

PLANNING AND ZONING COMMISSION MEETING

City Hall Council Chambers, 298 W. Washington Wednesday, May 15, 2024 at 5:30 PM

AGENDA

CALL TO ORDER

CITIZENS GENERAL DISCUSSION

MINUTES

1. Consider Approval of April 17, 2024 Minutes

REGULAR AGENDA

PUBLIC HEARING

2. Case No.: RZ2024-005

Applicant Bret Flory, representing Caliber Collision and NPH Ventures, LLC, is requesting a rezone of property located at 902 Wolfe Nursery Rd., being Parcel R72994 Block 1, Lot 3 of the Phase III Doss Addition of the City of Stephenville, Erath County, Texas from (B-2) Retail and Commercial district to (I) Industrial District.

3. Case No.: RZ2024-006

Applicant Travis Truss, is requesting a rezone of property located at 3084 W Washington, being Parcel R23847, Acres 1.470, A0613 PEARSON HENRY;, HOUSE & COMMERCIAL BLDG of the City of Stephenville, Erath County, Texas from (B-2) Retail and Commercial to (I)Industrial.

4. Case No.: RZ2024-007

Applicant Paxton Wooley representing JPW Consulting Company and Triple W Remodeling, LLC, is requesting a rezone of property located at 1020 Paddock, being Parcel R28770, S2300 BUTLER ADDITION;, BLOCK 2;, LOT 12 of the City of Stephenville, Erath County, Texas from (R-1) Single Family Residential to (R-2)One- and Two-Family District.

5. Case No.: PD2024-001

Applicant Southwestern Pigeon Rd, LLC is requesting a rezone of property located at 315 FM 2303, Parcel R65090 being Acres 3.020, A0520 MENEFEE JARRETT; and Parcel R22587, being 91.830 acres of the A0520 of MENEFEE JARRETT; HOUSE & BARN, to the City of Stephenville, Erath County, Texas from (R-1) Single Family Residential and To Be Determined to (PD) Planned Development. The applicant will present a Conceptual Plan.

6. Case No.: RZ2024-004

Applicant Landon Darwin representing Rock Creek Property No.1, LLC, is requesting a rezone of property located at 0 W. Cedar St, being Parcel R78345 of the H.C. Hudson Survey, A-342, of the City of Stephenville, Erath County, Texas from Single Family (R-1) and Retail and Commercial (B-2) to (R-3) Multifamily Residential District.

7. Discussion and Public Hearing of 2050 City of Stephenville Comprehensive Plan

ADJOURN

In accordance with the Americans with Disabilities Act, persons who need accommodation to attend or participate in this meeting should contact City Hall at 254-918-1287 within 48 hours prior to the meeting to request such assistance.



PLANNING AND ZONING COMMISSION MEETING

City Hall Council Chambers, 298 W. Washington Wednesday, April 17, 2024 at 5:30 PM

MINUTES

The Planning and Zoning Commission of the City of Stephenville, Texas, convened on Wednesday, April 17, 2024, at 5:30 PM, in the Council Chambers at City Hall, 298 West Washington Street, for the purpose of a Regular Business Meeting, with the meeting being open to the public and notice of said meeting, giving the date, time, place and subject thereof, having been posted as prescribed by Chapter 551, Government Code, Vernon's Texas Codes Annotated, with the following members present, to wit:

COMMISSIONERS PRESENT: Lisa LaTouche, Chairperson

Brian Lesley, Vice Chair

Nick Robinson Paul Ashby Tyler Wright Alan Nix

Justin Slawson – Alternate 1 James Stephenson – Alternate 2

COMMISSIONERS ABSENT: Bonnie Terrell

OTHERS ATTENDING: Steve Killen, Director of Development Services

Tina Cox, Commission Secretary

CALL TO ORDER

Chairperson LaTouche called the meeting to order at 5:30 PM.

MINUTES

Consider Approval of Minutes – January 17, 2024

MOTION by Brian Lesley, second by Alan Nix to approve the minutes for January 17, 2024. MOTION CARRIED by unanimous vote of Commissioners that were present at the January 17, 2024 meeting.

REGULAR AGENDA

2. 2050 City of Stephenville Comprehensive Plan Update

Development Services Director Seve Killen briefed the Commissioners on the timeline and status of the final draft. In conclusion, Mr. Killen informed the Commissioners that there would be two separate workshops, set tentatively for May 2 and May 9, 2024.

PUBLIC HEARING

Lisa LaTouche, Chair

3. Case No.: RZ2024-003

Applicant Chad Williams is requesting a rezone of property located at 1709 W. Groesbeck, Parcel R33605, being BLOCK 8, LOT 19 of the South Side Addition to the City of Stephenville, Erath County, Texas from (Ind) Industrial to (R-1.5) Single Family Residential District.

Development Services Director, Steve Killen gave the following report: The aforementioned property has a current zoning of (Ind) Industrial and the Future Land Use for the property is designated as (R-1) Single Family Residential. The requested zoning to R-1.5 permits single-family homes to be built on lots with dimensions of 50x100. This parcel is roughly 55x150. Mr. Williams is requesting a rezone of the property to Single Family Residential (R-1.5) which will allow him to construct a residential home. Mr. Killen concluded his brief by stating staff supports this rezone request.

Chad Williams was present to answer the Commissioners questions.

Chairperson LaTouche opened the public hearing at 5:47 PM.

No one spoke in favor or against the rezone request.

Chairperson LaTouche closed the public hearing at 5:47 PM.

MOTION by Brian Lesley, second by Nick Robinson, to recommend approval to the City Council for the rezone of property located at 1709 W. Groesbeck, Parcel R33605, being BLOCK 8, LOT 19 of the South Side Addition to the City of Stephenville, Erath County, Texas from (Ind) Industrial to (R-1.5) Single Family Residential District. MOTION CARRIED by a unanimous vote.

Tina Cox, Commission Secretary

ADJOURN						
The meeting was adjourned at 5:49 PM.						
APPROVED:	ATTEST:					

STAFF REPORT



SUBJECT: Case No.: RZ2024-005

Applicant Bret Flory, representing Caliber Collision and NPH Ventures, LLC, is requesting a rezone of property located at 902 Wolfe Nursery Rd., being Parcel R72994 Block 1, Lot 3 of the Phase III Doss Addition of the City of Stephenville, Erath County, Texas from (B-2) Retail

and Commercial district to (I) Industrial District.

DEPARTMENT: Development Services

STAFF CONTACT: Steve Killen, Director of Development Services

RECOMMENDATION:

To provide a recommendation to the City Council for a rezone of property for the purpose of auto paint and body shop.

BACKGROUND:

The property is currently zoned B-2, retail and commercial. The Future Land Use is designated as Planned Development. Although B-2 allows multiple uses for automobile repair and storage, auto body shops are limited to the Industrial District. Multiple body shops currently operate within the B-2 district as legal, non-conforming uses.

PROPERTY PROFILE:







Sec. 154.06.6. Industrial district (I).

6.6.ADescription. The Industrial District is intended to serve as the location for general industrial activities.

6.6.BPermitted Uses.

(1) Airport, heliport or landing field;

- (2) Animal grooming;
- (3) Athletic field;
- (4) Auto paint and body shop/repair;
- (5) Auto parking lot or building (commercial);
- (6) Auto parts sales;
- (7) Auto repair/mechanic garage;
- (8) Auto sales;
- (9) Auto storage;
- (10) Auto wrecking or salvage yard;
- (11) Automobile rental;
- (12) Automobile service station and car care center;
- (13) Bail bond service;
- (14) Bakery—Wholesale and distribution;
- (15) Banks or other financial institutions;
- {16) Boat sales;
- (17) Bottling works (wholesale);
- (18) Building material sales;
- (19) Bulk grain/feed storage;
- (20) Cabinet and upholstering shop;
- (21) Car wash;
- (22) Chemical supply;
- (23) Civic/community center;
- (24) College or university;
- (25) Commercial amusement (indoor and outdoor);
- (26) Concrete or asphalt batching plant;
- (27) Convenience store (with pumps); including the sale of alcohol, as licensed by the Texas Alcoholic Beverage Commission;
- (28) Convenience/grocery store (without pumps); including the sale of alcohol, as licensed by the Texas Alcoholic Beverage Commission;
- (29) Construction equipment rental and sales;
- (30) Construction yard (temporary);
- (31) Contractor shop and storage yard;
- (32) Feed, seed and fertilizer store-no bulk storage;
- (33) Feed store;
- (34) Field office (temporary);
- (35) Flea market;
- (36) Frozen foods locker;
- (37) Health club, weight and aerobic center;
- (38) Heavy machinery sales and storage;
- (39) Heavy manufacturing or industrial;
- (40) Home improvement center;

- (41) Hotels and motels; including the sale of alcohol, as licensed by the Texas Alcoholic Beverage Commission;
- (42) Industrial manufacturing/fabrication/assembly (closed);
- (43) Industrial manufacturing/fabrication/assembly (outside storage);
- (44) Kennel;
- (45) Kiosk;
- (46) Laboratory (medical);
- (47) Landscaping service;
- (48) Laundry plant;
- (49) Lawn equipment and small engine sales and services;
- (50) Light manufacturing or industrial;
- (51) Machine shop;
- (52) Micro brewery; including the sale of alcohol, as licensed by the Texas Alcoholic Beverage Commission;
- (53) Mini storage/warehouses;
- (54) Mobile homes/manufactured home parks;
- (55) Mobile home display and sales;
- (56) Moving company;
- (57) Newspaper printing;
- (58) Office-professional and general administration;
- (59) Overnight delivery and service center;
- (60) Package Store; including the sale of alcohol, as licensed by the Texas Alcoholic Beverage Commission;
- (61) Pawn shop;
- (62) Plumbing shop;
- (63) Portable building sales;
- (64) Printing;
- (65) Produce stand;
- (66) Propane sales (filling stations);
- (67) Radio, television, microwave or electric generating tower;
- (68) Recreational vehicle sales;
- (69) Railroad or bus passenger station;
- (70) Recycling collection center;
- (71) Recycling kiosk;
- (72) Research lab (non-hazardous);
- (73) Restaurant (drive-in type); including the sale of alcohol, as licensed by the Texas Alcoholic Beverage Commission;
- (74) Restaurant or cafeteria-without drive-in service; including the sale of alcohol, as licensed by the Texas Alcoholic Beverage Commission;
- (75) Restaurant with alcoholic beverage service; including the sale of alcohol, as licensed by the Texas Alcoholic Beverage Commission;
- (76) Roofing and siding supply;

- (77) Sand/gravel/caliche/stone sales (storage);
- (78) Shopping center; including the sale of alcohol, as licensed by the Texas Alcoholic Beverage Commission;
- (79) Sign manufacturing;
- (80) Stone/clay/glass manufacture;
- (81) Storage or repair of furniture and appliance (inside);
- (82) Studio for radio and television;
- (83) Tattoo parlor/body piercing studio;
- (84) Taxidermy;
- (85) Tobacco shop;
- (86) Trade or commercial schools;
- (87) Tire retreading;
- (88) Tool equipment rental shop;
- (89) Trailer rental/sales;
- (90) Truck stop;
- (91) Veterinary clinic or hospital;
- (92) Veterinary services;
- (93) Warehouse, wholesale (enclosed and outside storage);
- (94) Welding shop;
- (95) Wholesale distribution centers;
- (96) Wholesale production and distribution of ice (mfg. by machine only); and
- (97) Wrecking yard.

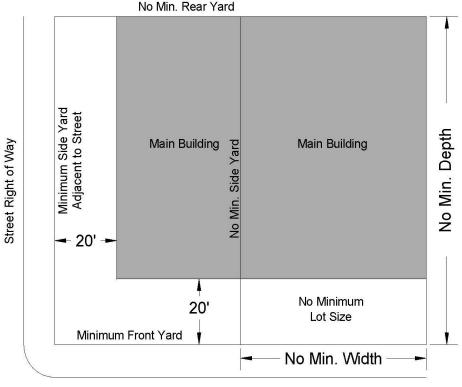
6.6.CConditional Uses (Special Use Permit required).

- (1) Day care center—12 or more children; and
- (2) Sexually oriented business;
- (3) Citizen collection station;
- (4) Permitted uses not specifically designated for alcohol sales when licensed for the sale of alcohol by the Texas Alcoholic Beverage Commission.

6.6.DHeight, Area, Yard and Lot Coverage Requirements.

- (1) Maximum density: There is no maximum density requirement.
- (2) Minimum lot area: There is no minimum area requirement.
- (3) Minimum lot width: There is no minimum width requirement.
- (4) Minimum lot depth: There is no minimum depth requirement.
- (5) Minimum depth of front setback: 20 feet minimum.
- (6) Minimum depth of rear setback: There is no minimum rear setback requirement unless the lot abuts upon a Residential District, then a minimum ten feet is required.
- (7) Minimum width of side setback:
 - (a) Internal lot: There is no minimum side setback requirement unless the lot abuts upon a Residential District, then a minimum five feet is required.
 - (b) Corner lot: 20 feet minimum.
- (8) Building size: There are no minimum size regulations

- (9) Maximum height of structures: No building shall exceed 75 feet.
- (10) Public, semi-public or public service buildings, hospitals, institutions or schools may not exceed a height of 60 feet. Churches, temples and mosques may not exceed 75 feet, if the building is set back from each yard line at least one foot for each two feet additional height above the height limit in this district.

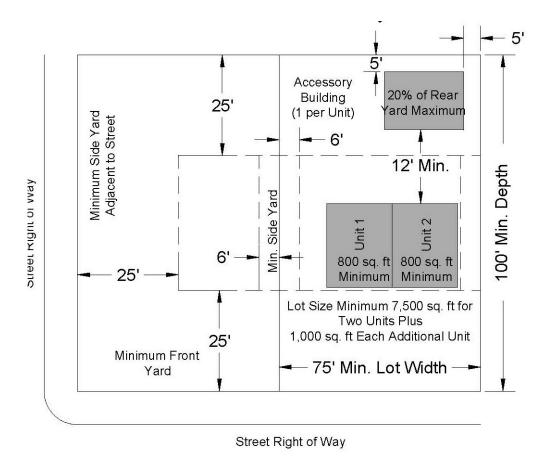


Street Right of Way

Note: All uses, no rear or side yard except when the lot abuts upon a Residential District, then the minimum set back for the rear yard is ten feet and side yard is five feet.

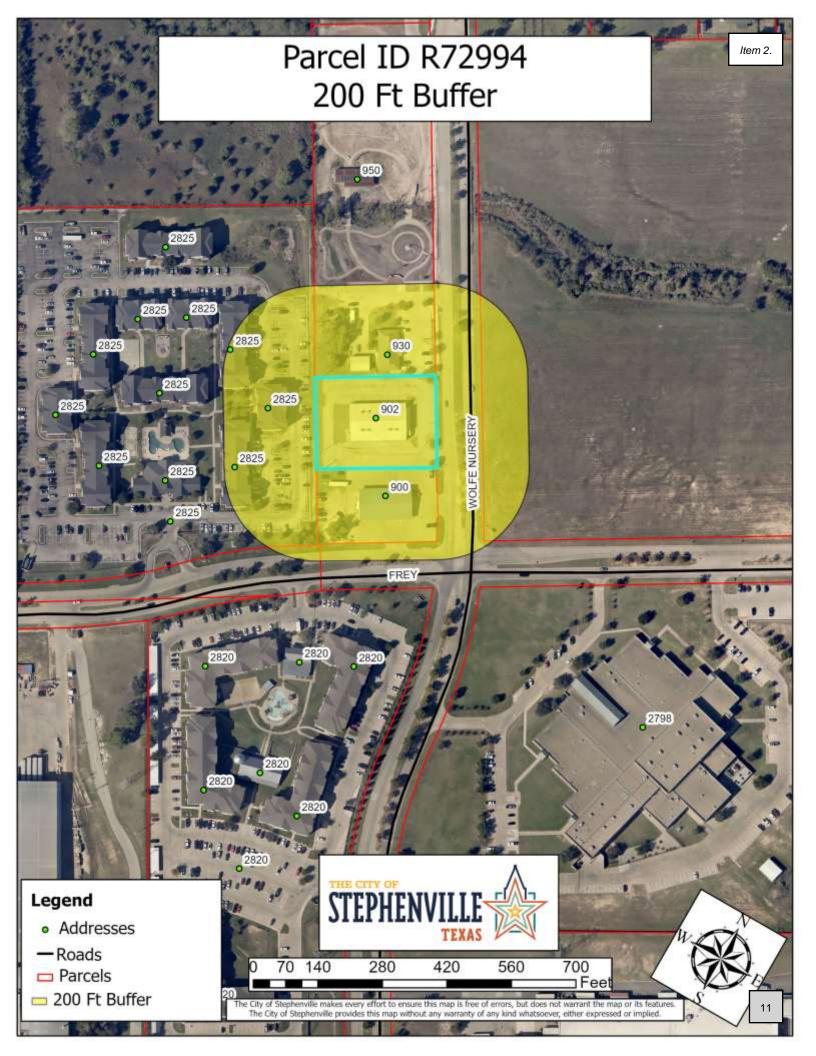
- **6.6.EParking Regulations.** All uses permitted in the I District: See Section 11 for Parking Regulations.
- 6.6.FSign Regulation. See Section 12 for Sign Regulations.
- 6.6.GExceptions to Use, Height and Area Regulations. See Section 10.
- **6.6.HGarbage Regulations.** Industrial District businesses will provide a serviceable area specifically for refuse collection designed for refuse canisters. Each designated canister area will be nine feet wide and eight feet deep (72 square feet), with a cement slab base. If the location of the cement slab is adjacent to a residential district, the slab must be at least five feet from the property line. The refuse area will be enclosed on three sides by a privacy fence. Approach areas will meet the requirements of Subsection 6.6.I.
- **6.6.ILoading and Unloading Regulations.** All loading, unloading and maneuvering of vehicles connected with the activity must be on the premises and will not be permitted in any street. Loading and unloading areas must be paved with a sealed surface pavement and maintained in such a manner that no dust will be produced.

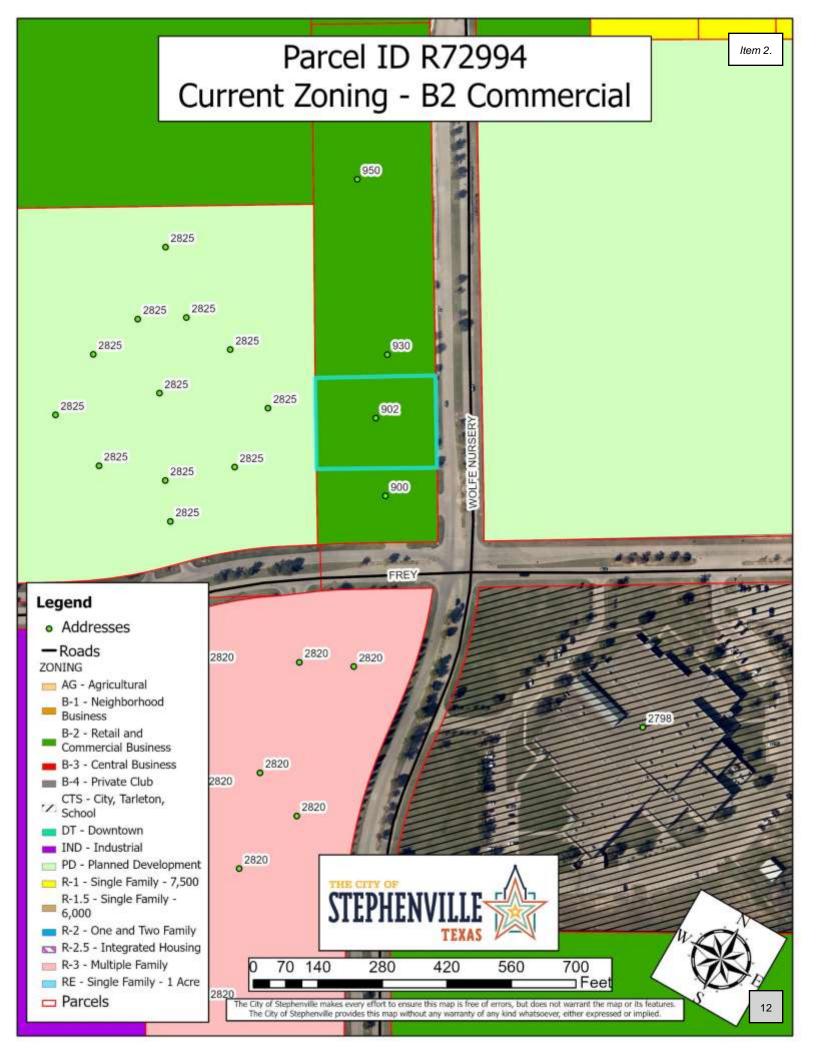
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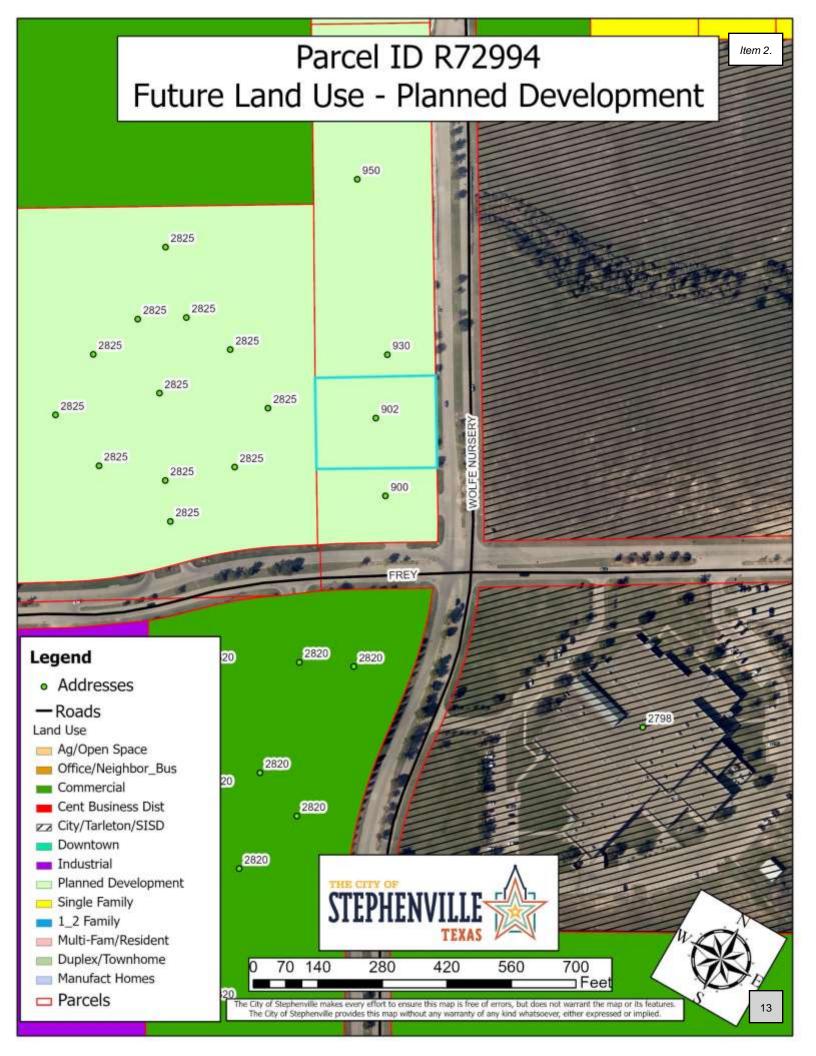


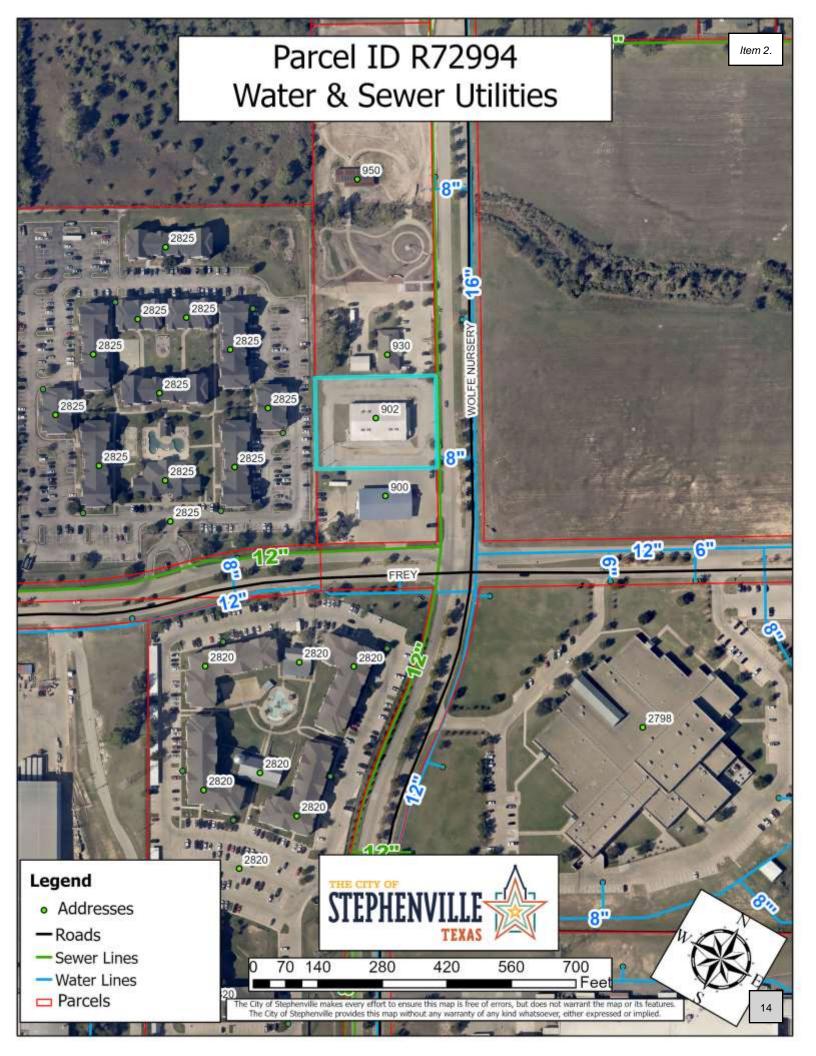
ALTERNATIVES:

- 1) Recommend the City Council approve the rezoning request.
- 2) Recommend the City Council deny the rezoning request.





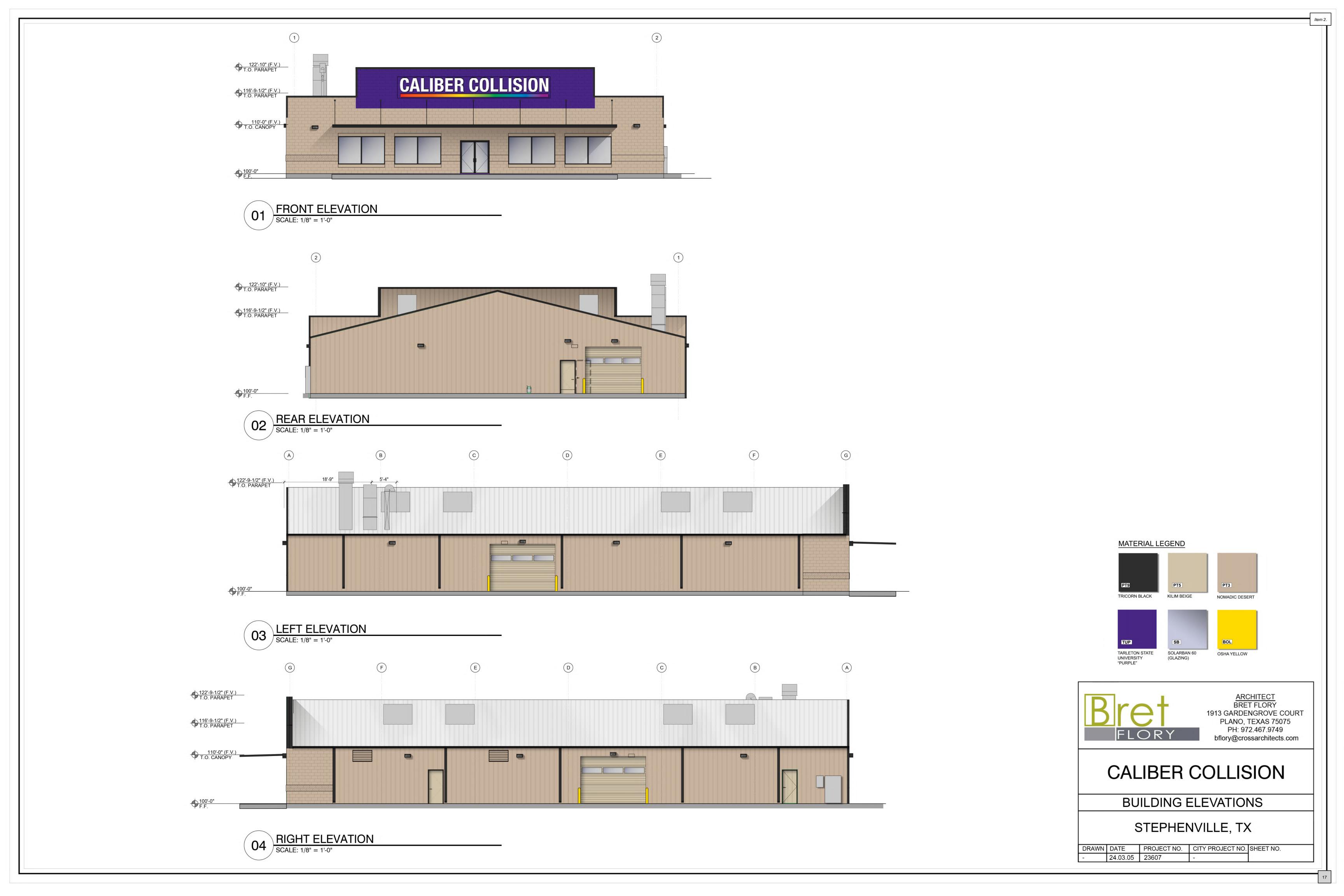




Parcel R000072994 200 ft Buffer Addresses

Parcel ID	Parcel Address	Parcel Owner	Owner Address	City	State	Zip Code
R000059541	0 WOLFE NURSEY RD & W FREY	CITY OF STEPHENVILLE	298 W WASHINGTON	STEPHENVILLE	TX	76401-4257
R000066251	0 W FREY	CITY OF STEPHENVILLE	298 W WASHINGTON	STEPHENVILLE	TX	76401-4257
R000067011	900 WOLFE NURSERY RD	FEEMSTER ROLAND D & TINA LYNN	900 N WOLFE NURSERY RD	STEPHENVILLE	TX	76401
R000068878	930 WOLFE NURSERY RD	MIDDLE TRINITY GROUNDWATER DISTRICT	930 WOLFE NURSERY RD	STEPHENVILLE	TX	76401
R000072994	902 WOLFE NURSERY RD	NPH VENTURES, LLC	3207 SOUTH SAM HOUSTON PKWY, SUITE 100	HOUSTON	TX	77047
R000073126	2825 W FREY	STEPHENVILLE CHR CAMPUS CREST LLC	950 CARINDALE RD, STE 300	HOUSTON	TX	77024
R000064240	935 WOLFE NURSERY RD	STEPHENVILLE ISD	2655 W OVERHILL DR	STEPHENVILLE	TX	76401-0000





STAFF REPORT



SUBJECT: Case No.: RZ2024-006

Owner Travis Truss is requesting a rezone of property located at 3084 W. Washington, being Parcel R23847 of the Pearson Henry A0613 Survey, House and Commercial Bldg., of the City of Stephenville, Erath County, Texas from (B-2) Retail and Commercial district to (I) Industrial

District.

DEPARTMENT: Development Services

STAFF CONTACT: Steve Killen, Director of Development Services

RECOMMENDATION:

To provide a recommendation to the City Council for a rezone of property for the purpose of auto storage facility.

BACKGROUND:

The property is currently zoned B-2, retail and commercial. The Future Land Use is designated as Commercial. Although B-2 allows multiple uses for automobile repair and storage, auto storage facilities are limited to the Industrial District.

PROPERTY PROFILE:







Sec. 154.06.6. Industrial district (I).

6.6.ADescription. The Industrial District is intended to serve as the location for general industrial activities.

6.6.BPermitted Uses.

(1) Airport, heliport or landing field;

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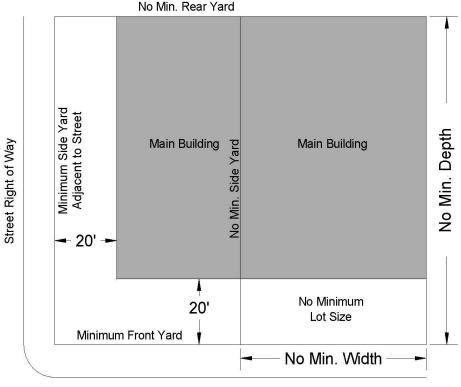
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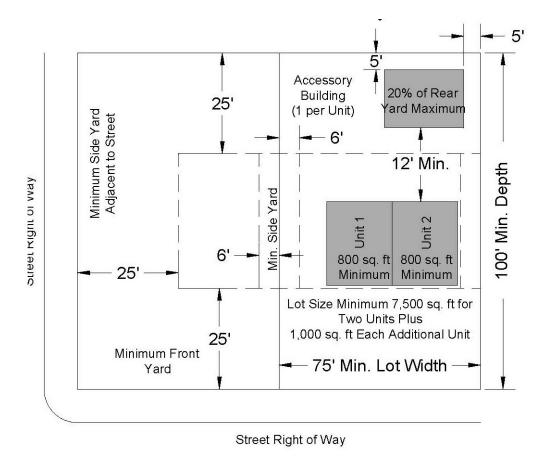


Street Right of Way

Note: All uses, no rear or side yard except when the lot abuts upon a Residential District, then the minimum set back for the rear yard is ten feet and side yard is five feet.

