

2030 Comprehensive Plan

City of Stephenville, Texas

Adopted: March 4, 2008

TABLE OF CONTENTS

CHAPTER 1 - INTRODUCTION

Elements of the Plan	1-2
Geographical Area for the Comprehensive Plan.....	1-3
Development of the Comprehensive Plan	1-3
A Plan for the Future	1-5

CHAPTER 2 – COMMUNITY PROFILE

Regional Setting	2-1
History	2-2
Population.....	2-3
Historical Population	2-3
Population Density	2-4
Population Projections	2-4
Racial and Ethnic Composition	2-6
Age Distribution.....	2-7
Household Composition.....	2-8
Housing Characteristics	2-9
Employment	2-10
Income	2-11
Education	2-12
Tarleton State University	2-12
Public Schools.....	2-12

CHAPTER 3 – VISION AND GOALS

The Vision.....	3-1
Goals.....	3-1
Objectives and Actions.....	3-2

CHAPTER 4 – LAND USE

Key Issues	4-1
Goals, Objectives and Actions.....	4-2
Existing Land Use.....	4-7
Expectations for Ongoing Growth and Development.....	4-8
2030 Future Land Use Plan.....	4-9
Future Land Use Classifications.....	4-10
Projected Future Land Use Allocation.....	4-12
Key Features of the Future Land Use Plan.....	4-14
Neighborhood Revitalization	4-14
Land Use Policies	4-15
Role of City Government.....	4-18

CHAPTER 5 – TRANSPORTATION

Key Issues	5-1
Goals, Objectives and Actions.....	5-2
Regional Setting and Major Thoroughfares	5-3

Chapter 1-Introduction

Regional Highways	5-3
Major City Streets	5-5
Traffic Generators	5-6
Thoroughfare Network Concepts	5-7
Functional Classifications.....	5-8
Traffic Movement Versus Land Access.....	5-13
Traffic Operations.....	5-14
Traffic Impact Assessments.....	5-16
Thoroughfare Plan	5-16
Thoroughfare Planning Principles	5-18
Thoroughfare Requirements and Standards	5-19
Standard Street Cross-Sections.....	5-21
Downtown Access and Circulation	5-25
Tarleton State University Access and Circulation	5-28
“Traffic Calming” Measures.....	5-31
Alternative Transportation	5-33
Bicycle and Pedestrian Mobility and Safety.....	5-34
Public Transportation.....	5-35
Thoroughfare Plan Implementation	5-36
Major Thoroughfare Plan Amendment Process.....	5-37
Role of City Government	5-37

CHAPTER 6 – DOWNTOWN REVITALIZATION

Defining Downtown.....	6-1
Key Features of a Successful Downtown District	6-2
Goals, Objectives and Actions	6-2
Aesthetics	6-4
Land Use	6-6
Permitted Uses.....	6-7
Prohibited Uses	6-8
Other Zoning Considerations	6-8
Transportation	6-8
Implementation Responsibility	6-9
Role of the City	6-9
Role of the Heritage Square Foundation	6-10
City and the Heritage Square Foundation Partnership	6-10
Development	6-11
Infrastructure.....	6-11
Texas Main Street Program	6-11
Main Street Program for Stephenville	6-12

CHAPTER 7 – COMMUNITY FACILITIES AND PUBLIC SERVICES

Key Issues	7-1
Existing Public Facilities	7-2
Stephenville City Hall.....	7-2
Public Safety Building	7-3
Stephenville Public Library.....	7-3
Stephenville Museum and Grounds.....	7-3

Rec Hall..... 7-4
 Senior Citizens Center 7-4
 Cowboy Capital Walk of Fame..... 7-4
 Cemeteries..... 7-5
 Clark Field Municipal Airport 7-5
Other Community Facilities..... 7-5
 Tarleton State University 7-6
 Erath County Courthouse 7-6
Future Public Facilities 7-7
 Community Event Center/ Community Complex..... 7-7
 Library 7-8
 Rec Hall..... 7-8
 Swimming Pool/ Aquatic Center..... 7-8
 Senior Center..... 7-8
 Clark Field Municipal Airport 7-9
Public Services 7-9
 Police 7-9
 Fire and Emergency Medical Service 7-10
 Animal Control 7-10
New Public Services Facility and Program 7-11
 Fire Station..... 7-11
 Recycling Program 7-11
Goals, Objectives and Actions..... 7-11

CHAPTER 8 – PARKS AND RECREATION

Key Issues 8-1
Park Master Plan Summary 8-2
Existing Park System 8-2
 City Park 8-2
 Recreation Hall..... 8-3
 Century Park Gazebo 8-3
 Optimist/ Jaycee Park..... 8-3
 Johnson Park..... 8-3
 Downtown Plaza 8-3
Goals and Objectives 8-4
Funding Mechanisms 8-6
 Private Financing Alternatives 8-11

CHAPTER 9 – UTILITIES AND DRAINAGE

Key Issues 9-1
Planning Area Configuration 9-1
Water and Wastewater Systems 9-2
 Design Criteria 9-2
 Existing Facilities..... 9-4
 Future Demands..... 9-6
 Future Water System..... 9-7
 Future Wastewater System 9-11
Drainage System..... 9-13
 Introduction 9-13
 A. Methodist Branch 9-13

Chapter 1-Introduction

B. Rowland Drainage.....	9-14
C. Oak Tree Drainage	9-15
D. Lockhart Road Drainage.....	9-16
E. Tarleton Drainage	9-17
F. Alexander Drainage	9-18
G. Graham Street Drainage	9-19
Drainage Criteria/ Policies.....	9-19
Stormwater Permitting.....	9-19
Goals and Objectives.....	9-22

CHAPTER 10 – ECONOMIC DEVELOPMENT

Economic Development and Comprehensive Planning	10-1
Key Issues	10-2
Economic Development Expectations	10-3
Goals, Objectives and Actions	10-4
Role of City Government.....	10-5
Current Cooperation.....	10-5
Economic Development Corporations Overview	10-6
Background	10-6
Eligibility to Adopt Section 4A Tax	10-7
Eligibility to Adopt Section 4B Tax.....	10-8
What are the differences between 4A tax and 4B tax?	10-8
Funding Mechanisms for Economic Development.....	10-8
Sample Funding Mechanisms.....	10-9

CHAPTER 11 – CAPITAL IMPROVEMENTS PLAN

What is a Capital Improvements Plan (CIP)?	11-1
General Procedure for Capital Improvement Programming	11-2
Capital Funding Sources and Financing Methods	11-3
Role of CIP in Implementation.....	11-4

CHAPTER 12 – IMPLEMENTATION

Commitment to Implementation	12-1
The Continuous Planning Process.....	12-2
Major Updates of the Comprehensive Plan	12-1
Annual Plan Amendment Process	12-3
Reports of the Planning and Zoning Commission.....	12-4
Implementation Responsibility	12-4
Summary of Prioritized Actions	12-7

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CHAPTER 1 – INTRODUCTION

Stephenville, Texas is the regional agricultural, commercial, medical, and educational center of the Cross Timbers area of Texas. Its history includes farmers, Native Americans, coal mining and the oil industry, all of which made indelible impressions on the landscape and created what is today an outstanding city with a population of over 15,000.

Aware of its past and faced with current development needs and issues, the City Council authorized the development of a new Comprehensive Plan in September 2002. This Plan, developed in a multi-stage process, provides the vision, goals, objectives and actions necessary to direct the City's progress over the next thirty years. It is an official public document that should serve as the guide for policy decisions relating to the physical, social, and economic growth of the community. In addition to providing goals and objectives, the Plan assesses the opportunities and challenges facing the City and sets priorities for an implementation program that outlines specific actions and practical results. It is highly important that the needs and aspirations identified in the Plan be balanced with the primary roles and duties of the City in providing mandatory and essential city services.

The new Comprehensive Plan is a principal part of the City's overall, ongoing planning process. Approval of the Comprehensive Plan by the City Council establishes the vision and direction of the community and represents an important first step toward achieving the City's stated goals. This plan should not be considered a static document. It is the result of a continuous process to gather and evaluate information and make informed decisions based upon constantly changing conditions. The Plan should be regularly reviewed, revised and updated as needed to maintain its applicability to current conditions and established priorities. At a minimum, the entire plan should be revisited every five years to ensure that it continues to reflect the true values and direction of the community. While Stephenville's Comprehensive Plan should be flexible enough to respond to changing needs, the community should remain steadfast in its vision and support for the core goals and objectives contained in the Plan.

Chapter 1-Introduction

Stephenville's Comprehensive Plan is a guide with a foundation in state law. The Texas Legislature, through Chapter 213 of Texas Local Government Code, provides that "The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the content and design of a comprehensive plan." Since Stephenville is a municipality with a population of more than 5,000 residents, it is permitted an extraterritorial jurisdiction (ETJ) extending one mile beyond its borders. In these areas, the City has the right to review and approve subdivisions, and prepare plans for areas that have direct relationships to municipal planning.

Elements of the Comprehensive Plan

The elements of the Stephenville Comprehensive Plan are organized into 12 chapters, each of which includes existing conditions, issues, goals, objectives, and actions for identified aspects of the community.

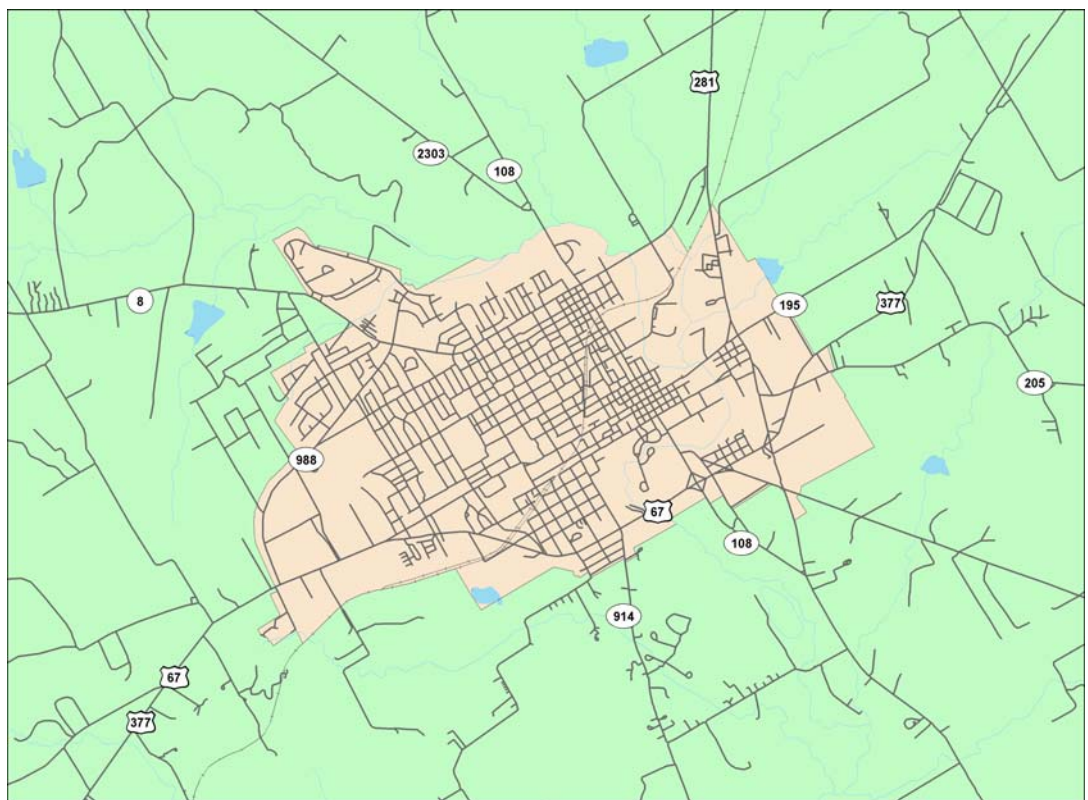
Chapter 1	Introduction
Chapter 2	Community Profile
Chapter 3	Vision and Goals
Chapter 4	Land Use
Chapter 5	Transportation
Chapter 6	Downtown Revitalization
Chapter 7	Community Facilities and Public Facilities
Chapter 8	Parks and Recreation
Chapter 9	Utilities and Drainage
Chapter 10	Economic Development
Chapter 11	Capital Improvements Plan
Chapter 12	Plan Implementation

Each chapter of the Plan was developed to specifically address the current and anticipated needs of the community. Although they are separate chapters, they are interrelated as land use influences transportation which impacts economic development, which in turn demands housing units which require parks and open space. Coordination is therefore required between the goals, objectives and actions of each chapter within the overall Comprehensive Plan.

Geographical Area for the Comprehensive Plan

The geographical planning area for this Plan is shown in **Figure 1.1 - Comprehensive Planning Area** and includes both the incorporated city and the one-mile extraterritorial jurisdiction. In these areas, the City has the right to protect surrounding areas and effectively manage growth patterns. Although legal limits are defined as within the extraterritorial jurisdiction, Stephenville's identity as a regional center requires the chapters of the Comprehensive Plan be responsive to factors and needs beyond the established one-mile boundary. Consideration to interlocal cooperation is needed to ensure the continued and improving quality of life in all of the Cross Timbers area.

**FIGURE 1.1
COMPREHENSIVE PLANNING AREA**



Development of the Comprehensive Plan

The Stephenville Comprehensive Plan is the result of many hours of consideration and input from community residents and leaders. It is an

Chapter 1-Introduction

effort to answer five questions that are the basis for development of the Comprehensive Plan:

- ◆ Where has Stephenville been in the past?
- ◆ Where is the City now?
- ◆ Where are we heading in the future?
- ◆ Where do we want to be in the year 2030?
- ◆ How do we achieve our desired future?

Understanding the community's past and present conditions is necessary to determine the city's identity and its ability to successfully plan for the future.

Citizen involvement is the cornerstone of the Comprehensive Plan. In order to be a workable plan, it must be identified not just with the City's elected officials who adopt it, but also with the entire City and its residents who helped draft it. The Plan should be capable of being followed and maintained even as elected officials change. Through community involvement, the Comprehensive Plan sought to incorporate the community's values in terms of quality of life; character and scale of development; enhanced aesthetic appeal; and how new development should be integrated into the existing and future city framework.

These key participants in the planning process included:

- ◆ The citizens of Stephenville, through two Community Forums held at the outset and toward the end of the planning process;
- ◆ The Steering Committee, a group of citizens appointed by the City, who met regularly for over a year to discuss the issues and elements of the Plan and to provide initial input, overall review and monitoring of the planning process;
- ◆ Various "key persons", representatives of the larger population of Stephenville, through an interview process in the early stages of plan development;
- ◆ Focus groups and neighborhood representatives;
- ◆ City staff as the liaison between the Steering Committee, Planning and Zoning Commission, City Council and the Consultant team;
- ◆ The Planning and Zoning Commission as the appointed group of citizens responsible for developing and administering the Comprehensive Plan; and, The Mayor and City Council, who as the City's ultimate decision-making officials were involved at key stages so the resulting plan would fulfill their expectations and requirements.

- ◆ Meetings between various members of these groups and the planning consultant were held to discuss and develop the various aspects and directions of the Plan. The Steering Committee was involved in a thorough process of identifying issues, discussing alternatives and solutions, and determining needs and priorities. *The Planning and Zoning Commission will perform a key role in helping to make the decisions and choices that will shape the form and detail of the Plan. The Plan will eventually be recommended to the City Council for approval. As the City's chief governing body, it will have the opportunity to approve the new Comprehensive Plan that will assist in and direct their decision-making process. The resulting Comprehensive Plan should assure the citizens of Stephenville a future that meets their desires and aspirations for their community.*

A Plan for the Future

When Stephenville initiated this new effort in long-range planning, the City decided to manage its destiny rather than reacting to change. The results of previous planning efforts are reflected in very tangible accomplishments across the community achieved through dedication and commitment to a shared vision.

Planning for Stephenville's future is the continuous process of identifying issues and needs, building consensus, establishing goals and objectives, and determining the most effective means by which these ends may be achieved. With its emphasis on meaningful results, this Comprehensive Plan sets the stage for intelligent and coordinated actions instead of complacency and inaction. In light of the challenges and opportunities facing the City of Stephenville, the following chapters of the Comprehensive Plan are intended to provide guidelines for the next 30 years to ensure Stephenville's desired future.

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CHAPTER 2 – COMMUNITY PROFILE

A leader in the dairy industry, the City of Stephenville, Texas is a community rich in culture and history. In planning for its future, the City faces the challenge of preserving and enhancing its existing character and environment while addressing the increasing demands of future growth and development. Before looking at Stephenville’s future, consideration must be given to its past and where it is today. The Community Profile chapter of the Comprehensive Plan serves as an introduction to the City and documents its existing conditions and characteristics, regional setting, local features, historical and current population; demographic characteristics, and educational attributes. An important component of this chapter is the population projections for the City to the year 2030. An understanding of existing population characteristics and future population demands is essential in determining the anticipated growth and the resulting demands on community services in terms of future land use, transportation, and park and recreation needs.

Regional Setting

Stephenville, the County seat of Erath County, is on the North Bosque River at the junction of U.S. Highways 67, 281, and 377, 100 miles southwest of Dallas. Located on the northern edge of the Texas Hill Country, Stephenville lies in the heart of the Texas. Stephenville and the surrounding vicinity is located in an area known as the Western Cross Timbers, which is dominated by hardwood trees (post oaks) and a soil surface of sandy and red clay. Deposits of bituminous coal, fireclay, oil, and natural gas can also be found. Animal life includes badgers, civet cats, grey foxes, minks, wolves, mockingbirds, woodpeckers, and quail. Stephenville’s altitude is 1,321 feet; the rainfall averages twenty-nine inches a year; the average temperature ranges from a low of 34° F during January to 96° in July, and the growing season lasts 238 days. Two major streams, the Paluxy and Bosque rivers, are tributaries of the Brazos River, located to the east. Interstate Highway 20 provides transportation, 21 miles to the north, and U.S. Highways 67, 281 and 377 directly serve Stephenville. The Atchison, Topeka and Santa Fe and the Texas Central railroads provide rail access. Neighboring towns include Mineral Wells to

Chapter 2-Community Profile

the north, Dublin to the south, Granbury and Glen Rose to the east and Brownwood to the west.

History

Stephenville is named for John M. Stephen, who settled the area in 1854 and donated the land for the town site laid out by George B. Erath when the County was organized in 1856. Stephen donated an additional fifty acres of timber to promote the development of the community and became the first postmaster in 1857. By 1858, when the population had grown to 766, Comanche raids were common. The turmoil caused by these Indian raids and by the Civil War and its aftermath reduced the population to 300 by 1871. Thereafter, the town grew steadily as a center for agricultural and livestock production. After 1886 the area was also a center for coal mining, an important industry there for the next thirty years. The *Texas Pacific*, the County's first newspaper, began in Stephenville in 1870. The town was permanently incorporated in 1889, the year the Fort Worth and Rio Grande Railway arrived. Most of the stone buildings on the town square date from the 1890s, the decade in which John Tarleton Agricultural College (now Tarleton State University) opened. Another newspaper, the *Tribune*, also began at that time; it later merged with the town's original paper, which had become the *Empire*, to form the *Empire-Tribune*.

Stephenville and Erath County had an oil boom from 1918 to 1920, but the important fields lay outside the County, and the expectations of great fortunes in petroleum soon faded. The town grew slowly in the next decades, from a population of 3,891 in 1920 to 4,768 in 1940. In 1953, an industrial foundation was formed and within ten years Stephenville had industries including a creamery, hatcheries, feed mills, meatpacking plants, a garment factory, and nurseries. By the early 1970s, the town had more than 200 businesses and a population of more than 9,000. In 1983, a population of 11,881 supported 320 businesses. Industrial products included coated abrasives, clothing, automobile parts, mobile homes, and electrical products. Tarleton State University was the town's largest employer. In 1990, the population was 13,502.

Today, the City has a population of approximately 15,000 and is the regional center for retail, medical, educational facilities, as well as for the dairy and agriculture industries. A Council/Mayor form of government, with council members and the mayor elected at large governs the City.

Population

Past and current population characteristics are important in understanding a community and in planning for its future. The following section examines population characteristics including historical population, population density, population projections, age and gender distribution, income, and racial composition.

Historical Population

Table 2.1 – Historical Population Stephenville & Erath County displays the historical population from 1920 to 2000. The County experienced periods of population growth, decline, and stagnation throughout the twentieth century. The City experienced periods of population growth and stagnation, but no declines in population. Due to oil and gas field development, tremendous growth occurred in Stephenville during the early 1900s. A period of growth occurred in the 1950's following the discovery of coal in the surrounding area. Stagnation in the 1930s and 1960s occurred due to declines in oil and coal production respectively. In the 1970s and 1980s, City growth outpaced County growth. Since 1990, County growth has outpaced City growth. The City's share of the County's population has also decreased over recent years. In 1990, Stephenville accounted for 48.2 percent of Erath County's population, and only 45.2 percent in 2000.

**TABLE 2.1
HISTORICAL POPULATION STEPHENVILLE AND ERATH COUNTY
1920 – 2000**

Year	Stephenville	Percent change	Erath County	Percent change	Stephenville's Percent of County
1920	3,891	-	28,385	-	13.7%
1930	3,944	1.4%	20,804	-26.7%	18.9%
1940	4,768	20.9%	20,760	-0.2%	22.9%
1950	7,155	50.0%	18,434	-11.2%	38.8%
1960	7,359	2.9%	16,236	-11.9%	45.3%
1970	9,227	25.4%	18,141	11.7%	50.8%
1980	11,881	28.8%	22,560	24.4%	52.6%
1990	13,502	16.3%	27,991	24.1%	48.2%
2000	14,921	10.5%	33,001	17.9%	45.2%

Source U.S. Census Bureau, Census 2000, Real Estate Center-Texas A&M University

Population Density

The Census Bureau, as part of the 2000 Census, calculated population density for Stephenville and Erath County. **Table 2.2 – Population Density** displays the area, population density, housing unit density and population rank in Texas for both Stephenville and Erath County.

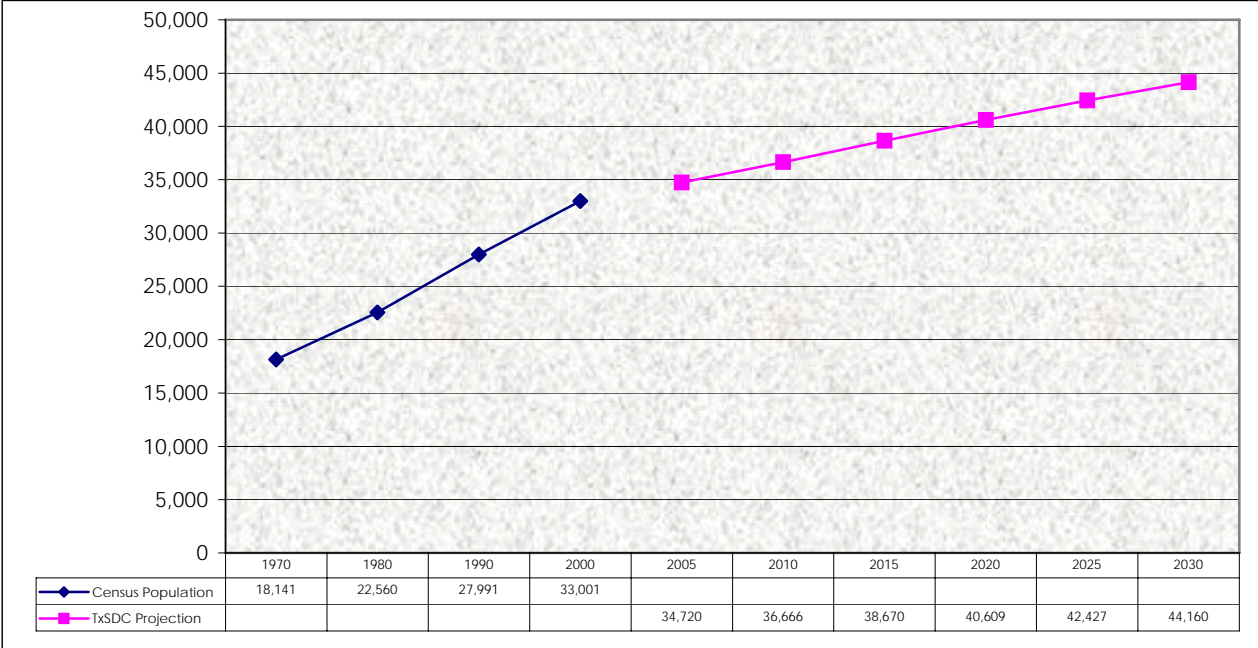
**TABLE 2.2
POPULATION DENSITY
2000**

	Area (in Square Miles)	Population Density/Square Mile	Number of Housing Units/Square Mile	Rank (Texas)
Stephenville	10.4	1,488.3	661.5	148
Erath County	30.4	1,089.8	13.3	81

Population Projections

The Texas State Data Center (TxSDC) at Texas A&M University is one of many public and private entities that prepare population projections for counties using statistical models. **Figure 2.1 - Historical and Projected Population - Erath County** displays data through 2030. The TxSDC has projected Erath County's 2030 population at 44,160.

**FIGURE 2.1
HISTORICAL AND PROJECTED POPULATION - ERATH COUNTY
1970-2030**



Source: U.S. Census Bureau; Texas State Data Center, Texas A&M University

Population projections are not available below the County level, however population forecasts can be developed for the City through a variety of methods and techniques. **Figure 2.2 – Population Projections Stephenville**, displays alternative projections for the City based on differing methods and techniques. The alternative projections are as follows:

Step down method is a ratio-share technique, where a ratio is established between the County’s population and the City’s. Through maintaining the City’s proportional relationship to the County from the 2000 Census (45.2%) the population of Stephenville would equal 19,966 in 2030.

Linear regression is a trend extrapolation technique that aggregates data from the past to project future values. This technique produced a projection of 19,178 in 2030, and suggests that the City’s share of the County’s population will gradually decline.

Linear regression on the City’s proportional relationship to the County is also a trend extrapolation technique. This method showed the City’s

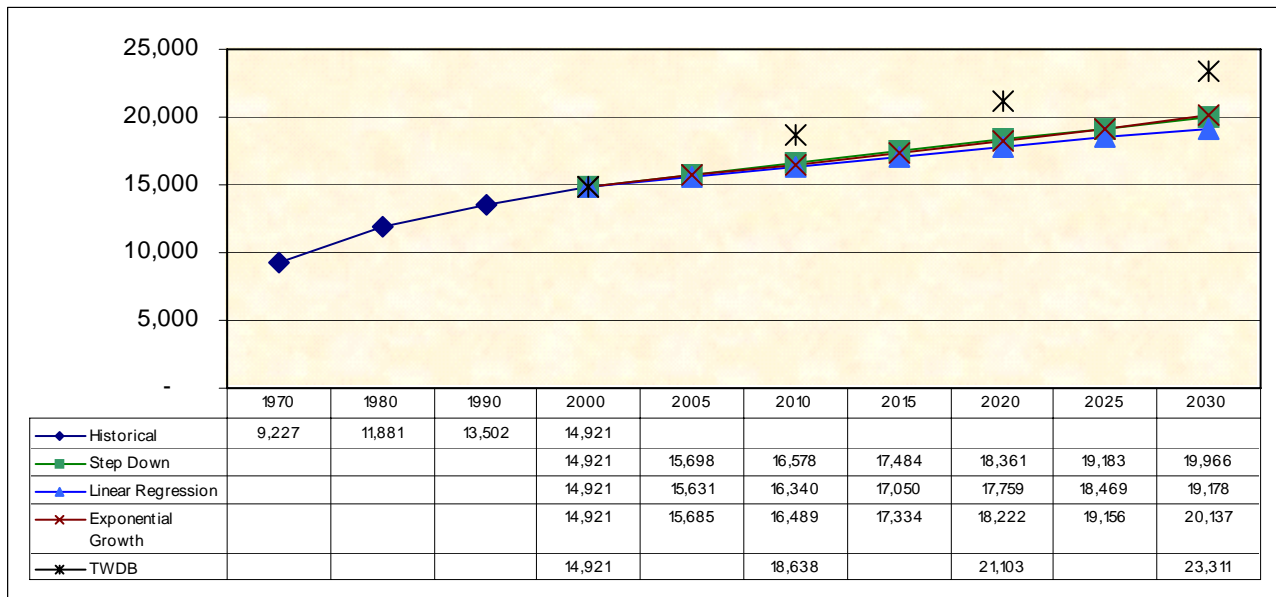
Chapter 2-Community Profile

share of County population decreasing over time and produced the most conservative projection of 17,350 in the year 2030.

Exponential Growth is a trend extrapolation technique that produced the highest projection, 20,137 in the year 2030.

As to which projection is the most appropriate and reasonable forecast for the future, consideration must be given to factors that will influence future population trends in the Stephenville area including economic forecasts, employment, build-out capacities, and possible annexations of developed areas. Based on the historic and current trends, the most likely scenario is one derived using the “step down” method.

**FIGURE 2.2
POPULATION PROJECTIONS - STEPHENVILLE**



Source: U.S. Census Bureau; Wilbur Smith Associates Consultant Team

Racial and Ethnic Composition

Stephenville’s racial and ethnic characteristics are displayed in **Table 2.3 - Racial Composition Stephenville 1990 - 2000**. As displayed in the table, 90.8 percent of the 2000 population was white, compared with 93.1 percent in 1990. People of mixed or other races accounted for 6.4 percent in 2000, compared with 4.4 percent, while 1.5 percent was Black in 2000, compared with 1.3% in 1990. A very small percentage of the

population was American Indian or Asian/Pacific Islander in both 2000 and 1990.

**TABLE 2.3
RACIAL COMPOSITION STEPHENVILLE
1990 - 2000**

Category	1990	% of Total	2000	% of Total
White	12,571	93.1%	13,554	90.8%
Black	179	1.3%	219	1.5%
American Indian	63	0.5%	86	0.6%
Asian or Pacific Islander	95	0.7%	105	0.7%
Other Race	594	4.4%	671	4.5%
Two or More Races	NA	NA	286	1.9%
Total	13,502	100%	14,921	100%
Hispanic (included in all races)	NA	NA	1,725	11.6%

Source: U.S. Census Bureau 2000, North Central Texas Council of Governments
 Note: The 1990 Census did not include categories "Two or More Races" and "Hispanic".

Age Distribution

Table 2.4 - Population by Age displays Stephenville's 1990 and 2000 population by age. In 2000 the percent of the population in the 25-34-age cohort declined while the percent of the population in the 45-54-age cohort increased, reflecting a slightly older population in Stephenville in 2000 than in 1990.

**TABLE 2.4
POPULATION BY AGE STEPHENVILLE 1990 AND 2000**

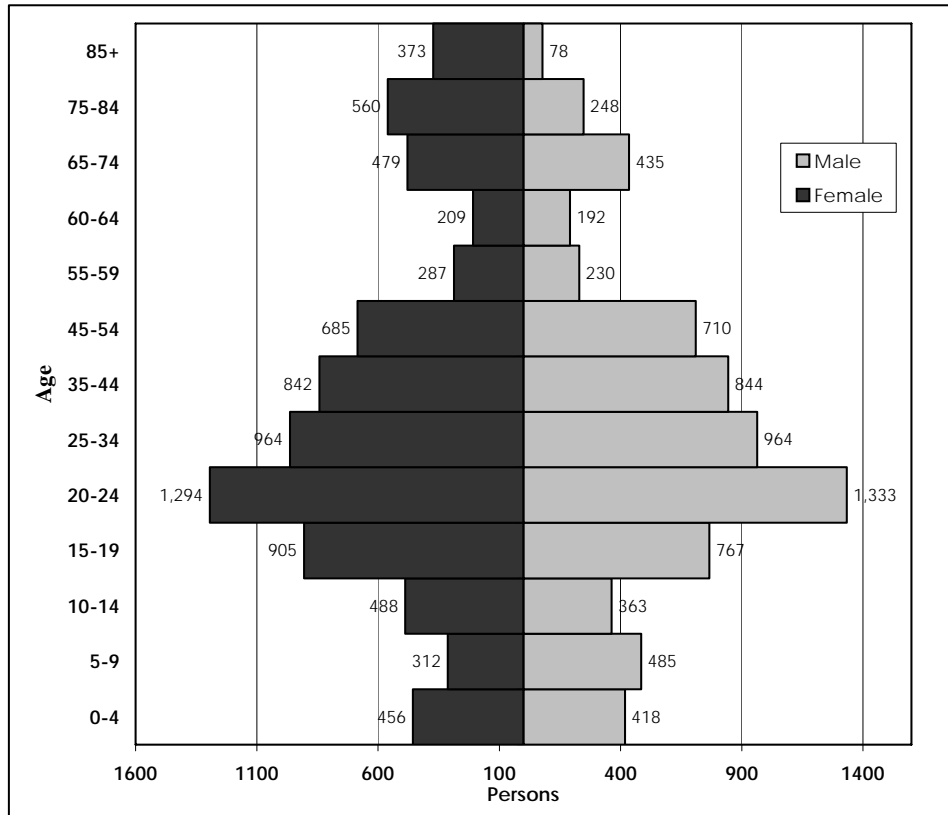
Age	1990		2000	
0-4	804	5.9%	874	5.9%
5-9	819	6.1%	797	5.3%
10-14	694	5.1%	851	5.7%
15-19	1,462	10.8%	1,672	11.2%
20-24	2,337	17.3%	2,627	17.6%
25-34	2,033	15.1%	1,928	12.9%
35-44	1,443	10.7%	1,686	11.3%
45-54	933	6.9%	1,395	9.3%
55-59	389	2.8%	517	3.5%
60-64	510	3.8%	401	2.7%
65-74	968	7.2%	914	6.1%
75-84	812	6.1%	808	5.4%
85+	298	2.2%	451	3.1%
Total	13,502	100.0%	14,921	100.0%

Source: U.S. Census Bureau 1990 and 2000

Chapter 2-Community Profile

The distribution by age and gender is displayed in **Figure 2.3 - Age and Gender Population Pyramid**. Stephenville's population in 2000 was concentrated in the 20-24-age cohort. This is most likely due to the student population at Tarleton State University.

FIGURE 2.3
AGE AND GENDER POPULATION PYRAMID
STEPHENVILLE - 2000



Source: U.S. Census Bureau, 2000

Household Composition

According to the 2000 Census, approximately 51 percent of households consisted of family households either with a married couple or a single head of household with or without children, and almost 49 percent consisted of non-family households. Composition of households in Stephenville is displayed in Table 2.5 – Household Composition 2000.

TABLE 2.5
HOUSEHOLD COMPOSITION 2000

Household Type	Number of Households	Percentage of Households
Family Households:		
Married Couple, With Children	1,157	19.5%
Married Couple, No Children	1,376	23.3%
Female Householder, With Children	289	4.9%
Female Householder, No Children	189	3.2%
Non-Family Households	2,895	49.1%
TOTAL	5,906	100%

Source: U.S. Census Bureau, 2000

Although family households accounted for the majority of households in the City with 3,011, or 50.9 percent, of the total number, only 19.5 percent of the households in the City included the traditional family of married couples with children. The largest percentage of households in the City consisted of non-family households (that is, all households with two or more persons, not related) at 49.1 percent. This is likely due to the presence of Tarleton State University.

Housing Characteristics

A preliminary step in determining housing needs is to analyze current conditions. As shown in **Table 2.6 – Housing Characteristics**, a total of 10,000 housing units were reported for the City in the 2000 Census. The majority of the housing units in the City were owner-occupied.

**TABLE 2.6
HOUSING CHARACTERISTICS 2000**

	Stephenville	Erath County
Total Number of Housing Units	6,632	14,422
Median Year Structure Built	1975	1979
Total Occupied	5,906	12,568
Owner-Occupied	3,069	7,937
Renter-Occupied	2,837	4,631
Single-Family – Detached	4,258	9,275
Duplex	189	267
Triplex and Quadraplex	355	438
Apartment Units	1,210	1,374
Mobile Home	418	2,695
Median Value	\$67,600	\$67,600

Source: U.S. Census Bureau, 2000

Employment

Stephenville’s employment characteristics are displayed in **Table 2.7 – Employment – 2000**. The sample of Stephenville’s population used for employment data was 16 years of age and over. The labor force totaled 6,764 in 2000. Sixty-Seven and one-half (67.5) percent were employed. Of those that were employed, 33.8 percent were employed in professional occupations, 22.6 percent in sales, 17.5 percent in service, 15.8 percent in production, 8.4 percent in construction and 1.9 percent were employed in farming occupations.

TABLE 2.7
EMPLOYMENT- 2000

Occupation	Stephenville	Percent of Work Force	Erath County	Percent of Work Force	Texas	Percent of Work Force
Professional	2,287	33.8%	4,906	32.9%	3,078,757	33.3%
Service	1,181	17.5%	2,228	14.9%	1,351,270	14.6%
Sales	1,531	22.6%	3,294	22.1%	2,515,596	27.2%
Farming	129	1.9%	693	4.6%	61,486	0.7%
Construction	569	8.4%	1,473	9.9%	1,008,353	10.9%
Production	1,067	15.8%	2,332	15.6%	1,218,910	13.2%
Total Labor Force	6,764	100.0%	14,926	100.0%	9,234,372	100.0%

Source: U.S. Census Bureau, 2000

Income

According to the 2000 Census, Texas' median household income ranked 30th among the 50 states and the District of Columbia. The median household income for Stephenville was lower than for Texas and Erath County. The median household income for Stephenville was \$27,489; Erath County was \$30,708; Texas was \$39,927. The United States median household income was \$41,994.

Stephenville's per capita personal income was also lower than both that of Texas and Erath County. In 1999, Stephenville's per capita personal income was \$15,108; Erath County's was \$16,655 and Texas' was \$17,261.

In 1999, the median family income in Stephenville was \$40,115. This is slightly higher than Erath County, \$39,491 but lower than that of Texas, \$45,861. Income properties in Stephenville are displayed in **Table 2.8 - Income - 2000**.

TABLE 2.8
INCOME - 2000

Category	Stephenville	Erath County	Texas
Median Household Income	\$27,489	\$30,708	\$39,927
Per Capita Personal Income	\$15,108	\$16,655	\$17,261
Median Family Income	\$40,115	\$39,491	\$45,861

Source: U.S. Census Bureau, 2000

Education

Tarleton State University

Tarleton State University is a fully accredited four-year university offering over 148 degree and certificate programs. There were 7,610 students enrolled in the 2001-2002 academic year. Degree areas include agriculture, business administration, teacher education, allied health, the fine arts, social sciences, physical and biological sciences, humanities, mathematics and technology. Community facilities provided by the College include a planetarium, community meeting rooms, and the Clyde H. Wells Fine Arts Center.

Public Schools

The City of Stephenville is served by the Stephenville Independent School District. **Table 2.9 – Education Statistics**, displays information about Stephenville ISD and two nearby school districts, Dublin ISD and Morgan Mill ISD.

TABLE 2.9
EDUCATION STATISTICS
2000-2001

School District	Enrollment	Attendance Rate	Student/Teacher Ratio	Number of Graduates	SAT Mean Total Score	ACT Composite Score	% Passing TAAS
Stephenville	3,353	96.3	14.3	207	1007	20.6	91.4
Dublin	1,281	95.9	13.1	67	926	19.3	78.6
Morgan Mill	95	96.6	13.4	NA	NA	NA	96.4

Source: Texas Education Agency

In 2000, 78 percent of persons 18 years and older graduated from high school in Stephenville. This is comparable to both County and state averages. The percentage of the population eighteen years and older graduating with an associate, bachelor's or graduate degree in Texas and Stephenville equaled 25.0 percent and 29.1 percent respectively, which was higher than the County average of 25.0 percent.

The following table represents how Stephenville compares to similar cities around Texas.

TABLE 2.10
TEXAS CITIES COMPARISON

City	Population	Largest Age Cohort	Median Household Income	Per Capita Personal Income	Median Family Income
Stephenville	14,921	20-24	\$27,489	\$15,108	\$40,115
San Angelo	88,439	35-44	\$32,232	\$17,289	\$38,665
San Marcos	34,733	20-24	\$25,809	\$13,468	\$37,113
Huntsville	35,078	20-24	\$27,025	\$13,576	\$40,562
Nacogdoches	29,914	20-24	\$22,700	\$14,456	\$37,020
Wichita Falls	104,197	35-44	\$32,554	\$16,761	\$39,911

Source: U.S. Census Bureau, 2000

As Stephenville continues to grow, this Community Profile will be updated. Subsequent state and local studies will also be useful in understanding the changes that will occur in the population.

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CHAPTER 3 – VISION AND GOALS

Planning for the future begins with a **vision**, a broad statement of how the community views what it will become in the 21st Century, particularly over the next 20 years. This vision is an ideal, the result of imagining the future based on established perceptions and values. To establish its vision, the City of Stephenville sought input from citizens and City staff to create a vision that best described their ideal image of Stephenville for the future. This vision statement serves as the basis for developing the City's Comprehensive Land Use Plan.

The Vision

Stephenville, proud of its heritage, is a community that is known as:

- ◆ The Cowboy Capital of the World;
- ◆ One of the 100 best small towns in America;
- ◆ Having state of the art educational facilities and;
- ◆ The regional center for Erath County and the Cross Timbers area

all located in a country environment, far removed from the pressures of an urban lifestyle.

While a vision is at the heart of the planning process for the future, goals, objectives and actions are the guides for implementation. After the vision is formed, the next step is to identify the ways to secure it through goals, objectives and actions.

Goals

Goals are broad statements of the needs and priorities of citizens. They are the general ends toward which community leaders should direct their efforts. Goals may stretch and challenge cities, but should not be unrealistic. An important reason for establishing goals is to encourage citizen participation and understanding that results in a unified approach toward desired accomplishments and to promote consistency in plan implementation as the community changes over time.

Based on the vision, goals have been identified in each element of the Comprehensive Plan. These elements are: Land Use, Transportation, Downtown Revitalization, Community Facilities/Public Services, Parks and Recreation, Utilities and Drainage, Economic Development, Capital

Chapter 3-Vision and Goals

Improvements Plan and Implementation. These goals are based on citizen input from the Town Meeting, identification of the strengths and weaknesses of the community, extensive consideration by the Stephenville Comprehensive Plan Steering Committee and review by the Planning and Zoning Commission before consideration by the City Council.

Objectives and Actions

Once goals have been identified, the next step to achieve the long-range goals is to establish objectives. **Objectives** are clear targets for specific action. Linked directly to goals, objectives are measurable statements of intent. Objectives and their related actions are the guides for the implementation process. Once objectives are established, the next step is to decide upon the appropriate actions. **Actions** are even more specific methods that determine how to achieve the objectives and must reflect budgetary constraints and resources.

Goals, objectives and actions for each of the elements of the Comprehensive Plan are included in their respective chapter.

CHAPTER 4 – LAND USE

This chapter's purpose is to address the current and future use of land in the City and its Extraterritorial Jurisdiction (ETJ). Through effective land use planning, the City can provide the framework for new development and redevelopment to ensure a vital and attractive community with a strong tax base, quality neighborhoods, and efficient street and utility systems.

True comprehensive planning recognizes the linkages between land use, transportation, utilities, parks, community facilities and the capital improvements. Residences require access to these facilities, but protection from incompatible uses. Different types of residential uses require different types of city services. Commercial and industrial uses should be convenient both for inter-city and intra-city traffic. Topographical constraints and land ownership status must also be considered as impacts that limit development opportunities.

In first approaching land use in the City of Stephenville, key issues were identified. Goals, objectives and actions were developed to address those issues. Current land uses are documented in **Figure 4.1 - Existing Land Use Map**. Then **Figure 4.2 - 2030 Future Land Use Plan** and the associated policies provide the guide for ongoing land development and redevelopment in the City and its ETJ over the next 30 years.

Key Issues

Reviews of current conditions and trends, previous plans and studies, and community input brought to the forefront a set of key land use issues in and around Stephenville. These issues cover several broad categories that provide the basis for Land Use goals, objectives and actions, as well as the Future Land Use Plan.

- ◆ **Construction of quality, affordable new homes** – Stephenville has experienced a steady, but relatively slow growth over the past two decades. With area road improvement, growth in the nearby Metroplex, improved regional shopping, industry expansion, and recognized schools, Stephenville is seeing the demand for new homes of various sizes and types.
- ◆ **Rehabilitation of declining neighborhoods** – Over the years a number of Stephenville's neighborhoods have seen a decline in housing standards as these areas transition to rental homes with absentee owners and multiple tenants.

Chapter 4-Land Use

- ◆ **Expansion of Tarleton State University (TSU)** – As with other Texas universities, TSU is experiencing increased enrollment, therefore there is the need for both new educational facilities and student housing.
- ◆ **Development of industrial areas** – In order to attract new industries to the areas there is the need for industrially zoned land with appropriately sized city utilities. These areas should be positioned to take advantage of the regional location and transportation routes.
- ◆ **Improvement of the City's airport** – The airport is ripe for expansion and increased usage, but it must also be protected from encroaching residential development.
- ◆ **Revitalization of the Downtown** – Changes to both perception and zoning in the central part of the city could provide new residents and business to the under utilized central business district.
- ◆ **Maintaining existing businesses and attracting new business in appropriate locations** – Zoning, access management, code enforcement and adequate utilities will determine the stability and expansion of retail and office land uses.
- ◆ **Creation of more neighborhood parks** – Even with the outstanding City Park, proposed Riverwalk, golf courses, and sports fields, there is a need for more neighborhood recreation facilities, those within walking distances to residences.

Goals, Objectives and Actions

Goals, with their accompanying objectives and proposed actions for future land use, will point the community toward a more orderly and efficient growth scenario. The desired future arrangement of land use is developed based on physical characteristics in terms of the type, density, and location of residential, commercial, industrial, and other public and private land use types.

The following goals, objectives and action are based on traditional urban planning principles and input from community residents and leaders during the planning process. These principles establish a framework in which land development and redevelopment practices are more likely to result in an economically vital, fiscally responsible, environmentally aware, and more livable community. The desired result is well-managed, orderly growth that enhances residents' quality of life. The goals, objectives and actions appear in no particular priority order.

Residential and Neighborhoods Goal: A variety of safe, high-quality residential areas that meet the needs of Stephenville residents.

Objective L1: *Provide suitable areas for a variety of residential types and densities.*

Action L1.1: Identify appropriate residential development areas on Future Land Use Plan (site suitability, access, utilities).

Action L1.2: Encourage development of low to high-income neighborhoods.

