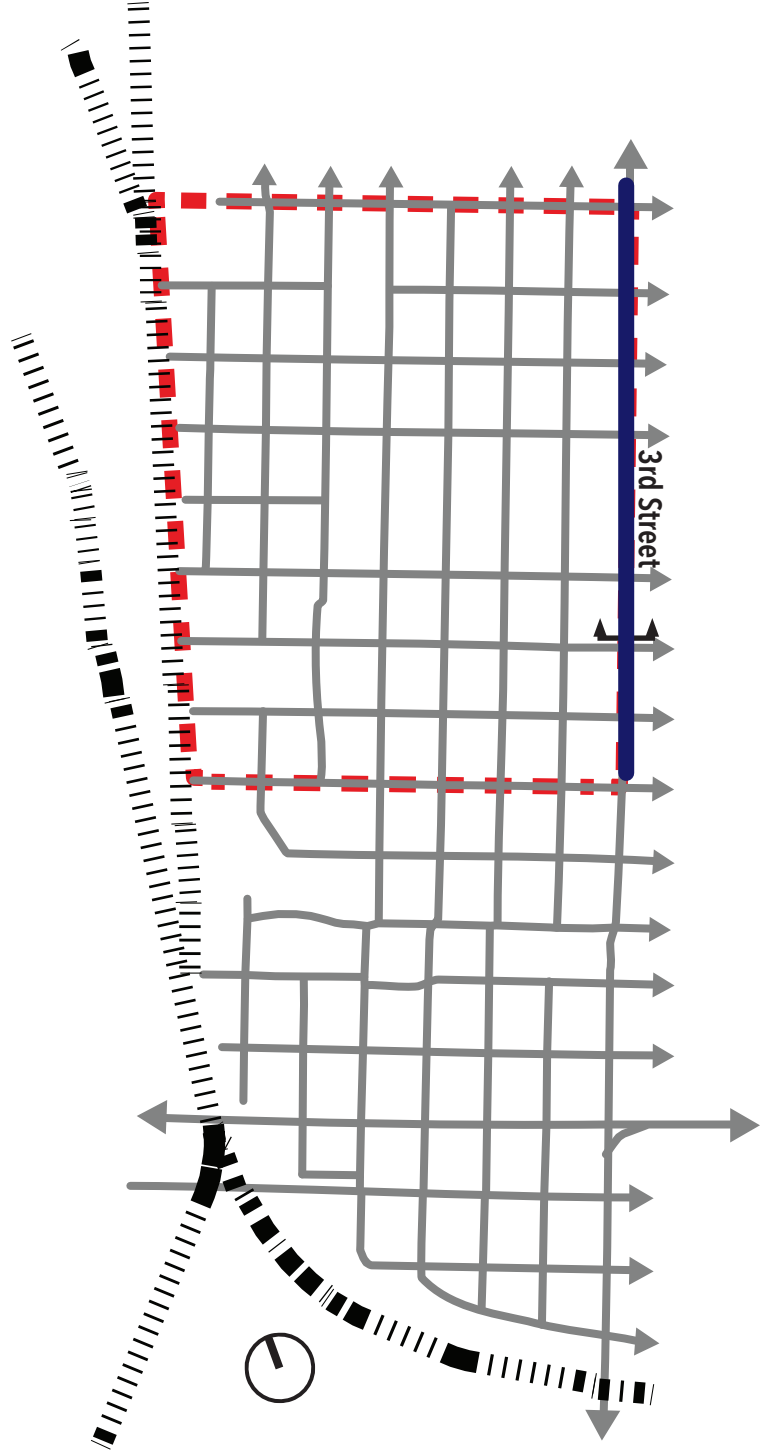
# CHARACTER IMAGERY

## Major Arterial

3rd Street is the only major arterial in the Historic Neighborhood plan area and accounts for a large share of vehicular traffic. The recommendation for improvements would be to focus on the portion of the right-of-way behind the curb. Specifically the overall enhancement and maintenance of street trees and sidewalks.

### Key Characteristics:

- Increase consistency of street trees along the length of the corridor.
- Ensure health of existing trees.
- Sidewalks should be a minimum of 5', but maintain reasonable distance from street, while limiting encroachment into planting strip.
- Maintain right-of-way to preserve landscape areas, street trees, and pedestrian environment.
- Driveways and parking access should be located off rear alley to preserve sidewalk continuity and overall curb appeal.

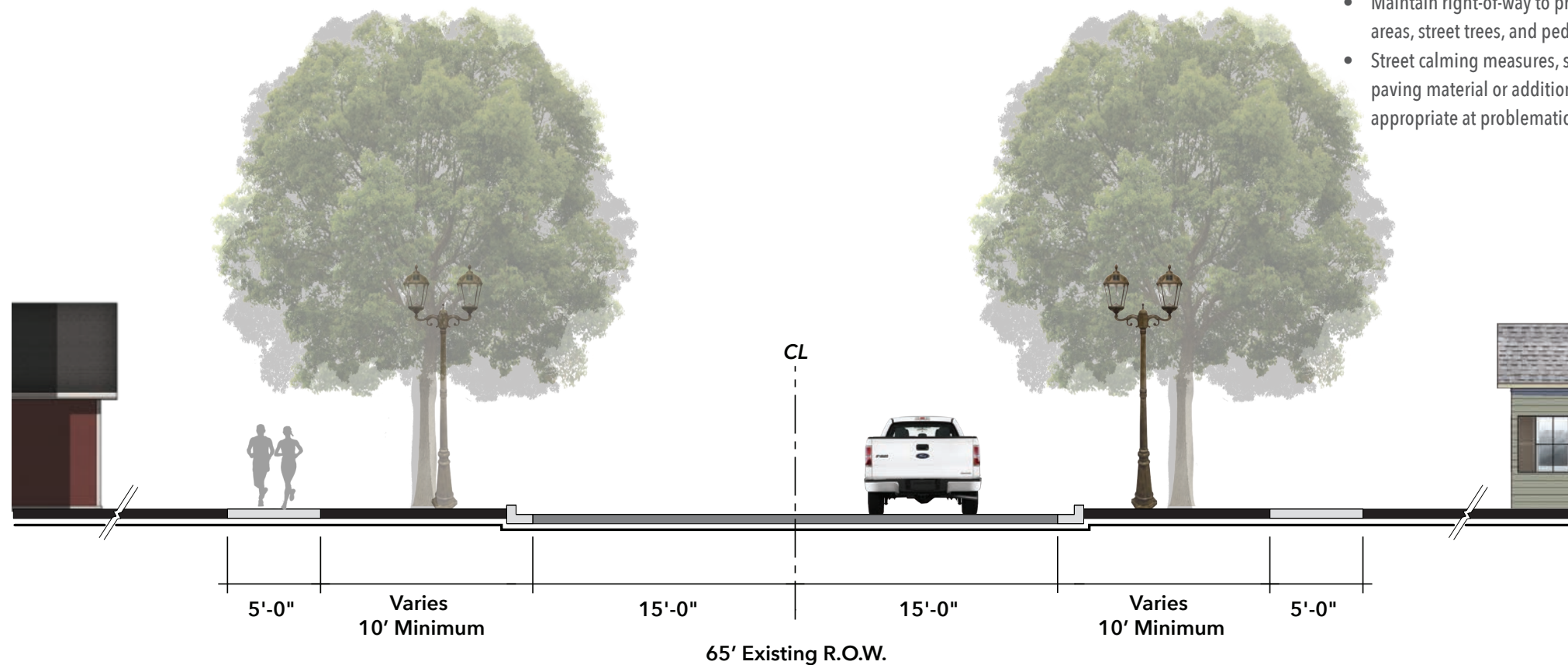


## 3RD STREET SECTION





## CHARACTER IMAGERY



A context sensitive approach is important and future projects should be considerate of street trees, landscaping, and the neighborhood's historic aesthetic.

## NUGENT AVENUE SECTION

### Neighborhood Collector

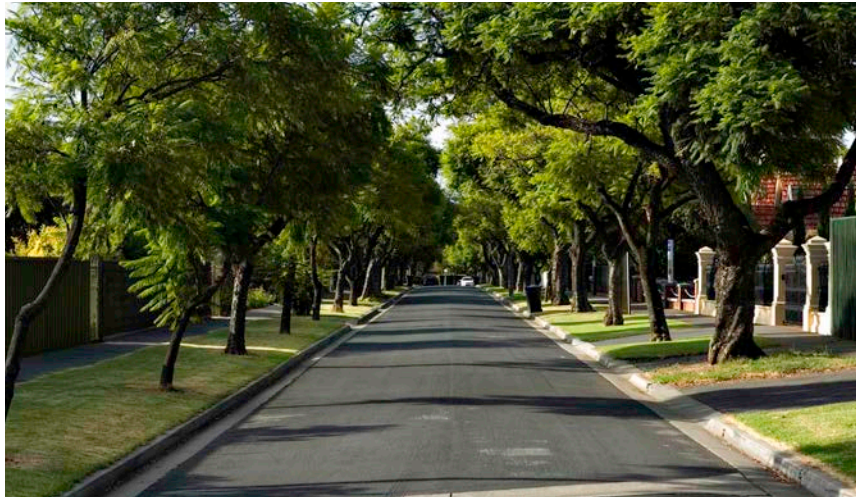
Nugent Avenue, 9th Street, and Irvin Avenue are the streets that are recommended neighborhood collectors. 9th Street and Irvin Avenue are both newly classified neighborhood collectors. Irvin Avenue provides access from 3rd Street to commercial properties on the west side of the plan area. The resulting truck traffic should be complimented by the addition of sidewalks along the whole corridor to improve pedestrian safety. 9th Street is a secondary access route into the plan area from the south, as it receives more vehicle traffic, its upgrade to a neighborhood collector is appropriate. 15th Street is recommended to be reclassified from a neighborhood collector to a local street because of its low traffic levels, limited connectivity, and location deep within the plan area.

#### Key Characteristics:

- Enhanced focus on pedestrian realm including sidewalk infill/maintenance and landscaping.
- Streets should balance vehicle traffic demands and pedestrian safety.
- Maintain right-of-way to preserve landscape areas, street trees, and pedestrian environment.
- Street calming measures, such as changes to paving material or addition of rumble strips, are appropriate at problematic locations.