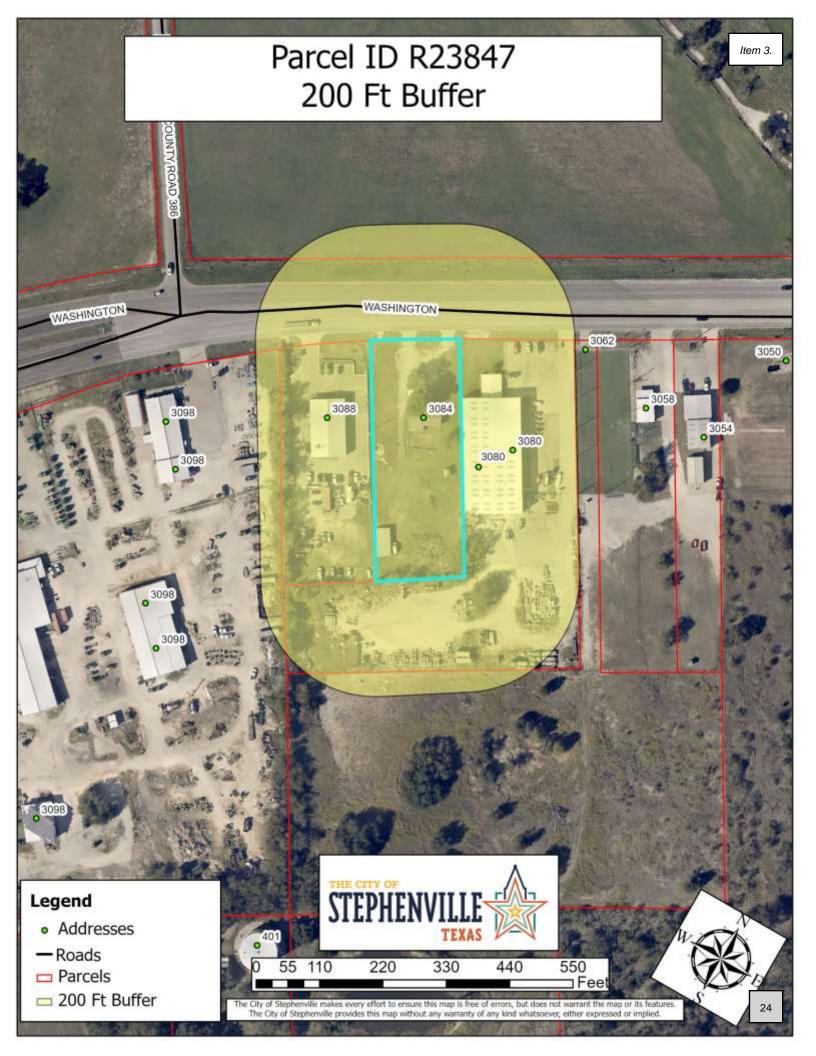
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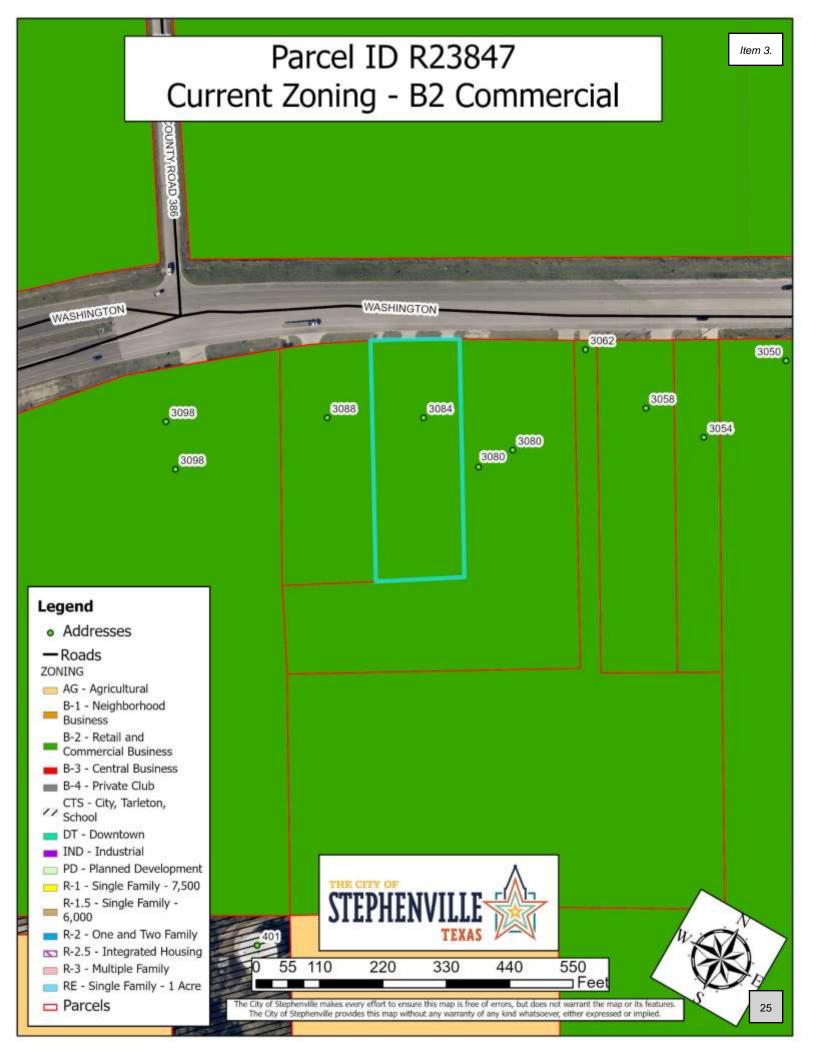
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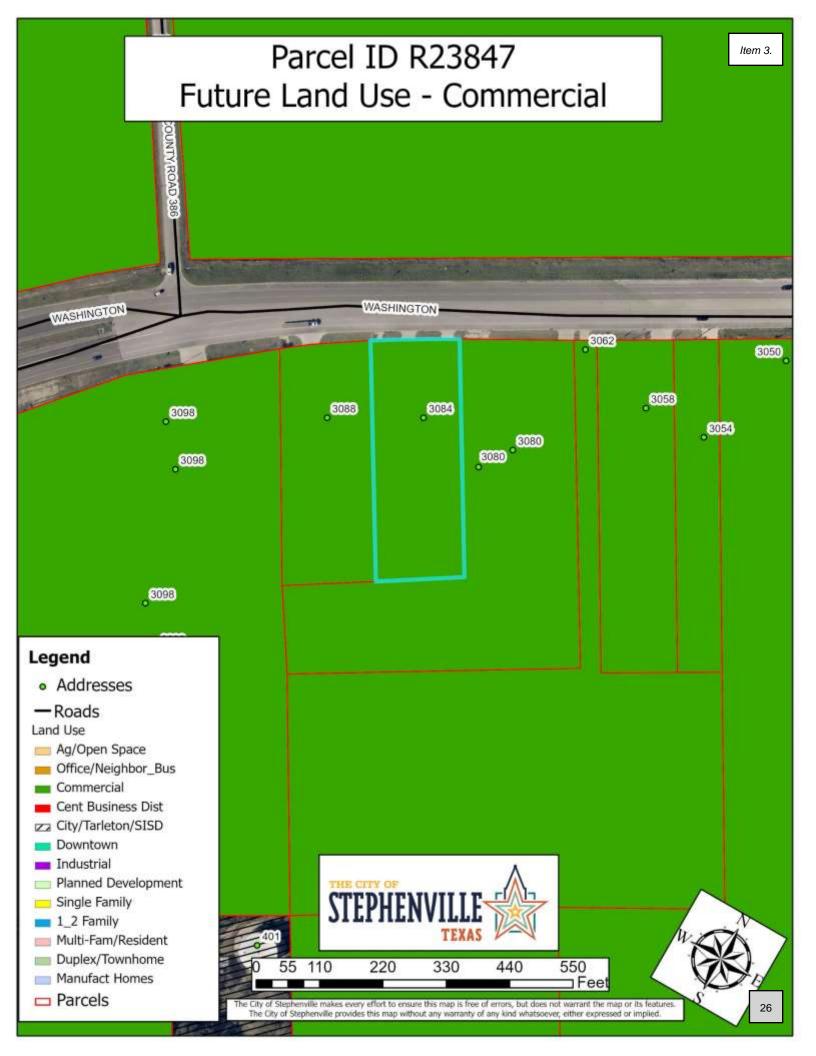


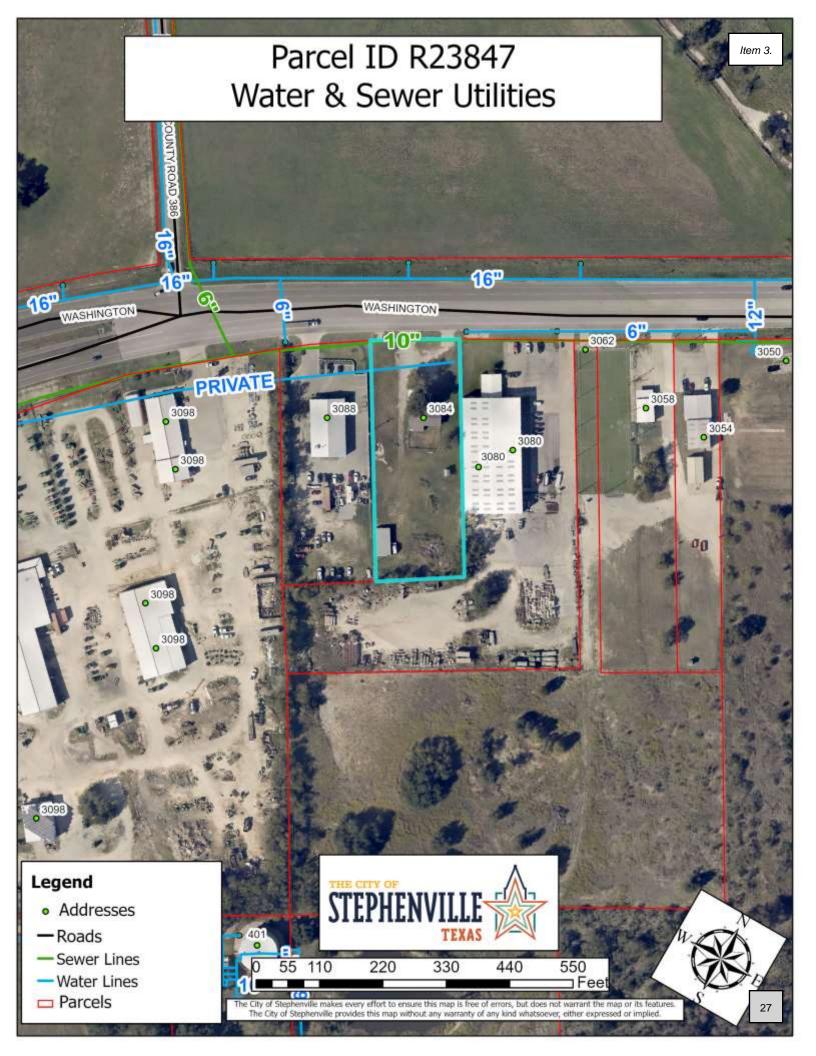
ALTERNATIVES:

- 1) Recommend the City Council approve the rezoning request.
- 2) Recommend the City Council deny the rezoning request.









Parcel R000023847 200 ft Buffer Addresses

Parcel ID	Parcel Address	Parcel Owner	Owner Address	City	State	Zip Code
R000023875	3098 W WASHINGTON	BAR TO-LO INC	PO BOX 1197	STEPHENVILLE	TX	76401-0000
R000050852	3080 W WASHINGTON	P31 LEGACY, LLC	18450 HWY 6	GORMAN	TX	76454
R000075915	3062 W WASHINGTON	REF INVESTMENTS LLC	681 PEACH ORCHARD RD	STEPHENVILLE	тх	76401
R000023847	3084 W WASHINGTON	TRUSS TRAVIS	1345 W SOUTH LOOP	STEPHENVILLE	тх	76401-0000
R000023781	3088 W WASHINGTON	TRUSS TRAVIS D & VICKI L	1345 W SOUTH LOOP	STEPHENVILLE	тх	76401-0000
R000023827	3041 W WASHINGTON	WHITEFIELD DONNA & LINDA HARDIN LIVING TRUST	23002 RED RIVER DR	KATY	тх	77450

STAFF REPORT



SUBJECT: Case No.: RZ2024-007

Applicant Paxton Wooley, representing JPW Consulting Company, is requesting a rezone of property located at 1020 Paddock, Parcel R28770, being BLOCK 2, Lot 12 of the Butler Addition to the City of Stephenville, Erath County, Texas from (R-1) Single-Family Residential

to (R-2) One- and Two-Family Residential District.

DEPARTMENT: Development Services

STAFF CONTACT: Steve Killen, Director of Development Services

RECOMMENDATION:

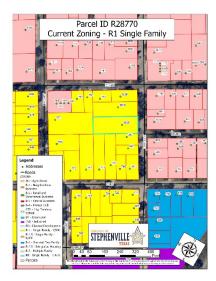
To provide the City Council with a recommendation for the rezone request.

The property has current zoning of Single Family. Future Land Use is designated as Single Family. The requested rezoning is to allow the construction of one single family home on the front half of the property and one duplex on the rear half of the property (replat required).

BACKGROUND:

The property has current zoning of Single Family. Future Land Use is designated as Single Family. The requested rezoning is to allow the construction of one single family home on the front half of the property and one duplex on the rear half of the property (replat required).

PROPERTY PROFILE:







Sec. 154.05.5. One- and two-family residential district (R-2).

5.5.A Description. This residential district provides for a neighborhood development of medium density. The primary land use allows for single-family dwellings, along with two family dwelling units. Recreational, religious and educational

uses normally appropriate to such a residential neighborhood are also permitted to contribute to the natural elements of a convenient, balanced and attractive neighborhood. Development within this district is intended to be separate from and protected from the encroachment of land activities that do not contribute to the esthetic and functional well being of the intended district environment.

5.5.B Permitted Uses.

- (1) Single-family detached dwelling, limited to occupancy by a family having no more than three individuals who are unrelated by blood, legal adoption, marriage or conservatorship. The owner and any agent of the owner shall be legally responsible for directly or indirectly allowing, permitting, causing or failing to prohibit residential use of a dwelling in this district by more than three unrelated individuals;
- (2) Two-family dwelling units, with each family limited as in division (1) above;
- (3) Accessory buildings;
- (4) Churches, temples, mosques and related facilities;
- (5) Community home;
- (6) Park or playground; and
- (7) SISD school—public.

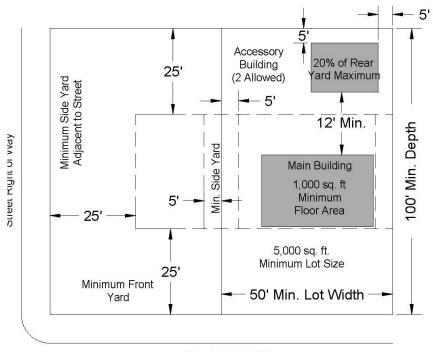
5.5.C Conditional Uses.

- (1) Home occupation;
- (2) Common facilities as the principal use of one or more platted lots in a subdivision;
- (3) Child care—registered family home and group day care home; and
- (4) Foster group home.

5.5.D Height, Area, Yard and Lot Coverage Requirements.

- (A) Single family.
 - (1) Minimum lot area: 5,000 ft².
 - (2) Minimum lot width and lot frontage: 50 feet.
 - (3) Minimum lot depth: 100 feet.
 - (4) Minimum depth of front setback: 25 feet.
 - (5) Minimum depth of rear setback: 25 feet.
 - (6) Minimum width of side setback:
 - (a) Internal lot: five feet.
 - (b) Corner lot: 25 feet from intersecting side street.
 - (7) Building size:
 - (a) Maximum main building coverage as a percentage of lot area: 40%.
 - (b) Minimum area of main building: 1,000 ft².
 - (8) Accessory buildings:
 - (a) Maximum accessory buildings coverage of rear yard: 20%.
 - (b) Maximum number of accessory buildings: one.
 - (c) Minimum depth of side setback: five feet.
 - (d) Minimum depth of rear setback: five feet.
 - (e) Minimum depth from the edge of the main building: 12 feet.
 - (9) Maximum height of structures: 35 feet.
 - (10) Public, semi-public or public service buildings, hospitals, institutions or schools may not exceed a height of 60 feet. Churches, temples, and mosques may not exceed 75 feet, if the building is

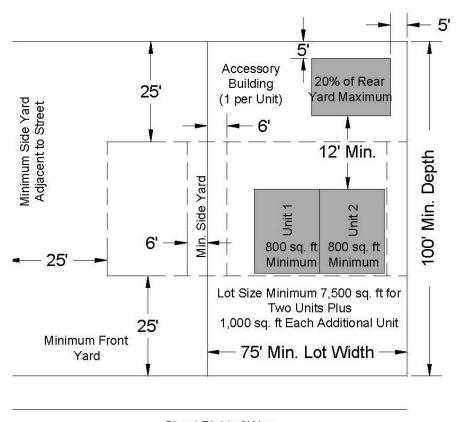
set back from each yard line at least one foot for each two feet additional height above the height limit in this district.



Street Right of Way

- **5.5.E Parking Regulations.** A Single-Family, R-2 District lot shall provide a minimum of two vehicle parking spaces, with a driveway connecting the parking spaces with a street or alley, and meet all the pertinent requirements contained in this ordinance, Section 11, Parking Regulations of this ordinance.
 - (B) Two-family.
 - (1) Minimum lot area: minimum of 7,500 ft² for two-family dwelling unit.
 - (2) Minimum lot width and lot frontage: 75 feet.
 - (3) Minimum lot depth: 100 feet.
 - (4) Minimum depth of front setback: 25 feet.
 - (5) Minimum depth of rear setback: 25 feet.
 - (6) Minimum width of side setback:
 - (a) Internal lot: six feet.
 - (b) Corner lot: 25 feet from intersecting side street.
 - (7) Building size:
 - (a) Maximum main building coverage as a percentage of lot area: 40%.
 - (b) Minimum area of each dwelling unit: 800 (two-family unit = 1,600 ft²; two units of 800 ft² each).
 - (8) Accessory buildings:
 - (a) Maximum accessory building coverage of rear yard: 20%.
 - (b) Maximum area of each accessory building: 200 ft².
 - (c) Maximum number of accessory buildings: one per unit.
 - (d) Minimum depth of side setback: five feet.
 - (e) Minimum depth of rear setback: five feet.
 - (f) Minimum depth from the edge of the main building: 12 feet.

- (9) Maximum height of structures: 35 feet.
- (10) Public, semi-public or public service buildings, hospitals, institutions or schools may not exceed a height of 60 feet. Churches, temples and mosques may not exceed 75 feet, if the building is set back from each yard line at least one foot for each two feet additional height above the height limit in this district.

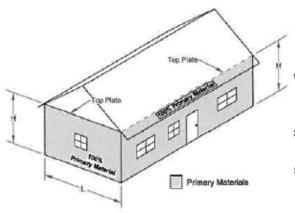


Street Right of Way

A Two-Family, R-2 District lot shall provide a minimum of two vehicle parking spaces, with a driveway connecting the parking spaces with a street or alley, and meet all the pertinent requirements contained in this ordinance, Section 11, Parking Regulations of this ordinance.

5.5.F Type of Construction.

- (1) The exterior walls of all new dwellings to the top plate, shall be constructed exclusively of primary materials, excluding doors, windows, and porches. See Section 10.E(1): Exterior Building Material Standard—Primary Materials.
- (2) Existing dwellings expanding the total square footage of the building 50% or less, or modifying the exterior walls, may use the same exterior construction material as the existing primary building. If the material is not available, similar material may be used if approved by the Community Development Director.
- (3) Existing dwellings expanding the total square footage of the building by more than 50%, or proposing to use a material consistent with the primary structure for any expansion must use primary materials, Section 10.E(1): Exterior Building Material Standard—Primary Materials, for the expansion area.



NEW CONSTRUCTION

Total Exterior Wall shall equel, 100% of Primary Materials. (Wednes & Doors are excluded)

EXISTING STRUCTURES

- Expanding or modifying the footage of the building 50% or less, may use the same exterior material as the existing primary building. If not available, approval is need from the Community Development Director.
- Expanding or modifying the footage of the building 50% or more, must use 100% Primary Materials of the exterior wall.
- 3. Windows and Doors are excluded.

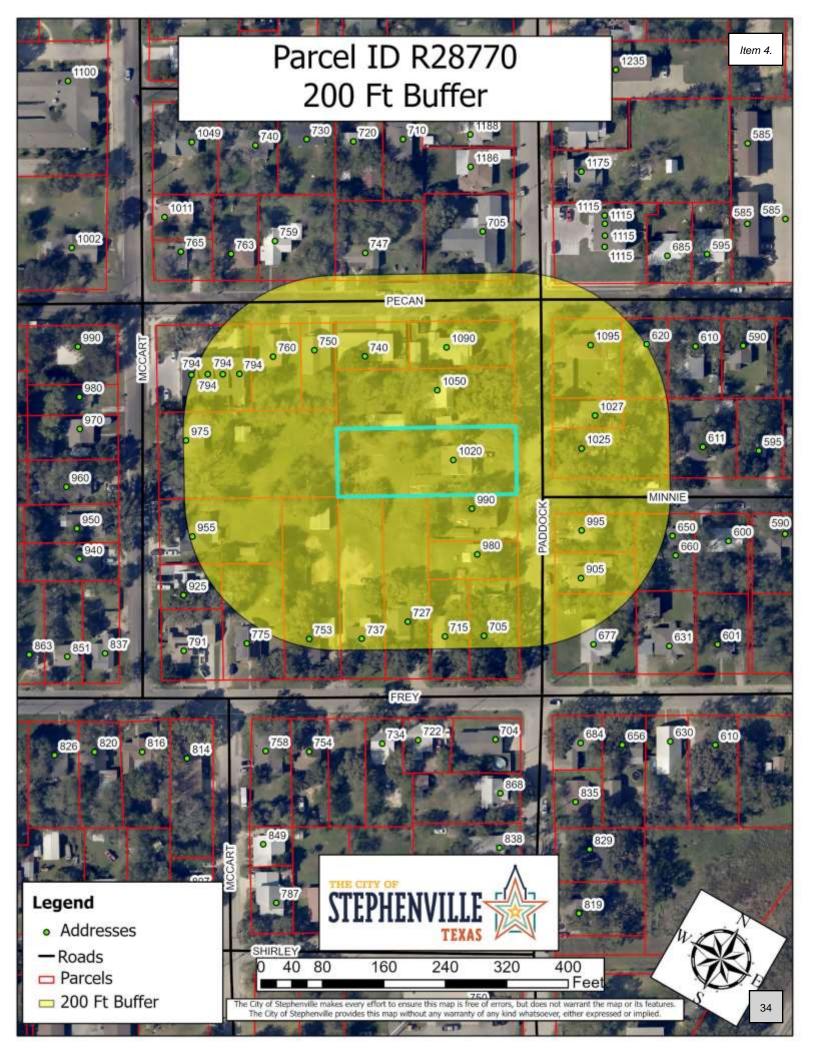
(Ord. 2011-26, passed 12-6-2011)

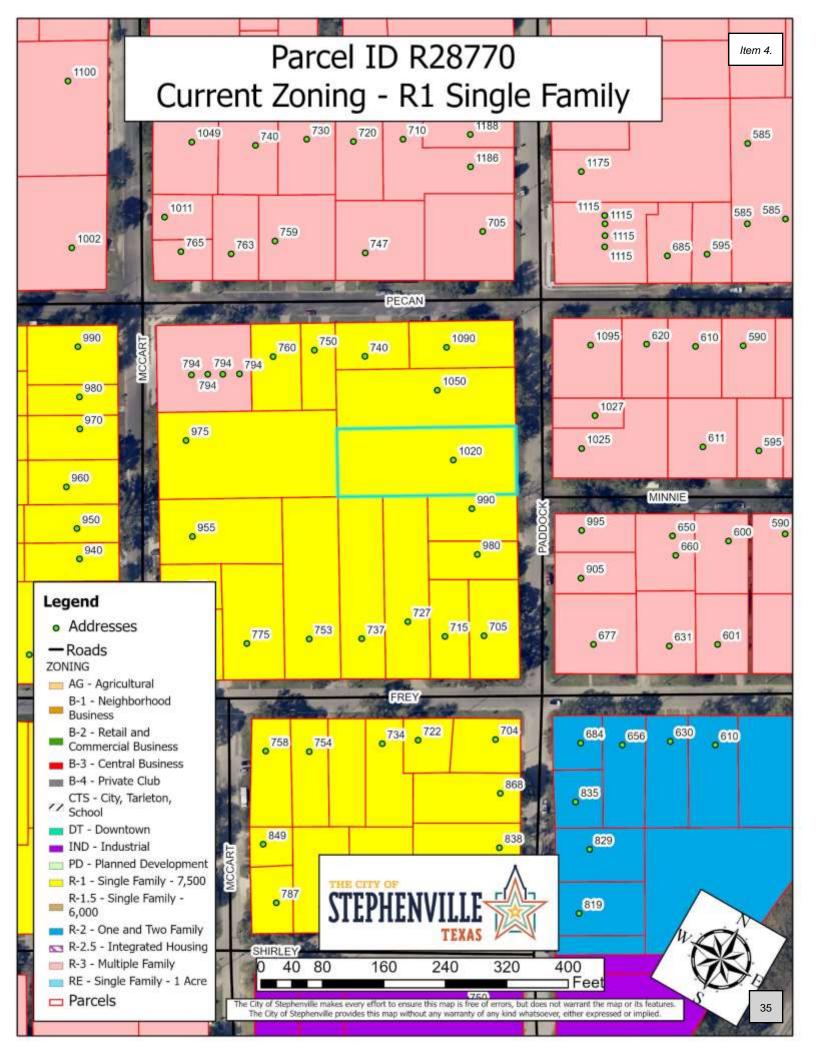
FACTORS TO CONSIDER:

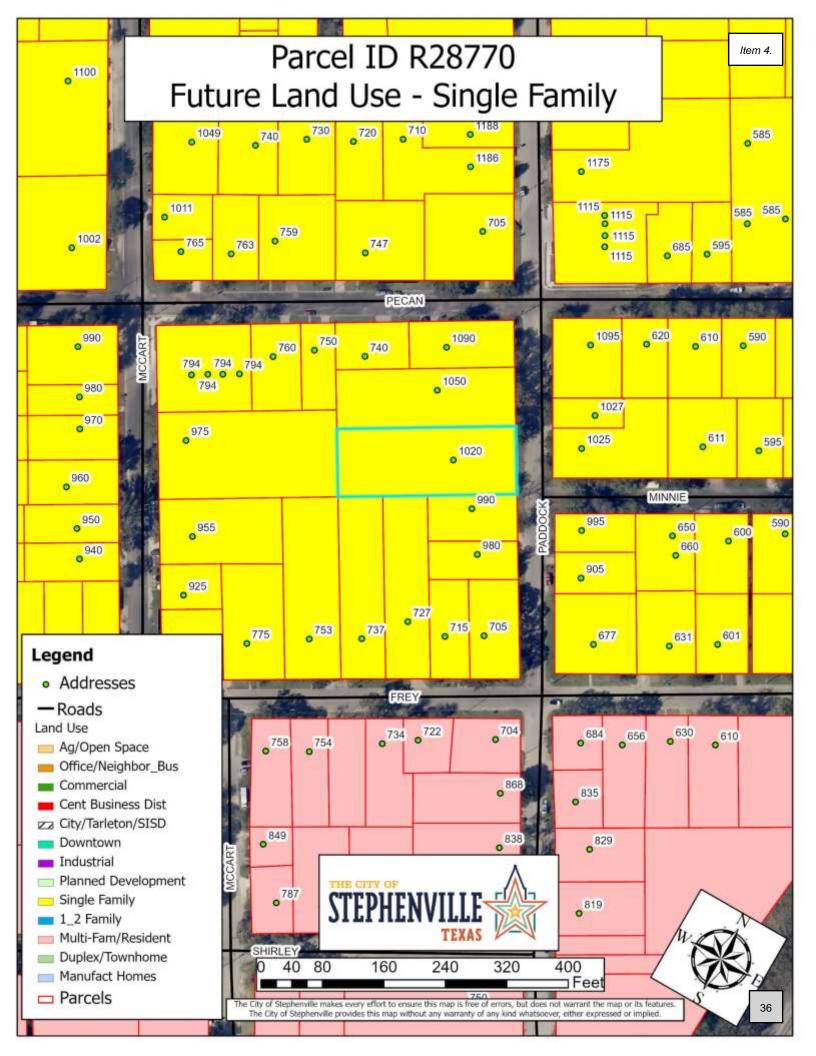
- Compliance with Comprehensive Plan?
- Is application consistent with Plan?
- If not, have conditions changed or new information been offered to support change?
- Surrounding Zoning and Land Use
- Infrastructure Impacts
- Size and Location of Parcel is land large enough and in property location for proposed use?
- Reasonable Use of Property does proposed change provide reasonable use of property?
- Zoning has great discretion deny if applicant has not proven it is in the best interest of City to approve.

ALTERNATIVES:

- 1) Recommend the City Council approve the rezoning request.
- 2) Recommend the City Council deny the rezoning request.