Action L1.3: Include neighborhood conservation provisions in zoning (residential buffering, performance standards, protection against encroaching incompatible uses).

Action L1.4: Establish open space easements and/or linear parks and trails around residential areas.

Action L1.5: Coordinate City, County and school district facilities planning and land acquisition (joint school/park opportunities).

Action L1.6: Take advantage of the conceptual subdivision design phase to encourage effective and creative development planning.

Action L1.7: Extend trail systems and linear park linkages through new development.

Action L1.8: Ensure streets, sidewalks, neighborhood parks, street lighting, drainage, and traffic control, with neighborhood policing and fire protection.

Action L1.9: Screen residential areas from highways and major thoroughfares.

Action L1.10: Consider appropriate locations for TSU student housing in a variety of designs: condominiums, high-rises, townhouses, four-plexes, eight-plexes, and garden apartments with adequate appropriately located parking.

Objective L2: *Revitalize and preserve the character of existing neighborhoods*

Action L2.1: Create a neighborhood revitalization program with qualified staffing.

Action L2.2: Coordinate with TSU regarding development plans and benefits/impacts to surrounding neighborhoods and the need for the appropriate student housing.

Action L2.3: Enforce codes to eliminate health and safety risks (and continued removal of unsafe/substandard structures when necessary).

Chapter 4-Land Use

Action L2.4: Address any gaps in infrastructure, particularly sidewalks and curbs, and public service standards in existing neighborhoods including the use of bricks.

Retail, Office and Industrial Development Goal: Vibrant and viable retail, office and industrial areas, supported by a quality community offering many assets and opportunities for economic development.

Objective L3: Designate areas that can support industrial development in the Future Land Use Plan and zoning map (transportation access, adequate utilities, protection of residential areas).

Action L3.1: Extend utilities east of the Bosque River for potential development (through CIP, economic development and other city tax funds).

Action L3.2: Upgrade utilities and roadways in prime locations for potential development.

Action L3.3: Rezone key areas designated for growth or preservation.

Objective L4: Expand retail, office and other commercial and development area.

Action L4.1: Appropriately separated or buffered from residential areas.

Action L4.2: Locate major commercial and industrial activities along roadways with the greatest traffic-handling capacity.

Action L4.3: Create a neighborhood commercial zoning district

Action L4.4: Identify locations for future commercial development clusters (versus scattered and/or "strip" development).

Action L4.5: Attract specific desired uses (retail, cinema, entertainment, etc.) through targeted recruiting, incentives and partnerships.

Action L4.6: Provide economic development incentives and expansion/relocation assistance for existing businesses.

Action L4.7: Review zoning and other development ordinances (appropriate regulations and districts to keep older commercial areas viable, encourage redevelopment, ensure quality new development).

Action L4.8: Create a business park zoning district to provide for offices and technology centers in a campus environment.

Objective L5: Preserve and enhance downtown character and economic investment.

Action L5.1: Encourage more mixed-use, live/work development opportunities downtown and in other appropriate areas.

Action L5.2: Review Central Business District (B-3) zone for potential adjustments or enhancements.

Objective L6: Increase commercial vitality of the airport, Clark Field

Action L6.1: Create incentives to market the area around the airport (Clark Field) for commercial development.

Action L6.2: Discourage residential land uses around the airport

Action L6.3: Promote quality development through industrial development standards (outside storage, parking/loading areas, landscaping, lighting).

Action L6.4: Provide for clustering of small businesses around Clark Field.

Development Standards Goal: High-quality development that respects community character and the natural environment and does not overburden public services and infrastructure.

Objective L7: Ensure compatible development when differing land use types or intensities are located in close proximity.

Action L7.1: Establish appropriate zoning or rezone to manage retail and industrial development along highways and major thoroughfares (transportation efficiency and safety, aesthetics).

Action L7.2: Consider the use of corridor overlay districts to promote attractive design and access control.

Action L7.3: Buffer residential areas from commercial and industrial uses.

Action L7.4: Use public projects (schools, libraries, community centers, multi-use centers, etc.) as “anchors” for newly developing or redeveloping areas.

Action L7.5: Develop access management regulations or guidelines/ standards for highways and major thoroughfares.

Chapter 4-Land Use

Action L7.6: Establish beautification programs for the City's gateways (along transportation routes).

Action L7.7: Establish incentives for joint access, shared parking and coordinated development planning.

Objective L8: *Assure the quality of development in both residential and non-residential areas.*

Action L8.1: Provide incentives/assistance for existing businesses to meet the standards of more recent developments and ordinance requirements.

Action L8.2: Create design guidelines/standards for use in designated residential and non-residential districts.

Action L8.3: Encourage deed restrictions/covenants for residential, commercial, and industrial developments.

Objective L9: *Coordinate future development with the physical environment to preserve and protect natural features.*

Action L9.1: Continue the City's annexation schedule.

Action L9.2: Review and amend the City's development ordinances and zoning map to reflect the Future Land Use Plan.

Action L9.3: Provide for transitions in land use intensity through the Future Land Use Plan and zoning map.

Action L9.4: Consider the purchase and remove structures in flood-prone areas.

Action L9.5: Continue stringent floodplain management regulation and practices.

Action L9.6: Apply effective subdivision regulations in the ETJ to ensure that infrastructure meets City standards.

Objective L10: *Require pedestrian-friendly design in new development and redevelopment.*

Action L10.1: Require additional access points to area creeks and trails, coordinated with nearby development projects.

Action L10.2: Remove regulatory constraints to more compact, clustered, mixed-use development in appropriate areas.

Existing Land Use

In December 2002, an Existing Land Use inventory was conducted for the City. Existing land uses were surveyed by driving each of the City streets

and noting on parceled base maps how land was used. The base maps were obtained from the City. It should be noted that the Existing Land Use Map is not a Zoning Map, and that the categories shown on a Land Use Map indicate how the land is currently used and not necessarily how the land was intended to be used or how it is zoned. Existing land uses were determined for the City and its ETJ.

The categories used on the **Existing Land Use Map** are:

- ◆ **Agricultural and Vacant** (Light Green): This includes farmland, ranches and vacant land.
- ◆ **Residential** (Yellow): This includes single-family houses, duplexes and mobile homes not located within a mobile home park.
- ◆ **Duplex** (Gold): This includes single-family attached houses and townhouses.
- ◆ **Apartments** (Orange): All residential dwellings larger than 2-units. Includes assisted living.
- ◆ **Mobile Home Park** (Brown): All manufactured homes located within a designated mobile home park.
- ◆ **Commercial** (Red): All retail and commercial businesses.
- ◆ **Industrial** (Gray): All manufacturing, warehousing or distribution land uses.
- ◆ **Institutional** (Light Blue): This includes churches, VFW and American Legion.
- ◆ **Community Facilities** (Blue): This includes City owned, Stephenville Independent School District, and Erath County facilities.
- ◆ **Parks** (Green): All dedicated City park facilities.
- ◆ **Tarleton State University** (Magenta). Educational, including administration, classroom, housing, and sports facilities

The resulting map, **Figure 4.1 - Existing Land Use** shows the distribution of land in the City and ETJ based on these land use categories. Both the Fort Worth and Western Railroad and the Bosque River divide the City generally southwest to northeast. The Central Business District (CBD) is located between these two corridors. The majority of the land in Stephenville is residential. There are concentrated areas of commercial uses on West Washington (US 67/377) between the Northwest Loop and Wolfe Nursery Road, in the vicinity of Tarleton State University and strip commercial along the South Loop between the Railroad and Alexander Road and between Graham and the East Loop. Major industries are located on West Washington (US 67/377) and scattered industries are

Chapter 4-Land Use

adjacent to the railroad near Graham Street. Major public facilities include the City of Stephenville, Tarleton State University, Clark Field and Texas A&M Agricultural Extension Service.

The following, **Table 4.1 - Existing Land Use Map Acreage** shows the acreage for each land use category on the Existing Land Use Plan.

**TABLE 4.1
EXISTING LAND USE MAP ACREAGE ***

CATEGORY	ACRES	PERCENT
Agricultural and Vacant	2,365.8	33.4%
Residential	1,518.0	21.4%
Duplex	28.1	0.4%
Apartments	162.4	2.3%
Mobile Home Parks	60.4	0.8%
Commercial	703.3	9.9%
Industrial	279.0	3.9%
Institutional	76.3	1.1%
Community Facilities	453.1	6.4%
Parks	369.3	5.2%
Tarleton State University	196.1	2.8%
Right-of-Way	878.1	12.4%
SUBTOTAL	7,089.9	100.00%
ETJ (Extraterritorial Jurisdiction)	12,721.6	
TOTAL	19,811.5	100.00%

* Acreages are approximate

Expectations for Ongoing Growth and Development

In advance of preparing a new Future Land Use Plan for Stephenville, the following anticipated trends and features of ongoing urban development in the area were considered:

- ◆ Continued commercial and industrial development east of the Bosque River.
- ◆ Expansion of medical development around Harris Methodist Hospital Erath County.
- ◆ Continued non-residential development adjacent to the Northwest Loop.

- ◆ Increased vitality of downtown (More residential occupancy? More entertainment?).
- ◆ Industrial development focus on the City's east side.
- ◆ Redevelopment of and around Clark Field.
- ◆ Continued residential development activity outside the existing city limits.
- ◆ Increased demand for affordable off-campus student housing with continued enrollment growth at Tarleton State University.
- ◆ Continued challenge for types of housing for middle to high-income households.
- ◆ More aggressive neighborhood park development.
- ◆ A multi-use community center near downtown that draws many residents and visitors to the area.
- ◆ Continued challenge of neighborhood integrity in areas with greater student presence.
- ◆ Potential for larger master-planned developments.

2030 Future Land Use Plan

The **Future Land Use Plan**, as displayed in **Figure 4.2**, is the City's general guide for managing growth in terms of the location, type, scale and density of land development and redevelopment. One purpose of the Future Land Use Plan is to capture and build into City policies and regulations the community's values regarding how, when and where Stephenville should develop in the future. This is significant since the findings and recommendations contained in the City's Comprehensive Plan provide the legal basis for various development ordinances, which are the major tools available for implementing the City's plan and achieving an efficient and desirable land use pattern. The plan also includes considerations related to the City's future annexation policy and planning.

However, the generalized plan map does not constitute zoning regulations nor establish zoning districts. The graphic representation on the Future Land Use Plan map is intended only to help the City's elected and appointed officials and residents visualize the desired future land development pattern in the community. It is not a rigid, parcel-specific mandate for how land shall be developed. When proposed development differs somewhat from the generalized land use pattern depicted for an area, it is the responsibility of the City Council through the

Chapter 4-Land Use

Planning and Zoning Commission, supported by City staff, to determine whether the development will otherwise be in keeping with the goals and objectives of the City's Comprehensive Plan, as well as the Land Use Policies included later in this chapter.

In considering any changes to the Future Land Use Plan, evaluation factors should include conditions that have changed, the appropriateness of the use for the proposed site in terms of compatibility with surrounding land uses, utilities availability and system impacts, potential drainage concerns and storm water management needs, and traffic and parking impacts. For example, since the location and timing of apartment development is highly market-driven and difficult to reflect on the Future Land Use Plan map, a proposed multi-family residential development could receive a favorable review even if the potential site is not depicted as such on the general plan map. This plan element also highlights the buffering and neighborhood protection measures that should be applied to all such developments to ensure land use compatibility.

Future Land Use Classifications

The follow classifications define the various types of land uses illustrated on the Future Land Use Map and referenced in the Stephenville Comprehensive Plan text.

The land use categories displayed on the Future Land Use Plan differ from the City's Official Zoning District Map. The categories are intentionally different to avoid confusion since the land use map is solely for planning guidance and are not the equivalent of the City's adopted zoning map. The following categories are used in **Figure 4.2**:

- ◆ **Agriculture** (Light Green): Sparsely populated areas with limited development that are still distinct from more urbanized areas. This typically encompasses relatively large tracts of unsubdivided land used for agriculture, forestry, resource extraction, widely scattered homesteads and business establishments, natural open space, or activities not requiring permanent structures or improvements. Also includes areas that are gradually transitioning into urban uses and development.

- ◆ **Single Family Residential** (Yellow): Provides for residential development, including conventional detached homes, as well as patio homes, zero lot-line homes and cluster units.
- ◆ **Duplex/Townhouse** (Gold): Provides for residential development of broader range of housing types, including duplexes, triplexes or quadraplexes and attached townhouses as well as conventional single-family detached, patio or zero lot-line, and cluster homes at densities not exceeding 4 units per acre.
- ◆ **Multi-Family Residential** (Orange): Provides suitable locations for multi-family residential dwellings, typically identified as studio, carriage or garden/flats apartments. Unlike the other residential categories, this classification generates sufficient traffic and utility impacts to be treated as nonresidential uses and is best located at the intersections of major arterials.
- ◆ **Mobile Home Park** (Brown): Factory built, single-family structures on a parcel of land under one ownership for the placement of two or more mobile homes.
- ◆ **Office/Neighborhood Business** (Pink): Includes facilities that provide professional services directly to consumers (legal and medical services), offices that serve general business functions, convenience goods and personal services, small retail centers, and restaurants.
- ◆ **Downtown** (Hatched Red/Pink): Central core of the City, in and around the traditional downtown, where a mix of retail, office, residential and public uses is permitted and encouraged subject to development and compatibility standards.
- ◆ **Commercial** (Red): Includes operations involving sales, repair and/or storage of goods, services and equipment. Examples of these include retail centers, supermarkets, restaurants and entertainment facilities automobile repair, contractor sales and storage, home furnishings, showrooms, truck rentals and self-storage facilities. These uses are best located along major arterials in conjunction with other more intense uses such as industry.
- ◆ **Business Park** (Light Grey): Campus setting for office buildings and light/high technology manufacturing. Includes hotel, motel, and restaurant uses.
- ◆ **Industrial** (Grey): Low-intensity manufacturing and/or assembly/ware-housing/distribution/maintenance of products. Also larger-scale manufacturing and/or processing/distribution activities, often accompanied by outdoor activity areas or storage.
- ◆ **Community Facilities** (Light Blue): Includes both public and semi-public land uses that provide a variety of services to the local population. These include governmental facilities such as public schools, libraries, fire stations, landfills and post offices, as well as utility facilities such as water storage facilities, electrical substations and telephone offices. Private schools and child-care centers as well as churches are also included.

Chapter 4-Land Use

- ◆ **Parks and Recreation** (Green): Public parks and trails, other public and private recreation areas and facilities, golf courses, and undeveloped reserves and greenways.
- ◆ **Tarleton State University** (Magenta): Includes all property owned and operated by Tarleton State University.

Projected Future Land Use Allocation

With the 2000 population of the City at 14,921 and the most likely projected 2030 population of the City to be 19,966, the following land use requirements were developed. They are based upon the acres per capita for each land use category existing in 2003. The estimated spatial requirements necessary to accommodate Stephenville's projected growth to the year 2030 are identified in the following table.

**TABLE 4.2
PROJECTED LAND USE ACREAGES FOR 2030***

CATEGORY	ACRES	PERCENT
WITHIN CITY LIMITS		
Agriculture	208.1	2.9%
Single Family Residential	2,532.9	35.7%
Duplex/Townhouse	17.3	0.2%
Multi-Family Residential	495.4	7.0%
Mobile Home Park	47.3	0.7%
Office/Neighborhood Business	26.1	0.4%
Downtown	24.7	0.3%
Commercial	1,074.1	15.1%
Business Park	277.2	3.9%
Industrial	367.1	5.2%
Community Facilities	521.4	7.4%
Parks and Recreation	408.1	5.8%
Tarleton State University	212.1	3.0%
ROW	878.1	12.4%
TOTAL	7,089.9	100.00%

* Acreages are approximate

TABLE 4.2 (CONTINUED)
PROJECTED LAND USE ACREAGES FOR 2030*

CATEGORY	ACRES	PERCENT
OUTSIDE OF CITY LIMITS (ETJ)		
Agriculture	7,824.8	61.5%
Single Family Residential	1,801.1	14.2%
Duplex/Townhouse	0.0	0.0%
Multi-Family Residential	289.7	2.3%
Mobile Home Park	0.0	0.0%
Office/Neighborhood Business	143.1	1.1%
Downtown	0.0	0.0%
Commercial	171.1	1.3%
Business Park	1,270.8	10.0%
Industrial	900.4	7.1%
Community Facilities	2.0	0.0%
Parks and Recreation	0.0	0.0%
Tarleton State University	0.0	0.0%
ROW	318.6	2.5%
TOTAL	12,721.6	100.00%
GRAND TOTAL	19,811.5	

* Acreages are approximate

Key Features of the Future Land Use Plan

The following are the highlights and priorities of the new Future Land Use Plan that:

- ◆ Ensures adequate acreage in appropriate locations for a range of needed housing types, from single-family residential to multi-family developments (including single-family development potential along the Northwest Loop and FM 8 northwest of the Northwest Loop; and between Frey Street and Wolfe Nursery Road for additional higher-density housing; and around existing developed neighborhoods to minimize scattered subdivision development).
- ◆ Reduces the “strip commercial” potential along the City’s major roadway corridors, instead encouraging clusters and nodes of commercial development within convenient distance of residential population concentrations and at major highway interchanges (this will also avoid “dilution” of the City’s existing commercial districts, such as the West Washington (US 67/377) corridor as well as the Central Business District downtown).
- ◆ Encourages a vibrant and walkable Downtown with a mix of compatible retail, office, residential and public uses while preserving the traditional “cowboy” character of downtown and protecting nearby residential neighborhoods from encroachment and adverse impacts.
- ◆ Makes a significant commitment to planned industrial development by designating substantial acreage on the east side of the City, close to major highways and rail access, for industrial park uses and light industrial development.
- ◆ Encourages expansion of the City’s parks system to serve a growing population and newer residential development as outlined in more detail in the Parks and Recreation element (and protecting the 100-year floodplain from further urban encroachment whenever possible).
- ◆ Classifies acreage within the city limits as Rural Development to preserve environmental resources and maintain a reserve of vacant land and green open space within the incorporated city, particularly where development and utility extension constraints are greatest.
- ◆ Retains as much future, urban-scale residential development within or near the collective loops (Northwest Loop, South Loop, East Loop) as possible versus mostly low-density, truly “rural development” in the ETJ.

Neighborhood Revitalization

Of critical concern is the preservation and revitalization of existing neighborhoods, older areas that are not what they used to be.

Neighborhood revitalization should be used to reconstruct portions of the City that have declined over time and are in need of infrastructure and housing repair. In Stephenville, the area bounded by Graham, Lingleville Highway, Lillian and Washington show signs of decaying infrastructure. Improvements to individual houses and lots would help reestablish the neighborhood, but according to the Census Bureau, this area is characterized by elderly and lower-income people, possibly some students. These groups are the least likely to be able to improve their home or lot and move. Any plan to rehabilitate this area and other similar areas could involve the resident-driven creation of neighborhood associations. With assistance from the City in terms of a professionally developed neighborhood program, the needs for this and other areas could be identified to determine what programs and funding may be available to revitalize the area. Any infrastructure needs could then be planned by the City for possible inclusion in the Capital Improvements Program (CIP).

Land Use Policies

Communities across the country are attempting to achieve “Smart Growth.” While the name is somewhat new, this is really nothing more than the fundamentals of sound urban planning. A community can grow sensibly by balancing economic development and environmental protection, focusing new development where public services and utilities are already available, actively supporting redevelopment of older areas and vacant buildings, valuing its traditional downtown and vibrant mixed-use areas, maintaining an efficient street network and infrastructure systems, providing convenient neighborhood shopping and attractive parks, and ensuring pedestrian-friendly commercial districts and walking connections between neighborhoods, parks and schools. Through effective land use planning and urban design, a city fulfills its paramount responsibility to promote the public health, safety and welfare while also providing predictability in the development process.

Policies serve as a daily guide and reference for planning officials and City staff and should be utilized when making decisions regarding future

Chapter 4-Land Use

development within the City and ETJ. In particular, policies should be utilized in implementing goals, objectives and actions, and in reviewing zoning classification changes or amendments to the land use plan. The following policy statements reflect sound land use planning practices and are intended to supplement the Future Land Use Plan map.

In General

- ◆ Neighboring land uses should not detract from the enjoyment or value of properties.
- ◆ Potential negative land use impacts (noise, odor, pollution, excessive light, traffic, etc.) should be considered and minimized.
- ◆ Transportation access and circulation should be provided for uses that generate large numbers of trips. Pedestrian and bicycle access should be addressed where appropriate.
- ◆ Compatibility with existing uses should be maintained. Well-planned, mixed uses that are compatible are to be encouraged.
- ◆ Floodplain areas should not be encroached upon by future development unless there is compliance with stringent floodplain management practices. These areas should be used for parks or recreational or related purposes, or for agricultural uses.
- ◆ Environmentally sensitive areas should be protected, including wildlife habitat areas and topographically constrained areas within the floodplain.

Residential

- ◆ Schools, parks and community facilities should be located close to or within residential neighborhoods.
- ◆ Residential areas should not be next to industrial areas.
- ◆ Residential and commercial areas may be adjacent if separated by a buffer.
- ◆ Houses should have direct access to residential streets but not to primary streets.
- ◆ Houses should not be adjacent to major highways.
- ◆ Neighborhoods should be buffered from primary streets.
- ◆ Residential developments should include adequate area for parks and recreation facilities, schools and churches.
- ◆ Manufactured homes should be located at appropriate sites within the City where there are similar homes.

Retail/Office

- ◆ Neighborhood retail and service uses should be located at intersections of arterial or collector streets or at the edge of neighborhood areas unless appropriately placed within a planned development.

- ◆ Retail development should be clustered throughout the City and convenient to residential areas.
- ◆ Buffers should separate retail/office uses and residential areas.
- ◆ Downtown should be a major focus of office, retail and service activities, particularly through adaptive reuse of existing structures or redevelopment of vacant or industrial use parcels.
- ◆ Office and professional uses should be compatible with nearby residential areas and other uses through appropriate building height limitations and adequate buffering and landscaping.
- ◆ Low-intensity office and professional uses should provide a transition between more intense uses and residential areas.

Commercial

- ◆ Commercial areas should include a range of development types to serve regional as well as local needs, from large commercial developments to smaller, freestanding commercial sites.
- ◆ Commercial development should be concentrated in nodes at intersections and along major thoroughfares that are designed and constructed to accommodate heavy traffic.
- ◆ Parcels should be large enough to accommodate commercial use.
- ◆ Commercial uses with more intensive operational or traffic service characteristics should be located away from most residential areas.
- ◆ Buffers should separate commercial uses from residential areas, especially where the commercial use involves visible storage or display of merchandise or materials.

Industrial

- ◆ Industrial development should have direct access to truck routes, hazardous material routes and railroads.
- ◆ Industrial uses should be targeted in selected industrial development areas.
- ◆ Industrial development should have good access to primary streets and major highways.
- ◆ Industrial development should be separated from other uses by buffers.
- ◆ Industrial development should not be directly adjacent to residential areas.

Parks and Open Space

- ◆ Parks should be evenly distributed throughout the City and include larger community parks and smaller neighborhood parks.
- ◆ There should be linkages between parks, schools, employment centers and residential areas.
- ◆ Parks are a desirable use for floodplain areas.

Chapter 4-Land Use

- ◆ Parks and open space may be used to buffer incompatible land uses.
- ◆ Natural features should be used as buffers or open space between or around developed areas.

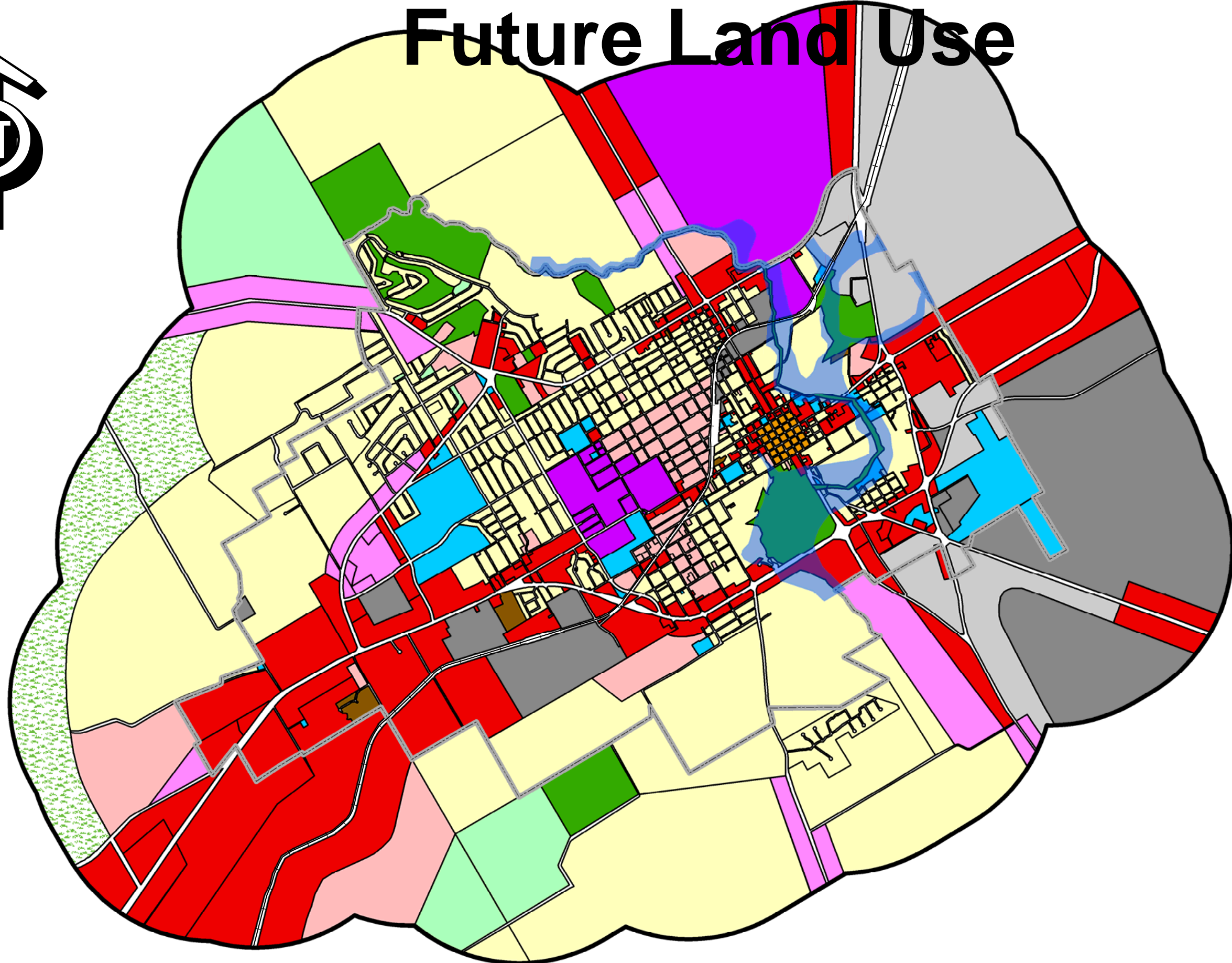
Community Facilities

- ◆ Combining community facilities to take advantage of location and construction costs.
- ◆ Community facilities should be located adjacent to major streets to accommodate traffic.
- ◆ Community facilities should be centrally located in easily accessible locations.
- ◆ Downtown should be enhanced as a civic and cultural entertainment/tourism center.
- ◆ Community facilities should be well buffered from nearby residential areas.

Role of City Government

The City's role in land use planning is a combination of policy development and implementation. The City Council is responsible for adopting a comprehensive plan that guides both growth and redevelopment and following through on the proposed actions. The Planning and Zoning Commission through approval and oversight of the City Council will use the Comprehensive Plan in conjunction with the implementation tools—the subdivision regulations, zoning ordinance, capital improvements program, construction standards and code enforcement—to evaluate and recommend new developments, redevelopment, and use changes to continue to ensure the health, safety, welfare, orderly growth of the City.

Future Land Use



Legend

- +— Railroad
- Flood_Zone
- ETJ
- City_Limits

Land_Use

Uses

- Agriculture/Open Space
- Single Family
- Duplex/Townhouse
- Multi-Family Residential
- Mobile Home Park
- Office/Neighborhood Business
- Downtown
- Commercial
- Business Park
- Industrial
- Community Facilities
- Parks and Recreation
- Tarleton State University

Figure 4.2

March 2008



CHAPTER 5 – TRANSPORTATION

The purpose of this chapter is to identify local travel and mobility needs and address orderly development of the City's thoroughfare system. It includes an overview of existing transportation and travel characteristics, transportation planning criteria and facility design standards. Within this chapter is the new Stephenville **Thoroughfare Plan**; a graphic representation that addresses transportation improvement needs over a 25-year planning period. By identifying the proposed street classifications and needs, the Thoroughfare Plan will serve as the guide for current and future roadway requirements, rights-of-way, upgrades, improvements and extensions to the existing network of streets, roads and highways within the City and its extra territorial jurisdiction. The Transportation element is closely coordinated with the Land Use and Downtown Revitalization chapters.

Key Issues

In the development of the Comprehensive Plan, the Steering Committee, focus groups and City staff identified the following key issues:

- ◆ **Congestion of North-South Streets** – the elongated disc shape created by Loop 988, Lingleville Highway (FM 8) and US 377 are traversed north-south by US 281 on the far eastern end of the city, Belknap/Graham through downtown, and Harbin just west of Tarleton State University.
- ◆ **Access and Circulation for Tarleton State University** – North-south access to the university and the central area of Stephenville is served by a disjointed network of local streets.
- ◆ **Lack of Bicycle Facilities** – lack of minor through streets and scarcity of controlled crossings of major arterials makes getting around town by bicycle a challenge.
- ◆ **Railroad Crossings and Right-of-Way Poorly Maintained** – There are a significant number of at-grade railroad crossings in Stephenville and many are in need of repair or safety enhancements.
- ◆ **Lack of Public Mass Transit** – University students and older citizens could be served by a customized public transit service, tailored to their specific needs.
- ◆ **More Sidewalks and Trails** – Walking and jogging should be encouraged within residential neighborhoods and neighborhood parks and recreation centers.

Goal, Objectives, and Actions

Goals, objectives, and actions form the basis of the Comprehensive Plan and will serve in guiding future thoroughfare development decisions in Stephenville. The following goal was created based upon input from citizens and Steering Committee members.

Transportation Goal: Provide access to neighborhoods and businesses while serving overall mobility needs of residents and businesses.

Objective T1: *Ensure the road system in the City provides appropriate access for residents while discouraging commercial traffic in neighborhoods.*

Action T1.1: Use the Thoroughfare Plan to determine where arterial and collector streets are needed in new residential and commercial developments.

Action T1.2: Use City funds on streets to benefit the community as a whole.

Objective T2: *Alternative transportation modes should be available to the residents of the City.*

Action T2.1: Provide designated on and off street bike routes.

Action T2.2: Provide trails, sidewalks and crosswalks on all arterial and collector streets.

Objective T3: *Larger vehicles should utilize major transportation routes around the City to minimize negative impact on residential neighborhoods.*

Action T3.1: Reevaluate the functional classifications of roads traversing Stephenville to either discourage or accommodate larger vehicles.

Objective T4: *Create a "front door" entry and identity for the City.*

Action T4.1: Develop a design for city entrance signs and landscaping that reflect the character of Stephenville.

Action T4.2: Require major entry roads reflect the character of Stephenville with landscaping, additional setbacks, preservation of existing trees and planting of additional trees.

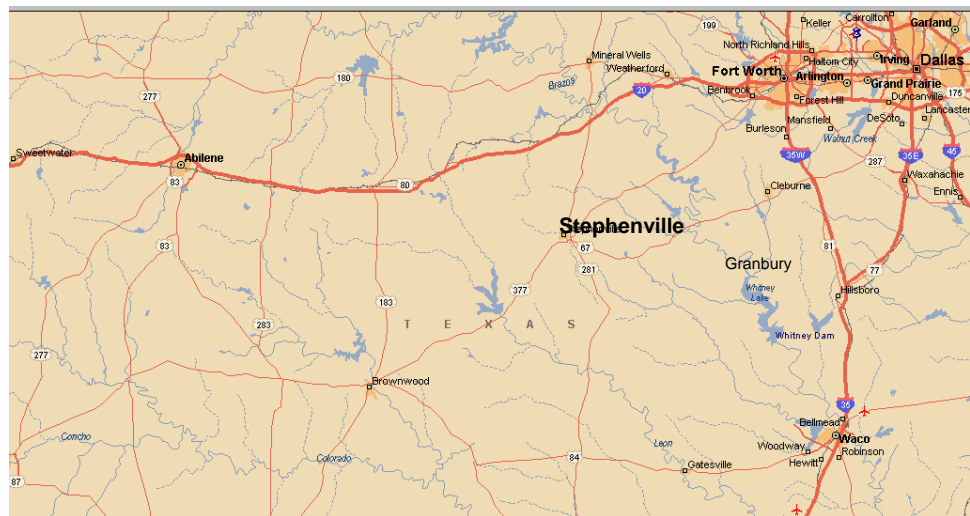
Objective T5: *Ensure adequate access and circulation within the City.*

- Action T5.1:** Create a continuous loop around Stephenville.
- Action T5.2:** Extend Wolfe Nursery Road and Harbin Drive south to the proposed continuous loop.
- Action T5.3:** Upgrade the functional classification of Ollie/Alexander Roads from a Local Street to a Collector to facilitate north-south traffic flow in Stephenville.

Regional Setting and Major Thoroughfares

In order to understand the relationship of the highways and streets to the mobility needs of the residents, the Thoroughfare Plan must begin by looking at the regional setting and the existing roadway system. As depicted in **Figure 5.1 - Regional Setting**, Stephenville is located in the northern Hill Country of Texas, Stephenville serves as a regional, cultural, medical, educational, financial and entertainment center for the region.

**FIGURE 5.1
REGIONAL SETTING**



Regional Highways

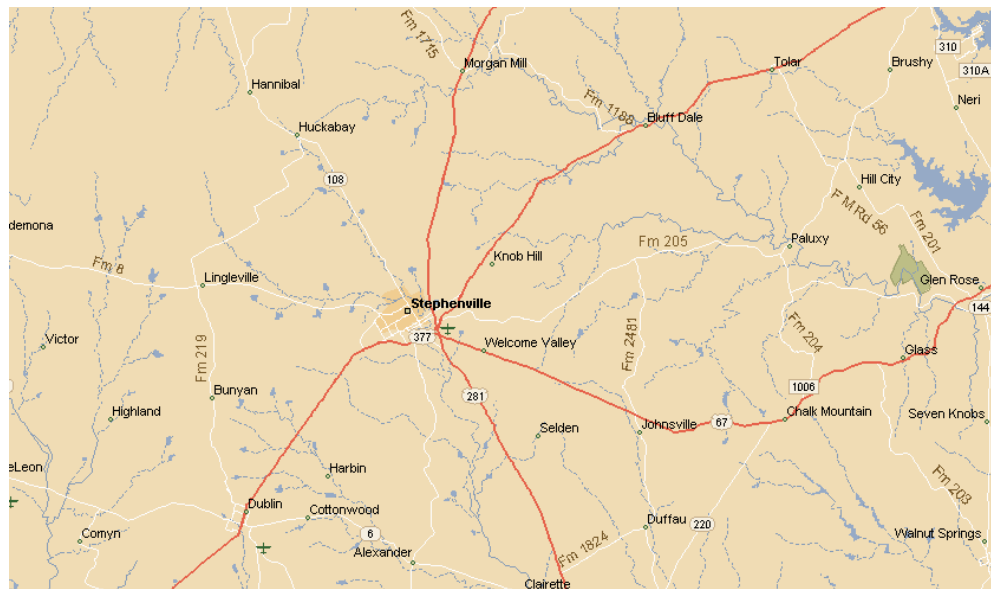
As shown in Figure 5.1 and in **Figure 5.2 - Regional Highway Network**, three major highways in the National Highway System affect the City: US 67, US 281 and US 377 transect the City. The closest Interstate Highway is Interstate 20, approximately 30 miles north of Stephenville. Neighboring towns include Dublin to the southwest, Granbury to the east and Mineral Wells to the north. The Dallas-Fort Worth Metroplex has the only commercial air service airport within a 100-mile radius of Stephenville.

Chapter 5-Transportation

The following are the regional highways in the Stephenville region:

- ◆ **US Highway 67 (South Loop/Glen Rose Road)** – Connects Stephenville eastward to Glen Rose, Cleburne and IH 35W and US 287 then into Dallas and points beyond and westward to Brownwood, San Angelo and IH 10 onward towards El Paso.
- ◆ **US Highway 281 (Morgan Mill Road/East Road)** – A north-south highway that runs from San Antonio through Stephenville, Mineral Wells and on to Wichita Falls, connecting to IH 44 and continuing to Oklahoma City; corridor serves as an alternate to using IH 35. The highway is two-lane north and south of Stephenville, but multi-lane through the city.
- ◆ **US Highway 377 (South Loop)** – A southwest to northeast highway that runs from Del Rio at the border with Mexico and passes through Brownwood, Stephenville and Granbury to southwest Fort Worth.
- ◆ **State Highway 108 (Graham Street)** – A north-northwest connection from Stephenville to IH 20 with connection to FM 919 to SH 189 and serving several small communities.
- ◆ **Farm-To-Market Road 205** – A radial highway that heads eastward from Stephenville and serves the small communities between US 377 and US 67.
- ◆ **Farm-To-Market Road 914** – A radial highway that heads southward from Stephenville and serves the small communities between US 377 and US 281.
- ◆ **Farm-To-Market Road 8 (Lingleville Road)** – A radial highway that heads westward from Stephenville and serves the small communities between US 377 and IH 20.

FIGURE 5.2
REGIONAL HIGHWAY NETWORK



Major City Streets

Stephenville's existing system of regional highways are supported in the City by a major street system that brings local traffic to and from the highway and provides interconnection between the highways. The location and character of land uses that generate large numbers of trips influence traffic volumes and flow patterns. The following major arterials serve the City of Stephenville and are illustrated in **Figure 5.3 - Major City Roadways, Average Daily Traffic, and Employment Locations**.

- ◆ **Farm to Market Road 988** – A four-lane divided highway connecting FM 8 to US 377 on the west side of Stephenville. This peripheral roadway has attracted new businesses that thrive at the edge of medium size cities and also provides excellent access for major industrial complexes.
- ◆ **Frey Street** – One of two primary east-west arterial streets, Frey Street passes along the north side of Tarleton State University.
- ◆ **Washington Street** – Business 377 passes through the center of Downtown Stephenville and is the historic commercial strip of the city. The 1988 Thoroughfare Plan called for creating a one way pair out of Washington and Long Streets through downtown.
- ◆ **Long Street** – Runs parallel to and three blocks south of Washington Street for most of its distance between US 281 and US 377/67.
- ◆ **Harbin Drive** – One of the two primary continuous north-south streets between US 377/67 on the south of Stephenville and

local roadway network is used. The following table, **Table 5.1**, shows major employers or employment centers in the Stephenville area:

TABLE 5.1
MAJOR EMPLOYERS IN STEPHENVILLE
(CORRESPOND TO NUMBERS IN FIGURE 5.3)

Employer or Employment Center	Number of Employees
1. Downtown/Erath County/City Hall	1,000+
2. Tarleton State University	900 + 8,000 students
3. St. Gobain (mfg/ind)	650
4. FMC (mfg/ind)	430
5. Stephenville ISD	450
6. Walmart / Bosque Center	over 400
7. Harris Methodist Hospital	265
8. Appleton Electric	205
9. Pecan Valley MHMR	185
10. Stephenville Medical & Surgical Clinic	180
11. Fibergrate Composite Structures (mfg/ind)	150

Thoroughfare Network Concepts

The emphasis of the Thoroughfare Plan is on the major streets within and surrounding the City that carry the majority of the City's traffic. The classification terms used to describe the three categories of street identified in the Thoroughfare Plan are consistent with the Texas Departments of Transportation's "Functional Classification Map."

Roads and streets are grouped into functional classes according to the type of service they are intended to provide in terms of traffic movement and access. A schematic illustration of a functionally classified roadway network is shown in **Figure 5.4 - Example of a Functionally Classified Thoroughfare Network**. Stephenville's thoroughfare network includes the following functional classes: Major Arterials, Minor Arterials, Collectors and Local/Residential streets.

Criteria used in determining the functional classifications of roadways are shown in **Table 5.2 - Thoroughfare Classification System**. Classification is

Chapter 5-Transportation

based on each roadway's functional role in the overall network, the existing and future travel patterns and areas served.

Functional Classifications

As stated previously, each of Stephenville's streets and roads, existing and future, has been assigned one of the following classifications: Major Arterial, Minor Arterial, Collector and Local Street, with the Arterial being the highest classification, and the Local Street the lowest.

Major Arterials are streets and highways that provide a high degree of mobility, serve relatively high traffic volumes, have high operational speeds and serve a significant portion of through-travel or long-distance trips. Freeways and Major Arterials together typically accommodate about 30 to 40 percent of a region's travel on 5 to 10 percent of the total roadway network. Major Arterials serve as primary routes

through a region and between regions. They are continuous over long distances (greater than five miles) and accommodate both intraregional and interregional travel. These facilities generally serve high-volume travel corridors that connect major generators of traffic, such as the central business district, other large employment centers, suburban commercial centers, industrial centers, major residential communities and other major activity centers within the urban area. In Stephenville, US 67/377, US 281, SH 108, FM 914 to the South Loop, Lingleville Road, Highway 8, and the Northwest Loop function as Major arterials. They are owned, operated and maintained by TxDOT. Thus, the number of lanes and physical

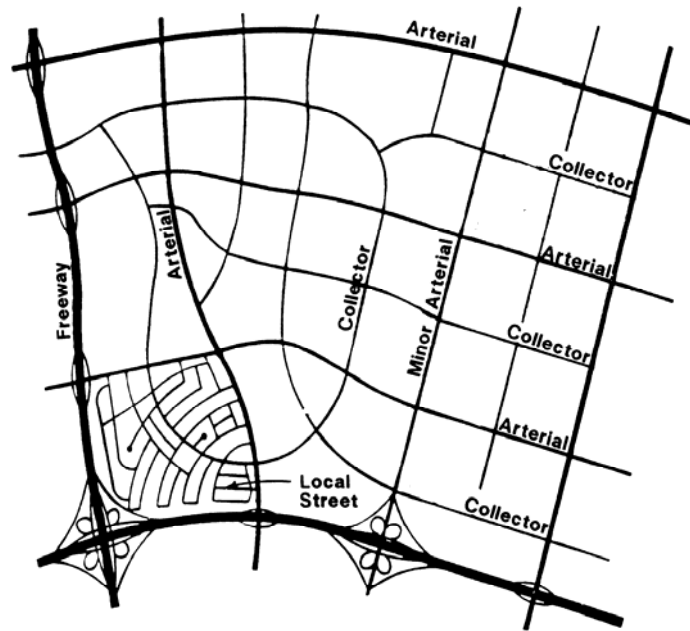


FIGURE 5.4
EXAMPLE OF A FUNCTIONALLY CLASSIFIED THOROUGHFARE NETWORK

appearance are controlled by TxDOT, though they will work with local jurisdictions to incorporate local concepts for roadway appearance and needs for access.

Major Arterials typically operate at between 40 to 55 MPH. To expedite the movement of traffic, access to adjacent properties is minimized, on-street parking is prohibited and signals are spaced at not less than ½ mile intervals and are typically limited to only those intersections where the intersecting street is of a classification of Minor Arterial or higher. Where two Major Arterials intersect, a grade separation should be considered. At an interchange of a Major Arterial and a Tollway or Freeway, a cloverleaf or similar indirect ramping system is desirable to minimize the impedance of through-traffic. Where intersections on Major Arterials are installed, they are typically designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 MPH.

**TABLE 5.2
THOROUGHFARE CLASSIFICATION SYSTEM**

Criterion	Major Arterial	Minor Arterial	Major/Minor Collector	Local Street
Functional Role	Mobility is primary, Access is secondary; Connects highways and other Arterials	Connect Major Arterials and lower classes; Access is secondary	Collects traffic; Connect Arterials to Local Streets; also land access	Access is primary; Little through movement
Roadway Continuity	Connect Highways, Arterials and lower classes; Connect major activity centers	Connect Major Arterials to lower classes	Continuous in spaces between Arterials. Connect Arterials to local streets; extend across Arterials	Discontinuous Connect to Collectors
Purpose	Serve trips entering and leaving the urban area as well as trips within	Serve shorter distance trips than Major arterials.	Provide direct access to residential, commercial and other land uses.	Provide direct access to residential and commercial properties.
Roadway Length	Usually more than 5 miles long	Usually more than 3 miles long	Varies from about 1/2 mile to 2 miles	Generally less than 1 mile long
Traffic Volumes	12,000 to 50,000 VPD	3,500 to 18,000 VPD	1,500 to 8,000 VPD	100 to 1,500 VPD

Chapter 5-Transportation

Criterion	Major Arterial	Minor Arterial	Major/Minor Collector	Local Street
Desirable Spacing	2 miles or more between Major Arterials	Generally 1/2 to 2 miles between Minor Arterials	Generally 1/4 to 1/2 miles between Collectors	Varies with block length, min. >125 ft.
Posted Speed	40 to 55 mph	30 to 45 mph	30 mph or less	20 to 30 mph
Peak Period Speeds	30 to 35 mph	20 to 35 mph	-	-
Access	Intersect with Arterials, Collectors and Local Streets; Restricted driveway access	Intersect with Arterials, Collectors, and Local Streets, Limited driveway access	Intersect with Arterials and Local Streets; Driveways permitted	Intersect with Collectors and Arterials; Driveways permitted
On-Street Parking	Restricted	Restricted	Generally permitted	Permitted
Intersections	Intersections should be designed to limit speed differentials between turning vehicles and other traffic to no more than 10 to 15 mph		Higher speed differential and closer intersection/access spacing can be used than on Arterials	
Percent of Roadway Network	5 to 10 percent	15 to 25 percent	5 to 10 percent	65 to 80 percent
Percent of Total Motor Vehicle Travel	30 to 40 percent	40 to 60 percent	-	-
Community Relationship	Define neighborhood boundaries	Define and traverse neighborhood boundaries	Internal and traverses boundaries	Internal
Through Truck Routes	Yes	Permitted	No	No
Bikeways	No	Limited	Yes	Yes
Sidewalks	Yes	Yes	Yes	Yes

Minor Arterials function similarly to Major Arterials, except that their primary function is to accommodate only intraregional mobility. Minor Arterials are from one to five miles in length, operate at lower speeds (35 to 45

MPH), and provide more direct access to adjacent properties and the local street network. Signals and driveways are more frequent on Minor Arterials; with signals every block in heavily urbanized districts. Unlike Major Arterials, on-street parking is sometimes permitted on Minor Arterials. Major and Minor Arterials are generally spaced at one mile intervals in an alternating grid pattern. The integrated system formed by Major Arterials and Minor Arterials typically includes 15 to 25 percent of the total roadway network and serves 40 to 60 percent of total motor vehicle travel.