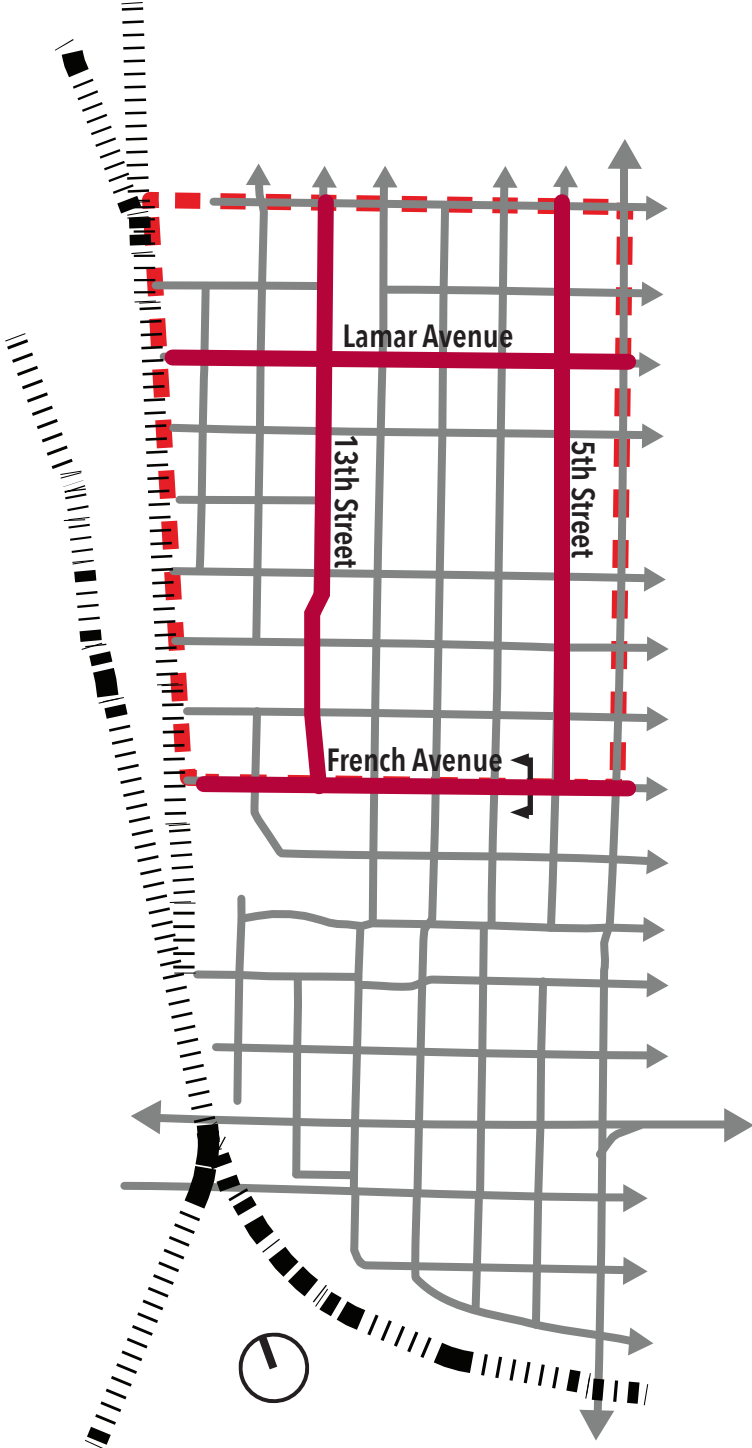




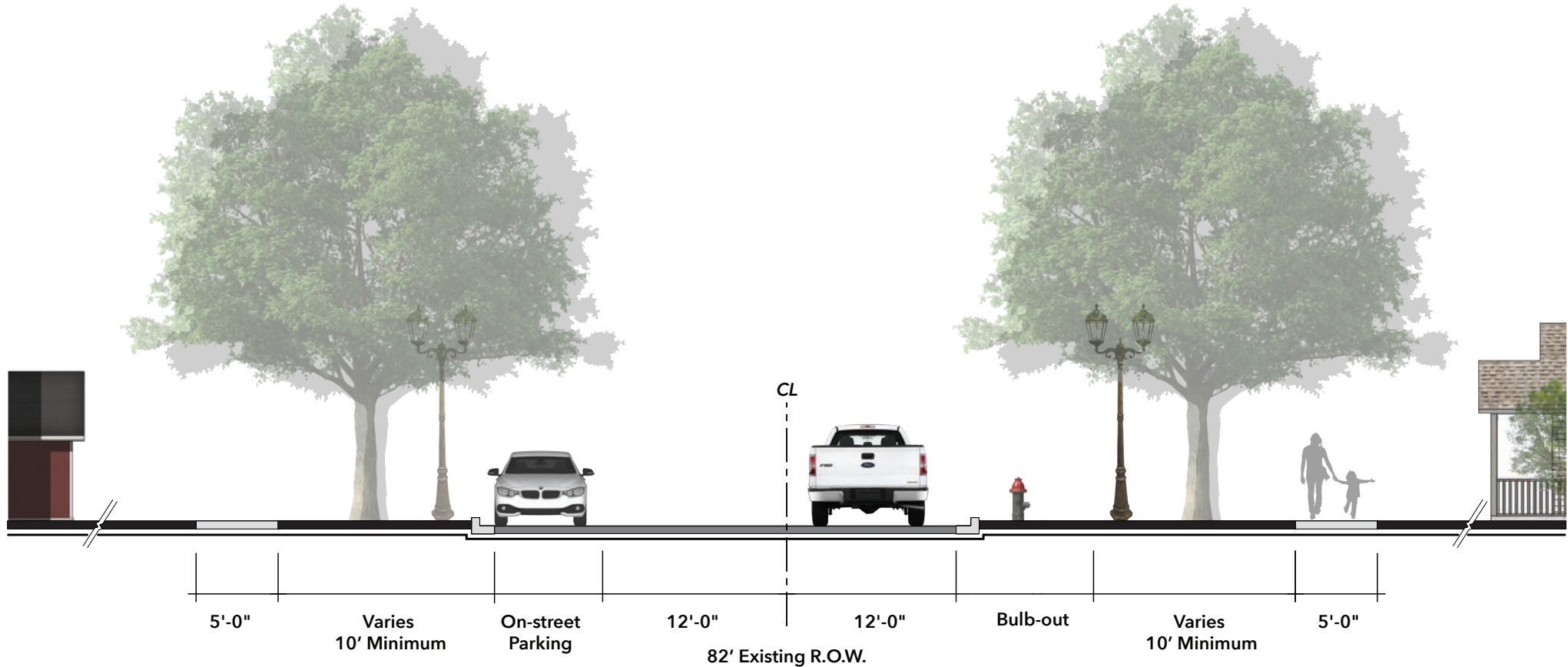
**Priority Pedestrian Corridors**

French Avenue, Lamar Avenue, 13th Street, and 5th Street have all been identified as priority pedestrian corridors. While not an official classification of the Major Thoroughfare Plan, the Priority Pedestrian Corridor purpose is to improve overall sidewalk conditions for the plan area. The City should first focus on collectors and arterials and when those streets are in satisfactory condition then focus efforts on the Priority Pedestrian Corridors. As these streets are intended to be enhanced pedestrian environments, bulb-outs at intersections and other traffic calming measures would be appropriate.

- Key Characteristics:**
- Enhanced landscaping for pedestrian experience.
  - Intersection should highlight pedestrian presence and increase visibility.
  - Maintain right-of-way to preserve landscape areas, street trees, and pedestrian environment.



## CHARACTER IMAGERY



Parking should occur on both sides if possible, while bulb-outs should be used at intersections, to protect trees, and account for immovable infrastructure (fire hydrants, etc.).

## FRENCH AVENUE SECTION





## CHARACTER IMAGERY

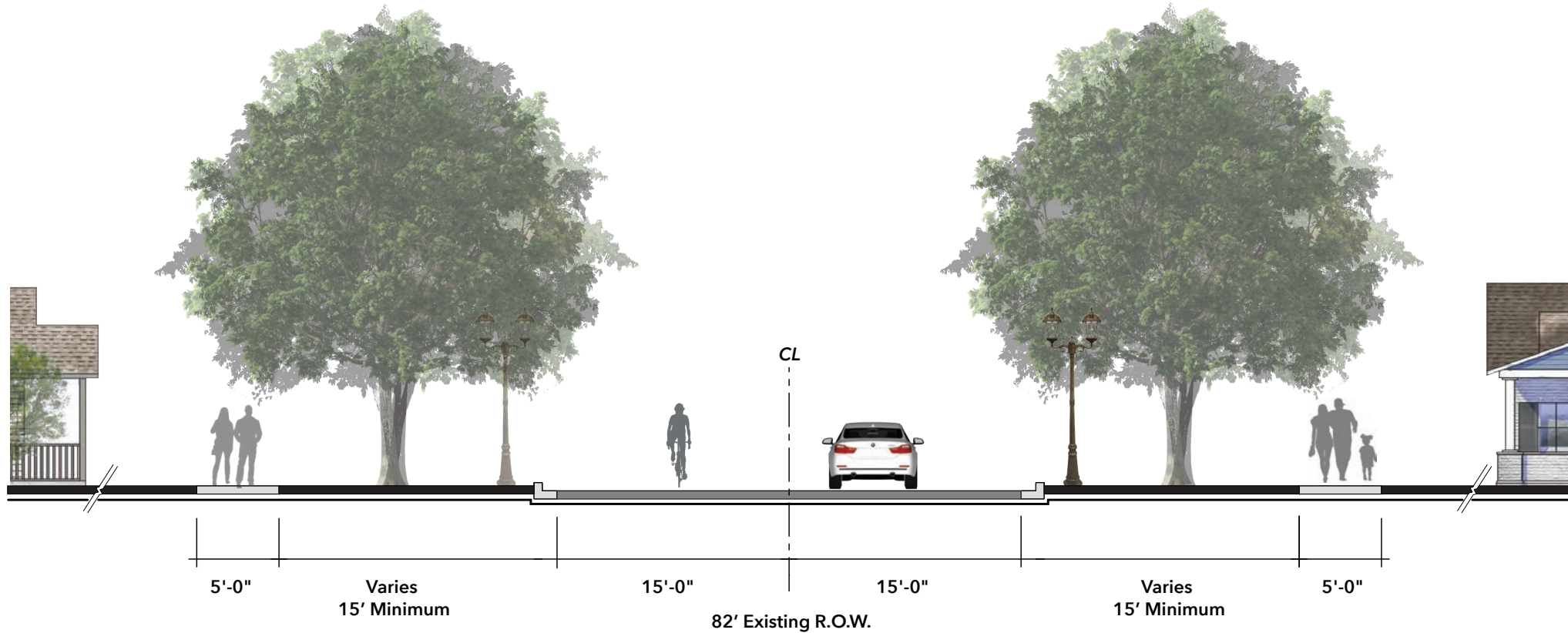


### Bicycle Boulevard

7th Street is another special designation outside the designations of the Major Thoroughfare Plan. 7th Street provides an uninterrupted connection between I-35 and downtown through the adjacent neighborhood district. As a relatively low traffic street, its use as a bicycle route would be appropriate. The addition of street markings and signage will help to improve vehicle awareness to the bicyclist presence.

#### Key Characteristics:

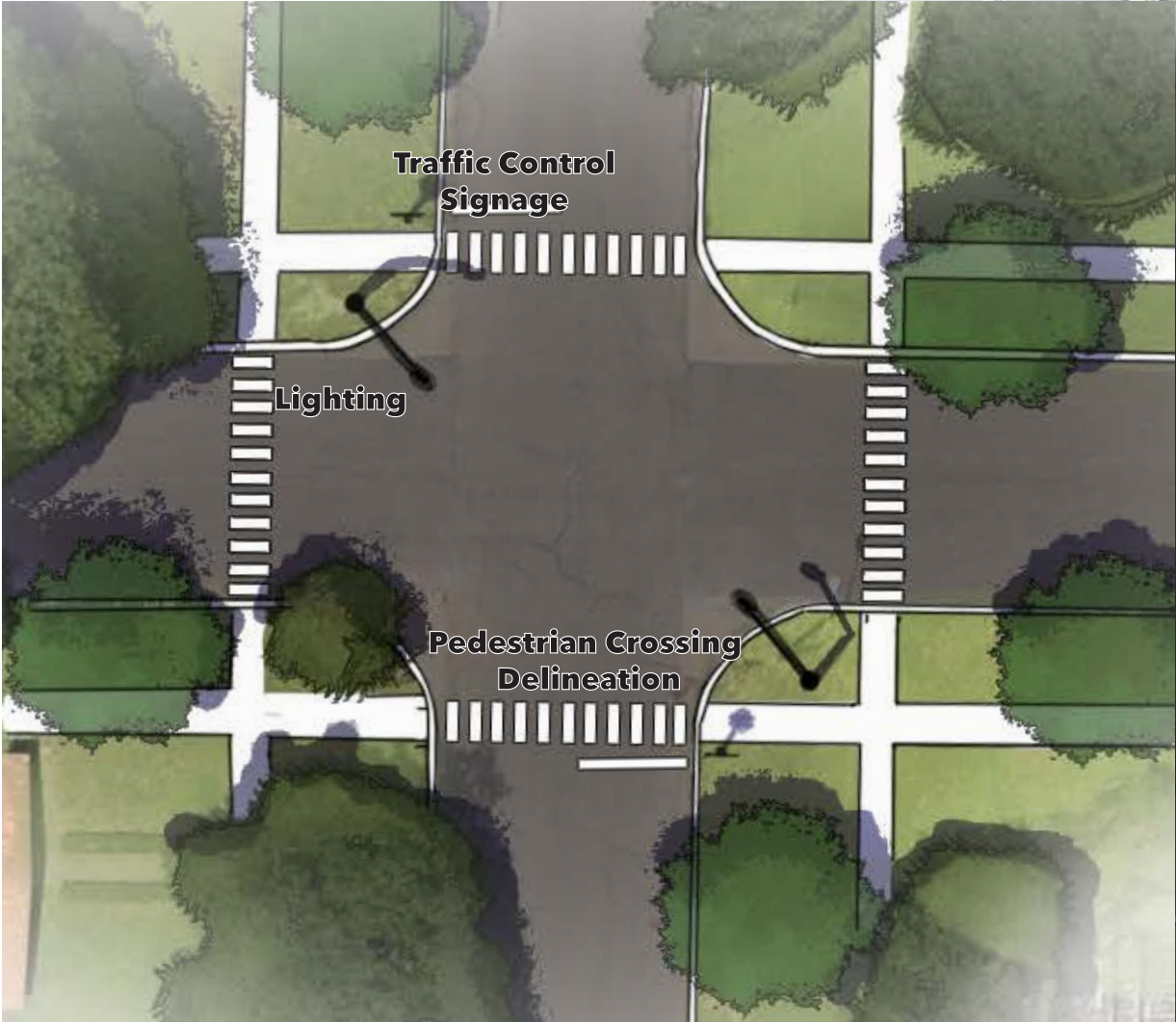
- Maintain low vehicular traffic street.
- Visible street markings and signage as bicycle route.
- There should be no delineation of a designated bicycle lane. The desire is for the bicyclist to travel comfortably and at a safe distance from parked vehicle door zones.
- Maintain right-of-way to preserve landscape areas, street trees, and pedestrian environment.



## 7TH ST SECTION



SECONDARY INTERSECTION ENHANCEMENT



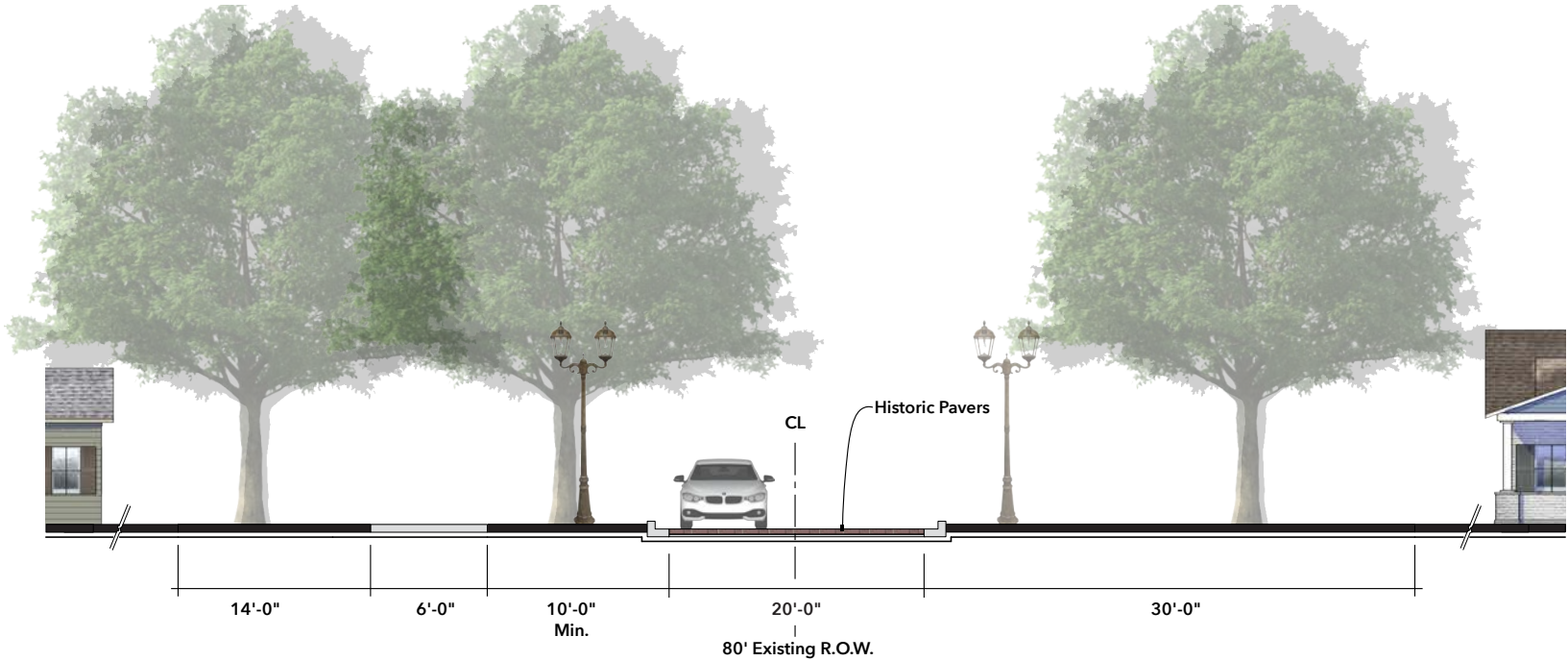
This exhibit illustrates the enhanced intersection concept. The treatment shows the use of pavers, signage, and enhanced landscaping to contribute to a unique community character. Plantings selected for landscape areas should be hardy and plant heights should negate safety concerns in regards to visibility. Secondary intersection enhancements should be a smaller application focusing on the pedestrian crossings, signage, and lighting.