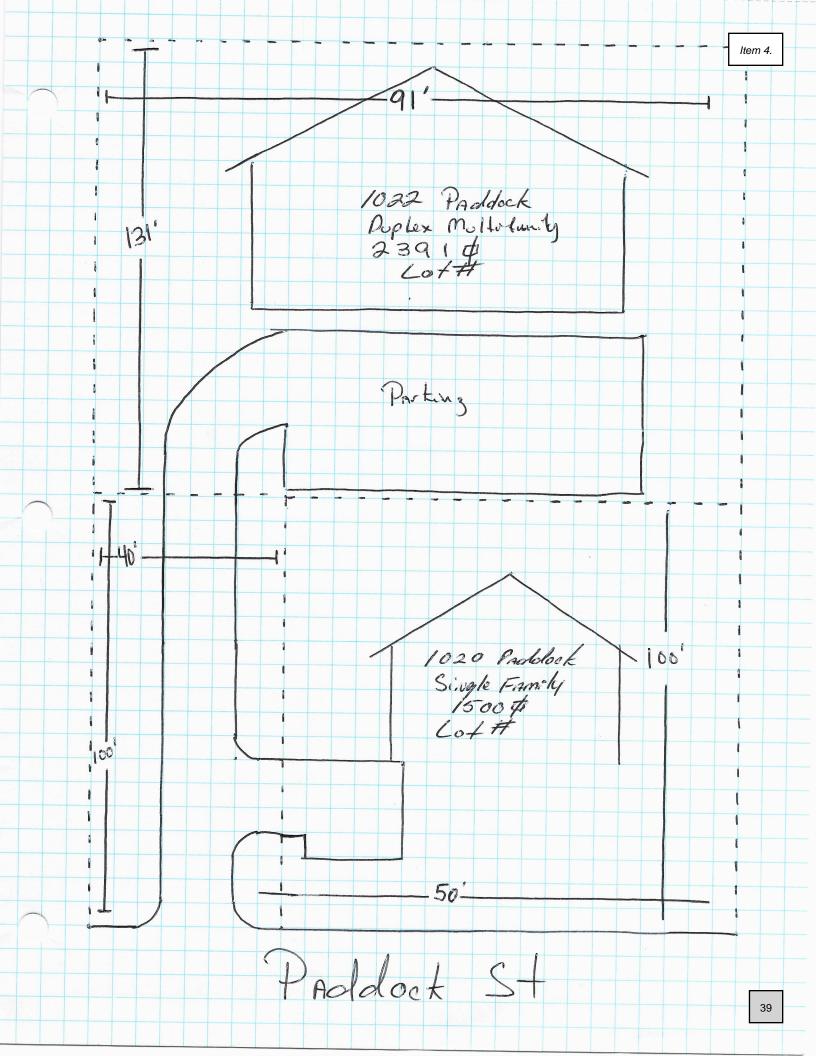






Parcel R000028770 200 ft Buffer Addresses

Parcel ID	Parcel Address	Parcel Owner	Owner Address	City	State	Zip Code
R000028756	1050 PADDOCK	ASHE VICTOR M & PRISCILLA %RIVERA SERENA D	1050 N PADDOCK	STEPHENVILLE	TX	76401
R000028754	1090 PADDOCK	AVELAR LOGAN TYLER	1090 N PADDOCK	STEPHENVILLE	TX	76401
R000028812	705 PECAN	BALLARD JASON	705 W PECAN ST	STEPHENVILLE	TX	76401
R000028753	705 FREY	BARNETTE MICHAEL & ASHLYN	705 WEST FREY	STEPHENVILLE	TX	76401
R000028765	753 FREY	BOREN LESLIE CHARLES	753 W FREY	STEPHENVILLE	TX	76401
R000028793	995 PADDOCK	BROWN BOBBY	995 N PADDOCK	STEPHENVILLE	TX	76401
R000028752	715 W FREY	DOLLARHIDE KIRSTEN	715 W FREY	STEPHENVILLE	TX	76401
R000028762	975 MCCART	DOWELL THURMAN	105 PASEO DEL PUEBLO NORTE	TAOS	NM	87571
R000028741	611 MINNIE	EUMANA JUAN & AIDA	611 W MINNIE ST	STEPHENVILLE	TX	76401-5542
R000028768	990 PADDOCK	FIMBRES SYDNEY AND CARLA & ROBERT R DAVIS	174 TIMBERLINE TRAIL	POOLVILLE	TX	76487
R000028755	740 PECAN	FLOYD TOBY & SCARLET FLOYD	9753 FM3025	STEPHENVILLE	TX	76401
R000028806	1115 N PADDOCK	FOURDOUBLE LLC	155 N GRAHAM	STEPHENVILLE	TX	76401
R000028791	650 MINNIE	GARCIA TASHA J	650 W MINNIE	STEPHENVILLE	TX	76401
R000028758	760 PECAN	GASTON BEN AND CLAIR GASTON	8010 MANX DR	ROUND ROCK	TX	786811
R000028766	727 FREY	GREYHOUSE RENTALS LLC	175 CANYON LAKE RD	GORDON	TX	76453
R000028759	750 PECAN	HALE & HALE RENTALS, LLC	150 HARBIN DR, SUITE 430	STEPHENVILLE	TX	76401
R000028794	905 PADDOCK	HALL CORWIN WADE & SHELLY DAWN & TERRY DON	905 N PADDOCK	STEPHENVILLE	TX	76401
R000028769	980 PADDOCK	HEWITT GEORGE JR	980 PADDOCK	STEPHENVILLE	TX	76401-5517
R000028740	1025 PADDOCK	HOLLAND JOHN CARL & LESLIE LEANNE	1025 N PADDOCK AVE	STEPHENVILLE	TX	76401-0000
R000028757	995 MCCART	HORWATH TIMOTHY R & MELANIE A HORWATH LIVING TRUST	PO BOX 651	STEPHENVILLE	TX	76401
R000028750	1095 N PADDOCK	LUNA JOSE CRUZ	1095 N PADDOCK	STEPHENVILLE	TX	76401
R000028751	620 PECAN	MCDONALD RICHARD & JANE MCDONALD FAMILY TRUST	PO BOX 1783	STEPHENVILLE	TX	76401-0000
R000028795	677 FREY	MCFARLAND MARCIA	677 W FREY	STEPHENVILLE	TX	76401-0000
R000028738	1027 PADDOCK	PINWHEEL INVESTMENTS LLC	74777 ROAD 385	MAYWOOD	NE	69038
R000028763	955 MCCART	SCOGINS CHAD D	955 N MCCART	STEPHENVILLE	TX	76401
R000028809	747 PECAN	SERBIN RAUL & LISA PAYNE	747 PECAN	STEPHENVILLE	TX	76401
R000028764	775 FREY	STEPHENS GARY	791 W FREY	STEPHENVILLE	TX	76401
R000028767	737 W FREY	STEPHENS ROBERT DEE & ELIZABETH ANN	4648 CR275	DUBLIN	тх	76446
R000028770	1020 PADDOCK	TRIPLE W REMODELING, LLC AND	101 TANGLEWOOD LANE	STEPHENVILLE	TX	76401
R000028828	759 PECAN	WOOD TROY & THEDRA	759 PECAN	STEPHENVILLE	TX	76401-0000



STAFF REPORT



SUBJECT: Case No.: PD2024-001

Applicant Southwestern Pigeon Rd, LLC is requesting a rezone of property located at 315 FM 2303, Parcel R65090 being Acres 3.020, A0520 MENEFEE JARRETT; and Parcel R22587, being 91.830 acres of the A0520 of MENEFEE JARRETT; HOUSE & BARN, to the City of Stephenville, Erath County, Texas from (R-1) Single Family Residential and To Be Determined to (PD) Planned Development. The applicant will present a Conceptual Plan.

DEPARTMENT: Development Services

STAFF CONTACT: Steve Killen, Director of Development Services

RECOMMENDATION:

Review and make recommendations to the conceptual plan. The applicants will return for the rezone to a Planned Development District and the approval of the development plan.

BACKGROUND:

PROPERTY PROFILE:





Sec. 154.08. Planned development district (PD).

8.A Description.

(1) Planned development districts are designed for greater flexibility and discretion in the application of residential and non-residential zoning and for increased compatibility and the more effective mitigation of potentially adverse impacts on adjacent land than in possible under standard district regulations. It is recognized that it is desirable for certain areas of the city to be developed in accordance with development plans prepared and approved as a part of the ordinance authorizing the zoning necessary for the proposed development.

- (2) Improvements in a "PD" District are subject to conformance with a development plan approved by the City Council on Planning and Zoning Commission recommendation and after public hearing thereon. No development plan may increase gross density in excess of that allowed by the base district.
- **8.B** Permitted Uses. In a PD Development District, no land shall be used and no building shall be installed, erected for/or converted to any use other than a hereinafter provided.

NON-RESIDENTIAL PLANNED DEVELOPMENTS. Considered appropriate where the following conditions prevail:

- (1) The project utilized innovative land development concepts and is consistent with the Comprehensive Land Use plan and the goals and objectives of the city;
- (2) Non-residential uses are situated such that an appreciable amount of land is available for open space or joint use as parking space and is integrated throughout the planned development;
- (3) The site exhibits environmentally natural features which should be considered for preservation and/or enhancement;
- (4) Aesthetic amenities may be provided in the planned development design which are not economically feasible to provide in conventional non-residential projects; and
- (5) The project provides a compatible transition between adjacent existing single-family residential projects and provides a compatible transition for the extension of future single-family projects into adjacent undeveloped areas.

RESIDENTIAL PLANNED DEVELOPMENT. Considered appropriate where the following conditions prevail:

- (1) The project utilized innovative land development concepts and is consistent with the Comprehensive Land Use plan and the goals and objectives of the city;
- (2) Dwelling units are situated such that an appreciable amount of land for open space is available and is integrated throughout the planned development;
- (3) The project utilizes an innovative approach in lot configuration and mixture of single-family housing types;
- (4) Higher densities than conventional single-family projects of the same acreage is achievable with appropriate buffering between existing conventional single-family developments and increased open space;
- (5) The site exhibits environmentally natural features which should be considered for preservation and/or enhancement;
- (6) Aesthetic amenities may be provided in the planned development design which are not economically feasible to provide in conventional single-family projects; and
- (7) The project provides a compatible transition between adjacent existing conventional single-family residential projects and provides a compatible transition for the extension of future conventional single-family projects into adjacent undeveloped areas.

8.C Prohibited Uses.

- (1) Any building erected or land used for other than the use shown on the Planned Development Site Plan, as approved by the City Council.
- (2) Any use of property that does not meet the required minimum lot size; front, side and rear yard dimensions; and/or lot width, or exceeds the maximum height, building coverage or density per gross acreage as shown in the development's recorded Planned Development Site Plan, as approved by City Council.

- (3) Any use deemed by the City Council as being detrimental to the health, safety or general welfare of the citizens of Stephenville.
- 8.D Ownership. An application for approval of a Planned Development Plan under the Planned Development District regulations may be filed by a person having legal ownership of the property to be included in the Development Plan. In order to ensure unified planning and development of the property, the applicant shall provide evidence, in form satisfactory to the City Attorney, prior to final approval of the Development Plan, that the property is held in single ownership or is under single control. Land shall be deemed to be held in single ownership or under single control if it is in joint tenancy, tenancy in common, a partnership, a trust or a joint venture. The Development Plan shall be filed in the name(s) of the record owner(s) of the property, which shall be included in the application.

8.E Development Schedule.

- (1) An application for a Planned Development District shall be accompanied by a development schedule indicating the approximate date on which construction is expected to begin and the rate of anticipated development to completion. The development schedule, adopted and approved by the City Council, shall become part of the Planned Development Ordinance and shall be adhered to by the owner, developer and their assigns of successors in interest.
- (2) Annually, upon the anniversary date, or more frequently if required, the developer shall provide a written report to the Planning and Zoning Commission concerning the actual development accomplished as compared with the development schedule.
- (3) The Planning and Zoning Commission may, if in its opinion the owner or owners of the property are failing or have failed to meet the approved development schedule, initiate proceedings to amend the Official Zoning map or the Planned Development District by removing all or part of the Planned Development District from the Official Zoning Map and placing the area involved in another appropriate zoning district. After the recommendation of the Planning and Zoning commission and for good cause shown by the owner and developer, the City Council may extend the development schedule as may be indicated by the facts and conditions of the case.
- **8.F Plat Requirements.** No application for a building permit for the construction of a building or structure shall be approved unless a plat, meeting all requirement of the City of Stephenville has been approved by the City Council and recorded in the official records of Erath County.
- **8.G Concept Plan.** The applicant for any PD Planned Development shall submit a concept plan to the Planning and Zoning Commission for review prior to submitting a Development Plan. The concept plan shall contain appropriate information to describe the general land use configuration, proposed densities or lot sizes, proposed amenities and proposed regulation.
- **8.H Development Plan Approval Required.** No building permit or certificate of occupancy shall be issued and no use of land, buildings or structures shall be made in the "PD" District until the same has been approved as part of a development plan in compliance with the procedures, terms and conditions of this section of the ordinance.

8.1 Approval Procedures.

- (1) An application for development plan approval shall be filed with the Director of Community Development accompanied by a development plan.
- (2) The procedures for hearing a request for a zoning change to "PD" shall be the same as for a requested change to any other district as set forth Section 20 of the Zoning Ordinance.
- (3) Any substantive revision to a development plan between the public hearing before the Planning and Zoning Commission and the public hearing before the City Council shall necessitate the development plan being referred back to the Planning and Zoning Commission for review and

- evaluation unless the revision constitutes a minor change as provided below, or the change was condition of the approval.
- (4) Any revisions to the development plan after the public hearing before the City Council shall be submitted to the Director of Community Development for distribution, review and written evaluation by city staff prior to submission to and approved by the City Council.
- (5) Minor changes to an approved development plan, which will not cause any of the following circumstances to occur, may be authorized by the Director of Community Development or his or her designee:
 - (a) A change in the character of the development;
 - (b) An increase in the gross floor areas in structures;
 - (c) An increase in the intensity of use;
 - (d) A reduction in the originally approved separations between buildings;
 - (e) Any adverse changes in traffic circulation, safety, drainage and utilities;
 - (f) Any adverse changes in such external effects on adjacent property as noise, heat, light, glare, vibration, height scale or proximity;
 - (g) A reduction in the originally approved setbacks from property lines;
 - (h) An increase in ground coverage by structures;
 - (i) A reduction in the ratio of off-street parking and loading space; and
 - (j) A change in the size, height, lighting or orientation of originally approved signs.
- (6) The decision of the Director of Community Development or his or her designee as to whether minor changes are being requested may be appealed to the Planning and Zoning Commission. Any change deemed not to be minor change, as indicated above, shall be processed as a new application in accordance with the provisions of this section and Section 20.1 of the Zoning Ordinance.
- **8.J Development Plan Requirements.** The development plan submitted in support of a request for development plan approval shall contain sufficient information delineating the characteristics of the site, changes in those characteristics as may be proposed by the development, how the development will relate to public services and facilities and what protection features are included to insure that the development will be compatible with existing and allowable development on adjacent property. The development plan shall show at least the following items of information:
 - (1) The location of all existing and planned non-single-family structures on the subject property;
 - (2) Landscaping lighting and/or fencing and/or screening of common areas;
 - (3) General locations of existing tree clusters, providing average size and number and indication of species;
 - (4) Location and detail of perimeter fencing if applicable;
 - (5) General description/location of ingress and egress with description of special pavement treatment if proposed;
 - (6) Off-street parking and loading facilities, and calculations showing how the quantities were obtained for all non single-family purposes;
 - (7) Height of all non-single-family structures;
 - (8) Proposed uses;
 - (9) Location and description of subdivision signage and landscaping at entrance areas;

- (10) Street names on proposed streets;
- (11) Proposed minimum area regulations including, set-backs, lot-sizes, widths, depths, side-yards, square footage or residential structures;
- (12) Indication of all development phasing and platting limits; and
- (13) Such additional terms and conditions, including design standards, as the Planning and Zoning Commission and the City Council deem necessary.

8.K Conditions for Development Plan Approval.

- (1) A development plan shall be approved only if all of the following conditions have been found during the review and process:
 - (a) That the uses will be compatible with and not injurious to the use and enjoyment of other property, nor significantly diminish or impair property values with the immediate vicinity;
 - (b) That the establishment of the use or uses will not impede the normal and orderly development and improvements of surrounding vacant property;
 - (c) That adequate utilities, access roads, drainage and other necessary supporting facilities have been or will be provided;
 - (d) That the design, location and arrangement of all driveways and parking spaces provides for the safe and convenient movement of vehicular and pedestrian traffic without adversely affecting the general public or adjacent developments;
 - (e) That adequate nuisance prevention measures have been or will be taken to prevent or control offensive odor, fumes, dust, noise and vibration;
 - (f) That directional lighting will be provided so as not to disturb or adversely affect neighboring properties.
- (2) In approving a development plan, the City Council may impose additional conditions necessary to protect the public interest and welfare of the community.
- **8.L Additional Conditions.** Every Planned Development District approved under the provisions of this Ordinance shall be considered as an amendment to the Ordinance as applicable to the property involved. In an approved Planned Development District, the City Council may impose conditions relative to the standard of development, and such conditions shall be complied with before a certificate of occupancy is issued for the use of the land or any structure which is part of the Planned Development District; and such condition shall not be construed as conditions precedent to the approval of the zoning amendment, but shall be constructed as conditions precedent to the granting of a certificate of occupancy.

8.M Revocation.

- (1) Approval of a development plan may be revoked or modified, after notice and hearing, for either of the following reasons:
 - (a) Approval was obtained or extended by fraud or deception; or
 - (b) That one or more of the conditions imposed by the City Council on the development plan has not been met or has been violated.
- (2) Development controls:
 - (a) The City Council may impose more restrictive requirements than those proposed in the development plan in order to minimize incompatibilities;
 - (b) A "PD" District shall have a minimum lot area of not less than one acre under unified control;

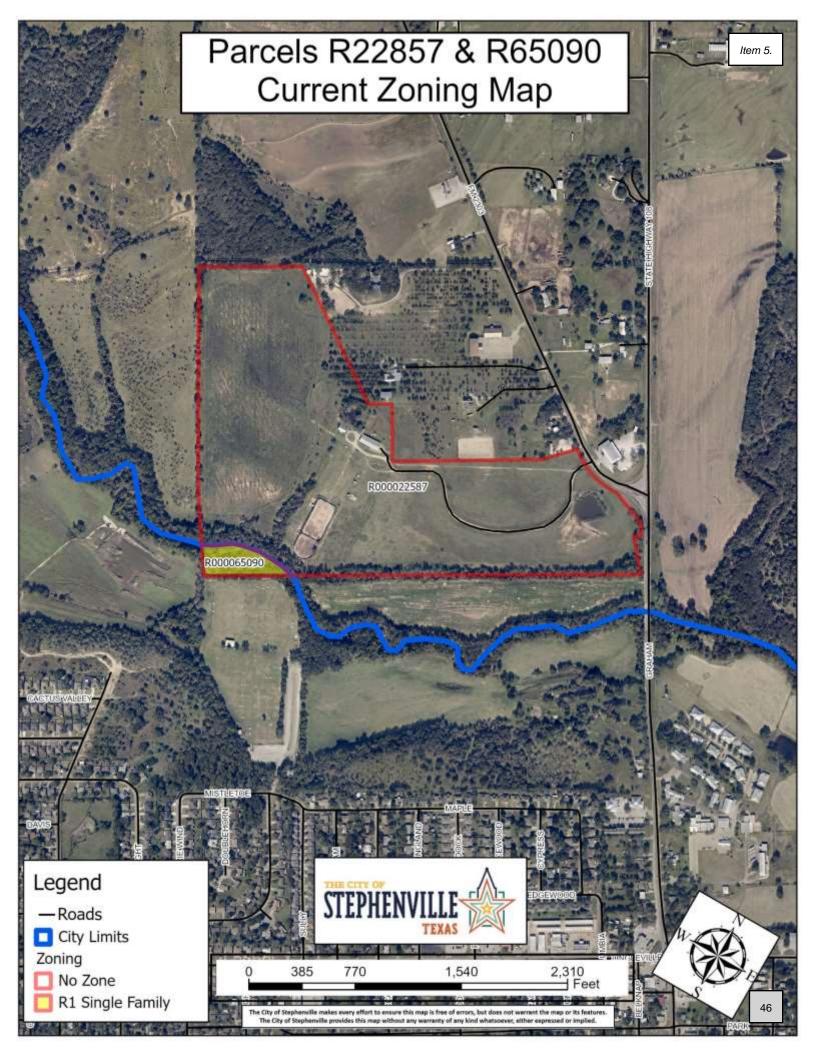
- (c) The parking requirements of the Zoning Ordinance shall apply to all uses in the "PD" District unless otherwise specified on the development plan; and
- (d) "PD" provisions may vary setbacks with approval.

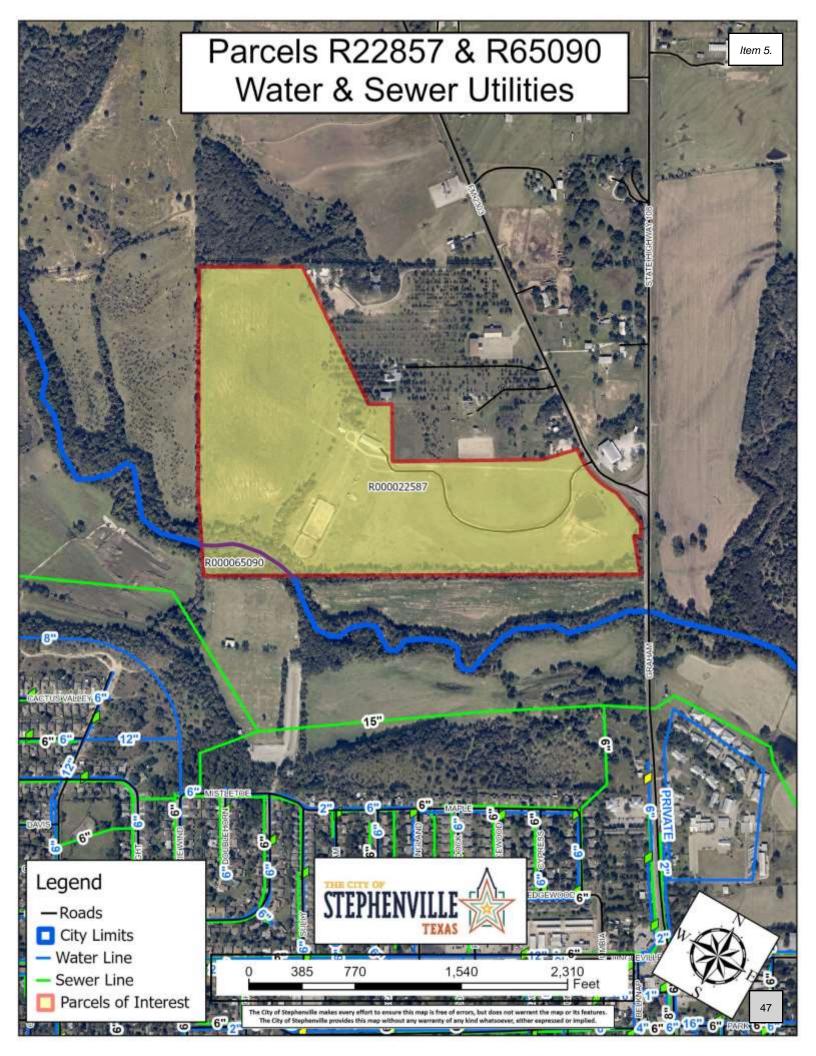
FACTORS TO CONSIDER:

- Compliance with Comprehensive Plan?
- Is application consistent with Plan?
- If not, have conditions changed or new information been offered to support change?
- Surrounding Zoning and Land Use
- Infrastructure Impacts
- Size and Location of Parcel is land large enough and in property location for proposed use?
- Reasonable Use of Property does proposed change provide reasonable use of property?
- Zoning has great discretion deny if applicant has not proven it is in the best interest of City to approve

ALTERNATIVES:

- 1) Accept the Conceptual Plan as presented.
- 2) Make recommendations to the applicant in regards to the Conceptual Plan.









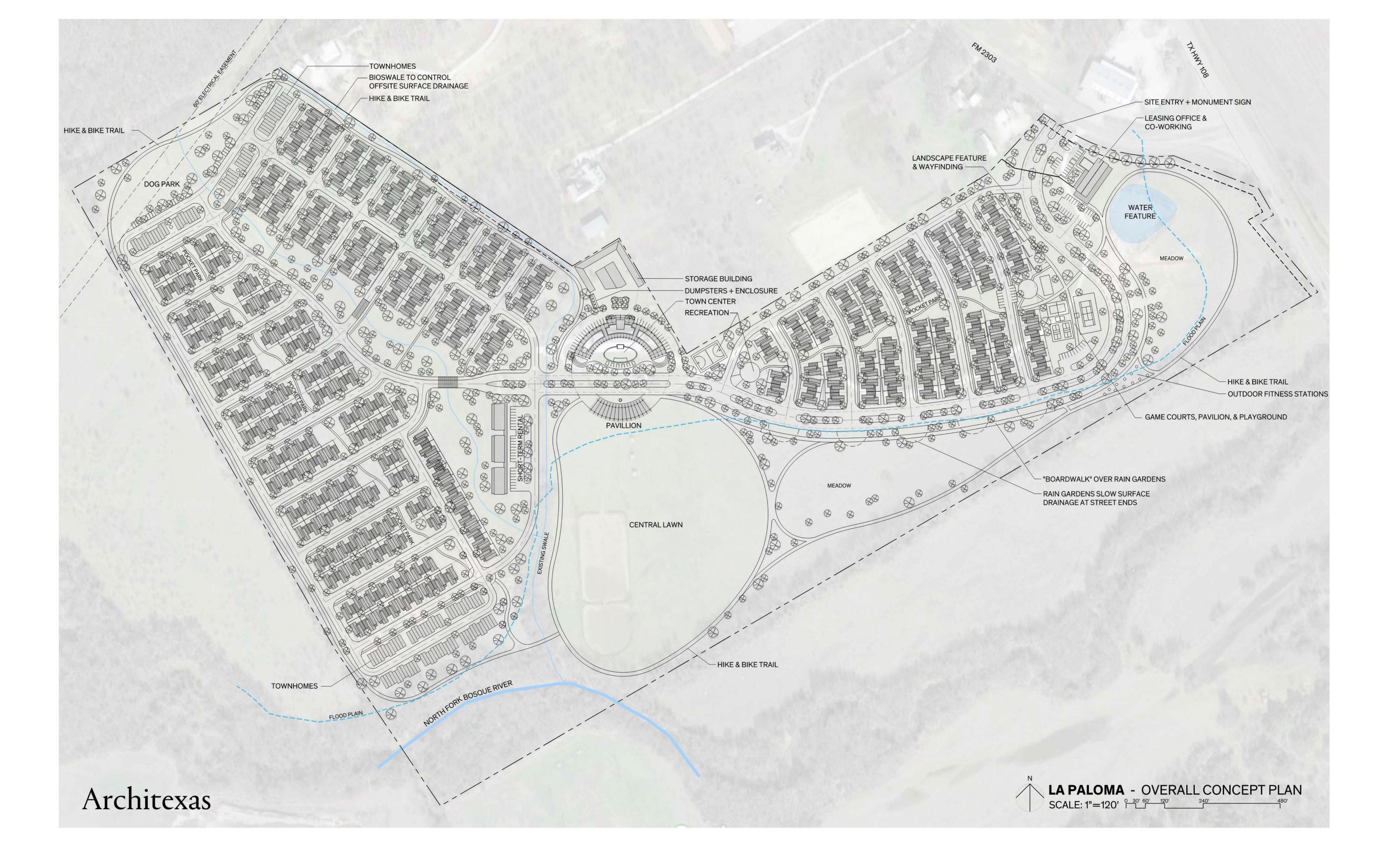
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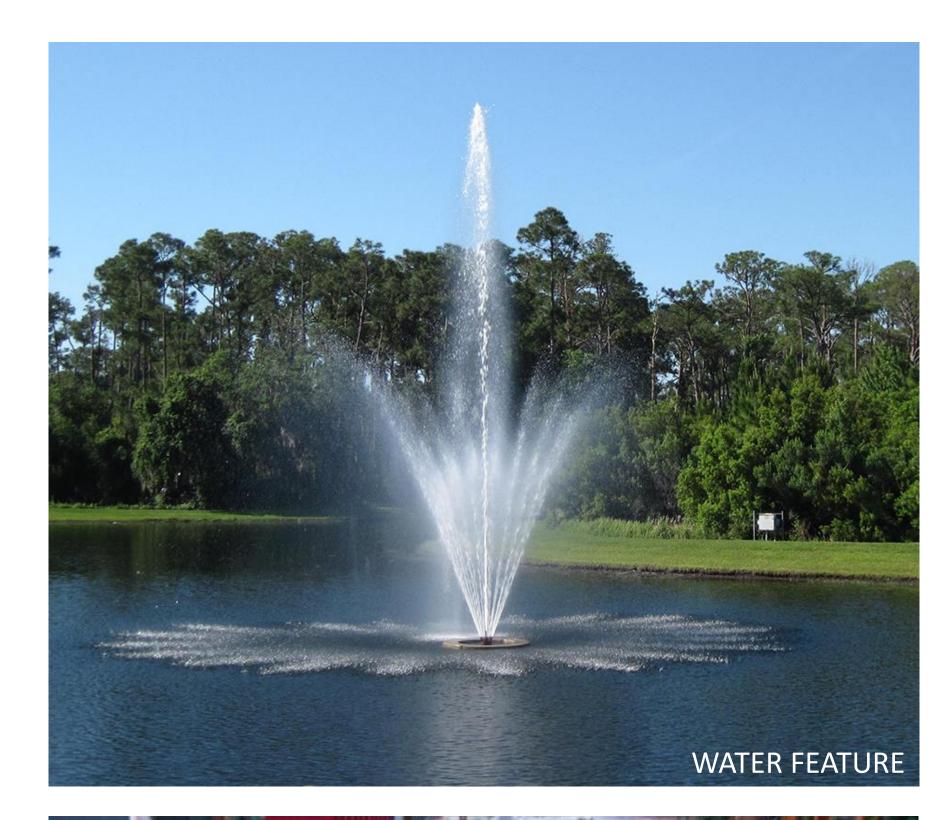




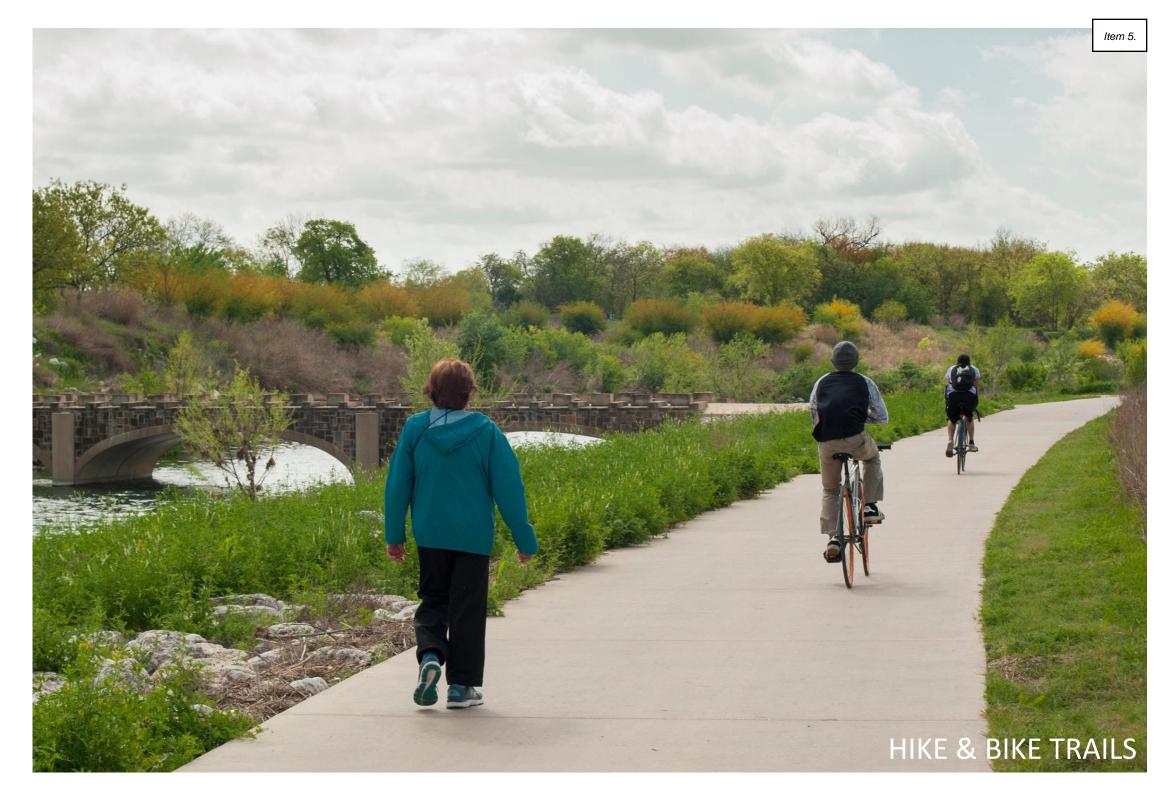


Expect More. Experience Better.