On the Stephenville Thoroughfare Plan map, minor arterials are shown in blue. Graham, Washington, Wolfe Nursery and Harbin Drive function as minor arterials: they have a limited number of access points, mostly by collector streets; they carry traffic from the interior of Stephenville through adjacent neighborhoods to a Major Arterial. As such, the typical section of a minor arterial in Stephenville should call for two to four travel lanes plus auxiliary lanes for left turns, either left turn bays at intersections or a continuous left turn center lane.

Collector Streets are the connectors between Arterials and Local Streets, which serve to collect traffic and distribute it to the Arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial and other land uses, and their design involves site-specific considerations. They provide direct service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking is generally permitted on Collectors. Frey, Lillian, Long, and Dale are examples of streets that function as collectors.

Since Collectors are used for short distance trips between Local Streets and Arterials, they should be continuous in the spaces between Arterials. Collectors should not be more than two miles in length in a rural setting. Collectors should generally line up across an Arterial, to promote connectivity between neighborhoods and reduce short trips on the arterial, but such alignment should be carefully considered as to not promote the misuse of the Collectors as an Arterial. To provide efficient traffic circulation and preserve amenities of neighborhoods, Collectors

Chapter 5-Transportation

should desirably be spaced at about one-quarter to one-half mile intervals, depending on development density. Subdivision street layout plans should include Collectors as well as Local Streets in order to provide efficient traffic access and circulation.

Since Collectors generally carry higher traffic volumes than Local Streets, they require a wider roadway cross section. An Urban Collector (usually designed for suburban residential subdivisions) should be designed to accommodate two travel lanes a total of 40 to 45 feet in width. A Collector should rarely be designed to accommodate more than two travel lanes throughout its length; such a design will encourage the misuse of the Collector as an Arterial. A Collector in a rural setting as in Stephenville should be designed for an operating speed of 30 to 35 MPH. Collectors typically make up about 5 to 10 percent of the total street system.

Collectors serve an important role in collecting and distributing traffic between Arterials and Local Streets. Their identification is essential in planning and managing traffic ingress/egress and movement within residential neighborhoods as well as commercial and industrial areas.

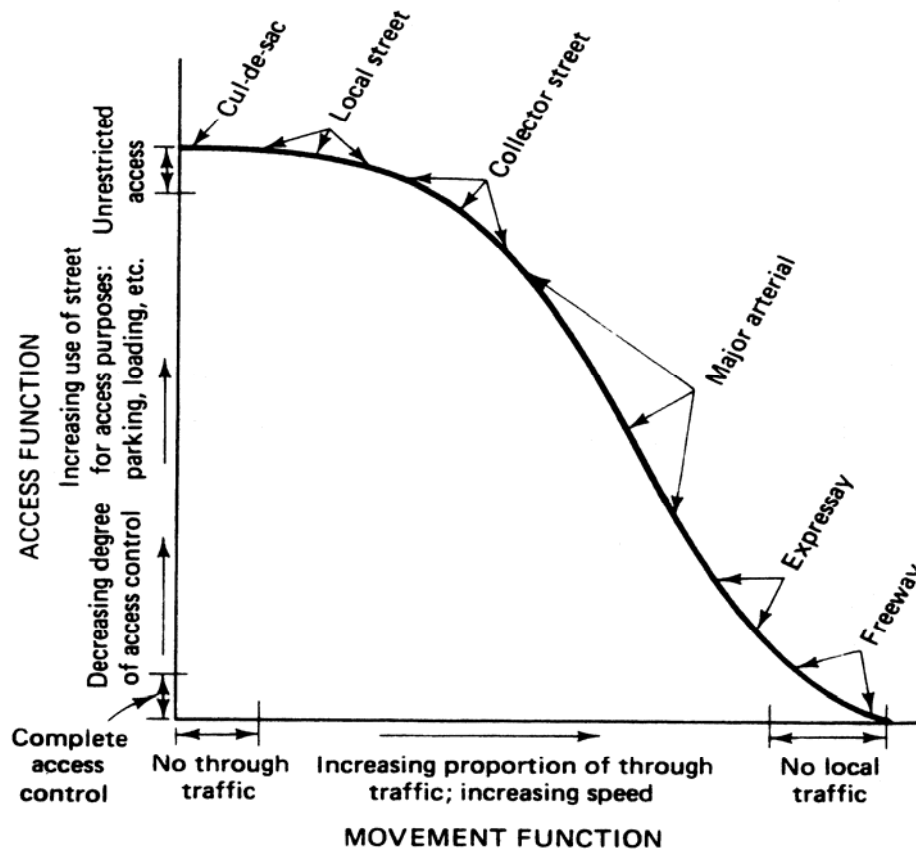
Local Streets include all other streets and roads that are not included in higher classes. They include internal and access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates from or is destined to abutting land. Through-traffic and excessive speeds should be discouraged by using appropriate geometric designs, traffic control devices, curvilinear alignments and discontinuous streets. On-street parking is generally permitted. Trip lengths on Local Streets are short, volumes are low and speeds are slow, typically 25 to 30 MPH. A typical local street can accommodate one travel lane and two parking lanes and a width of 26 to 28 feet of pavement is desirable, although cross-sections as wide as 34 feet can be acceptable. Often on rural Local Street sections with open-ditch drainage and unpaved shoulders, minimum portions of the shoulder and drainage ditch slope are

used for parking. Local Streets typically comprise about 65 to 80 percent of the total street system in urban areas.

Traffic Movement Versus Land Access

One important principal of thoroughfare planning is the "traffic movement function versus land access" function. Each class of street shares a portion of each function, as illustrated by the graph in **Figure 5.5 - Traffic Movement Versus Land Access**.

**FIGURE 5.5
TRAFFIC MOVEMENT VERSUS LAND ACCESS**



For Major Arterials, emphasis is placed upon the movement function--moving vehicles across town with a controlled number of intersecting streets and driveways that conflict with the movement of traffic. US 67/377 (South Loop) is the best example of a street where the traffic movement is of primary importance. Land access is allowed, but it is carefully regulated to avoid the traffic-slowing congestion that turning movements onto and off of the street create.

Chapter 5-Transportation

On the opposite side of the scale, the function of local streets is to provide access to adjoining land. A residential cul-de-sac is one example--the traffic service function is non-existent. In theory, only trips having an origin or destination at a lot on the cul-de-sac would be made on such a street.

On many other streets, the two functions are shared more evenly. Washington Street in downtown is an example of a Major Arterial street where both access *and* movement are emphasized. The mix of functions results in a relatively high level of traffic congestion, particularly during peak shopping periods. In other words, traffic movement is sacrificed for the benefit of land access.

Both functions are important. Without the land access function being served, motorists would be trapped in their cars with no ability to arrive at a destination. As a regional retail hub, it is vital to the local economy that motorists in Stephenville have access to stores and businesses. It is equally important that the street network allow traffic to flow smoothly and safely within and through the city for all other trips.

Traffic Operations

The traffic volumes accommodations are important determinants in the transportation system's ability to serve area travel demands. The average daily traffic volume counts for area roadways in 1999 are shown in **Figure 5.3 - Major City Roadways, Average Daily Traffic, and Employment Locations**. The measured traffic volumes identify existing travel patterns and desire lines. Areas of congestion indicate corridors that need enhanced capacity considerations.

For evaluation purposes, general guidelines developed by the National Academy of Sciences Transportation Research Board's *Highway Capacity Manual* (HCM) were used. The HCM identifies a comparative quality of operation on roadways based upon the number of cars per travel lane during a one-hour period, for various types of roadway, as shown in **Table 5.3 - Typical Service Volumes for Urban Streets**. Level of Service (LOS) is used as a measure to represent different gradations of flow conditions, with LOS A being essentially free flow, LOS B through D becoming gradually more congested, LOS E being very congested, and LOS F

extremely congested. LOS D represents moderate congestion, a condition that should be a tolerable quality of service for peak traffic period conditions in Stephenville.

TABLE 5.3
TYPICAL SERVICE VOLUMES FOR URBAN STREETS

Lanes	Service Volumes (vehicles/hour)				
	A	B	C	D	E
Class I					
1	n/a	860	930	1020	1140
2	n/a	1720	1860	2030	2280
3	n/a	2580	2780	3050	3430
4	n/a	3450	3710	4060	4570
Class II					
1	n/a	n/a	670	850	890
2	n/a	n/a	1470	1700	1780
3	n/a	n/a	2280	2550	2670
4	n/a	n/a	3090	3400	3560
Class III					
1	n/a	n/a	480	780	850
2	n/a	n/a	1030	1600	1690
3	n/a	n/a	1560	2410	2540
4	n/a	n/a	2140	3220	3390
Class IV					
1	n/a	n/a	540	780	800
2	n/a	n/a	1200	1570	1620
3	n/a	n/a	1900	2370	2430
4	n/a	n/a	2610	3160	3250

Source: Transportation Research Board, *Highway Capacity Manual 2000*, Exhibit 10-7.

Roadway classification characteristics for traffic analysis are described in **Table 5.4 - Typical Characteristics of Roadway Types**. Actual roadway characteristics differing from these values may produce different Level of Service break points from those shown in Table 5.2.

**TABLE 5.4
TYPICAL CHARACTERISTICS OF ROADWAY TYPES**

	Roadway Class			
	I	II	III	IV
Signal Density (signals/mile)	0.8	3	5	10
Free-flow speed (MPH)	50	40	35	30
Effective green ratio out of entire cycle	0.45	0.45	0.45	0.45
Free flow rate (veh/lane/hr of green)	1850	1800	1750	1700
% left turns, % right turns	10	10	10	10
Left turn bay at intersections	yes	yes	yes	yes

Source: Transportation Research Board, *Highway Capacity Manual 2000*, Exhibit 10-7.

Traffic Impact Assessments

Many communities in the United States have established permitting criteria that require the conduct of a Traffic Impact Assessment (TIA) for developments exceeding certain size thresholds. The TIA provides information on the volumes of traffic that is anticipated to be generated by the development, and the traffic level of service that would result by adding site traffic onto background traffic for the specified planning horizon year. The findings of the TIA can assist in identifying needed roadway infrastructure improvements to accommodate planned improvements and traffic growth in the vicinity of the development. Some communities utilize this information to assess traffic impact fees or to develop cost sharing strategies for advancement of public infrastructure improvement projects to meet development schedules. This would require establishment of supporting policies within city zoning and permitting requirements.

Thoroughfare Plan

Thoroughfare planning results in an orderly, efficient transportation system and ensures the preservation of adequate rights of way and appropriate alignments for existing and future major thoroughfares. Such planning influences the pattern of land development in the city and therefore is interrelated with other components of comprehensive planning and urban development.

The recommended new Thoroughfare Plan is graphically displayed in **Figure 5.6 - Thoroughfare Plan**. The plan is a map that identifies the existing and proposed thoroughfare system of arterials, collectors and

local streets. It serves as the City's general plan for guiding thoroughfare system development, including planned widening and extension of its roads, streets, and public highways. The plan indicates the needed rights-of-way, general alignments and typical sections for planned new roadways. Proposed alignments and actual alignments may vary depending on future development. This Thoroughfare Plan should be considered in platting of subdivisions, right-of-way dedication and construction of major roadways. It does not, however, show future alignments for new local streets, because these streets function principally to provide access to adjacent land. Future alignments will depend upon specific development plans.

The Thoroughfare Plan represents a functional, feasible plan and classification scheme for Stephenville's existing and future major streets. Existing major streets are color-coded and classified according to their relative function within an overall street circulation system. Where existing streets tend to carry more than ideal traffic volumes, extensions, and new street developments are anticipated to increase capacity or divert the traffic load.

The new streets proposed by the Thoroughfare Plan will function to: serve newly developing areas of town, provide better access to existing trip-generating land uses and more evenly distribute existing and projected traffic loads. One of the principal characteristics of the Thoroughfare Plan is the projection of additional major streets south of US 67/377 (South Loop). These new streets, in conjunction with other major street development, will provide Stephenville with an effective street system for both existing and future residents.

Except where specific alignments have been adopted by the City Council, proposed alignments shown on the accompanying map are not intended to reflect specific routes, but instead reflect schematic connections, the specific location of which will be determined in connection with private development initiatives or City-sponsored right-of-way surveys. Exact alignments may vary, depending upon development plans for adjoining lands. Upon actual construction, future thoroughfare

Chapter 5-Transportation

alignments may vary by several hundred feet from those shown on the Thoroughfare Plan map.

In the interest of keeping the Thoroughfare Plan as current as possible, prioritization of street projects is not to be listed as part of the Plan. As noted above, most near and mid-term major street projects are addressed annually through the budget process. Additionally, anticipated major street projects are listed in the City's ten year Capital Improvements Plan (CIP).

Advance planning for major street construction is critical as many projects require significant participation from the Texas Department of Transportation, and thus must be placed on the State's five-year plan.

Thoroughfare Planning Principles

Population growth and expansion of the city and its Extraterritorial Jurisdiction (ETJ) make it necessary to review and update the Thoroughfare Plan and expand the geographic scope of the map. Not all areas of the Plan map contain existing or proposed major streets.

The process of amending and updating the Thoroughfare Plan reaffirms the importance of establishing an efficient and coordinated transportation network to serve the city's growing population and expanding area of development. As in the past, for the foreseeable future, the automobile will continue to be the most significant transportation mode, necessitating the development of new streets and the improvement of existing streets. Through adoption of this Thoroughfare Plan amendment and careful monitoring of building activity in the City and its ETJ, major street rights-of-way can be protected for future use and segments of the proposed streets can be developed in conjunction with subdivisions and other developments.

Assignment of streets (both existing and proposed) to one of the three thoroughfare classifications is determined largely by "future intended function"--not solely by the street's current function. That criterion helps to explain why some street segments are assigned thoroughfare status even though existing traffic volume or right-of-way width falls short of the standard for a particular category of thoroughfare.

City staff must continue to study existing major and minor streets to determine rights-of-way and traffic control needs and other problems related to existing street improvements. This information will be used to determine priorities for a systematic street development and improvement program. Implementation of program improvements will be driven by new private developments, subdivisions, improvement districts and, in some cases, through the City's annual Capital Improvements Budget. The City should continue to seek State and Federal funding.

Implementation of the Thoroughfare Plan, a long-range planning tool, is also linked to the City's CIP. This mid-range planning tool guides the timing of future thoroughfare development and other street network and traffic control improvements where the City takes the lead. Timing of some major street segments will be dictated by private development initiatives. This, coupled with ever-present funding and land development uncertainties, makes it impossible to precisely schedule future thoroughfare development more than a few years into the future.

Thoroughfare Requirements and Standards

Outlined in the following text are typical criteria for certain characteristics of street and land development, incorporated as a part of a City's thoroughfare development standards, Zoning Ordinance and Subdivision Regulations in the city and in the Extraterritorial Jurisdiction.

- ◆ The general **location and alignment of thoroughfares** must be in conformance with the Thoroughfare Plan. Subdivision plats should provide for dedication of needed rights-of-way for thoroughfares within or bordering the subdivision. Any major changes in thoroughfare alignment that are inconsistent with the plan require the approval of the Planning and Zoning Commission and City Council through a public hearing process. A major change would include any proposal that involves the addition or deletion of established thoroughfare designations, or changes in the planned general alignment of thoroughfares that would affect parcels of land beyond the specific tract in question.
- ◆ The **pavement width and rights-of-way width** for thoroughfares and other public streets should conform to minimum City standards unless the Planning Commission grants a waiver. Properties proposed for subdivision that include or are bordered by an existing thoroughfare with insufficient right-of-way width should be required to dedicate land to compensate for any rights-of-way deficiency of that thoroughfare. When a new thoroughfare

Chapter 5-Transportation

extension is proposed to connect with an existing thoroughfare that has narrower rights-of-way, a transitional area should be provided.

- ◆ Existing streets in adjacent areas should be continued and, when an adjacent area is undeveloped, the street layout should provide for future **projection and continuation of streets** into the undeveloped area. In particular, the arrangement of streets in a new subdivision must make provision for continuation of rights-of-way for the principal existing streets in adjoining areas – or where new streets will be necessary for future public requirements on adjacent properties, which have not yet been subdivided. Where adjacent land is undeveloped, stub streets should include a temporary turnaround to accommodate fire apparatus.
- ◆ **Locations of new intersections of subdivision streets** with existing thoroughfares within or bordering the subdivision should be planned to align with existing intersections, where feasible, to avoid creation of off-set or "jogged" intersections and to provide for continuity of existing streets, especially Collectors and higher classes of thoroughfares.
- ◆ The **angle of intersection** for street intersections should be as nearly at a right angle as possible. Corner cutbacks or radii should be required at the acute corner of the right-of-way line, to provide adequate sight distance at intersections.
- ◆ **Offset or "jogged" street intersections** should have a minimum separation of 125 feet between the centerlines of the intersecting streets.
- ◆ **Cul-de-sac** streets should have a maximum length of no more than 500-600 feet measured from the connecting street centerline to centerline of radius point, with a paved turnaround pad of at least 60 feet and a right-of-way at least 50 foot radius in residential areas. As an alternative, the street length may be longer if there is a density of no more than 24 lots. Cul-de-sacs should generally be discouraged in commercial and industrial developments, however when used there should be at least 180 feet radius of paving with a 100 foot right-of-way radius in commercial and industrial areas.
- ◆ Subdivision layout should generally avoid the creation of **residential lots fronting on Arterials**, with direct driveway access to the Arterial street. Lots should be accessed from Collector or Local/Residential streets within or bordering the subdivision or an auxiliary street designed to accommodate driveway traffic.
- ◆ Subdivision layout should minimize the arrangement of **residential lots fronting on Collectors**, particularly within 180 feet of an intersection. To the extent possible, lots should be accessed from local residential streets.
- ◆ Requirements and guidelines for the **geometric design of thoroughfares and public streets** should be provided in the City's Subdivision Ordinance and standard specifications. This includes special provisions for lot width and building setbacks on corner lots to preserve sight distances at adjacent intersections.

- ◆ The Planning and Zoning Commission should not approve a plat containing **private streets**.
- ◆ Within the boundaries of a subdivision, **sidewalks** should be installed on both sides of Arterials, Collectors and Local/Residential Streets.

Standard Street Cross-Sections

Cross-sections of a roadway are related to anticipated traffic volumes and design capacity to provide a desired level of service, but also to the desired pedestrian accommodations and streetscape. The Standard Cross-Sections, outlined in **Table 5.5 – Existing Standard Cross-Sections For Arterials, Collectors and Local Streets**, were previously adopted by the City of Stephenville. The table identifies criteria for rights-of-way and pavement width. Standard roadway cross-sections should be used in all newly developing areas and when possible when making improvements in existing developed areas. However, special and unique cases may arise where existing physical conditions and development constraints will conflict with the need for providing a roadway to the required right-of-way width and cross-section. These circumstances require a degree of flexibility in the implementation of the Thoroughfare Plan, and minimum design criteria and cross-sections may have to be applied.

**TABLE 5.5
EXISTING STANDARD CROSS-SECTIONS FOR
ARTERIALS, COLLECTORS AND LOCAL STREETS**

Classification	Right-of-Way Width (Feet)	Paving Width (Feet)
Minor Arterial	120	25' with 20' median
Major Collector	90	25' with 11' median
Minor Collector	70	45
Local Street	50	31

Source: City of Stephenville

A revised set of Standard Street Cross-sections to accompany the new Thoroughfare Plan is presented in **Table 5.6 – Proposed New Standard Cross-Sections for Arterials, Collectors and Local Streets**. These new sections simplify the definition of roadway designations, while reducing pavement requirements for local and collector streets.

**TABLE 5.6
PROPOSED NEW STANDARD CROSS-SECTIONS FOR
ARTERIALS, COLLECTORS, AND LOCAL STREETS**

Street Classification	Right-of-Way Width (Feet)	Paving Width, to Back of Curb (Feet)
Highway	>120	>80
Major Arterial	100	80
Minor Arterial	80-100	50
Collector	60-70	45
Local - Urban	50	30
Local - Rural	50	24

Source: Wilbur Smith Associates

Major arterials are shown in black on the Thoroughfare Plan, and a typical cross-section is illustrated in **Figure 5.6 – Major Arterial**. Shown in blue on the Thoroughfare Plan, **Figure 5.7 – Minor Arterial** illustrates a typical Minor Arterial cross-section. Although collectors are not shown on the Thoroughfare Plan a cross-section of Collector streets is illustrated in **Figure 5.8 – Collector**. Local streets are shown as thin black lines on the thoroughfare plan. Typical cross-sections of local streets are illustrated in **Figure 5.9 – Urban Local** and **Figure 5.10 – Rural Local**.

**FIGURE 5.6
MAJOR ARTERIAL**

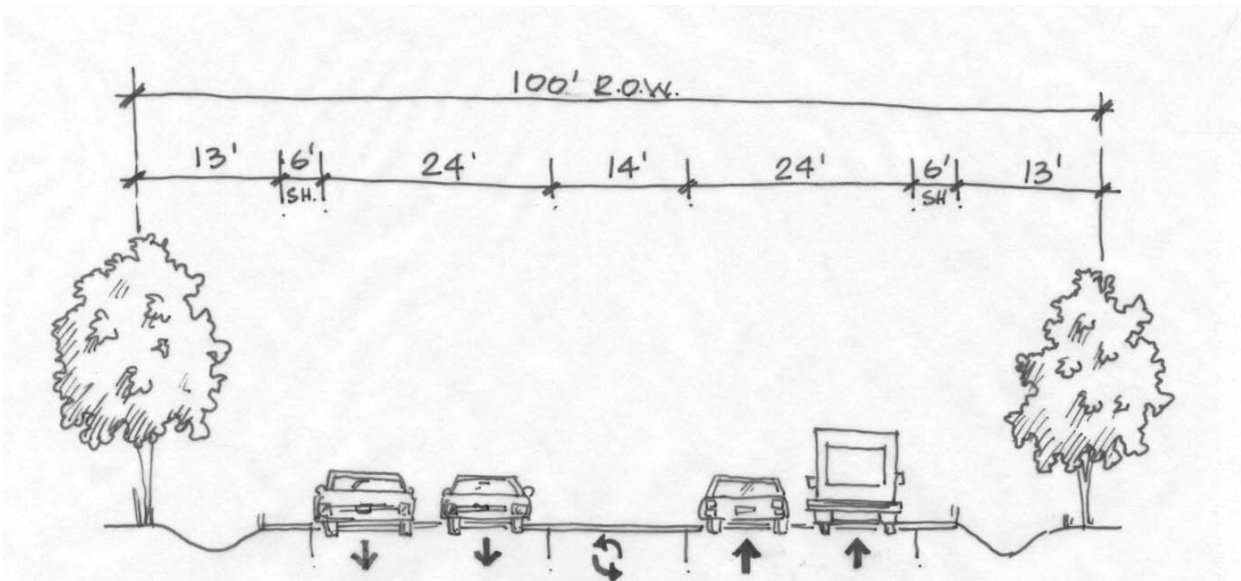


FIGURE 5.7
MINOR ARTERIAL

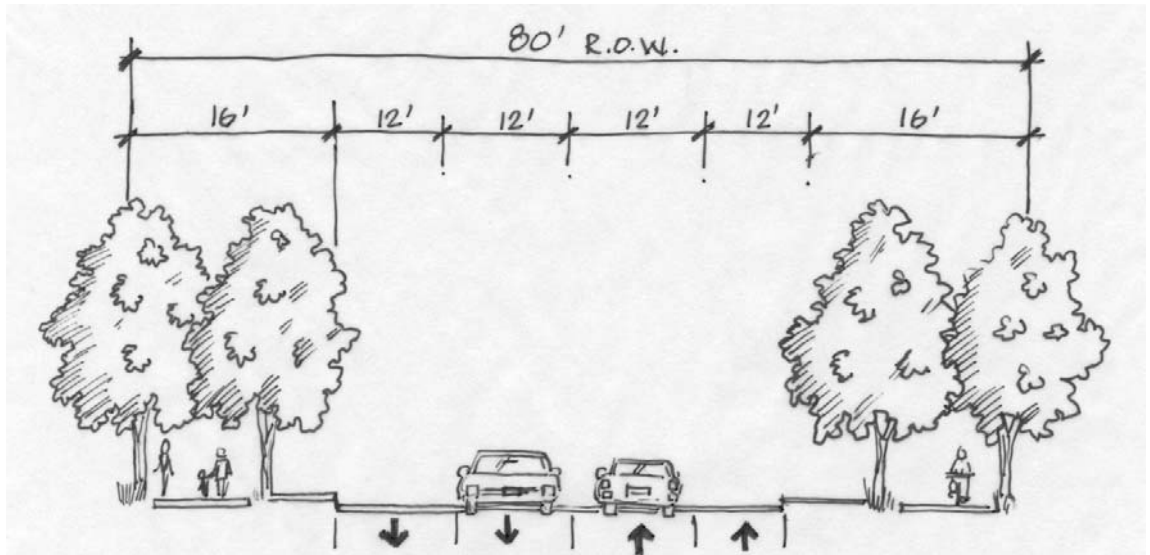


FIGURE 5.8
COLLECTOR

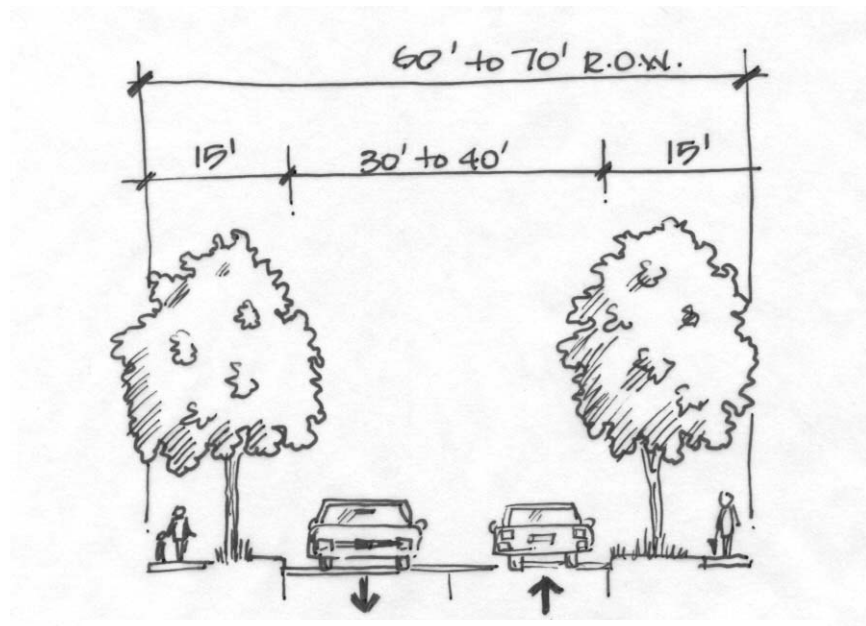


FIGURE 5.9
URBAN LOCAL

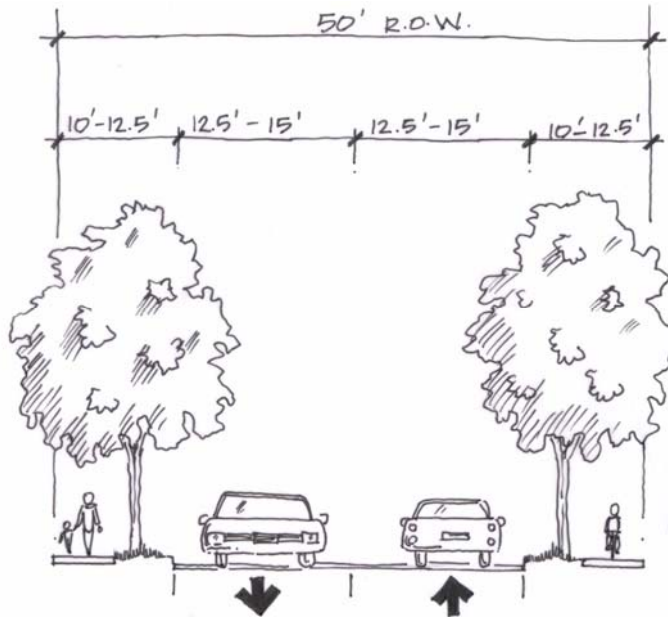
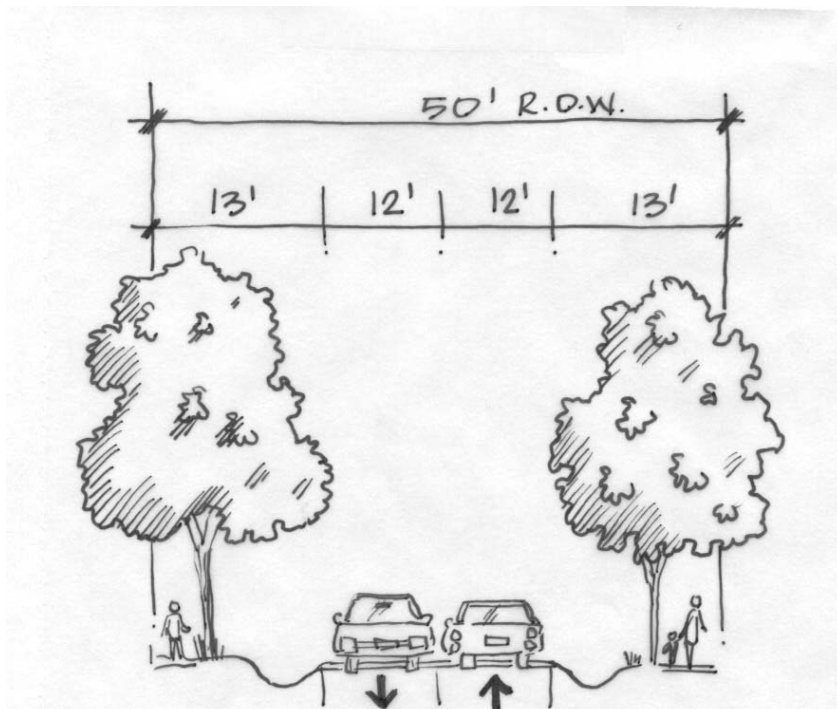


FIGURE 5.10
RURAL LOCAL



Downtown Traffic Access and Circulation

The Downtown access roadways of Washington and Graham are often congested due to the concentration of destinations in Downtown and the crossing of travel patterns. Washington Street (Business US 377) is an east-west route through Downtown and Graham Street (FM 108) is a north-south route through Downtown that connects to US 281 and US 67 to the south. These two streets form two sides of the Downtown Square which has the County Courthouse at its center and local merchants and offices around the outside of the square. Beyond one block of the central square, the compact pedestrian nature of development dissipates into more automobile-oriented development styles.

The 1998 Thoroughfare Plan called for the creation of a set of north-south and east-west one-way pairs, or couplets, of streets extending several blocks on either side of Downtown, using Washington westbound with College eastbound and Belknap southbound with Graham northbound. The one-way pairs would address the needs in Downtown to distribute the traffic volumes over more streets. The reallocation of half of the traffic from Washington and Graham onto Belknap and College by the creation of one-way pairs would have both positive and negative impacts, as summarized in **Table 5.7**.

**TABLE 5.7
POTENTIAL IMPACTS OF ONE-WAY PAIRS IN DOWNTOWN**

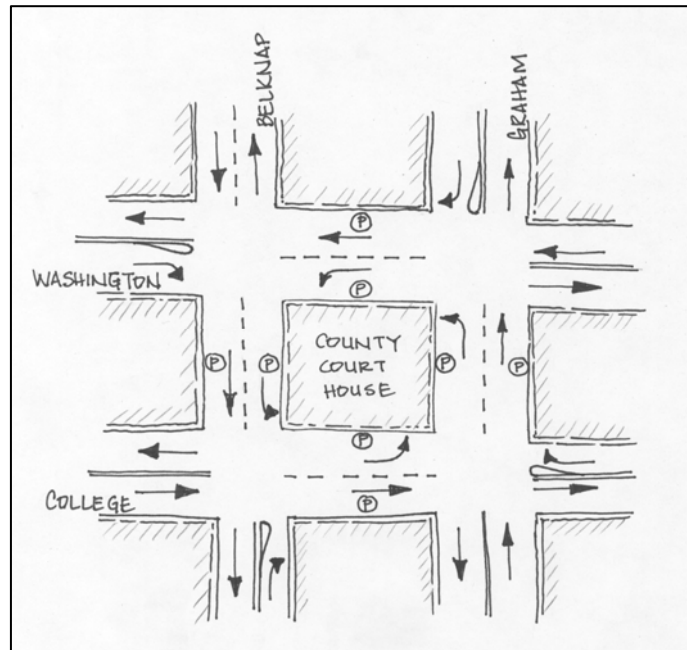
Positive Aspects of One-Way Pair	Negative Aspects of One-Way Pair
Using four two lane streets would approximately double the traffic-carrying capacity of the approach street corridors into downtown and reduce delays due to turning traffic.	The one-way pairs are limited in length to several blocks from the Downtown Square and will have limited capabilities for carrying traffic as a corridor.
Traffic would be distributed along a second parallel street, distributing the impacts of traffic growth.	Providing two lanes of traffic in one direction of each of the streets will allow traffic to drive faster, changing the streets from an atmosphere of local access to the moving of traffic.
Intersections of one-way streets have fewer conflicting movements than intersections of two-way streets.	Circulation patterns will change and may require additional turns to access parking for locations.
Traffic distribution onto a set of one-way pairs would increase the visibility of more potential business sites in Downtown.	Businesses on Washington and Graham in Downtown will see less traffic initially. Those along Belknap and College may not appreciate the additional traffic activity.

Overall, the creation of one-way pairs in downtown establishes a more functional traffic operation, but perhaps a more aggressive traffic flow than desired for the adjoining commercial nature. A pair of one-way streets would improve the safety of intersection operations around the Downtown Square and allow more dedicated turn lanes while maximizing parking provisions, but would create a circuitous path for traffic destined through the Downtown. Since the adoption of the 1998 Thoroughfare Plan, no action has been taken towards implementing the north-south or east-west one-way pairs.

Incremental Introduction of One-Way Pairs – Safety concerns have been expressed by citizens regarding busy intersections in the central square of Downtown, specifically the delays due to conflicting movements and certain visibility issues at the intersection approaches. The two pairs of one-way streets would work well to address these issues. The complete

one-way pair concept could be incrementally implemented as needed along each of the north-south and east-west corridors, beginning at the Downtown Square, as shown in **Figure 5.11**.

**FIGURE 5.11
POTENTIAL
ONE-WAY PAIRS IN DOWNTOWN**



As shown, the one way streets would circulate counter clockwise around the square, as the streets will do under the full one-way pairs concept. This traffic operation would better accommodate turning movements at the four intersections around the square, would reduce the number of conflicting movements at each intersection, and could help to reduce overall traffic delay while allowing for the maximum amount of curbside parking on each side of the square. With one-way circulation around the Square, consideration could be given to eliminating the "off-street" parking adjacent to the south and west side of the Courthouse and replacing it with angled parking and green space.

Thurber Brick Streets and Crosswalks – The City of Stephenville has used Thurber bricks in many of its streets. Many of the old brick streets have been either overlaid with asphalt or reconstructed. Street repairs for utilities often render the Thurber brick pavement unstable, causing

Chapter 5-Transportation

unevenness and eventual reconstruction. Some streets still remain, including some downtown streets and some east of the university. Thurber bricks are no longer manufactured, but the City has a stockpile of the bricks available for placement in its streets.

To enhance the historic character of Stephenville, the Thurber brick streets in Downtown should be maintained within the central square. Additionally, use of Thurber brick in the streets should emanate from downtown to complement the relation of the surrounding areas to Downtown. Streets that lead from Downtown to a nearby significantly historic or rustic commercial or neighborhood area could be reconstructed to retain or attain an historic character. Streets that transition away from Downtown into surrounding development, or streets that cannot be paved completely brick paved can have their crosswalks paved with Thurber brick. The transition distance can be adjusted to meet the character of the adjacent development.

Tarleton State University Access and Circulation

The 2010 Campus Plan for Tarleton, completed in 1998, indicates the creation of a more densely developed central campus with elimination of some internal roadways and circulation. This is a common tendency of small, growing universities nestled within a community. Current trends within the State of Texas university system programs are expected to increase attendance at the state's second tier universities, including Tarleton State University. Tarleton has yet to prepare an updated Campus Master Plan to respond to this recent statewide policy change. Campus parking will become an increasingly important issue, as will on-campus and off-campus housing. The Future Land Use Plan reflects an expanded university housing need, which in turn impacts the need for enhanced transportation accommodations.

Additional North-South Circulation – The 2010 Campus Plan calls for the closure of Lillian Street and Vanderbilt Street through the center of campus to alleviate anticipated auto/pedestrian conflicts associated with a higher concentration of students on campus. A similar effort is currently underway at Baylor University in Waco, where many of the roadways that

formerly passed through the center of the campus are being truncated near strategic loading/unloading areas and parking facilities in favor of more academic and residence buildings and a more pedestrian atmosphere in the central part of campus. Lillian Street begins at Lingleville Highway, has an offset intersection at Frey Street, passes through the center of campus and leads south of campus as a collector roadway serving a mixture of single and multi-family housing, with connections to Washington and to US 377.

Potential closure of Lillian Street would limit the north-south circulation around the campus. Harbin Drive, which runs along the west side of campus, provides north-south connectivity to the east-west major arterial and minor arterial network. East of campus, the north-south streets are disjointed and are essentially two-lane local and collector roadways, with a continuous north-south corridor not provided until Graham Street. A study of the potential closure of this segment of N. Lillian Street was done in 2002 and concluded that the closure could be done without significant impacts to through traffic not destined for campus.

The FM 914 and Alexander Street corridor currently provides a north-south corridor south of Washington Street that is positioned approximately midway between Harbin and Graham. Previous efforts have looked at the extension of Alexander to use existing Mary Street and Ollie Street rights-of-way to provide a north-south corridor for the city that would provide the needed north-south circulation for the Tarleton campus and surrounding residential areas. The Ollie Street alignment lines up with a subdivision entry across FM 8/Lingleville Road. Development of the corridor would require removal of some business and residential development north of Washington to create the continuous corridor. The closure of Lillian and creation of the north-south corridor along Alexander/Ollie would have both positive and negative impacts, as summarized in **Table 5.8 - Potential Impacts of Creating Alexander/Ollie Corridor.**

**TABLE 5.8
POTENTIAL IMPACTS OF CREATING ALEXANDER/OLLIE CORRIDOR**

Positive Aspects of Corridor	Negative Aspects of Corridor
Provides another north-south connection across the city that has logical northern and southern terminations.	Brings traffic through an area that currently receives mostly local traffic.
Traffic loading on Harbin would be further distributed onto Ollie as well.	Current two lane configuration will need to be widened, potentially to four lanes which would be a disruption to the existing adjoining land uses.
Ollie would become an eastern boundary for expansion of the central campus buildings, with parking lots/garages provided on campus.	Ollie would become a barrier to pedestrian and bicycle circulation.
A new more functional commercial node could be created at the Alexander/Ollie intersection with Washington.	Some existing businesses and residences will need to be removed to create the continuous corridor.

Overall, the creation of the Alexander/Ollie corridor establishes a more functional traffic operation for the city as a whole and allows Tarleton to reconfigure and expand its campus to meet current and projected needs.

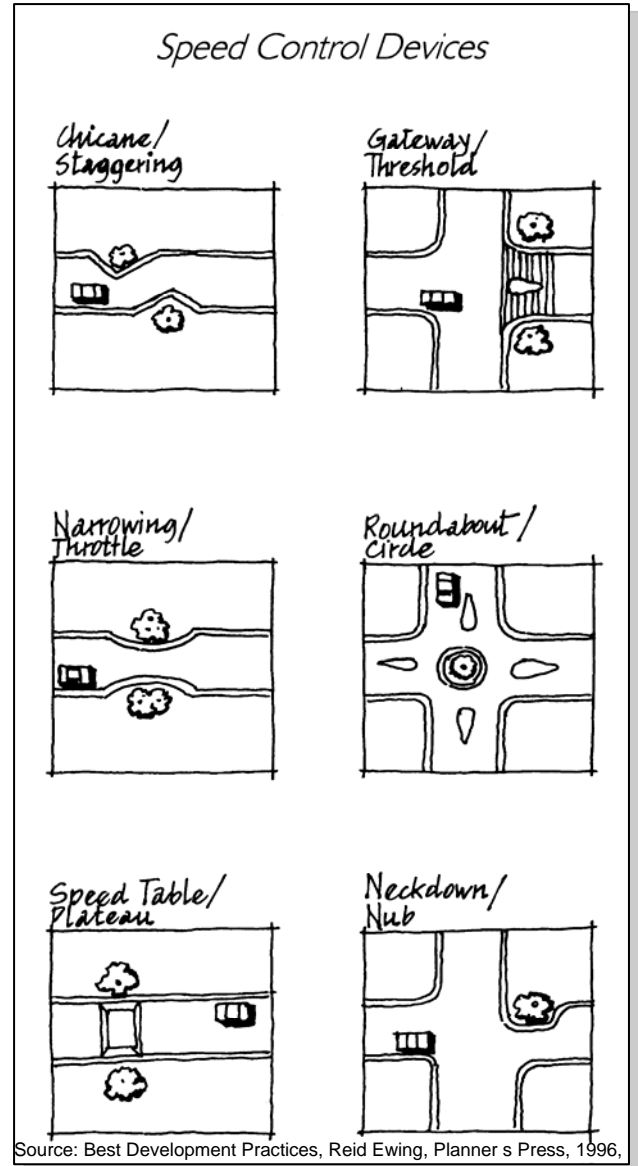
“Traffic Calming” Measures

As in many communities across the nation there is a growing concern in Stephenville about the increase of non-local traffic in residential areas.

Many cities are joining a nationwide trend among local governments by adopting traffic calming programs, which are aimed at controlling cut-through traffic and speeding on neighborhood streets and generally aggressive driving that threatens the safety of other drivers and pedestrians.

Traffic calming measures are instrumental in providing livable neighborhoods where residents feel safe walking, biking, and playing. In addition to reducing speeds in residential neighborhoods traffic calming measures are also useful in pedestrian-oriented commercial areas. The Institute of Transportation Engineers (ITE) defines

“traffic calming” as “the combination of mainly physical features that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.” In addition to addressing motor vehicle issues, traffic calming can also involve disparate objectives such as improving aesthetics, promoting urban renewal, reducing crime, and increasing water filtration into the ground.



Chapter 5-Transportation

The Institute of Transportation Engineers identifies broad goals for traffic calming, which include increasing quality of life, incorporating the preferences and requirements of nearby residents and others who use the area adjacent to streets and intersections, creating safe and attractive streets, helping to reduce the negative effects of motor vehicles on the environment (pollution, urban sprawl, etc.), and promoting walking and bicycle and transit use. More specific objectives, as applied to local streets, include:

- ◆ Achieving slower speeds for motor vehicles;
- ◆ Reducing collision frequency and severity;
- ◆ Increasing safety and the perception of safety for non-motorized users of the street;
- ◆ Reducing the need for police enforcement;
- ◆ Enhancing the street environment (streetscape, etc.);
- ◆ Increasing access for all modes of transportation; and,
- ◆ Reducing cut-through motor vehicle traffic through neighborhoods.

Traffic calming is accomplished through a combination of measures that control both traffic speeds and volume. Volume controlled measures include street closures, restrictive one-way streets and turn restrictions should only be implemented on local streets. These measures are effective in reducing traffic on streets; however, such measures do not reduce speed and often result in the diversion of unwanted traffic onto other residential streets. Speed controlled measures are important in reducing injury accident rates and in increasing walking and bicycling on streets. These measures include speed humps, speed tables, traffic circles, sharp bends, chicanes, and narrowing at mid block. Speed control measures should be designed into the community through urban design and land use features such as smaller setbacks, street trees, short streets, sharp curves, center islands, traffic circles, textured pavements, speed humps and flat topped speed tables. Speed control measures are typically implemented on local streets but can be installed on collector streets with proper traffic operations considerations, such as emergency vehicle access and conveyance.

Lessons from communities that have experimented with traffic calming initiatives point to the following characteristics of a successful program:

- ◆ ensuring early involvement of and communication between neighborhood residents, City staff, and City Council;
- ◆ establishing specific procedures for defining and studying potential traffic problems;
- ◆ creating a clear process for requesting potential calming measures, securing project approval and funding, and then designing and implementing the measures;
- ◆ outlining an array of preferred calming techniques or combinations of methods based upon industry standards as documented in publications of the Institute of Transportation Engineers and similar professional associations;
- ◆ confirming neighborhood consensus and support before proceeding with implementation; and,
- ◆ monitoring and evaluating the effectiveness of calming measures on a case-by-case basis, with the ability to reconsider and alter or remove if necessary, any traffic calming device or technique which inadvertently creates and/or shifts a traffic problem from one street or neighborhood to another.

The Institute of Transportation Engineers, state transportation departments and others entities have published manuals and other materials documenting numerous traffic calming options and techniques, including some that are subtle and intended to influence drivers' perceptions of their surroundings and thereby their driving behavior. These can include road and intersection narrowing methods, better definition of crosswalks and pedestrian-oriented settings, and manipulation of road surfaces. Illustrations and specifications are provided and the advantages and disadvantages of each calming method are presented.

Alternative Transportation

Considerations for transportation other than by personal automobile should be incorporated into the Transportation Plan for Stephenville. Public transportation, bicycling and pedestrian modes are important elements of an overall transportation system to serve the broad range of mobility needs of the community, as well as to enhance their quality of life.

Bicyclist and Pedestrian Mobility and Safety

Bicyclist and pedestrian facilities are essential in serving the recreational needs of the community and in providing alternative modes of transportation. Eliminating barriers to bicycle and pedestrian mobility is one of the most important features in bicycle/pedestrian planning. Freeways, major arterials, water features, and topography all impose significant barriers to access and mobility. Designated bicycle routes, on-street bikeways, and off-street bike/hike/jog trails should be developed to link major attractions and destinations throughout the City, including neighborhoods and apartments, parks, schools, churches, the public library, museums, major employers, medical clinics, social service agencies, and the Central Business District and other shopping areas.