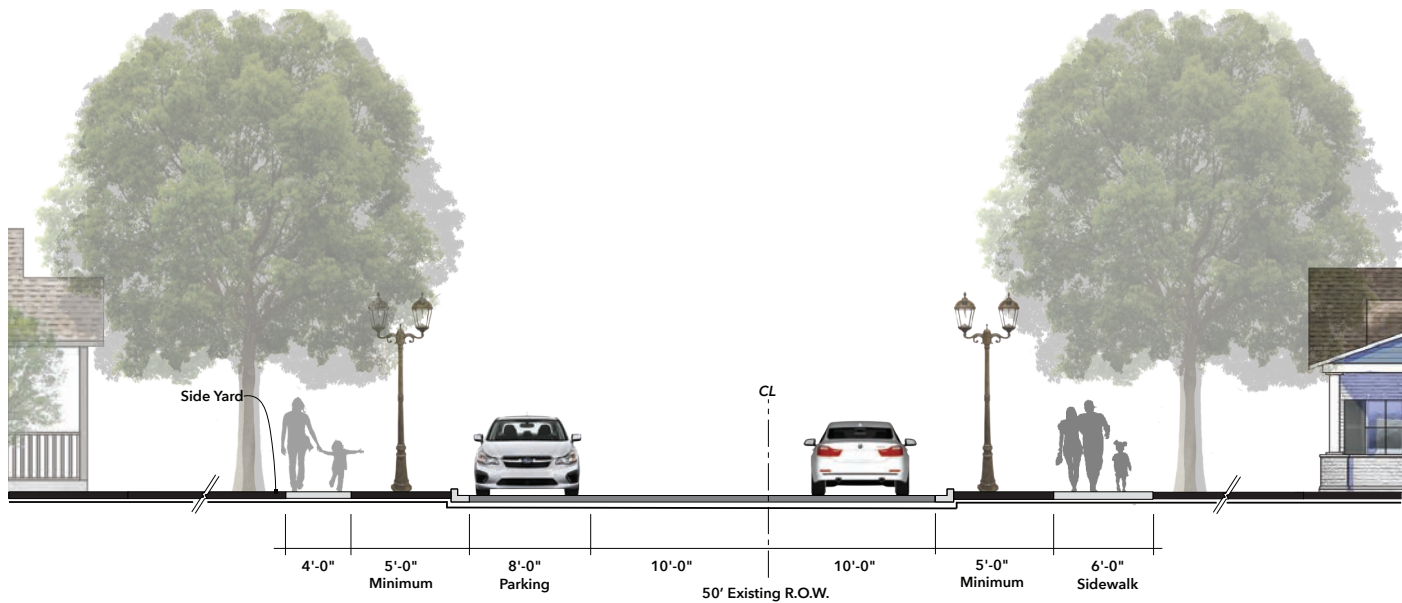
PRIMARY INTERSECTION ENHANCEMENT



# JACKSON AVENUE SECTION



# 17TH STREET SECTION



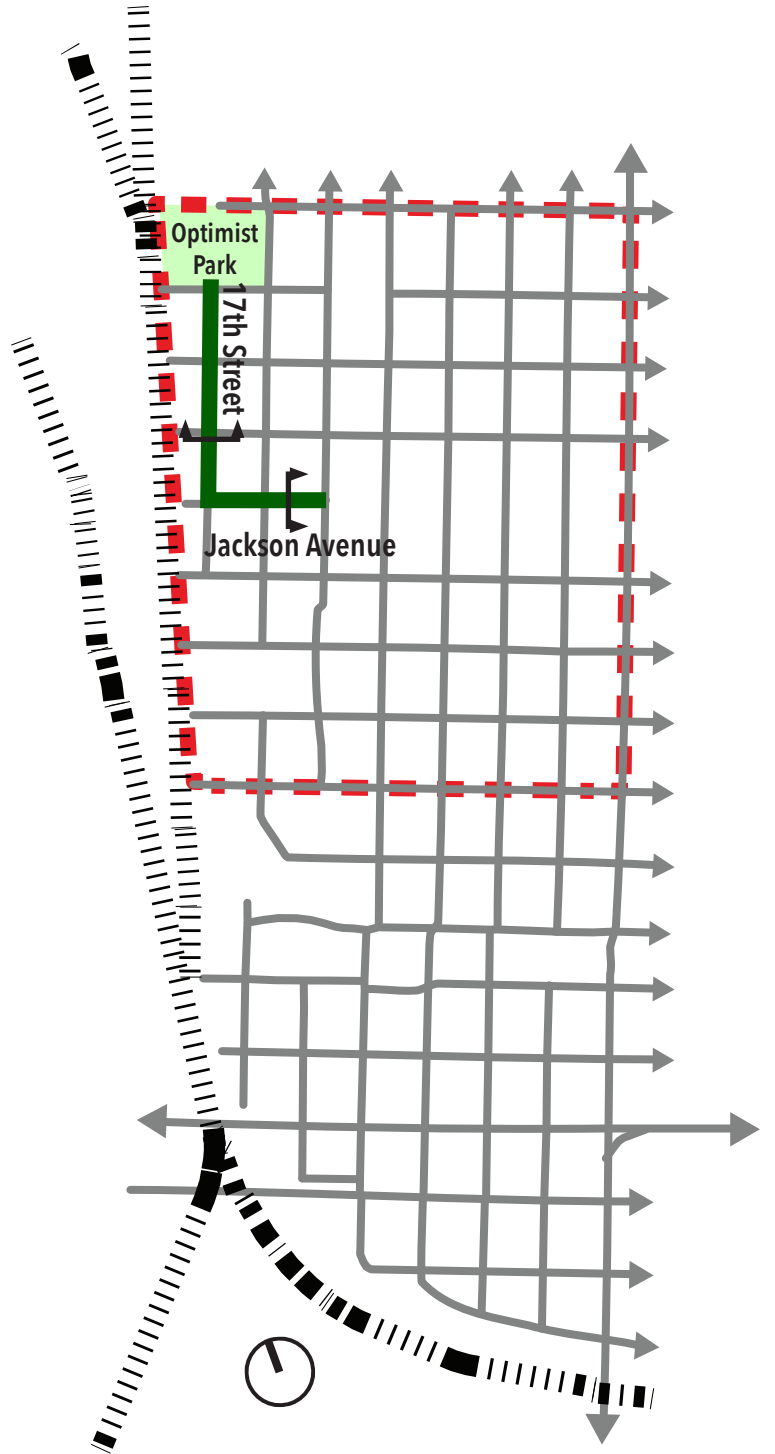
# CHARACTER IMAGERY



- Key Characteristics:
- Limit vehicle traffic to local traffic only
  - Visible street distinction and increased character aesthetic by introduction of pavers
  - Complimentary lighting to address safety concerns



- Key Characteristics:
- Street parking on one side and enlarged sidewalk on the other
  - Complimentary lighting to address safety concerns
  - Shrink street paving
  - Add tree plantings



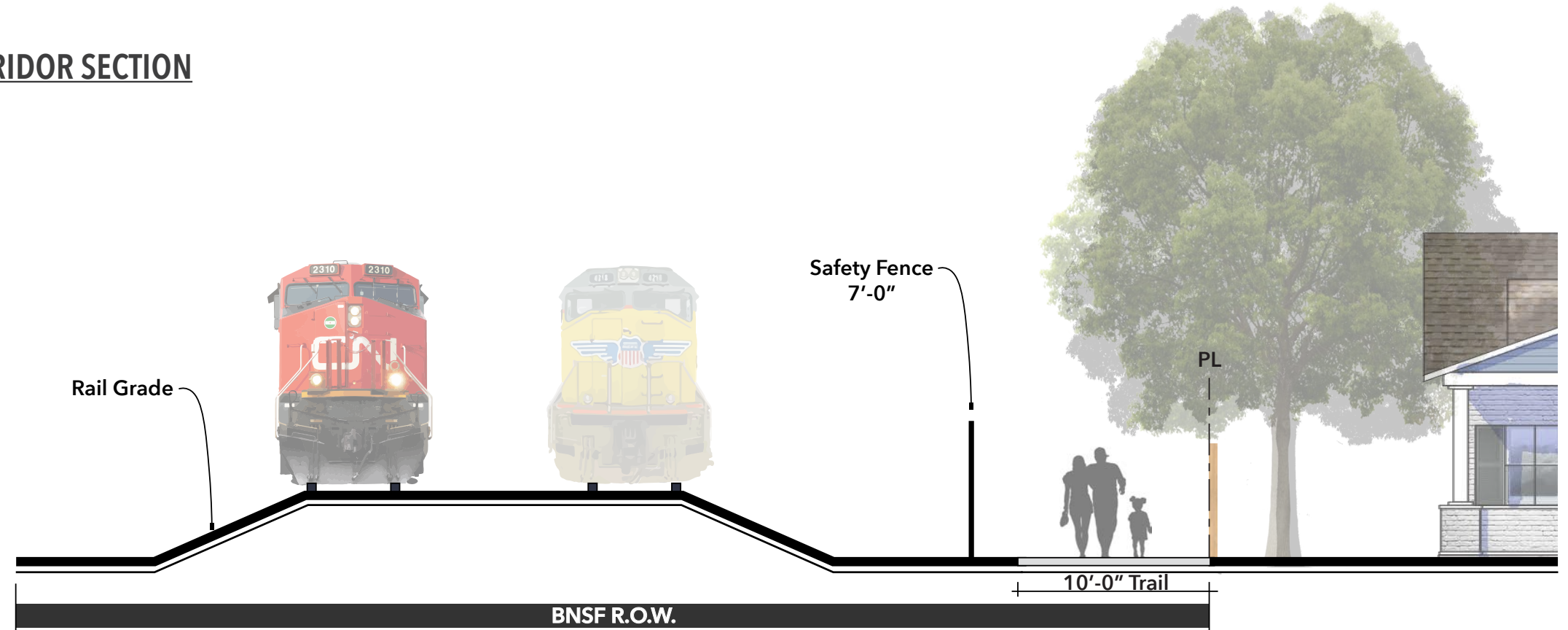




## CHARACTER IMAGERY



## CORRIDOR SECTION



### How can we work cooperatively with the railroad company?

Having the railroad company and rail operators involved with the planning and design from the early stages for a rail to trail development often helps make them feel much more comfortable and open to the idea of having an adjacent trail to their railways. Coordinating with them will help create safer practices as well.

### How do we address liability issues?

Just like with trails that are not adjacent to railways, there is some liability protection for public trail managers when providing free public access for recreational uses, such as walking and biking, due to the recreational use statutes. Implementing safe design, such as fences, significantly reduces any risk as well. Additionally, looking into to alternative routing that places portions of the trail outside the rail line right-of-way would be advantageous.



# Alleys

There is a significant presence of alleys within the Historic Neighborhood, with most being unpaved corridors for utilities. The amount of vehicle access afforded by the alley varies block to block. The value and role alleys play within the character of a neighborhood are not always evident. As part of this planning document, this section will highlight some of the key benefits of alleys and provide a guide for utilization.

## Alley Benefits

The following descriptions provide context to how alleys are a beneficial addition to the built environment through both form and function.

### Utility Placement

In many circumstances, alleys are home to electric, gas, water, and sewer lines that provide services to individual lots. This consolidation reduces congestion of the right-of-way, giving priority to utility trunk lines, and limiting maintenance impacts on roadway traffic. Additionally, by placing utilities in the alley it frees up more space for street tree growth both in the below-ground rootzone and tree canopy.

### Improved Lot Access

Alleys provide direct vehicular access to the rear of a property, providing more opportunities for parking and, in turn, reducing street clutter by eliminating a need for a front-yard driveways and diminishing vehicular and pedestrian conflicts. On-street parking availability increases, allowing more comfortable accommodation of neighborhood visitors.

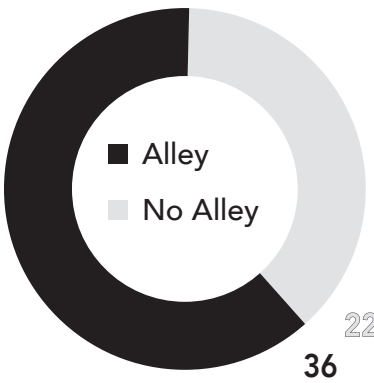
### Aesthetic Contributions

The impacts of improved lot access and utility access allow for an increase in aesthetic enhancements to the neighborhood character. Street trees grow unencumbered, reaching maturity faster, and absent the impact on their overall form. Eliminating garages from the front of the houses removes the banality of the garage door from the front facade and increases the overall architecture interest of the structure. The result is a neighborhood block where children run across uninterrupted front yards under the shade of large trees contributing to the long-term health and vitality of the neighborhood.

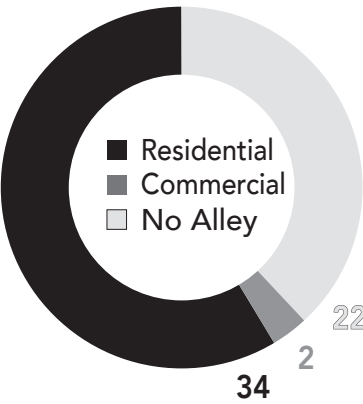
## Alley Breakdown

Examining the composition of the Historic Neighborhood's alleys within the plan area is important in determining the type of role they have in the built environment. The examination will help create an organizational framework for establishing recommendations for the plan area's alleys. There is a total of 58 blocks in the plan area with a predominate north-south direction. The following graphs highlight particular alley characteristics.

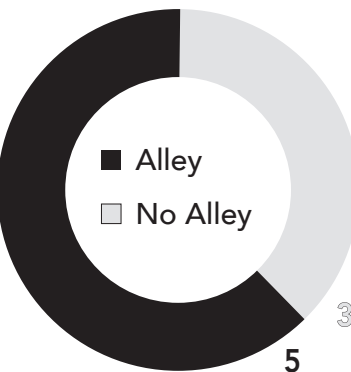
Blocks with Alley



Blocks with Alley By Use



Blocks with Alley Adjacent to 3rd Street



## Existing Alley Takeaways

- The following bullets are key findings about the plan area's alleys:
- Almost 2/3 of the plan area blocks can utilize alleys
  - Alleys primarily serve residential development
  - The two primary north-south streets (9th and 3rd) are fronted by block with some alley presence
  - For blocks along 3rd street, the alley provides essential access for residential parking



## Single-family Residential

Alleys that primarily support single-family residential provide local access for adjacent lots. Types of secondary vehicular access include utility provider's maintenance vehicles and trash trucks.



## Two-family Residential

In instances of two-family or duplex residential structures, alleys are a preferred means to account for vehicular parking for each respective unit. Rear lot access provides expanded parking options alleviating competition over limited on-street parking opportunities.



## Multi-family Residential

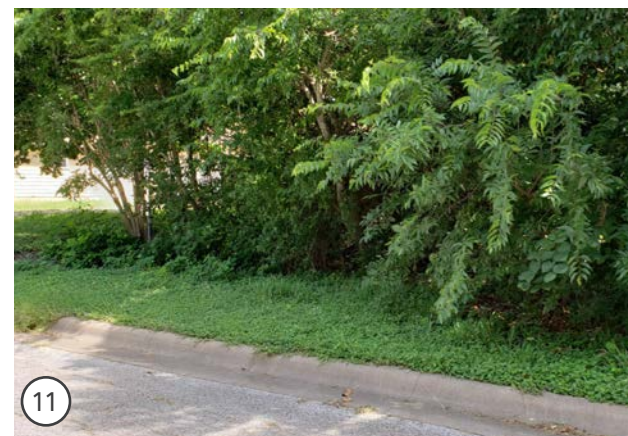
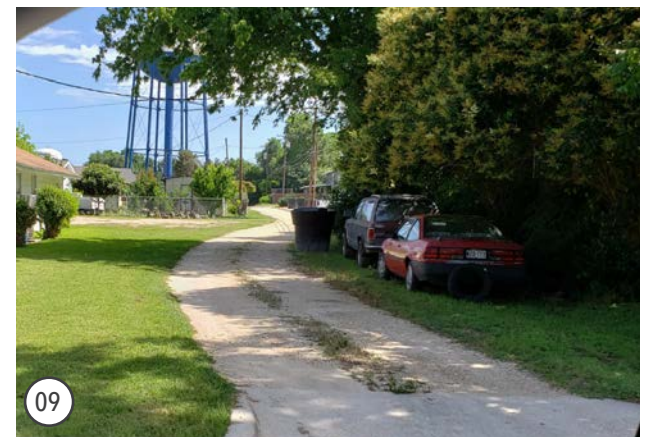
When abutted by multifamily structures, alleys may provide direct access to individual parking stalls or to a driveway for a parking lot. Waste receptacles in the alley may require extra consideration for vehicle maneuvering and screening from nearby residential.