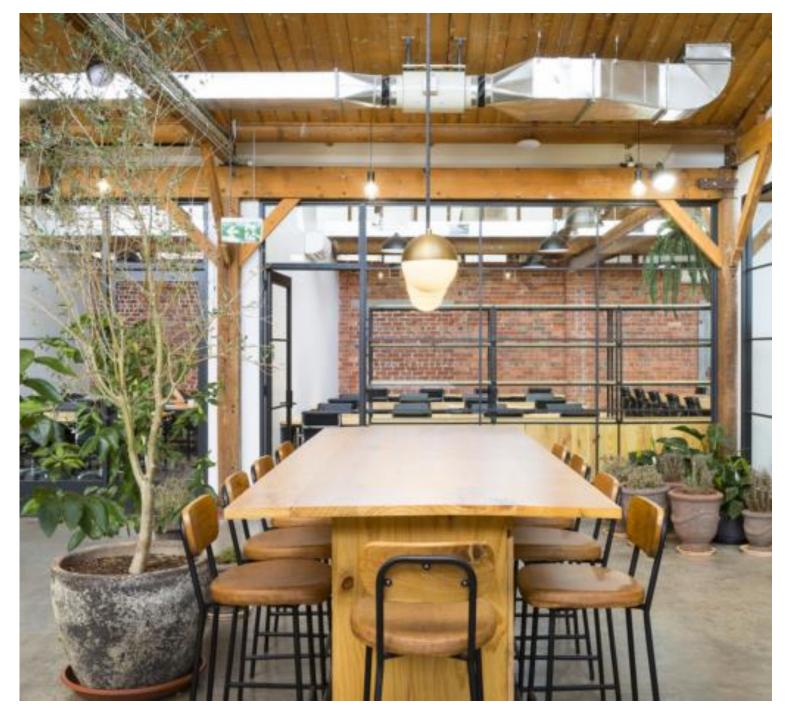






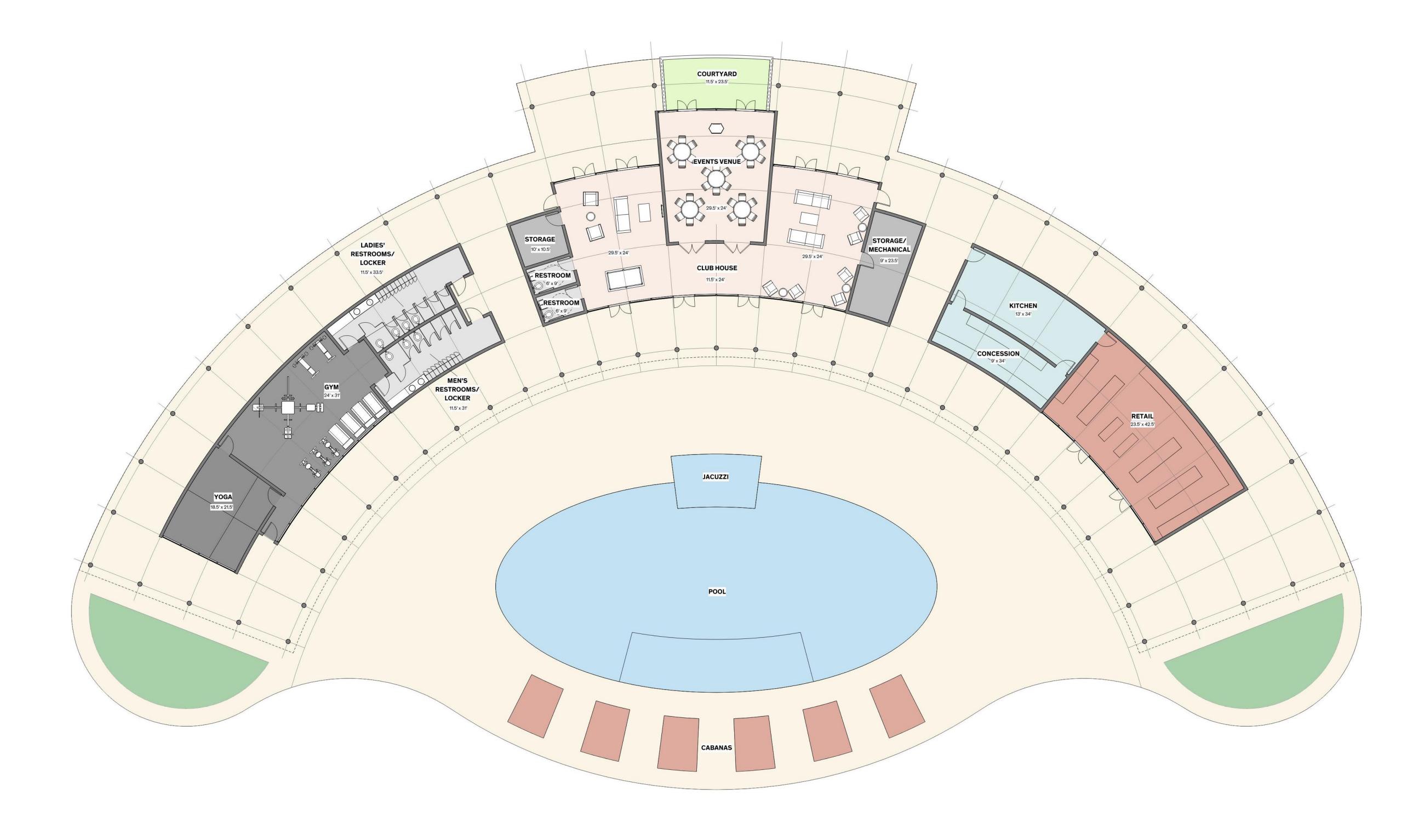




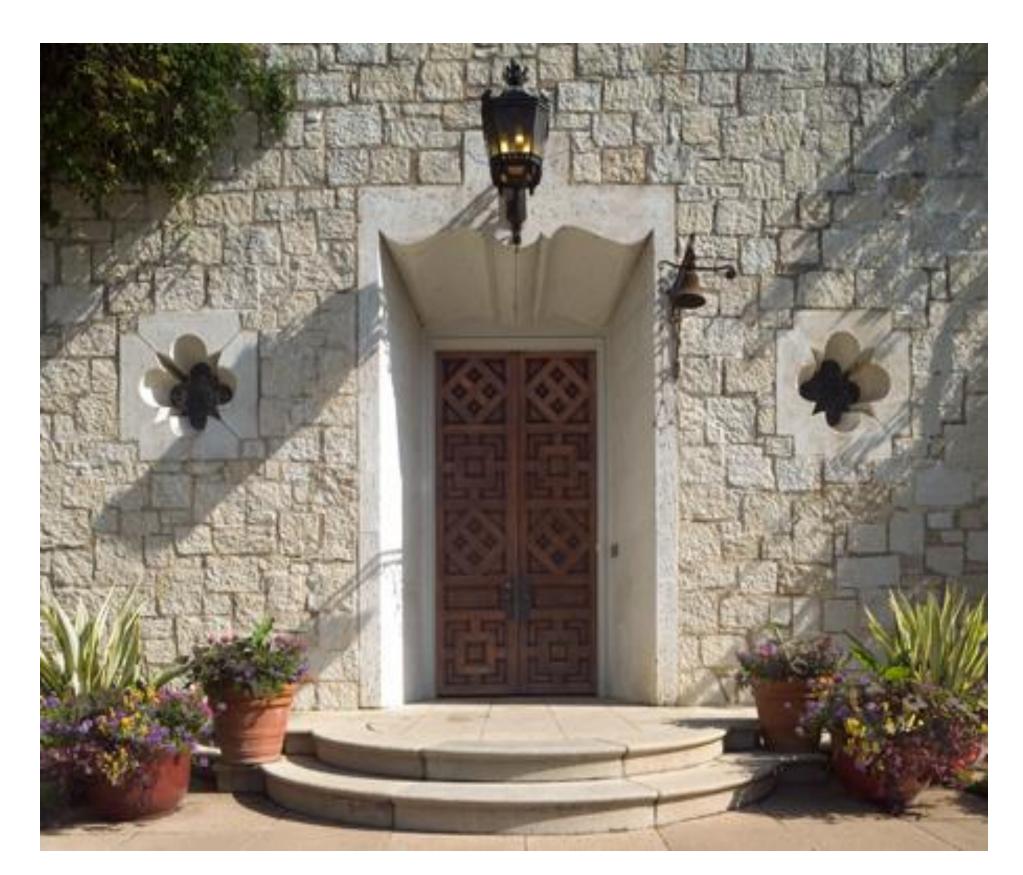
















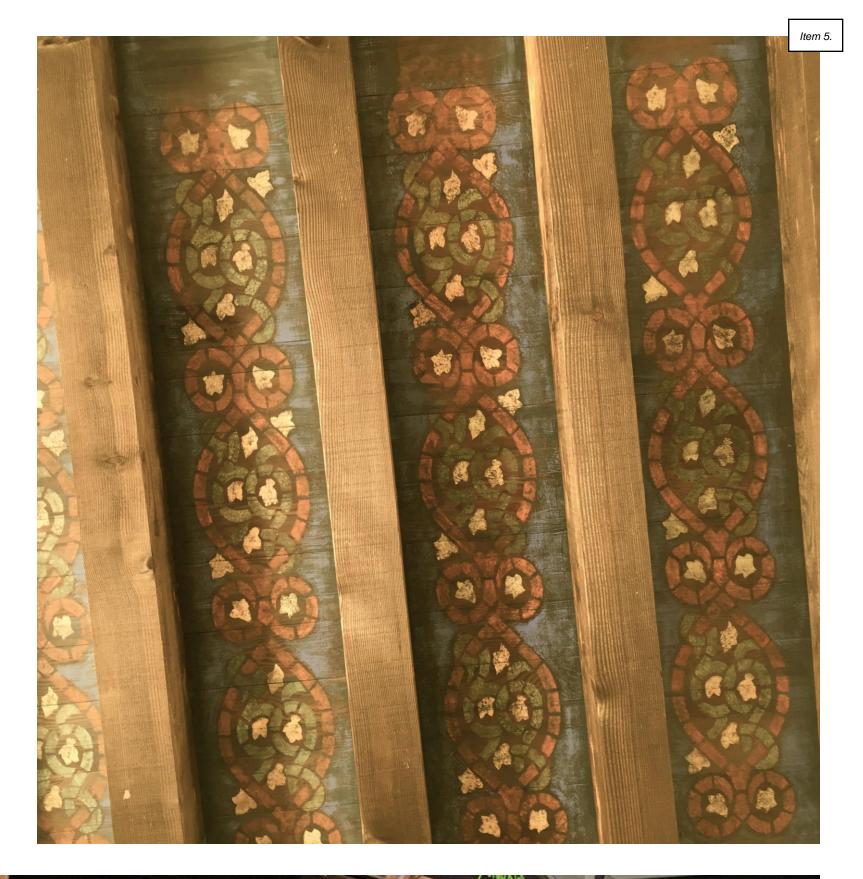








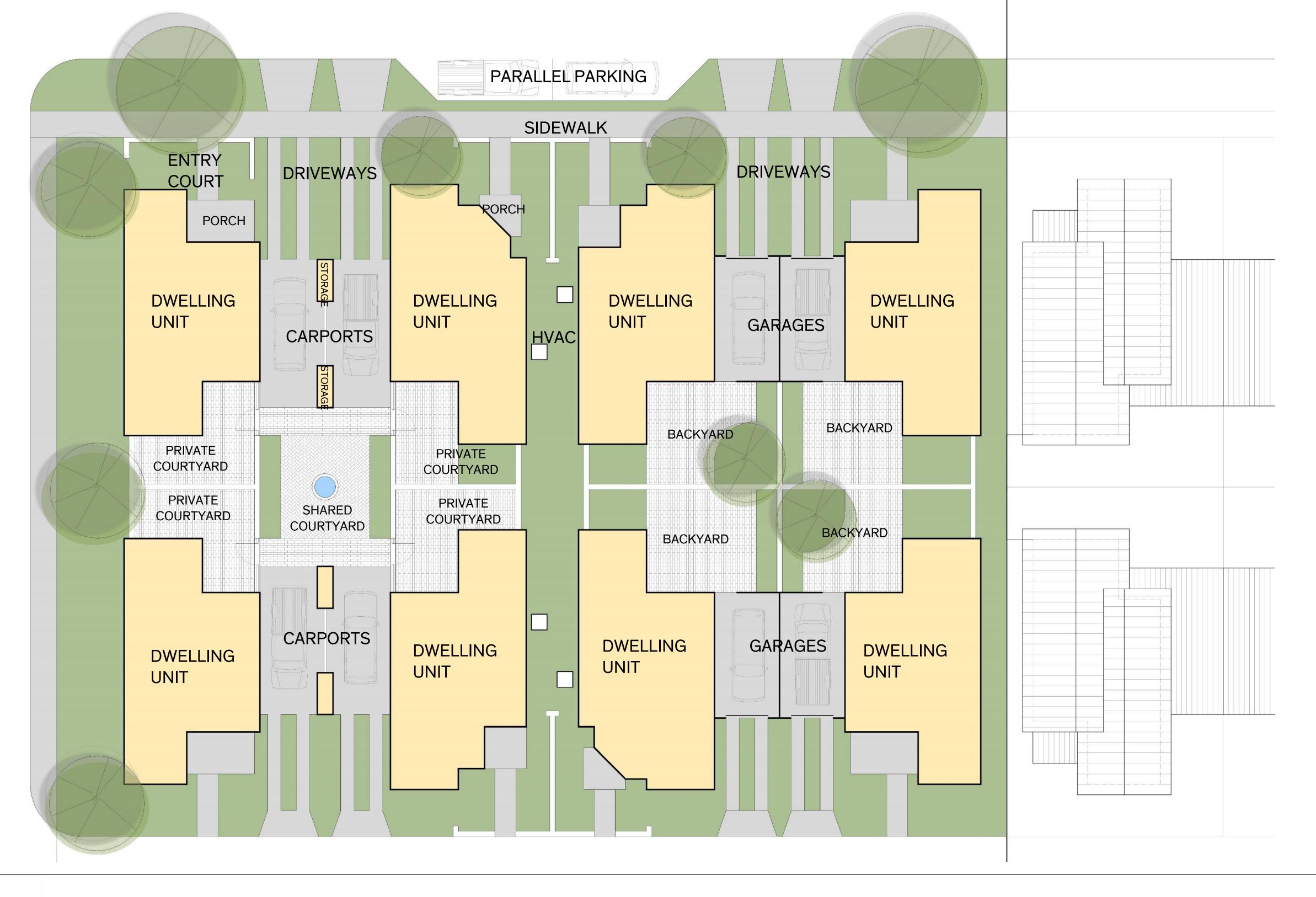








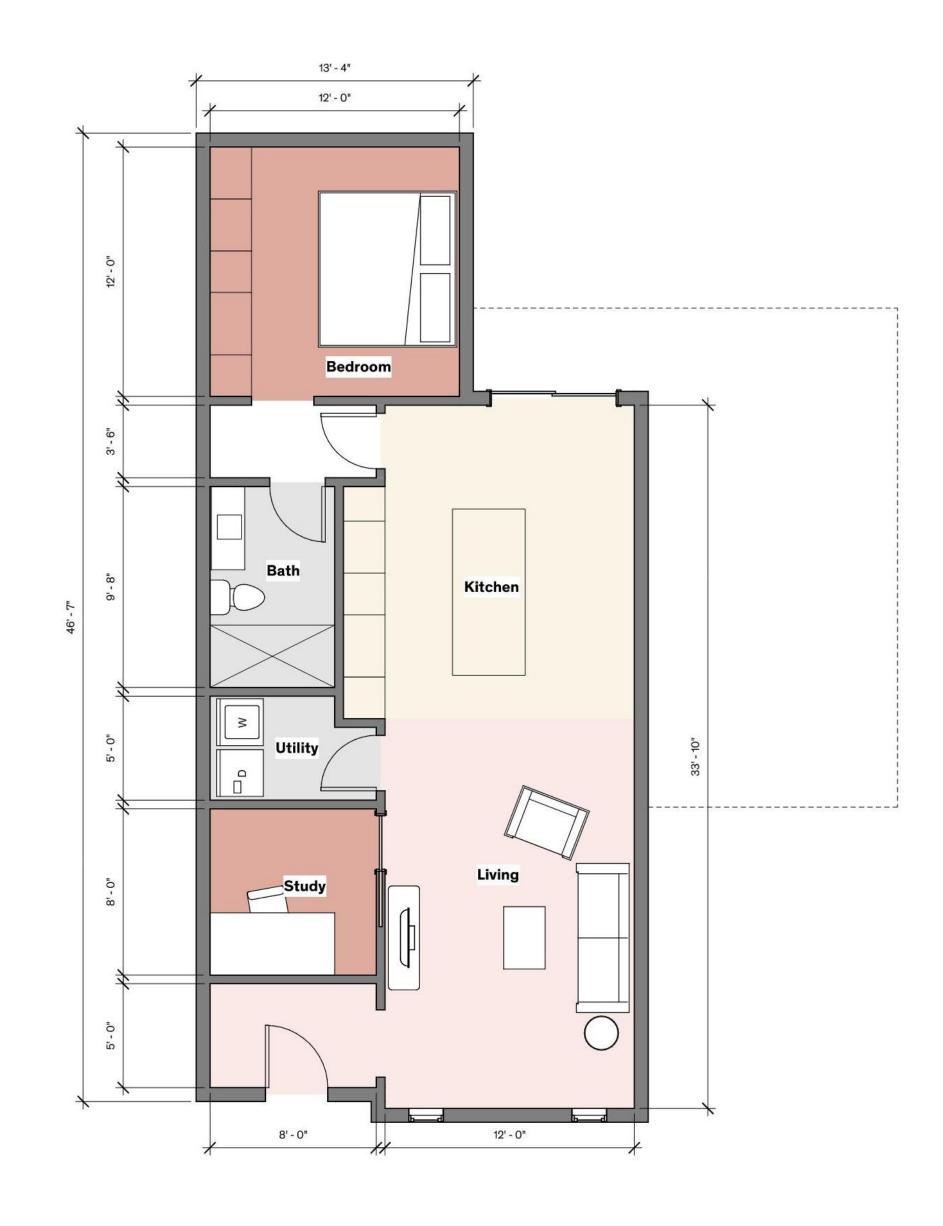






RESIDENTIAL UNIT GROUPING CONCEPTS CARPORTS & COURTYARDS vs GARAGES & PRIVATE YARDS Project: La Paloma Location: Stephenville, TX Phase: Schematic Design Date: 17 April 2023

Item 5.

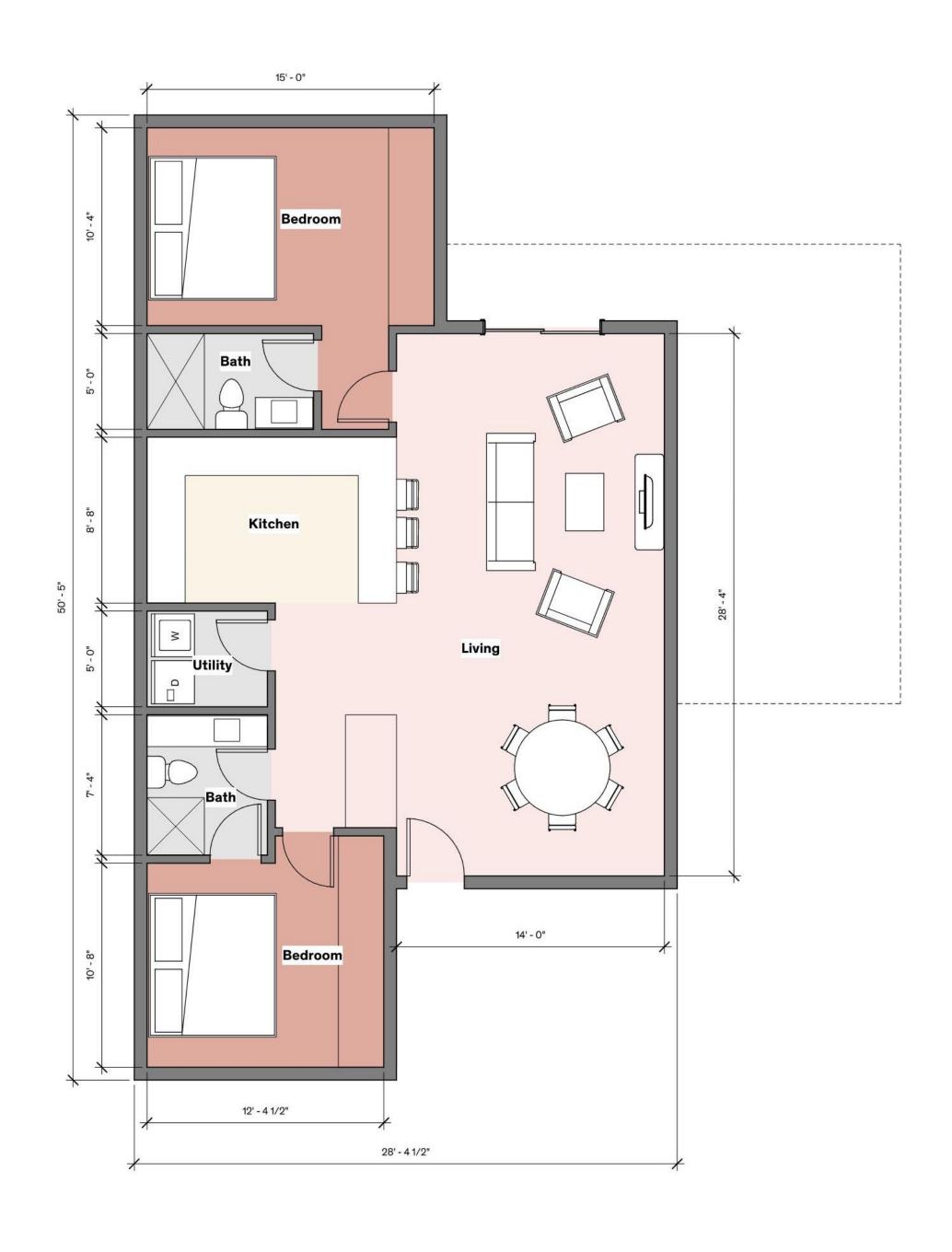


Closet

1 Bed, 1 Bath, Study - 796 sq ft

1 Bed, 1 Bath, Study - 733 sq ft





2 3 Bed, 2 Bath - 1250 sqft

1 2 Bed,2 Bath- 1020 sq ft $\frac{2 \text{ Bed,2 Bath- 1020 sq ft}}{\frac{1}{4}}$

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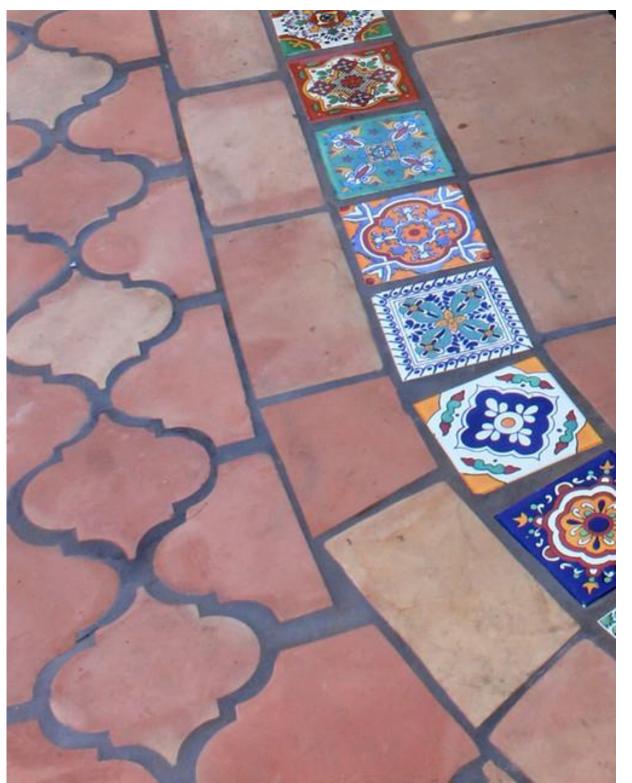


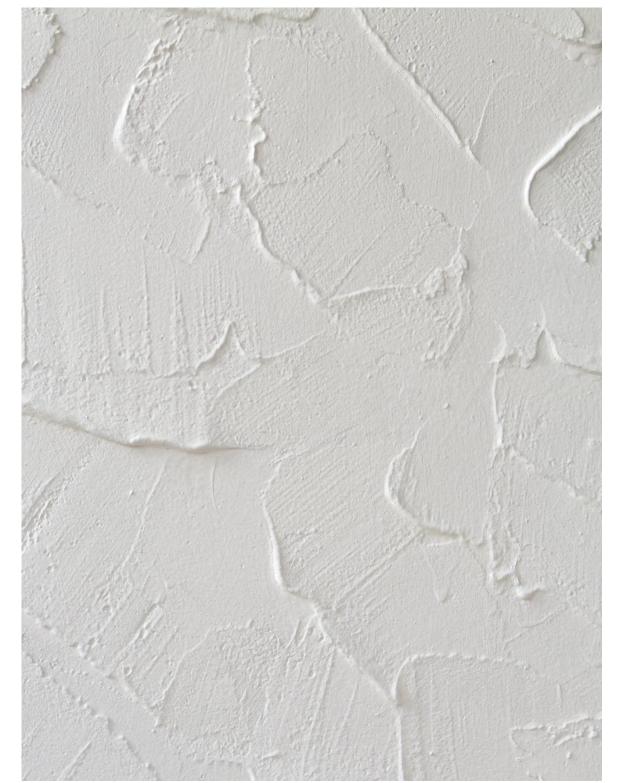
RESIDENTIAL UNIT CONCEPTS SPANISH REVIVAL BUNGALOWS















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RESIDENTIAL UNIT CONCEPTS SPANISH REVIVAL BUNGALOWS



RESIDENTIAL UNIT CONCEPTS STREET VIEW RENDERING



STAFF REPORT



SUBJECT: Case No.: RZ2024-004

Applicant Landon Darwin representing Rock Creek Property No.1, LLC, is requesting a rezone of property located at 0 W. Cedar St, being Parcel R78345 of the H.C. Hudson Survey, A-342, of the City of Stephenville, Erath County, Texas from Single Family (R-1) and Retail and

Commercial (B-2) to (R-3) Multifamily Residential District.

DEPARTMENT: Development Services

STAFF CONTACT: Steve Killen, Director of Development Services

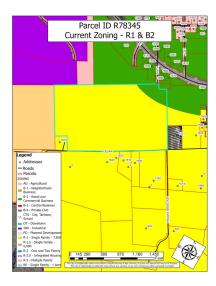
RECOMMENDATION:

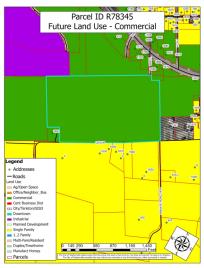
To provide a recommendation to the City Council for a rezone of property for the purpose of student housing.

BACKGROUND:

The property has currently has split zoning of single family residential and retail/commercial. The Future Land Use is designated as Commercial. The requested rezone to R-3 is for a proposed student housing development estimated at 1,960 beds.

PROPERTY PROFILE:







Sec. 154.05.6. Multiple family residential district (R-3).

5.6.A Description. This residential district provides for medium to high-density city neighborhood development. The primary land use allows for single-family dwellings, two-to-four family dwelling units, and multiple family housing buildings and complexes platted as one parcel and sole source management. All R-3 zoning will be appropriate to a city-style neighborhood. Recreational, religious and educational uses are also permitted so as to contribute to the natural elements of a convenient, balanced and attractive neighborhood. Development within this district is intended to be protected from the encroachment of land activities that do not contribute to the esthetic and functional well being of the intended district environment.

5.6.B Permitted Uses.

- (1) Single-family detached dwelling, limited to occupancy by a family having no more than three individuals who are unrelated by blood, legal adoption, marriage or conservatorship. The owner and any agent of the owner shall be legally responsible for directly or indirectly allowing, permitting, causing, or failing to prohibit residential use of a dwelling in this district by more than three unrelated individuals;
- (2) Two-to-four family dwellings, with each family limited as in division (1) above;
- (3) Multiple family dwellings, with each family limited as in division (1) above; Student living complexes will be subject to a variance request for units designed to occupy more than three unrelated students per unit;
- (4) Assisted living center;
- (5) Convalescent, nursing or long term-care facility;
- (6) Retirement housing complex;
- (7) Accessory buildings;
- (8) Churches, temples, mosques and related facilities;
- (9) Community home;
- (10) Park or playground;
- (11) SISD school—public;
- (12) Bed and breakfast/boarding house;
- (13) Group day care home;
- (14) Registered family home;
- (15) Day care center; and
- (16) Fraternity or sorority house.

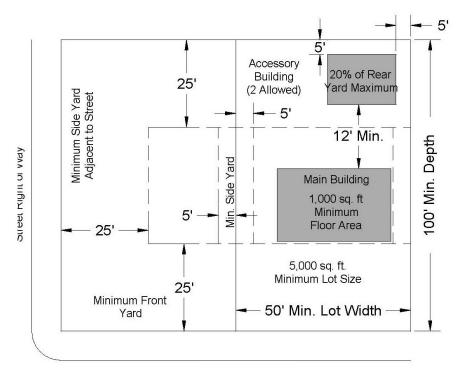
5.6.C Conditional Uses.

- (1) Home occupation;
- (2) Common facilities as the principal use of one or more platted lots in a subdivision;
- (3) Adult and/or children's day care centers;
- (4) Foster group home; and
- (5) Residence hall.

5.6.D Height, Area, Yard and Lot Coverage Requirements.

- (A) Single family dwelling.
 - (1) Minimum lot area: 5,000 ft².
 - (2) Minimum lot width and lot frontage: 50 feet.
 - (3) Minimum lot depth: 100 feet.
 - (4) Minimum depth of front setback: 25 feet.
 - (5) Minimum depth of rear setback: 25 feet.
 - (6) Minimum width of side setback:
 - (a) Internal lot: five feet.
 - (b) Corner lot: 25 feet from intersecting side street.
 - (7) Building size:
 - (a) Maximum coverage as a percentage of lot area: 40%.
 - (b) Single family dwelling: 1,000 ft².

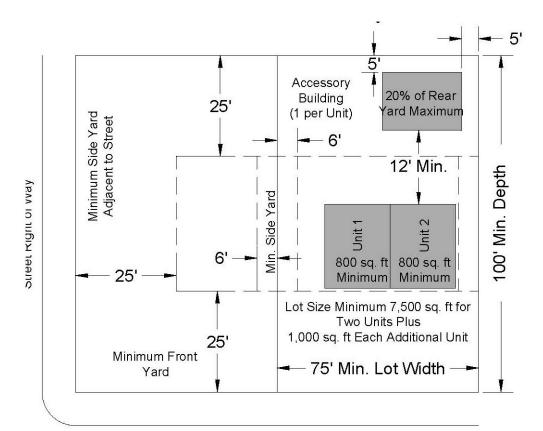
- (8) Accessory buildings:
- (a) Maximum accessory buildings coverage of rear yard: 20%.
- (b) Maximum number of accessory buildings: one.
- (c) Minimum depth of side setback: five feet.
- (d) Minimum depth of rear setback: five feet.
- (e) Minimum depth from the edge of the main building: 12 feet.
 - (9) Maximum height of structures: 35 feet.
 - (10) Public, semi-public or public service buildings, hospitals, institutions or schools may not exceed a height of 60 feet. Churches, temples and mosques may not exceed 75 feet, if the building is set back from each yard line at least one foot for each two feet additional height above the height limit in this district.



Street Right of Way

- (B) Two-to-four family.
 - (1) Minimum lot area: 7,500 ft² for two dwelling units, plus 1,000 ft² for each additional dwelling unit.
 - (2) Minimum lot width and lot frontage: 75 feet.
 - (3) Minimum lot depth: 100 feet.
 - (4) Minimum depth of front setback: 25 feet.
 - (5) Minimum depth of rear setback: 25 feet.
 - (6) Minimum width of side setback:
 - (a) Internal lot: six feet.
 - (b) Corner lot: 25 feet from intersecting side street.
 - (7) Building size:
 - (a) Maximum coverage as a percentage of lot area: 40%.
 - (b) Minimum area of each dwelling unit: 800 ft².

- (8) Accessory buildings:
- (a) Maximum accessory building coverage of rear yard: 20%.
- (b) Maximum area of each accessory building: 200 ft².
- (c) Maximum number of accessory buildings: one per unit.
- (d) Minimum depth of side setback: five feet.
- (e) Minimum depth of rear setback: five feet.
- (f) Minimum depth from the edge of the main building: 12 feet.
 - (9) Maximum height of structures: 35 feet.
 - (10) Public, semi-public or public service buildings, hospitals, institutions or schools may not exceed a height of 60 feet. Churches, temples and mosques may not exceed 75 feet, if the building is set back from each yard line at least one foot for each two feet additional height above the height limit in this district.



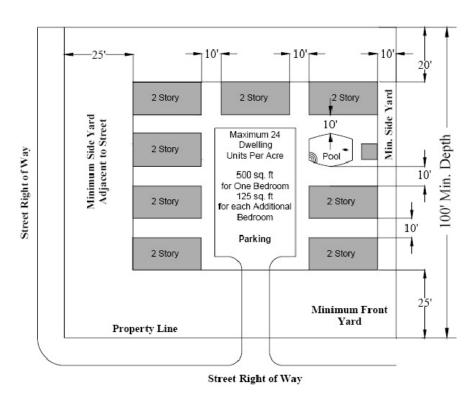
Street Right of Way

- (C) Reserved.
- (D) Multiple family dwellings.
 - (1) Minimum lot area: maximum density of 24 dwelling units per acre, which includes parking, access and all other area improvements.
 - (2) Minimum lot depth: 100 feet.
 - (3) Minimum depth of front setback: 25 feet.
 - (4) Minimum depth of rear setback: 20 feet.
 - (5) Minimum width of side setback:
 - (a) Internal lot: ten feet.
 - (b) Corner lot: 25 feet from intersecting side street.

- (6) Building size: Minimum area of each dwelling unit: 500 ft² for one bedroom or less plus 125 ft² of floor area for each additional bedroom.
- (7) Maximum height of structures: 35 feet.
- (8) Public, semi-public or public service buildings, hospitals, institutions or schools may not exceed a height of 60 feet. Churches, temples and mosques may not exceed 75 feet, if the building is set back from each yard line at least one foot for each two feet additional height above the height limit in this district.

5.6.D Height, Area, Yard and Lot Coverage Requirements

Multiple Family Dwelling

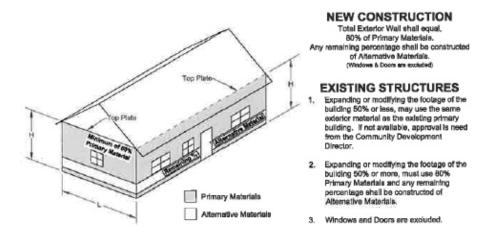


5.6.E Parking Regulations. Lots in this District shall provide a minimum of two vehicle parking spaces per dwelling unit, with a driveway connecting the parking spaces with a street or alley, and meet all the pertinent requirements contained in Section 154.11Parking spaces for vehicles of this ordinance. Student housing whereby individual rooms are leased by unit must require 1.5 spaces per rented bed.

5.6.F Type of Construction.