Pedestrian and bicycle facilities should be designed and constructed in compliance with the requirements of the Americans with Disabilities Act (ADA); guidance on such design is available from many resources including *Accessible Rights-of-Way: A Design Guide*, published by the U.S. Architectural and Transportation Barriers Compliance Board. Hike and bike trails and other bicycle facilities should be designed in accordance with the *Guide for the Development of Bicycle Facilities* published by the American Association of State Highway and Transportation Officials (AASHTO).

Pedestrian walkways, sidewalks, and crosswalks are part of the City's existing transportation system that serves the needs for pedestrian movement in residential neighborhoods, commercial business areas, and around schools, parks and other community facilities. Safe and well-maintained pedestrian facilities are particularly needed in the older established areas of communities and in areas that did not have sidewalks installed before they were required by the City's development ordinances. In general, a five-foot wide sidewalk should be provided on both sides of streets containing residential and/or commercial development. When situated along an arterial street, the sidewalk should be buffered from the roadway travel lanes by a distance of at least five feet. When in central commercial areas, wider sidewalks complementing the storefront browsing nature of development should be provided.

When a path is intended to accommodate bicyclists as well as pedestrians, the pavement should be a minimum of eight feet in width, and preferably ten feet or more as volumes warrant. Sidewalks should not be required along remote segments of roadway where residential development is less than one dwelling per acre. Pipeline easements and irrigation ditches may also provide additional areas for bikeways.

Certain types of roadways are more attractive to bicycle riders than others as a result of traffic volumes and speeds and street design. Skilled bicyclists usually prefer to travel along the street system and should be accommodated through striped bike lanes or extra wide curb lanes on arterials and collectors. The majority of bicyclists, however, are less skilled and need to be separated from high speeds and high volume traffic through the use of bike lanes and off-street bike paths. Local and collector streets are suitable for use by most adult bicycle riders while minor arterial streets are suitable for limited use by bicyclists due to higher traffic volumes and speeds. Rural arterials, especially those with shoulders wider than four feet, attract sport cyclists interested in longer-distance travel with fewer interruptions. A further resource for the planning and design of bike lanes, bike routes, shoulder lanes and wide curb lanes is *Selecting Roadway Treatments to Accommodate Bicyclists* published by the Federal Highway Administration.

Public Transportation

Public transit is an important option for reducing traffic congestion and decreasing the number of single occupant vehicles that travel our roads and highways. It is important to the economic vitality and quality of life of the community. Public transit facilitates the affordable and reliable movement of people to and from work, to vital services, to businesses, and to recreation. Stephenville has recently joined The Transit System, Inc, (TTS) provided public transportation services to its residents. Since 1983, TTS has been providing service to the cities of Glen Rose and Granbury, and since September of 2002, has been providing service to Stephenville. Services provided by TTS include flexible routes service, taxi-type services, charters, and shuttle connections to DFW Airport. The TTS has been quite successful in Stephenville, with ridership steadily increasing since

Chapter 5-Transportation

beginning operations in 2003. Total ridership in 2004 was 7,421 compared to 6,276 in 2003. The first quarter of 2005 (which is counted between September and November of the previous year) was 2,155, compared to 1,564 in the first quarter of 2004, and 920 in the first quarter of 2003. Stephenville also benefits from special prearranged transportation services provided for qualifying elderly and mobility-challenged citizens by the Texas Transit System with funding from Federal Transit Administration.

The following actions items should be considered to address the public transport needs:

- ◆ The City and Tarleton State University should pursue opportunities to acquire subsidies and other funding to support initiating transit service.
- ◆ The City should investigate the current state of specialized transportation services for elderly, handicapped and outpatient care to see if a coordinated system of services could be brokered to provide greater efficiency and effectiveness using existing or supplemented services.

Thoroughfare Plan Implementation

Implementation of thoroughfare system improvements occurs in stages over time as the City grows and, over many years, builds toward the ultimate thoroughfare system shown in the Thoroughfare Plan. The fact that a future thoroughfare is shown on the Plan does not represent a commitment to a specific time frame for construction, nor that the City will build the roadway improvement. Individual thoroughfare improvements may be constructed by a variety of implementing agencies, including the City of Stephenville, Erath County, and the Texas Department of Transportation as well as private developers and land owners for sections of roadways located within or adjacent to their property.

The City, County, and Texas Department of Transportation, as well as residents, land owners and developers, can utilize the Thoroughfare Plan in making decisions relating to planning, coordination and programming of future development and transportation improvements. Review by the City of preliminary and final plats for proposed subdivisions in accordance with the City's Subdivision Regulations/Unified Development Code should include consideration of compliance with the Thoroughfare Plan in order

to ensure consistency and availability of sufficient rights-of-way for the general roadway alignments shown in the plan. By identifying thoroughfare locations where rights-of-way are needed, land owners and developers can consider the roadways in their subdivision planning, dedication of public rights-of-way, and provision of setbacks for new buildings, utility lines, and other improvements located along the rights-of-way for existing or planned thoroughfares.

Major Thoroughfare Plan Amendment Process

It will be necessary for the City to periodically consider and adopt amendments to the Major Thoroughfare Plan to reflect changing conditions and new needs for thoroughfare system improvements and development. A systematic procedure should be followed for making Plan amendments, including a set schedule for annually inviting and considering proposed changes.

Role of City Government




The City is responsible for the safe operation and maintenance of streets, traffic control and speed limits through the administration of the Stephenville Code of Ordinances. Design and construction of new streets are controlled through the requirements of the Public Works Design Guidelines. The City works with State and Federal entities such as the Texas Department of Transportation (TxDOT) on regional transportation issues.

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Figure 5.6
Thoroughfare Plan
October 2004

Legend


Thoroughfare Plan

-  Trail
-  City Limits
-  Extraterritorial Jurisdiction

Existing Proposed

- | | | |
|---|---|------------------------|
|  |  | Major Arterial Network |
|  |  | Minor Arterial Network |
|  |  | Collector Network |



0  0.5 Miles

CHAPTER 6 – DOWNTOWN REVITALIZATION

Stephenville’s history is evident in much of the Downtown area with the architecture, design and structure of old buildings, including the centerpiece of downtown, the Erath County Courthouse. Reminders of the past and present are visible. However, over the years, downtown has lost the atmosphere that it once had: a unique gathering place for both the community and tourists. Today downtown is characterized by a business vacancy rate of nearly 50%, poor maintenance of existing businesses, lack of land use variety, and has no recognized corridors leading to downtown.

Downtown Stephenville has many historic buildings and structures. While many of the buildings have a good blend of old and new architecture, many of these are not well maintained and are in need of restoration. A good example of recent restoration in downtown Stephenville is the Erath County Courthouse. The restoration of the courthouse can serve as a catalyst for the restoration of other buildings in downtown.

Within the past year, downtown Stephenville has seen an increase in the number of retail businesses. Overall, over 23 businesses are minority or woman owned and over 50 businesses are owned locally. Because of Stephenville’s rich heritage and history, many of the buildings have historical markers and are recognized by the State of Texas Historical Commission. Parking is plentiful around the courthouse and near the Plaza.

One of the highlights of the Plaza in downtown Stephenville is the “Cowboy Capital Walk of Fame”. Similar to the *Hollywood Walk of Fame*, stars displaying names of famous “cowboys” are embedded in the sidewalk. Other interesting facts about the City’s history are also noted in the area. Street furniture, decorative paving, and information signs make this area attractive to both residents and tourists.

Defining Downtown

Downtown Stephenville is generally bounded by Green Street to the north, Long Street to the south, Barton Street to the west, and Floral Street

Chapter 6-Downtown Revitalization

to the east. However, it is important to note that downtown Stephenville should not be defined solely by artificial boundaries.

Downtown begins where guests perceive a “sense of arrival”. This “sense of arrival” begins at minor landmarks along the four major corridors entering downtown. Each corridor has its own character based upon its location and proximity to other features. One corridor on North Graham Street could be medical oriented in relationship to Harris Methodist Hospital Erath County and its associated medical offices. Another corridor on West Washington Street could be education oriented in relationship to Tarleton State University. A third corridor on South Graham Street could be recreation oriented leading to the City Park. The final corridor on East Washington Street could be culture/heritage oriented and head toward the museum, Bosque River and the potential location of a civic center. As downtowns have traditionally been the heart of the City, revitalization of downtown Stephenville would involve economic development and incentive strategies to encourage businesses to locate downtown, aesthetic and design changes that create a common theme through the downtown core, areas of attraction for residents as well as visitors, and development strategies and guidelines that are sensitive to the area’s history and architecture, and that create a cohesive downtown environment.

Key Features of a Successful Downtown District

- ◆ Pedestrian Friendly;
- ◆ Unique and enjoyable experience;
- ◆ Restaurants and similar establishments;
- ◆ Stores and Shops that are open after 6 p.m.;
- ◆ Entertaining; and,
- ◆ Multifunctional (serves community and tourists).

Goal, Objectives and Actions

The goal, objectives and actions outlined in this element of the Stephenville Comprehensive Plan Update are based on traditional urban planning principles as well as input from community residents and leaders during the planning process. These principles establish a framework for the development and redevelopment of downtown Stephenville and are

more likely to result in an economically vital and more viable downtown. The objectives appear in no particular priority order. Actions appear under the different discussion items.

Downtown Goal: Downtown as the activity center and focal point of the community of Stephenville.

Objective DR1: *Create an aesthetic and physically appealing character in Downtown that creates a unique destination for visitors.*

Action DR1.1: Determine a theme for Stephenville's Downtown.

Action DR1.2: Develop design standards and concepts that support Stephenville's downtown theme.

Action DR1.3: Incorporate downtown theme into street signs, business signs, banners, and lampposts to differentiate the downtown area from the rest of the City.

Action DR1.4: Continue to support Stephenville's Heritage Square Foundation in its efforts to revitalize the downtown area.

Objective DR2: *Encourage pedestrian circulation throughout Downtown.*

Action DR2.1: Coordinate pedestrian circulation with the "Downtown Traffic Access and Circulation" section of the Transportation element.

Action DR2.2: Incorporate street furniture (benches, planters), wide sidewalks, pedestrian scale lampposts, pavings at crosswalks to encourage pedestrian movement and promote safety.

Action DR2.3: Work with the Stephenville Chamber of Commerce and the Heritage Square Foundation to create destinations for pedestrians within downtown such as historic and cultural walks and trails.

Objective DR3: *Provide adequate parking to meet the current peak demand and future needs of Downtown.*

Action DR3.1: Develop and install directional signage to direct visitors to parking areas.

Action DR3.2: Initiate design of access, circulation and parking layout for public parking areas.

Action DR3.3: Create incentives for parking off the square.

Chapter 6-Downtown Revitalization

Action DR3.4: Investigate areas that can be used for City parking lots.

Objective DR4: *Attract more entertainment and restaurant uses to Downtown.*

Action DR4.1: Coordinate with Future Land Use Plan for location and impacts.

Action DR4.2: Coordinate with the Stephenville Economic Development Corporation (STEDCO) and the recommendations from the Economic Development element of the Plan for relocation incentives and programs.

Objective DR5: *Promote annual festivals and other community activities that focus attention on Downtown and reinforce its role as an activity center.*

Action DR5.1: Coordinate with Stephenville Chamber of Commerce to promote Downtown through a marketing plan and scheduled yearly events for residents and visitors to re-discover Stephenville's downtown (fun runs, outdoor concerts and theatrical performances, street fairs, art shows, community book sales/exchanges, parades, volunteers clean-up events).

Action DR5.2: Coordinate with the Heritage Square Foundation and other interest groups for creating downtown and historic tours.

Action DR5.3: Work with downtown business owners to promote street fairs, "sidewalk sales", monthly Downtown sales events.

Objective DR6: *Encourage residential uses Downtown.*

Action DR6.1: Review existing Zoning Map and Ordinance to ensure that residential uses are permitted Downtown.

Aesthetics

In order to provide and guide improvements to the appearance of Downtown, a set of development standards should be implemented. These standards are necessary to achieve the desired sense of identity for Downtown Stephenville, as well as to address some of the issues identified for the area such as creating a pedestrian-friendly environment, improving the aesthetics and general appearance of the area, creating

a common theme for the area, enticing desirable businesses to locate in Downtown, and providing the City with an attractive, enjoyable destination for both residents and tourists to the area. The following standards are recommended.

Screening/General Appearance

- ◆ All outdoor heating, ventilation, air-conditioning, and utility equipment, vehicle loading/unloading areas should be 100 percent screened from public view with a decorative wall, fence, or architectural element that is compatible with the building.
- ◆ Refuse containers should be screened 100 percent from public view, and when possible, located in a common area for combined use. All locations should be within an enclosure of a masonry wall or solid fence.
- ◆ No open storage or merchandise display beyond the building setback should be permitted.
- ◆ All electric, telephone and cable TV lines should be relocated to the back of buildings (replacement) or buried underground where feasible.
- ◆ New construction and building additions should be setback a distance that is equal to the average setback of all lots on the same side of the street and within the same block.
- ◆ The rear of buildings that are readily visible from public areas should be improved with finished appearances and maintained to the same standards as fronts of buildings.
- ◆ Decorative street lighting and street signs that are compatible with the newly refurbished Erath County Courthouse appearance should be installed.
- ◆ Location and directional signage should be placed at appropriate places in Downtown. Signs should indicate event locations, areas of historic significance, off-street parking, attractions and recreational areas.

Building/Architectural Standards

- ◆ Architectural design, materials and colors of existing and any redeveloped structures should be harmonious and compatible with their surroundings to preserve the overall appearance, history and culture of Downtown.
- ◆ Height, mass and exterior finish should be compatible with the character of the building.
- ◆ Original brick façades should ideally be restored. Brick façades may be painted to match original colors if exposed brick is in poor condition.
- ◆ Establish design guidelines to control architectural design.

Sign Standards

- ◆ No more than one business identification sign should be located on any premise, unless the business faces two streets, in which case one sign per street face would be permitted.
- ◆ All signs shall be projecting signs and should be placed on all premises, but should not project more than 30 inches nor have a vertical dimension that exceeds three feet.
- ◆ There should be no more than one projecting sign per establishment.
- ◆ Temporary signs should be prohibited.
- ◆ Roof signs should be prohibited.
- ◆ Premises with awnings may have painted or affixed signage no more than 9 inches in height.
- ◆ Signs having revolving, flashing, blinking or traveling lights should be prohibited.
- ◆ Interior illuminated signs should be prohibited.

Landscaping Standards

- ◆ Tree planters should be placed along sidewalks on Washington and Graham Streets.
- ◆ Keep bushes lining the Erath County Courthouse area low so that views are not obstructed.
- ◆ Preserve existing trees.
- ◆ New trees should be a minimum of 8 feet in height and 3 inches in caliper.
- ◆ Relocate some of the parking around the Earth County Courthouse to allow more tree plantings and green space.

Access and Parking Standards

- ◆ Install brick streets immediately around the Earth County Courthouse.
- ◆ Off-street parking areas should have a tree planting for every ten (10) spaces provided.
- ◆ Public sidewalks should be a minimum of eight (8) feet wide.
- ◆ Install crosswalk pavers at all street intersections on Washington, Graham, and at other significant pedestrian crossing locations.
- ◆ Employee parking should be encouraged in peripheral lots for buildings located on the square.
- ◆ Request sign identification for Downtown from TxDOT on U.S. 67, U.S. 281 and U.S. 377.

Land Use

The City of Stephenville's Zoning Ordinance has a designated zoning for the downtown area called the Central Business (B-3) District that is typical of many cities' downtown zoning districts in that it allows a full-mix and

variety of uses (residential and nonresidential) for a downtown business area and has more flexibility regarding setbacks, heights and bulk than most other traditional zoning districts. In addition to the Central Business (B-3) district that covers the majority of the study area, there are also portions of the study area that are zoned in other districts.

The current zoning allows activities that may achieve the stated goal as there is the flexibility to encourage a mix of uses in a pedestrian-oriented commercial setting with buildings close to the streets, clusters of storefronts for window-shopping and the potential for residential dwellings above commercial uses. The current zoning, however, also allows uses and activities that may discourage or be detrimental to achieving the goal and objectives. Prohibiting these types of uses is therefore recommended not only to encourage those uses that attract people and visitors to the downtown area, but to also to prohibit uses that are unsightly, those uses that discourage pedestrian traffic and those that might otherwise be detrimental to the overall goal.

Permitted Uses

The following types of uses are considered appropriate to foster and encourage the types of activities and atmosphere envisioned by the goal and objectives.

- ◆ Retail and specialty shops;
- ◆ Bakeries, ice cream shops, specialty food shops, and candy stores;
- ◆ Professional offices;
- ◆ Medical/dental clinics;
- ◆ Government offices and facilities;
- ◆ Banks and other financial institutions;
- ◆ Barber/beauty shops;
- ◆ Book and card/gift stores;
- ◆ Dry Cleaning services and tailors;
- ◆ Restaurants and cafes (no drive-through lanes)
- ◆ Florists;
- ◆ Pet Shops;
- ◆ Theaters;
- ◆ Museums and galleries;
- ◆ Studios (art, dance, photography);

Chapter 6-Downtown Revitalization

- ◆ Travel agencies; and
- ◆ Hotels, motels and bed and breakfasts.

Prohibited Uses

The following types of activities are considered detrimental to a pedestrian and customer-oriented atmosphere and are recommended to be excluded from the uses permitted in the B-3 District. It is noted that existing uses in these categories would become legal nonconforming uses under the terms of the Zoning Ordinance and would be allowed to continue operation. Other policies and programs could address incentives or assistance to encourage voluntary relocation.

- ◆ Auto Parking Lot or Building (Commercial);
- ◆ Gasoline Service Station and Car Care Center;
- ◆ Pawn Shop;
- ◆ Service Yards;
- ◆ Tool and Equipment Rental Shop;
- ◆ Plumbing Shop; and,
- ◆ Storage, Sale or Repair of Furniture and Appliances (inside building).

Other Zoning Considerations

- ◆ Enact special parking regulations. Parking requirements should encourage shared public/private parking arrangements in close proximity to downtown.
- ◆ Residential occupancy should be permitted by right in commercial buildings.
- ◆ Outdoor seating areas for restaurants should be encouraged (where possible).
- ◆ Encourage more restaurants and similar establishments to locate or relocate to the downtown area to offer a service that is not currently available in the immediate area.

Transportation

For Downtown Stephenville, Washington Street serves as an east-west thoroughfare and Graham Street serves as a north-south thoroughfare, both of which provide primary access to downtown from other areas of the City. In order to take advantage of these thoroughfares, enhancements should be made to illustrate its association with Downtown Stephenville.

- ◆ Install sidewalks on both sides of Washington and Graham Streets from the Bosque River and Tarleton State University on Washington

Street and from Harris Methodist Hospital Erath County and City Park on Graham Street.

- ◆ Performed thermoplastic rumble strips should be installed at the Bosque River Bridge on Washington Street and Graham Street to provide an audible signal to drivers entering the approach to downtown.
- ◆ Areas where shoulder pavement is currently provided beyond travel lanes should be re-designated or eliminated. Curbs should be brought out towards the travel lane where parking is not provided.

Implementation Responsibility

In order for downtown revitalization to be effective, implementation is vital to its future success. The City will play an important role in accomplishing certain actions and in assisting businesses and property owners with implementation. It is unrealistic to believe that the entire responsibility of downtown enhancements falls on the City. Only through partnering and coordinated efforts with concerned parties (The Heritage Square Foundation) and citizens will it be successfully accomplished and maintained.

Role of the City

The City has the ability to initiate several items identified. These actions include, but are not limited to:

- ◆ Install decorative pedestrian level lighting, tree planters and landscaping, street overhangs and street furniture that reflect the desired image for Downtown Stephenville.
- ◆ Develop decorative street and location signs that reflect the theme of Downtown.
- ◆ Install decorative pavers in crosswalks at major intersections.
- ◆ Reduce the amount of parking around the Earth County Courthouse. Establish parking areas immediately outside the courthouse area to encourage pedestrian traffic inside the square.
- ◆ Add bicycle and pedestrian trails along Washington Street to connect to Tarleton State University to the west and the Bosque River and potential civic center to the east.
- ◆ Add bicycle and pedestrian trails along Graham Street to connect to Harris Methodist Hospital and Erath County to the north and City Park to the south.
- ◆ Improve and extend sidewalks and trails. Include trail markers.
- ◆ Consider freezing taxable property values for up to five years to encourage new businesses to locate, rehabilitate and expand in Downtown Stephenville. Encourage the Stephenville Independent

Chapter 6-Downtown Revitalization

School District and Erath County to also participate in the tax freeze.

- ◆ Coordinate related park improvement and facility opportunities to attract traffic to the area (amphitheater at City Park).

Role of The Heritage Square Foundation

The coordinated involvement of downtown property owners and tenants is vital for implementation of the Plan. Just as the City has the ability to initiate several action items identified as important, downtown property owners will need to commit resources as well. The Heritage Square Foundation, a public nonprofit foundation, was organized to improve the image, physical environment and economic stability of the downtown business district. The Heritage Square Foundation has identified a number of goals and directed efforts in a draft master plan. They will need to take the lead in the promotion of the whole downtown in order to present a unified voice to the City. These interests of the Foundation include, but are not limited to:

- ◆ Improved parking from location, function and appearance perspectives.
- ◆ Identify the downtown area with brick crosswalks and treatments.
- ◆ Signalization that promotes pedestrian and traffic safety.
- ◆ Promotion of the activities and features of the City at an information kiosk.
- ◆ Enhance the appearance of buildings with murals.
- ◆ Build upon the success of the Cowboy Walk of Fame with a museum honoring the local and national cowboys.
- ◆ Support the building of a new library facility in the downtown or appropriate location.
- ◆ Support the development of a multi-purpose civic events building.

City and The Heritage Square Foundation Partnership

A “partnership” should be formed between the City and The Heritage Square Foundation and other property owners and tenants in order to have a consensus on large action items. As the previous action items need to be initiated by either the City or property owners, the following action items will need to be initiated by property owners and then presented to the City for review and approval:

- ◆ Develop entry markers along major corridors into Downtown.

- ◆ Install directional signage to parking areas. Adopt an architectural theme and architectural standards for Downtown.
- ◆ Install street furniture (seating and trash bins), pedestrian level lighting, and pedestrian-friendly signage.
- ◆ Pursue linkages to other areas of interest (City Park, Tarleton State University, Bosque River, etc.)

Development

- ◆ Create a Public Improvement District in which a small portion of the taxes paid are dedicated to improvements in the downtown area.
- ◆ Clearly indicate in the Comprehensive Zoning Ordinance, which uses are acceptable and which uses are prohibited, such as automobile related uses. Encourage a mix of uses to promote living/working/playing environment that includes strict development standards that dictate architectural, landscaping, signage, access, and parking standards.
- ◆ Encourage restaurants and similar establishments to locate Downtown.
- ◆ Create a historic district for Downtown as a means to preserve structures and control architectural and/or façade treatments. Consider developing a program to eliminate and/or relocate uses that are considered detrimental, such as automobile related uses and/or outdoor sales lots.
- ◆ Establish a “people mover” (trolley) between Tarleton State University and Downtown.

Infrastructure

- ◆ Redesign square to include pathways, seating areas and landscaping.
- ◆ Work with property owners and electric utility companies to relocate the electric lines to the rear of the buildings (or to bury them if feasible).

Texas Main Street Program

The Texas Main Street program is part of the Texas Historical Commission's Community Heritage Development Division and helps Texas cities revitalize their historic downtowns and neighborhood commercial districts by utilizing preservation and economic development strategies. The program began in 1981 and is affiliated with the National Trust for Historic Preservation. Over 130 Texas cities have been assisted through the program. The program has resulted in the private reinvestment of more than \$860 million in Texas downtowns and neighborhood commercial districts, the creation of more than 18,200 jobs and the establishment of more than 4,600 new businesses.

Chapter 6-Downtown Revitalization

The Main Street program focuses on a four-point approach of organization, design, promotion and economic redevelopment targeted to the downtown area. The intent is to support and encourage historic preservation within the context of economic revitalization. Participation in the Main Street program requires the participating city to commit to and adopt the Main Street strategy consisting of ten criteria, which are briefly summarized as follows:

1. Broad-base public support for the commercial district revitalization process, with strong support from both public and private sectors.
2. Vision and mission statements relevant to community conditions and to the local Main Street's organizational stage.
3. Comprehensive Main Street work plan.
4. Historic preservation ethic.
5. Active board of directors and committees.
6. Adequate operating budget.
7. Paid professional manager.
8. Program of ongoing training for staff and volunteers.
9. Reporting of key statistics.
10. Current member of the National Main Street Network.

Should the City of Stephenville decide to participate in a Main Street program, it would be required to hire a full time Main Street manager for three years and provide funding for the local program.

Main Street Program for Stephenville

The Texas Main Street Program was evaluated with respect to its viability for application in the Stephenville Downtown area. Due to the specific requirements for staffing and fees for a city the size of Stephenville, the Texas Main Street Program does not appear to be necessary element for implementing the preceding recommended improvements in the downtown area. A new state program is in the works that may provide funding for non Main Street cities.

CHAPTER 7 –COMMUNITY FACILITIES AND PUBLIC SERVICES

Stephenville’s citizens expect highly professional delivery of public services in cost-effective, consistent, and friendly ways. They take pride in civic buildings and facilities that reflect well on their community and provide activities and services that contribute to their well being and quality of life. Long term, these facilities and services support economic development and community growth in a safe environment.

The purpose of this chapter of the Plan is to foster the provision of appropriate municipal buildings and facilities and support the adequate provision of primary public services of police, fire and emergency medical services. Looking ahead to 2030, the City must be prepared to continue meeting the service and facility expectations of a growing population in a timely, orderly and economical manner, in coordination with other public and private entities when mutually beneficial. This chapter includes reviews of existing conditions, and identifies needs and desires then recommends actions related to public facilities and services in Stephenville.

Key Issues

The first Community Forum for the comprehensive Plan gave the citizens of Stephenville opportunities to express their issues and concerns about community facilities and public services. In breakout groups focused specifically on community facilities, public services, and public utilities, they identified specific desires and needs for the community. Key person interviews provided additional information on what is necessary in the future of Stephenville, as well as confirmed the responses from the Community Forum. These issues are the basis for the formation of goals, objectives and actions.

- ◆ New larger library facility
- ◆ Conference or convention facility
- ◆ New Senior Center
- ◆ Improvements to Rec Hall in City Park
- ◆ Event center/entertainment venue, place to host large scale events

Chapter 7-Community Facilities and Public Services

- ◆ Community center for sports and other activities
- ◆ Airport improvements to attract commercial users
- ◆ New swimming pool/aquatic center
- ◆ Expanding Fire/EMS services to meet growth demands
- ◆ Increased awareness and cooperation between Tarleton State University and the City of Stephenville

During the key person interviews many of the interviewees voiced their opinion that there is a need to recognize the important role that the University plays in Stephenville. Some said that the University keeps the City young, that it keeps the energy of the City alive, therefore needs to be nurtured. The University provides many opportunities to the community by providing resources that can be shared, and by keeping a constant young population in the City. This younger population may provide a customer base and workforce that contributes to the local economy, but adds traffic concerns and demands on facilities and services. Even though the students are sometimes considered temporary, they are constant, and their needs should be considered as well.

Existing Public Facilities

Public buildings and facilities are necessary components of every community. They provide routine, expected facilities to meet, receive services, or pursue recreational activities. It is important to assure that adequate and desired public facilities are available to current and future residents of Stephenville. **Figure 7-1 - Community Facilities** shows the locations of existing buildings and facilities in the City. Those facilities are as follows.

Stephenville City Hall

Stephenville's current City Hall is located at 298 West Washington Street. Current functions in City Hall include administration (offices of the Mayor, City Administrator, City Secretary, etc.) finance, personnel, utilities customer service, parks and recreation, community services, community development and building inspection. This adaptive reuse of a commercial building is currently serving very well and should continue to for the foreseeable future.

Public Safety Building

Fire and Police are headquartered in the Public Safety Building on North Belknap. This 1954 building was remodeled in 1997 and currently meets most of the service needs. With the City continuing to develop to the west, there is a need for a third fire station. This facility should be generally located in the West Washington/Northwest loop area with area provided for an eventual police substation.

Stephenville Public Library

The Twentieth Century Club, a local women's club, started the Stephenville Public Library in 1903. Volunteers ran the library from their homes and later at various locations in the City. By 1919, funds were raised to buy a lot at the corner of Green Street and Erath Street. The library was completed in 1924. The site is where Major Erath lived when he laid out the City of Stephenville. In 1968, the 1935 Post Office building at 174 Columbia Street became available and was remodeled as a library. An agreement was made with the Twentieth Century Club to take over the library books and other items in 1969. On September 1, 1998, the City and the library received the deed from the United States Government.

At the initial public meeting for the Comprehensive Plan and through follow up correspondence, the desire and the need for new and larger library facilities was widely expressed. A central location, accessible building and expanded services are considered necessities for the citizens of Stephenville.

Stephenville Museum and Grounds

The Stephenville Museum and Grounds is located at 525 East Washington Street. The invitation to a ladies' tea in 1932, instructed guests to "wear a shawl and bring a relic." Thus began the first organized collection of history for Stephenville and Erath County. For many years the items collected were displayed in the public library. The Stephenville Study Club arranged for the purchase of the Berry property and signed the Articles of Incorporation for the Stephenville Historical House Museum in 1966. The newly selected board of directors agreed to open a museum for "collecting, preserving, interpreting and maintaining educational exhibits

Chapter 7-Community Facilities and Public Services

for instruction to the public in our cultural heritage and history. The "relics" which had been collected over the years were the first donations to the new museum.

The museum area currently has ten (10), nineteenth century structures furnished with period furniture and artifacts. Some of the buildings located on the grounds are: Berry Cottage, Blacksmith Shop, Buck Cabin, Carmack Cabin, Carriage House, Center Grove Schoolhouse, Chapel on the Bosque, Cowan Cabin, and the John Tarleton Ranch House (founder of Tarleton State University).

Rec Hall

Rec Hall in City Park has long been used for recreational and social events, including ones that bring in people from outside of Stephenville. Built as a Works Projects Administration (WPA) project as recreation facility, it has served the City well for many years. Now, as heard at the Community Forum, the Rec Hall is disrepair and increasingly difficult to host events there due to the condition and size limitations. As the City has grown so has the need for larger and newer gathering places, however the Rec Center is and should continue to be an important asset at City Park.

Senior Citizens Center

The Stephenville Senior Citizens Center is located at 164 E. College Street. The center offers a place for seniors to gather with their friends, enjoy lunch, games, crafts, dancing, exercise, seminars, and social events. The center is also a resource center for area seniors to find out what services are offered from local, state, and national governments, along with local services offered from area business. Most services offered at the center are for people 55 years and older.

The building is deteriorating and needs many repairs. A new center, perhaps in conjunction with other city facilities will be needed in the near future.

Cowboy Capital Walk of Fame

The "Cowboy Capital Walk of Fame" is designed to recognize the significance of the Western heritage that is an integral part of Stephenville

and the surrounding area. By honoring those outstanding individuals, both local and national, who have achieved worldwide acclaim, the "Walk of Fame" seeks to promote tourism by establishing a permanent tourist attraction. The goal of the "Walk of Fame" is to serve as a catalyst for tourism events and activities that promote the Western Heritage theme.

Cemeteries

The City of Stephenville owns three cemeteries within the city limits: West End Memorial Cemetery and East End Memorial Cemetery. City staff is responsible for the upkeep and maintenance of the grounds and selling of plots. The City has a designated area as an Urn Garden located at the West End Cemetery.

West End Memorial Cemetery. Located at the intersection of Washington Street and Lillian Street across from Tarleton State University.

East End Memorial Cemetery. Located on Hwy 281, approximately a ½ mile north of Washington Street next to Tejas Golf Course.

Mount Olivette Cemetery. Located on College Farm Road, approximately a ¼ mile south of Farm-To-Market Road 8 (Lingleville Highway).

Clark Field Municipal Airport

Clark Field Municipal Airport is located approximately one mile east of downtown Stephenville on the east side of U.S. Highway 281. Clark Field has one active runway, a public aircraft apron and stub and parallel taxiways that connect the apron to the runways. The airport terminal building has a small waiting area, office and rest rooms. There are two large hangars and three T-hangars on the airport. Twenty-one (21) aircrafts are based at the airport at this time. Sixteen new T hangers are planned. Hangars may be rented through airport management. The Fixed Base Operator (FBO) is acting as the Airport Manager.

The City of Stephenville has implemented the first stages of the Airport Improvement Project jointly funded with a Texas Department of Transportation grant. The purpose of this project is to improve current

Chapter 7-Community Facilities and Public Services

conditions of the runways and lighting systems. The project includes extending runway protection zones and object free areas; reconstruction of runway and taxiway; widening of the runway; striping and marking of the runway; rehabilitation of the apron access, cross taxiway, apron areas and the west T-hangar access taxiway; relocation of runway lights; and relocation of fencing.

For the future development of the airport there will be a need to lengthen the NE/SW runway from the current 4,200 feet to 5,000 feet and eventually to 6,200 feet. Land will need to be acquired for the extensions. The longer runway positions the airport to attract more commercial users. The additional land and industrial and business park land uses around the airport will protect the flight zones from encroachment by residential and incompatible land uses.

Since 2001, there are new security measures being required for general aviation airports. Stephenville needs to be prepared to meet the measures, as they are required.

Other Community Facilities

Tarleton State University

Located in the heart of Stephenville is Tarleton State University, a part of the Texas A&M University System. Founded in 1899 as John Tarleton College, in 1917, the college, gained official status as a university in 1973. Tarleton State University has experienced considerable growth over the past decade, with a current enrollment exceeding 8,000. Students come from over 200 Texas counties, as well as 30 states and ten foreign nations. Tarleton provides the Clyde H. Wells Fine Arts Center as well as the TSU Planetarium for use by the community.

Erath County Courthouse

Although not a City of Stephenville facility, the Erath County Courthouse is one of the area's most prominent structures from its central position the town square. In that it is one of Stephenville's most notable and valued structures, the City should continue to work with the County on issues related to Courthouse use and preservation. Originally built in 1892, Erath County recently completed an extension renovation of the Courthouse.

The courthouse annex is across the square from the original building and houses a number of County departments

Future Public Facilities

Community Event Center/ Community Complex

There is an expressed desire for a community facility, one that could perhaps combine several facilities in a central location. For economic reasons, a multi purpose facility may be more feasible since only one facility would need to be built rather than building several separate facilities. It could also support (and not compete with) private sector facilities by providing meeting space for conferences and conventions.

Possible sites for a Community Complex were identified during the Community Forum and Key Person interviews. One proposed site, adjacent to City Park, would, because of its proximity to the Park, provide opportunities to combine Park and Complex resources. This property is not currently served by utilities; therefore, those costs would have to be considered in development costs.

A second possible Community Complex site is downtown at the current site of the Senior Center. This location could provide ample space for a library, conference/meeting center, senior facility, and parking while improving the economy in the downtown area by bring people into the area. The City already owns property in the area, including the Senior Center and parking areas. It would be necessary to partner with other property owners in the area, particularly the corner building, a focal point that could achieve a distinctive visual historical link to the square. Also nearby are State buildings occupying a portion of the proposed site. As in several other Texas communities, relocation of the State offices to the old hotel might be feasible, thereby expanding the potential site.

Close to Downtown is the third site to be considered. Located north of East Washington and east of Vine adjacent to the Bosque River, this largely undeveloped area in the oldest part of Stephenville has adequate space for all the facilities being considered.

Library

The desire for a new library facility was brought up many times during the Community Forum as well as the key person interviews. In fact, in almost every group, this was a topic of discussion, and one that everyone shared the same views on. The current library is small and would benefit in having more up to date facilities to address the needs of the existing and growing population. This facility could be a stand-alone facility or included in the Community Complex.

Rec Hall

Renovations to and possible expansion of the Rec Hall can extend its viability. It is in a good location at City Park, but lacks large meeting spaces. The proposed Community Complex could take some of the burden off of Rec Hall as an event center and allow this building to function primarily as a location for recreation programs and smaller meetings

Swimming Pool/Aquatic Center

As recommended in the *Parks Master Plan*, a new facility for swimming is high on the list of needed facilities for Stephenville citizens. The new facility would not only serve local requirements, but also provide a venue for regional competitions.

Senior Center

The Senior Center was also a point of discussion during the Community Forum and the key person interviews. Like the library, people were all of the same opinion that there needed to be a new, improved center for the City's elderly. The current facility is too old, and is not equipped to adequately meet the needs of its clients. A combined facility including senior center and library would be an ideal combination that would make it simple for the City's seniors to have easy access to the library, to provide them with activities to do during the day, and increase their interactions with the rest of the Stephenville community. As well, a combined senior center/library complex would provide opportunities for the City's youth and elderly populations to interact. This was brought up in many of the

discussions during the Community Forum. Citizens felt it important that the youth interact and learn from the senior population.

Clark Field Municipal Airport

Extension of the runway, land acquisition and new terminal facilities will be necessary to move the airport to a level that can attract commercial users. Given Stephenville's regional setting, an improved airport could possibly attract freight and industry users in coordination with Industrial and business Parks.

Possible locations of future Community Facilities is shown in **Figure 7-1-Community Facilities**.

Public Services

Primary public services include police, fire and emergency medical services. This section also addresses Stephenville's animal protection services and recycling program. The adequate provision of these services impacts the actual and perceived quality of life in a community. Services provisions will be impacted by Stephenville's future growth and development.

Police

The Police Department is headquartered in Stephenville's Public Safety Building, on North Belknap Street. The City does not maintain a jail and uses the Erath County detention facility. The Department currently has eight (8) patrol units and 40 police personnel and officers. As the City grows, additional personnel and equipment will be needed to maintain the community policing that Stephenville now provides. With an anticipated population of over 25,000 by 2030, police personnel requirements will be increased and based on standards developed by the Department with additional personnel added gradually as the population increases. Like a number of the cities in Texas, cross training of police, fire and emergency medical technicians could be of benefit to Stephenville. Office space, updated dispatch equipment and holding facilities will need to be considered in any expansion plans. New and additional equipment are capital expenditures and will require inclusion in long-range budgeting and financial considerations.

Fire and Emergency Medical Service

The Stephenville Fire Department provides a multitude of services, such as: Fire Protection, Fire Prevention Education, Arson Investigation, Fire Inspections, Code Enforcement, Hazardous Materials Response, Fire Suppression and Rescue, and Emergency Medical Service. Since 1993 the Fire Department has averaged in excess of 2,100 calls per year. Approximately 80% of those calls were for ambulance service, or as it is known today, the EMS. (Emergency Medical Service).

Currently, the City has a class four (ISO) rating. Approximately 70% of the EMS calls are made for the senior citizens' population. The fire department staff includes 21 shift personnel who generally work 24 hours on duty and 48 hours off. A volunteer Fire Department (30+ members) provides much needed support, backup, and manpower. All shift personnel are cross-trained in fire and EMS as required by state law. The EMS provider license with the Texas Department of Health was recently upgraded from BLS with ALS capabilities to BLS with MICU capabilities. The department also participates in North Central Texas Trauma Regional Advisory Council (RAC).

There are two Fire Stations. Station One is located at 212 West Tarleton Street, and Fire Station Two is located at 895 Harbin Drive. The department has seven fire trucks, one rescue truck and three ambulances. An additional Fire Station will be necessary as the City continues to grow to the west.

Animal Control

Stephenville's Animal Control division is part of the Police Department. Animal Control employs two full-time employees. These personnel receive their calls and handle their paperwork and the Public Safety Building but also spend part of their time at the City's animal shelter. They respond to calls daily and perform their duties with a City-owned vehicles designed to handle animal transport.

New Public Services Facility and Program

Fire Station

A new fire station may be needed as the population continues to grow to the west. The exact location of the proposed new fire station will be determined, but the most likely and necessary location will be in the vicinity of West Washington and the Northwest Loop.

Recycling Program

A more intensive recycling program will be needed in the future as the City grows and the amount of solid waste increases. Many areas cities, especially in the Dallas-Fort Worth Metroplex, have recycling programs to help reduce the amount of solid waste in their landfills. The City could explore the possibilities of adding a recycling program to be more environmentally responsible. Materials could include grass, mulch materials, as well as the standard paper, glass, metal and plastic. To assure that recycling is a positive for the community, educational and promotional programs will be needed.

Goal, Objectives and Actions

The goals, objectives and action steps outlined in this chapter of the Stephenville Comprehensive Plan Update are based on traditional urban planning principles as well as input from community residents and leaders during the planning process. These goals, objectives and actions will be the foundation for which community facilities and public services will be built upon or enhanced to better meet the needs of Stephenville's population. The goals, objectives and actions do not appear in priority order.

Community Facilities Goal: A well-maintained, operational and up-to-date system of community facilities and services that are accessible and respond to the needs of all segments of the community.

Objective CF1: Provide a multi-use Community Complex to include library, senior center, and event center.

Action CF1.1: Identify a site for the Community Complex and which community facilities could/should be considered in one central location

Chapter 7-Community Facilities and Public Services

Action CF1.2: Decide whether a new library should be a stand-alone structure or be part of a multipurpose community facility.

ActionCF1.3: Support with funding for design and construction

Objective CF2: *Consider a new Senior Center.*

Action CF2.1: Decide on location and/or co-location of Senior Center

ActionCF2.2: Support with funding for design and construction

Objective CF3: *Consider a separate Events Center*

Action CF3.1: Identify the purpose and location or co-location within Community Complex

ActionCF3.2: Support with funding mechanisms for design and construction

Objective CF4: *Develop a new swimming pool/aquatic center (see Parks Master Plan.).*

Action CF4.1: Determine the best location for new swimming facilities.

Action CF4.2: Determine funding and apply for grant funds

Objective CF5: *Improve the Rec Hall*

Action CF5.1: Determine condition of existing structure usefulness

Action CF5.2: Design and construct needed improvement and possible expansion

ActionCF5.3: Support with funding mechanisms for design and construction

Objective CF6: *Identify and make Airport improvements.*

Action CF6.1: Acquire necessary land to extend the runway

Action CF6.2: Design and build new terminal

Action CF6.3: Market the facilities as a viable commercial and regional airport

Objective CF7: *Construct new Fire Station on west side*

Action CF7.1: Identify a site

Action CF7.2: Decide whether a new firestation should be a stand-alone structure or be part of a multipurpose community facility.

ActionCF7.3: Support with funding mechanisms

Chapter 7-Community Facilities and Public Services

Objective CF8: *Expand cooperation with Tarleton State University for shared facilities*

Action CF8.1: Discuss continued coordination opportunities with University for shared use of facilities. Determine possible shared facilities (particularly sports and recreation facilities), schedule of availability, and user fees.

Objective CF9: *Develop a recycling program*

Action CF9.1: Research, develop and implement recycling program

ActionCF9.2: Investigate and coordinate with solid waste contractor

ActionCF9.3: Support with funding mechanisms



It should be noted here that many of the above objectives are really capital improvements and will need to be considered in the City's Capital Improvements Program (CIP) on a yearly basis. Building upon the successful implementation of the previous Comprehensive Plan, in which most of the long-range improvements have been made, it is sincerely hoped that these projects will have similar successful implementation.

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Figure 7-1 Community Facilities



Legend

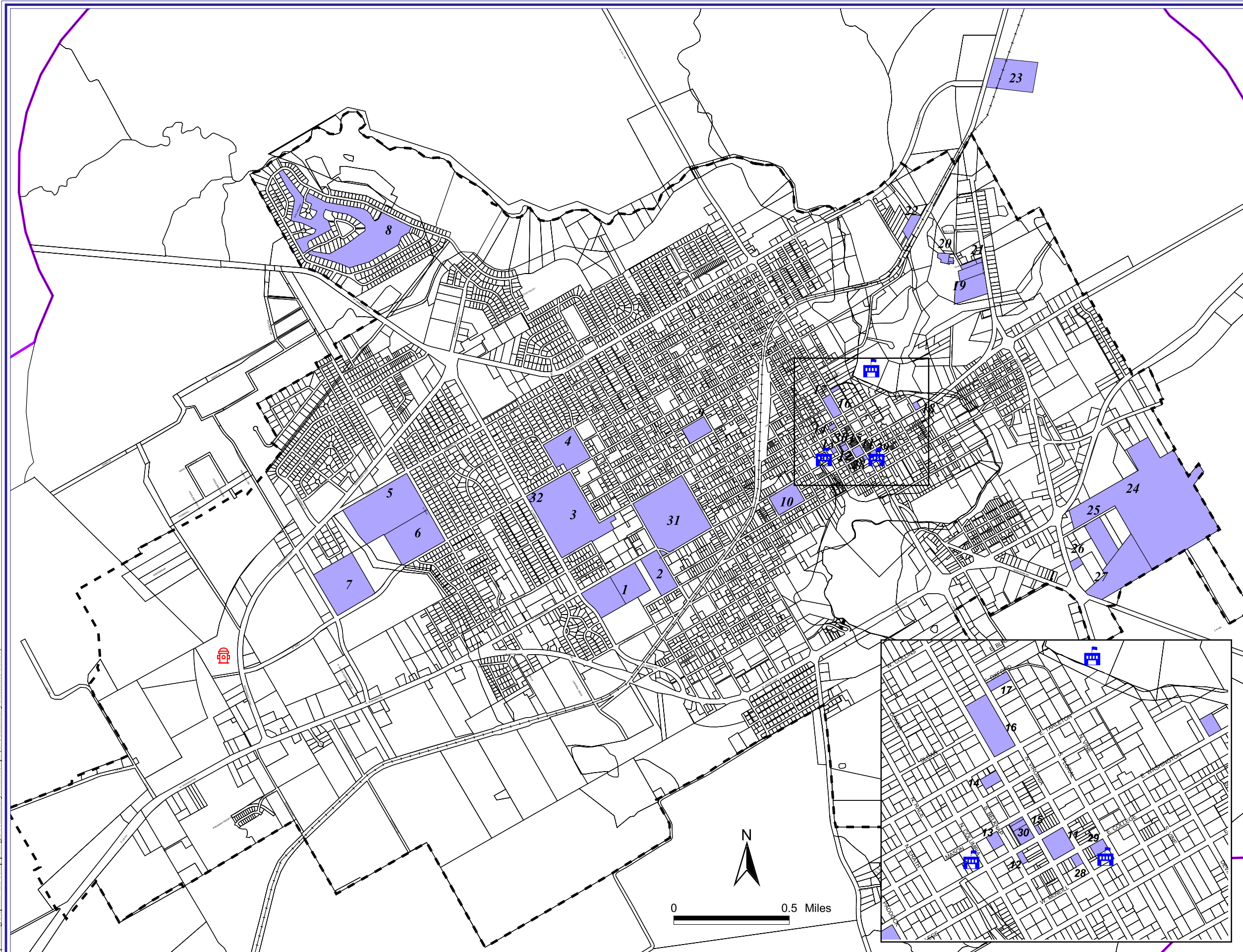
Community Facilities

-  City Limits
-  Extraterritorial Jurisdiction

- 1) Baseball Field
- 2) West End Cemetery
- 3) Football Stadium
- 4) Chamberlin Elementary School
- 5) Stephenville High School
- 6) Gilbert Intermediate School
- 7) Stephenville Jr. High School
- 8) Legends Country Club
- 9) Hooke Elementary School
- 10) Central Elementary School
- 11) Court House
- 12) City Hall
- 13) Library
- 14) Public Safety Building
- 15) Chamber Of Commerce
- 16) Hospital
- 17) Post Office
- 18) Historical House Museum
- 19) East Memorial Cemetery
- 20) Tejas Golf Course
- 21) Texas Highway Department Experiment Station
- 24) Clark Field Municipal Airport
- 25) U.S. Government Weather Station
- 26) National Guard Armory
- 27) Municipal Service Center
- 28) Courthouse Annex
- 29) Senior Center
- 30) Cowboy Walk Of Fame
- 31) Tarleton State University
- 32) Fire Station No. 2

Potential Future Facility Sites:

-  Fire Station
-  Community Complex (Library, Event Center, Senior Center)



CHAPTER 8 – PARKS AND RECREATION

In November 2002, Schrickel, Rollins and Associates, Inc. completed a Parks, Recreation and Open Space Master Plan (Parks Master Plan) for the City of Stephenville. The purpose of this section of the Plan is to integrate the adopted parks plan into the future land use plan, transportation plan, community facilities and CIP to ensure that adequate parks, recreational facilities and open spaces are provided for citizens of and visitors to Stephenville.