## Neighborhood Commercial

It is important for neighborhood commercial to maintain context sensitive design and in many instances this would mean orienting the building to directly abut the street. If needed, parking should be in the rear of property directly off the alley or parking lot. Opportunities for shared parking agreements between commercial properties can help assist in a more organized approach to meeting parking demand.





**Photo Inventory Legend**

Photo View Callout

Utilized Alleys

Under Utilized Alleys

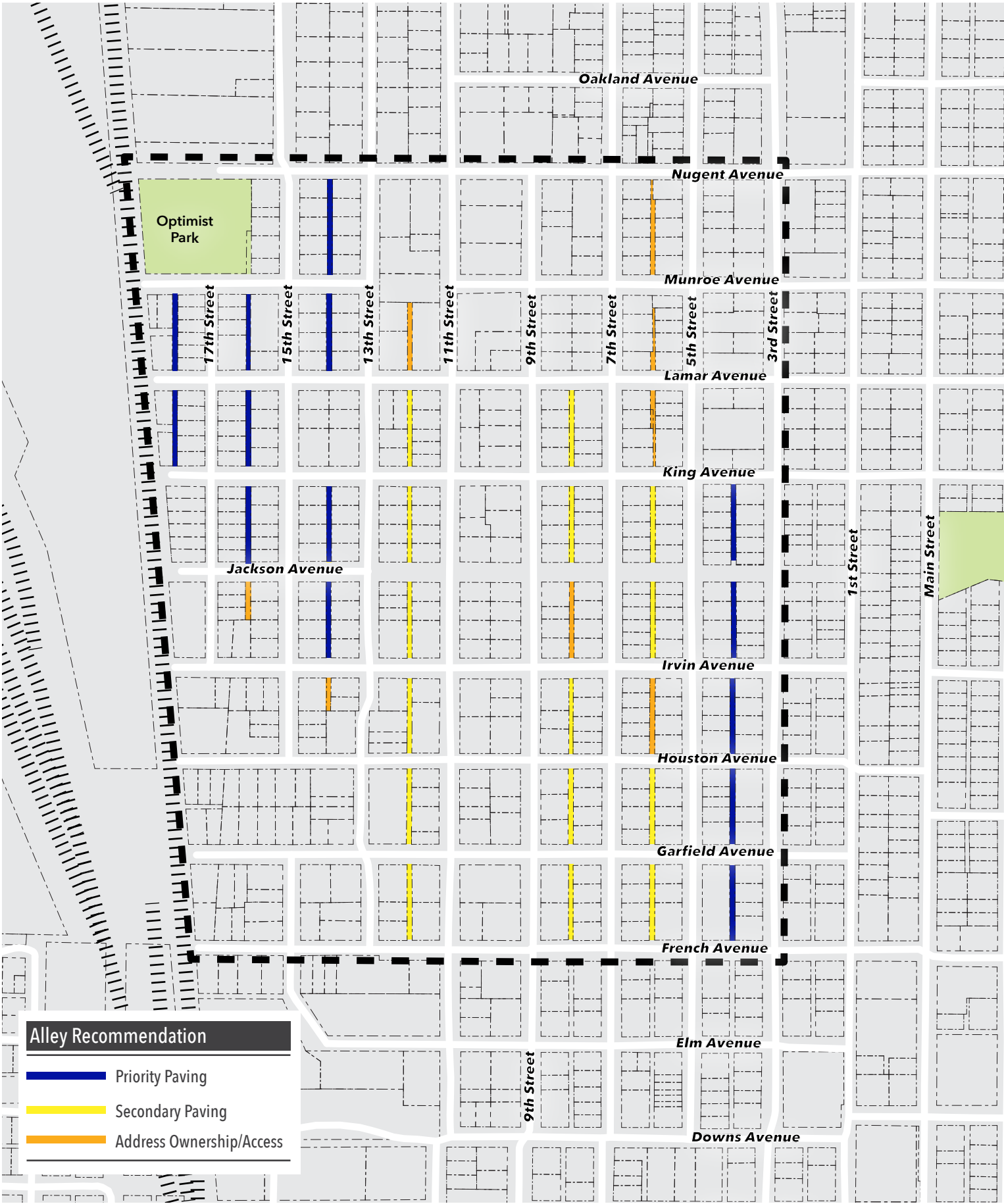
Closed Alleys



Regulatory Considerations

Below are considerations for site development standards related to alleys.

Alley Regulatory Guidance	
Zoning Districts	Applicable in all zoning districts.
ROW	24' max, 20' min. for two way alley, 16' for one-Way.
Pavement	Hardscape, whether concrete, asphalt, or vehicular paver is preferred surface. For low traffic residential alleys, crushed rock or gravel may be appropriate.
Max Height	Accessory buildings adjacent to alleys should be compatible with surrounding structures and not exceed the height of the primary structure or 2.5 stories, whichever is less.
Building Setback	All buildings should be setback a minimum of 15' from side street , unless zoning setback is intended to be 0' then consideration of sight triangles should be observed.
Parking	Is allowed adjacent to alley provided the parking space meets the minimum size of 9' by 18' and is clear of alley ROW.
Waste Receptacles	For commercial properties, alley waste receptacles should be screened from view of adjacent residential properties.
Lighting	Lighting should be present near alley and street intersection. Driveways along alleys should be lit for both vehicular and crime safety precautions.
Landscaping	Trees with mature height of 25' or less are preferred. Placement should minimize interaction with overhead utilities. All adjacent shrubs and groundcovers should be maintained to limit impediment of alley traffic.



Historic Neighborhood Alley Recommendations

The exhibit to the left shows recommendations for alley pavement conditions. The following provides an overview of recommendations for alleys found within the plan area:

- Alleys located in the western portion of the plan area should be paved because of the location within a 2-family zoning district. These alleys will effectively see more traffic from higher density land uses and additionally help reduce demand for on-street parking.
- Lots fronting 3rd Street do not have the ability for on-street parking and driveways present more conflict points along a heavily trafficked street. Out of necessity, the alleys for lots fronting 3rd Street should be paved.
- Alleys that have been enclosed or encroached upon should formally resolve ownership and access issues. As there are utilities present in alleys and lack of clarity on rear property lines, questions and concerns related to health, safety, and welfare issues are likely to occur.
- The remaining alleys that serve residential lots should address paving on an as needed basis. However, in the future if increased property values and /or an increased presence of accessory dwelling units, alley paving is highly encouraged.





Model Alley for Historic Neighborhood

The model alley is an example layout and design guidance that shows the impact that an alley may have in 2-family and single-family neighborhoods. This exhibit takes a typical sized Historic Neighborhood block and programs the alley with existing and proposed elements. It is important to emphasize that the alleys are contributing factors to maintaining the valued characteristics of the Historic Neighborhood including continuous front yards, large mature street trees, a comfortable pedestrian realm, and an overall reduction of clutter.

Alley Elements:

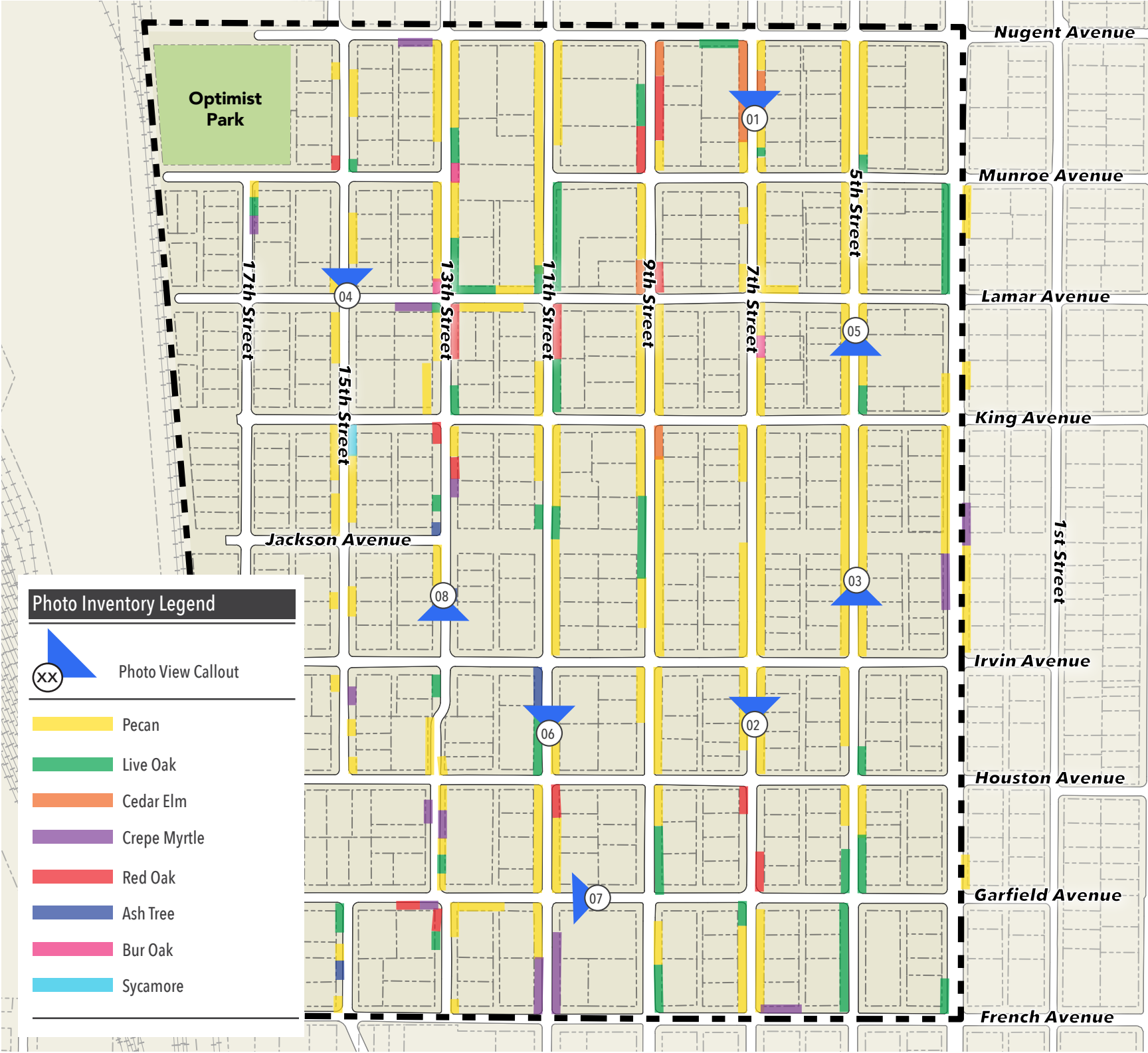
- 1 Alley Pavement.** The surface material for alleys should correspond to the amount of travel they receive. Alleys that provide sole access to parking areas, such as a garage, should be paved.
- 2 Parking.** Alleys act as a drive isle for garages located in the rear of property reducing need for driveways if desired. For new garages that face alleys, setback should be 10' from the right-of-way line. ADUs should have a separate designated space.
- 3 Sewer Lines.** Existing sewer lines are located in the alley on many of the plan area blocks. It is necessary to maintain an unobstructed access to those lines.
- 4 Lighting.** Use existing utility poles to provide opportunities to increase alley lighting, which improves function and safety.
- 5 Security.** Fences and individual property lighting can help better address safety concerns.
- 6 Trash Pickup.** Trash pickup is located along the alley removing unsightly waste receptacles from the street.





Tree Inventory

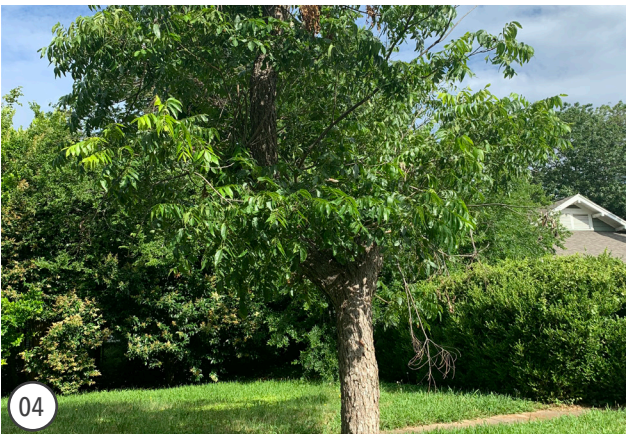
The Historic Neighborhood has an exceptional street tree environment. Some streets are lined with mature, healthy, and uniform street trees. These streets create a unique and visually prominent aesthetic that plays a vital role in the Historic Neighborhood character and appeal. Many streets, however, have a random, scattered, and unhealthy street tree presence.