- (1) The exterior walls of all new dwellings to the top plate, shall be constructed of at least 80% of the total exterior walls of primary materials, excluding doors, windows, and porches. See Section 10.E(1): Exterior Building Material Standard—Primary Materials.
- (2) Any remaining exterior walls of all new dwellings shall construct the remaining exterior walls of alternative materials. See Section 10.E(2): Exterior Building Material Standard—Alternative Materials.
- (3) Existing dwellings expanding the total square footage of the building 50% or less, or modifying the exterior walls, may use the same exterior construction material as the existing primary building. If the material is not available, similar material may be used if approved by the Community Development Director.
- (4) Existing dwellings expanding the total square footage of the building more than 50%, or proposing to use a material inconsistent with the primary structure for any expansion, must meet the 80%

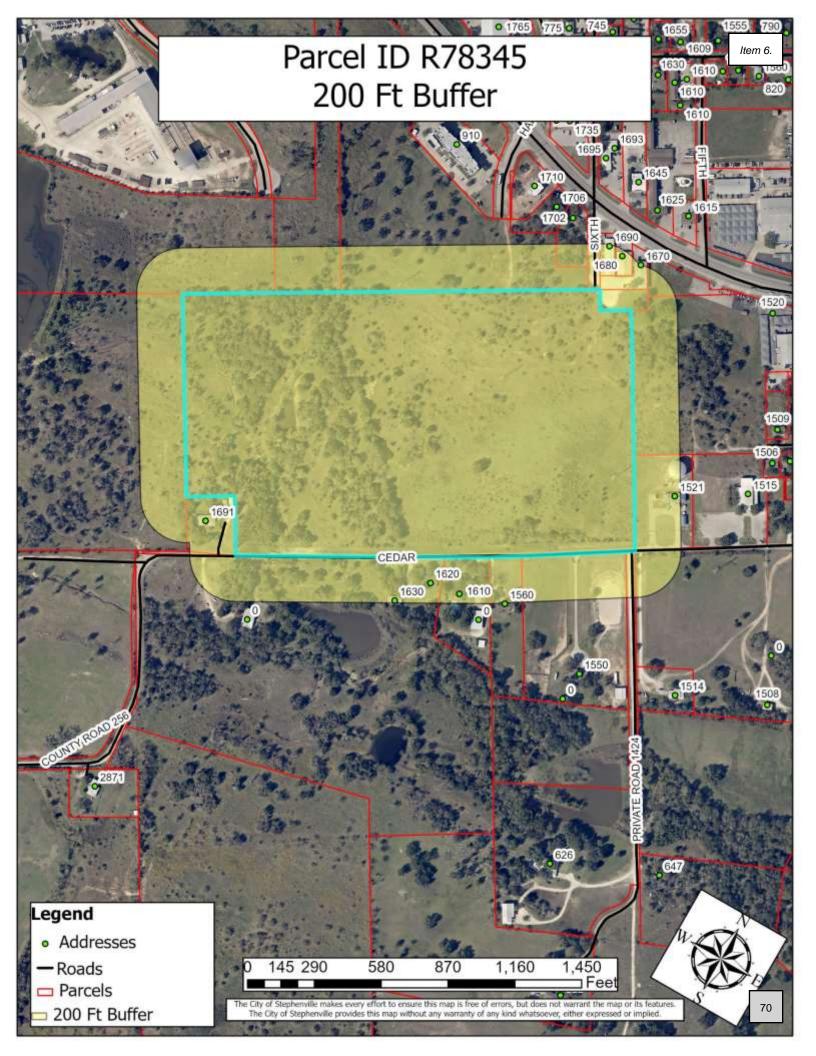
minimum primary materials, Section 10.E: Exterior Building Material Standard, for the total exterior walls of the structure.

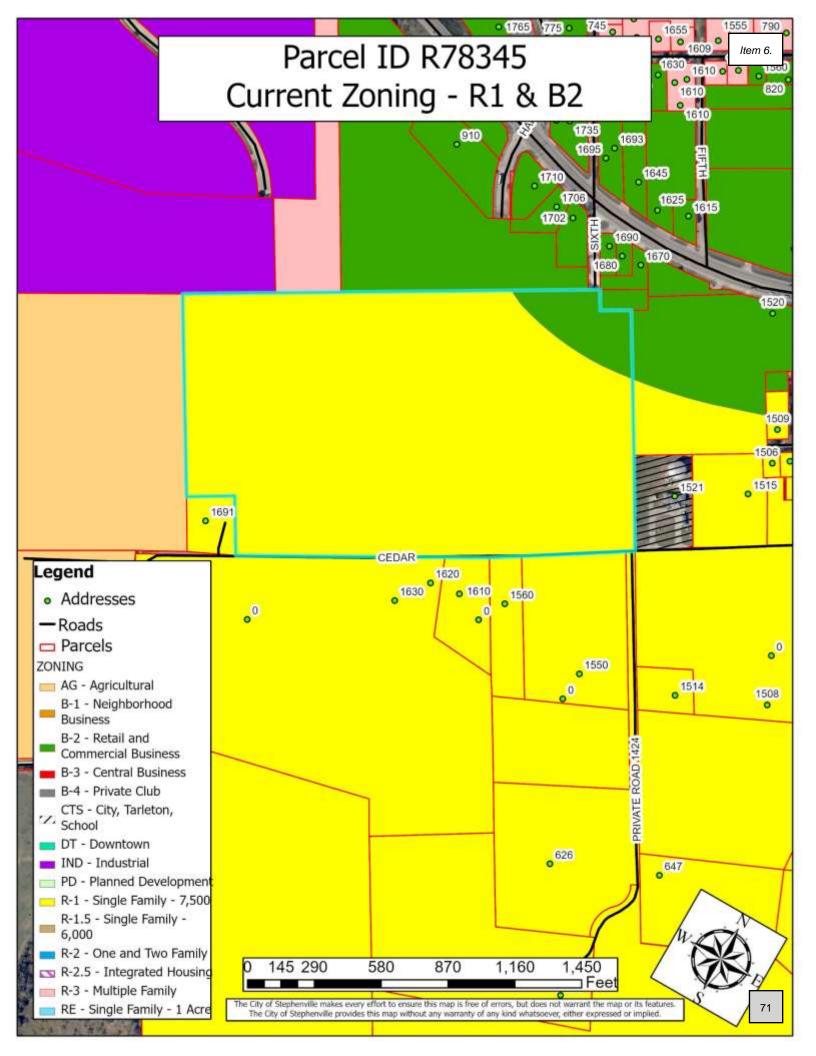


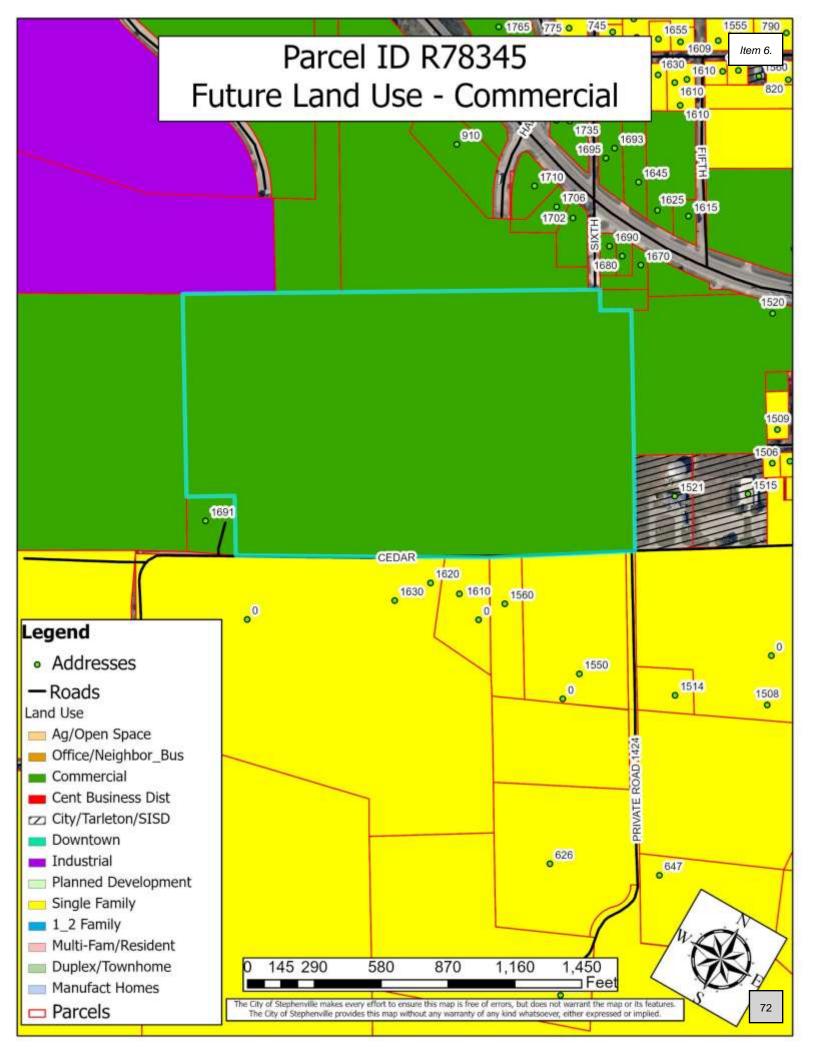
(Am. Ord. 2007-24, passed 12-4-2007; Am. Ord. 2008-13, passed 7-1-2008; Ord. 2011-26, passed 12-6-2011; Am. Ord. 2021-0-29, § 1, passed 9-7-2021)

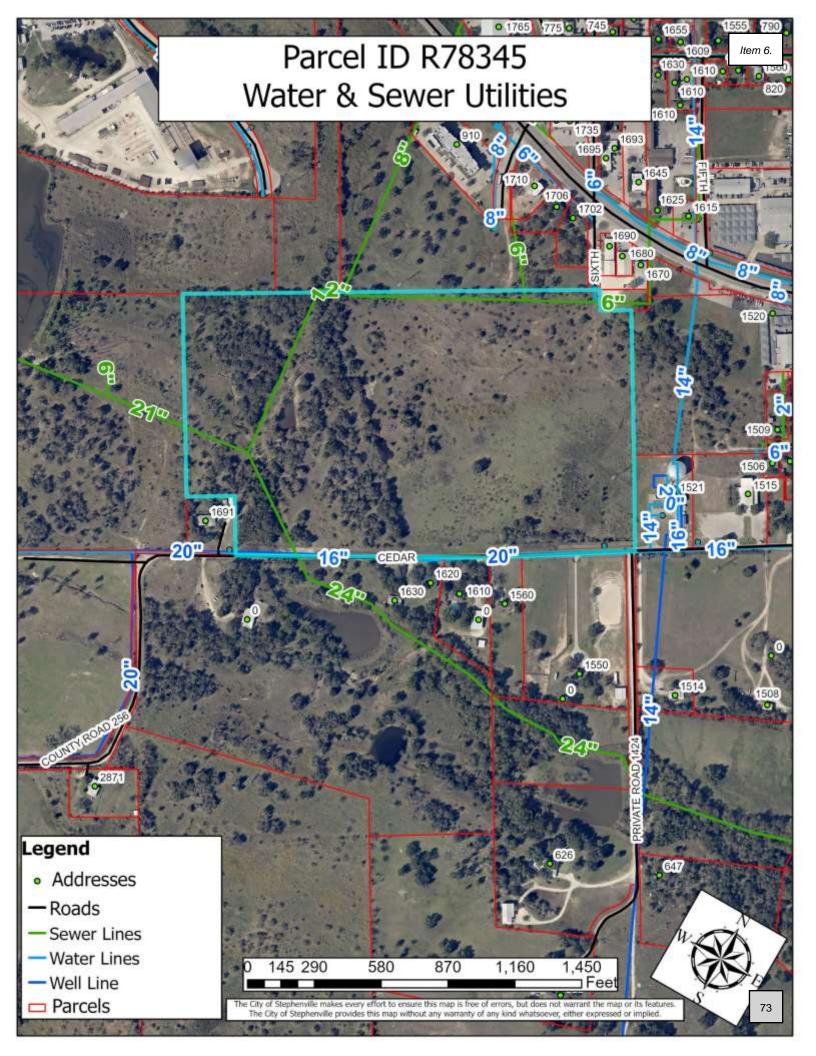
ALTERNATIVES:

- 1) Recommend the City Council approve the rezoning request.
- 2) Recommend the City Council deny the rezoning request.









Parcel R000078345 200 ft Buffer Addresses

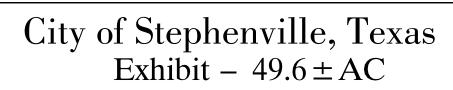
Parcel ID	Parcel Address	Parcel Owner	Owner Address	City	State	Zip Code
R000033775	1520 W SOUTH LOOP	2012 GBAT BMI PROPERTIES, LLC	128 GREENBRIAR	STEPHENVILLE	TX	76401
R000019805	1520 W SOUTH LOOP	2012 GBAT BMI PROPERTIES, LLC	128 GREENBRIAR	STEPHENVILLE	TX	76401
R000033760	0 GROESBECK	ALLEN REAL PROPERTIES LTD	PO BOX 953	STEPHENVILLE	TX	76401
R000019809	626 PR1424 OFF CR256	CAGLE ERIC BRANDT	624 PR1424	STEPHENVILLE	TX	76401
R000067061	1521 W CEDAR ST	CITY OF STEPHENVILLE	298 W WASHINGTON	STEPHENVILLE	TX	76401-4257
R000019793	1620 W CEDAR ST	COLLIER NATHAN & KRISTIN	997 N LYDIA	STEPHENVILLE	TX	76401
R000033753	1702 W SOUTH LOOP	HAMPTON BARBARA REVOCABLE LIFE ESTATE	1702 W SOUTH LOOP	STEPHENVILLE	TX	76401
R000062473	1610 W CEDAR ST	HOWELL KENNETH & DEREECE	1610 W CEDAR ST	STEPHENVILLE	TX	76401
R000072198	0 SOUTH LOOP (OFF)	KARNES DANNY	1670 SOUTH LOOP	STEPHENVILLE	TX	76401-0000
R000033772	1670 W SOUTH LOOP	KARNES DANNY	1670 SOUTH LOOP	STEPHENVILLE	TX	76401-0000
R000033773	1690 W SOUTH LOOP	KARNES DANNY & JANA	1670 S LOOP	STEPHENVILLE	TX	76401
R000019789	0 CR256	LEE J RALPH & LINDA	PO BOX 24	HAMILTON	TX	76531
R000071064	0 CR256	LEE J RALPH & LINDA	PO BOX 24	HAMILTON	TX	76531
R000019817	1550 W CEDAR ST	MICK KEVIN	22210 CLAIBOURNE LANE	SANTA CLARITA	CA	91350
R000064287	1691 W CEDAR ST	PEEK CAROLYN J	1691 W CEDAR	STEPHENVILLE	TX	76401
R000078345	0 W CEDAR ST	ROCK CREEK PROPERTY NO 1, LLC	6110 N FM219	DUBLIN	TX	76446
R000019806	1508 W CEDAR ST	SHUFFIELD JEANNE W TRUST	1469 MELISSA	STEPHENVILLE	TX	76401-0000
R000033774	1680 W SOUTH LOOP	SMOLA JAMES	1680 S LOOP	STEPHENVILLE	TX	76401-0000
R000071065	1900 GROESBECK	V84 HOLDINGS LLC	PO BOX 1827	STEPHENVILLE	TX	76401
R000019819	1560 W CEDAR ST	WIGGINS WANDA J (LIFE ESTATE)	1610 W CEDAR	STEPHENVILLE	TX	76401

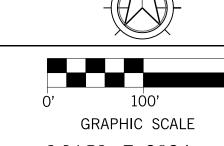




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Stephenville Multi-Family Tract





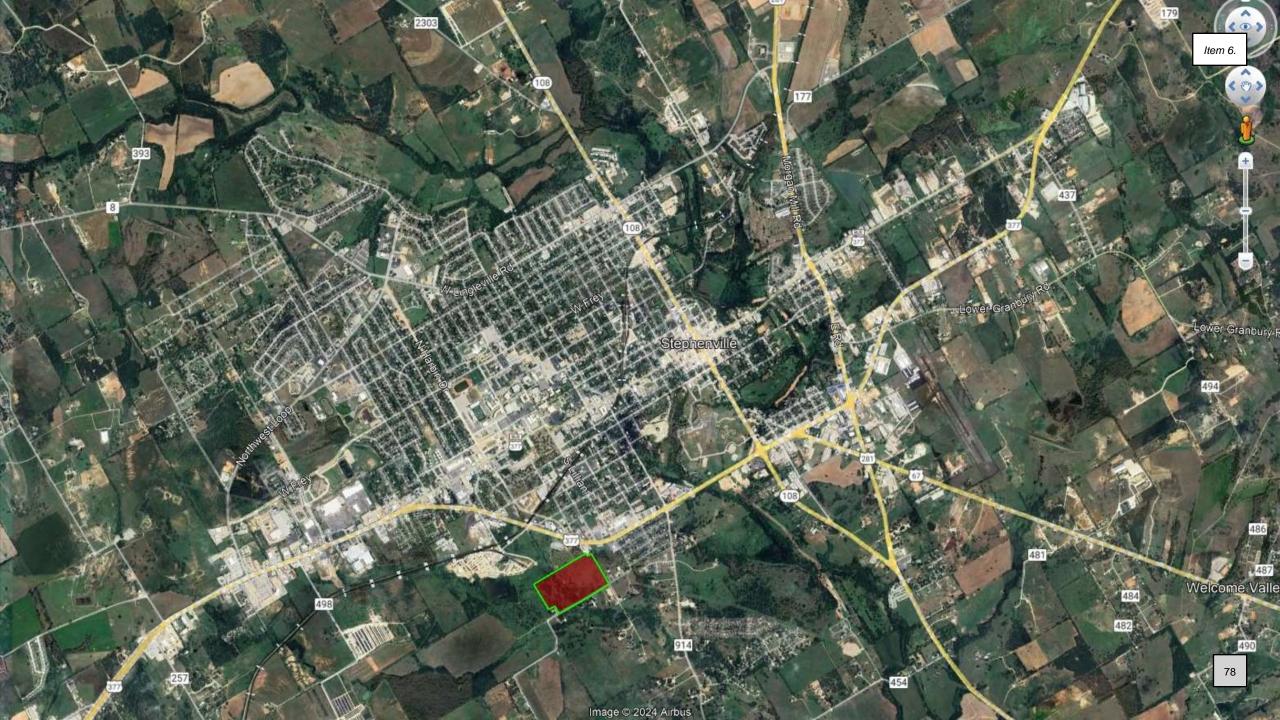
MAY 7, 2024

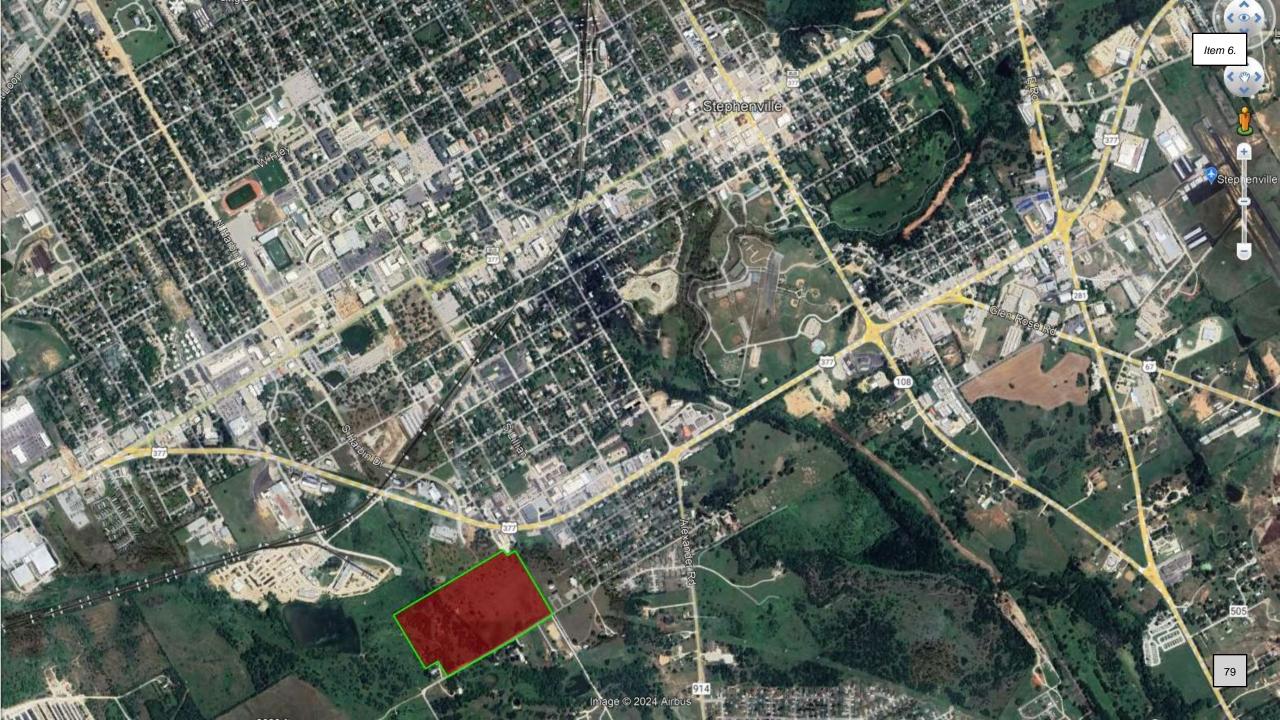


- Residential land developer started in 1991 and based in Fort Worth, TX that has completed over 250 real estate acquisitions and developments over 33 years
- Built 43 apartment complexes across North Texas
- Currently own and manage 1,500 units across 8 apartment complexes
- Forever owner mentality

Rock Creek Property 49.670 Acres

- Seeking rezone of the property from Single Family (R-1) and Retail & Commercial (B-2) to a Multifamily Residential District (R-3) w/ variances:
 - Decrease parking requirements from 1.50 parking spots/bed to 1.22 parking spots/bed (BOA approved 5/9/24)
 - Increase maximum height of the structure from 35' to 40' (BOA approved 5/9/24)
- Purpose built student housing for Tarleton State University







Concept Plan Highlights

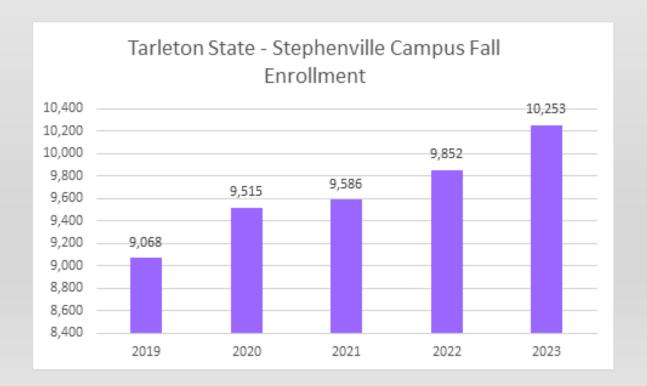
- 672 units (13.5 units/acre, R-3 zoning allows 24 units/acre) built in 2-3 Phases
- 1,960 beds
- 1.22 parking spots/bed (BOA approved 5/9/24). 1 designated parking spot for each bed + 431 additional spots for guest parking
- Clubhouse and pool area on Northeast end of the site
- Extend Harbin & Caporal Roads for main points of access
- Sufficient water and sewer capacity onsite
- Landscaping buffer along South boundary

Parking Requirements for Student Housing

- College Station: 1.0 spaces/bed (Texas A&M enrollment 74,014)
- Denton: 1.0 spaces/bed + 10% of required spaces (UNT enrollment 44,767)
- Lubbock: 1.0 spaces/bed (Texas Tech enrollment 40,378)
- San Marcos: 1.05 spaces/bed (Texas State enrollment 38,171)
- Norman, OK: 1.0 spaces/bed (OU enrollment 28,079)
- Huntsville: 1.1 spaces/bed (Sam Houston enrollment 21,480)
- Stephenville: 1.50 spaces/bed (Tarleton enrollment 10,253)

Tarleton State University Growth

- Enrollment: Currently 10,253 students in Stephenville
 - Enrollment breaking records each of the last 5 years. 44% increase since 2010.
 - Tarleton is currently projecting 11,217 students for 2025 and 12,320 in 2030.
 Tarleton campus growth has historically outpaced expectations



Tarleton Sate University Investment

- \$260MM in total investment approved or under construction
 - \$116MM for construction of an 8,000-seat convocation center
 - \$80MM for construction of a nursing and health science building
 - \$8MM for construction of a research and development center
 - \$4.7MM for construction of a 600-space parking garage
 - \$2.7MM for construction of a field house
- In 2020, moved to NCAA Division 1 as a member of the Western Athletic Conference (WAC)

• In 2022, elevated to R2 status for research

Tarleton Forward 2030: Planning for the Future, Remembering the Past

THE FUTURE OF TARLETON STATE UNIVERSITY

The spirit that inspired a rancher 122 years ago to start a college is the same spirit that propels us today.

John Tarleton's commitment to educational opportunity and affordability is part and parcel of everything we do. It's the foundation of Tarleton Forward 2030.

Our 10-year, future-focused plan positions us for limitless opportunities and extreme successes. It is a bold projection.

A North Star for the world to follow.

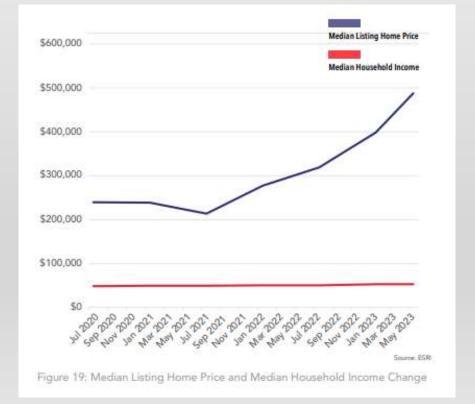
City of Stephenville Housing

• Since 2010, the Stephenville population has increased 22% while student population has grown 44%. Housing inventory has increased 15% during that same time

Stephenville's housing stock is now more renter occupied than owner occupied

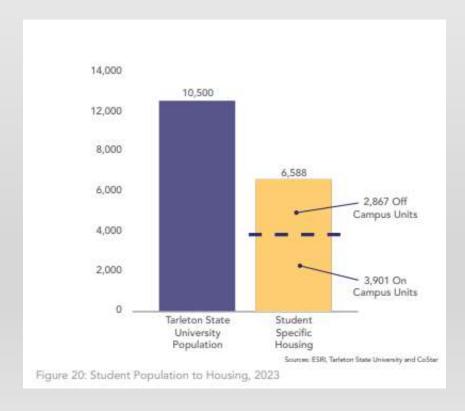
• Since 2020, median home listing price has nearly doubled while median household income has

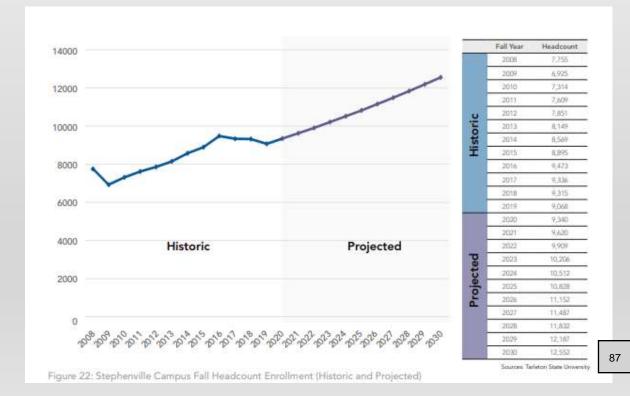
remained flat



City of Stephenville Housing Cont.

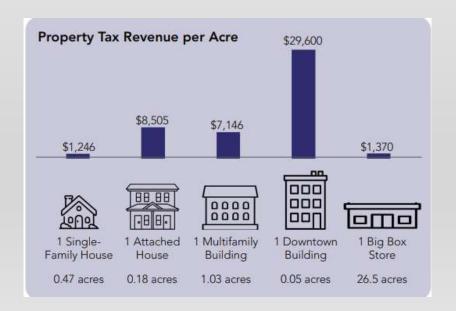
- Current student housing not sufficient to meet current needs driving new home construction towards rentals aimed at satisfying this need
- Issues with housing affordability will continue until the shortfall in student housing is solved
- Purpose built student housing opens more opportunity for residents to purchase a home





Other Benefits to Stephenville

- Extension of Harbin and Caporal Roads to allow for more commercial and single-family development
- Increasing property tax revenue to help fund other City projects while addressing a need
- Leveraging the benefits to Tarleton State to make Stephenville more than a "college town"



During the first open house, approximately 75 percent of respondents preferred to develop efficiently over raising taxes or cutting services.

Thank You!



Landon Darwin: Land Manager

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Idarwin@lacklandholdings.com

STEPHENVILLE 2050

HONORING OUR LEGACY, EMBRACING OUR FUTURE





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ACKNOWLEDGMENTS

The Stephenville 2050 Comprehensive Plan was developed by the City of Stephenville with the technical support and design assistance of Lionheart Places. A special thanks goes to the countless citizens, additional staff members and other community leaders for their insight and support during this planning process. The following are recognized for their substantial contributions towards the creation of the Comprehensive Plan.

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- Hawes Hill & Associates
- TJKM Transportation Consultants
- Johnson Planning

Executive Summary

INTRODUCTION

Key Challenge: The City of Stephenville has drafted the Stephenville 2050 Comprehensive Plan to address the key challenge of keeping up with housing supply that meets the needs of current and projected long term residents, new families, workforce, and students. As Tarleton State continues to grow it brings opportunity in the form of new and emerging industries and sectors as well as a young and educated workforce. Offcampus student housing must be integrated in a way that adds value to the surrounding community and neighborhoods and encourages students to participate meaningfully in the social, economic, and cultural aspects of City life.

Approach: Stephenville must adopt land use policies and ordinances that encourage the production, preservation, and enhancement of existing housing that is conveniently located and offers affordable housing choices that meet the needs of residents and students. Stephenville 2050 will add significant supply by directing large purpose-built student housing with activated ground floor retail to identified commercial corridors and centers adjacent to campus. This housing will add value and catalyze these mixed use centers with dense walkable development while relieving pressure to accommodate students in existing neighborhoods. The housing approach for existing and new neighborhoods is to minimize purposebuilt student housing and ensure that housing is built and preserved to meet the needs of residents at all different stages of life in healthy, connected communities. New, efficient development patterns will support the infrastructure and systems with in Stephenville to ensure that the quality of services remain high and the residents are not burdened with the cost of maintenance as new housing is developed.

Stephenville 2020 - By the Numbers

Year	Population	Housing Units	Property Tax Revenue/Acre Citywide	Percent of Residents accommodated within Infill Areas
2023	21,529	8,825	\$1,081	18,667
2050	32,000	18,684	\$3,765	43,892

Goals (pg. 31)

Goals and policy statements outlining how Stephenville should accommodate projected growth were developed through an extensive public outreach process. Policy statements are categorized by Land Use, Housing, Transportation, Downtown, and Economic Development and are related to the goals in each chapter.



Housing Supply

Expand and diversify the housing supply to meet the needs of all ages, abilities, households, and income levels.



Parks & Community Services

Enhance accessibility and quality of parks and community services.



Community Character

Enhance and balance the character of Stephenville as a rural community, regional center, vibrant downtown, university community, and welcoming place to live.



Downtown

Revitalize and enhance downtown Stephenville as a vibrant, pedestrianfriendly, and economically thriving place to live, work, visit, and gather.



Mobility

Enable safe and healthy mobility options for all Stephenville residents.



Resilience

Empower the Stephenville community with strong regional and local partnerships including educational, governmental, healthcare, and social organizations to improve fiscal and social health and support integral city services and infrastructure.

POLICY STATEMENTS

LAND USE

- Promote infill development to maximize the use of existing infrastructure and land.
- 2. Develop new parks accessible to all residents.
- Maintain the edge between rural and urban and prevent sprawling development that does not contribute to the character of Stephenville.
- 4. Create complete communities that include a mix of uses and support a wide variety of housing choices.
- 5. Relieve pressure in neighborhoods by adding purpose-built student housing close to campus.

HOUSING

- 1. Provide diverse housing options to all residents.
- 2. Support growth with infill development.
- 3. Prioritize the character of existing neighborhoods.
- Increase student housing opportunities adjacent to campus.

TRANSPORTATION

- 1. Prioritize the City's Capital Improvement Program dollars for maintaining, enhancing, and improving the function of existing streets before extending to new areas.
- 2. Enable all modes of travel through new and enhanced streets.
- Optimize the transportation network by ensuring that roads are designed to efficiently move people and goods while streets are designed to build community wealth within a successful place.
- Connect new streets to Stephenville's existing street grid and be consistent with traditional block sizes in Stephenville.
- Improve access management policies to prolong the life and function of major roads and corridors.

DOWNTOWN

- 1. Enhance the character and experiences in downtown.
- 2. Leverage existing downtown assets to support more small businesses.
- Improve connection to the downtown through an enhanced mobility network.
- 4. Enhance public spaces such as parks, plazas, and streetscapes to provide gathering places for community engagement and social interaction.

ECONOMIC DEVELOPMENT

- Cultivate a thriving local business and entrepreneurial culture.
- 2. Support expansion of existing and potential industries.
- 3. Create a focused marketing strategy to attract and retain talent.
- 4. Promote a welcoming, helpful business environment.

GUIDING MAPS

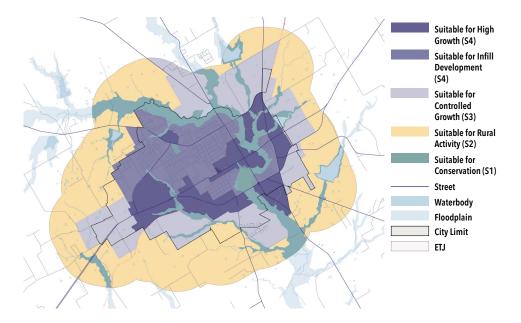
Growth Sectors (pg. 127)

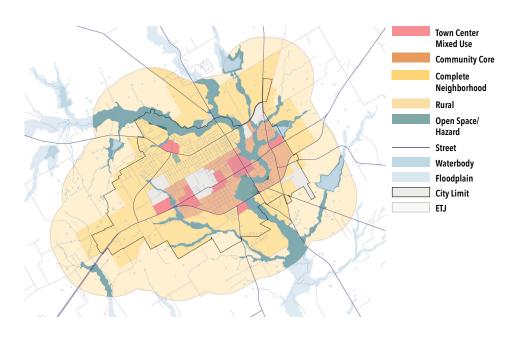
The purpose of the Growth Sectors Map is to identify where development and redevelopment are intended and where infrastructure systems exist or are planned within the 25-year timeframe of this plan. Stephenville 2050's Growth Sectors Map focuses growth in areas where infrastructure is already available or planned. The area suitable for Rural Activity includes areas where growth is not intended during the timeframe of this plan because infrastructure systems are not available or planned in these areas and because there is sufficient land area within the areas suitable for High Growth, Infill Development, and Controlled Growth to accommodate the projected population growth over the 25year timeframe of the plan.