Parks are quality of life factors that more and more are drawing people and businesses to a community. If Stephenville is to continue to be an attractive community for families, it will need to continue to provide places to play and places to gather. However, with the provision of parks and recreation facilities comes the requirement to operate and maintain these spaces. No new parks are shown on the Future Land Use Plan, as it is advisable only to show very general locations where a future park should be unless there is a tract in City ownership. Parks and open space that were proposed in the adopted *Parks Master Plan* have been reflected in the Future Land Use Plan.

Key Issues

The adopted *Park Master Plan* coupled with recent community input identified a set of key issues for parks and recreation in and around Stephenville.

- ◆ **Continuation of Bosque Trail and other open space areas:** Stephenville has an existing park system that should be improved upon. Existing trail systems such as the Bosque Trail and other associated creeks should create a networked trail system for the City.
- ◆ **Absence of neighborhood parks:** At present, the City is served by two main parks: City Park, Optimist/Jaycee Park. Smaller neighborhood parks are required to serve the community, particularly the areas of the City that are not easily accessible to the main city parks.
- ◆ **Park maintenance and upkeep:** For the City's parks to be operational and attractive to both residents and visitors, the City must provide regular maintenance and upkeep of facilities and equipment.

Chapter 8-Parks and Recreation

- ◆ **Equipment Upgrading:** Much of the City's park equipment is considered old, in poor condition and in disrepair. Health and safety issues are a concern to most residents.

Parks Master Plan Summary

The *Parks Master Plan* is intended to guide the development of Stephenville's parks, recreation and open space system from 2002 through 2017. It was developed with input from citizens, members of the park board, park staff and other city officials. The *Parks Master Plan* indicated that Stephenville's 2002 park acreage would be 141.1 acres. Based on its estimated 2020 population of 21,633, park standards suggest that the City should have an estimated 260.0 acres of parkland, thus creating a future deficit of 118.9 acres. If no more new land is acquired, by 2017, there will be a deficit of 162.9 acres of parkland. To compensate for some of this need for new parkland, the potential for linear open spaces and environmental preservation along the city's stream corridors can be used for parkland.

The park acreage guidelines of the *2002 Parks Master Plan* were set at a goal of 12 acres per 1000 population, an increase of 2.5 acres per 1000 over the 1996 guidelines. The number of recreational facilities doubled as well in comparison to the 1996 plan. According to the standards established in the *Parks Master Plan*, between 2002 and 2007, the City should acquire 133 acres of parkland. By 2017, 305 total acres will be required. Immediate facility needs, according to the Plan, include an aquatic center, a recreation center, linear parks, picnic facilities, RV parking, athletic fields, multipurpose trails, and basketball courts. By 2017, the accumulative needs will include trails (multi-purpose, nature, equestrian), soccer fields, baseball diamonds, volleyball and basketball courts, aquatic facilities, picnic facilities (tables, pavilions), and various other community recreational facilities. Maps of existing and future conditions are available in the *Parks Master Plan*.

Existing Park System

City Park

City Park is made up of 112 acres just off the downtown square on Graham Street along the Bosque River. The park is available for overnight

camping with 10 permanent campsites with water and electricity and up to 50 temporary sites as needed. Other amenities of the park include two group pavilions, picnic areas with grills, two playgrounds, swimming pool, horseshoe courts, four lighted tennis courts, volleyball courts, 1.3 mile walking trail, outdoor stage, two basketball courts, three baseball fields, three softball fields, four youth fields, and one soccer field.

Recreation Hall

The Recreation Hall is located at the north entrance of the City Park. The building houses the City's Parks and Recreation Department offices. The gym is used for scheduled recreational activities, public exhibits and shows, banquets, dances, auctions, and is open to the public during regular working hours for open play when events are not scheduled.

Century Park Gazebo

The Century Park Gazebo is located within the City Park. It is located amongst the trees along the Bosque River. The facilities include picnic tables and grills.

Optimist/Jaycee Park

The Optimist/Jaycee Park is located at the intersection of Harbin Drive and Highway 8. The park is built on 18 acres and features a large pavilion, 0.7 mile lighted walking/jogging trail, covered picnic tables grills, a large playground, and plenty of open space for relaxing and/or recreating. The pavilion is a multipurpose area equipped with two basketball goals and is used for reunions, picnics, skating, roller hockey, and other group activities.

Johnson Park

Johnson Park is a 0.5 acre park located at the corner of Sloan Street and McCart Street. This is a small neighborhood park that provides an open space for citizens to have a place to relax and enjoy both passive and active recreation.

Downtown Plaza

The Downtown Plaza is a multi-purpose area located adjacent to the Erath County Courthouse square at the corner of Washington Street and Belknap Street. The parking and rest area downtown is structured to give

Chapter 8-Parks and Recreation

shoppers and business patrons a place to relax in a park atmosphere. The sidewalk along the plaza hosts the "Cowboy Walk of Fame", plaques dedicated to the men and women of Stephenville's western heritage including three time world champion bull rider, Tuff Hedeman, and six time PRCA All-Around World Champion, Ty Murray. The City hosts a Cowboy Walk of Fame Induction and Dedication Ceremony each May. Some other events include arts and crafts shows, street dances, and a Christmas light show and entertainment stage.

Goals and Objectives

The goals and objectives detailed below are taken from the adopted *Parks Master Plan*. The Plan did not include specific action statements.

The goals and objective statements were developed by city staff in response to public demand, available natural resources, and staff perceptions of Stephenville's parks and recreation needs. The following are taken directly from the *Parks Master Plan*.

"Goal 1: Provide the citizens of Stephenville with a quality system of parks, recreation, and open spaces that are compatible with the local environment and desirable to the public.

Objectives

- ◆ Provide adequate park and recreational services to the city's citizens based on standards established for Stephenville.

Goal 2: Develop and preserve the beauty of the natural areas within existing parks and along other natural areas that are desirable for open space preservation and park development.

Objectives

- ◆ Develop the Hampton Property adjacent to City Park to include the Bosque River Trail improvements.
- ◆ Preserve the Bosque River and greenbelt areas throughout the city to complement Bosque River Trail project underway at the time this plan was published.
 - Clear river course from the bridge on South Loop to the bridge on Graham Street near the Foster Home.

- Provide bike trails, picnic facilities, restrooms, some pavilions, and lighting on both sides of the river and under several bridges where security is critical.
- Pave parking areas at various locations.
- Repair erosion problems along the river, particularly in the park proper and at the museum grounds.
- Provide campsite areas for recreational vehicles.

Goal 3: Provide recreational facilities in existing and potential parks that will contribute to improving the quality of life for the residents of Stephenville.

Objectives

- ◆ Develop an aquatics center to replace the existing pool and to provide additional; water recreational opportunities.
- ◆ Build a community activity center or renovate the existing recreation center.
- ◆ Build additional neighborhood parks and playground areas.

Goal 4: Acquire land for parks to bring the City into compliance with acreage standards.

Goal 5: Bring all parks and playgrounds into compliance with current accessibility standards (ADA) and Consumer Products Safety Commission and ASTM guidelines.

Goal 6: Renovate and expand City Park

Objectives

- ◆ Expand City Park west of the river by purchasing out tracts fronting on W. Long St. and presently held in private ownership.
- ◆ Transfer the five acres of land west of City Park, now owned by public works, to the park department.
- ◆ Continue to implement the City Park master plan of development for renovation and development of new facilities in the existing park and on the Hutchinson property.
- ◆ Prepare capital improvements program for the phased development of City Park.
- ◆ Ensure linkages to other facilities that are sensitive to environmental preservation efforts of the City.

Chapter 8-Parks and Recreation

Under the auspices of the Comprehensive Plan, the City may want to consider how to address the need for neighborhood parks either through park dedication fees by which the developer sets aside a park tract proportionate with the number of homes, or money in lieu of land that would actually be enough to purchase park land in the immediate area. This, however, could engender multiple maintenance considerations for the City. Another approach to neighborhood parks is to allow "private parks" funded and maintained by residents or neighborhood associations credited for park dedication.

Funding Mechanisms

Most capital investments involve the outlay of substantial funds; therefore local governments often must pay for new facilities through appropriations in the annual operating budget. There are numerous techniques available to local governments to pay for capital improvements over a longer period of time. The *Parks Master Plan* identifies some funding sources. The following is a compilation of sources stated in the *Parks Master Plan* as well as some other available techniques.

Current Revenue - This technique is known as "pay-as-you-go" financing and is the financing of improvements from current revenues such as general taxation, fees, service charges, special established funds, or special assessments.

Reserve Funds - The use of reserve funds is made possible by accumulating funds in advance for capital acquisition or development. The accumulation may result from surplus or earmarked operational revenues, funds in depreciation reserves, or the sale of capital assets.

Enterprise and Revenue Funds - Many municipalities establish accounts that are earmarked for park and recreation programs. These accounts are used to fund programs and to acquire, operate, and maintain facilities.

General Obligation Bonds - The use of this method involves the taxing power of the jurisdiction as it is pledged to pay the interest and principal

to retire the debt. General obligation bonds can be sold to finance permanent types of improvements such as park and recreational areas and facilities. Voter approval may be required.

Lease-Purchase - Local governments utilizing this innovative financing approach prepare standards and specifications for the development of a park by a private company. The facility is then leased to the jurisdiction for a specified period of time. Title to the park and facilities can be conveyed to the local government at the end of the lease period without future payments. The rental over the years will have paid the total original cost plus interest.

Eminent Domain - The power of eminent domain allows the local government to acquire private property for public use. Although this is not a common practice for the acquisition and development of park and recreational areas, it is a tool that can be used by the City to purchase property within certain areas of the City, particularly within established neighborhoods. The property would be acquired through condemnation with "just compensation" paid to the property owner.

Authorities and Special Districts - Special authorities or districts may be created to provide public facilities such as parks and recreational areas. These authorities are commonly created to avoid the restrictive debt limitations of local governments. They may be financed through revenue bonds retired by user charges or fees, or in some instances, the authority may have the power to tax.

Sales Tax - Through a public referendum, the City may establish a sales tax of any size, typically one-half to one cent, to generate general revenue for the acquisition and development of parks and recreation areas throughout Stephenville. The sales tax may have a limited duration or may be permanent.

User Fees - User fees may be an effective cost recovery technique to recover a reasonable portion of the costs to administer, operate, and maintain public parks and open space. Examples of user fees include

Chapter 8-Parks and Recreation

registration or entry fees for recreational programs and equipment and facility rental charges.

In-Kind Services and Volunteer Participation – In-kind services may be coordinated with other departments and governmental entities to perform the labor on specific construction projects. Individuals, sports associations, private businesses, and civic groups are just a few examples of entities and organizations that may furnish volunteer participation.

State and Federal Assistance - State and federal grants-in-aid are available to finance a large number of programs. The cost of funding parks may be borne completely by grant funds, typically with a local share required. Programs such as federal revenue sharing and Community Development Block Grants (CDBG) have given local governments more freedom on how they spend their grant money. Some of the programs currently available include:

Texas Recreation and Parks Account Program Funds - The Texas Recreation and Parks Account (TRPA) provides 50 percent matching grant assistance to local governments for the acquisition and development of public parks and recreation areas and facilities. All TRPA grant applications are evaluated for program eligibility based on a "Project Priority Scoring System." The applications are scored and presented to the Parks and Wildlife Commission for approval. Minimum master plan standards must be met to qualify for priority points in the competitive scoring system. A project awarded a grant must be complete before another grant application is submitted.

The TPWD offers five grant programs:

- ◆ **Outdoor Recreational Grants** are reimbursable matching grants up to \$500,000 for park acquisition, development or redevelopment.
- ◆ **Indoor Recreational Grants** provide matching funds for qualified recreation centers and other types of indoor facilities.
- ◆ **Texas Trails Grants** provide funds for off street connections between activity centers, such as connecting parks to other parks or to schools and other qualified center.
- ◆ **Regional Park Grants** for larger projects that serve regional needs, and require involvement of multiple entities.

- ◆ **Small Communities Grants** provides matching grant assistance up to \$100,000 total project cost to communities less than 20,000 in population.

The City may apply for and receive a grant in each of the above categories. These grants may run concurrently.

Community Development Block Grant (CDBG) - CDBG funds may be used on projects which benefit persons with low and moderate incomes. The CDBG program is administered by the state's Office of Rural and Community Affairs (ORCA). Funding is available on an 80/20 cost-share basis.

Federal Land and Water Conservation Fund/Texas Local Parks, Recreation, and Open Space Fund - This fund is co-administered by the National Park Service and the Texas Parks and Wildlife Department (TP&WD). Funds are available to provide planning, land acquisition and development assistance for "outdoor recreation." This is a 50/50 matching grant program administered through the state.

Urban Parks and Recreation Recovery Program (UPRRP) - This grant program is for the rehabilitation of recreation facilities in areas defined by the U.S. Census as a Metropolitan Statistical Area (MSA). Stephenville may qualify under this designation. This program is a 70 percent federal and 30 percent local matching grant.

Rivers, Trails and Conservation Assistance Program (RTCA) - This program is available for planning and technical assistance on projects emphasizing environmental protection, open space accessibility and construction. Funds are available to qualified private organizations and local governments. Public involvement is a requirement of this program.

Special Recreation Grants - This program is administered by the U.S. Department of Education under Public Law 101-517, provides \$2.86 million for development of special recreation demonstration projects for persons with disabilities.

Transportation Equity Act for the Twenty-First Century (TEA-21) - This program provides funding for transportation-related bicycle and pedestrian facilities. There is a Surface Transportation Program (STP)

Chapter 8-Parks and Recreation

category, which allows cities and counties the option of using bridge and road funds for providing bicycle and pedestrian facilities. Enhancements can include bicycle and pedestrian facilities, rail corridor preservation, scenic and environmental transportation opportunities and improvements to historical transportation sites. Funds from this program could be used to establish corridor linkages between neighborhoods and park and recreational areas. The Texas Department of Transportation (TxDOT) administers this program in coordination with Metropolitan Planning Organizations (MPOs) around the state. Congress is currently debating the next six-year omnibus federal transportation bill that would continue similar funding for state and local governments.

Federal Lands Highway Funds - This program provides funds for bicycle and pedestrian transportation facilities in conjunction with trails, roads, highways and parkways. The primary intent of this program is to assist in the construction of transportation facilities. This is a 100 percent federal share program. The use of these funds would primarily be for the acquisition of right-of-way and development of trail linkages connecting residential neighborhoods with the public parks system.

The Landscape Cost Sharing Program - This program is administered by the Texas Department of Transportation (TxDOT). Through this program, there is 50 percent cost sharing available for both highway and pedestrian landscape projects on routes within the designated permanent state highway system.

America the Beautiful Tree Planting Program - This program is administered by the Texas Forest Service. It is an outgrowth of former President Bush's proposal to plant one billion trees in the United States by the end of the century to mitigate the "greenhouse effect." Funding is available for public and private projects on a 50 percent cost-share basis.

Cooperative Forestry Assistance Funds - This program is administered by the Texas Forest Service. Matching grants are available on a 50 percent cost-share basis for projects including trails and greenways, beautification efforts, and public education and training. Grants range in size from

\$5,000 to \$10,000 and may be matched with in-kind services or private financing.

American Greenways DuPont Awards Program - This program is administered by The Conservation Fund, which provides grants of \$500 to \$2,500 to local greenways projects. Grants can be used for almost any activity that serves as a catalyst for local greenways planning, design, or development.

Most of the grant programs are reviewed and selected on a competitive basis, therefore, applications for funding will be evaluated based on assessment of local need; existence of an adopted Parks, Recreation and Open Space Master Plan; and, the availability of local matching funds. Although grants provide an alternative means of financing local park and recreational area improvements, they should not serve as the sole basis for funding a local park and recreation system.

Private Financing Alternatives

In addition to capital improvement financing and state and federal assistance, there are a variety of innovative approaches to financing public park and recreation areas. The use of incentives to encourage private financing, public-private partnerships, and land dedication or donation can be effective strategies to develop a City-wide park and recreation system without relying on the municipality to fully fund the program. In addition, the use of impact fees may help to offset the impacts of private development on the demand for and use of public facilities and services. The following private funding approaches may be available to the City of Stephenville.

Park Dedication Fee – Realizing that residents in new developments use existing park facilities, the City, as part of the subdivision process, may require an equitable and reasonable sum of money per lot to be contributed to the City for park and recreational improvements. However, in order to abide by legal validity tests and to avoid a "taking" of private property, the amount of the fee must be roughly proportional to the demand for park and recreational services placed on the City by a

Chapter 8-Parks and Recreation

private development. This method has worked effectively in some municipalities.

Credit for Private Facilities - In lieu of requiring land dedication or money, the City may consider giving credit for providing recreation facilities in new developments.

Land Donation - Property owners may be willing to donate land to the City for use as a public park. The City should encourage donation subject to established guidelines for the development of park and recreational areas. Considerations should include the suitability of the land for park development; conformance with the objectives of the Stephenville *Parks Master Plan*; and proximity to neighborhoods, natural features, and adjacent land uses.

Trust Fund - The City could use a trust fund for citizens to will a portion or all of their estate to public park and recreational use. Legal provisions would need to be established for the conveyance of property. In addition, the City should establish and use guidelines for the acceptance of suitable park land property. The trust fund would be incorporated as a 501(C)3 non-profit corporation or an existing nonprofit corporation could be used. This would allow possible income tax benefits for the donors.

Private Financing - Community organizations or local service clubs could assist in acquiring and developing park and recreational areas by providing the local match for state or federal grants-in-aid. Another option is 100 percent financing by a private entity with dedication to the City.

Fee In Lieu of Dedication or Improvement - The City may use impact fees to collect revenue for the acquisition and development of park and recreational areas. Similar to the dedication approach, the required fees must also be roughly proportional to the City's burden for the provision of additional park and recreational services resulting from private development. An example of a "fee in lieu of improvement" is a park excise tax that would require a developer to pay a fee (on a per square foot or per dwelling unit cost basis) upon issuance of a building permit.

Tax Deferral - The City may use this method to encourage property owners to defer the development of their land while the City uses it for public open space or a semi-developed park. During the deferral period, the property would be assessed as an undeveloped parcel, with the collection of taxes to be deferred until the property is developed. The City would secure an agreement with the property owner with established conditions of use and provisions for liability and ongoing maintenance. In addition, the City would obtain a recreation easement for "temporary" use of the property.

Tax Reductions - Donation of private land for public use may reduce an individual's federal income tax burden. Also, the market value of a recreation easement may reduce the tax burden either federally or locally, if approved by the local government.

With its natural resources and outstanding City Park, Stephenville will continue to provide quality recreational opportunities for its residents and visitors.

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CHAPTER 9 – UTILITIES AND DRAINAGE

This chapter provides a general review of water supply, wastewater collection and treatment, and storm drainage facilities required to serve the City of Stephenville. The utilities planning process includes an inventory and assessment of existing facilities and systems, a projection of future utility demands based on projected land use and associated development, consideration of regulatory requirements for these facilities, and development of master plan layouts for the utility systems with recommendations for implementation.

Key Issues

Reviews of current conditions and trends, previous plans and studies, and community input brought to the forefront a set of key utility and drainage issues in and around Stephenville.

- ◆ **Lack of sewer and improvements:** Concern was raised that the eastern side of the City is lacking in sewer connections, and that some of the existing sewer system in the older parts of the city may not be in the condition or be able to handle the capacity of future development.
- ◆ **Insufficient wastewater treatment facilities:** There was concern over the existing wastewater treatment facilities and their capacity to handle future growth.
- ◆ **Insufficient storm drainage:** There was an overall concern that drainage is inadequate, and that something needs to be done, particularly concerning surface water.

Planning Area Configuration

To establish the proper background and framework for utility planning, the limits of the area of interest should be defined, mapped, and organized into logical planning areas. The Stephenville utility planning area is generally considered to be all land area within the City limits and ETJ (“Planning Area”).

Natural and topographical features must also be considered in the utility planning process. The area’s topography obviously controls storm drainage routing, and also dictates the configuration of gravity sanitary sewer systems. A review of USGS topographic maps indicate natural ground elevations within the Planning Area ranging from a high of around

Chapter 9-Utilities and Drainage

1465' (feet above MSL) in the western part of the City to a low of around 1215' in the southern part of the City.

To facilitate projection of future utility demands, the overall Planning Area was broken down into smaller planning areas, defined by jurisdictional boundaries, natural features (i.e., drainage divides), existing and future thoroughfares, and other logical divisors, as presented in **Figure 9.1 – Planning Area Map**. The Land Use Map has been superimposed so that future land use types within each planning area are readily identified. Each planning area has been delineated, then listed in a spreadsheet database along with the associated acreage of each future land use type, as shown in **Table 9.1 – Development Projections**.

Future population and utility connection projections were generated for each planning area by applying factors established in the Land Use section of the Plan. Overall net developable property was assumed to be approximately 75% of the gross acreage. Future residential dwellings or commercial units (equivalent single-family utility connections) for each planning area are calculated by applying density factors for each land use type against the corresponding acreage, as presented in **Table 9.2 – Population and Connection Projections**. The future residential population for each planning area is derived by multiplying the average occupancy factor (2.25 persons per dwelling) by the number of dwelling units.

Water and Wastewater Systems

Design Criteria

The Texas Commission on Environmental Quality (TCEQ) enforces state health regulatory criteria. TCEQ water system criteria are intended to establish minimum standards for public health, but does not address fire protection requirements. Fire protection criteria are administered by the Texas Department of Insurance. The Department of Insurance adopted the ISO Fire Suppression Rating Schedule, which establishes performance-based criteria in lieu of the specific, population-based rules previously used by the State Board of Insurance. The ISO standards for public water supply (i.e., municipal systems) recommends the system be capable of supplying a 3,500 gallons per minute (gpm) fire flow for a three (3) hour

duration coincident with a maximum day demand event. Water system facilities should be sized to conform to the following requirements:

- ◆ Supply. TCEQ requires that the system be served by a supply capacity of a minimum 0.6 gpm per connection.
- ◆ Total Storage. TCEQ requires that the system must be served by a total storage capacity of a minimum 200 gallons per connection. Total water storage capacity is recommended to satisfy the ISO maximum-day-plus-fire criteria.
- ◆ Elevated/Pressure Storage. TCEQ requires that an elevated storage capacity of 100 gallons per connection or a pressure tank capacity of 20 gallons per connection be provided. If pressure tanks are used, a maximum capacity of 30,000 gallons is required. An elevated storage capacity of 100 gallons per connection is required for systems with more than 2,500 connections. Elevated water storage is recommended to maintain consistent system pressure, supplement peak demands, and provide reserve storage for fire protection.
- ◆ High Service Pumping. TCEQ requires that each pump station have two or more pumps that have a minimum total capacity of 2.0 gpm per connection, or that have a total capacity of at least 1,000 gpm and the ability to meet peak hourly demands with the largest pump out of service, whichever is less. If the system provides an elevated storage capacity of at least 200 gallons per connection, then two service pumps with a minimum combined capacity of 0.6 gpm per connection are required at each pump station.
- ◆ Distribution System. TCEQ requires that the distribution system piping be designed such that minimum pressures of 35 psi are maintained throughout the system during peak hourly demands, and 20 psi during fire flow demands during a maximum day.

Based on TCEQ water system criteria, the existing and future water facilities for the City are shown in Table 9.3 – TCEQ Water Facilities Requirements (Existing System) and Table 9.4 – TCEQ Water Facilities Requirements (Future System).

The existing wastewater system provides service to residential and commercial development that typically produces normal-strength wastewater flows. For the projected industrial development expected to occur within the Planning Area, consideration should be given to requiring industries to pre-treat their wastes through the enforcement of an industrial waste ordinance. Of course, the location, type, and capacity of the required pre-treatment facilities will be according to the specific needs at each industrial site.

Chapter 9-Utilities and Drainage

Extraneous wastewater, known as infiltration/inflow (I/I), is that part of the wastewater flow that comes from stormwater run-off and groundwater. This water enters the sewage collection system by leakage through faulty pipe joints, manholes, cracked pipe, and any connections that may not be watertight. All wastewater collection systems have some infiltration/inflow because it has not been economically feasible to build and maintain a watertight sewerage system, except in areas where the sewer mains are constructed below the groundwater table.

In the design analysis of the system of wastewater mains, average flows do not represent the flows that the mains must be expected to handle. The wastewater mains should be designed to carry the projected peak flows that can range from 2.5 to 5.0 times the average flow, depending upon the drainage area and population served by the wastewater main. For purposes of this Report, peak flows are based on the Babbitt Formula, $M=5/p^{0.2}$, where M is the ratio of maximum to average for sewage flows and p is the accumulated population in thousands.

Existing Facilities

Based upon a review of the TCEQ utilities database, the City of Stephenville holds two Certificates of Convenience and Necessity (CCN) – CCN #10463 to provide water service and CCN #20169 to provide sanitary sewer service.

The following is a brief summary of the scope and condition of each system, and is based on a review of available background data and discussions with representatives of the City.

Existing Water Facilities

Existing water facilities within the Planning Area consist of twenty-nine (29) ground water supply wells, seven (7) ground and elevated storage tanks, seven (7) pump stations, and transmission and distribution piping. The current water supply and distribution system operates on a dual pressure plane, with the Low Zone serving approximately 40% of the water connections, and the High Zone serving the remaining 60%. Ground water supply is pumped from the Trinity aquifer.

The following tables – Table 9.5 – Existing Water Supply, Table 9.6 – Existing Water Storage Facilities, and Table 9.7 – Existing Pump Station Facilities - summarize the existing Stephenville water system facilities.

**TABLE 9.5
EXISTING WATER SUPPLY**

Well Field	Number of Wells	Well Field Capacity Avg. Pumpage (gpm)	Well Field Capacity Max. pumpage (gpm)	Pressure Zones
Garfield	4	530	645	High
Alexander Road	8	1,250	1,650	0.67 High/0.33 Low
Airport / Highway 67	9	1,670	2,000	Low
Paddock	2	160	295	Low
Bowman Ridge*	6	1,190	1,315	0.67 High/0.33 Low
Total	29	4,800	5,905	

*Includes the three Greenway wells (online in July 2004) and assumes 200 gpm avg. pumping capacity per well

**TABLE 9.6
EXISTING WATER STORAGE FACILITIES**

Tank	Tank Type	Pressure Zone	Capacity (MG)
Garfield	Ground	Low*	0.75
Garfield	Elevated	Low	0.50
Airport	Ground	Low	1.00
Paddock	Ground	Low	0.75
Highway 377	Ground	High**	1.00
Highway 377	Elevated	High	0.75
South Lillian	Ground	0.67 High/0.33 Low	1.00
Total			5.75

* Garfield ground storage tank is located in the Low Zone but serves the High Zone as well

**Highway 377 ground storage tank also serves as elevated storage for the Low Pressure Zone

**TABLE 9.7
EXISTING PUMP STATION FACILITIES**

Pump Station	Total Number Of Pumps	Total Capacity (gpm)	Field Test Capacity (gpm)	Pressure Zone
Garfield	3	2,000	1,378	Low
Airport	2	2,100	575	Low
South Lillian	2	3,000	2,000	Low
Highway 377	2	3,600	2,051	High
Paddock	1	600	600	Low
Garfield	2	3,000	1,500	High
South Lillian	3	4,500	2,314	High
Total	15	18,800	10,418	

Existing Sanitary Sewer Facilities

Existing sewer facilities within the planning area consist of gravity collection lines, one lift station, and a wastewater treatment plant (WWTP) with an additional two (2) lift stations. Operations Management International, Inc. (OMI) is currently operating the City of Stephenville wastewater system. OMI has operated the wastewater facility since 1996 and is under contract until 2006. The Stephenville WWTP currently processes wastewater for approximately 15,000 people, with a treatment capacity of 3.0 million gallons per day (MGD). The City has recently added phosphorus removal equipment and a belt press for sludge removal. Historical wastewater treatment plant data for the year 2003 is shown in **Table 9.8 – 2003 Wastewater Treatment Plant Data**.

Future Demands

Planning for water and wastewater systems typically begins with a determination of the Planning Area demands at some future milestone, and then developing a system plan that will adequately serve those future demands. For the City of Stephenville, future water and wastewater flows have been calculated for each planning area and are presented in **Table 9.9 – Water & Sewer Flow Projections**. Unit water demand factors are typically based on some combination of system historical demands, regulatory requirements, and future use projections. TCEQ regulations require a minimum supply capacity, which is considered

to be a *maximum* day flow rate, of 0.6 gpm per connection. The Texas Water Development Board (TWDB) 2003 Water Plan for Region G includes the following projected consumption rates for Stephenville:

PROJECTED CONSUMPTION RATES STEPHENVILLE

Year	2000	2010	2020	2030	2040	2050
Avg. Consumption in gallons per capita per day (gpcd)	117	121	127	132	137	155

Considering all of the above factors, a water demand of 130 gpcd is recommended for planning purposes for Stephenville, and will be used in all calculations in this report. Unit wastewater flow rates are also generally based on historical data, or taken as a percentage of water demands. For the purpose of this report, a unit flow rate of 120 gpcd is assumed for sewer flows. This value is intended to include 100 gpcd for dry-weather discharge, and 20 gpcd for I/I. All future utility lines are sized to handle the anticipated population in the year 2030.

Future Water System

The City of Stephenville currently operates its water system on two different pressure planes – the high zone to the west and the low zone to the east. The City currently draws water from 26 different ground wells in the Trinity Aquifer to meet their water supply needs; three additional ground wells are scheduled to be in place by July 2004. Additionally, the City has rights to 1,862 acre-feet of treated surface water from the Brazos River Authority (BRA) and the Upper Leon Municipal Water District at Lake Proctor, southwest of town.

A January 2000 report prepared by HDR Engineering, Inc., “*City of Stephenville – Long-Term Water Resources Plan*”, recommended utilizing the Lake Proctor supply that the City has the rights to. A portion of the transmission line has already been installed and the remainder portion is currently in preliminary design. This will include approximately 14 miles of pipe and a booster pump station and ground storage tank near the City of Dublin, and should be operational within 2 years. An additional well site in the Bowman Ridge well field is also recommended to increase water

Chapter 9-Utilities and Drainage

supply. The future water supply is shown in **Table 9.10 – Future Water Supply**.

The City will continue to draw ground water from its well facilities. It is anticipated that the Paddock pump station and ground storage facility will be taken offline when the City begins to draw surface water from Lake Proctor. The cost of operation and maintenance for the facility will soon exceed the benefit it provides. No other storage facilities are needed, as the City should exceed storage capacity requirements through 2030. The future water storage facilities are shown in **Table 9.11 – Future Water Storage Facilities**.

**TABLE 9.10
FUTURE WATER SUPPLY**

Well Field	Number of Wells	Capacity Avg. Pumpage (gpm)	Capacity Max. Pumpage (gpm)	Pressure Zone
Garfield	4	530	645	High
Alexander Road	8	1,250	1,650	0.67 High/0.33 Low
Airport / Highway 67	9	1,670	2,000	Low
Bowman Ridge*	7	1,390	1,515	0.67 High/0.33 Low
Surface Water	-	1,154	1,154	0.67 High/0.33 Low
Total	28	4,800	5,905	

*Includes the three Greenway wells (assuming 200 gpm avg. pumping capacity per well) and includes an additional future well (with 200 gpm avg. pumping capacity)

**TABLE 9.11
FUTURE WATER STORAGE FACILITIES**

Tank	Tank Type	Pressure Zone	Capacity (MG)
Garfield	Ground	Low*	0.75
Garfield	Elevated	Low	0.50
Airport	Ground	Low	1.00
Highway 377	Ground	High**	1.00
Highway 377	Elevated	High	0.75
South Lillian	Ground	0.67 High/0.33 Low	1.00
Dublin	Ground	0.67 High/0.33 Low	0.50***
Total			5.50

* Garfield ground storage tank is located in the Low Zone but serves the High Zone as well

**Highway 377 ground storage tank also serves as elevated storage for the Low Pressure Zone

***Dublin ground storage capacity is based on allocated surface water rights

Future improvements recommended for the pumping facilities include the installation of a 1,000-gpm pump to the Airport Pump Station. This will help transfer additional water to serve the High Zone. When the Dublin booster pump station comes online, and additional 1,150-gpm pump is recommended for the South Lillian Pump Station. The future pump station facilities are shown in **Table 9.12 – Future Pump Station Facilities**.

**TABLE 9.12
FUTURE PUMP STATION FACILITIES**

Pump Station	Total Number of Pumps	Total Capacity (gpm)	FIRM Capacity	Pressure Zone
Garfield	3	2,000	1,378	Low
Garfield	2	3,000	1,500	High
Airport	3	3,100	2,000	1,000 High/1,500 Low
Highway 377	2	3,600	2,051	High
South Lillian	2	3,000	2,000	Low
South Lillian	4	5,650	3,465	High
Dublin	2	1,154	1,154	0.67 High/0.33 Low
Total		21,504	13,548	

*Dublin pumping capacity is based on allocated surface water rights

FIRM capacity is the capacity of the pump station with the largest pump out of service

Utilizing the Planning Area Map along with existing water line locations, future water lines were selected and are intended to be looped and follow the future thoroughfare plan as closely as possible. The future

Chapter 9-Utilities and Drainage

water lines are presented in **Figure 9.2 – Future Water System Map** and described as follows:

Segment 1 – a 12-inch waterline along N. State Highway 108. Connects to an existing 16-inch waterline on the south side of Lingleville Road.

Segment 2 – a 12-inch waterline along a future thoroughfare. Connects to an existing 8-inch waterline at the intersection of Prairie Wind Boulevard and River North Boulevard.

Segment 3 – a 16-inch waterline that runs along a future thoroughfare from U.S. Highway 281 to E. South Loop.

Segment 4 – a 12-inch waterline along E. Washington Street. Connects to an existing 12-inch waterline.

Segment 5 – a 12-inch waterline along E. South Loop. Connects to an existing 16-inch waterline.

Segment 6 – a 16-inch waterline along a future thoroughfare. Extends from E. South Loop to Glen Rose Road.

Segment 7 – a 16-inch waterline along Glen Rose Road. Connects to an existing 24-inch waterline.

Segment 8 – a 16-inch waterline along U.S. Highway 281, S. State Highway 108, and Old Hico Road. Connects to an existing 24-inch waterline.

Segment 9 – a 16-inch waterline along a future thoroughfare. Extends from Glen Road Road to U.S. Highway 281.

Segment 10 – a 16-inch waterline along a future thoroughfare. Extends from U.S. Highway 281 to F.M. 914.

Segment 11 – a 12-inch waterline along F.M. 914. Connects to an existing 12-inch waterline.

Segment 12 – a 16-inch waterline along a future thoroughfare.

Segment 13 – a 16-inch waterline along a private road. Connects to an existing 16-inch waterline.

Segment 14 – a 16-inch waterline along a private road. Connects to existing 16-inch waterlines at each end.

Segment 15 – a 12-inch waterline. Connects to an existing 16-inch waterline and extends up to U.S. Highway 377.

Segment 16 – a 12-inch waterline along U.S. Highway 377.

Segment 17 – a 16-inch waterline along U.S. Highway 377. Connects to an existing 16-inch waterline.

Segment 18 – a 12-inch waterline along County Road 386. Connects to an existing 16-inch waterline at Northwest Loop.

Segment 19 – a 12-inch waterline along Forest Lane. Connects to an existing 16-inch waterline at Northwest Loop.

Segment 20 – a 16-inch waterline along Pecan Hill Drive. Connects to an existing 16-inch waterline at Northwest Loop.

Segment 21 – a 16-inch waterline along a future thoroughfare. Extends up to Lingleville Road.

Segment 22 – a 12-inch waterline along Darren Drive and North Dale.

Segment 23 – a 12-inch waterline along W. Lingleville Road. Connects to an existing 12-inch waterline.

Future Wastewater System

The layout of gravity sewer lines is determined primarily by the existing topography, with the majority of sewer lines aligned along creeks, streams and ditches. Lift stations are positioned where topographical conditions prevent gravity flow towards the wastewater treatment plant.

Utilizing the Planning Area Map and existing contours, we were able to divide the City into several different “sewer basins” and determine the direction of sewage flow and the quantity each basin will contribute to the system. From these flows, future sanitary sewer lines were sized and are presented in **Figure 9.3 – Future Sewer System Map** and described as follows:

Segment 1 – Replace the existing 8-inch along E. Washington Street where it crosses the Bosque River with a new 15-inch line. Currently, there is a bottleneck because of the reduced line size and wastewater backs up to the north. A new aerial crossing may have to be installed dependent upon TxDOT regulations of re-connecting to the bridge.

Segment 2, 3, & 4 – As development occurs to the north of town, the exiting 21-inch and 15-inch lines that are adjacent to the Bosque River will either need to be replaced with a larger line, re-lined and paralleled with a new line or “burst” with a larger diameter pipe. Both existing lines are relatively old and have considerable infiltration.

To limit disturbance to existing development in these areas, we recommend pipe bursting over re-lining and paralleling. There are some areas along the existing 15-inch sewer that could be replaced by open cut. The existing 15-inch sewer should be increased to a 21-inch line, and the existing 21-inch line should be increased to a 24-inch and a 27-inch line.

Chapter 9-Utilities and Drainage

Segment 5 – To the northwest of town, a 10-inch sewer line will be required to handle development in basins CC, DD, FF and part of BB. This line will follow the Bosque River and connect in to the future 21-inch sewer line (Segment 2).

Segment 6, 7 & 8 – To the southwest, basins O, P, Q, R, S and EE all will flow to the south. Because of the topography, a lift station and force main will be necessary to transfer the sewage to a future gravity line along W. Washington Street. An 8-inch gravity to transfer the flow to the lift station will be needed. Connect to the existing 12-inch line along W. Washington Street with a 6-inch force main and a 10-inch gravity line.

Segment 9 - South of the wastewater treatment plant, a lift station and a 6-inch force main will be necessary to handle flows as basin K and portions of basin I and basin G develop. This could be constructed as development in those areas dictates.

Segment 10 & 11 – To the east of the wastewater treatment plant, a 6-inch and an 8-inch line will serve basins D, F, and portions of G. It will cross U.S. Highway 281 and connect back at the wastewater treatment plant.

Segment 12 – An 8-inch line across State Highway 108 will serve portions of basin L. It will connect to the existing 30-inch sewer line just north of the wastewater treatment plant.

Existing major sewer lines were evaluated for their capability to handle future flows. The 30-inch main that flows south of town to the treatment plant and the 27-inch/24-inch lines that are flowing from the west to the treatment plant are fully capable of handling existing flows and the projected flows through the year 2030.

All wastewater generated within the planning area is expected to be treated at the existing treatment plant site. TCEQ requires that when flows for a treatment plant reaches 75% of its permitted average flow for three consecutive months, the City must initiate engineering and financial planning for expansion and/or upgrading the treatment plant. When the average flow reaches 90% of its permitted average flow for three consecutive months, the City shall obtain necessary authorization to commence construction of the additional treatment facilities.

The City of Stephenville wastewater treatment plant is currently permitted for a capacity of 3.0 MGD (75% of 3.0 MGD is 2.25 MGD; 90% of 3.0 MGD is 2.70 MGD). For the year 2003, the average daily flow into the plant was approximately 1.35 MGD, well below the 75% allowable 2.25 MGD.

Average daily flows in the year 2030 are projected to be 2.19 MGD, just below the 75% allowable 2.25 MGD. The City should begin preliminary preparations for future treatment plant improvements when the average daily flows actually near 2.25 MGD

Drainage System

Introduction

The City of Stephenville is located in Erath County and drains into the North Bosque River. Carter & Burgess completed the current City Drainage Master Plan (DMP) in October 2001. As of the date of this report, none of the recommended improvements contained in the DMP had been implemented. Through review and discussions with City Staff, no revisions are recommended to the current DMP. The plan recommended by Carter & Burgess should remain in effect and the implementation of this plan should proceed.

The current Drainage Master Plan shows seven different drainage basins within the City. The basins were prioritized based on flood hazard risks and the level of development for CIP scheduling purposes. They are shown in **Figure 9.4 – Drainage Master Plan Map** and described in the following paragraphs starting with the area judged most critical and ending with the least critical:

A. Methodist Branch

The Methodist Branch is a highly populated area with a mixture of residential and commercial areas. Tarleton State University is a large portion of this drainage area. Drainage problems in this branch will continue to compound with the growth of Tarleton State University. This area has a history of property damage due to flooding. Specifically, the streets west of the railroad tracks have the greatest impacts including Frey, Cain, Ollie, Sloan, Neblett and Jones. This is an old neighborhood that does not have a storm water drainage system.

A proposed storm water system from the Chamberlin Area south to the Railroad is proposed for this drainage area. A City ordinance

Chapter 9-Utilities and Drainage

requires storm water systems to convey the 5-year storm event. It has been determined that the existing storm water system downstream of the railroad tracks cannot convey the 5-year storm. To allow the upstream storm water system to work properly, the Washington Street culvert will also need improvement. A culvert designed to convey the 100-year storm is recommended. The Washington Street culvert drains to the "Storm Drain" Tributary. Since the last detailed study for this tributary; was completed in 1977, a new detailed study that reflects existing conditions is recommended.

The Methodist Branch drainage area could be improved in two phases. Phase One would include storm water system improvements downstream of the Railroad through to Washington Street. Phase Two would improve the storm water system from the Chamberlin area to Railroad tracks.

B. Rowland Drainage

The Rowland Drainage area is a priority because of development on the upstream end of the area. The new Junior High School and Frey Street construction have resulted in modifications to this drainage area from the 1990 DMP. The Junior High School includes on-site storm water detention that has been accounted for in our study. Town Creek is the receiving waterway for this drainage area. A detailed Flood Study was conducted for Town Creek in 1977. Development since 1977 has impacted the flood plain and potential flood hazards. A new detailed flood study and subsequent FEMA map revision is recommended for Town Creek.

Proposed improvements include channel improvements from Frey Street to the Railroad. The culverts at Frey Street are sized to convey the 5-year storm. The channel downstream of Frey Street needs minor improvements to convey the 100-year storm, including minor excavation and erosion control. A grass-lined channel is recommended for aesthetic and permitting purposes.

Improvements to the Brenda Street culverts are needed to adequately convey even the 5-year storm. The City has determined it would be more beneficial to close Brenda Street and remove the culverts rather than improve the culverts. The channel that runs from Brenda Street to the Railroad also needs improvement. The proposed channel size and type are dependent on the easements the City can obtain for the channel. Easement restrictions may result in the need for a concrete channel between Brenda and Washington Streets. This may increase Section 404 permitting costs and the time necessary to obtain the permit.

A small drainage channel from Rowland Street to Town Creek is needed to relieve flooding on Rowland Street. The City will need to obtain an easement from two homeowners on Rowland Street for the drainage channel. This would be a small grass-lined channel that would tie into the proposed concrete channel.

The grass-lined channel requires excavation improvements and erosion control between Washington Street and the Railroad. This plan recommends keeping all channels grass-lined where possible due to currently stringent Section 404 permitting requirements.

The existing channel just upstream of the railroad is blocked by fill material that has been dumped into the channel. This channel blockage causes flooding in the mobile home park adjacent to the channel. Maintaining and cleaning the channel can alleviate many complaints that originate from residents of the mobile home park.

C. Oak Tree Drainage

The Oak Tree Drainage area is fairly large and a number of subdivisions are being developed on the upper portion of the area. The priority ranking of this area has been changed from the 1990 DMP because of the new development and large number of residences. Two improvement phases are proposed. Phase One

Chapter 9-Utilities and Drainage

proposed improvements at Prairie Wind Road and downstream to the Bosque River. Phase Two includes channel improvements upstream of Prairie Wind Road and excavation of the Spicewood Channel.

The existing culverts at Prairie Wind Road do not have the capacity to convey the existing 5-year storm event. Modifications to these culverts are recommended to alleviate flooding of houses immediately upstream of Prairie Wind Road caused by backwater. Downstream of Prairie Wind Road the channel requires maintenance to the Bosque River. A drop structure from this channel into the Bosque River is also recommended. The drop structure is needed to prevent further erosion damage at the confluence.

The grass-lined channel downstream of Highway 8 (Lingleville Hwy.) through Prairie Wind Road needs improvement. This channel splits upstream of Prairie Wind Road. Channel improvements are needed just downstream of Good Tree Road and near the intersection of the North Loop and Lingleville Hwy.