MATURE/UNIFORM:



IMMATURE/RANDOM:



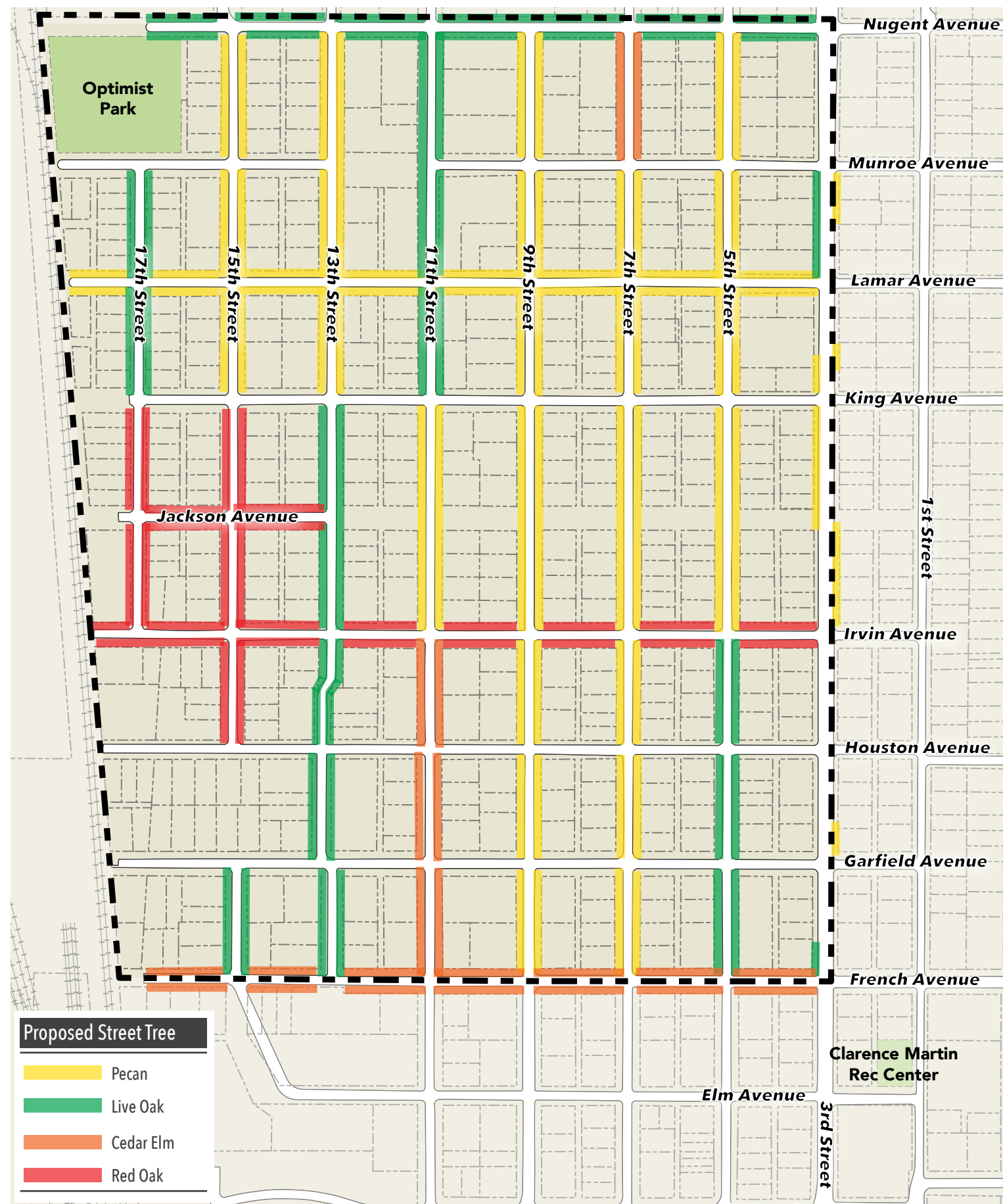
UNHEALTHY:



MULTI-SPECIES/UNDESIRABLE:

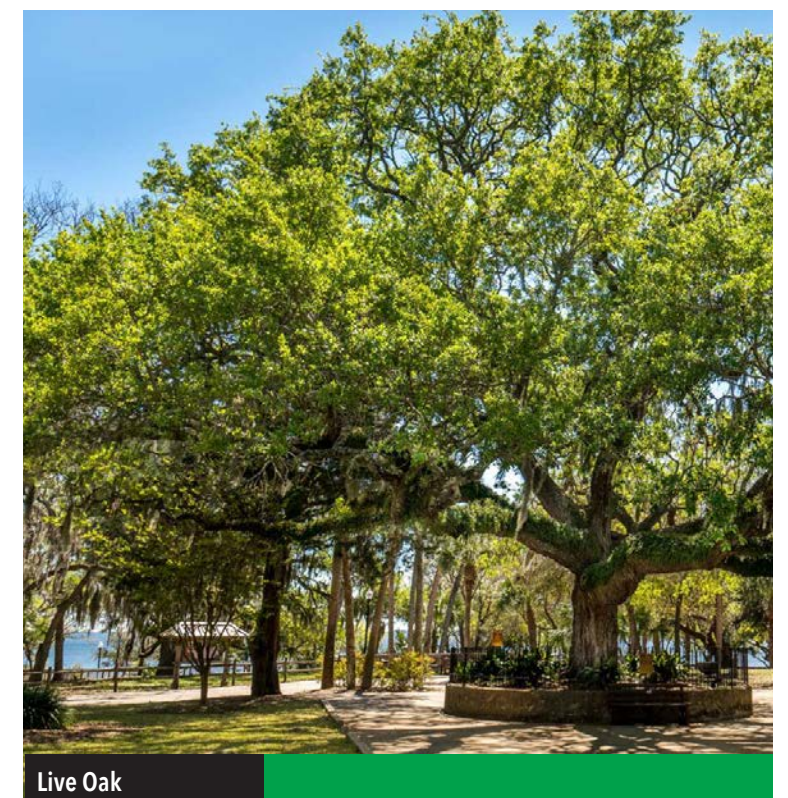
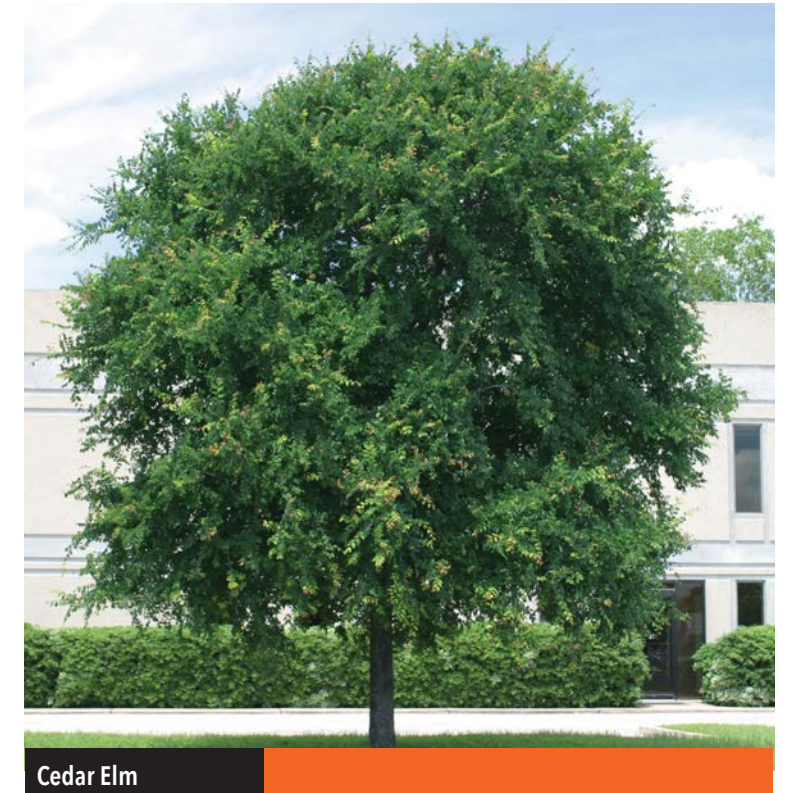
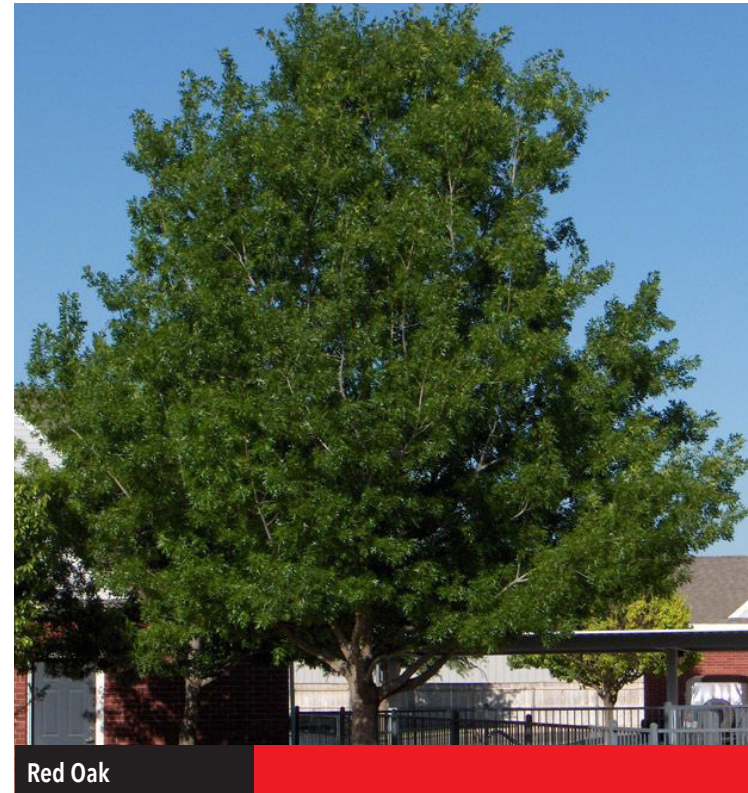




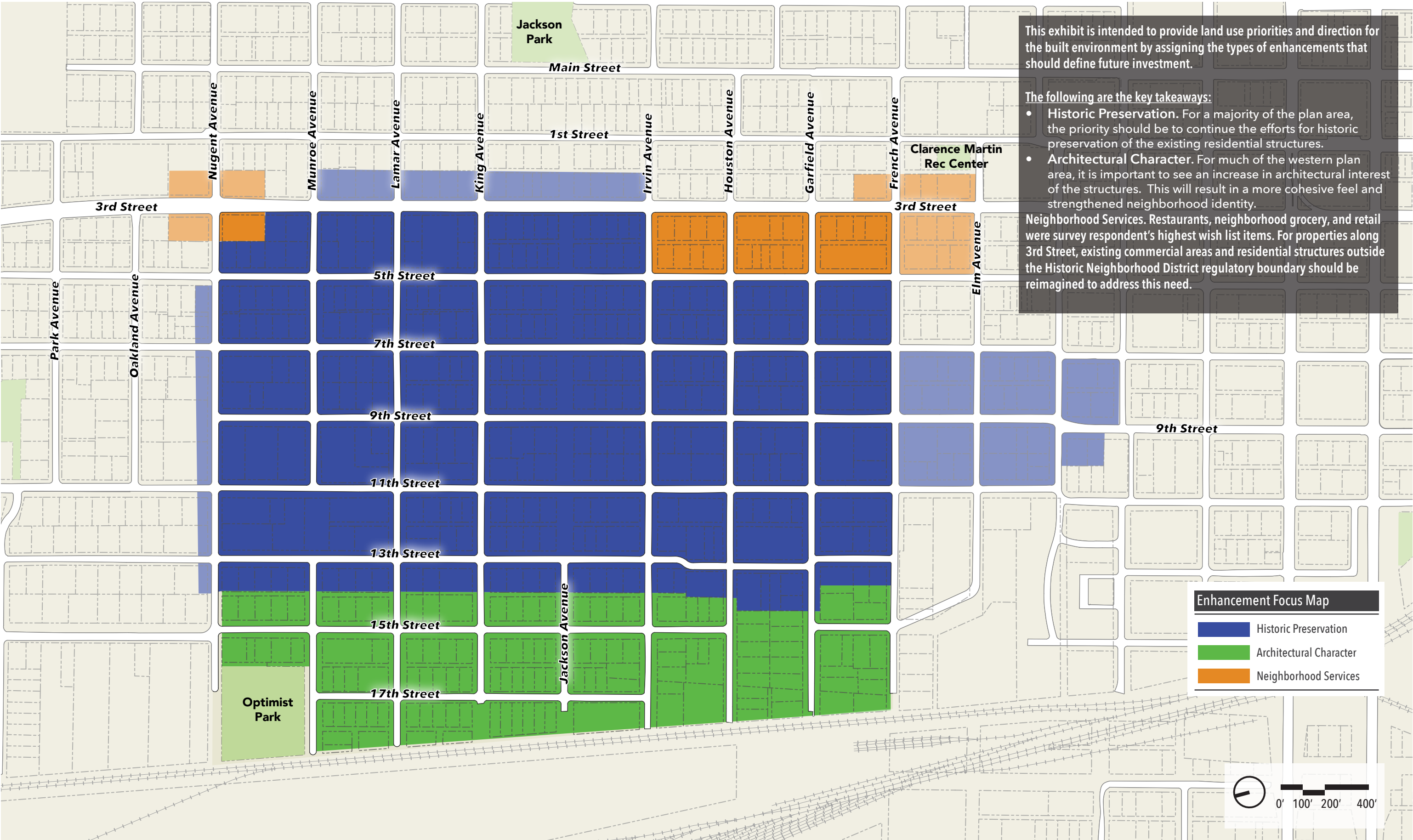


## Street Tree Program

Establishing a street tree program for the district is intended to provide direction and certainty for the maintenance and replacement of the plan area's street trees. This plan finds a balance between uniformity and variety to meet the desired aesthetic, while eliminating the monoculture approach. The exhibit highlights the recommended tree species for the respective block/street. The recommendations were developed specific to conditions found within the plan area.









Neighborhood Services Focus

Adaptive Reuse

Adaptive reuse is the practice of taking an existing building and repurposing it, typically for a different use. This process is common in areas where development pressures and community demand for new neighborhood offerings are present. Instead of a wholesale tear down, a more context-sensitive approach is administered through preservation of the existing character, building footprint, and architectural aesthetics. The primary benefit of this approach is a more harmonious transition to accommodating growth.

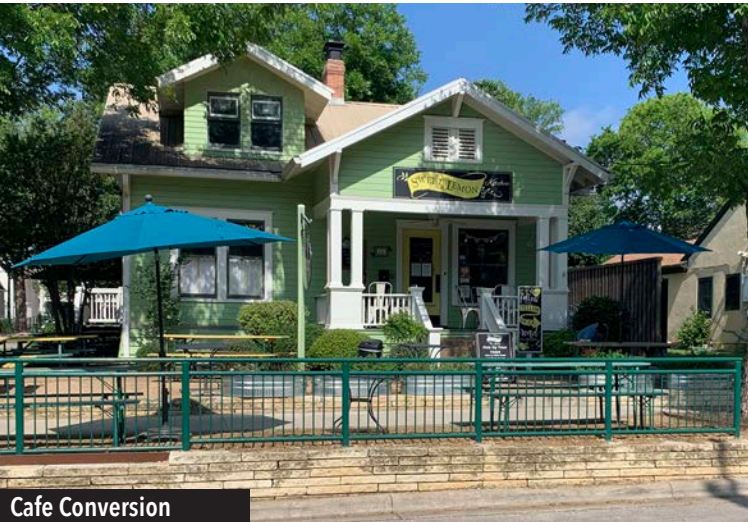
While the potential for adaptive reuse is great, it is still essential to consider the type of land use allowed. When gauging the palatability of a use, the focus should be on the visitor's characteristics, both patron and service providers. A new use with high levels of vehicle traffic may not be appropriate for an area transitioning from residential to commercial use. In contrast, professional services with more infrequent vehicle traffic would reduce the nuisance levels to nearby residential.

Adaptive Reuse Regulatory Guidance	
Zoning Districts	Potential overlay district with limited service, retail, and restaurant operations
Pavement	Hardscape, whether concrete, asphalt, or vehicular paver is preferred surface. For low traffic use of crushed rock or gravel may be appropriate. Extra considerations should be given to previous surface materials as means to limit impacts on existing stormwater infrastructure.
Max Height	Observe typical residential building heights.
Building Setback	Observe typical residential setbacks.
Parking	Reduced parking requirements. On-street parking may be required. Parking demand should not impact surrounding properties.
Lighting	Lighting intensities should be low and off site glare should be significantly limited.
Landscaping	Enhanced landscaping should be required.
Signage	Signage should be regulated to limit visual compromise of residential aesthetic.
Porches	Porches should be preserved. Porch additions should be respective of building's existing architectural character.