Future Land Use (pg. 129)

While the Growth Sectors Map identifies where development and redevelopment should be focused, the Future Land Use Map guides how that development or redevelopment should look and function.

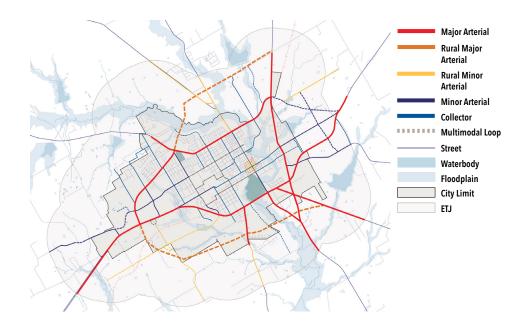
The Future Land Use Map is an important policy tool that is used to guide future growth in the City of Stephenville. The map forms the basis for future regulatory decisions like new and updated development standards or future zoning changes. The Future Land Use Map should be aligned with the goals and policies of this Comprehensive Plan.





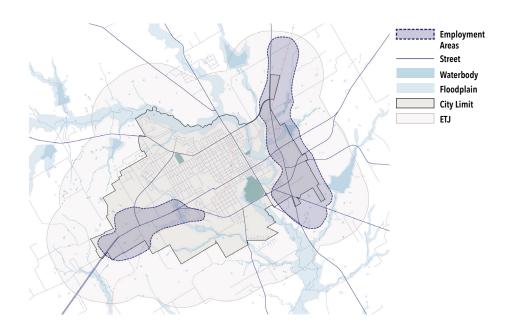
Thoroughfare Plan (pg. 172)

The goal of the Thoroughfare Plan is to meet the future mobility needs of the City of Stephenville by identifying investments that maximize the use of existing infrastructure and enable the city to provide and utilize sufficient resources for long-term maintenance, repairs, and replacement. The City of Stephenville's vision is to develop transportation infrastructure to create community wealth, foster inclusive growth, and maintain Stephenville's character, where people feel connected.



Targeted Employment Areas (pg. 205)

The goal of the Targeted Employment Areas Map is to identify areas the City should invest in to enable industries to locate in and expand. The City of Stephenville's vision is to encourage new industries to locate in the city limits and have existing industries expand.



IMPLEMENTATION STRATEGY INDEX

There are a total of 15 strategies that will move this plan forward from a vision to reality. Implementation strategies provide a roadmap for success. With an emphasis on the planning and regulatory framework, incentives and financial tools, and capital improvements, they will provide the necessary actions that will advance the long-term vision of the Comprehensive Plan.

- Update Zoning Ordinances for Infill Development (pg. 150)
- Codevelop (Tarleton and Stephenville) an Activity Center (pg. 154)
- Increase Non-Student Housing Alternatives (pg.160)
- **Encourage Student Housing** Adjacent to Campus (pg. 162)
- Discourage Displacement (pg. 166)

- 6. Work with TXDOT to Address Targeted Intersections (pg. 186)
- 7. Address Existing and Prevent Future "Stroads" (pg. 188)
- 8. Develop a Multi modal Loop to Connect Tarleton State University & the Downtown (pg. 190)
- 9. Adopt a Local Historic Overlay (pg. 198)
- 10. Rebrand and Grow Downtown into a Regional Destination (pg. 200)

- 11. Make Healthcare a Major Employment Niche (pg. 206)
- 12. Create Neighborhood Hangouts and Other Local Attractors (pg.
- 13. Expand and Enhance Regional Events and Activities (pg. 210)
- 14. Build Upon the Airport Presence (pg. 212)
- 15. Be Open and Shovel-Ready for Growth (pg. 214)



1. INTRODUCTION AND CONTEXT

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1.1. PURPOSE AND PROCESS

Stephenville 2050

Stephenville 2050 is a comprehensive plan that establishes a vision and framework for the future of Stephenville. Created through public dialogue and a deep dive into Stephenville's history, it reflects the vision and desires of the Stephenville community.

What is a comprehensive plan?

A comprehensive plan is a policy document used by city leaders, developers, business owners, and citizens to make decisions about how a city will grow and develop in the future. Specifically, the plan establishes a vision and goals for the future, develops a future land use and thoroughfare plan map to direct growth, and identifies the actions that need to be taken to implement the city's vision for the future.

This document should be considered a guide, as such, it should be adapted as Stephenville's needs change over time.

What isn't a comprehensive plan?

A comprehensive plan is general in nature, and typically does not make specific recommendations. It is long term in horizon, although its statements and goals can inform short-term actions and other plans. A comprehensive plan is not overly restrictive and serves as the vision for the future of the community. It is not a "how-to-guide" for the city, but a declaration of values.

How is a comprehensive plan created?

The process of creating a comprehensive plan includes engaging key stakeholders, including elected officials, city staff, business owners, residents, community organizations and others to determine the shared vision of the future of Stephenville as well as the community's goals.

Over the course of this process, over a hundred people were engaged through focus groups, committee meetings, and public open houses to develop this comprehensive plan.

Who is this plan for?



Elected officials use the plan as a strategic guide to make informed decisions about city development and resource allocation. It helps align policies and initiatives with a long-term vision and allocate the city's budget effectively and efficiently.



City agencies use the plan to inform agency decisions, such as code changes, where to allocate resources, and where to spur development.



Community based organizations use the plan as support for their own initiatives or identify a need within the community that needs to be met.



The comprehensive plan can be used as a tool by developers and investors to inform their business decisions to ensure their plans align with the community's. For example, developers and investors can review the land use information to help determine what kind of development would be best.



Similarly to community based organizations, philanthropic organizations can refer to the comprehensive plan to donate towards specific projects, as support for their own initiatives, or identify a need within the community that needs to be met



This document was created using the input gained from the community to create a set of cohesive goals and vision to represent the community. As such, this document becomes a reference to ensure policy and direction enacted by others align with the community's identified goals and vision.

1.2. REGIONAL PLANNING

REGIONAL CONTEXT

Erath County's seat, Stephenville, is located approximately 70 miles southwest of Fort Worth. It is renowned for its rustic allure, welcoming community spirit, and deep links to farming and ranching. The city is referred by many as the "Cowboy Capital of the World" due to its extensive cowboy and western history.

The city is home to Tarleton State University, which is a member institution of the Texas A&M University System. TSU makes important contributions to the intellectual and cultural life of the town. The downtown district of Stephenville has both old architecture and up-to-date conveniences while being home to a variety of charming establishments,

including local eateries, and unique boutiques.

The City of Stephenville is connected to other economic centers in the surrounding area by five highways: U.S. Highway 377 (US-377), State Highway 8 (SH-8), State Highway 108 (SH-108), U.S. Highway 281 (US-281), and Business U.S. Highway 377 (Business US-377).

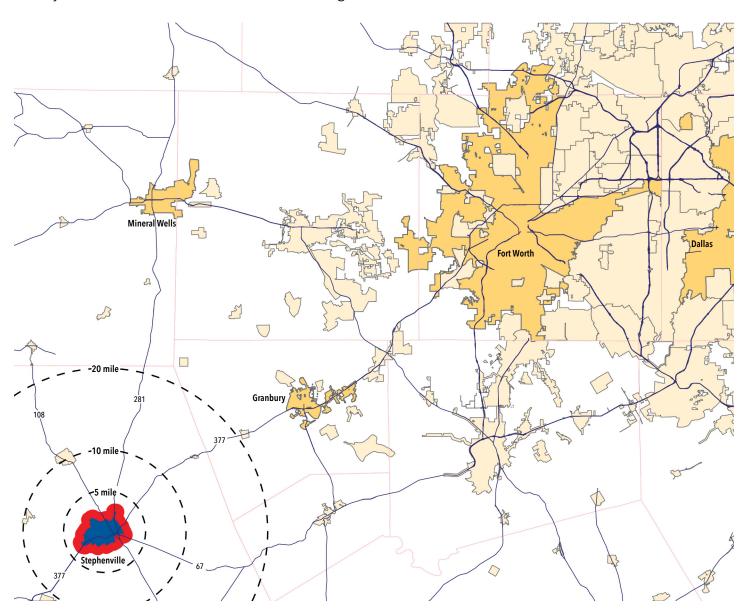


Figure 1: Regional Map

109

ANNEXATION

Since the City of Stephenville was incorporated in 1889, the city has both grown in population and land area. In 1956, Stephenville was 3,577 acres. Today the land area has increased by 115% to 7,679 acres.

During the 88th legislative session in 2023, the Texas State Legislature passed a law which allows residents within an extraterritorial jurisdiction (ETJ), to leave the city's authority through a petition or election and revokes a previous state law that allowed a city's ETJ to naturally expand as the city annexed new territories.

This legislation limits the ability for cities to involuntarily annex land in the ETJ. All future

annexations will happen by developments electing to join the city due to superior services and infrastructure.

The impact of this new law is uncertain, however it remains important for cities to continue to plan for potential growth within their ETJs so that its residents can provide input about how the city develops.



Figure 2: Historic Annexation

1.3. HONORING OUR LEGACY

1854

1911

1854

John M. Stephen donated the land for Stephenville.

1856

George B. Erath laid out Erath County and Stephenville became the county seat.

1857

The oldest house in Stephenville, the Beech House, was built.

1889

Stephenville is permanently incorporated and the Fort Worth and Rio Grande Railway arrived.

1892

The current Erath County Courthouse was designed by famous 19th Century Architect, J. Riely Gordon.

The Crow Opera House opened on the top floor of the Erath County National Bank.

1898

John Tarleton Agricultural College, now Tarleton State University, opens its doors to students.

1917

John Tarleton Agricultural College joins the Texas A&M university system.

1929

The Stephenville City Council authorized the Thurber Construction Company to upgrade the city's dirt roads to brick.

1967 2023

1937

Everett Colborn moved his new rodeo company to the nearby Lightning C Ranch, where he raised some of the best rodeo stock in the world. 1973

Tarleton State College earns university status, and becomes Tarleton State University (TSU). 2013

The Cowboy Capital Pro Rodeo Association, headquartered in Stephenville, was formed.

2020

TSU moves to Division I.

20,897

16,940

11,881

1.4. FISCAL SUSTAINABILITY

WHAT DOES IT MEAN TO BE FISCALLY SUSTAINABLE?

Fiscal sustainability means having sufficient resources to cover the basic needs and services of residents, not just today, but over time. In most communities, there is a growing gap between the funds cities have available and what is needed to serve and maintain infrastructure.

After World War II, cities across the country aggressively pursued fast growth and autocentric development in the near-term (and the revenue boost that comes from new development) without fully considering long-term costs and impacts of these decisions. Over a short period of time, typically one or two decades, many new neighborhoods and commercial developments were built and the city's service area expanded significantly.

Growth like this presents an "illusion of wealth," where the overall look and feel of the community is new and affluent. During this time, there is also typically pressure to keep property taxes down. Sales tax revenue will also fluctuate up and down based on market conditions and demand. As cities age and expand, development and the revenue boost from the additional homes and businesses slows down, but cities are left with more infrastructure to maintain and more services to

provide. Community leaders are left struggling to keep up with basic services as well as employment and lifestyle expectations with limited resources.

Throughout the years Stephenville has maintained a low property tax rate compared to many of its peer communities. At the same time the population has continued to grow while the amount of land served by the city has expanded only slightly. This has lead to an increase in Stephenville's population density, which is higher than

its peer communities. Thus far, Stephenville has focused on infill growth within its existing city limits, which has allowed it to avoid this "illusion of wealth." This revenue has supported upgrading existing infrastructure, rather than expanding the city's service area. However, as Stephenville continues to grow, it will be important to ensure that the City services remain high quality and are utilized to maintain and upgrade existing infrastructure, rather than expand and build new infrastructure.

Land use fiscal analysis provides the baseline to inform the future land use and growth sector elements of the comprehensive plan. The goal is to align Stephenville's development pattern and service levels with what citizens are willing and able to pay for - now and in the future.



The City of Stephenville provides its residents with high quality services and events throughout the year.

BRIDGING THE RESOURCE GAP

For Stephenville to be fiscally resilient and affordable for years to come, city leaders must work to close the gap between their resources and their obligations to citizens. More specifically, they must find ways to generate additional revenue to rebuild aging streets and infrastructure. Generally speaking, there are three ways in which the city can close this gap:

1

Stephenville can keep development patterns and service levels the same but increase the property tax rate to cover the true costs. This is a difficult option because an increasing number of people do not have the means to pay much more than they are currently paying.



Increase Taxes or Fees

2

Maintain Stephenville's current proprety tax rates where they are, but cut services to align with revenues. This is the option many cities select, leading to unfunded and deferred maintenance costs. This works for a short period, but eventually the neighborhoods and infrastructure must be maintained, or property values will start to decline and people and businesses will leave the city.



Reduce Services

3

Adjust development and infrastructure to enable an affordable balance of services and taxes. By prioritizing infill, redevelopment, and more financially productive development patterns, Stephenville can generate additional tax base from its service area and improve the return on investment of taxpayer dollars without necessarily having to raise the tax rate or charge more fees. This is the most feasible and effective option.





Develop Responsibly

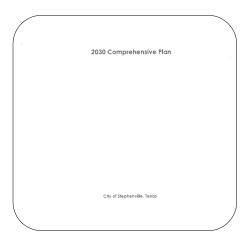
1.5. PAST AND CURRENT PLANNING EFFORTS

The City of Stephenville has developed and implemented several plans over the years to guide growth and development. Some notable past planning efforts include the 2004 Comprehensive Plan, the 2017 Thoroughfare Plan, the 2023 Parks and Recreation Master Plan, the 2022 Downtown Plan, and the 2023 Downtown Strategic Vision. These pages feature a summary of these prior and current planning efforts.

The updated Stephenville 2050 Comprehensive Plan will consolidate the recommendations from each of these studies. assess the relevancy of the recommendations, identify opportunities to coordinate

the recommendations, and build on the recommendations to form a comprehensive framework for growth and development in Stephenville.

2030 COMPREHENSIVE PLAN



Purpose

The Stephenville 2004 Comprehensive Plan (adopted in 2008) established a set of goals and a vision related to land use, transportation, downtown revitalization, community facilities and public services, parks and recreation, utilities and drainage, and economic development. The plan recommended a Capital Improvement Plan to achieve some of the goals and actions established in the Comprehensive Plan. This plan also includes a guide to implementation..

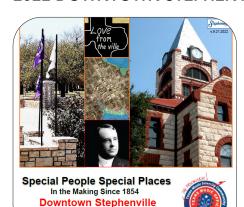
2017 THOROUGHFARE PLAN



Purpose

The 2017 Thoroughfare Plan focuses on the transportation in and around Stephenville. It provides recommendations for investment decisions as well as how to meet the community's needs, both in the short and long term. It evaluated and proposed alternative alignments for the previous (at the time existing) thoroughfare plan as the needs of the community had changed. It also proposed 8 short-term projects the community could prioritize to address more immediate issues.

2022 DOWNTOWN STEPHENVILLE PLAN

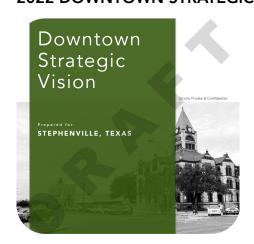


Stephenville, Texas

Purpose

The 2022 Downtown Stephenville Plan recounts what has been accomplished in the downtown area in the past, and establishes aspirations for downtown's future. It outlines four districts within downtown, highlighting different identities for each.

2022 DOWNTOWN STRATEGIC VISION



Purpose

The 2022 Downtown Strategic Vision includes a market analysis, a policy & administration overview, a design overview, a tourism & promotion overview, and an economic vitality overview. Ultimately, the vision determined short, medium, and long term actions Stephenville could take to bolster each of the above mentioned categories related to Downtown, all with different investment levels.

2023 PARKS AND RECREATION MASTER PLAN



Purpose

The 2023 Parks and Recreation Master Plan addressed some outstanding concerns, such as ownership of park land, inventory of the park amenities, and public input on what could be done to further improve the Stephenville parks. It also explored some ideas, including facilitating more direct connections between Downtown with City Park, as well as constructing a new sports complex.

1.6. COMMUNITY OUTREACH

OVERVIEW

Community outreach played an integral role in the shaping of the Stephenville 2050 Comprehensive Plan. Local community members as part of the Stephenville Comprehensive Plan Advisory Committee, residents, business owners, and area stakeholders were involved throughout the process to provide input on the vision and goals, plan development, strategies and recommendations in the final plans. Groups and committees involved were:

Stakeholders:

- Stephenville Comprehensive Plan Advisory Committee
- Focus Groups
- City Staff
- Elected and Appointed Officials

Downtown Walking Tour:

City staff and consultants hosted a downtown walking tour to discuss some of the opportunities and challenges related to Downtown Stephenville with property owners, business owners, and community members.



Different focus groups in Stephenville shared their thoughts on the future of the city.



Business owners in Stephenville share their thoughts during site visits.

Public Meeting 1

Goals and Opportunities

Open House 1 included a brief overview of the process to develop the Comprehensive Plan, population projections, market conditions overview, the initial fiscal impact analysis for Stephenville, and a guided virtual discussion that became the foundation of project goals.



Design Alternatives

During Public Meeting 2, participants shared locations within Stephenville that growth should be supported and what type of development should be allowed by creating Future Land Use Map alternatives. This activity resulted in five variations of land use maps used to create the guiding maps in this document.

Public Meeting 3

Implementation Strategies

During Public Meeting 3, participants selected and prioritized implementation strategies that will support the goals of the Comprehensive Plan.



Lionheart shared a presentation about goals and opportunities.



Participants determine where growth would be best suited.



Participants prioritized strategies for the Comprehensive Plan.

1.7. EMBRACING OUR FUTURE

Comprehensive plans are guiding documents used to plan for long range development and the degree to which this vision is realized will be based on the degree to which future decisions follow the plan.

The prior comprehensive plan was adopted in 2008. Stephenville has seen a lot of growth and change since that time and anticipates a significant population increase over the next 20-30 years. Stephenville 2050 reflects the needs relevant to the community today and is intended to be a framework for building a stronger, more financially resilient, and fiscally sustainable future.

Planning ahead allows the City to consider future development and growth before it happens. Stephenville has remained compact in its growth patterns over the years. The City has not overextended itself by expanding its infrastructure footprint and allowing growth to expand into the edges of the city.

Created through an extensive public process, the Stephenville 2050 Comprehensive Plan reflects the vision and desires of Stephenville residents.

The following goals of Housing Supply, Community Character, Mobility, Parks & Community, Downtown, and Resilience

were based on common themes discussed during the focus group meetings and public workshops within the comprehensive plan process. These goals serve as the base of the plan and informed the vision, which have been refined throughout the planning process with the community.

From these goals, clear actions were created based on the input of the Stephenville community to create a clear path the community leaders can look to for shaping the future.

VISION STATEMENT

As Stephenville continues to grow, it will build on strong community character and local and regional partnerships to guide new development in a fiscally responsible way. Stephenville will continue to be a great place to live because of its balanced community character, vibrant local downtown, and its strong fiscal and community resilience.

GOALS



HOUSING SUPPLY

Expand and diversify the housing supply to meets the needs of all ages, abilities, households, and income levels.



COMMUNITY CHARACTER

Enhance and balance the character of Stephenville as a rural community, regional center, vibrant downtown, university community, and welcoming place to live.



MOBILITY

Enable safe and healthy mobility options for all Stephenville residents.



PARKS & COMMUNITY SERVICES

Enhance accessibility and quality of parks and community services.



DOWNTOWN

Revitalize and enhance downtown Stephenville as a vibrant, pedestrian-friendly, and economically thriving place to live, work, visit, and gather.



RESILIENCE

Empower the Stephenville community with strong regional and local partnerships including educational, governmental, healthcare, and social organizations to improve fiscal and social health and support integral city services and infrastructure.



2. STEPHENVILLE TODAY

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2 6	FISCAL SLISTAINARILITY 1	Ω/

2.1. DEMOGRAPHIC OVERVIEW

POPULATION TRENDS

The current population of Stephenville in 2023 is 21,529. The city has added approximately 6,000 new residents since the last comprehensive plan was adopted in 2008.

At a population of 21,529, the City of Stephenville can still be considered a "small town," however, the community is growing. Within the next few years, Stephenville will represent more than half of the population of Erath County. A substantial portion of the population growth can be attributed to the growing student population at Tarleton State University.

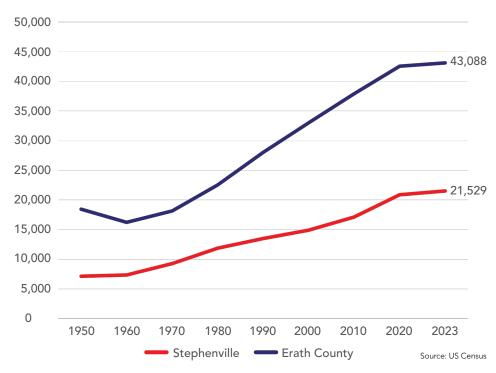


Figure 3: Stephenville and Earth County Population Comparison

Stephenville is 49 percent of Erath County's total population.

Table 1: Stephenville and Erath County Population Change Over Time

	Stepho	enville	Erath (County
	#	%	#	%
1950	7,155	-	18,438	-
1960	7,359	2.9%	16,236	-11.9%
1970	9,277	26.1%	18,141	11.7%
1980	11,881	28.1%	22,560	24.4%
1990	13,502	13.6%	27,991	24.1%
2000	14,921	10.5%	33,001	17.9%
2010	17,123	14.8%	37,890	14.8%
2020	20,897	22%	42,545	12.3%
2023	21,529	-	43,088	-
2010	17,123 20,897	14.8%	37,890 42,545	14.8%

Source: ESRI

Among a select group of peer communities, Stephenville has the largest in overall population. Stephenville also has the largest daytime population, which indicates that people are traveling into Stephenville from other regions for work. The daytime population is 16.9 percent higher than the general population, which signifies Stephenville is an employment center. When comparing to peer

When comparing to peer communities, only Granbury has a higher ratio of daytime population to general population.

Stephenville has become more diverse since 2010. This

is measured by The Diversity Index, in which a score of 100 represents the likelihood that two random people selected in the community come from different ethnic groups. In 2010, Stephenville's score was 44.5. Since then Stephenville's diversity score has increased to 62.1- a 20 point increase. During that same period, the percentage of people identifying as Hispanic Origin grew from 16.1 to 21.8 percent. Despite the recent growth, the Diversity Index for Stephenville remains low compared to its select peers.

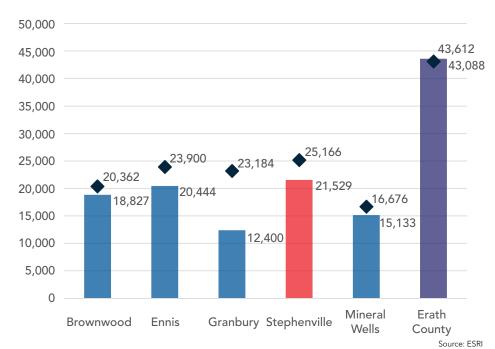


Figure 4: Population & Daytime Population by Peer Community, 2023

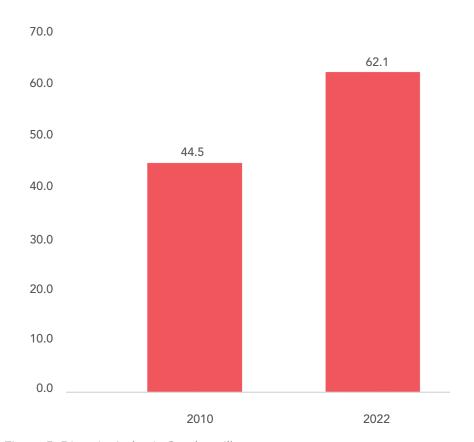


Figure 5: Diversity Index in Stephenville

2030 COMPREHENSIVE PLAN POPULATION PROJECTIONS

Population projection methodologies use existing population trends and extrapolate those trends into the future. Projection methodologies that directly extrapolate historical growth trends into the future are called trend extrapolation techniques. Projection methodologies that extrapolate future populations based on the share of population within another, larger, jurisdiction are called ratio-share techniques.

The 2030 Comprehensive Plan used three different projection methodologies: the Step Down Method, the Linear Regression Method, and the

Exponential Growth Method. The Texas Water Development Board, which uses a more complex methodology that includes birth and death rates in addition to extrapolation techniques, provided the most accurate prediction of population. The Linear Regression Method was the least accurate. All methodologies underestimated the Stephenville's population in 2023.

Step Down Method

This is a ratio-share technique, where a ratio is established between the county's population and the city's population, then that

proportional relationship is projected into the future. Based on this methodology, the city's proportional relationship was 45.2 percent and the 2030 population was projected to be 19,966.

Linear Regression Method

This is a trend extrapolation technique that projects future values as a straight line trend. Based on this methodology, the 2030 population of Stephenville was projected to be 19,178.

Exponential Growth Method

This is a trend extrapolation technique that shows greater

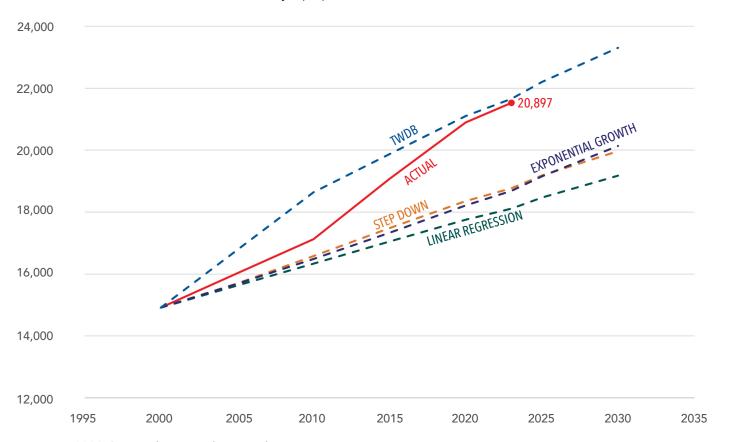


Figure 6: 2030 Comprehensive Plan Population Projections

STEPHENVILLE 2050 COMPREHENSIVE PLAN POPULATION PROJECTIONS

increases in population as time passes. Based on this methodology, the 2030 population of Stephenville was projected to be 20,137.

Stephenville 2050 is using the Texas Water Development Board's projections based on the accuracy of past projections, current and historic population growth trends in Erath County, as well as the City of Stephenville. The following key observations and assumptions have been incorporated into the recommended population projections for Stephenville 2050:

- 1. The City of Stephenville is becoming a larger percentage of Erath County's population.
- 2. Regional growth trends in the North Texas region indicate that it was the fastest growing region from 2021 to 2022, and this will continue.
- 3. During the 2008 comprehensive planning effort, the Texas Water Development Board's projection was the most accurate methodology due to their 2023 projected population of 21,655.
- 4. The Texas Water Development Board anticipates the growth trend in Stephenville will continue until 2030, then slow down to a lower growth rate.

Based on these assumptions, Stephenville 2050 recommends that population projections rely more heavily on regional trends and the Texas Water Development Board's methodology than historical parties.

During the first open house, approximately 63 percent of respondents said they felt 30,000 residents was too low of a population projection for 2050.

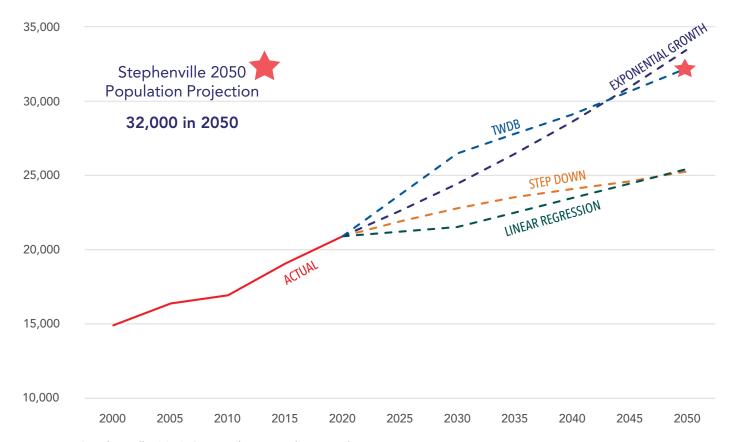


Figure 7: Stephenville 2050 Comprehensive Plan Population Projections

AGE

Stephenville's role as a "college town" can be seen in an age analysis. The median age in Stephenville is 26.5, which is lower than the State of Texas (35) and Erath County (32.5).

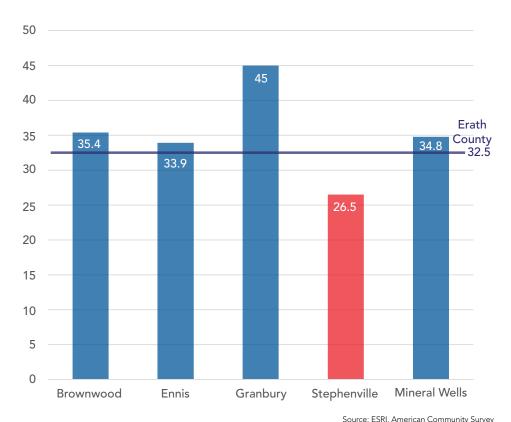
Approximately 33.4 percent of Stephenville's population is between the ages of 15 and 24 years. The higher number is attributed to Tarleton State University and its growing population. In the time between 2010 and today, the percentage of city residents falling in the 15 and 24 years category has remained consistent, unlike Erath County where the same population category is seeing a decline.

In Erath County, and to a lesser extent, in Stephenville, the early/near retirement age population has increased since 2010. In the city, the percentage of people age 55 to 75 has grown from 12.6 percent to 14.3 percent. However, in Erath County the same age group has grown to represent nearly 1 in every five residents.

Table 2: Age Over Time, 2010 to 2022

	Steph	enville	Erath (County
	2010	2022	2010	2022
Total	17,435	21,259	37,890	43,094
0 - 4	5.8%	4.9%	6.3%	5.5%
5 - 9	5.2%	4.7%	6.2%	5.6%
10 - 14	4.8%	4.1%	5.9%	5.3%
15 - 24	33.5%	33.4%	23.3%	21.8%
25 - 34	13.1%	16.2%	12.4%	15.5%
35 - 44	9.1%	8.4%	10.7%	10.4%
45 - 54	9.7%	7.8%	12.3%	9.6%
55 - 64	7.7%	7.8%	10.3%	10.8%
65 - 74	4.9%	6.5%	6.8%	8.9%
75 - 84	4.0%	4.1%	4.1%	4.9%
85 +	2.2%	2.2%	1.7%	1.9%

Source: ESRI



Source: ESRI, American Community St

Figure 8: Median Age by Peer Community

EDUCATION

Stephenville is an educated community, partly due to the presence of Tarleton State University as a source of students, teachers, and faculty.

Among its select peers, Stephenville has more people with a bachelor's degree or higher than any of the peer communities. Stephenville also has the lowest number of residents age 25 or older with only a high school diploma.

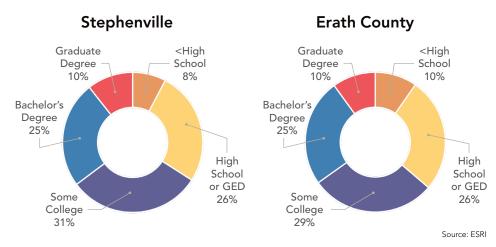


Figure 9: Educational Attainment in Stephenville and Erath County, 2022

More than 1 in every 3 residents of the city and the county age 25 or older has at least a bachelor's degree.

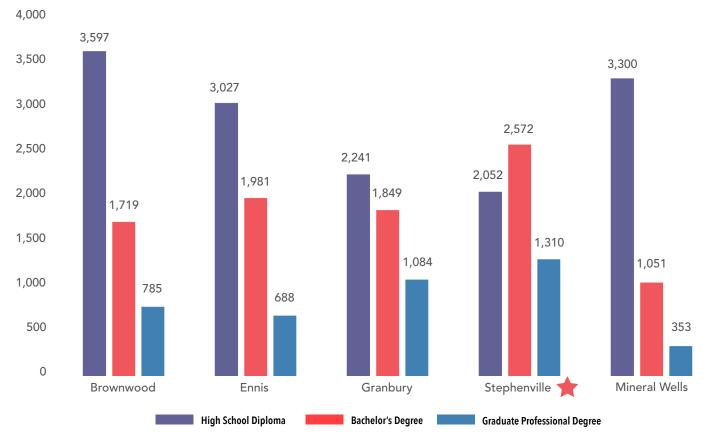


Figure 10: Educational Attainment (25 and Older) in Peer Communities, 2022

INCOME

The higher percentage of well educated residents does not equate to higher income. Among the select peer communities and Erath County, Stephenville performs among the lowest in relation to income. One measure of this is the Wealth Index, in which a score of 100 indicates a community's wealth is on par with the national average. In Stephenville's case, the city has a Wealth Index of 43. It also lags in terms of median household income and median disposable income. The median net worth is less than half of the next lowest peer community (Brownwood).