The Spicewood Street sub-drainage area is located within the Oak Tree Drainage area. It is upstream of the area described above. Currently, there is a concrete-lined channel that conveys the flow. The concrete channel is about 30 yards long and it flows into a small grass channel that is blocked with debris. The channel becomes smaller as it flows downstream into a ditch near the Lingleville Hwy. To prevent flooding upstream, the channel needs to be improved and maintained from its origin through to the Lingleville Highway.

D. Lockhart Road Drainage

The Lockhart Drainage area contains a large number of industrial developments. This drainage area was evaluated with existing conditions and future, more developed, conditions. This area is predicted to grow quickly in the future. The requirement of new development storm water detention is recommended. Proposed

improvements are in two phases. Phase One recommends channel improvements in the downstream area at the mobile home park. Phase Two includes culvert and channel improvements at Lockhart Road and upstream. It is recommended that this Phase be accomplished with future development.

Upstream of Washington Street the drainage area includes many new businesses. Wal-Mart has on-site detention. Downstream from Wal-Mart, Nortons also has on-site detention that seems to be adequate to control local runoff.

Phase One recommendations consist of excavation, channel maintenance and erosion prevention measures from the confluence to the Railroad. Channel improvements should keep the water flowing to the Railroad and prevent flooding in the mobile home park.

The small channel downstream of Washington Street near the Coca-Cola plant is the major concern of the Lockhart drainage. The grass-lined channel upstream of Washington is well established and provides adequate drainage. An improved grass-lined channel is proposed from Washington Street south to Lockhart Road. The small bridge at Lockhart Road is inadequate to convey the 5-year storm event. A storm water structure that conveys the 5-year flow is included in the cost estimates. The proposed improvements discussed will greatly decrease flood hazards now and with future development.

E. Tarleton Drainage

The Tarleton Drainage area includes approximately half of Tarleton state University properties. Tarleton State includes urban areas and athletic fields. Washington Street has a large volume of traffic and therefore flooding is a major concern. Modifications are recommended to the 1990 DMP. The proposed improvements can be completed in one phase.

Chapter 9-Utilities and Drainage

The existing Washington Street culverts will not convey the 5-year storm event. This culvert contains the storm water runoff from the Tarleton State University properties. This culvert should be replaced expeditiously. Tarleton State may be financially responsible for this culvert rather than the City of Stephenville according to City ordinances since all flow originates on University properties.

The existing channel downstream of Washington Street stops a few feet downstream of the street. This causes water to stand next to the road. A small drainage ditch starts a short distance downstream just past a privacy fence. Improvements to this area would help convey storm water and decrease flood hazards. The proposed channel would need to extend from Washington Street to the Railroad. A culvert should also be placed at Swan Street. Improvement costs were not included for the Tarleton Drainage area in the 1990 DMP.

F. Alexander Drainage

There are a large number of residential subdivisions in the Alexander Drainage area. Recommendations for this area have been modified from the 1990 DMP addressing the flooding and road erosion upstream of Alexander Road by recommending an Alexander Road culvert. This culvert would not entirely alleviate the storm water problems. With current development in this area a storm water drainage system would be more appropriate. A 5-year capacity storm drain from Cain and Second Street to Alexander Road would be adequate for this area.

Alexander Road is proposed as a future thoroughfare for the City. This area should become a high priority when the thoroughfare is built. The Alexander Road culvert would extend through Alexander Road into the channel that discharges to the Bosque River. The channel will need minimal improvements to convey the flows from upstream to the Bosque River.

G. Graham Street Drainage

The Graham Street Drainage area was not addressed in the 1990 DMP. No formal complaints have been recorded for this area, but runoff from future development is a concern. Therefore, this drainage area is a low priority. This area is growing primarily through commercial development near Graham Street. Upstream of Graham Street the drainage basin is entirely residential. The roads in the residential area are being damaged by surface water runoff because there is no subsurface drainage system. Implementation in two phases is logical. Section 404 permitting for this area will depend upon a determination of jurisdictional waters.

Phase One consists of the storm water system from Graham Street through the channel to the Bosque River. A house is located at Graham Street that is flooded often. Purchasing this house will be necessary to accomplish the proposed storm water system improvements. The proposed storm water drainage system should extend downstream through a small channel to the Bosque River. Excavation of the channel is required as part of the improvements.

It is recommended that storm drains for each sub-basin area be placed in the residential area for Phase Two. One storm water lien would begin at Park and Paddock Streets, while the other would start at Pecan and Paddock. The storm water drains would tie together at Graham Street with the larger drainage system in Phase One. These storm drains would relieve this developing area of future erosion and flood hazards.

Drainage Criteria/Policies

A cursory review of *Article II – “Design Standards for Storm Drainage”* of the City’s Design Standards has been performed. Within the City’s Code of Ordinances, Ordinance No. 1994-5 discusses drainage-related issues and covers such topics as runoff and facility design calculations, culverts, storm sewers, street drainage, channels, easements, detention basins, flood damage prevention, erosion control, and other drainage related issues. The documents appeared to adequately address the most

Chapter 9-Utilities and Drainage

important drainage issues. Proper enforcement of these ordinances is highly recommended so that their usefulness will be maximized.

Stormwater Permitting

The 1987 amendments to the Clean Water Act required the U.S. Environmental Protection Agency to develop regulations for storm water discharges as part of the National Pollutant Discharge Elimination System (NPDES) Program. The Texas Pollutant Discharge Elimination System (TPDES) implements the federal NPDES program in the state of Texas. The TPDES is made up of several different programs aimed at controlling the discharge of pollutants to surface waters. One of these programs is the TPDES Storm Water Program, which regulates storm water discharges from industrial activities, construction activities, and municipal separate storm sewer systems (MS4s). These storm water discharges are regulated through TPDES storm water permits, administered by Texas Commission on Environmental Quality (TCEQ).

TCEQ classifies each MS4 as either large (population greater than 250,000), medium (population between 100,000 and 250,000) or small. The City of Stephenville is considered a small MS4. Large and medium MS4s are required to obtain a permit under Phase I of the NPDES Storm Water Program. Only a select subset of small MS4s, referred to as regulated small MS4s, will have to obtain a storm water discharge permit, per the requirements of Phase II of the NPDES Storm Water Program, published on December 8, 1999. A regulated small MS4 is any small MS4 that is either located in a Bureau of Census-defined "urbanized area" (UA), or determined by TCEQ to have discharges that cause, or have the potential to cause, an adverse effect on water quality. According to TCEQ, this latter, discretionary designation is only done in unusual cases. At the time of this report, the City of Stephenville is not considered a UA according to the 2000 Census of Urban Areas.

For a regulated small MS4, a TPDES MS4 storm water permit would require at a minimum that a City develop, implement, and enforce a storm water management program designed to reduce the discharge of pollutants from the MS4 to the maximum extent practicable, to protect water

quality, and to satisfy the appropriate water quality requirements of the Clean Water Act. The storm water management program must include the following minimum control measures:

(1) Public education and outreach on storm water impacts. This would involve conducting outreach activities educating about the impacts of storm water discharges on water bodies and the steps that the public can take to reduce pollutants in storm water runoff.

(2) Public involvement/ participation. This would involve complying with State, Tribal, and local public notice requirements when implementing a public involvement/ participation program.

(3) Illicit discharge detection and elimination. This would involve developing, implementing, and enforcing a program to detect and eliminate illicit discharges into the MS4.

- a) Developing a storm sewer system map
- b) Prohibiting non-storm water discharges into the system
- c) Developing a plan to detect and address such discharges
- d) Informing the public of hazards associated with illegal discharges.

(4) Construction site storm water runoff control. This would involve developing, implementing, and enforcing a program to reduce pollutants in any storm water runoff to the system from construction activities.

- a) A regulatory mechanism requiring erosion and sediment controls, and sanctions to ensure compliance.
- b) Requirements for construction site operators to implement appropriate erosion and sediment control best management practices

Chapter 9-Utilities and Drainage

- c) Requirements for construction site operators to control waste at the construction site that may cause adverse impacts to water quality.
- d) Procedures for site plan review which incorporate consideration of potential water quality impacts.
- e) Procedures for receipt and consideration of information submitted by the public
- f) Procedures for site inspection and enforcement of control measures.

(5) Post-construction storm water management in new development and redevelopment. This would involve developing, implementing, and enforcing a program to address storm water runoff from new development and redevelopment projects.

- a) Developing and implementing strategies which include best management practices for the community
- b) Use of a regulatory mechanism to address post-construction runoff from new development and redevelopment projects
- c) Ensure adequate long-term operation and maintenance of best management practices.

(6) Pollution control/good housekeeping for municipal operations. This would involve developing and implementing an operation and maintenance program that includes a training component and has the ultimate goal of preventing or reducing pollutant runoff from municipal operations.

Goals and Objectives

Utilities and Drainage Goal: Assure appropriate and adequate water, wastewater and drainage facilities are provided to all the residents of Stephenville in an efficient and cost effective manner.

Objective UD1: *Create and maintain master plans for water, wastewater and drainage to establish the overall framework for the City's utility infrastructure.*

Action UD1.1: Finalize and adopt the utility component of this Comprehensive Plan.

Action UD1.2: Direct City staff and consultants to refer to and apply the master plans in the review of all new development plans.

Action UD1.3: Review and update the utility plans in 3-5 years.

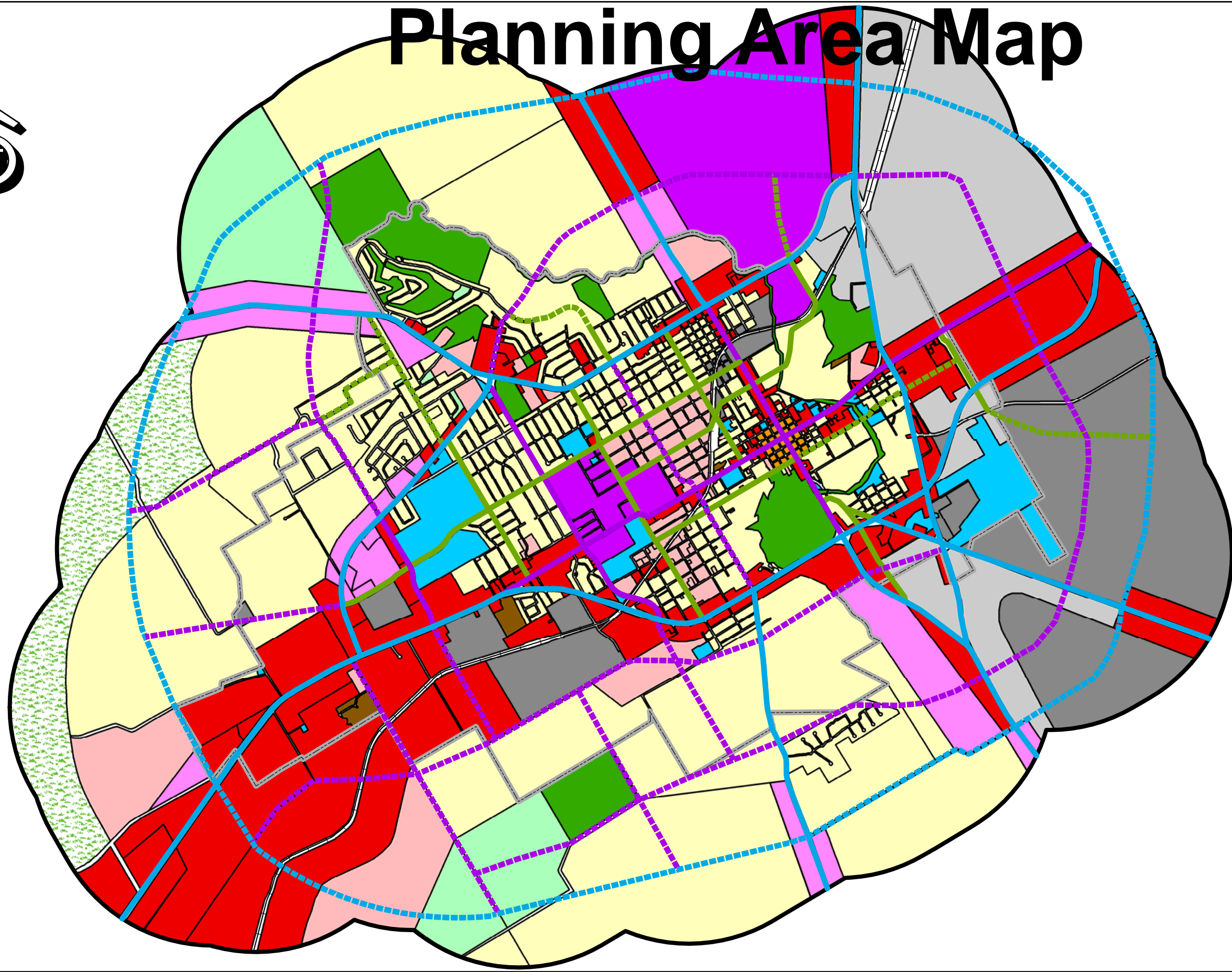
Objective UD2: *Revise and/or update the current City Design Standards to meet the current needs of the City.*

Action UD2.1: Adopt ordinances, or modify the Subdivision Regulations to ensure new development complies with the new stormwater permitting/management practices and requirements.

As Stephenville continues to grow, it will need to regularly assess its utility and infrastructure conditions and capabilities to ensure that it can provide continuous and adequate services to its residents.

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Planning Area Map



Legend

Thoroughfare

- Exist. Major Thoroughfare
- - - Prop. Major Thoroughfare
- Exist. Minor Thoroughfare
- - - Prop. Minor Thoroughfare
- Exist. Collector Thoroughfare
- - - Prop. Collector Thoroughfare
- Railroad
- ETJ
- City Limits

Land Use

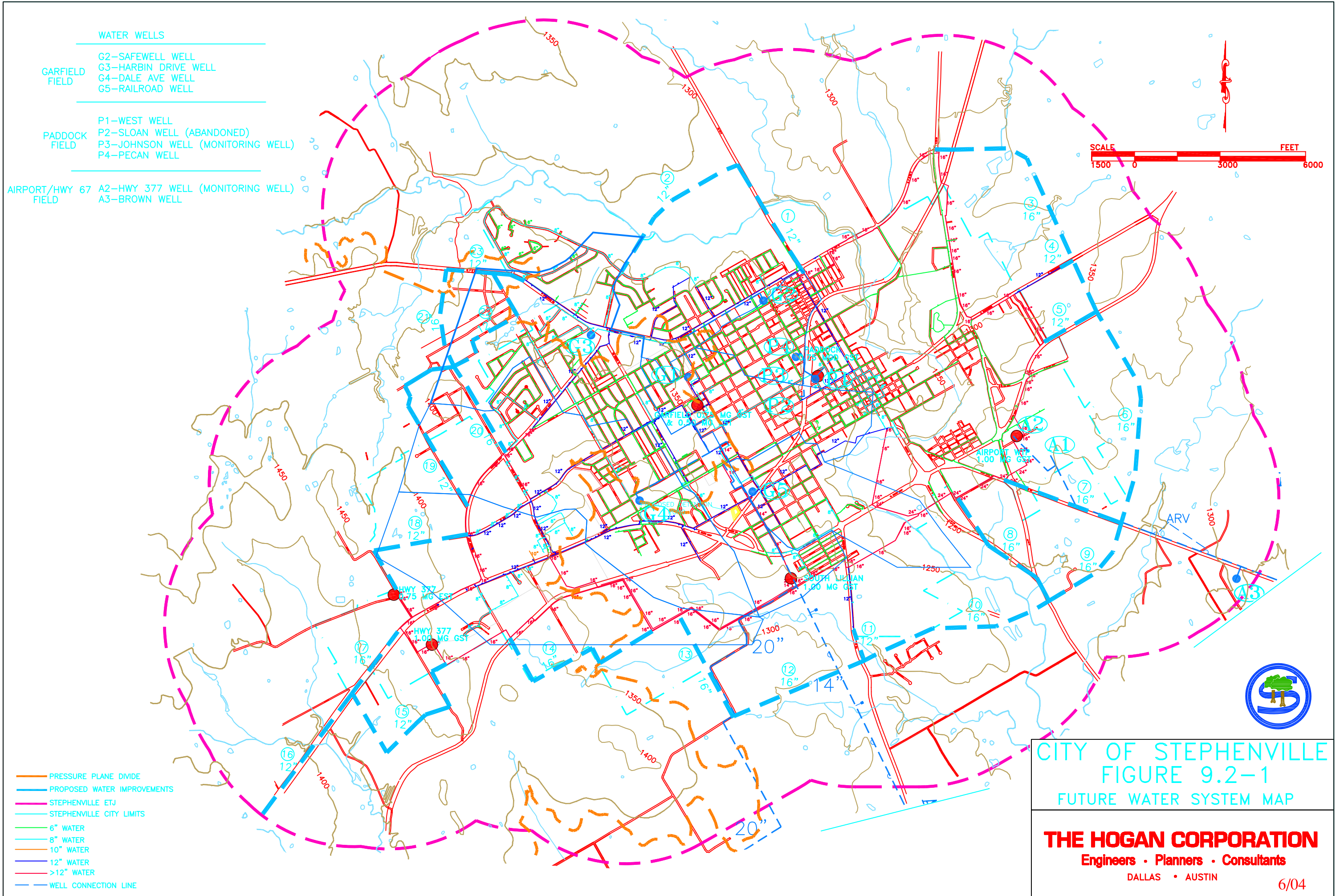
Uses

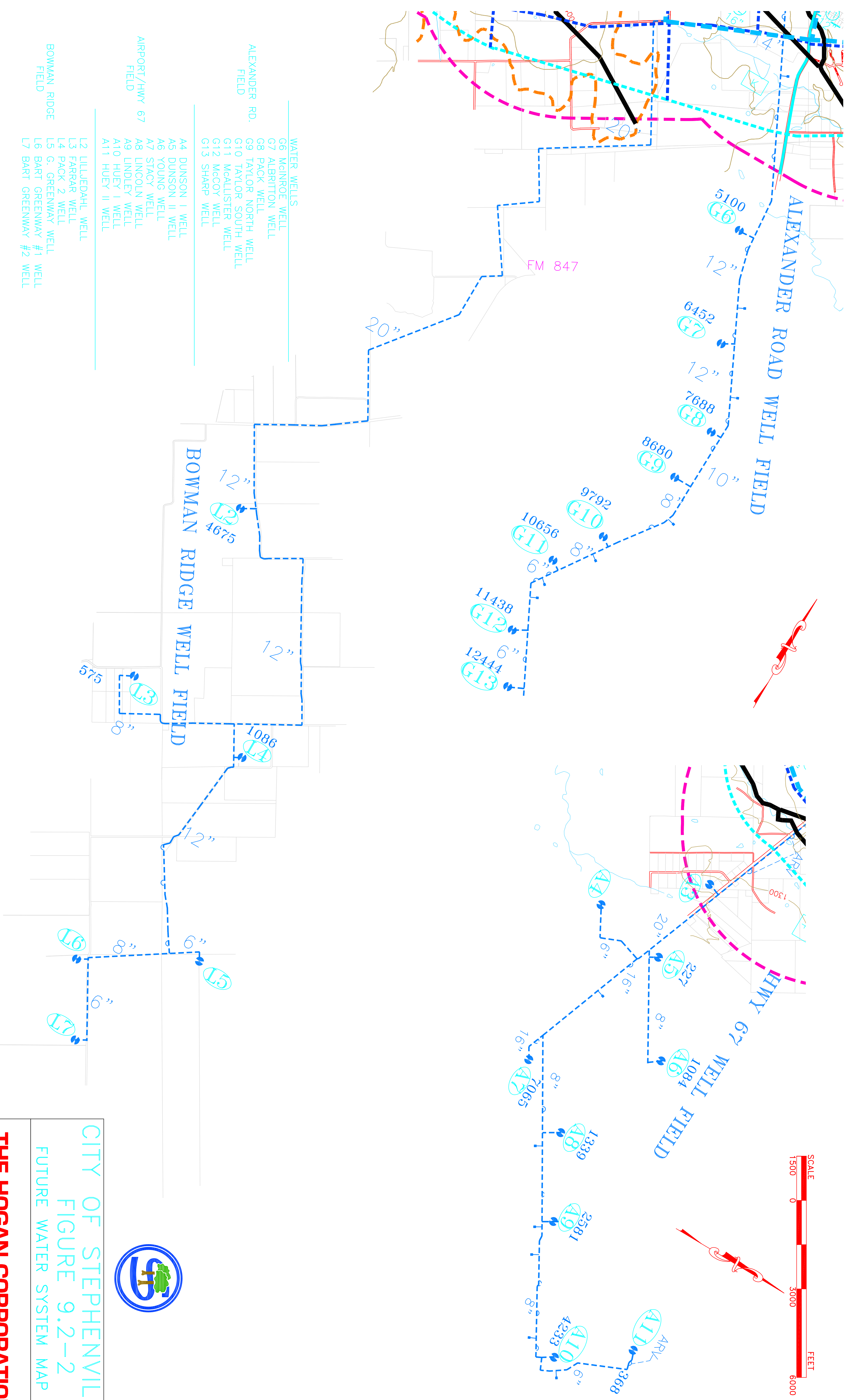
- Agriculture/Open Space
- Single Family
- Duplex/Townhouse
- Multi-Family Residential
- Mobile Home Park
- Office/Neighborhood Business
- Downtown
- Commercial
- Business Park
- Industrial
- Community Facilities
- Parks and Recreation
- Tarleton State University

Figure 9.1

March 2008







- WATER WELLS
- G6 McINROE WELL
 - G7 ALBRITTON WELL
 - G8 PACK WELL
 - G9 TAYLOR NORTH WELL
 - G10 TAYLOR SOUTH WELL
 - G11 McALLISTER WELL
 - G12 MCCOY WELL
 - G13 SHARP WELL
- ALEXANDER RD. FIELD
- A4 DUNSON I WELL
 - A5 DUNSON II WELL
 - A6 YOUNG WELL
 - A7 STACY WELL
 - A8 LINCOLN WELL
 - A9 LINDLEY WELL
 - A10 HUEY I WELL
 - A11 HUEY II WELL
- AIRPORT/HWY 67 FIELD
- L2 LILLJEDAHL WELL
 - L3 FARRAR WELL
 - L4 PACK 2 WELL
 - L5 G. GREENWAY WELL
 - L6 BART GREENWAY #1 WELL
 - L7 BART GREENWAY #2 WELL
- BOWMAN RIDGE FIELD
- L1 LILLJEDAHL WELL
 - L2 LILLJEDAHL WELL
 - L3 FARRAR WELL
 - L4 PACK 2 WELL
 - L5 G. GREENWAY WELL
 - L6 BART GREENWAY #1 WELL
 - L7 BART GREENWAY #2 WELL

DRAFT



CITY OF STEPHENVILLE
 FIGURE 9.2-2
 FUTURE WATER SYSTEM MAP

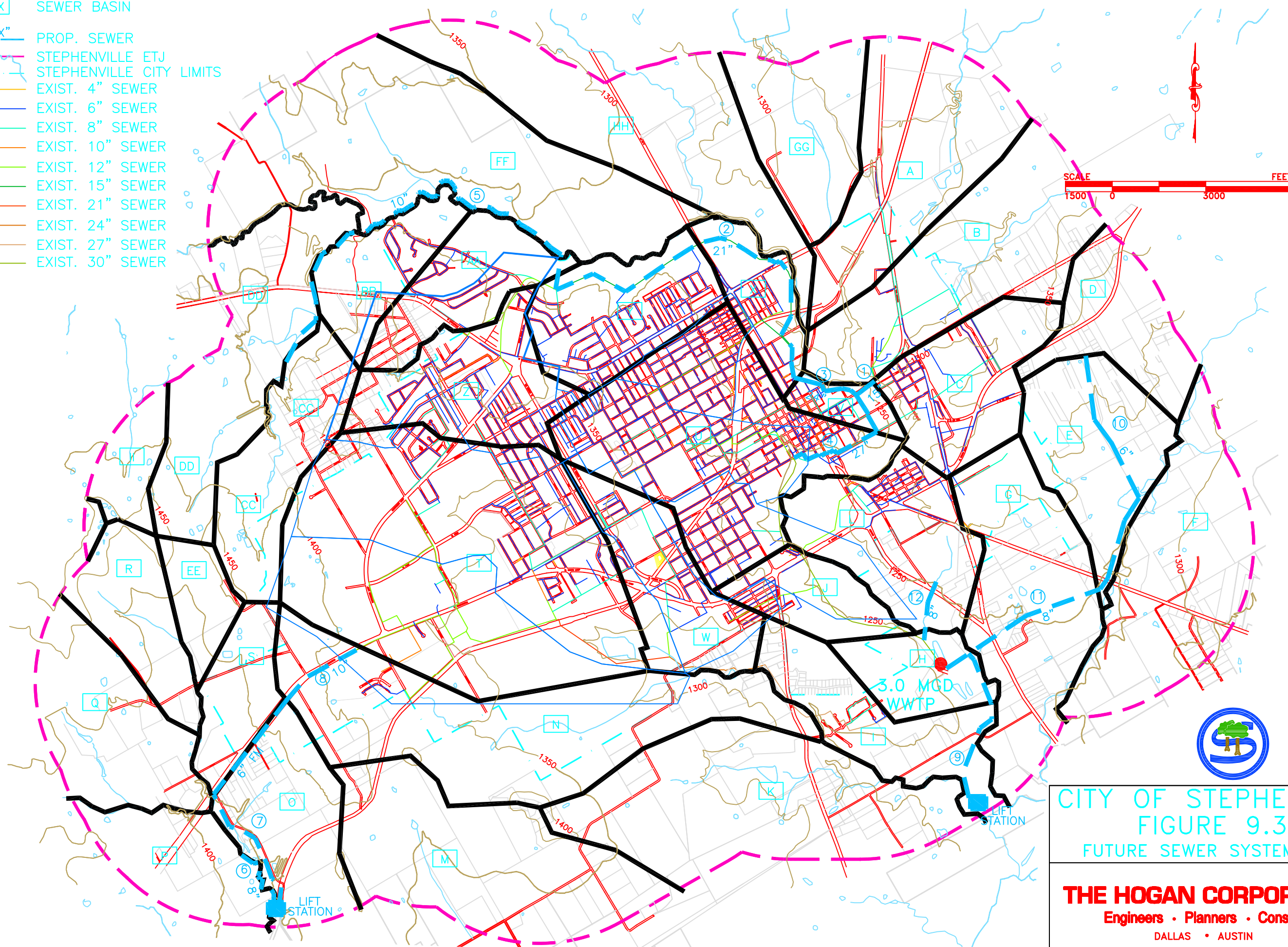
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 6/04

- XX SEWER BASIN
- XX" PROP. SEWER
- STEPHENVILLE ETJ
- STEPHENVILLE CITY LIMITS
- EXIST. 4" SEWER
- EXIST. 6" SEWER
- EXIST. 8" SEWER
- EXIST. 10" SEWER
- EXIST. 12" SEWER
- EXIST. 15" SEWER
- EXIST. 21" SEWER
- EXIST. 24" SEWER
- EXIST. 27" SEWER
- EXIST. 30" SEWER

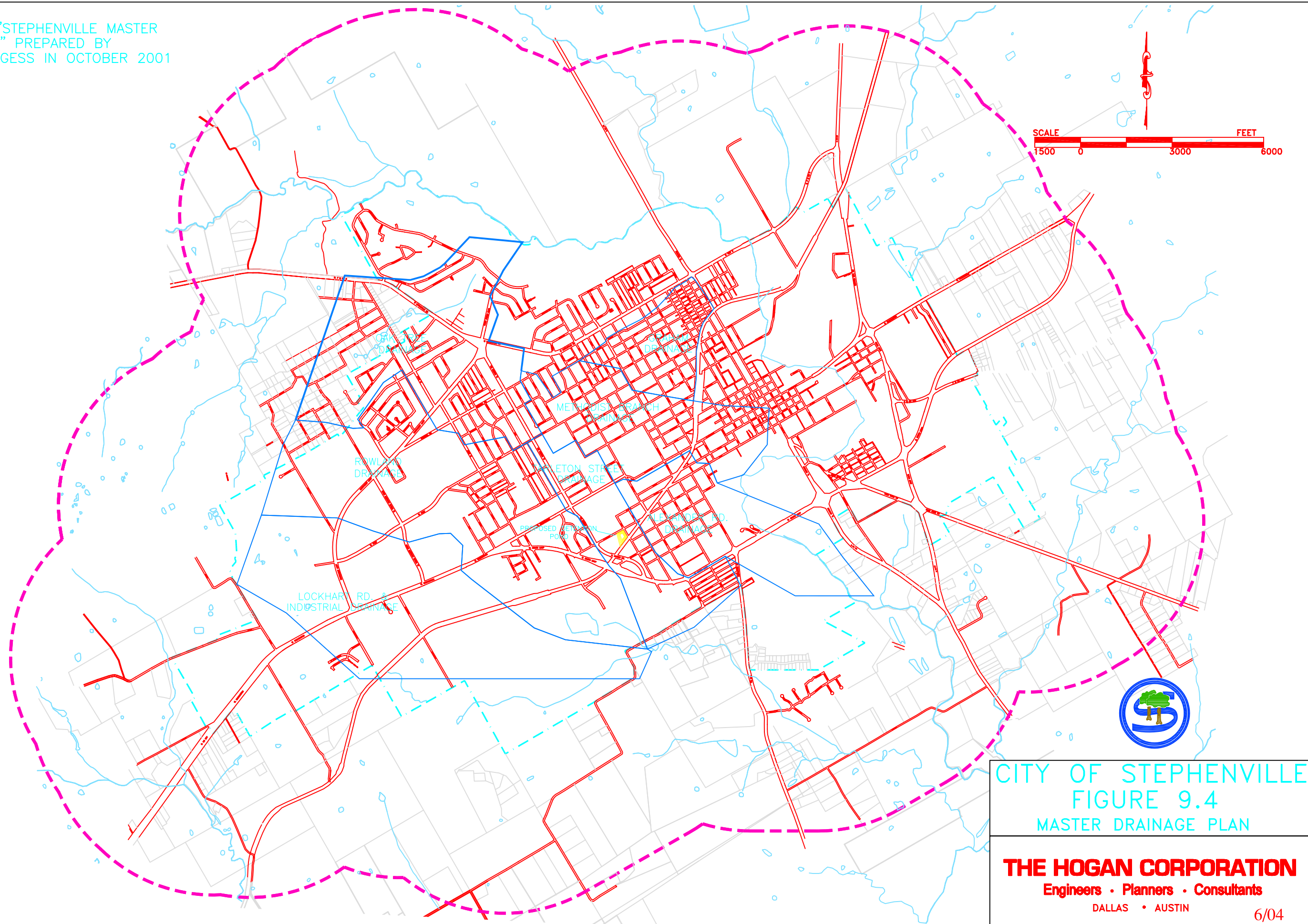


CITY OF STEPHENVILLE
FIGURE 9.3
FUTURE SEWER SYSTEM MAP

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*TAKEN FROM "STEPHENVILLE MASTER DRAINAGE PLAN" PREPARED BY CARTER & BURGESS IN OCTOBER 2001



CITY OF STEPHENVILLE
FIGURE 9.4
MASTER DRAINAGE PLAN

THE HOGAN CORPORATION
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DALLAS • AUSTIN
6/04

**Table 9.1
Development Projections**

			Land Use, acres (units per acre)													Total Acreage			
Press. plane	Drn Bsn	Planning Area	Residential				Commercial			Other					TSU 10				
			Single fam 3.00	duplex 4	multi-fam 5	mobile home 6	office/neig 2.00	downtown 4.50	commercial 4.50	business park 4	industrial 0.25	community 0.25	parks 0.25	agric/open 0.02					
Low	A	100															185.4	185.4	
Low	A	200	14.8															14.8	14.8
Low	A	400							22.9									22.9	22.9
Low	A	410								443.0								443.0	443.0
Low	A	500										6.3						6.3	6.3
Low	A	510											25.6					25.6	25.6
Low	A	600														32.1		32.1	32.1
	A	Subtotal	15	-	-	-	-	-	23	443	-	6	26	185	32			730	730
Low	B	200	83.8															83.8	83.8
Low	B	220			16.1													16.1	16.1
Low	B	230				1.8												1.8	1.8
Low	B	400							36.1									36.1	36.1
Low	B	410								542.0								542.0	542.0
Low	B	510											63.8					63.8	63.8
	B	Subtotal	84	-	16	2	-	-	36	542	-	-	64	-	-			744	744
Low	C	200	87.6															87.6	87.6
Low	C	400							106.2									106.2	106.2
Low	C	410								193.7								193.7	193.7
Low	C	500										41.2						41.2	41.2
	C	Subtotal	88	-	-	-	-	-	106	194	-	41	-	-	-			429	429
Low	D	100															175.2	175.2	
Low	D	400							72.3									72.3	72.3
Low	D	410								36.0								36.0	36.0
Low	D	420									101.9							101.9	101.9
	D	Subtotal	-	-	-	-	-	-	72	36	102	-	-	-	-	175	-	385	385
Low	E	100															49.6	49.6	
Low	E	410								6.7								6.7	6.7
Low	E	420									452.3							452.3	452.3
Low	E	500										38.3						38.3	38.3
	E	Subtotal	-	-	-	-	-	-	-	7	452	38	-	-	-	50	-	547	547
Low	F	100															774.3	774.3	
Low	F	400							27.6									27.6	27.6
Low	F	410								19.4								19.4	19.4
Low	F	420									129.5							129.5	129.5
	F	Subtotal	-	-	-	-	-	-	28	19	130	-	-	-	-	774	-	951	951
Low	G	100															88.5	88.5	
Low	G	200	75.3															75.3	75.3
Low	G	300						26.6										26.6	26.6
Low	G	410								199.2								199.2	199.2
Low	G	420									213.7							213.7	213.7
	G	Subtotal	75	-	-	-	-	27	-	-	199	214	-	-	-	89	-	603	603
Low	H	200	217.6															217.6	217.6
	H	Subtotal	218	-	-	-	-	-	-	-	-	-	-	-	-	-	-	218	218
Low	I	100															92.4	92.4	
Low	I	200	319.4															319.4	319.4
	I	Subtotal	319	-	-	-	-	-	-	-	-	-	-	-	-	92	-	412	412
Low	J	200	197.6															197.6	197.6
Low	J	220			2.4													2.4	2.4
Low	J	400							25.5									25.5	25.5
	J	Subtotal	198	-	2	-	-	-	26	-	-	-	-	-	-	-	-	226	226
High	K	100															235.2	235.2	
Low	K	100															41.7	41.7	
Low	K	200	72.1															72.1	72.1
Low	K	300						12.9										12.9	12.9
	K	Subtotal	72	-	-	-	-	13	-	-	-	-	-	-	-	277	-	362	362
Low	L	200	70.9															70.9	70.9
Low	L	400							132.4									132.4	132.4
Low	L	410								106.2								106.2	106.2
Low	L	500										43.6						43.6	43.6
Low	L	510											128.9					128.9	128.9
	L	Subtotal	71	-	-	-	-	-	132	106	-	44	129	-	-	-	-	482	482
Low	M	100															988.6	988.6	
	M	Subtotal	-	-	-	-	-	-	-	-	-	-	-	-	-	989	-	989	989
Low	N	100															197.2	197.2	
High	N	100															281.3	281.3	
Low	N	200	308.4															308.4	308.4
High	N	200	103.9															103.9	103.9
High	N	220			42.3													42.3	42.3
Low	N	220			19.2													19.2	19.2
Low	N	230				22.1												22.1	22.1
High	N	400							88.6									88.6	88.6
Low	N	400							8.4									8.4	8.4
High	N	420									6.6							6.6	6.6
High	N	500										3.6						3.6	3.6
	N	Subtotal	412	-	62	22	-	-	97	-	7	4	-	-	-	479	-	1,082	1,082
High	O	100															286.7	286.7	
High	O	220			154.7													154.7	154.7

**Table 9.1
Development Projections**

			Land Use, acres (units per acre)													Total Acreage	
Press. plane	Drn Bsn	Planning Area	Residential				Commercial			Other					TSU		
			Single fam 3.00	duplex 4	multi-fam 5	mobile home 6	office/neig 2.00	downtown 4.50	commercial 4.50	business park 4	industrial 0.25	community 0.25	parks 0.25	agric/open 0.02	10		
Low	Z	220			24.4												24.4
High	Z	300					1.3										1.3
Low	Z	300					9.9										9.9
High	Z	400						35.1									35.1
Low	Z	500									5.6						5.6
High	Z	510										18.7					18.7
Low	Z	510										5.2					5.2
	Z	Subtotal	297	7	37	-	11	-	35	-	-	6	24	-	-	-	416
High	AA	200	57.4														57.4
Low	AA	200	121.3														121.3
Low	AA	210		4.3													4.3
Low	AA	220			11.1												11.1
High	AA	300					1.3										1.3
Low	AA	300					9.9										9.9
Low	AA	500									6.8						6.8
High	AA	510										19.6					19.6
Low	AA	510										5.6					5.6
	AA	Subtotal	179	4	11	-	11	-	-	-	-	7	25	-	-	-	237
Low	BB	100												102.4			102.4
High	BB	200	48.3														48.3
Low	BB	200	40.7														40.7
High	BB	300					10										10
Low	BB	510										79.6					79.6
	BB	Subtotal	89	-	-	-	10	-	-	-	-	-	80	102	-	-	281
High	CC	200	293.8														293.8
High	CC	420									7.8						7.8
High	CC	100												168.2			168.2
	CC	Subtotal	294	-	-	-	-	-	-	-	8	-	-	168	-	-	470
High	DD	200	228.4														228.4
Low	DD	200	12.8														12.8
High	DD	100											253.4				253.4
Low	DD	100											194.7				194.7
	DD	Subtotal	241	-	-	-	-	-	-	-	-	-	-	448	-	-	689
High	EE	100												195.3			195.3
	EE	Subtotal	-	-	-	-	-	-	-	-	-	-	-	195	-	-	195
High	FF	100												1496.0			1496.0
High	FF	300					40.3								0.0		40.3
	FF	Subtotal	-	-	-	-	40	-	-	-	-	-	-	1,496	-	-	1,536
Low	GG	100												497.2			497.2
	GG	Subtotal	-	-	-	-	-	-	-	-	-	-	-	497	-	-	497
Low	HH	100											90.3				90.3
Low	HH	300					19.5										19.5
Low	HH	600													17.6		17.6
	HH	Subtotal	-	-	-	-	20	-	-	-	-	-	-	90	-	-	110
High	II	100												189.6			189.6
	II	Subtotal	-	-	-	-	-	-	-	-	-	-	-	190	-	-	190
High	JJ	100												28.4			28.4
	JJ	Subtotal	-	-	-	-	-	-	-	-	-	-	-	28	-	-	28
		Total	4,335	17	786	49	170	25	1,241	1,546	1,269	522	411	8,055	213	-	18,639

**Table 9.2
 Population and Connection Projections**

Pressure plane	Drn Bsn	Planning Area	Total Acreage	Developed %	Residential		Non-Residential		TOTALS	
					Units	Pop 2.25	Commercial Conn's	Other Conn's	Equip Conn's	Pop 2.25
Low	A	100	185.4	1%	-	-	-	0	0	0
Low	A	200	14.8	100%	33	75	-	-	33	75
Low	A	400	22.9	10%	-	-	7	-	7	17
Low	A	410	443.0	90%	-	-	-	48	48	108
Low	A	500	6.3	100%	-	-	-	0	0	0
Low	A	510	25.6	100%	-	-	-	0	0	0
Low	A	600	32.1	100%	-	-	-	10	10	22
	A	Subtotal	730		33	75	7	58	98	221
Low	B	200	83.8	100%	189	424	-	-	189	424
Low	B	220	16.1	100%	60	136	-	-	60	136
Low	B	230	1.8	75%	6	14	-	-	6	14
Low	B	400	36.1	10%	-	-	12	-	12	26
Low	B	410	542.0	2%	-	-	-	1	1	3
Low	B	510	63.8	100%	-	-	-	0	0	1
	B	Subtotal	744		255	574	12	2	268	604
Low	C	200	87.6	100%	197	443	-	-	197	443
Low	C	400	106.2	5%	-	-	17	-	17	39
Low	C	410	193.7	15%	-	-	-	3	3	8
Low	C	500	41.2	100%	-	-	-	0	0	1
	C	Subtotal	429		197	443	17	4	218	491
Low	D	100	175.2	1%	-	-	-	0	0	0
Low	D	400	72.3	5%	-	-	12	-	12	26
Low	D	410	36.0	15%	-	-	-	1	1	1
Low	D	420	101.9	15%	-	-	-	0	0	0
	D	Subtotal	385		-	-	12	1	12	28
Low	E	100	49.6	1%	-	-	-	0	0	0
Low	E	410	6.7	15%	-	-	-	0	0	0
Low	E	420	452.3	15%	-	-	-	1	1	1
Low	E	500	38.3	100%	-	-	-	0	0	1
	E	Subtotal	547		-	-	-	1	1	2
Low	F	100	774.3	1%	-	-	-	0	0	0
Low	F	400	27.6	5%	-	-	4	-	4	10
Low	F	410	19.4	15%	-	-	-	0	0	1
Low	F	420	129.5	15%	-	-	-	0	0	0
	F	Subtotal	951		-	-	4	0	5	11
Low	G	100	88.5	1%	-	-	-	0	0	0
Low	G	200	75.3	30%	51	114	-	-	51	114
Low	G	300	26.6	5%	2	4	-	-	2	4
Low	G	410	199.2	15%	-	-	-	4	4	8
Low	G	420	213.7	15%	-	-	-	0	0	1
	G	Subtotal	603		53	118	-	4	57	127
Low	H	200	217.6	30%	147	330	-	-	147	330
	H	Subtotal	218		147	330	-	-	147	330
Low	I	100	92.4	1%	-	-	-	0	0	0
Low	I	200	319.4	25%	180	404	-	-	180	404
	I	Subtotal	412		180	404	-	0	180	404
Low	J	200	197.6	75%	333	750	-	-	333	750
Low	J	220	2.4	75%	7	15	-	-	7	15
Low	J	400	25.5	10%	-	-	8	-	8	19
	J	Subtotal	226		340	765	8	-	348	784
High	K	100	235.2	1%	-	-	-	0	0	0
Low	K	100	41.7	1%	-	-	-	0	0	0
Low	K	200	72.1	75%	122	274	-	-	122	274

**Table 9.2
 Population and Connection Projections**

Pressure plane	Drn Bsn	Planning Area	Total Acreage	Developed %	Residential		Non-Residential		TOTALS	
					Units	Pop 2.25	Commercial Conn's	Other Conn's	Equip Conn's	Pop 2.25
Low	K	300	12.9	5%	1	2	-	-	1	2
	K	Subtotal	362		123	276	-	0	123	276
Low	L	200	70.9	100%	160	359	-	-	160	359
Low	L	400	132.4	20%	-	-	86	-	86	193
Low	L	410	106.2	15%	-	-	-	2	2	4
Low	L	500	43.6	100%	-	-	-	0	0	1
Low	L	510	128.9	100%	-	-	-	1	1	2
	L	Subtotal	482		160	359	86	3	249	559
Low	M	100	988.6	1%	-	-	-	0	0	0
	M	Subtotal	989		-	-	-	0	0	0
Low	N	100	197.2	1%	-	-	-	0	0	0
High	N	100	281.3	1%	-	-	-	0	0	0
Low	N	200	308.4	25%	173	390	-	-	173	390
High	N	200	103.9	25%	58	131	-	-	58	131
High	N	220	42.3	25%	40	89	-	-	40	89
Low	N	220	19.2	25%	18	41	-	-	18	41
Low	N	230	22.1	75%	75	168	-	-	75	168
High	N	400	88.6	10%	-	-	29	-	29	65
Low	N	400	8.4	10%	-	-	3	-	3	6
High	N	420	6.6	20%	-	-	-	0	0	0
High	N	500	3.6	100%	-	-	-	0	0	0
	N	Subtotal	1,082		364	819	31	0	396	890
High	O	100	286.7	1%	-	-	-	0	0	0
High	O	220	154.7	25%	145	326	-	-	145	326
High	O	400	38.3	5%	-	-	6	-	6	14
	O	Subtotal	480		145	326	6	0	151	340
High	P	100	271.8	1%	-	-	-	0	0	0
High	P	220	103.4	30%	116	262	-	-	116	262
High	P	400	29.0	5%	-	-	5	-	5	11
	P	Subtotal	404		116	262	5	0	121	272
High	Q	100	625.4	1%	-	-	-	0	0	0
High	Q	400	8.5	5%	-	-	1	-	1	3
	Q	Subtotal	634		-	-	1	0	1	3
High	R	100	398.6	1%	-	-	-	0	0	0
	R	Subtotal	399		-	-	-	0	0	0
High	S	100	147.2	1%	-	-	-	0	0	0
High	S	200	78.8	25%	44	100	-	-	44	100
High	S	220	31.4	25%	29	66	-	-	29	66
High	S	400	7.8	5%	-	-	1	-	1	3
	S	Subtotal	265		74	166	1	0	75	169
High	T	200	543.8	100%	1,224	2,753	-	-	1,224	2,753
Low	T	200	82.6	75%	139	314	-	-	139	314
High	T	210	2.7	100%	8	18	-	-	8	18
High	T	220	54.4	75%	153	344	-	-	153	344
Low	T	220	20.3	75%	57	128	-	-	57	128
Low	T	230	17.9	75%	60	136	-	-	60	136
High	T	300	38.7	25%	15	33	-	-	15	33
High	T	400	378.3	25%	-	-	306	-	306	689
Low	T	400	46.3	25%	-	-	38	-	38	84
High	T	420	50.2	20%	-	-	-	0	0	0
Low	T	420	227.6	20%	-	-	-	0	0	1
High	T	500	198.3	100%	-	-	-	1	1	3
Low	T	500	13.5	100%	-	-	-	0	0	0
	T	Subtotal	1,675		1,656	3,726	344	2	2,002	4,504