3rd Street, French Avenue to Houston Avenue

The two blocks between 3rd Street and 5th Street, north of French Avenue and south of Houston Avenue are located outside the Historic District regulatory boundary. As such, these blocks are better suited to address demand for increased access to goods and services. The plan illustration identifies existing structures well suited for some form of commercial operation. Additionally, infill multi-family opportunities have been highlighted as a means to increase plan area housing choice and soften transition between commercial and residential uses.





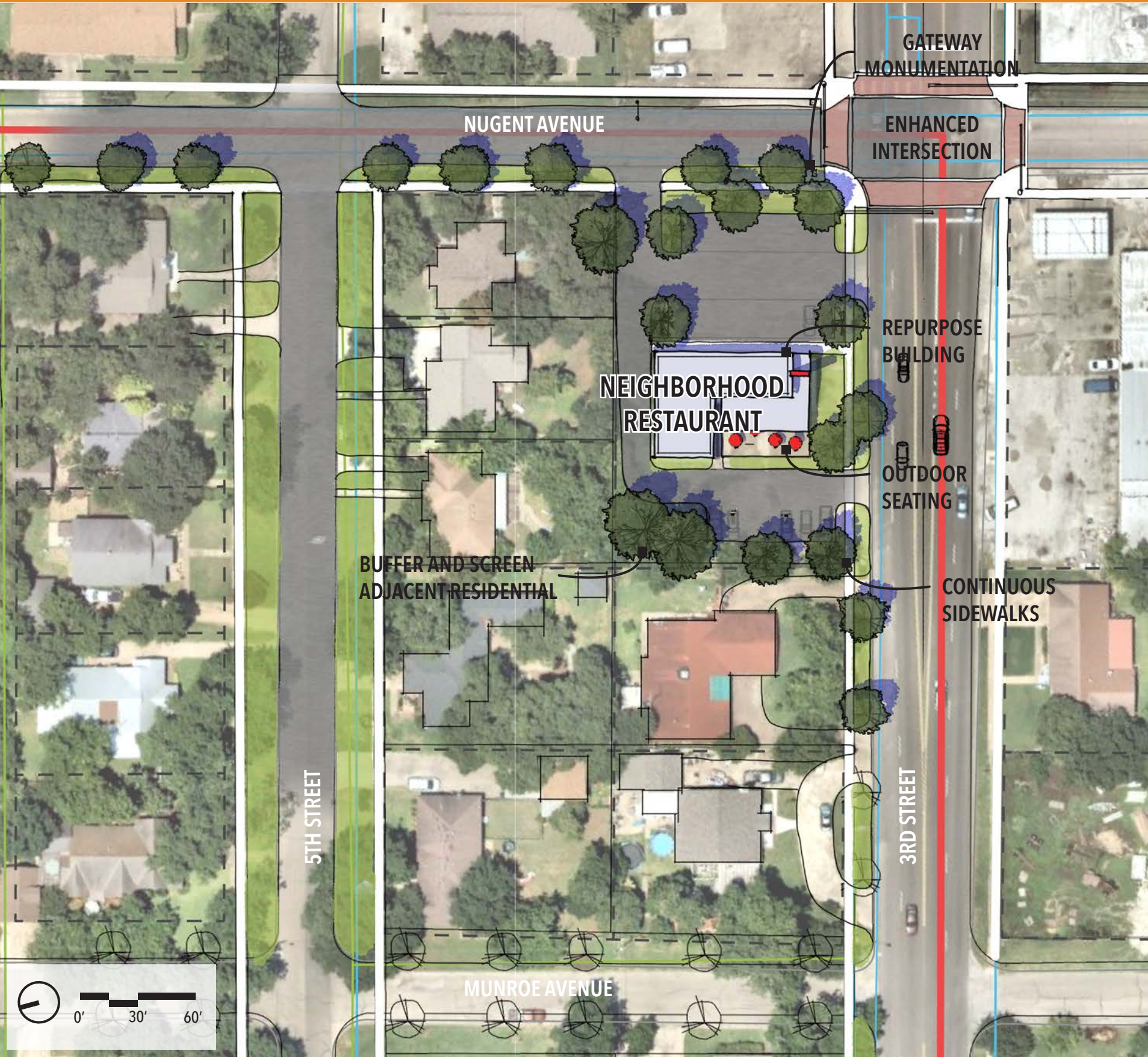


Key Considerations:

- Parking.** Take advantage of on-street parking located nearby, where appropriate. Off-street parking should occur behind the front build wall, preferably in the rear of the lot.
- Architecture.** Minimize impact on existing windows, doors, porches etc. Any enhancement should match existing architectural style.
- Access.** Maintain the front door orientation to the predominant street, access walks should be sure to connect to existing sidewalks.
- Landscaping.** Existing street trees should be protected. Hardscape should be limited in front yards.
- Signage.** Signs are an essential component to any business operation, but they should be scaled to a pedestrian level.
- Business service.** Business related activities, such as deliveries and trash pick up, should be located to the rear of the property, adjacent to alley.



Neighborhood Services Focus



3rd Street and Nugent Avenue

3rd Street and Nugent Avenue is the northeast boundary of the Historic Neighborhood plan area. Currently, the business at this location is primarily automobile-centric and disjointed from the surrounding neighborhood. This location marks the entry into the neighborhood as well as the transition to surrounding neighborhood districts. Enhancement of the intersection will be beneficial to pedestrian safety, improved aesthetic appeal, and increased neighborhood identity.



Repurposed Building



Outdoor Seating



Buffer and Screening





Key Considerations:

**Parking.** Parking lots should be buffered and screened from surrounding residential.

**Architecture.** Enhance the existing structure to soften its feel and better suit the new use.

**Access.** Pedestrian access from the sidewalks should be a priority. Reduce size and move driveway curb cuts away from intersection to improve safety.

**Landscaping.** Add street trees and landscaping to better integrate with surrounding residential.

**Signage.** Signs are an essential component to any business operation, but they should be scaled to a pedestrian level.

**Business service.** Trash pick up and delivery areas located to the rear of the property should be screened and buffered from adjacent residential.



# Architectural Character Focus

## Architectural Enhancements

As means to better unify the overall plan area, it is important to encourage new construction and renovation of structures in the western portion of the plan area to increase their architectural interest. With a mix of single-family and two family homes, architectural enhancements will likely need to reflect different unit types. Some of the best additions include large front porches, columns, and varying the roof line. Secondary considerations could be decorative front fences, porte-cochere, and enhanced front walks. One key element is to preserve views of the residences and have front yards unobstructed by parked vehicles.



## Single-Family Architectural Enhancements



## Duplex Architectural Enhancements





Historic Preservation Focus

Strengthening the Existing Character

It is a priority of the plan to protect the valuable contributions that the historic properties provide to the character and fabric of the Temple community. Fortunately, historic building preservation efforts are already in place within the plan area. The City of Temple provides regulatory protections found in Chapter 17, Historic Preservation of the Code of Ordinances. The purpose set forth by this regulation is to make it policy that the, "protection, enhancement, preservation, and use of historic areas, places and landmarks is a public necessity and is required in the interest of the culture, prosperity, education and welfare of the people."

This regulatory guidance provided by the City is in line with the best practices for rehabilitation of historic structures identified by the Secretary of the Interior. It is recommended that any future adjustments to the regulatory requirements for the historic structures follow spirit of that guidance. The following are The Secretary of the Interior Standards for Rehabilitation:

- 1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.
- 2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize a property will be avoided.
- 3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

- 4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
- 5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
- 6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
- 7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
- 8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
- 9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
- 10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

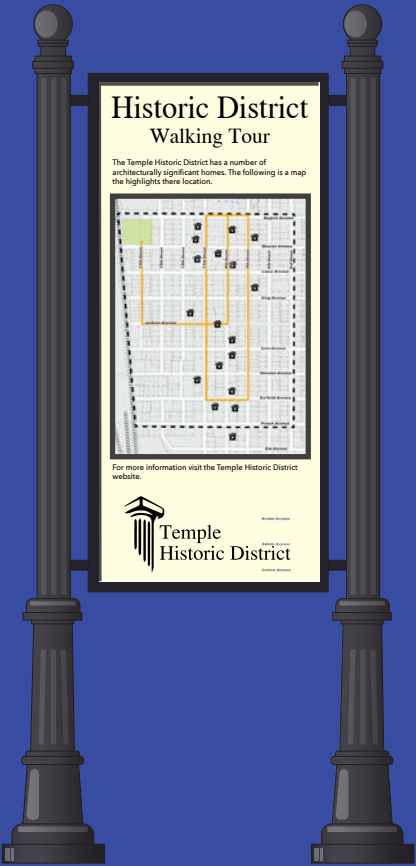
Recommendations

The following is a list of recommendations intended to compliment the Historic Preservation Focus portion of the plan area:

- Continue to enforce development regulations for historic properties.
- Invest in supporting infrastructures to maintain historic character. This infrastructure includes sidewalks, alleys, street trees, etc.
- Consider expanding regulatory boundary to include single-family structures that are south of the plan area boundary between French Avenue and Calhoun Avenue along 9th Street.
- Create a walking tour route for interested visitors.
- Enhance key intersections to contribute to historic aesthetic and character.
- Align future branding efforts to be consistent with the current Temple Historic District.

Community Awareness

Public input has identified the popularity of visitors who walk the neighborhood and look at historic structures. Formalizing directional and wayfinding signage compliments the efforts of the Historic Preservation League to, "foster civic pride in the beauty and accomplishments of the past." This wayfinding would help create a walking tour for homes of interest within the Historic District. This effort should be accompanied by a map kiosk(s) to help orient visitors upon arrival.



Benefits of a Walking Tour.

It is important to be respectful of the plan area's residents. Efforts to formalize a walking tour should strive to reduce unintended impacts from increased traffic. The provision of good sidewalk connectivity throughout the plan area will encourage people to get out of their cars and explore by foot. These additions will allow for an increase in the neighborhood's ability to increase eyes on the street and self police the plan area.







## Optimist Park

Optimist Park at 3.56 acres is a neighborhood park located in the Historic Neighborhood. Neighborhood Parks are defined by the Temple Parks Master Plan with the purpose of serving one to two neighborhoods. As such, Optimist Park also serves the residents of adjacent Garden District. The surrounding service area of a neighborhood park is .5 miles, which equates to a distance that is walkable or bikeable.

### Public Input Shaping Optimist Park:

- A dog park and lighting were high priorities for survey respondents.
- Public comment identified a desire for a community garden.

### Open Play:



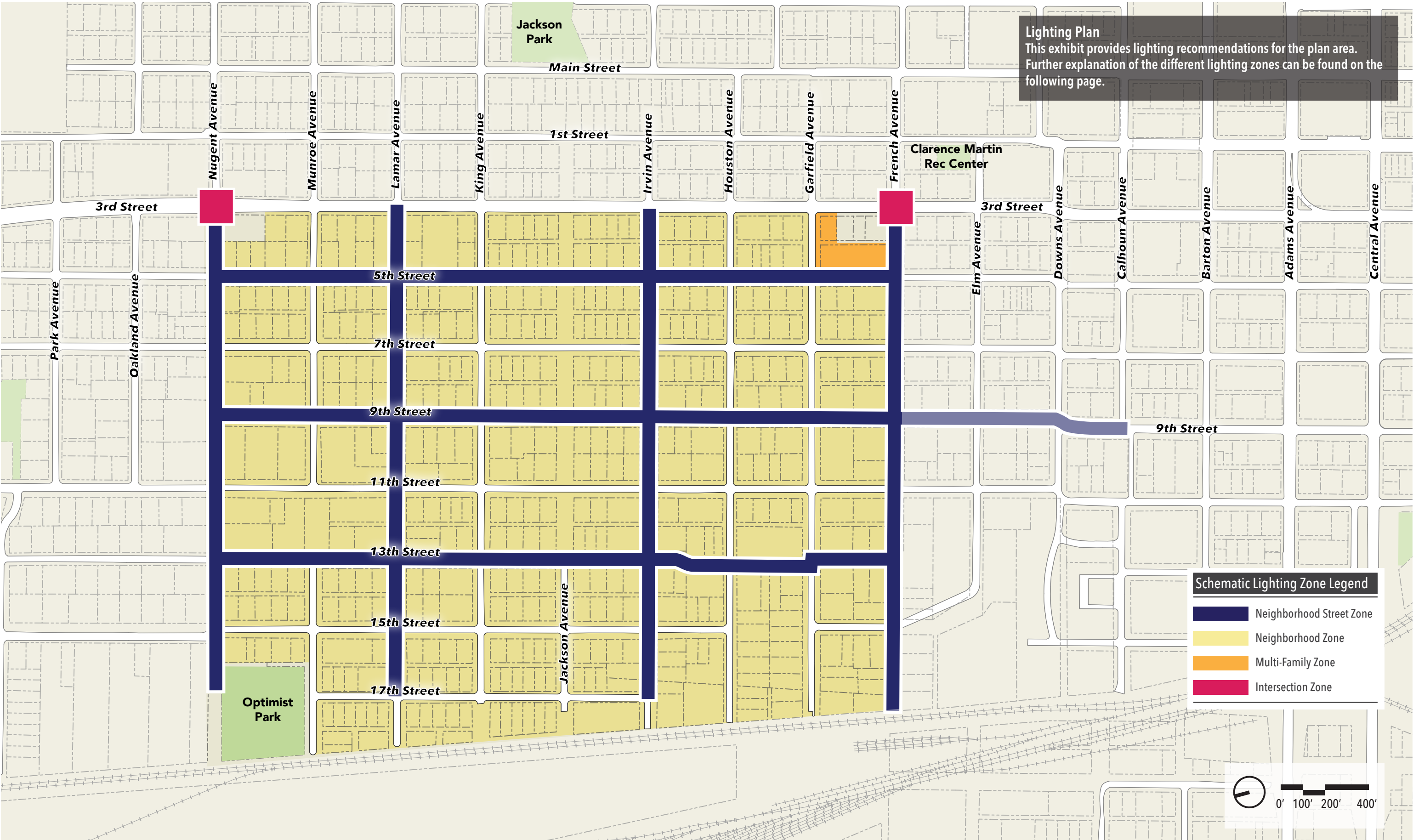
### Dog Park:



### Community Garden:

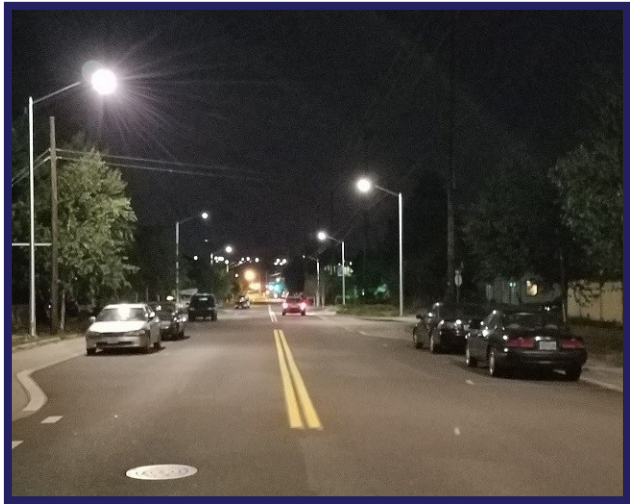








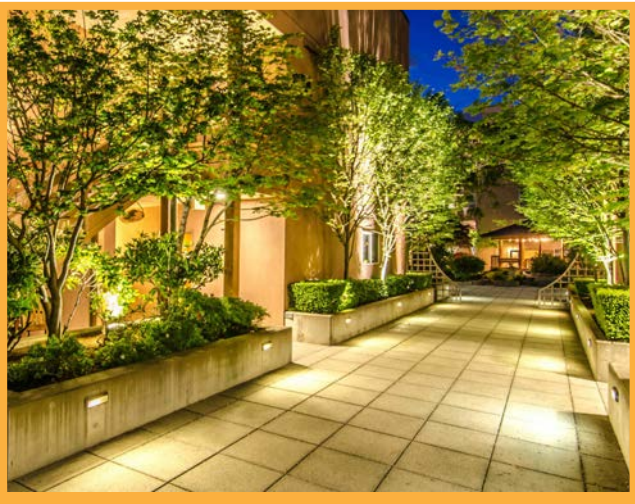
LIGHTING ZONES



NEIGHBORHOOD STREET ZONE

The Neighborhood Street Zones are the pedestrian and vehicular corridors of the neighborhood. These streets see the largest portions of vehicular and pedestrian traffic both in and out of the district. As such, these corridors should have ample lighting and maintain high operating standards, while not overpowering residential properties.