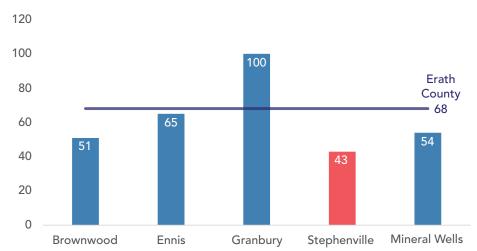


Figure 11: Wealth Index by Peer Community, 2022

Source: ESRI

The significant lag in Median Net Worth and Wealth Index in Stephenville are likely impacted by a student body with limited finances.

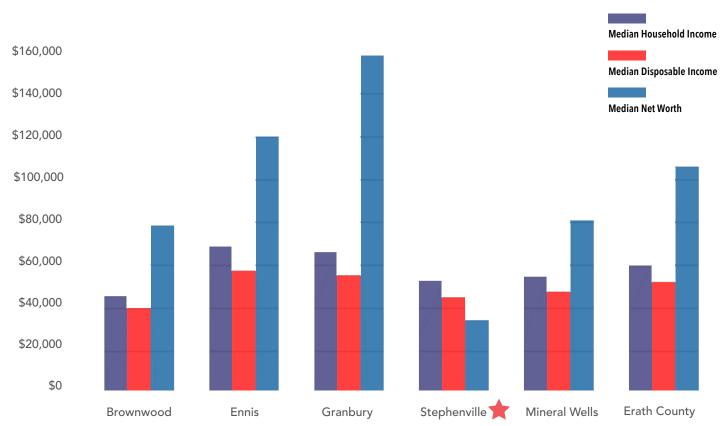


Figure 12: Income Comparison by Peer Community, 2022

Source: ESRI



EMPLOYMENT

Stephenville residents age 16 or higher are highly active in the workforce. Unemployment in 2023 is only slightly more than 5 percent, which is neither the highest or lowest among peer communities.

Roughly 50.4 percent of Stephenville's residents age 16 and older are working in "white collar" occupations. The remainder of the population is split fairly evenly between "services" and "blue collar" roles.

The city's roots in education and agriculture are prominent in occupation statistics. Nearly 1 in every 10 employees in Stephenville is involved in education - the highest amount among peer communities. It is also highest in "farming/fishing/forestry," at less than 1 percent of residents.

The number of people involved in agricultural occupations is nearly double in Erath County, which can be attributed to its historic industries. Additionally, Stephenville ranks lowest among residents involved in the healthcare industry, even with the presence of the Texas Health Harris Methodist Hospital Stephenville.

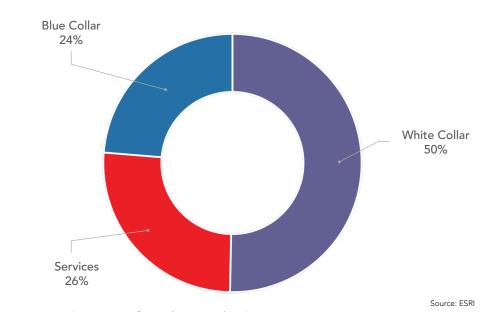


Figure 13: Overview of Employment by Category

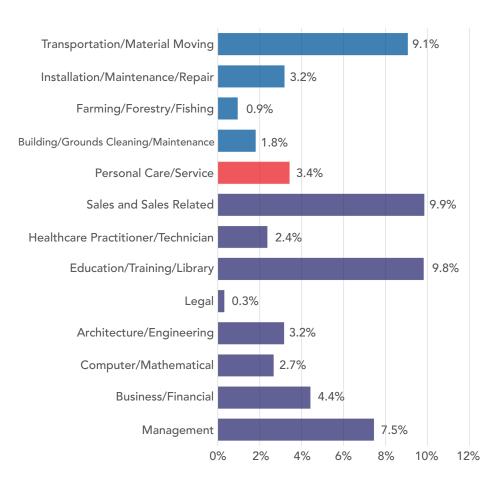


Figure 14: Employment by Industry Type

Source: ESRI

An analysis of location quotients provided for Erath County by the Bureau of Labor Statistics and employment occupations by the Department of the Census provides an overall picture of market concentrations. Erath County and the City of Stephenville enjoy two specific concentrations - dairy/cattle farming as well as education. These industries have an important history within the city.

Dairy and Cattle

The impact of the dairy industry and cattle ranching in Erath County is unmistakable- it's influence can be seen from the courthouse square to ranches outside of the city. Erath County's dairy cattle and milk production has a concentration that is more than 54 times the national average. Beef Cattle is 18.5 times more concentrated than the national average. During the fourth quarter of 2022, approximately 846 people were employed in these industries.

There is also a high concentration of ancillary services associated with the dairy and cattle industries in Erath County. In particular, there are more farm and garden machinery merchants and other supportive services than usual.

Higher Education

The Bureau of Labor Statistics does not provide a market concentration that describes the impact of Tarleton State University. As noted previously, however, it is recognizable in analysis of employment by occupation. Roughly 8.5 percent of all employed persons in Erath County are involved in education. In Stephenville, that number rises to 9.8 percent. Stephenville's percentage is substantially higher than peer communities and is representative university's impact.





Source: The City of Stephenville

The dairy industry and Tarleton State University are two important pieces of Stephenville's past and future.

HOUSING

In 2023, Stephenville has approximately 8,825 housing units in the community. Over half (58 percent) of the housing stock consists of single-family, detached housing, followed by small apartments (5 to 19 units) at 15 percent.

There are a variety of housing types and densities. Cities often lack this variety due to regulatory barriers, like zoning and others, limiting housing choice. Typically, what is missing from the housing stock are housing types with two to 19 units. This gap is called "missing middle housing." Middle housing types include townhouses. duplexes/ triplexes, small apartments, etc. Stephenville ranks highest when compared to its peer communities regarding middle housing. 25.6 percent of the housing types in the city are categorized as middle housing.

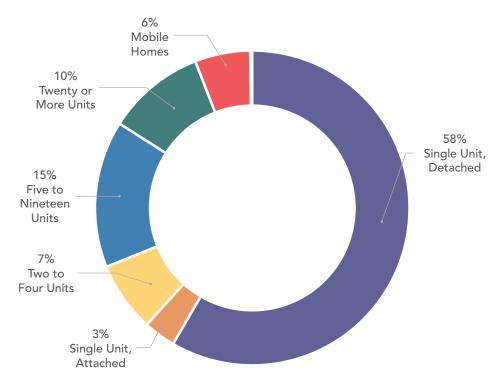


Figure 15: Housing Type Breakdown

Source: American Community Survey

Table 3: Occupied Housing Type by Peer Community

	Brownwood	Ennis	Granbury	Stephenville	Mineral Wells	Erath County	Texas
Single-family, detached	70.9%	71.7%	58.6%	58.4%	68.8%	65.0%	64.9%
Single-family, attached	1.8%	1.9%	2.9%	3.3%	1.6%	1.6%	3.0%
Duplexes/ Triplexes/ Fourplexes	8.0%	10.0%	7.9%	7.2%	8.6%	3.9%	5.3%
Small Apartments (5 to 19 units)	10.3%	6.3%	10.2%	15.1%	5.1%	8.5%	9.9%
Apartments (20+ units)	5.5%	5.4%	16.2%	10.1%	7.8%	5.2%	10.2%
Mobile Homes	3.5%	4.5%	4.1%	5.7%	8.0%	15.7%	6.5%
Boat, RV, van, etc.	0.0%	0.0%	0.2%	0.2%	0.0%	0.1%	0.2%

Source: American Community Survey

Between 2010 and 2023, while the city population grew roughly 22 percent, the university's population increased by 44 percent.

The city should anticipate continued growth as the university expands its role and services.

While the population is growing, the local housing market is not keeping pace with population growth.

Between 2010 and 2023, the housing stock only increased by 15 percent while the population grew by 22 percent and the student population has swelled by 44 percent during the same period. This gap often means that the number of people per unit has increased within a city, which is the case in Stephenville. From 2000 to 2020, the average number of people per unit increased from 2.25 to 2.46, meaning more people are living within each unit than previous decades.

While the housing stock is expanding, it is also evolving to a changing market.

Stephenville's housing stock is now more renter occupied than owner occupied- a change that can be attributed to the rapidly expanding student population.

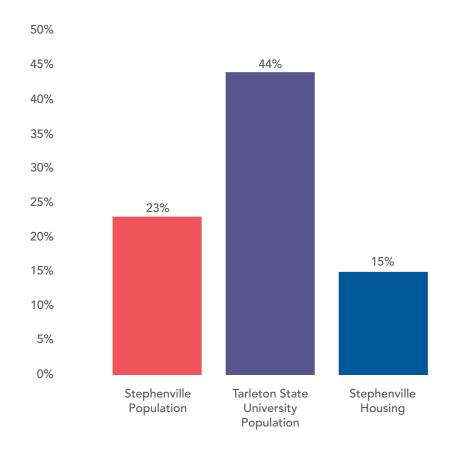


Figure 16: Growth Compared, 2010 to 2023

Sources: ESRI, Tarleton State University and CoStar

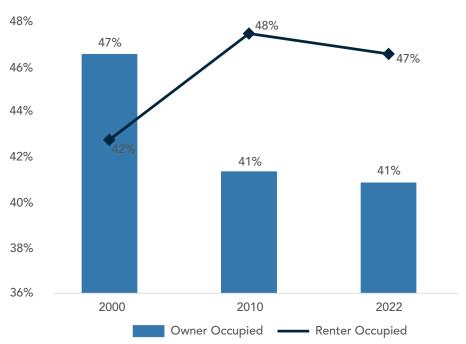


Figure 17: Housing Ownership in Stephenville, 2022

Source: ESRI

HOUSING OWNERSHIP

Housing in Stephenville

is currently classified as "affordable," however the cost of housing is increasing. Housing Affordability Index (HAI) measures the ability of a household earning the median household income to afford the median valued home in that area. HAI scores higher than 100 indicate increasing affordability. Stephenville has an HAI of 114, indicating that housing is affordable in Stephenville. Median housing

value and percent of income

dedicated to a mortgage are

equally low.

According to ESRI, the median value of a home in Stephenville was \$168,841. This places Stephenville into the middle of peer communities and significantly lower than Erath County. However, homes on the market, including new construction, are substantially higher. Realtor.com indicates the Listing Home Price in Stephenville is highest among peer communities, as is the increase in the Median Listing Price between July 2020 and May 2023.

Changes are partially contributed to national trends; however, these facts are also likely the result of a shortage of new housing.

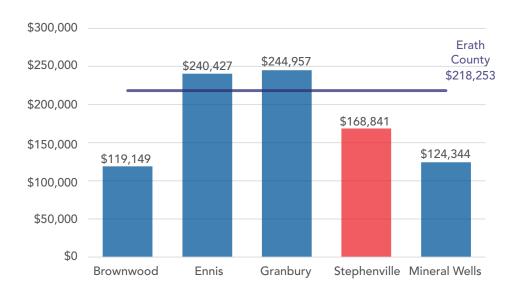


Figure 18: Median Single-Family Housing Value by Peer Community

Source: ESRI

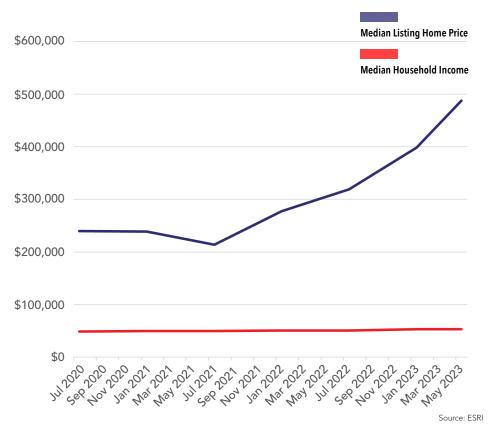


Figure 19: Median Listing Home Price and Median Household Income Change







Source: trulia.com/for_sale/Stephenville,TX

Stephenville has many different types of single-family housing - these are three existing examples.

Table 4: Housing Ownership, Peer Communities, 2023

	Brownwood	Ennis	Granbury	Stephenville	Mineral Wells	Erath County
Total Units	8,684	7,406	6,227	8,825	6,420	18,904
Owner Occupied Units						
Number	4,689	4,657	3,421	3,678	3,563	10,850
Percent	54.0%	62.9%	54.9%	41.7%	55.5%	57.4%
Vacant Units						
Number	1,182	331	729	1,053	602	2,502
Percent	13.6%	4.5%	11.7%	11.9%	9.4%	13.2%
Median Value	\$119,149	\$240,427	\$244,957	\$168,841	\$124,344	\$218,253

Source: ESRI

Table 5: Home Sales & Values, Peer Communities, May 2023

	Brownwood	Ennis	Granbury	Stephenville	Mineral Wells	Erath County
Homes on the Market						
Homes for Sale	342	237	916	265	224	464
Homes for Rent	11	79	105	26	7	21
Median Listing/Sale						
Listing Home Price	\$260,000	\$305,000	\$420,000	\$487,500	\$249,500	\$506,900
Price/Sq Ft	\$135	\$182	\$205	\$214	\$155	\$226
Sold Home Price	\$198,300	\$270,000	\$319,000	\$228,100	\$226,000	\$215,000

Source: Realtor.com

MULTIFAMILY HOUSING

Stephenville has over 2,310 multifamily housing units that are not exclusively dedicated to off-campus student housing - although many are available to students. There are approximately 50 multifamily properties, ranging from a very limited number of units to large, including for example, Creekside Townhomes with 442 units. More than 200 units are subsidized or rent restricted.

Excluding multifamily specifically dedicated to students, Stephenville still ranks high among peer communities in terms of number of units but remains in the middle regarding rent.

Approximately 46 percent of multifamily properties in Stephenville have been constructed since 2000. Roughly 21 percent of properties were developed more than 50 years ago.



Source: creekside.rentals/#



Source: thelilliancrossroads.com/gallery



Source: theparkerapthomes.com/gallery



Source: groveatstephenville.com/gallery

There are a variety of existing multifamily housing types in Stephenville, with four examples pictured above.

Table 6: Multifamily Properties, Peer Communities, 2023

	Brownwood	Ennis	Granbury	Stephenville	Mineral Wells
Availability					
Vacancy Rate	10.2%	12.7%	9.9%	11.1%	1.7%
Rent (1 Bedroom)	\$924	\$1,161	\$1,270	\$940	\$729
Inventory					
Existing Buildings	27	34	41	49	22
Total Units	1,556	2,287	1,950	2,309	1,051
Under Construction (Units)	0	48	0	0	0
Demand					
12 Month Absorption Units (average number of homes sold per month over the previous year)	-96	473	261	-32	-5

STUDENT HOUSING

Tarleton State University and the private sector have increased the number of units in Stephenville exclusively dedicated to students. The university offers 3,901 units on-campus across 11 "halls." Since 2005, the private sector has contributed an additional 2,687 units in 10 off-campus complexes. Off-campus housing dedicated to students is nearly equally divided between Class A and Class B facilities, which are rankings that denote the general quality and condition of a building. CoStar indicates no new offcampus student apartments currently planned. Those remaining students living in Stephenville likely occupy homes and apartments in the remaining housing stock.

The influx of new student housing is a contributor to the shift in balance between owner and renter occupied housing.

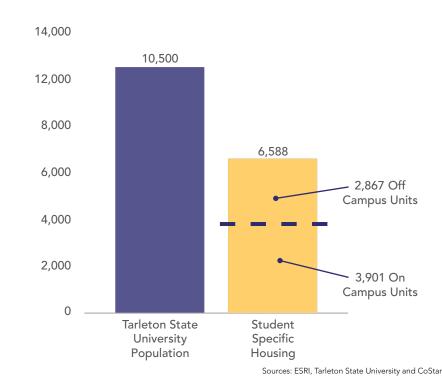


Figure 20: Student Population to Housing, 2023



Sources: Source: edgeonwashington.com/gallery

As student housing becomes increasingly more important, more off campus housing will be built. The Edge on Washington is an example of off campus student housing in Stephenville.

Recent studies show that students who live on campus are more likely to engage with the university community and return the next year. Tarleton State University has recently determined that sophomores are no longer required to live on campus. The community will be impacted by this decision as Tarleton continues to grow.

There is an increased need for student housing within close proximity to the university's campus. The amount of land located within a quarter mile walk of campus is 588 acres. Most of this area is zoned for Multifamily (R-3) which allows for 24 housing units per acre and Single-Family 7,500 sf (R-1) which allows five (5) housing units per acre.

Tarleton State University is projected to have a total enrollment of 12,552 students in Fall 2030.

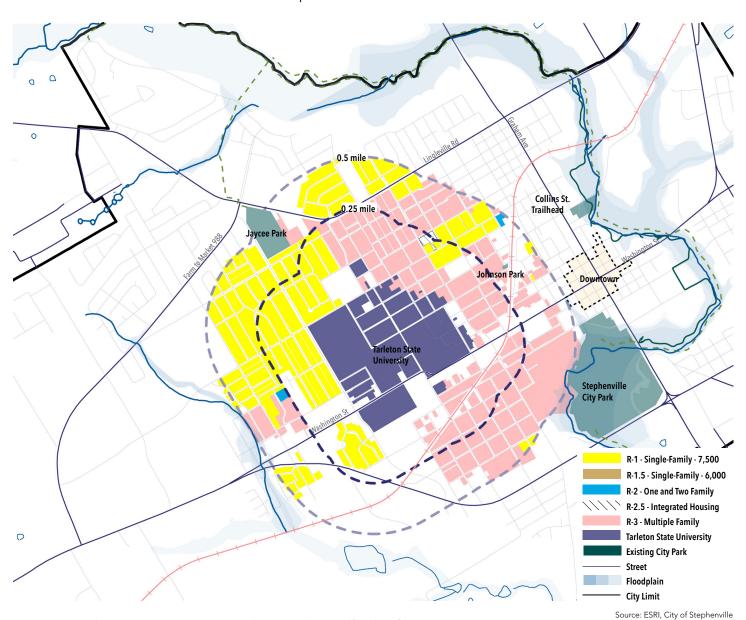
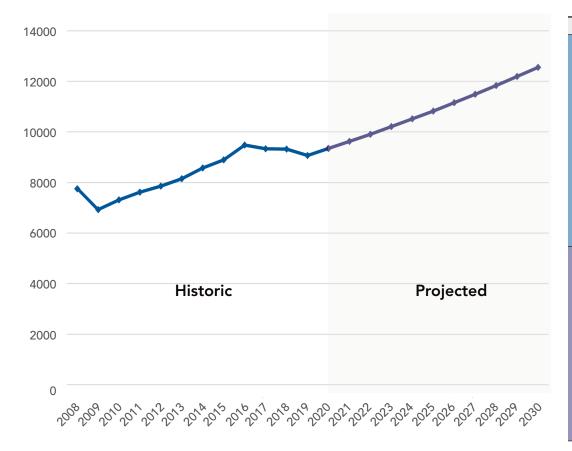


Figure 21: Tarleton State University Land Uses with a Half Mile of Campus

139



	Fall Year	Headcount
	2008	7,755
	2009	6,925
	2010	7,314
	2011	7,609
U	2012	7,851
Historic	2013	8,149
sto	2014	8,569
王	2015	8,895
	2016	9,473
	2017	9,336
	2018	9,315
	2019	9,068
	2020	9,340
	2021	9,620
	2022	9,909
þ	2023	10,206
Projected	2024	10,512
Je	2025	10,828
P.	2026	11,152
	2027	11,487
	2028	11,832
	2029	12,187
	2030	12,552

Sources: Tarleton State University

Figure 22: Stephenville Campus Fall Headcount Enrollment (Historic and Projected)

Living within a 10-minute Walk from Campus

- Students are often more engaged with opportunities provided to them through the university.
- Students have easier access to campus resources that can support their academic performance and social cohesion.
- Less time is spent commuting to campus, allowing for better time management.

Living further than a 10-minute Walk From Campus

- Students are often only on campus for required classes and meetings and spend less time socializing on campus.
- Students might not access campus resources that can support their academic performance and social cohesion as often as those that live closer.
- A larger amount of time is spent commuting and therefore less time is allocated to studying and social experiences.

COMMERCIAL SPACE

Retail

Despite being the largest city among select peer communities and its role as a college town, Stephenville offers limited retail service with only 170 properties.

Of the peer communities, only Mineral Wells has fewer. Approximately 170,000 square feet of retail space has been developed. With an occupancy rate of 98 percent and a growing population, the retail market appears to have room to grow.

Roughly 32 percent of all retail properties have been developed since 2000. Analysis of building permits issued since 2017 indicates that most recent construction has focused heavily along Washington Street. Nearly 1 in 4 retail properties in Stephenville were constructed prior to 1970, including the concentration of historic properties located in downtown.

Stephenville has very limited Class A retail space. Approximately 75 percent of all retail properties in the city are considered Class "C" space, while another 24 percent is considered Class "B." Downtown represents the only "walkable" retail cluster in Stephenville. For a more detailed description of the Class types, please refer to the Appendix.

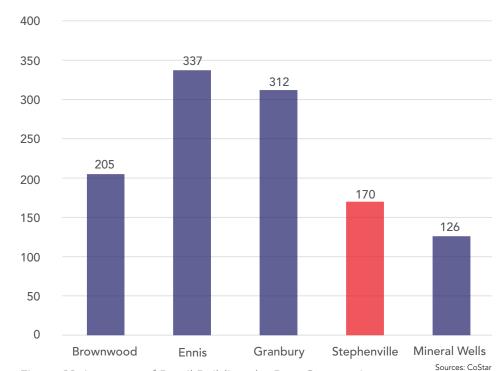


Figure 23: Inventory of Retail Buildings by Peer Community



Sources: commons.wikimedia.org/wiki/

Retail shops in downtown Stephenville contribute to the city's regional hub identity and sets the foundation of a strong downtown.

Office

Similar to retail, the City of
Stephenville has a relatively
small amount of space
devoted to office use. At
241,000 square feet, the office
market lags significantly behind
its select peers, except Mineral
Wells. By occupancy rate, the
office market in Stephenville
would be considered
"constrained;" however, market
trends following the COVID
19 pandemic have blunted
demand.

Similar to retail, only the mixeduse core of the city appears to enjoy high walkability.

customer base.

Industrial

The City of Stephenville offers approximately 1,100,000 square feet of industrial space developed over 44 properties and is considered fully occupied. In comparison to select peer communities, Stephenville ranks lowest in industrial properties, square footage and availability rate. The industrial sector would be considered "constrained."

Several of Stephenville's top employers are industrial in nature, including TechnipFMC, Saint-Gobain Abrasives, and Schreiber Foods. Together these three entities employ more than 1,600 persons.



 ${\it Sources: only in your state. com/texas/small-town-capital-tx/} \label{town-capital-tw/office} Office space in downtown Stephenville provides local businesses a steady$



Sources: Schreiber Food Schreiber Foods is one of Stephenville's largest industrial employers, which creates a strong employment anchor within the community.

2.2. ZONING AND LAND USE

ZONING

Stephenville's zoning code, zoning map, and zoning regulations control the types of land uses allowed within certain areas of the city. These regulations can determine parameters such as setbacks, height limits and building coverage. As displayed in the overall chart below, the city of Stephenville is made up of 43 percent residential, 57

percent non-residential, and 13 percent public zoning districts. The zoning district covering the most area in the city of Stephenville is Single-Family Residential District (7,500 ft²).

Percent of Land Zoned for **Single-Family Housing**

30%

Percent of Land Zoned for **Public Use**

13%

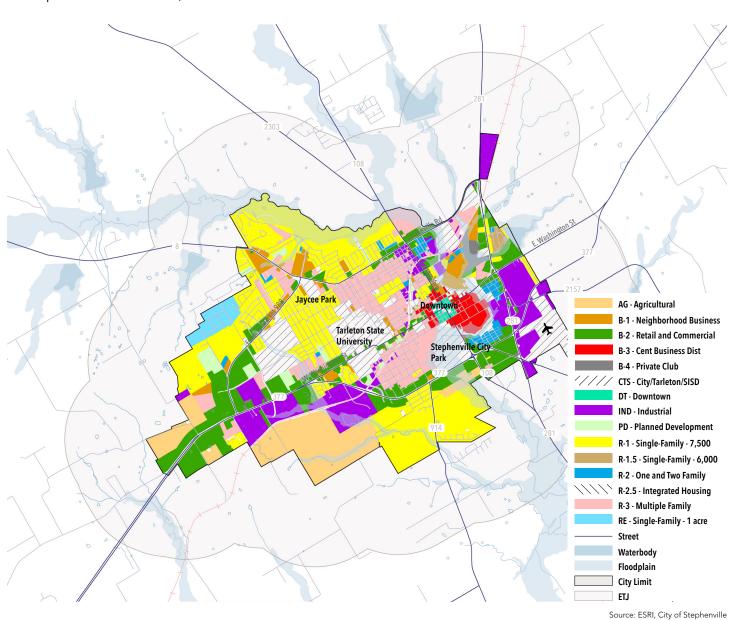


Figure 24: Zoning Map

ZONING DISTRICTS

	Code	Name	District Description
	RE	Residential Estate District (43,560 ft²)	This district provides for low-density development, centered on country-style living. The primary land use allows for single-family dwelling with lots of not less than one acre in size.
	R-1	Single-Family Residential District (7,500 ft²)	This district provides for a generally lesser density neighborhood development. The primary land use allows for single-family dwelling. Other uses within this district shall contribute to the nature of the neighborhood.
	R-1.5	Single-Family Residential District (6,000 ft²)	This district provides for a neighborhood development of medium density. The primary land use allows for single-family dwelling. Recreational, religious and educational uses appropriate to such a residential neighborhood are permitted.
	R-2	One and Two Family Residential District	This district provides for a neighborhood development of medium density. The primary land use allows for single-family and two family dwelling units. Recreational, religious and educational uses appropriate to such a residential neighborhood are permitted.
	R-2.5	Integrated Housing	This integrated residential housing district provides for medium-density neighborhood development. The primary land use allows for single-family dwellings, two-to-four family dwelling units, patio homes, condominiums and townhomes. Recreational, religious and educational uses are permitted. The Integrated Housing District will be applicable to for all Residential Districts, B-1 Neighborhood Business District (B-1), Central Business District (B-3), and Downtown District (DT).
	R-3	Multiple Family Residential District	This district provides for medium to high-density neighborhood development. The primary land use allows for single, two, three, and four family dwelling units, and multiple family housing buildings and complexes. Recreational, religious and educational uses are permitted.
	B-1	Neighborhood Business District	This district accommodates trade and personal services facilities that meet the needs and enhance the quality of life of residential neighborhoods.
	B-2	Retail and Commercial Business District	This district provides areas for the grouping of retail shops and stores offering goods and services for the residents in general. These shopping areas will generally be more densely concentrated and more traffic intensive.
	В-3	Central Business District	This district is intended to encourage the redevelopment of the downtown business area, which includes the historic courthouse, all types of offices, retail business and residences. This district also facilitates the maintenance of the area and provides for the vibrant interaction between retail, service, and residential.
	B-4	Private Club District	This district is intended to provide for private clubs providing on-the-premises consumption of alcoholic beverages.
	IND	Industrial District	This district is intended to serve as the location for general industrial activities.
	DT	Downtown District	This district is intended to encourage the redevelopment of the original township, including the historic courthouse, offices, retail business and residences. This district also facilitates the maintenance of the area and provides for the vibrant interaction between retail, service, residential, government and public use.
_	AG	Agricultural District	The type and intensity of uses permitted in the district shall encourage and protect agricultural uses until urbanization is warranted. The district protects areas that may be unsuitable for development due to lack of infrastructure, potential health or safety hazards, and providing for preservation of natural open spaces.
_	PD	Planned Unit Development	These districts are designed for greater flexibility and discretion in the application of residential and non-residential zoning and for increased compatibility and the more effective mitigation of potentially adverse impacts on adjacent land than in possible under standard district regulations.
7777	СТЅ	City/Tarleton/SISD	This district accommodates public and institutional uses including educational and public facilities. Most of the land in these districts is publicly owned.

ZONING DISTRICT BREAKDOWN

The majority of the land in Stephenville is zoned for residential development, with the largest share being Single-Family Residential District $(7,500 \text{ ft}^2)$.

Based on the number of housing units allowed per acre in each of the residential zoning districts, 32,608 housing units can be accommodated within the existing residential zoning districts. This is four times the number of existing housing units in Stephenville.

> **Under current** zoning designations, Stephenville can accommodate four times the number of housing units that currently exist.

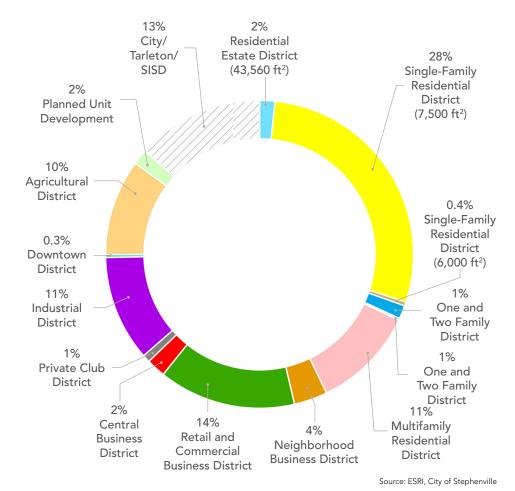


Figure 25: Zoning District Breakdown

CURRENT FUTURE LAND USE MAP

The City of Stephenville prepared a Future Land Use Map as part of their 2030 Comprehensive Plan. This map outlines how the city will manage growth in terms of location, type, scale and density. The purpose of this plan is to codify city policies and community values in relation to future development.

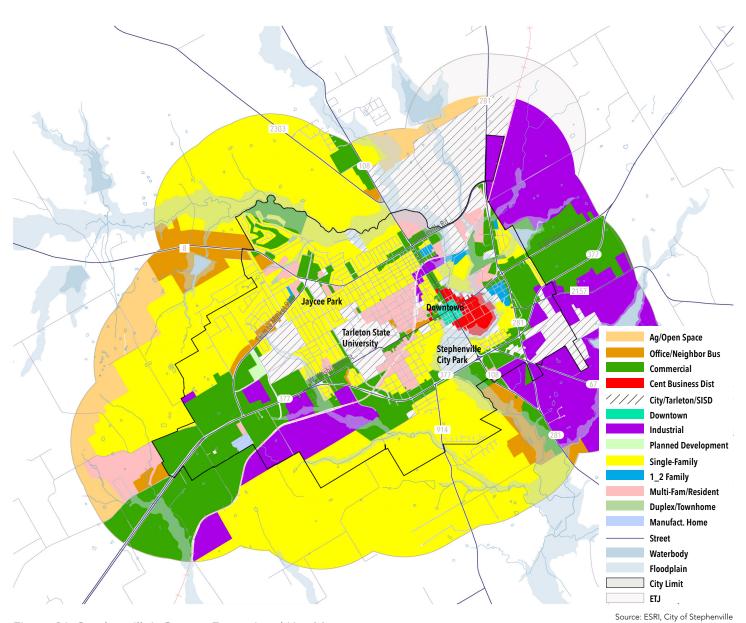


Figure 26: Stephenville's Current Future Land Use Map

VACANT LAND

Within the city of Stephenville approximately 30 percent of the land has an improvement value of less than \$10,000, which is considered vacant land. Most of this land is located on the western edge of the city limits. A large portion of this land is either zoned as Agricultural (AG), Single-Family 7,500 sf (R-1), or Industrial (IND).

Percent of Land with Improvement Values Less than \$10,000 within Stephenville (2,274 acres)

30%

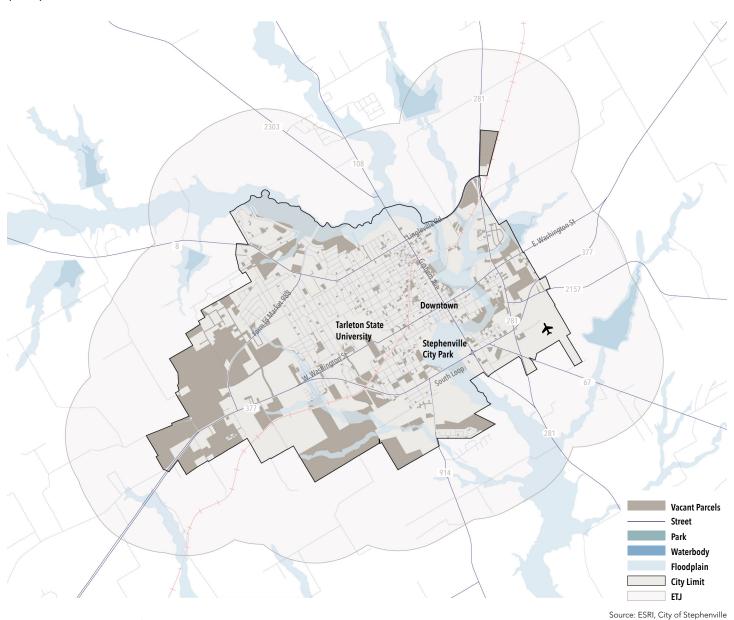


Figure 27: Vacant Land Map

HISTORIC DEVELOPMENT PATTERNS

As Stephenville has continued to develop over time, the patterns have changed. In the 1800's, blocks were more uniform with a higher lot coverage compared to blocks in the 1950's. Lots in the 1950's were more irregular with lower lot coverage. These patterns follow typical patterns of development across the country.