**Table 9.2
 Population and Connection Projections**

Pressure plane	Drn Bsn	Planning Area	Total Acreage	Developed %	Residential		Non-Residential		TOTALS	
					Units	Pop 2.25	Commercial Conn's	Other Conn's	Equiv Conn's	Pop 2.25
High	U	200	403.6	100%	908	2,043		-	908	2,043
Low	U	200	60.4	100%	136	306		-	136	306
High	U	210	3.1	100%	9	21			9	21
High	U	220	158.3	100%	594	1,336		-	594	1,336
High	U	230	1.9	75%	6	14	-	-	6	14
High	U	310	21.9	100%	-	-	71	-	71	160
High	U	400	27.5	60%	-	-	53	-	53	120
High	U	420	23.9	30%	-	-		0	0	0
High	U	500	12.8	100%	-	-		0	0	0
Low	U	500	45.3	100%	-	-		0	0	1
High	U	510	29.4	100%	-	-		0	0	0
High	U	600	57.3	100%	-	-		17	17	39
Low	U	600	50.3	100%	-	-		15	15	34
	U	Subtotal	896		1,653	3,720	124	33	1,811	4,074
Low	V	200	53.9	100%	121	273		-	121	273
Low	V	310	3.3	100%	-	-	11	-	11	24
Low	V	400	14.1	60%	-	-	27	-	27	62
Low	V	500	29.4	100%	-	-		0	0	0
	V	Subtotal	101		121	273	38	0	160	359
Low	W	200	103.9	100%	234	526		-	234	526
Low	W	220	91.2	75%	257	577		-	257	577
Low	W	230	1.3	75%	4	10	-	-	4	10
Low	W	400	14.1	20%	-	-	9	-	9	21
Low	W	420	11.3	35%	-	-		0	0	0
High	W	500	4.6	100%	-	-		0	0	0
Low	W	500	56.3	100%	-	-		0	0	1
High	W	600	57.6	100%	-	-		17	17	39
Low	W	600	15.4	100%	-	-		5	5	10
	W	Subtotal	356		495	1,113	9	22	526	1,184
High	X	200	44.8	100%	101	227		-	101	227
High	X	220	36.3	75%	102	230		-	102	230
High	W	230	3.7	75%	12	28	-	-	12	28
High	X	400	65.6	10%	-	-	21	-	21	48
High	X	420	44.2	25%	-	-	-	0	0	0
High	X	500	13.6	100%	-	-		0	0	0
	X	Subtotal	208		215	485	21	0	237	533
High	Y	200	10.2	100%	23	52		-	23	52
Low	Y	200	302.4	100%	680	1,531		-	680	1,531
High	Y	220	4.1	75%	12	26		-	12	26
Low	Y	220	3.8	75%	11	24		-	11	24
High	Y	400	11.9	15%	-	-	6	-	6	13
Low	Y	400	44.2	15%	-	-	21	-	21	48
Low	Y	500	3.2	100%	-	-		0	0	0
Low	Y	510	34.8	100%	-	-		0	0	1
	Y	Subtotal	415		726	1,633	27	0	753	1,695
High	Z	200	264.7	100%	596	1,340		-	596	1,340
Low	Z	200	31.9	100%	72	161		-	72	161
Low	Z	210	7.2	100%	22	49		-	22	49
High	Z	220	12.2	95%	43	98		-	43	98
Low	Z	220	24.4	95%	87	196		-	87	196
High	Z	300	1.3	25%	0	1		-	0	1
Low	Z	300	9.9	25%	4	8		-	4	8
High	Z	400	35.1	10%	-	-	11	-	11	26
Low	Z	500	5.6	100%	-	-		0	0	0
High	Z	510	18.7	100%	-	-		0	0	0
Low	Z	510	5.2	100%	-	-		0	0	0

**Table 9.2
Population and Connection Projections**

Pressure plane	Drm Bsn	Planning Area	Total Acreage	Developed %	Residential		Non-Residential		TOTALS	
					Units	Pop 2.25	Commercial Conn's	Other Conn's	Equip Conn's	Pop 2.25
	Z	Subtotal	416		824	1,853	11	0	835	1,879
High	AA	200	57.4	95%	123	276		-	123	276
Low	AA	200	121.3	100%	273	614		-	273	614
Low	AA	210	4.3	100%	13	29			13	29
Low	AA	220	11.1	75%	31	70		-	31	70
High	AA	300	1.3	25%	0	1		-	0	1
Low	AA	300	9.9	25%	4	8		-	4	8
Low	AA	500	6.8	100%	-	-		0	0	0
High	AA	510	19.6	100%	-	-		0	0	0
Low	AA	510	5.6	100%	-	-		0	0	0
	AA	Subtotal	237		444	998	-	0	444	999
Low	BB	100	102.4	1%	-	-		0	0	0
High	BB	200	48.3	100%	109	245		-	109	245
Low	BB	200	40.7	100%	92	206		-	92	206
High	BB	300	10.0	25%	4	8		-	4	8
Low	BB	510	79.6	100%	-	-		1	1	1
	BB	Subtotal	281		204	459	-	1	205	460
High	CC	200	293.8	30%	198	446		-	198	446
High	CC	420	7.8	25%	-	-		0	0	0
High	CC	100	168.2	1%	-	-		0	0	0
	CC	Subtotal	470		198	446	-	0	198	446
High	DD	200	228.4	25%	128	289		-	128	289
Low	DD	200	12.8	25%	7	16		-	7	16
High	DD	100	253.4	1%	-	-		0	0	0
Low	DD	100	194.7	1%	-	-		0	0	0
	DD	Subtotal	689		136	305	-	0	136	305
High	EE	100	195.3	1%	-	-		0	0	0
	EE	Subtotal	195		-	-	-	0	0	0
High	FF	100	1496.0	1%	-	-		0	0	0
High	FF	300	40.3	5%	3	7		-	3	7
	FF	Subtotal	1,536		3	7	-	0	3	7
Low	GG	100	497.2	1%	-	-		0	0	0
	GG	Subtotal	497		-	-	-	0	0	0
Low	HH	100	90.3	1%	-	-		0	0	0
Low	HH	300	19.5	5%	1	3		-	1	3
Low	HH	600	17.6	100%	-	-		5	5	12
	HH	Subtotal	110		1	3	-	0	1	3
High	II	100	189.6	5%	-	-		0	0	0
	II	Subtotal	190		-	-	-	0	0	0
High	JJ	100	28.4	5%	-	-		0	0	0
	JJ	Subtotal	28		-	-	-	0	0	0
		Total	18,639		8,863	19,938	767	132	9,761	21,963

Table 9.3
TCEQ Water Facilities Requirements
(Existing)

Description		Supply Capacity (gpm)	Total Storage (gal's)	Service Pumps (gpm)	Elevated Storage (gal's)
<u>CRITERIA</u>	Secondary	1.5 gpm		0.60 gpm	
	Primary	0.60 gpm	200 gals	2 gpm	100 gals
	Secondary	50 conn's		2 pk dy	200 gals
	Service area limit	250 conn's		500 conn's	2,500 conn's
High Zone					
	4,572	connections			
Required	2	2,743 gpm	914,400 gals	5,486 gpm	457,200 gals
Provided	2	2,165 gpm	3,170,000 gals	3,814 gpm	750,000 gals
Difference (capacity)	ok	-578 gpm	2,255,600 gals	-1,672 gpm	292,800 gals
Difference (conn's)		(963)	11,278	(836)	2,928
Low Zone					
	3,190	connections			
Required	2	1,914 gpm	638,000 gals	3,828 gpm	319,000 gals
Provided	2	2,635 gpm	2,580,000 gals	6,604 gpm	500,000 gals
Difference (capacity)	ok	721 gpm	1,942,000 gals	2,776 gpm	181,000 gals
Difference (conn's)		1,202	9,710	1,388	1,810
GROUP SUBTOTAL					
	7,762	connections			
Required	2	4,657 gpm	1,552,400 gals	9,314 gpm	776,200 gals
Provided	4	4,800 gpm	5,750,000 gals	10,418 gpm	1,250,000 gals
*Difference (capacity)	ok	143 gpm	4,197,600 gals	1,104 gpm	473,800 gals
Difference (conn's)		238	20,988	552	4,738
*Shows a supply deficit for High Zone, but adequate supply for entire system. The High Zone deficit can be met by upgrading the Airport booster pump station, as it has the capability of feeding the High Zone. The mock "deficit" stems from supply allocation to each zone based on the distribution ability to each pressure plane.					

Table 9.4
TCEQ Water Facilities Requirements
(Future)

Description		Supply Capacity (gpm)	Total Storage (gal's)	Service Pumps (gpm)	Elevated Storage (gal's)
<u>CRITERIA</u>	Secondary	1.5 gpm		0.60 gpm	
	Primary	0.60 gpm	200 gals	2 gpm	100 gals
	Secondary	50 conn's		2 pk dy	200 gals
	Service area limit	250 conn's		500 conn's	2,500 conn's
High Zone					
	5,347	connections			
Required	2	3,208 gpm	1,069,400 gals	6,416 gpm	534,700 gals
Provided	2	3,072 gpm	3,505,000 gals	6,638 gpm	750,000 gals
Difference (capacity)	ok	-136 gpm	2,435,600 gals	222 gpm	215,300 gals
Difference (conn's)		(227)	12,178	111	2,153
Low Zone					
	4,414	connections			
Required	2	2,648 gpm	882,800 gals	5,297 gpm	441,400 gals
Provided	2	2,922 gpm	1,995,000 gals	7,810 gpm	500,000 gals
Difference (capacity)	ok	274 gpm	1,112,200 gals	2,513 gpm	58,600 gals
Difference (conn's)		457	5,561	1,257	586
GROUP SUBTOTAL					
	9,761	connections			
Required	2	5,857 gpm	1,952,200 gals	11,713 gpm	976,100 gals
Provided	4	5,994 gpm	5,500,000 gals	14,448 gpm	1,250,000 gals
Difference (capacity)	ok	137 gpm	3,547,800 gals	2,735 gpm	273,900 gals
Difference (conn's)		229	17,739	1,367	2,739
<p>*Shows a supply deficit for High Zone, but adequate supply for entire system. The High Zone deficit can be met by upgrading the Airport booster pump station, as it has the capability of feeding the High Zone. The mock "deficit" stems from supply allocation to each zone based on the distribution ability to each pressure plane.</p>					

Table 9.8
2003 Wastewater
Treatment Plant Data

MONTH	INFLUENT		EFFLUENT			
	FLOW DLY AVG (MGD)	FLOW DLY MAX (MGD)	FLOW DLY AVG (MGD)	% OF PERMIT LIMIT	FLOW DLY MAX (MGD)	FLOW 2-HR PEAK (GPM)
<i>Permit:</i>			<i>3.0</i>		<i>(report)</i>	<i>6,250</i>
Jan-03	1.306	1.579	0.986	33%	1.256	1,701
Feb-03	1.543	2.889	1.211	40%	2.555	2,638
Mar-03	1.524	1.951	1.198	40%	1.621	2,455
Apr-03	1.426	2.087	1.109	37%	1.761	2,795
May-03	1.365	1.885	1.057	35%	1.570	2,523
Jun-03	1.509	2.769	1.192	40%	2.447	3,310
Jul-03	1.128	1.364	1.128	38%	1.364	3,689
Aug-03	1.218	1.726	0.957	32%	1.532	2,565
Sep-03	1.532	1.709	0.957	32%	1.561	2,587
Oct-03	1.318	1.859	1.211	40%	1.753	1,875
Nov-03	1.257	1.543	1.148	38%	1.431	1,789
Dec-03	1.116	1.275	1.004	33%	1.169	1,236

Avg. 1.354 1.886

Table 9.9
Water and Sewer Flow Projections

Pressure plane	Drn Bsn	Planning Area	Projected Occupancy		Water Demands			Wastewater Flows		
			TOTALS		Avg. Day	Max Day	Peak Hour	Avg. Day	PF	Peak
			Equip Conn's	Pop 2.25	^{1.30} (gpd)	^{2.3} (gpd)	⁴ (gpm)	¹⁰⁰ (gpd)		(mgd)
Low	A	100	0	0	0	1	0	0		
Low	A	200	33	75	9,740	22,403	27	7,493		
Low	A	400	7	17	2,170	4,992	6	1,669		
Low	A	410	48	108	13,994	32,187	39	10,765		
Low	A	500	0	0	14	32	0	11		
Low	A	510	0	0	56	129	0	43		
Low	A	600	10	22	2,817	6,479	8	2,167		
	A	Subtotal	98	221	28,792	66,221	80	22,147	5.00	0.111
Low	B	200	189	424	55,151	126,847	153	42,424		
Low	B	220	60	136	17,660	40,617	49	13,584		
Low	B	230	6	14	1,777	4,087	5	1,367		
Low	B	400	12	26	3,421	7,869	10	2,632		
Low	B	410	1	3	380	875	1	293		
Low	B	510	0	1	140	322	0	108		
	B	Subtotal	268	604	78,529	180,617	218	60,407	5.00	0.302
Low	C	200	197	443	57,652	132,599	160	44,348		
Low	C	400	17	39	5,032	11,574	14	3,871		
Low	C	410	3	8	1,020	2,346	3	784		
Low	C	500	0	1	90	208	0	70		
	C	Subtotal	218	491	63,794	146,727	177	49,073	5.00	0.245
Low	D	100	0	0	0	1	0	0		
Low	D	400	12	26	3,426	7,880	10	2,635		
Low	D	410	1	1	190	436	1	146		
Low	D	420	0	0	34	77	0	26		
	D	Subtotal	12	28	3,649	8,393	10	2,807	5.00	0.014
Low	E	100	0	0	0	0	0	0		
Low	E	410	0	0	35	81	0	27		
Low	E	420	1	1	149	342	0	114		
Low	E	500	0	1	84	193	0	65		
	E	Subtotal	1	2	268	617	1	206	5.00	0.001
Low	F	100	0	0	1	3	0	1		
Low	F	400	4	10	1,308	3,008	4	1,006		
Low	F	410	0	1	102	235	0	79		
Low	F	420	0	0	43	98	0	33		
	F	Subtotal	5	11	1,454	3,344	4	1,118	5.00	0.006
Low	G	100	0	0	0	0	0	0		
Low	G	200	51	114	14,867	34,194	41	11,436		
Low	G	300	2	4	584	1,342	2	449		
Low	G	410	4	8	1,049	2,412	3	807		
Low	G	420	0	1	70	162	0	54		
	G	Subtotal	57	127	16,570	38,111	46	12,746	5.00	0.064
Low	H	200	147	330	42,962	98,814	119	33,048		
	H	Subtotal	147	330	42,962	98,814	119	33,048	5.00	0.165
Low	I	100	0	0	0	0	0	0		
Low	I	200	180	404	52,551	120,868	146	40,424		
	I	Subtotal	180	404	52,551	120,868	146	40,424	5.00	0.202
Low	J	200	333	750	97,534	224,328	271	75,026		
Low	J	220	7	15	1,974	4,541	5	1,519		
Low	J	400	8	19	2,417	5,558	7	1,859		
	J	Subtotal	348	784	101,925	234,428	283	78,404	5.00	0.392
High	K	100	0	0	0	1	0	0		
Low	K	100	0	0	0	0	0	0		
Low	K	200	122	274	35,588	81,853	99	27,375		
Low	K	300	1	2	283	651	1	218		
	K	Subtotal	123	276	35,872	82,505	100	27,594	5.00	0.138
Low	L	200	160	359	46,661	107,320	130	35,893		
Low	L	400	86	193	25,095	57,719	70	19,304		

Table 9.9
Water and Sewer Flow Projections

Pressure plane	Drn Bsn	Planning Area	Projected Occupancy		Water Demands			Wastewater Flows		
			Equiv Conn's	Pop 2.25	Avg. Day	Max Day	Peak Hour	Avg. Day	PF	Peak
					¹³⁰ (gpd)	^{2.3} (gpd)	⁴ (gpm)	¹⁰⁰ (gpd)		(mgd)
TOTALS										
Low	L	410	2	4	559	1,286	2	430		
Low	L	500	0	1	96	220	0	74		
Low	L	510	1	2	283	650	1	218		
	L	Subtotal	249	559	72,694	167,196	202	55,918	5.00	0.280
Low	M	100	0	0	2	4	0	1		
	M	Subtotal	0	0	2	4	0	1	5.00	0.000
Low	N	100	0	0	0	1	0	0		
High	N	100	0	0	0	1	0	0		
Low	N	200	173	390	50,741	116,705	141	39,032		
High	N	200	58	131	17,095	39,318	47	13,150		
High	N	220	40	89	11,599	26,679	32	8,923		
Low	N	220	18	41	5,265	12,110	15	4,050		
Low	N	230	75	168	21,817	50,179	61	16,782		
High	N	400	29	65	8,397	19,312	23	6,459		
Low	N	400	3	6	796	1,831	2	612		
High	N	420	0	0	3	7	0	2		
High	N	500	0	0	8	18	0	6		
	N	Subtotal	396	890	115,722	266,160	321	89,017	5.00	0.445
High	O	100	0	0	1	1	0	0		
High	O	220	145	326	42,422	97,570	118	32,632		
High	O	400	6	14	1,815	4,174	5	1,396		
	O	Subtotal	151	340	44,237	101,745	123	34,028	5.00	0.170
High	P	100	0	0	0	1	0	0		
High	P	220	116	262	34,025	78,258	95	26,173		
High	P	400	5	11	1,374	3,161	4	1,057		
	P	Subtotal	121	272	35,400	81,419	98	27,231	5.00	0.136
High	Q	100	0	0	1	3	0	1		
High	Q	400	1	3	403	926	0	1		
	Q	Subtotal	1	3	404	929	0	1	5.00	0.000
High	R	100	0	0	1	2	0	1		
	R	Subtotal	0	0	1	2	0	1	5.00	0.000
High	S	100	0	0	0	1	0	0		
High	S	200	44	100	12,965	29,820	36	9,973		
High	S	220	29	66	8,610	19,804	24	6,623		
High	S	400	1	3	370	850	1	284		
	S	Subtotal	75	169	21,945	50,474	61	16,881	5.00	0.084
High	T	200	1,224	2,753	357,888	823,143	994	275,299		
Low	T	200	139	314	40,771	93,773	113	31,362		
High	T	210	8	18	2,369	5,449	7	1,823		
High	T	220	153	344	44,753	102,931	124	34,425		
Low	T	220	57	128	16,700	38,410	46	12,846		
Low	T	230	60	136	17,671	40,643	49	13,593		
High	T	300	15	33	4,245	9,763	12	3,265		
High	T	400	306	689	89,629	206,146	249	68,945		
Low	T	400	38	84	10,970	25,230	30	8,438		
High	T	420	0	0	22	51	0	17		
Low	T	420	0	1	100	230	0	77		
High	T	500	1	3	435	1,001	1	335		
Low	T	500	0	0	30	68	0	23		
	T	Subtotal	2,002	4,504	585,581	1,346,837	1,627	450,447	3.89	1.752
High	U	200	908	2,043	265,619	610,924	738	204,323		
Low	U	200	136	306	39,751	91,427	110	30,578		
High	U	210	9	21	2,720	6,257	8	2,093		
High	U	220	594	1,336	173,635	399,361	482	133,566		
High	U	230	6	14	1,876	4,314	5	1,443		
High	U	310	71	160	20,755	47,736	58	15,965		
High	U	400	53	120	15,637	35,965	43	12,029		
High	U	420	0	0	16	36	0	12		
High	U	500	0	0	28	65	0	22		

Table 9.9
Water and Sewer Flow Projections

Pressure plane	Drn Bsn	Planning Area	Projected Occupancy		Water Demands			Wastewater Flows		
			Equip Conn's	Pop 2.25	Avg. Day	Max Day	Peak Hour	Avg. Day	PF	Peak
					^{1.30} (gpd)	^{2.3} (gpd)	⁴ (gpm)	¹⁰⁰ (gpd)		(mgd)
Low	U	500	0	1	99	229	0	76		
High	U	510	0	0	64	148	0	50		
High	U	600	17	39	5,028	11,565	14	3,868		
Low	U	600	15	34	4,414	10,152	12	3,395		
	U	Subtotal	1,811	4,074	529,642	1,218,178	1,471	407,417	3.95	1.611
Low	V	200	121	273	35,473	81,588	99	27,287		
Low	V	310	11	24	3,127	7,193	9	2,406		
Low	V	400	27	62	8,018	18,440	22	6,167		
Low	V	500	0	0	64	148	0	50		
	V	Subtotal	160	359	46,682	107,369	130	35,910	5.00	0.180
Low	W	200	234	526	68,379	157,272	190	52,599		
Low	W	220	257	577	75,026	172,560	208	57,713		
Low	W	230	4	10	1,283	2,952	4	987		
Low	W	400	9	21	2,673	6,147	7	2,056		
Low	W	420	0	0	9	20	0	7		
High	W	500	0	0	10	23	0	8		
Low	W	500	0	1	124	284	0	95		
High	W	600	17	39	5,054	11,625	14	3,888		
Low	W	600	5	10	1,351	3,108	4	1,040		
	W	Subtotal	526	1,184	153,909	353,991	428	118,392	4.86	0.576
High	X	200	101	227	29,484	67,813	82	22,680		
High	X	220	102	230	29,862	68,684	83	22,971		
High	W	230	12	28	3,653	8,401	10	2,810		
High	X	400	21	48	6,217	14,299	17	4,782		
High	X	420	0	0	24	56	0	19		
High	X	500	0	0	30	69	0	23		
	X	Subtotal	237	533	69,270	159,321	192	53,285	5.00	0.266
High	Y	200	23	52	6,713	15,440	19	5,164		
Low	Y	200	680	1,531	199,017	457,739	553	153,090		
High	Y	220	12	26	3,373	7,758	9	2,595		
Low	Y	220	11	24	3,126	7,190	9	2,405		
High	Y	400	6	13	1,692	3,891	5	1,301		
Low	Y	400	21	48	6,283	14,451	17	4,833		
Low	Y	500	0	0	7	16	0	5		
Low	Y	510	0	1	76	176	0	59		
	Y	Subtotal	753	1,695	220,287	506,660	612	169,452	4.58	0.776
High	Z	200	596	1,340	174,206	400,673	484	134,004		
Low	Z	200	72	161	20,994	48,287	58	16,149		
Low	Z	210	22	49	6,318	14,531	18	4,860		
High	Z	220	43	98	12,713	29,239	35	9,779		
Low	Z	220	87	196	25,426	58,479	71	19,558		
High	Z	300	0	1	143	328	0	110		
Low	Z	300	4	8	1,086	2,498	3	835		
High	Z	400	11	26	3,326	7,651	9	2,559		
Low	Z	500	0	0	12	28	0	9		
High	Z	510	0	0	41	94	0	32		
Low	Z	510	0	0	11	26	0	9		
	Z	Subtotal	835	1,879	244,276	561,834	679	187,905	4.50	0.846
High	AA	200	123	276	35,888	82,541	100	27,606		
Low	AA	200	273	614	79,831	183,610	222	61,408		
Low	AA	210	13	29	3,773	8,678	10	2,903		
Low	AA	220	31	70	9,131	21,002	25	7,024		
High	AA	300	0	1	143	328	0	110		
Low	AA	300	4	8	1,086	2,498	3	835		
Low	AA	500	0	0	15	34	0	11		
High	AA	510	0	0	43	99	0	33		
Low	AA	510	0	0	12	28	0	9		
	AA	Subtotal	444	999	129,922	298,820	361	99,940	5.00	0.500
Low	BB	100	0	0	0	0	0	0		
High	BB	200	109	245	31,787	73,111	88	24,452		

Table 9.9
Water and Sewer Flow Projections

Pressure plane	Drn Bsn	Planning Area	Projected Occupancy		Water Demands			Wastewater Flows		
			Equiv Conn's	Pop	Avg. Day	Max Day	Peak Hour	Avg. Day	PF	Peak
TOTALS					¹³⁰	^{2.3}	⁴	¹⁰⁰		
					(gpd)	(gpd)	(gpm)	(gpd)		(mgd)
Low	BB	200	92	206	26,786	61,607	74	20,604		
High	BB	300	4	8	1,097	2,523	3	844		
Low	BB	510	1	1	175	402	0	134		
	BB	Subtotal	205	460	59,845	137,643	166	46,034	5.00	0.230
High	CC	200	198	446	58,007	133,416	161	44,621		
High	CC	420	0	0	4	10	0	3		
High	CC	100	0	0	0	1	0	0		
	CC	Subtotal	198	446	58,012	133,427	161	44,624	5.00	0.223
High	DD	200	128	289	37,579	86,432	104	28,907		
Low	DD	200	7	16	2,106	4,844	6	1,620		
High	DD	100	0	0	0	1	0	0		
Low	DD	100	0	0	0	1	0	0		
	DD	Subtotal	136	305	39,686	91,277	110	30,527	5.00	0.153
High	EE	100	0	0	0	1	0	0		
	EE	Subtotal	0	0	0	1	0	0	5.00	0.000
High	FF	100	0	0	3	6	0	2		
High	FF	300	3	7	884	2,033	2	680		
	FF	Subtotal	3	7	887	2,039	2	682	5.00	0.003
Low	GG	100	0	0	1	2	0	1		
	GG	Subtotal	0	0	1	2	0	1	5.00	0.000
Low	HH	100	0	0	0	0	0	0		
Low	HH	300	1	3	428	984	1	329		
Low	HH	600	5	12	1,544	3,552	4	1,188		
	HH	Subtotal	1	3	428	984	1	329	5.00	0.002
High	II	100	0	0	2	4	0	1		
	II	Subtotal	0	0	2	4	0	1	5.00	0.000
High	JJ	100	0	0	0	1	0	0		
	JJ	Subtotal	0	0	0	1	0	0	5.00	0.000
Total			9,761	21,963	2,855,201	6,566,962		2,195,998		9.872

CHAPTER 10 – ECONOMIC DEVELOPMENT

Economic development is, of necessity, a partnership between public and private interests to promote extensive and prolonged private investment. Available land, customer base, workforce, financing options and supporting community incentives are factors necessary to take advantage of an expanding local and regional economy. From the City's perspective goals, objectives and actions are needed that will attract and sustain desirable businesses and industries, thus increasing the overall tax base. Ancillary commercial establishments will, in turn, provide additional tax revenues to support the community's quality of life.

It is a generally accepted attitude that a city cannot sustain and expand its key services relying solely on property taxes, development fees, and building permits. Specifically, the City must partner with its commercial property owners to attract businesses that will provide goods and services for the citizens. Locations should be of sufficient size as to attract industries and retail establishments. This partnership involves appropriate zoning, utility extensions, and incentives.

Economic Development and Comprehensive Planning

Economic development is a significant component of Stephenville's future. Business and industrial location and relocation initiatives should reflect the City's vision to have balanced commercial development that supports the City's vision. New businesses and industries need to have adequate and appropriately zoned areas that are in accordance with the Future Land Use Plan. The vitality and fiscal stability of Stephenville's economy is a key contributor to the continuing quality of life for the citizens. When new businesses locate in Stephenville, they will contribute to a thriving economy and expanding tax base. Funds generated by sales tax and property tax revenues will then provide the City with the resources to achieve the goals of the Comprehensive Plan.

Key Issues

Reviews of current conditions and trends, previous plans and studies, and community input brought to the forefront a set of key economic development issues in and around Stephenville.

- ◆ **Attraction of high quality industry to Stephenville:** For Stephenville's economic growth, it is necessary that the City be able to attract high quality technology and logistics industry to locate in Stephenville. Given its proximity to the DFW Metroplex, Stephenville may be the ideal location for warehouse, distribution, and transport facilities and support industries.
- ◆ **Support for existing industries:** Stephenville is fortunate have a number of successful industries including FMC, St. Gobain, and Fibergrate. The city should continue to work with these corporate citizens, meet their expansion needs and encourage complimentary industries.
- ◆ **Expansion of industrial areas:** For economic growth, it is essential to provide sufficient land zoned for industrial uses in the city, and that such land is large enough and has the required utilities and infrastructure for industrial functions.
- ◆ **Diversification of housing stock:** At present, the City has a limited supply of housing. To attract new businesses to the City there needs to be a variety of housing options for the work force to be able to live in Stephenville.
- ◆ **Regional location:** Stephenville's strengths are in its location as the County seat, home of Tarleton State University, and location for shopping. As a regional center the City needs to encourage and support local provision of goods and services.
- ◆ **Creation of a Business Park:** The creation of one or more attractive, strategically located Business Park would provide incentives for businesses to locate to the City. These areas could have a level of architectural control and must have adequate infrastructure.
- ◆ **Fully allocated sales tax:** At present, the City is not able to assign any of its sales tax toward economic development as the tax has been fully allocated. Any change would require a vote by the citizens or a change by the State Legislature.
- ◆ **Competitive edge, yet maintain identity of Stephenville:** Stephenville's identity and small town charm is why many people have made this City their home. Becoming competitive in economic development endeavors while maintaining the identity and charm of the City would give the City a unique position in the Metroplex.
- ◆ **Viability of Airport:** At present, the profitability and use of the Clark Field Airport is in question. However, the airport should be considered an economic asset, to be fully taken advantage of and protected for future growth.

- ◆ **Absence of City Economic Development entity:** At present there is no city funded economic development governing body for Stephenville. The Chamber of Commerce and the Stephenville Economic Development Corporation (STEDCO) work together as a response team to economic development, but not as one that actively and aggressively works toward economic development.
- ◆ **Cooperation between City, County and other public and private entities:** For the City's economic development to thrive, cooperative efforts need to be made, communication improved and resources shared.

Economic Development Expectations

With the expected stable population in Stephenville, Erath County and the surrounding communities, the City is ideally located to attract new development that will provide goods and/or services. These include technology centers, warehouse and distribution centers which in turn provide the customers for grocery/drug stores, specialty shops, restaurants or personal services such as dry cleaners and appropriately located fuel vendors. Professional offices and services are also included in the commercial mix. Also, being a regional center and strategically located at the confluence of three major highways (US 67, US 281, and US 377), economic development opportunities are abundant. The City's geographic position, land and resources can attract businesses and industries to the City.

In promoting economic development, the City should continue to be mindful of what initially attracted residents to Stephenville - its quality of life. Commercial development should not be allowed to infringe upon existing neighborhoods and new residential development should be buffered from businesses.

For successful economic development, consideration should be given to the costs of providing and maintaining public services associated with new development so that it does not exceed anticipated revenues. Although sales and commercial property tax revenues generally more than offset the costs of providing public safety (and even underwrite the services provided to residences), the City should not extend services beyond what can be handled.

Chapter 10-Economic Development

One method of directing the City's economic growth is the use of an Economic Development Corporation. State Statutes provide that a city may create entities that can dedicate a portion of sales taxes to attract new business and industries. However, currently in Stephenville, sales tax is used to its maximum. A portion of sales tax is currently being used to reduce property tax in the City. This was a decision made in the early 80s by the citizens of Stephenville. The City's portion of sales tax is 1.5 cents per dollar. Of this one cent is directly used for the general fund, and one half cent is used to offset property taxes. This cannot be changed without a citywide vote. A discussion of the different potential types of corporations and other economic development funding and incentives follow the goal, objectives and actions in this chapter.

Goal, Objectives, and Actions

Economic Development Goal: A cooperative effort between the City, the Chamber of Commerce, STEDCO and citizens to support retention and expansion of existing businesses and attract new businesses in targeted economic sectors.

Objective ED1: Attract desirable businesses and industries to locate in Stephenville.

Action ED1.1: Aggressively market the location advantages of the City of Stephenville for business and industry.

Action ED1.2: Develop, with STEDCO and Chamber, attractive and expanded economic incentives for businesses to locate to the City.

Action ED1.3: Promote the Clark Field Airport as one of the City's unique resources and one that is ideal for economic development opportunities.

Objective ED2: Ensure adequate land and utilities for the expansion of existing industries and businesses and for new ones.

Action ED2.1: Coordinate with Future Land Use Plan and Utilities Assessment for appropriate locations for expansion and for new commercial and industrial areas, and business parks.

Objective ED3: *Provide a diversified housing stock to meet needs of Stephenville's growing population and industries.*

Action ED3.1: Encourage through zoning and land use a variety of housing options.

Objective ED4: *Continue to support and assist existing businesses in their growth and in safeguarding their position in the City.*

Action ED4.1: Develop assistance programs and identify existing funding and support mechanisms for the City's businesses.

Objective ED5: *Encourage cooperation and communication between City, County and other public and private entities to promote economic development.*

Action ED5.1: Consider establishing a City/County/STEDCO/Chamber task force in lieu of an economic development corporation.

Objective ED6: *Consider the creation of a City economic development corporation (EDC)*

Action ED6.1: Investigate the means, methods and requirements for a City EDC.

Role of City Government

The City's role in economic development is in assuring an adequate amount of land zoned for business and industrial uses, provide and maintain necessary infrastructure and give appropriate incentives to support existing businesses and industries while encouraging the location of new industries. This will serve to increase the city's tax base and that can ultimately result in enhancement of the quality of life in Stephenville.

Current Cooperation

The Stephenville Economic Development Corporation (STEDCO), a private entity, works in cooperation with the Stephenville Chamber of Commerce to serve as the "Economic Development Response Team". STEDCO assists clients that wish to relocate to Stephenville by understanding their needs and arranging to have those needs met, as well as recruit businesses and provide incentives for businesses to locate to the area. STEDCO, however

Chapter 10-Economic Development

is not funded by the City, and does not function as a traditional Economic Development Corporation.

Economic Development Corporations Overview

Should the City, in the future, be in a position to create an EDC, the following excerpt from the *Handbook on Economic Development Laws for Texas Cities* will be helpful. This information was compiled by the office of the Texas Attorney General and provides a full explanation of Article 5190.6, and 4A and 4B of the *Texas Civil Statutes Article 5190.6*.

Background

Since 1979, Texas law has allowed cities to form Economic Development Corporations to attract businesses and create job opportunities. In 1989, the Legislature amended *The Development Corporation Act of 1979* to allow eligible cities the option of adopting a dedicated sales and use tax to fund industrial development projects. Further legislation in 1991 provided cities with a second form of sales tax to improve their viability as places to live, work and visit. These local sales and use taxes are known as "the economic development sales taxes." The authority to enact the sales and use tax for economic development is found in the Texas Local Government Code. This legislation is for both home rule and general law cities.

There are two types of Economic Development Corporations in Texas that utilize sales and use taxes as their funding. The 4A tax, authorized in 1989, is limited in use to industrial and manufacturing facilities, recycling facilities, distribution centers, small warehouse facilities, closed or realigned military bases and some allowances in the areas of commercial business development, business airport facilities, and port-related facilities.

In 1991, the 73rd Legislature added Section 4B, which allows greater flexibility in the use of revenues. Generally, allowable 4B expenditures include not only those available under 4A, but also projects that contribute to the quality of life in the community, such as park-related facilities, professional and amateur sports and athletic facilities, tourism and entertainment facilities, affordable housing and any other improvements or facilities to promote new or expanded business

enterprises. In 1999, the 76th Legislature added job training, targeted infrastructure, job creation and retention and educational facilities to the definition of "project," thereby expanding the allowable uses of the economic development sales tax revenues. As of July 2000, 441 cities had adopted economic development sales taxes with 125 cities adopting a 4A tax, 247 cities adopting a 4B tax and 69 adopting both 4A and 4B taxes.

Cities may adopt an economic development sales tax under 4A or 4B at a rate of 1/8, 1/4, 3/8 or 1/2 of 1 percent if the new total rate of all local sales and use taxes does not exceed 2 percent. Cities also may limit the duration of the tax and the use of the funds. *The Development Corporation Act* also requires a city to establish a development corporation to administer and oversee the expenditure of the 4A and 4B sales and use tax funds. The development corporation is governed by a board of directors appointed by and that serve at the pleasure of the city's governing body.

Upon receipt of the sales tax from the Comptroller, a city is required to deliver the funds to the development corporation. The board makes all decisions regarding the use of this local revenue in undertaking projects; however, the city retains oversight authority.

Eligibility to Adopt Section 4A Tax

A city is eligible to adopt a Section 4A tax, with voter approval, provided that the new combined local sales tax does not exceed two percent and:

- ◆ The city is located in a county with a population of under 500,000; or
- ◆ The city has a population of less than 50,000 and is located within two or more counties, one of which is Bexar, Dallas, El Paso, Harris, Tarrant or Travis County; or
- ◆ The city has a population of less than 50,000 and is within the San Antonio or Dallas Rapid Transit Authority territorial limits, but has not elected to become part of the transit authority.

Stephenville is located in Erath County which, according to 2000 Census data, has a population of 33,001. By definition, Stephenville is currently eligible to adopt a Section 4A tax with voter approval. The county criteria is the only one of the above criteria that is applicable to Stephenville.

Chapter 10-Economic Development

Eligibility to Adopt Section 4B Tax

A city may impose the Section 4B tax, with voter approval, if the new combined local sales tax rate does not exceed two percent and if the city fits into one of the following categories:

- ◆ The city would be eligible to adopt a Section 4A sales tax; or
- ◆ The city is located in a county with a population of 750,000 or more and the current combined sales tax rate does not exceed 8.25 percent at the time the Section 4B tax is proposed; or
- ◆ The city has a population of 400,000 or more and is located in more than one county, and the combined state and local sales tax rate does not exceed 8.25 percent.

If and when Stephenville is eligible for the Section 4A sales tax; therefore it is eligible for the Section 4B sales tax as well. The criteria for being eligible for the Section 4A sales tax is the only criteria currently that applies for Stephenville to apply for a Section 4B sales tax.

Under both 4A and 4B, the Development Corporation Act has unique provisions that require cities to establish a corporation to administer the sales and use tax funds. The corporation must file Articles of Incorporation with the Secretary of State, which must state that the corporation is governed under *Vernon's Annotated Civil Statutes Article 5190.6, 4A or Article 5190.6, 4B* of the Development Corporation Act of 1979. It may also qualify as a tax-exempt 501 (c)(3) corporation under the Internal Revenue code.

What are the differences between a 4A tax and a 4B tax?

- ◆ **4A** - The tax is primarily intended for manufacturing and industrial development, and cities must use the tax revenues to focus on these areas.
- ◆ **4B** - The tax provides cities with a wider range of uses for the tax revenues because it is intended to give communities an opportunity to undertake a project for quality of life improvements, including economic development.

Funding Mechanisms For Economic Development

The City has identified a variety of incentives that expresses its commitment to the promotion and retention of high quality development to better the quality of life for its citizens through the enhancement and expansion of the local economy. To meet these objectives, the City of Stephenville has and will continue to, on a case-by-case basis, consider

providing tax abatements, tax increment financing (TIF) or reinvestment zones, neighborhood empowerment zones or other economic development incentives to aid the stimulation of economic development. The City of Stephenville may give said consideration in accordance with their established *Economic Development Incentives Program Guidelines and Criteria*, however this does not imply or suggest that the City of Stephenville is under any obligation to provide tax abatements or incentives to any applicant.

Participation in an abatement or incentive agreement does not remove any obligation to satisfy all codes and ordinances of the City or any other affected taxing jurisdiction that may be in effect and applicable at the time this project is implemented.

Sample Funding Mechanisms

There are a variety of ways to support economic development. The following funding methods should be further researched to determine which would be appropriate for Stephenville.

Sales Tax for Economic Development – With voter approval to change the sales tax structure in Stephenville, an Economic Development Corporation may be created to promote the creation of new and expanded industry and manufacturing activity within the city and surrounding vicinity. The Section 4A-Development Corporation is funded by the imposition of a local sales and use tax dedicated to economic development.

Alternative Tax Initiatives for Local Development - Cities may adopt a venue project tax whereby they can collect taxes to fund a specific voter-approved economic development project. Projects may include sports stadiums, convention centers and related improvements, or tourist development along an inland waterway. Venues that may be taxed include admissions, motor vehicle rental, event parking, hotel occupancy and facility uses.

Local Property Tax Incentives - A city may use the following to attract new industry and commercial enterprises to the area:

Chapter 10-Economic Development

Property Tax Abatement is a means by which a city may enter into an agreement to abate (waive and/or postpone) property taxes in a "reinvestment zone".

Tax Increment Financing is a tool to publicly finance needed structural improvements and enhanced infrastructure within a defined area. The costs of the improvements are repaid by the contribution of all or a portion of future tax revenues that are attributed to the increase in the property values due to the improvements in the reinvestment zone.

Freeport Exemption adopted in August 2000, is a type of property tax exemption for certain items that are detained in Texas for a limited period of time for storage or factory processing. It may enhance the ability to attract warehouse and distribution centers. This exemption was instituted in 1990 unless the taxing authority took specific action to continue to tax certain applicable property.

Economic Development through Tourism - A city may use the following programs to augment tourism programs that bring visitors to the area and create a **Local Hotel Occupancy Tax** that provides an important source of funding for maintenance of a city's tourism program.

Designation under the Texas Program for Historic Landmarks with the owners' approval provides eligibility for ad valorem tax exemptions and state grant preservation funds, technical preservation assistance and inclusion in travel guides.

Designation by the National Register for Historic Places makes certain tax credits available for certified rehabilitation of income-producing buildings and allows for federal historic preservation grants-in-aid.

Grants and Loans - A city may provide a grant or loan of city funds or services to promote economic development, but must ensure that the public purpose of economic development will be pursued by the business through the creation of jobs, or expansion of the tax base by construction of or enhancement of physical facilities. Safeguards and demonstrable

benefits should be stipulated in a contract agreement in which there are tangible means for measuring the business' meeting of its obligations.

A city may provide land to promote economic development by obtaining and even partially developing a site to show businesses that may relocate to the area. Examples may include the purchase of land for municipal facilities including water and sewer treatment plants, industrial parks, municipal airports and city streets.

Issuing Debt For Economic Development - If permitted by the city charter, a city may issue bonds to finance infrastructure improvements and certain manufacturing and commercial facilities. These bonds may be issued through the Development Corporation or a Tax Increment-Financing District (TIF). Commercial buildings must be subsequently leased to a private entity. Bonds may also be issued by an industrial development corporation and are payable solely from the sales tax proceeds.

Enterprise Zones - An enterprise zone is an economic development tool that allows a community to partner with the State to offer local and state tax and regulatory benefits to new or expanding businesses in distressed areas. Stephenville is eligible to apply as a rural community.

Economic Development and Infrastructure Improvements - Public Improvement Districts (PIDs) and Business Improvement Districts (BIDs) provide means for undertaking public improvements that allow a city to levy and collect special assessments for property in the city or its ETJ. Improvements may include water, wastewater, sewer drainage, sidewalks, street, mass transit, parking, library, park and recreation, landscaping, art installation, pedestrian malls and other similar projects. Also included are safety services and business-related services such as advertising, recruitment and development. The city or affected property owners must petition for the creation of a PID or BID. The revenue from the special assessment must be used for the specified improvements or developments in the PIDs and BIDs.

Municipal Management (Downtown) Districts (MMDs) are a relatively new way that commercial property owners may enhance a defined business

Chapter 10-Economic Development

area to finance facilities and improvements above and beyond what is already provided by the city or property owners. The improvements may be paid for by a combination of self-imposed property taxes, special assessments impact fees and other charges against the property owner. Such a district is meant to enhance, not replace city services in the area.

As Stephenville continues to grow, it will need to continually assess the importance of economic development and the various ways to provide the quality of life so important to its citizens.

CHAPTER 11 – CAPITAL IMPROVEMENTS PLAN

Broadly, capital improvements encompass such items as buildings, land, sewers, streets, parks and fire stations. The definition of capital improvement includes the following four practical characteristics:

- ◆ They last a long time;
- ◆ They are relatively expensive;
- ◆ They usually do not recur annually; and,
- ◆ They result in fixed assets.

The distinction between a capital expenditure and an operating expenditure is not always precise. Capital projects tend to be relatively expensive and are often financed by borrowing. They are non-recurring and they usually have a life expectancy of several years.

Planning for capital improvements and maintenance is sound development and business practice. A rational, carefully planned program of capital improvements is necessary in order to:

- ◆ Attract new business development that will increase tax revenues and provide jobs;
- ◆ Ensure that public investments in new or improved facilities are made in locations that make the most sense for service and maintenance; and,
- ◆ Preserve and enhance the quality of life for citizens of Stephenville.

What Is A Capital Improvement Plan (CIP)?

If a city constructs a new building, it will probably be there for a long time. So will the bonds that paid for it. Because the characteristics of capital improvements tend to be physically and financially visible, it's especially important to provide a careful plan when the community is thinking about undertaking them. This process of planning is usually called "*capital improvement planning*".

In its simplest form, a CIP is merely a schedule listing capital improvements in order of priority, together with estimates of their costs and the proposed means for financing them. Even a simple CIP involves four principal types of information:

- ◆ Specific capital improvements projects;
- ◆ Estimated costs for those projects;
- ◆ Proposed sources of funding for each of them; and,

Chapter 11-Capital Improvements Plan

- ◆ The year during which each project will be undertaken.

It is important to note that the CIP is not merely a list of desired projects – although every city can think of plenty of these – but rather a schedule of desired projects encompassing both realistic costs and financing elements.

Of course, a CIP is not intended to be cast in concrete – costs change, emergencies arise, and even the priorities of a community can change over time – all of which can modify the contents of a CIP. Adoption of the CIP does not, by itself, commit a city to any particular set of projects. Every year the entire CIP is reconsidered and three types of actions are taken:

- ◆ The first year is eliminated because it has been implemented;
- ◆ Another year is added; and,
- ◆ Projects are re-examined and updated, including changing priorities.

In order to plan for capital investments as part of its comprehensive planning process, a city must first plan for the maintenance and replacement of its existing capital facilities. Then, it must plan the major investments needed to replace and build new community facilities.

Sufficient public funds must be budgeted for the upkeep and preventive maintenance and repair of existing public buildings, streets, drainage, parks and other facilities. Future maintenance and repair requirements must also be taken into account when planning and designing new community facilities.

The phrase “capital improvement cost” usually includes more than the cost of the land or other actual tangible physical assets. The total cost also includes legal, financial and engineering fees, site investigation and preparation costs and inspection fees and other costs necessary to get the facility into actual operation.

General Procedure for Capital Improvement Programming

The Mayor and City Council work with the City Administrator to develop CIP goals, a fiscal policy, and an administrative process.

The City Administrator instructs Department Directors to submit capital project requests upon pre-designed forms according to a timetable or calendar.

The City Administrator reviews all requests, in consultation with the Department Directors.

A Capital Improvements Advisory Committee appointed by the Mayor and City Council reviews the recommended capital project priorities. The Manager and City Council should consider recommendations and comments of the committee in the development of long-range expenditure plans.

On the basis of this review, some requests are deferred indefinitely, some are given high priorities and scheduled early in the CIP and some are scheduled for later. The City Administrator submits the recommended CIP to City Council, along with recommendations from the Capital Improvements Advisory Committee. Upon its tentative approval, the City Council schedules a public hearing.

After providing prior public notice, the City Council conducts a public hearing on the CIP. After making such modifications, as it deems necessary, the CIP is adopted by resolution.

The first year projects are implemented.