Lighting Notes:	
Lamp Size	15,000 Lumens, 150 Watts
Spacing	120' poles staggered
*Average Foot-candles	0.6
*Information informed by Highway Illumination Manual, Texas Department of Transportation, 2018	



MULTI-FAMILY ZONE

The Multi-Family Zone is intended to encourage special attention to apartments and group housing. Spacing should be done in a manner to maximize safety by provision of lighting in common areas, parking lots, entrances, and pedestrian paths.

Lighting Notes:	
See section 6.7.7.J of the City of Temple's UDC for on premise lighting requirements.	



NEIGHBORHOOD ZONE

The Neighborhood Zone is the primary single-family residential portion of the district. This zone needs to balance lighting for safety concerns while maintaining residential privacy.

Lighting Notes:	
Lamp Size	9500 Lumens, 100 Watts
Minimum Spacing	150' poles staggered
*Average Foot-candles	0.4
*Information informed by Highway Illumination Manual, Texas Department of Transportation, 2018	



ALLEYS

While not a designated zone, alley lighting should be approached in a manner that balances crime prevention goals while not overpowering neighboring residential properties. Well lit areas should include garages and parking/driveways.

Lighting Notes:	
Spacing	At street intersections, within alleys (location varies) on private property in relationship to driveways, garages, and accessory structures.



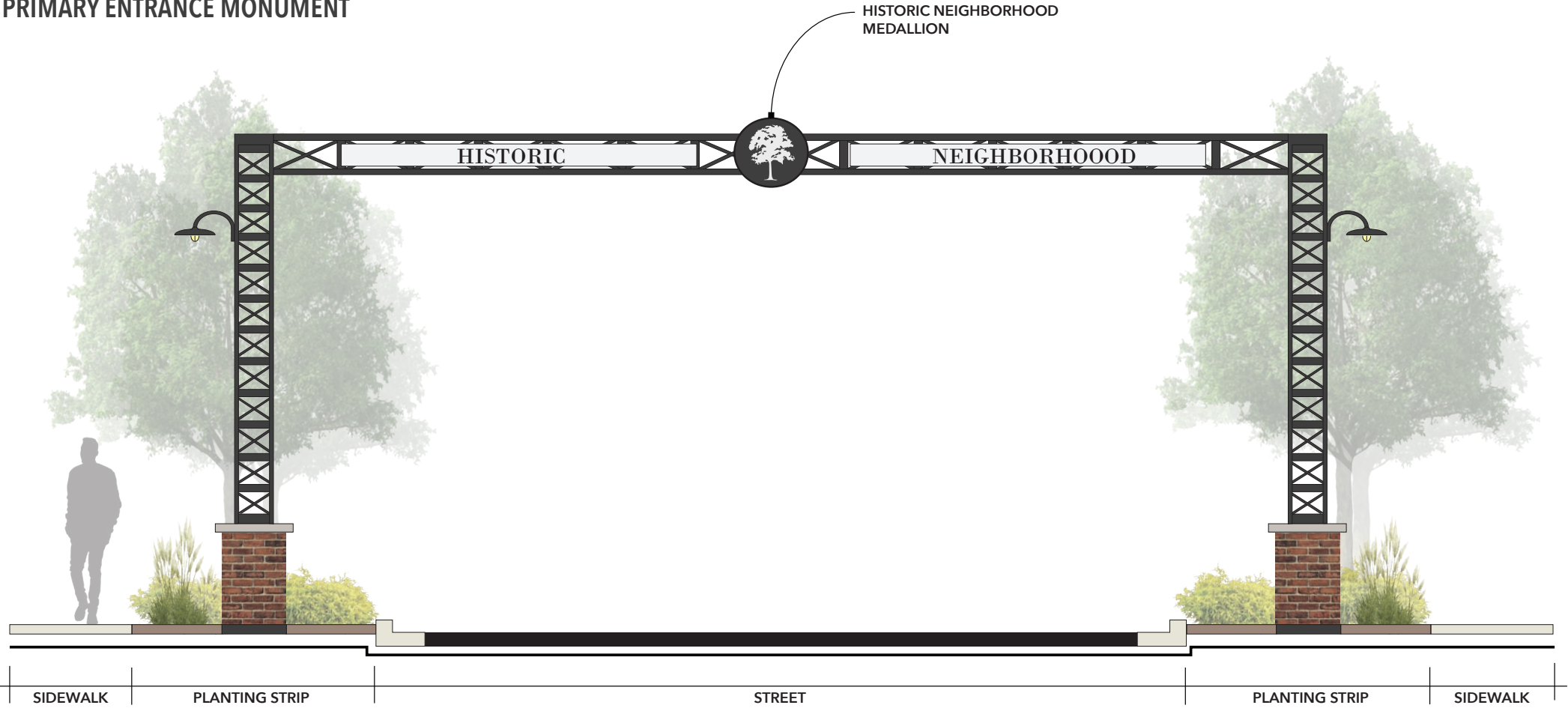
INTERSECTION ZONE

The Intersection Zone highlights key pedestrian crossings along the 3rd Street. The traffic associated with the major arterial requires an increase in lighting to ensure both pedestrian and vehicular safety.

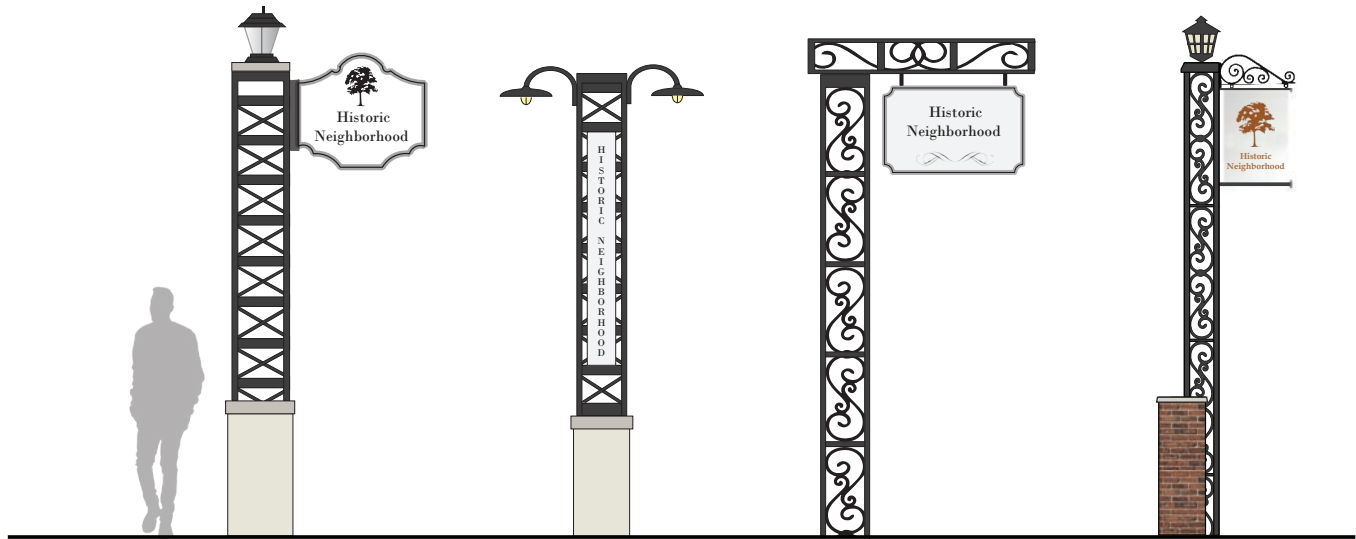
*Lighting Notes:	
Lamp Size	30,000 Lumens, 250 Watts
Spacing	1 light pole at each respective corner, 4 total.
*Average Foot-candles	2.0
*Information informed by Highway Illumination Manual, Texas Department of Transportation, 2018	



PRIMARY ENTRANCE MONUMENT

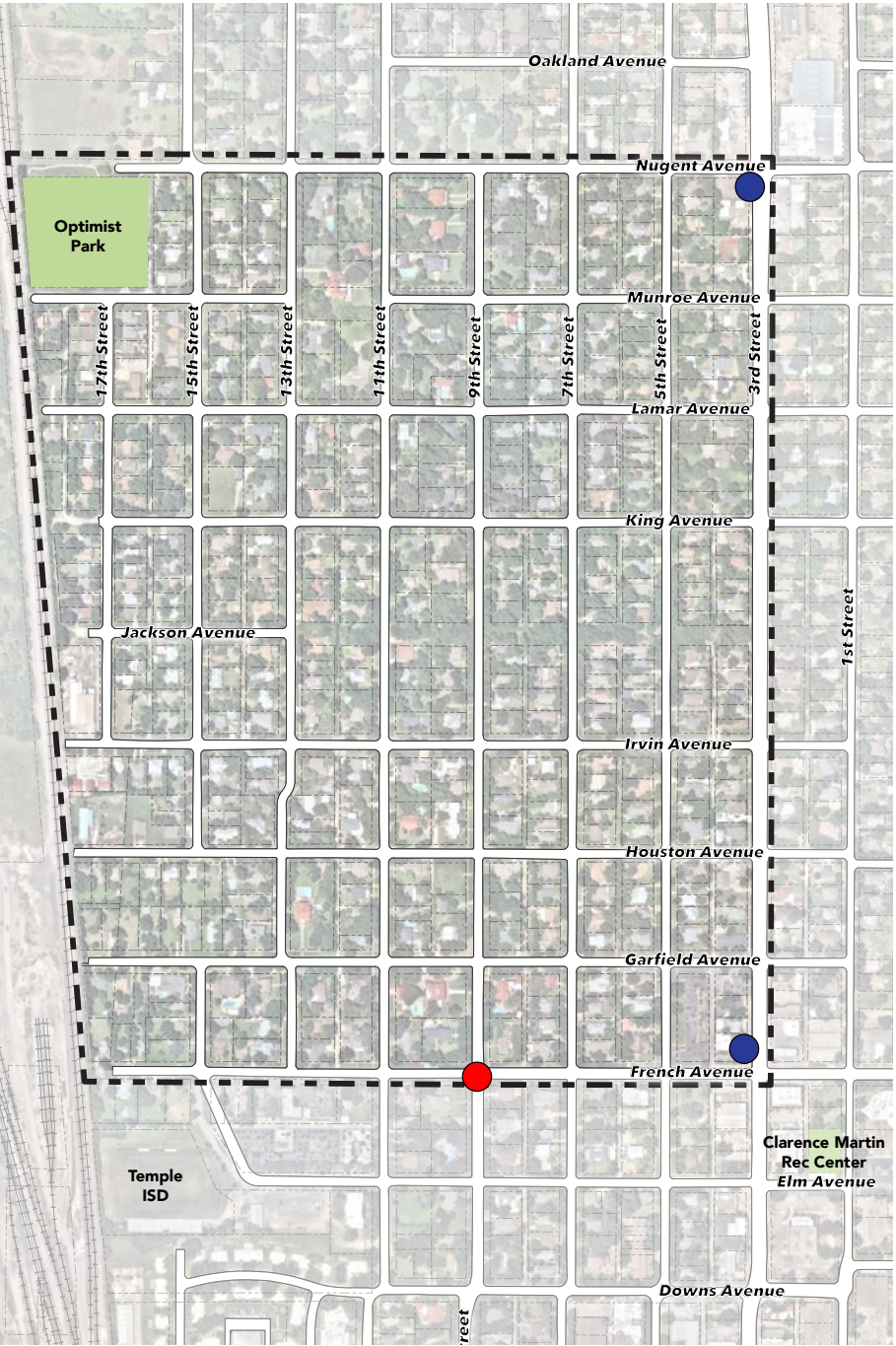


SECONDARY MONUMENTS



MONUMENT LOCATION

The locations of monuments are identified in the map below.

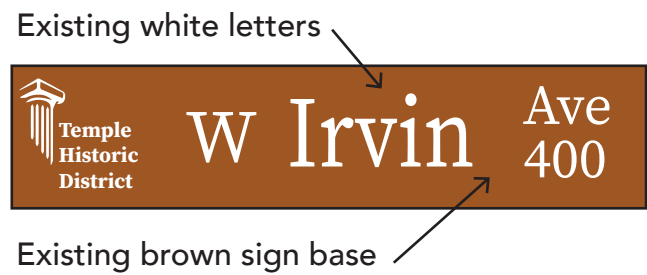


Monument Legend

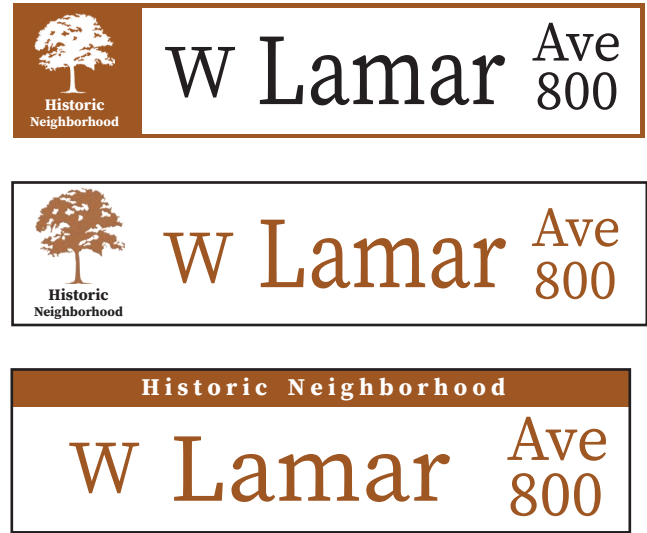
- Primary Entrance Monument
- Secondary Monument



EXISTING STREET SIGN IN TEMPLE REGULATORY HISTORIC DISTRICT



PROPOSED STREET SIGN OPTIONS FOR HISTORIC NEIGHBORHOOD



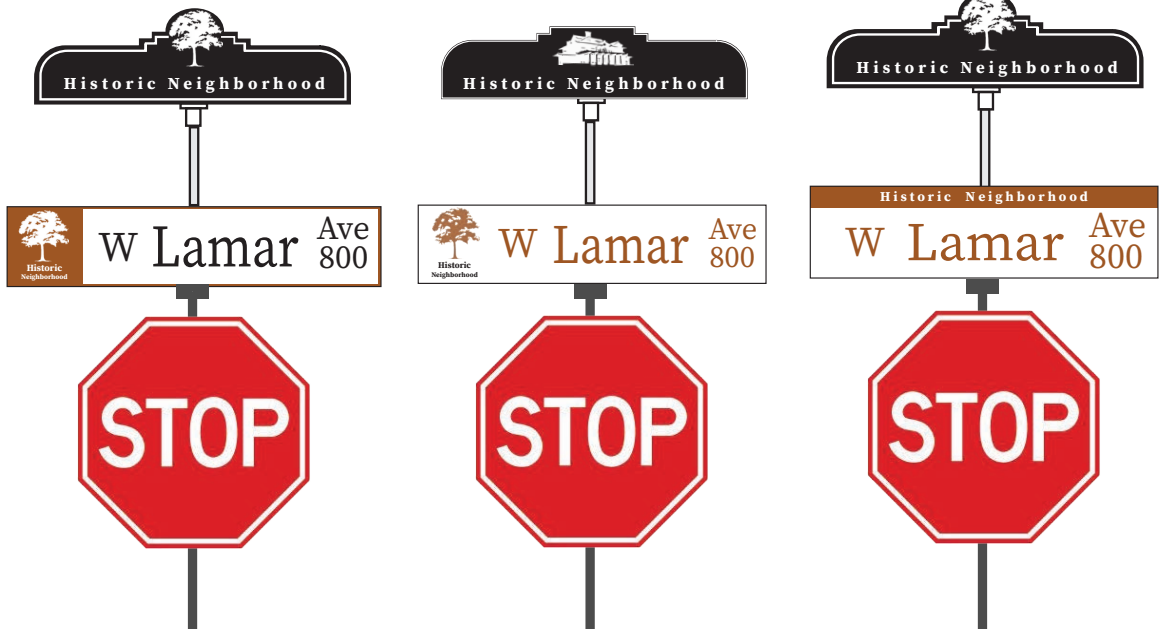
STREET SIGN NEIGHBORHOOD UNIFIER TOPPER



REGULATORY HISTORIC DISTRICT



REMAINING HISTORIC NEIGHBORHOOD



LIGHT POLE OPTIONS



BANNERS





## **RECOMMENDATIONS**



Historic Neighborhood Action Plan

This section of the plan summarizes the recommendations derived from the project findings into the Historic Neighborhood Action Plan. These actions follow to the direction put forth in the City's Strategic Plan and Temple By Design, 2020 Comprehensive Master Plan. In accordance with those plans, the actions are organized by the focus areas Smart Growth, Public Safety, Places and Spaces, and High-performing Organization. The recommendations in the Action Plan will reference the respective Comprehensive Plan initiative they helping to realize. The Action Plan will identify the implementation method, priority, and department involvement.

SMART GROWTH INITIATIVES		ACTION TYPE	COMPREHENSIVE PLAN INITIATIVE	PRIORITY	INVOLVED DEPARTMENTS
Design and Development					
DD.1	Encourage redevelopment and infill to occur in the western portion of the Historic Neighborhood to help realize the Architectural Character Focus enhancement.	Program	1.3.7 7.2.1	High	Transform Temple, Neighborhood Services
DD.2	Update the Future Land Use Plan and expand protections to residential properties the plan identifies for enhancement with a Historic Preservation Focus. This includes those properties outside the plan area along 9th Street between French Avenue and Calhoun Avenue.	Policy	1.3.7 1.1.2 5.2.4	High	Planning
DD.3	Allow for adaptive re-use to occur in the portion of the Historic Neighborhood that are identified with a Neighborhood Service Focus.	Policy	1.3.7 7.2.4	High	Planning
Streets and Thoroughfares					
ST.1	<b>3rd Street.</b> Enhance intersections at Nugent Avenue, Knob Creek Drainageway, and French Avenue. Intersection improvements should promote traffic calming measures and ensure ADA compliance.	Capital	2.2.2 2.2.3	Medium	Public Works
ST.2	<b>Jackson Avenue/17th Street.</b> Reconstruction of Jackson Avenue with street enhancements. Add widened sidewalk to portion of both Jackson Avenue and 17th Street.	Capital	2.2.2 2.2.3	Low	Public Works
ST.3	<b>9th Street.</b> Implement intersection enhancements at Nugent Avenue, Lamar Avenue, Irvin Avenue, and French Avenue. Improvements should promote traffic calming measures and ADA compliance.	Capital	2.2.2 2.2.3	Medium	Public Works
ST.4	<b>5th Street.</b> Implement intersections enhancements at Lamar Avenue, Irvin Avenue, and French Avenue. Intersection improvements should promote traffic calming measures and ensure ADA compliance.	Capital	2.2.2 2.2.3	Medium	Public Works
ST.5	<b>13th Street.</b> Implement intersections enhancements at Nugent Avenue, Lamar Avenue, and Irvin Avenue. Intersection improvements should promote traffic calming measures and ensure ADA compliance.	Capital	2.2.2 2.2.3	Medium	Public Works
ST.6	<b>7th Street Bicycle Boulevard.</b> Add bicycle signage and markings to 7th Street as pilot project for a Bicycle Boulevard. Reconstruction street, including the removal brick pavers, and add intersection enhancements at Lamar Avenue, Irvin Avenue, and French Avenue.	Capital	2.2.2 2.2.3	Medium	Public Works
ST.7	<b>Neighborhood Collector.</b> Reconstruct sidewalks along Nugent Avenue, 9th Street, and Irvin Avenue.	Capital	2.2.2 2.2.3	Medium	Public Works
ST.8	<b>Pedestrian Priority Corridors.</b> Reconstruct sidewalks along Lamar Avenue, French Avenue, 5th Street, and 13th Street.	Capital	2.2.2 2.2.3	Low	Public Works
ST.9	<b>Tree Planting Program.</b> For tree replacement follow recommendations found in the Tree Plan, page 42. Additionally, infill street trees along French Avenue, Irvin Avenue, Lamar Avenue, and Nugent Avenue.	Program, Capital	2.2.5	Medium	Public Works
ST.10	Implement a sidewalk condition evaluation on a 5-year cycle to assess for ADA compliance and connectivity.	Program, Study	2.3.3	High	Planning, GIS, Public Works
ST.11	Repair and add sidewalk in areas identified as part of conditions evaluation.	Capital	2.3.3	High	Public Works
ST.12	Review alleys in terms of use and location, then determine appropriate approach for future application and desired improvements.	Study, Capital	2.2.6	High	Planning, Public Works

SMART GROWTH INITIATIVES		ACTION TYPE	COMPREHENSIVE PLAN INITIATIVE	PRIORITY	INVOLVED DEPARTMENTS
Parks and Trails					
PT.1	<b>Optimist Park.</b> Add dog park and community garden with the respective amenities to Optimist Park.	Capital	1.4.6	Medium	Park, Public Works
PT.2	<b>Rail Line Trail.</b> Conduct feasibility study to acquire access and construct trail along rail line connecting to downtown Temple and Santa Fe Plaza. Coordinate with BNSF, the rail line operator, on trail study and corresponding implementation. On the north end of the trail, tie into the Optimist Park.	Study, Coordination, Capital	1.4.1	Medium	Parks, Planning

PUBLIC SAFETY INITIATIVES		ACTION TYPE	COMPREHENSIVE PLAN INITIATIVE	PRIORITY	INVOLVED DEPARTMENTS
Community Health					
CH.1	<b>Lighting Plan.</b> Implement recommended standards for schematic lighting zones.	Capital	4.3.4	Medium	Public Works, Oncor
CH.2	Actively seek out absentee owners of abandoned or blighted properties and require needed repairs to be performed, the building to be secured, and administer minimum maintenance standards.	Program	4.3.4	High	Transform Temple (Code Compliance)
Police Safety					
PS.1	Improve neighborhood relations by evaluating patrol techniques and work with residents to develop neighborhood-specific plans for addressing crimes and other issues of concern within the Historic Neighborhood.	Coordination	4.1.4	High	PD
PS.2	Encourage increased activity with the existing Neighborhood Watch Program	Coordination	4.1.4	Med	Neighborhood Services
Fire Safety					
FS.1	Develop a program through the Temple Fire Dept to check / install smoke detectors in the Historic Neighborhood.	Coordination, Program	4.2.7	Med	Fire, Neighborhood Services

PLACES AND SPACES INITIATIVES		ACTION TYPE	COMPREHENSIVE PLAN INITIATIVE	PRIORITY	INVOLVED DEPARTMENTS
Community Branding					
CB.1	<b>Neighborhood Monuments.</b> Construct neighborhood monuments at 3rd Street intersections of Nugent Avenue, and French Avenue and the 9th Street and French Avenue intersection. Implement through capital improvement project of respective street/intersection enhancement project, placement location of monuments should be within the R.O.W.	Coordination, Capital	5.1.2	Medium	Public Works, Planning
CB.2	<b>Street Signs.</b> Select and implement street sign family to be used in the plan area.	Policy	5.1.4	High	Public Works
CB.3	Coordinate with the Historic Preservation League of Temple regarding existing and proposed banners.	Coordination	5.1.4	High	Public Works
CB.4	Work with neighborhood coalition to develop a plan to activate vacant City owned property using Tactical Urbanism	Program	5.1.3	Medium	Neighborhood Services



PLACES AND SPACES INITIATIVES		ACTION TYPE	COMPREHENSIVE PLAN INITIATIVE	PRIORITY	INVOLVED DEPARTMENTS
Unique Assets					
UA.1	Work with the Utility Billing Office to identify new residents in the Historic Neighborhood so that a "Welcome to the Neighborhood" packet can be sent to them. This packet should include contact information, bulk trash pickup schedule, code compliance rules and regulations, and other useful information.	Coordination, Program	5.2.3	High	Neighborhood Services
UA.2	Develop a walking tour of the historic homes in the neighborhood. The walking tour should include the installation of program signage.	Program	5.2.3	Med	Neighborhood Services
UA.3	Amend the City Code of Ordinances Chapter 17 Historic Preservation.	Policy	5.2.4 7.2.1	High	Planning, Legal, City Managers Office
UA.4	Develop a tax abatement rehabilitation program for properties located within the designated local historic district.	Regulation	5.2.4	Med	Planning, Finance
Neighborhood Growth and Diversity					
NGD.1	Address zoning regulations to allow for construction of desired housing types.	Regulation	7.1.1	High	Planning
NGD.2	Promote all homeownership opportunities, classes and reinvestment programs to include outside organizations, HOME and CDBG.	Program	7.1.2	High	Neighborhood Services
Neighborhood Stabilization and Redevelopment					
NSR.1	Develop and promote a rental registration program to include incentives for property improvements and maintenance for both tenants and owners.	Program	7.2.7	High	Transform Temple
NSR.2	Develop a community outreach program to educate the public about code compliance rules and regulations.	Program	7.2.3	High	Transform Temple and Neighborhood Services
NSR.3	Conduct a lot by lot assessment of the homes and property in the Historic Neighborhood to develop a list of issues that the City's Transform Temple department could help address.	Program	7.2.3	High	Transform Temple
NSR.4	Evaluate current city policy on alley abandonment and develop a process for public requests.	Regulation	7.2.4	Medium	Planning
NSR.5	Create and promote financial incentives to encourage rehabilitation and investment in residential and commercial properties. Special incentives should be offered to developers to encourage the addition of affordable housing units.	Program	7.2.4	High	Planning, Finance
NSR.6	Task the Neighborhood Coalition with scheduling and promoting block parties and events, such as National Night Out, and share information about the Tool Library Trailer and Track Temple app.	Coordination	7.2.9	High	Neighborhood Services

HIGH-PERFORMING ORGANIZATION INITIATIVES		ACTION TYPE	COMPREHENSIVE PLAN INITIATIVE	PRIORITY	INVOLVED DEPARTMENTS
Development Review					
DR.1	Establish a Neighborhood Coalition and a neighborhood champion to streamline communications on activities impacting the neighborhood, such as zoning cases, variance requests, applicable plat requests, Capital Improvement Plan projects, etc.	Coordination	8.1.6	High	Neighborhood Services
Sub-Area Planning					
SAP.1	Develop a yearly report to track progress on Historic Neighborhood Action Plan.	Policy	8.2.1	High	Planning
SAP.2	Review and update the Temple CIP project list to include the projects identified in the Historic Neighborhood Capital Improvement Plan.	Policy	8.3.2	High	Planning
SAP.3	Develop task force for coordination of neighborhood district planning initiatives. This task force should focus on identifying partnerships and secondary funding sources.	Coordination	8.2.3	Medium	Planning

Historic Neighborhood Capital Improvement Plan

The following list of projects was derived from the conceping and recommendations formulated as part of the planning process. The projects identified correlate with the actions found in the Crestview Neighborhood District Action Plan. Projects may be a single action or a combination of actions. The opinion of the probable cost was developed uniquely for each particular project and includes the cost of construction, contingency, land/right-of-way acquisition, and professional services. Action prioritization in regards to project implementation should be followed; however, if circumstances arise that increase the urgency or cost savings for the realization of the project, deviations from the recommended action priority is appropriate.

Project		ACTION	OPINION OF PROBABLE COST	IMPLEMENTING DEPARTMENT
1.	3rd Street Intersection Enhancements	ST.1	\$2,900,000	Public Works
2.	9th Street Sidewalk and Intersection Enhancements	ST.3, ST.7	\$2,300,000	Public Works
3.	13th Street Sidewalk and Intersection Enhancement	ST.5, ST.8	\$2,300,000	Public Works
4.	7th Street Bicycle Boulevard and Street Reconstruction	ST.6	\$2,600,000	Public Works
5.	Nugent Avenue Sidewalk Reconstruction	ST.7	\$1,100,000	Public Works
6.	Irvin Avenue Sidewalk Reconstruction	ST.7	\$1,200,000	Public Works
7.	5th Street Sidewalk and Intersection Enhancement	ST.4, ST.8	\$2,300,000	Public Works
8.	Lamar Avenue Sidewalk Reconstruction	ST.8	\$1,200,000	Public Works
9.	French Avenue Sidewalk Reconstruction	ST.8	\$1,400,000	Public Works
10.	Optimist Park	PT.1	\$1,300,000	Parks
11.	Jackson Avenue and 17th Street	ST.2	\$1,000,000	Public Works