After a year passes, the process is repeated. Year Two of the first CIP now becomes Year One, Year Five becomes Year Four, and an additional year added as Year Five. Of course, individual projects within any of the years may be modified, added, or deleted. Approval of a project scheduled for Year Two, for example, doesn't mean that the project will receive automatic approval the next year.

Capital Funding Sources and Financing Methods

Financial planning to meet capital requirements includes consideration of a number of important objectives:

- ◆ Changes in the ad valorem property tax rate;
- ◆ Changes in sales tax revenue received by the City;

Chapter 11-Capital Improvements Plan

- ◆ Maintaining a balance between debt redemption; capital outlays and current expenditures;
- ◆ Maximizing use of available Federal and State aid;
- ◆ Trends in future revenues and expenditures; and
- ◆ Funds available to finance new capital projects.

The various potential funding sources and methods of financing for capital improvements are as follows:

- ◆ General funds;
- ◆ Federal and State financial assistance grants and loans;
- ◆ Pay-as-you go from current revenues;
- ◆ Issuance of long term debt instruments such as Certificates of Obligation, Revenue Bonds and General Obligation Bonds;
- ◆ Property Tax;
- ◆ Sales Tax;
- ◆ Hotel/Motel Occupancy Tax;
- ◆ Special assessments;
- ◆ User Charges;
- ◆ Impact Fees; and,
- ◆ Innovative Financing methods such as Tax Increment Financing, Lease-Purchase Financing.

Role of the CIP in Implementation

The CIP is a mechanism for analyzing the City's major capital facility needs in the near future. By undertaking a financial analysis as part of the CIP, the City is able to predict, with reasonable accuracy, its capacity to finance capital improvements after it has paid its basic operating expenses. Once this capacity has been identified, a fiscal program is developed. The financial analysis also estimates the impact that capital expenditures will have on the operating budget.

Capital improvements include facilities such as utility systems, public buildings, land acquisition, parks, streets and sidewalks, drainage, libraries and major equipment. These are items that may have a significant impact on the community and are often too expensive to be financed in the annual operating budget.

Preparation of a Capital Improvements Program involves difficult decisions. Often there are more worthwhile projects to consider than there are dollars to fund them.

CHAPTER 12 – IMPLEMENTATION

Planning is a continuous process. Completion of the Comprehensive Plan is by no means an end in itself; rather it is a new beginning. The purpose of the Implementation chapter is to provide direction and recommendations for implementation of the Comprehensive Plan and for continued planning. Adoption of the Comprehensive Plan is the initial steps in achieving the vision articulated in the planning process. Early in the process, **key community issues** were identified and now serve as the basis of goals, objectives and actions, the foundation of the Plan. The Comprehensive Plan is the City's guide for government officials and citizens in making decisions regarding land use, thoroughfare development, community facilities construction, infrastructure improvements and extensions, park enhancements, and downtown revitalization.

In addition to the goals, objectives and actions, plan implementation includes the following tools. The Zoning Ordinance and Subdivision Regulations use the Future Land Use Plan as a general guide for decision-making in zoning cases and subdivision plat review approvals to ensure that development and redevelopment are consistent with the policies of the City's Comprehensive Plan. The Capital Improvement Plan (CIP) addresses street, water and sewer infrastructure and facility improvements. The Annual Budget looks at the general operations and maintenance of city facilities, and the repair of rights-of-way for street and highway improvements. Special programs and new initiatives may be used to put recommendations into action.

The series of proposed implementation actions are specific steps that should be taken to implement the Plan. Some actions may be simple and others will require substantial funding. Others may call for the formation of a new committee, or identify the need for a specific study. In addition to such "new" initiatives, the continuation of ongoing City policies and programs is recommended in many instances.

To be truly useful, the recommended actions need to be considered as to their importance and achievability. The following spreadsheet, **Figure 12.1 – Implementation Actions**, contains the goals, objectives, and actions

Chapter 12-Implementation

recommended in the foregoing chapters of the Comprehensive Plan. Identifying actions in terms of importance (prioritization) provides the opportunity for the Steering Committee, Planning and Zoning Commission and City Council to consider which actions the City should tackle first. Each action has been carefully considered in terms-of the impact it will have balanced with the ability to achieve it. Of course each action will be considered with respect to its budgetary requirements.

Commitment to Implementation

The many hours devoted by the citizen based Steering Committee and Planning and Zoning Commission to shaping the Comprehensive Plan attest to their desire for attaining the agreed upon vision for Stephenville. In appointing a representative citizens' Steering Committee, the City's leaders sought to involve the entire community in the planning effort. The effort and time contributed by citizens, committed to betterment of their community, require that actions be taken to carry out the recommended policies and proposals.

The most important method of implementing the Stephenville Comprehensive Plan comes from the day-to-day commitment by elected and appointed officials, City Staff members and citizens. The Comprehensive Plan must be understood as a useful and capable tool to direct the City's future. The Future Land Use Plan and Thoroughfare Plan should be displayed and made available for easy reference by officials, staff and citizens. The Comprehensive Plan should continually be referenced in planning studies and zoning case reports as well as informal discussion situations. High visibility will make the Plan successful, dynamic and a powerful tool for guiding Stephenville's future growth.

The Continuous Planning Process

This Comprehensive Plan must be constantly scrutinized to ensure that its goals, objectives and recommended actions continue to reflect changing community needs and attitudes. Above all, it must be used. Each new development, redevelopment, and even tax incentives, need to be considered with the intent of achieving the vision and goals set forth in the Plan.

Circumstances will continue to change in the future and the Stephenville Comprehensive Plan will require modifications and refinements to be kept up-to-date and current. Some of its proposals will be found unworkable and new solutions will continue to emerge. Needed refinements and changes should be carefully noted and thoroughly considered as part of the **Plan Updates** and **5-Year Major Plan Revisions**. As change occurs, however, Stephenville's vision should remain the central theme and provide a unifying element. The Plan's importance lies in the commitment of citizens to agree on Stephenville's purposes for the future, and to apply that consensus in continuing efforts that focus on the betterment of their community.

Major Updates of the Comprehensive Plan

Major updating of the Comprehensive Plan should ideally occur every five years. These updates will ensure renewal and continued utility of the Comprehensive Plan for use by the City officials and staff. Annual Plan amendments from the previous four years should be incorporated into the next major Plan update. Plan updates will be a significant undertaking involving City officials, departments and citizens. Consultant services may be utilized if needed. The result of the major Plan updates will be a new Comprehensive Plan for the City, including new identification of up-to-date goals, objectives, policies and implementation actions.

Annual Plan Amendment Process

Annual Plan amendments can provide opportunity for relatively minor Plan updates and revisions such as changed conditions—in future land use designations, implementation actions and review of Plan for consistency with ordinances and regulations. A Plan amendment should be prepared and distributed as an addendum to the adopted Comprehensive Plan. Identification of potential Plan amendments should be an ongoing process by the Planning and Zoning Commission and City staff throughout the year. Citizens, property owners, community organizations and other governmental entities can also submit requests for Plan amendments. Proposed Plan amendments should be reviewed and approved by the Planning and Zoning Commission. Plan amendments

Chapter 12-Implementation

should be adopted in a manner similar to the Plan itself. This process includes public hearings, citizen input and consideration of action by both the Planning and Zoning Commission and City Council. Plan amendments should be adopted by resolution.

Reports of the Planning and Zoning Commission

As a part of their annual Plan of Work, the Planning and Zoning Commission should prepare an annual report for submittal and discussion with the City Council. Status of implementation for the Comprehensive Plan should be included in these annual reports. Significant actions and accomplishments during the past year should be recognized, as well as identification and recommendations for needed actions and programs to be developed and implemented in the coming new year. The annual report of the Comprehensive Plan implementation status by the Planning and Zoning Commission should be coordinated with the City's annual budget development process so that the recommendations will be available early in the budgeting process.

Implementation Responsibility

The responsibilities for the actual initiation and monitoring the goals, objectives, and actions of the Comprehensive Plan lie with the following groups:

Citizens are responsible for bringing their concerns and problems to the City Staff. They should continue to be involved in implementation and maintenance of the Comprehensive Plan.

City Staff should review all the development issues associated with zoning and subdivision of land for compliance with the stated objectives and Future Land Use Plan. Continuous monitoring of planning activities will aid in identifying the need for revisions and updates. Preparation of the annual budget and Capital Improvements should incorporate the actions and projects recommended in the Plan.

Using advisory committees, public meetings and community workshops, town meetings, public forums, newsletters, citizen comments, media releases and public notices can inform and involve citizens in continued

planning. Methods and activities for public participation should be carefully chosen and designed to achieve meaningful and effective involvement.

Planning and Zoning Commission should use the Comprehensive Plan as a tool for decision making for growth, development and redevelopment to assure the projects are in accordance with the Plan. On a yearly basis they should submit an annual report of the activities and achievements as well as recommendations for future planning initiatives.

City Council should receive and act upon recommendations that are in accordance with the vision, goals, and objectives of the Plan. As an integral participant in the continuous planning process, the City Council should provide overall policy guidance and consider issues and changes when they are a logical extension of the stated purpose of the Comprehensive Plan.

With a new Comprehensive Plan in place, Stephenville has the necessary guidelines and recommended actions that will enable the City to successfully continue its tradition of progress.

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Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.8: Ensure streets, sidewalks, neighborhood parks, street lighting, drainage, and traffic control, with neighborhood policing and fire protection.	79	2	1	Community Development/ Community Services	Ordinance	
4 - Land Use	Objective L2: Revitalize and preserve the character of existing neighborhoods	Action L2.3: Enforce codes to eliminate health and safety risks (and continued removal of unsafe/substandard structures when necessary).	79	2	1	Community Development/ Community Services	Code Enforcement	
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.5: Coordinate City, County and school district facilities planning and land acquisition (joint school/park opportunities).	74	5	2	Community Development/ Community Services	Policy	
4 - Land Use	Objective L4: Expand retail, office and other commercial and development area.	Action L4.4: Identify locations for future commercial development clusters (versus scattered and/or "strip" development).	74	5	2	Community Development/ Community Services	Comp Plan	
4 - Land Use	Objective L9: Coordinate future development with the physical environment to preserve and protect natural features.	Action L9.2: Review and amend the City's development ordinances and zoning map to reflect the Future Land Use Plan.	74	5	2	Community Development/ Community Services	Ordinance	
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.1: Identify appropriate residential development areas on Future Land Use Plan (site suitability, access, utilities).	73	6	3	Community Development	Comp Plan	to be determined

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
4 - Land Use	Objective L7: Ensure compatible development when differing land use types or intensities are located in close proximity.	Action L7.3: Buffer residential areas from commercial and industrial uses.	71	8	4	Community Development/ Community Services	Policy/Ordinance	
4 - Land Use	Objective L7: Ensure compatible development when differing land use types or intensities are located in close proximity.	Action L7.4: Use public projects (schools, libraries, community centers, multi-use centers, etc.) as "anchors" for newly developing or redeveloping areas.	70	9	5	Community Development/ Community Services	Policy	
4 - Land Use	Objective L3: Designate areas that can support industrial development in the Future Land Use Plan and zoning map (transportation access, adequate utilities, protection of residential areas).	Action L3.2: Upgrade utilities and roadways in prime locations for potential development.	69	10	6	Community Development/ Community Services	Public Improvement	
4 - Land Use	Objective L3: Designate areas that can support industrial development in the Future Land Use Plan and zoning map (transportation access, adequate utilities, protection of residential areas).	Action L3.3: Rezone key areas designated for growth or preservation.	69	10	6	Community Development/ Community Services	Ordinance	
4 - Land Use	Objective L9: Coordinate future development with the physical environment to preserve and protect natural features.	Action L9.3: Provide for transitions in land use intensity through the Future Land Use Plan and zoning map.	69	10	6	Community Development/ Community Services	Comp Plan/Ordinance	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
4 - Land Use	Objective L9: Coordinate future development with the physical environment to preserve and protect natural features.	Action L9.6: Apply effective subdivision regulations in the ETJ to ensure that infrastructure meets City standards.	69	10	6	Community Development/ Community Services	Development Review	
4 - Land Use	Objective L5: Preserve and enhance downtown character and economic investment.	Action L5.1: Encourage more mixed-use, live/work development opportunities downtown and in other appropriate areas.	68	11	7	Community Development/ Community Services	Policy	
4 - Land Use	Objective L5: Preserve and enhance downtown character and economic investment.	Action L5.2: Review Central Business District (B-3) zone for potential adjustments or enhancements.	68	11	7	Community Development/ Community Services	Ordinance	
4 - Land Use	Objective L4: Expand retail, office and other commercial and development area.	Action L4.7: Review zoning and other development ordinances (appropriate regulations and districts to keep older commercial areas viable, encourage redevelopment, ensure quality new development).	67	12	8	Community Development/ Community Services	Policy	
4 - Land Use	Objective L7: Ensure compatible development when differing land use types or intensities are located in close proximity.	Action L7.1: Establish appropriate zoning or rezone to manage retail and industrial development along highways and major thoroughfares (transportation efficiency and safety, aesthetics).	67	12	8	Community Development/ Community Services	Policy/Ordinance	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
4 - Land Use	Objective L2: Revitalize and preserve the character of existing neighborhoods	Action L2.2: Coordinate with TSU regarding development plans and benefits/impacts to surrounding neighborhoods and the need for the appropriate student housing.	66	13	9	Community Development/ Community Services	Policy	
4 - Land Use	Objective L4: Expand retail, office and other commercial and development area.	Action L4.2: Locate major commercial and industrial activities along roadways with the greatest traffic-handling capacity.	65	14	10	Community Development/ Community Services	Policy	
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.3: Include neighborhood conservation provisions in zoning (residential buffering, performance standards, protection against encroaching incompatible uses).	64	15	11	Community Development/ Community Services	Ordinance	
4 - Land Use	Objective L6: Increase commercial vitality of the airport, Clark Field	Action L6.3: Promote quality development through industrial development standards (outside storage, parking/loading areas, landscaping, lighting).	64	15	11	Community Development/ Community Services	Policy	
4 - Land Use	Objective L3: Designate areas that can support industrial development in the Future Land Use Plan and zoning map (transportation access, adequate utilities, protection of residential areas).	Action L3.1: Extend utilities east of the Bosque River for potential development (through CIP, economic development and other city tax funds).	63	16	12	Community Development/ Community Services	Public Improvement	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
4 - Land Use	Objective L4: Expand retail, office and other commercial and development area.	Action L4.8: Create a business park zoning district to provide for offices and technology centers in a campus environment.	63	16	12	Community Development/ Community Services	Ordinance	
4 - Land Use	Objective L6: Increase commercial vitality of the airport, Clark Field	Action L6.2: Discourage residential land uses around the airport	63	16	12	Community Development/ Community Services	Comp Plan	
4 - Land Use	Objective L7: Ensure compatible development when differing land use types or intensities are located in close proximity.	Action L7.6: Establish beautification programs for the City's gateways (along transportation routes).	63	16	12	Community Development/ Community Services	Policy	
4 - Land Use	Objective L9: Coordinate future development with the physical environment to preserve and protect natural features.	Action L9.5: Continue stringent floodplain management regulation and practices.	63	16	12	Community Development/ Community Services/Utilities	Code Enforcement	
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.4: Establish open space easements and/or linear parks and trails around residential areas.	62	17	13	Community Development/ Community Services	Policy/Ordinance	
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.10: Consider appropriate locations for TSU student housing in a variety of designs: condominiums, high-rises, townhouses, four-plexes, eight-plexes, and garden apartments with adequate appropriately located parking.	62	17	13	Community Development/ Community Services	Policy	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
4 - Land Use	Objective L2: Revitalize and preserve the character of existing neighborhoods	Action L2.4: Address any gaps in infrastructure, particularly sidewalks and curbs, and public service standards in existing neighborhoods including the use of bricks.	62	17	13	Community Development/ Community Services	Public Improvement	
4 - Land Use	Objective L4: Expand retail, office and other commercial and development area.	Action L4.1: Appropriately separated or buffered from residential areas.	61	18	14	Community Development/ Community Services	Policy/Ordinance	
4 - Land Use	Objective L7: Ensure compatible development when differing land use types or intensities are located in close proximity.	Action L7.5: Develop access management regulations or guidelines/ standards for highways and major thoroughfares.	61	18	14	Community Development/ Community Services	Policy/Ordinance	
4 - Land Use	Objective L9: Coordinate future development with the physical environment to preserve and protect natural features.	Action L9.1: Continue the City's annexation schedule.	61	18	14	Community Development/ Community Services	Policy	
4 - Land Use	Objective L4: Expand retail, office and other commercial and development area.	Action L4.5: Attract specific desired uses (retail, cinema, entertainment, etc.) through targeted recruiting, incentives and partnerships.	60	19	15	Community Development/ Community Services	Economic Dev Policy	
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.9: Screen residential areas from highways and major thoroughfares.	58	21	16	Community Development/ Community Services	Ordinance	
4 - Land Use	Objective L2: Revitalize and preserve the character of existing neighborhoods	Action L2.1: Create a neighborhood revitalization program with qualified staffing.	58	21	16	Community Development/ Community Services	Policy	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
4 - Land Use	Objective L7: Ensure compatible development when differing land use types or intensities are located in close proximity.	Action L7.7: Establish incentives for joint access, shared parking and coordinated development planning.	58	21	16	Community Development/ Community Services	Policy	
4 - Land Use	Objective L6: Increase commercial vitality of the airport, Clark Field	Action L6.4: Provide for clustering of small businesses around Clark Field.	57	22	17	Community Development/ Community Services	Comp Plan	
4 - Land Use	Objective L8: Assure the quality of development in both residential and non-residential areas.	Action L8.1: Provide incentives/assistance for existing businesses to meet the standards of more recent developments and ordinance requirements.	55	24	18	Community Development/ Community Services	Policy	
4 - Land Use	Objective L8: Assure the quality of development in both residential and non-residential areas.	Action L8.2: Create design guidelines/standards for use in designated residential and non-residential districts.	55	24	18	Community Development/ Community Services	Ordinance	
4 - Land Use	Objective L4: Expand retail, office and other commercial and development area.	Action L4.6: Provide economic development incentives and expansion/relocation assistance for existing businesses.	54	25	19	Community Development/ Community Services	Economic Dev Policy	
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.6: Take advantage of the conceptual subdivision design phase to encourage effective and creative development planning.	53	26	20	Community Development/ Community Services	Policy	
4 - Land Use	Objective L4: Expand retail, office and other commercial and development area.	Action L4.3: Create a neighborhood commercial zoning district	53	26	20	Community Development/ Community Services	Ordinance	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
4 - Land Use	Objective L7: Ensure compatible development when differing land use types or intensities are located in close proximity.	Action L7.2: Consider the use of corridor overlay districts to promote attractive design and access control.	53	26	20	Community Development/ Community Services	Policy/Ordinance	
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.7: Extend trail systems and linear park linkages through new development.	52	27	21	Community Development/ Community Services	Parks	
4 - Land Use	Objective L6: Increase commercial vitality of the airport, Clark Field	Action L6.1: Create incentives to market the area around the airport (Clark Field) for commercial development.	52	27	21	Community Development/ Community Services	Policy	
4 - Land Use	Objective L8: Assure the quality of development in both residential and non-residential areas.	Action L8.3: Encourage deed restrictions/covenants for residential, commercial, and industrial developments..	52	27	21	Community Development/ Community Services	Policy	
4 - Land Use	Objective L1: Provide suitable areas for a variety of residential types and densities.	Action L1.2: Encourage development of low to high-income neighborhoods.	51	28	22	Community Development	Policy	
4 - Land Use	Objective L9: Coordinate future development with the physical environment to preserve and protect natural features.	Action L9.4: Consider the purchase and remove structures in flood-prone areas.	36	32	23	Community Development/ Community Services/Utilities	policy	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
5 - Transportation	Objective T1: Ensure the road system in the City provides appropriate access for residents while discouraging commercial traffic in neighborhoods.	Action T1.2: Use City funds on streets to benefit the community as a whole.	80	1	1	Community Services/ Community Development	Policy	
5 - Transportation	Objective T1: Ensure the road system in the City provides appropriate access for residents while discouraging commercial traffic in neighborhoods.	Action T1.1: Use the Thoroughfare Plan to determine where arterial and collector streets are needed in new residential and commercial developments.	77	3	2	Community Services/ Community Development	Policy	
5 - Transportation	Objective T3: Larger vehicles should utilize major transportation routes around the City to minimize negative impact on residential neighborhoods.	Action T3.1: Reevaluate the functional classifications of roads traversing Stephenville to either discourage or accommodate larger vehicles.	71	8	3	Community Services/ Community Development	Policy	
5 - Transportation	Objective T4: Create a "front door" entry and identity for the City.	Action T4.1: Develop a design for city entrance signs and landscaping that reflect the character of Stephenville.	60	19	4	Community Services/ Community Development	Policy/Budget	
5 - Transportation	Objective T5: Ensure adequate access and circulation within the City.	Action T5.3: Upgrade the functional classification of Ollie/Alexander Roads from a Local Street to Collector to facilitate north-south traffic flow in Stephenville.	59	20	5	Community Services/ Community Development	Transportation Plan	
5 - Transportation	Objective T5: Ensure adequate access and circulation within the City.	Action T5.1: Create a continuous loop around Stephenville.	57	22	6	Community Services/ Community Development	CIP	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
5 - Transportation	Objective T5: Ensure adequate access and circulation within the City.	Action T5.2: Extend Wolfe Nursery Road and Harbin Drive south to the proposed continuous loop.	57	22	6	Community Services/ Community Development	Transportation Plan/CIP	
5 - Transportation	Objective T2: Alternative transportation modes should be available to the residents of the City.	Action T2.2: Provide trails, sidewalks and crosswalks on all arterial and collector streets.	56	23	7	Community Services/ Community Development	Policy/Ordinance	
5 - Transportation	Objective T4: Create a "front door" entry and identity for the City.	Action T4.2: Require major entry roads reflect the character of Stephenville with landscaping, additional setbacks, preservation of existing trees and planting of additional trees.	56	23	7	Community Services/ Community Development	Policy/Budget	
5 - Transportation	Objective T2: Alternative transportation modes should be available to the residents of the City.	Action T2.1: Provide designated on and off street bike routes.	46	30	8	Community Services/ Community Development	Streets/Policy	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
6-Downtown Revitalization	Objective DR4: Attract more entertainment and restaurant uses to Downtown.	Action DR4.1: Coordinate with Future Land Use Plan for location and impacts.	69	10	1	Community Services/ Community Development	Partnership/Comp Plan	
6-Downtown Revitalization	Objective DR5: Promote annual festivals and other community activities that focus attention on Downtown and reinforce its role as an activity center.	Action DR5.1: Coordinate with Stephenville Chamber of Commerce to promote Downtown through a marketing plan and scheduled yearly events for residents and visitors to re-discover Stephenville's downtown (fun runs, outdoor concerts and theatrical performances, street fairs, art shows, community book sales/exchanges, parades, volunteers clean-up events).	61	18	2	Community Services/ Community Development	Partnership	
6-Downtown Revitalization	Objective DR6: Encourage residential uses Downtown.	Action DR6.1: Review existing Zoning Map and Ordinance to ensure that residential uses are permitted Downtown.	60	19	3	Community Services/ Community Development	Ordinance	
6-Downtown Revitalization	Objective DR3: Provide adequate parking to meet the current peak demand and future needs of Downtown.	Action DR3.4: Investigate areas that can be used for City parking lots.	59	20	4	Community Services/ Community Development	Partnership	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
6-Downtown Revitalization	Objective DR4: Attract more entertainment and restaurant uses to Downtown.	Action DR4.2: Coordinate with the Stephenville Economic Development Corporation (STEDCO) and the recommendations from the Economic Development element of the Plan for relocation incentives and programs.	58	21	5	Community Services/ Community Development	Partnership	
6-Downtown Revitalization	Objective DR2: Encourage pedestrian circulation throughout Downtown.	Action DR2.1: Coordinate pedestrian circulation with the "Downtown Traffic Access and Circulation" section of the Transportation element.	57	22	6	Community Services/ Community Development	Partnership	
6-Downtown Revitalization	Objective DR3: Provide adequate parking to meet the current peak demand and future needs of Downtown.	Action DR3.3: Create incentives for parking off the square.	57	22	6	Community Services/ Community Development	Policy/Partnership	
6-Downtown Revitalization	Objective DR3: Provide adequate parking to meet the current peak demand and future needs of Downtown.	Action DR3.1: Develop and install directional signage to direct visitors to parking areas.	56	23	7	Community Services/ Community Development	Policy	
6-Downtown Revitalization	Objective DR3: Provide adequate parking to meet the current peak demand and future needs of Downtown.	Action DR3.2: Initiate design of access, circulation and parking layout for public parking areas.	56	23	7	Community Services/ Community Development	Policy	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
6-Downtown Revitalization	Objective DR2: Encourage pedestrian circulation throughout Downtown.	Action DR2.2: Incorporate street furniture (benches, planters), wide sidewalks, pedestrian scale lampposts, paving at crosswalks to encourage pedestrian movement and promote safety.	55	24	8	Community Services/ Community Development	Partnership	
6-Downtown Revitalization	Objective DR2: Encourage pedestrian circulation throughout Downtown.	Action DR2.3: Work with the Stephenville Chamber of Commerce and the Heritage Square Foundation to create destinations for pedestrians within downtown such as historic and cultural walks and trails.	55	24	8	Community Services/ Community Development	Partnership	
6-Downtown Revitalization	Objective DR5: Promote annual festivals and other community activities that focus attention on Downtown and reinforce its role as an activity center.	Action DR5.2: Coordinate with the Heritage Square Foundation and other interest groups for creating downtown and historic tours.	55	24	8	Community Services/ Community Development	Partnership	
6-Downtown Revitalization	Objective DR1: Create an aesthetic and physically appealing character in Downtown that creates a unique destination for visitors.	Action DR1.1: Determine a theme for Stephenville's Downtown.	52	27	9	Community Services/ Community Development	Partnership	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
6-Downtown Revitalization	Objective DR5: Promote annual festivals and other community activities that focus attention on Downtown and reinforce its role as an activity center.	Action DR5.3: Work with downtown business owners to promote street fairs, "sidewalk sales", monthly Downtown sales events.	51	28	10	Community Services/ Community Development	Partnership	
6-Downtown Revitalization	Objective DR1: Create an aesthetic and physically appealing character in Downtown that creates a unique destination for visitors.	Action DR1.2: Develop design standards and concepts that support Stephenville's downtown theme.	50	29	11	Community Services/ Community Development	Partnership	
6-Downtown Revitalization	Objective DR1: Create an aesthetic and physically appealing character in Downtown that creates a unique destination for visitors.	Action DR1.3: Incorporate downtown theme into street signs, business signs, banners, and lampposts to differentiate the downtown area from the rest of the City.	50	29	11	Community Services/ Community Development	Partnership	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
7- Community Facilities Public Services	Objective CF1: Provide a multi-use Community Complex to include library, senior center, and event center.	Action CF1.2: Decide whether a new library should be a stand-alone structure or be part of a multipurpose community facility.	75	4	1	Community Services/ Community Development	Policy	
7- Community Facilities Public Services	Objective CF1: Provide a multi-use Community Complex to include library, senior center, and event center.	Action CF1.3: Support with funding for design and construction	75	4	1	Community Services/ Community Development	CIP	
7- Community Facilities Public Services	Objective CF9: Develop a recycling program	Action CF9.1: Research, develop and implement recycling program	71	8	2	Community Services/ Community Development	Policy	
7- Community Facilities Public Services	Objective CF9: Develop a recycling program	Action CF9.2: Investigate and coordinate with solid waste contractor	71	8	2	Community Services/ Community Development	Policy	
7- Community Facilities Public Services	Objective CF5: Improve the Rec Hall	Action CF5.1: Determine condition of existing structure usefulness	70	9	3	Community Services/ Community Development	Parks	
7- Community Facilities Public Services	Objective CF5: Improve the Rec Hall	Action CF5.2: Design and construct needed improvement and possible expansion	69	10	4	Community Services/ Community Development	Parks	
7- Community Facilities Public Services	Objective CF1: Provide a multi-use Community Complex to include library, senior center, and event center.	Action CF1.1: Identify a site for the Community Complex and which community facilities could/should be considered in one central location	68	11	5	Community Services/ Community Development	CIP	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
7- Community Facilities Public Services	Objective CF5: Improve the Rec Hall	ActionCF5.3: Support with funding mechanisms for design and construction	68	11	5	Community Services/ Community Development	CIP	
7- Community Facilities Public Services	Objective CF8: Expand cooperation with Tarleton State University for shared facilities	Action CF8.1: Discuss continued coordination opportunities with University for shared use of facilities. Determine possible shared facilities (particularly sports and recreation facilities), schedule of availability, and user fees.	68	11	5	Community Services/ Community Development	Partnership	
7- Community Facilities Public Services	Objective CF4: Develop a new swimming pool/aquatic center (see Parks Master Plan.).	Action CF4.1: Determine the best location for new swimming facilities.	66	13	6	Community Services/ Community Development	Parks	
7- Community Facilities Public Services	Objective CF4: Develop a new swimming pool/aquatic center (see Parks Master Plan.).	Action CF4.2: Determine funding and apply for grant funds	66	13	6	Community Services/ Community Development	Parks	
7- Community Facilities Public Services	Objective CF9: Develop a recycling program	ActionCF9.3: Support with funding mechanisms	64	15	7	Community Services/ Community Development	Budget	
7- Community Facilities Public Services	Objective CF2: Consider a new Senior Center.	Action CF2.1: Decide on location and/or co-location of Senior Center	59	20	8	Community Services/ Community Development	Policy	
7- Community Facilities Public Services	Objective CF6: Identify and make Airport improvements.	Action CF6.1: Acquire necessary land to extend the runway	59	20	8	Community Services/ Community Development	Policy/CIP	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
7- Community Facilities Public Services	Objective CF7: Construct new Fire Station on west side	Action CF7.1: Identify a site	59	20	8	Community Services/ Community Development/ Fire Department	Policy	
7- Community Facilities Public Services	Objective CF6: Identify and make Airport improvements.	Action CF6.3: Market the facilities as a viable commercial and regional airport	58	21	9	Community Services/ Community Development	Partnership	
7- Community Facilities Public Services	Objective CF3: Consider a separate Events Center	Action CF3.1: Identify the purpose and location or co-location within Community Complex	57	22	10	Community Services/ Community Development	Policy	
7- Community Facilities Public Services	Objective CF7: Construct new Fire Station on west side	ActionCF7.3: Support with funding mechanisms	57	22	10	Community Services/ Community Development/ Fire Department	CIP	
7- Community Facilities Public Services	Objective CF6: Identify and make Airport improvements.	Action CF6.2: Design and build new terminal	56	23	11	Community Services/ Community Development	CIP	
7- Community Facilities Public Services	Objective CF7: Construct new Fire Station on west side	Action CF7.2: Include Police Substation.	55	24	12	Community Services/ Community Development/ Fire Department/Police Department	Policy	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
7- Community Facilities Public Services	Objective CF2: Consider a new Senior Center.	ActionCF2.2: Support with funding for design and construction	54	25	13	Community Services/ Community Development	CIP	
7- Community Facilities Public Services	Objective CF3: Consider a separate Events Center	ActionCF3.2: Support with funding mechanisms for design and construction	52	27	14	Community Services/ Community Development	CIP	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
8- Parks and Recreation	Objective PR1: Provide adequate park and recreational services to the city's citizens based on standards established for Stephenville.	Action PR1.7: Repair erosion problems along the river, particularly in the park proper and at the museum grounds.	73	6	1	Community Services/ Community Development	Parks Plan	
8- Parks and Recreation	Objective PR1: Provide adequate park and recreational services to the city's citizens based on standards established for Stephenville.	Action PR1.2: Bring all parks and playgrounds into compliance with current accessibility standards (ADA) and Consumer Products Safety Commission and ASTM guidelines by taking inventory of existing facilities and needs of each of the City's parks.	72	7	2	Community Services/ Community Development	Parks Plan	
8- Parks and Recreation	Objective PR3: Renovate and expand City Park	Action PR3.3: Continue to implement the City Park master plan of development for renovation and development of new facilities in the existing park and on the Hutchinson property.	68	11	3	Community Services/ Community Development	Parks	
8- Parks and Recreation	Objective PR2: Provide recreational facilities in existing and potential parks that will contribute to improving the quality of life for the residents of Stephenville.	Action PR2.3: Build a community activity center or renovate the existing recreation center.	67	12	4	Community Services/ Community Development	CIP	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
8- Parks and Recreation	Objective PR2: Provide recreational facilities in existing and potential parks that will contribute to improving the quality of life for the residents of Stephenville.	Action PR2.2: Develop an aquatics center to replace the existing pool and to provide additional water recreational opportunities.	65	14	5	Community Services/ Community Development	Parks Plan/CIP/Grant	
8- Parks and Recreation	Objective PR3: Renovate and expand City Park	Action PR3.2: Transfer the five acres of land west of City Park, now owned by public works, to the park department.	64	15	6	Community Services/ Community Development	Policy	
8- Parks and Recreation	Objective PR1: Provide adequate park and recreational services to the city's citizens based on standards established for Stephenville.	Action PR1.1: Acquire land for parks to bring the City into compliance with acreage standards	63	16	7	Community Services/ Community Development	Parks Plan	
8- Parks and Recreation	Objective PR1: Provide adequate park and recreational services to the city's citizens based on standards established for Stephenville.	Action PR1.5: Provide bike trails, picnic facilities, restrooms, some pavilions, and lighting on both sides of the river and under several bridges where security is critical.	62	17	8	Community Services/ Community Development	Parks Plan	
8- Parks and Recreation	Objective PR1: Provide adequate park and recreational services to the city's citizens based on standards established for Stephenville.	Action PR1.3: Develop the Hampton Property adjacent to City Park to include the Bosque River Trail improvements.	61	18	9	Community Services/ Community Development	Parks Plan	
8- Parks and Recreation	Objective PR3: Renovate and expand City Park	Action PR3.4: Prepare capital improvements program for the phased development of City Park.	61	18	9	Community Services/ Community Development	CIP	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
8- Parks and Recreation	Objective PR1: Provide adequate park and recreational services to the city's citizens based on standards established for Stephenville.	Action PR1.4: Clear river course from the bridge on South Loop to the bridge on Graham Street near the Foster Home.	59	20	10	Community Services/ Community Development	Parks Plan	
8- Parks and Recreation	Objective PR2: Provide recreational facilities in existing and potential parks that will contribute to improving the quality of life for the residents of Stephenville.	Action PR2.4: Build additional neighborhood parks and playground areas.	59	20	10	Community Services/ Community Development	Parks Plan	
8- Parks and Recreation	Objective PR3: Renovate and expand City Park	Action PR3.5: Ensure linkages to other facilities that are sensitive to environmental preservation efforts of the City.	59	20	10	Community Services/ Community Development	Parks	
8- Parks and Recreation	Objective PR1: Provide adequate park and recreational services to the city's citizens based on standards established for Stephenville.	Action PR1.6: Pave parking areas at various locations.	52	27	11	Community Services/ Community Development	Parks Plan	
8- Parks and Recreation	Objective PR2: Provide recreational facilities in existing and potential parks that will contribute to improving the quality of life for the residents of Stephenville.	Action PR2.1: Provide campsite areas for recreational vehicles.	43	31	12	Community Services/ Community Development	Parks Plan	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
8- Parks and Recreation	Objective PR3: Renovate and expand City Park	Action PR3.1: Expand City Park west of the river by purchasing out tracts fronting on W. Long St. and presently held in private ownership.	33	33	13	Community Services/ Community Development	Parks Plan	

Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
9- Utilities and Drainage	Objective UD1: Create and maintain master plans for water, wastewater and drainage to establish the overall framework for the City's utility infrastructure.	Action UD1.1: Finalize and adopt the utility component of this Comprehensive Plan.	75	4	1	Utilities/ Community Development	Policy	
9- Utilities and Drainage	Objective UD1: Create and maintain master plans for water, wastewater and drainage to establish the overall framework for the City's utility infrastructure.	Action UD1.2: Direct City staff and consultants to refer to and apply the master plans in the review of all new development plans.	75	4	1	Utilities/ Community Development	Policy	
9- Utilities and Drainage	Objective UD2: Revise and/or update the current City Design Standards to meet the current needs of the City.	Action UD2.1: Adopt ordinances, or modify the Subdivision Regulations to ensure new development complies with the new stormwater permitting/management practices and requirements.	75	4	1	Utilities/ Community Development	Ordinance	
9- Utilities and Drainage	Objective UD1: Create and maintain master plans for water, wastewater and drainage to establish the overall framework for the City's utility infrastructure.	Action UD1.3: Review and update the utility plans in 3-5 years.	73	6	2	Utilities/ Community Development	Policy	



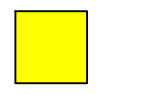







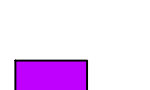





Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
10- Economic Development	Objective ED1: Attract desirable businesses and industries to locate in Stephenville.	Action ED1.1: Aggressively market the location advantages of the City of Stephenville for business and industry.	72	7	1	Community Development/ STEDCO	Partnership	
10- Economic Development	Objective ED2: Ensure adequate land and utilities for the expansion of existing industries and businesses and for new ones.	Action ED2.1: Coordinate with Future Land Use Plan and Utilities Assessment for appropriate locations for expansion and for new commercial and industrial areas, and business parks.	70	9	2	Community Development/ STEDCO	Partnership	
10- Economic Development	Objective ED3: Provide a diversified housing stock to meet needs of Stephenville's growing population and industries.	Action ED3.1: Encourage through zoning and land use a variety of housing options.	69	10	3	Community Development	Ordinance	
10- Economic Development	Objective ED1: Attract desirable businesses and industries to locate in Stephenville.	Action ED1.2: Develop, with STEDCO and Chamber, attractive and expanded economic incentives for businesses to locate to the City.	67	12	4	Community Development/ STEDCO	Partnership	
10- Economic Development	Objective ED1: Attract desirable businesses and industries to locate in Stephenville.	Action ED1.3: Promote the Clark Field Airport as one of the City's unique resources and one that is ideal for economic development opportunities.	62	17	5	Community Development/ STEDCO	Partnership	
10- Economic Development	Objective ED6: Consider the creation of a City economic development corporation (EDC)	Action ED6.1: Investigate the means, methods and requirements for a City EDC.	57	22	6	Community Development	Policy	

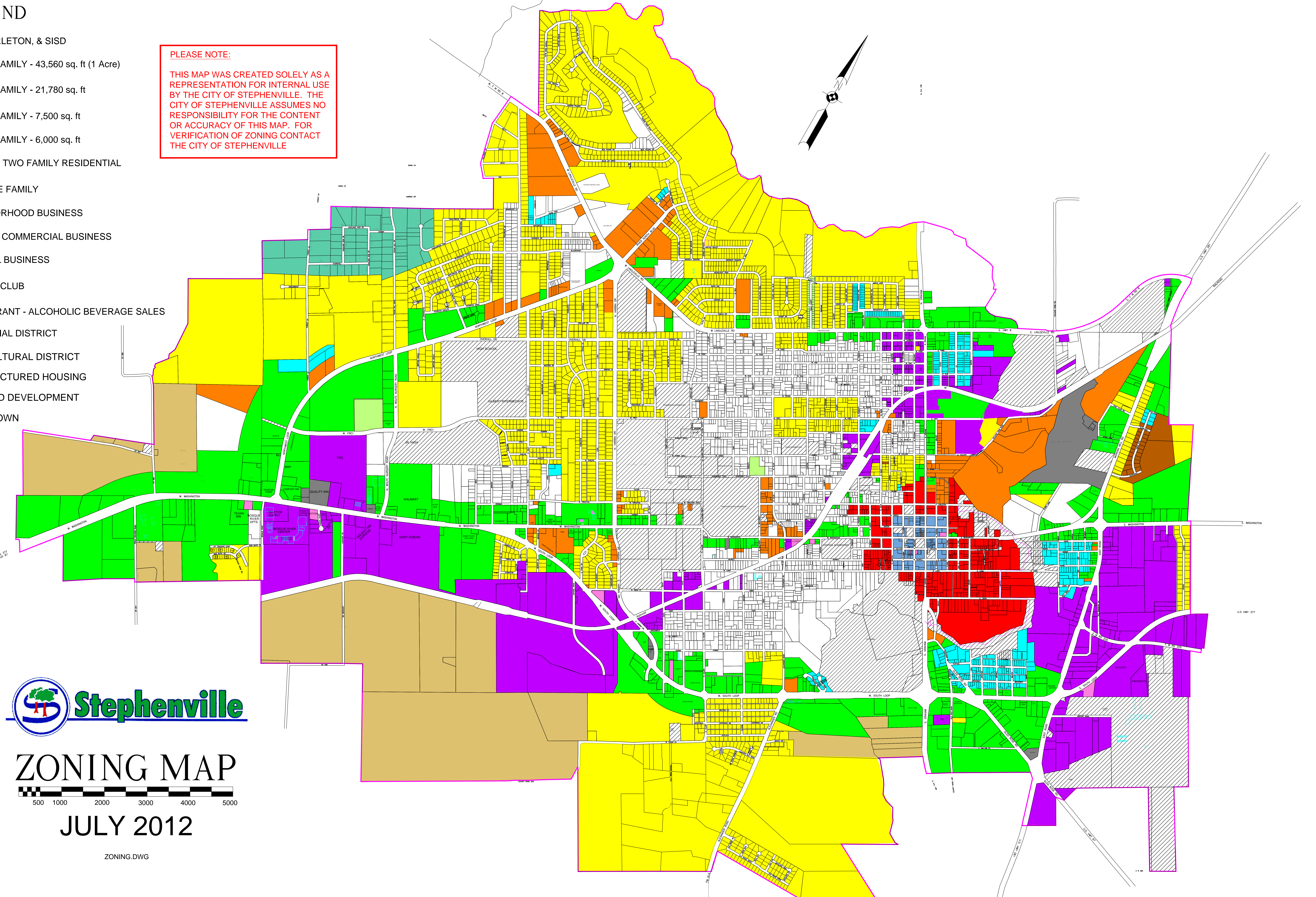
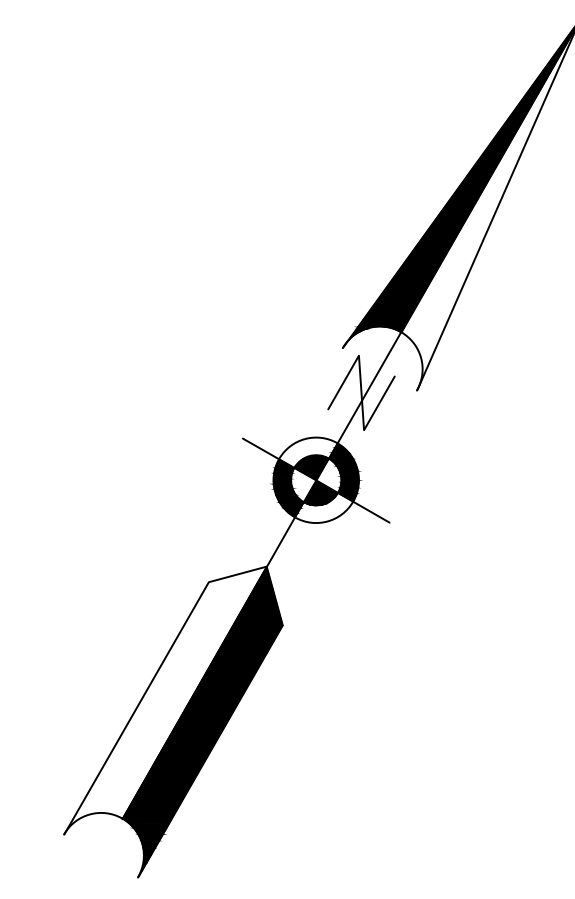
Comprehensive Plan Summary of Prioritized Actions

Chapter	Objective	Action	Priority Score	Overall Rank	Chapter Rank	Responsible Department	Category	Time Range
10- Economic Development	Objective ED4: Continue to support and assist existing businesses in their growth and in safeguarding their position in the City.	Action ED4.1: Develop assistance programs and identify existing funding and support mechanisms for the City's businesses.	52	27	7	Community Development/ coordinate with STEDCO	Policy/Partnership	
10- Economic Development	Objective ED5: Encourage cooperation and communication between City, County and other public and private entities to promote economic development.	Action ED5.1: Consider establishing a City/County/STEDCO/Chamber task force in lieu of an economic development corporation.	52	27	7	Community Development/ coordinate with STEDCO	Partnership	

LEGEND

- RE  SINGLE FAMILY - 43,560 sq. ft (1 Acre)
- R-HA  SINGLE FAMILY - 21,780 sq. ft
- R-1  SINGLE FAMILY - 7,500 sq. ft
- R-1.5  SINGLE FAMILY - 6,000 sq. ft
- R-2  ONE AND TWO FAMILY RESIDENTIAL
- R-3  MULTIPLE FAMILY
- B-1  NEIGHBORHOOD BUSINESS
- B-2  RETAIL & COMMERCIAL BUSINESS
- B-3  CENTRAL BUSINESS
- B-4  PRIVATE CLUB
- B-5  RESTAURANT - ALCOHOLIC BEVERAGE SALES
- IND  INDUSTRIAL DISTRICT
- AG  AGRICULTURAL DISTRICT
- MH  MANUFACTURED HOUSING
- PD  PLANNED DEVELOPMENT
- DT  DOWNTOWN

PLEASE NOTE:
 THIS MAP WAS CREATED SOLELY AS A REPRESENTATION FOR INTERNAL USE BY THE CITY OF STEPHENVILLE. THE CITY OF STEPHENVILLE ASSUMES NO RESPONSIBILITY FOR THE CONTENT OR ACCURACY OF THIS MAP. FOR VERIFICATION OF ZONING CONTACT THE CITY OF STEPHENVILLE
















ZONING MAP

JULY 2012

ZONING.DWG

**Figure 4.1
Existing Land Use
October 2003**

Legend

- Existing Land Use
-  Agriculture and Vacant
 -  Residential
 -  Duplex
 -  Apartments
 -  Mobile Home Park
 -  Commercial
 -  Industrial
 -  Institutional
 -  Community Facilities
 -  Parks
 -  Tarleton State University
-  City Limits
-  Extraterritorial Jurisdiction



0  0.5 Miles



NOTE:
A COMPREHENSIVE PLAN SHALL NOT CONSTITUTE
ZONING REGULATIONS OR ESTABLISH ZONING DISTRICT BOUNDARIES
LOCAL GOVERNMENT CODE SECTION 219.005