1. 1880's Block: 39,067 sf

2. 1900's Block: 139,828 sf

3. 1920's Block: 336,418 sf

4. 1950's Block: 348,480 sf



Figure 28: 1880's, Uniform, Average Lot Coverage: 100%



Figure 30: 1920's, Rectangles/ Irregular, Average Lot Coverage:



Figure 29: 1900's, Rectangles, Average Lot Coverage: 70%



Figure 31: 1950's, Rectangles/ Irregular, Average Lot Coverage: 40%

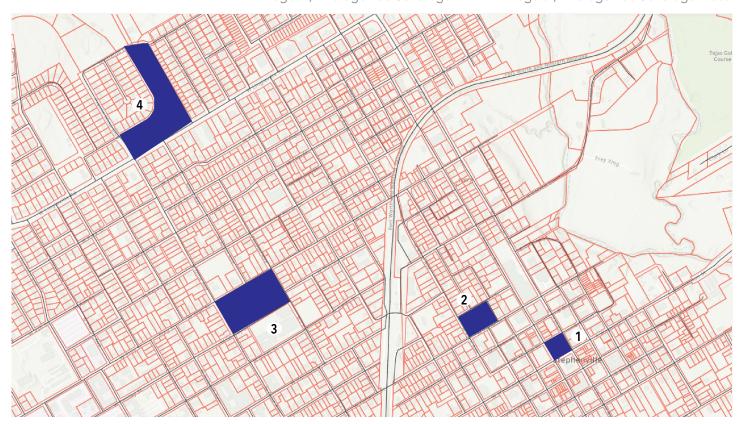


Figure 32: Historic Block Sizes Map

DEVELOPMENT CHARACTER

Regional Center

Stephenville is the largest city in Erath County. People across the county come to shop and dine at a mix of retail outlets, supermarkets, and restaurants. The streets in these areas are intended to maintain vehicular traffic flow, with multilane roads and controlled intersections.



This regional center along W. Washington Avenue provides a variety of shopping and dining opportunities which attracts people from across the region.

Vibrant Mixed-Use Centers

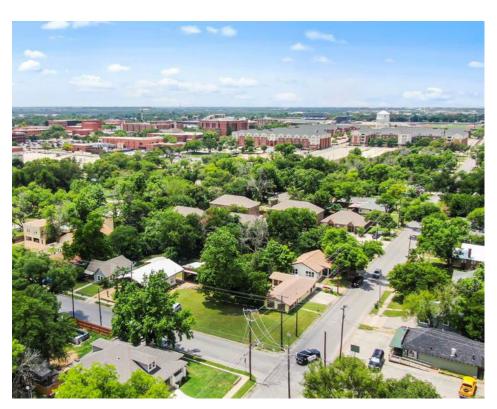
Downtown Stephenville is a center of the community attracting residents and visitors alike to shop and dine. This area is connected and walkable with one to three story buildings housing a mix of uses. Downtown follows the historic development patterns of Stephenville with more narrow, pedestrian friendly roads.



Downtown Stephenville is lively center with pedestrians due to its walkable characteristics and mix of uses.

Mixed-Use Neighborhoods

Stephenville is home to many residents who value its unique character. Its neighborhoods are characterized by a mix of historic homes and modern developments. A mix of housing types can be found, catering to various income levels and family sizes and a mix of uses makes these areas vibrant and walkable, where residents live, work and play.



The residential neighborhoods in Stephenville are developed with a variety of housing types.

Rural Community

Stephenville has strong rural roots, with a long history of agriculture. In the rural parts of the city there are a mix of building types, including farmhouses and ranch buildings. The roads typically follow the natural contours of the land and are prioritized for vehicles, not pedestrians.



This is an example of the rural character on the edges of Stephenville's city limits.

2.3. TRANSPORTATION

CURRENT TRANSPORTATION PLANNING AND INITIATIVES

Stephenville has about 89 centerline miles of roads. The highways that are owned by TxDOT (US 67, US 281, US 377, and FM 988) primarily go around Stephenville. The TxDOT roadways that pass through Stephenville are FM 8/Lingleville Road, BUS US 377/Washington Avenue, and SH 108/N. Graham Street/S. Graham Avenue. Stephenville

does not own or maintain any traffic signals. All traffic signals in Stephenville's city limits are along roadways owned by TxDOT, thus owned and maintained by TxDOT.

Most of Stephenville's roads are asphalt with concrete curb and gutter, but some have open ditch drainage. In the past fifteen plus years, only

two or three subdivisions were built that included new roadways. The vast majority of development in Stephenville is redevelopment and relies on the existing roadways. Yet, this redevelopment does impact the existing streets as utility cuts and tie-ins for new or upgraded water, wastewater, or natural gas services are required.

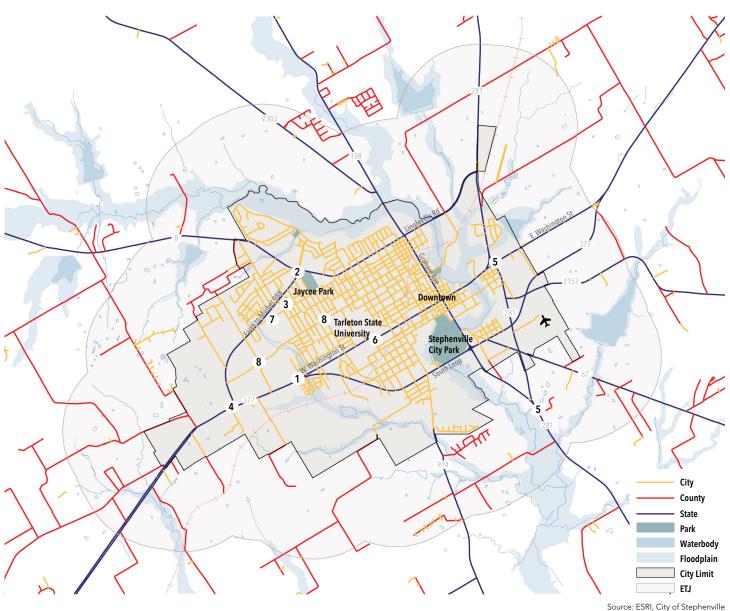


Figure 33: Roadway Ownership Map

Stephenville has identified the following projects in a number of their prior planning documents;

Number	Description
1	Access Management Study to improve traffic operations along US 377 Highway from Graham Street (FM 108) to Farm to Market 988 (Senator Robert J Glasgow Loop). This includes Shared Use Path for Pedestrians and Bicyclists from Downtown to TSU Campus.
2	Evaluation of Farm to Market 988 (Senator Robert J Glasgow Loop) at Harbin Drive intersection to reduce delays and potential intersection improvements.
3	Northbound channelized right turn and acceleration lane at Farm to Market 988 (Senator Robert J Glasgow Loop) & FM 8 Intersection.
4	Southbound channelized right turn acceleration lane at Farm to Market 988 (Senator Robert J Glasgow Loop) & US 377 intersection.
5	Super 2 highway configuration on US 281 to improve safety and roadway capacity.
6	Re-striping the left turn lane and modifying the signal timing are two short-term projects that will guide westbound left turns toward South Lillian through Centennial Lane at Washington Street and Lillian intersection.
7	Evaluate peak-period left turn restrictions along Farm to Market 988 (Senator Robert J Glasgow Loop) south of Harbin.
8	Traffic signal warrant studies at three intersections in coordination with TXDOT for potential traffic signal controls.

STEPHENVILLE CLARK REGIONAL AIRPORT

The Stephenville Clark Regional Airport is located approximately 1 mile east of downtown Stephenville on the east side of U.S. 281. It has one runway, a public aircraft tarmac, and a parallel taxiway that connects the tarmac to the runways. There is a terminal building with waiting areas, offices, conference rooms and bathrooms. There are two large hangars and three T-hangars on the airport. Hangars may be rented through airport management.

The City of Stephenville has been implementing airport improvement projects which are jointly funded by grants through the Texas Department of Transportation and the Federal Aviation Administration. The purpose of the projects are to improve current conditions of the runways, lighting systems, and facilities. The projects include 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 tarmac access, cross taxiway, tarmac areas and the west T-hangar access taxiway; relocation of runway lights; a new T-hangar; a new fueling system; and relocation of fencing. Future projects include extending the runway; expansion of the tarmac for tie-downs; and commercial hangars.

Fly-In at Stephenville Clark Regional Airport

Not only is the Stephenville Clark Regional Airport an important regional connection, it is also an important community space within the city. In 2023, the airport held a fly in that included a show of historic planes, art exhibit and car show. These types of events show how these types of spaces can be utilized for more than their stated purpose and strengthens community connections.



Source: theflashtoday.com





2017 THOROUGHFARE PLAN

The purpose of the City of Stephenville's 2017 Thoroughfare Plan is to provide for long term increased mobility and connectivity needs and reduce dependency on the automobile. The Thoroughfare Plan recommendations are part of a continuity of plan efforts, and as needs change, the plan should be amended to reflect updated information for the

preservation of long term community needs.

Transportation planning initiatives should be coordinated with other infrastructure investments and priorities within the community and with other agencies to leverage financial resources, for example, coinciding improvements to replacement

of utilities, or timing widening projects to occur at the natural end of a pavement's useful lifespan.

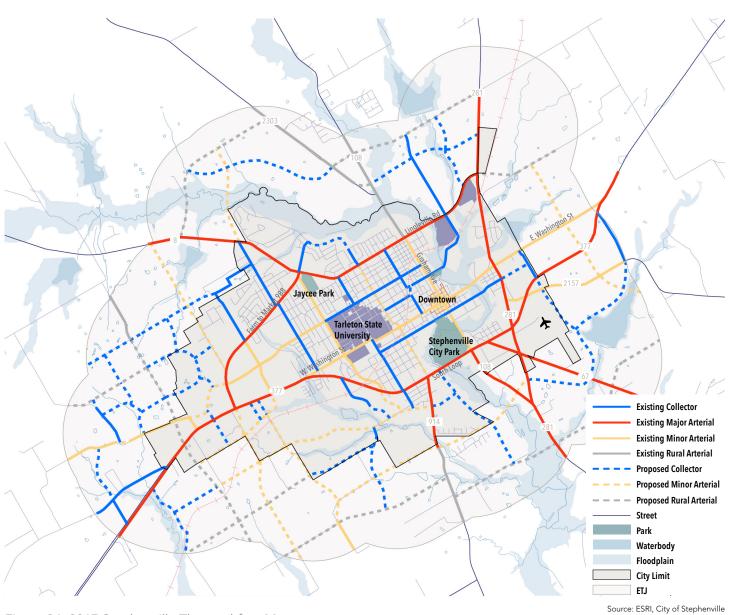


Figure 34: 2017 Stephenville Thoroughfare Map

STREET CLASSIFICATION

Stephenville's roadways are classified based upon their function within the network. The functional classification system consists of major arterials, rural arterials, minor arterials, collectors, and local streets.

Section	Street Type	ROW Width	Character Description
	Major Arterial ■ (4-Lane or 6-Lane)	120' to 130'	Major Arterials accommodate higher volumes and levels of mobility, providing substantial regional access and statewide travel. Medians with a minimum width of 16' are required to allow area for dedicated left turn lanes at intersections and provides access management for fewer turning conflicts and preservation of traffic flow. Driveway access onto principal arterials should be limited by access management and spacing requirements, and parking along arterial roadways is generally prohibited.
	Rural Arterial	100' to 120'	Rural Arterials carry traffic across significant segments of the city, connect major arterials to collectors, and accommodate moderate volumes. Where sidewalks are provided, they should be between the drainage channel and the edge of the right-of-way. Driveways may be more frequent than major arterials and higher-class facilities, but should still be guided by access management principles.
	■ Minor Arterial	100′	Minor Arterials accommodate medium volumes, provide local mobility, and make connections to neighboring communities. They are intended for local trips, with design speeds lower than major arterials. A divided median is required, providing access management for fewer turning conflicts, and allowing space for left turn bays at minor intersections. Driveway access to minor arterials should be guided by access management and spacing requirements. Parking along the roadways is generally prohibited. Bicycle accommodation is preferred on a shared-use path buffered from the roadway.
	Collectors	70′	Collectors provide access between higher functional class facilities and access to residential areas. They are designed for short trips, lower speeds, and connections between residential and commercial areas. The ROW width provides space for on-street parking, bike lanes, or a center turn lane. The width is intended to be flexible over time as needs change.
	- Local Street	50′	Local Streets are functionally classified to serve primarily local access to property and circulation within neighborhoods or specific areas. Local streets have the lowest speed limits and capacities in the hierarchy, but have the highest access to property. These roads have the lowest speed limit, and carry low volumes of traffic.

EXISTING ROADWAY NETWORK

Stephenville's roadway network includes a grid system consisting of 89 miles of streets, operated and maintained by the City of Stephenville. These streets are connected to the surrounding area through county roads and state highways. Roadways within the City of Stephenville ETJ are operated and maintained by Erath County, and the Texas Department of Transportation. These roadways serve as major routes through the City of Stephenville:

Name	Street Class	Description	Level of Service	Speed Limit	Ownership	Intersection Density
US Highway 377 Major (South Loop) Highway		US Highway 377 (South Loop) is a four lane roadway that serves as a major arterial route which connects State Highway 108, US Highway 281 and US Highway 67. It bypasses the major traffic from Washington Street reducing the traffic congestion and two way turn lanes are provided throughout the loop.	С	45 mph	TxDOT	0.19
US Highway 281 (East Road/Morgan Major Mill Road)		The highway runs north-south and serves as an alternative to IH-35. This highway connects Stephenville with San Antonio towards south and Mineral Wells to the north. US Highway 281, also known as Morgan Mill Road, passes through the eastern part of the Stephenville.	A-B	45 mph	TxDOT	0.20
US Highway 67 (Glen Rose Road)	Major Arterial	This two lane roadway runs within Stephenville's city limits and connects Stephenville with Glen Rose and Dallas eastward towards Brownwood and westward towards San Angelo.	A-B	45 mph	TxDOT	0.14
State Highway 108 (Graham Avenue)	Rural Arterial	This two lane highway diverting from US Highway 281 just outside Stephenville runs through the downtown to further connect IH-20 north.	A-B	35 mph	TxDOT	0.14
Washington Street Arte		Washington Street functions as a major corridor through the city of Stephenville. This is the primary east/west roadway passing through downtown Stephenville. Some segments of Washington Street are a four lane roadway while it is reduced to two lanes when passing through downtown.	B-C	35 mph	TxDOT	0.12

Farm to Market 988 (Senator Robert J Glasgow Loop)	Major Arterial	Farm to Market 988 (Senator Robert J Glasgow Loop) is a two lane major arterial connecting US Highway 377/ Washington Street and Farm to Market Road 8 (Lingleville Road). Center turn lanes are provided throughout the loop. This loop serves the western edge of the Stephenville.	С	35 mph	TxDOT	0.11
Harbin Drive	Minor Arterial	Harbin Drive functions as a minor arterial and runs north-south and is currently under construction. It primarily connects Farm to Market 988 (Senator Robert J Glasgow Loop) and US Highway 377(South Loop) on the northern and southern edges of Stephenville.	B-C	40 mph	City	0.16
Frey Street	Minor Arterial	This east-west corridor starting at Farm to Market 988 (Senator Robert J Glasgow Loop) on the western edge of the city is a four lane road for small segment which further primarily runs as a two lane roadway.	С	35 mph	City	0.09
Farm to Market Road 8 (Lingleville Road) Major Arterial Major Arterial Major Arterial State Highway US Highway		This major arterial is one of the busiest streets in Stephenville. It is a four lane roadway with two way turn lanes running east and west on the northern edge of the city connecting State Highway 108 (Graham Street), US Highway 281 (Morgan Mill Road) on the eastern edge, and Farm to Market 988 (Senator Robert J Glasgow Loop) on the western edge.	B-C	35 mph	TxDOT	0.12

DAILY TRAFFIC VOLUMES AND LEVEL OF SERVICE

The majority of Stephenville residents and visitors travel around the city by car. There are very few other mobility options, so ensuring the roads are in good condition and are able to handle the number of vehicles on any given day is important for the City.

an average annual daily traffic (AADT) that ranged between 1,700 and 25,600 vehicles per day (VPD). The average AADT for all segments was approximately 8,900 VPD.

A majority of roadway segments in Stephenville had

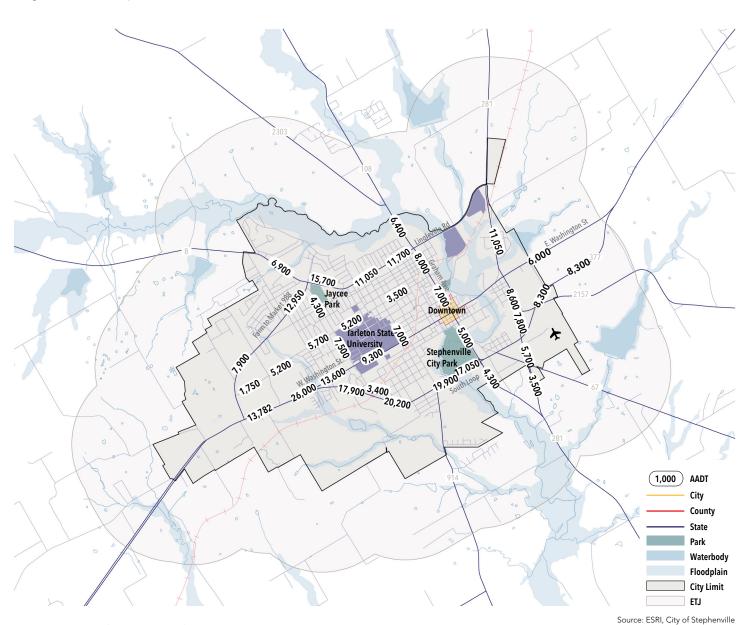


Figure 35: Roadway Ownership Map

The level of service (LOS) measures a driver's experience on the road. It is impacted by the capacity of the various segments that make up the network. A LOS grade of "A" refers to free flow traffic and a LOS grade of "F" refers to near gridlock.

It is recommended that roads strike a balance between

capacity and demand in order to guarantee smooth operations, prompt replies, and a pleasant user experience. The identification of possible bottlenecks, the optimization of resource allocation, and the improvement of the LOS that an organization provides to its users or customers are all common uses of segment capacity analysis.

All segments were assessed to operate at a LOS grade "C," which refers to stable flow, or better. Only one segment of the road network, South Loop between Graham and East Rd has decreased from a B to C since the 2017 Thoroughfare Plan. All other segments have remained the same.

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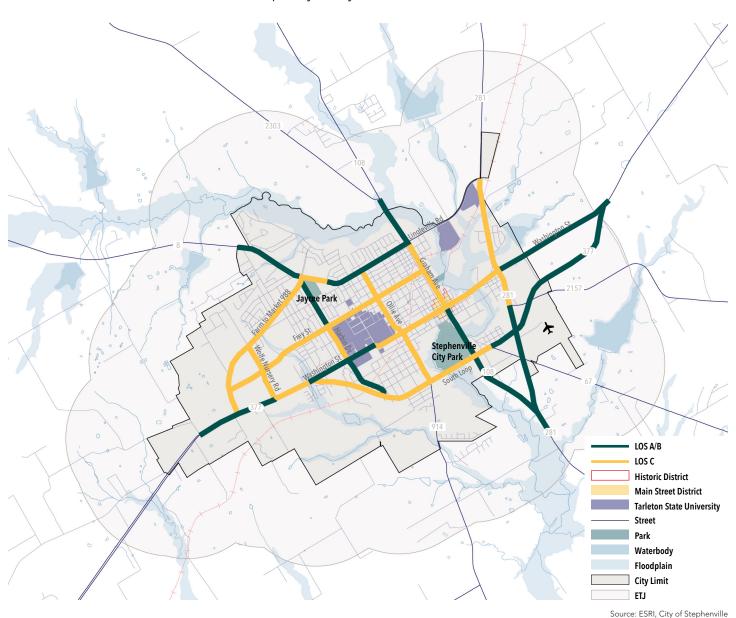


Figure 36: Level of Service Map

TRIP GENERATORS

Several public and private facilities and events impact traffic operations in the City of Stephenville. These locations require consideration during transportation master planning to provide adequate roadway capacity and multi modal connectivity to these destinations. The following locations have been identified as notable destinations.

A majority of major trip generators are located along US 377 (Washington Street), which results in increased demand.

During the first open house, participants noted they travel most often to downtown Stephenville, W. **Washington Avenue** and South Loop.

11

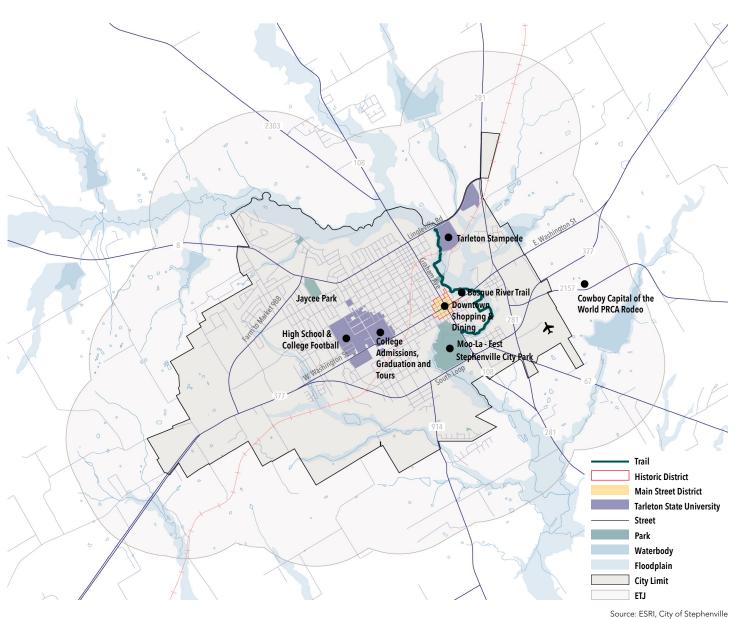


Figure 37: Trip Generators Map



Downtown Stephenville shopping and dining opportunities attract people across the region.



The Tarleton Texans is a NCAA Division I team that plays multiple games every fall attracting visitors.



Optimist Jaycee Park is an 18-acre park with multiple community amenities.



Large events, such as Moo-La-Fest, create a surge in trips to the area.



Tarleton State University has one of the largest rodeo teams in the nation.



The Bosque River Trail connects City Park to the downtown area and attracts many people to the city.

COLLISIONS AND SAFETY

As a first step in creating a new thoroughfare plan, a collision analysis was conducted. A collision analysis is an integral component when creating a thoroughfare plan. This is especially true when thinking about transportation planning and urban growth. The collision analysis can have an effect on and contribute to the development of a thoroughfare through a variety of methods that include: Identification of

High-Risk Areas, Improvement of Safety Measures, Determination of Road Design and Layout, Identification of Traffic Control Strategies, Prediction of Future Planning and Growth, Increasing Public Awareness and Education. Evaluation of the Effectiveness of the Plan, and Identification of the Cost vs. Benefit of recommendations. In a nutshell, collision analysis supplies crucial data and

important insight that is used to guide the decision-making procedure during the process of developing a thoroughfare plan. It plays a significant role in ensuring that the plan is structured to improve safety, cut down on the number of accidents that occur, and satisfy the ever-changing transportation requirements of the community.

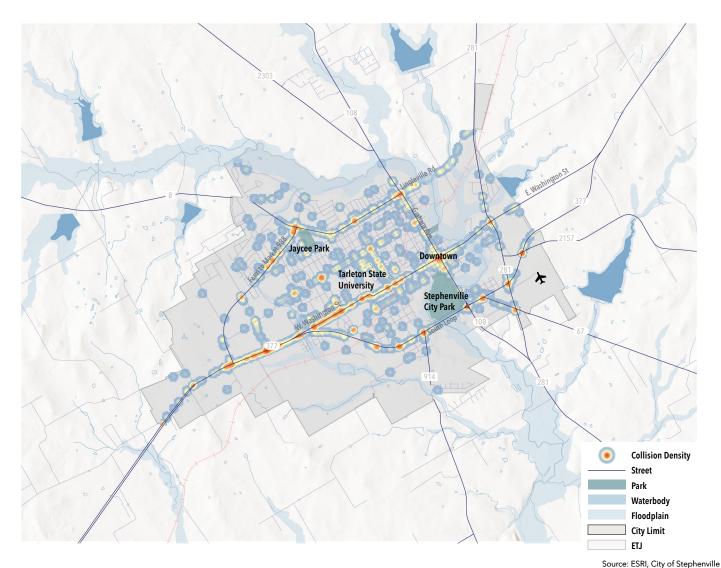


Figure 38: Collisions Data, 2018 - 2022

There were a total of 2,027 collisions reported on the City of Stephenville roads from 2018 to 2022. The number of reported total collisions has overall increased between 2018 and 2022, with an increase in 2021 compared to the previous year.

The year with the highest number of collisions was 2021 (454 collisions), while the year with the lowest number of collisions was 2020 (370 collisions). It was observed that the collisions percentage dropped during the pandemic year of 2020 due to the lesser number of vehicles within the city roads system. The lowest number of fatal and severe injury collisions occurred in 2018 and 2020 (11 collisions), while the highest occurred in 2022 (16 collisions).

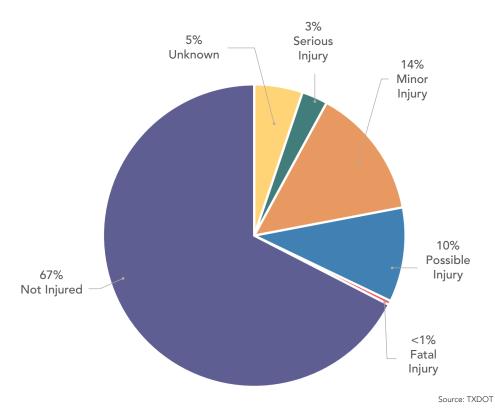


Figure 39: Collision Data

During the first open house, approximately 68% of respondents said they feel very safe and somewhat safe driving around Stephenville.

Table 7: Total Collisions in Stephenville from 2018 to 2022

Collision Severity	2018	2019	2020	2021	2022	Total
Not Injured	250	290	242	297	288	1367
Possible Injury	38	26	33	48	60	205
Minor Injury	53	44	62	80	46	285
Serious Injury	11	10	11	13	11	56
Fatal Injury	0	2	0	2	5	9
Total	371	407	370	454	425	2027

ALTERNATIVE MOBILITY OPTIONS

The existing sidewalk network in Stephenville is concentrated within the downtown area and the Tarleton State University campus. There are proposed sidewalk construction projects intended to increase walkability throughout the city, including a connection from Jaycee Park to campus and the Stephenville High School and Gilbert Intermediate School.

The City of Stephenville's 2018 Sidewalk Program was a funded program for residents and businesses to participate in the Matching Grant Sidewalk Replacement Program. The program provides an opportunity for citizens to expedite sidewalk repairs or replace eligible sidewalks by covering some of the financial burden. The

City shares the cost 50/50 between the City and owner, or a 30/70 split between the City and commercial properties. This program provides an opportunity to build a continuous sidewalk system throughout the community. This program prioritizes the idea of walkability throughout the city.

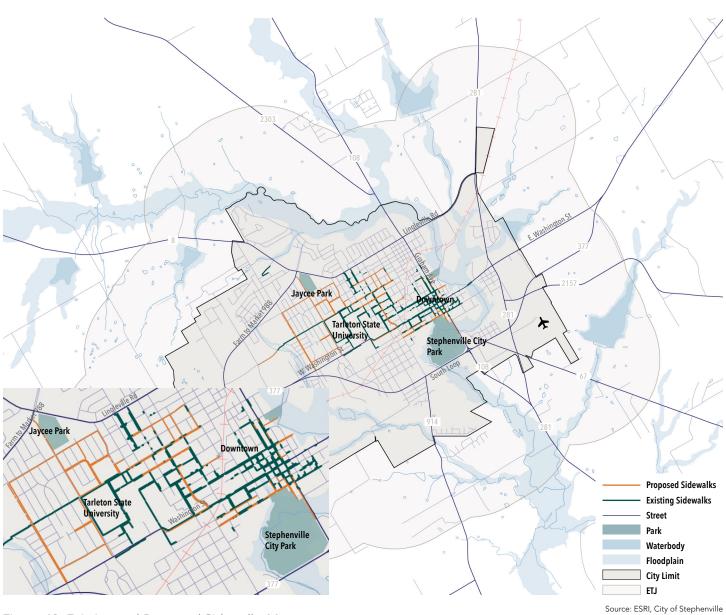


Figure 40: Existing and Proposed Sidewalks Map



Example of limited accessibility at railroad crossing along Tarleton Street.



Example of sidewalk with uneven surfaces and limited ADA accessibility (corner of Washington & Barton Avenues)



Example of Large driveway along Washington Street decreasing walkability.

DOWNTOWN AND TARLETON WALKSHEDS

Downtown Stephenville and Tarleton State University are major centers within the city. Walkability should be prioritized within these areas. Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. It is measured by the distance an average

person would typically walk to the destination, often called a walkshed.

The term "walkshed" or "access shed" is used to define the area in immediate vicinity of any central destination that an average person can cover on foot.

11

During the first open house, approximately 30 percent of respondents said they do not feel safe walking or walk at all around Stephenville.

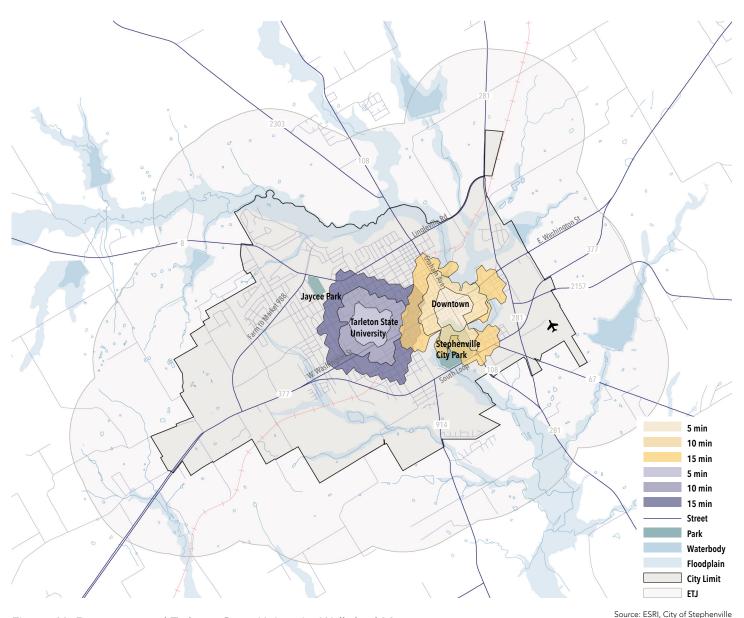


Figure 41: Downtown and Tarleton State University Walkshed Map

BICYCLING AND MICRO-MOBILITY

Micro-mobility, including bicycling and electric scooters, can play several important roles in Stephenville's transportation network, offering benefits such as increased accessibility, reduced congestion, improved environmental sustainability, and enhanced urban mobility.

Stephenville's transportation network does not currently provide adequate infrastructure to integrate micro-mobility. It is recommended to analyze the city's Bicycle Level of Traffic Stress (LTS) throughout the network, as this analysis will provide a better picture of which streets are better suited for micro-mobility.

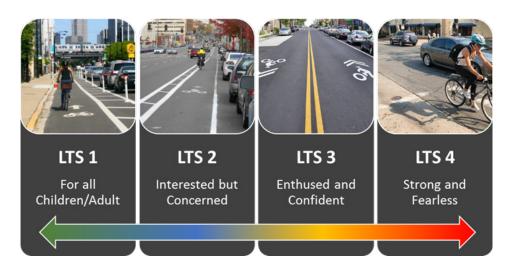
- LTS 1: Low traffic stress. Most children feel comfortable bicycling.
- LTS 2: Low -Moderate traffic stress. The mainstream adult population feels comfortable bicycling.
- LTS 3: Moderate traffic stress.
 Bicyclists who are considered "enthused and confident" but still prefer having their own dedicated space feel comfortable while bicycling.
- LTS 4: High traffic stress. Only "strong and fearless" bicyclists feel comfortable while bicycling. These routes have highspeed limits, multiple travel lanes, limited or non-existent bicycle lanes and signage, and large distances to cross at an intersection.

There are several considerations for the potential role of biking and micromobility in Stephenville that should be highlighted. They include the following:

- Reducing Traffic Congestion:
 Biking and micro-mobility options
 like electric scooters or shared
 bikes can help alleviate this issue,
 especially during peak times or
 special events.
- Connectivity: Biking and micromobility can provide alternative transportation options that connect different parts of the town, making it easier for residents and students to access various amenities and services.

- Promoting Sustainability:
 Encouraging biking and
 micro-mobility aligns with
 sustainability goals. It can help
 reduce emissions and promote
 eco-friendly transportation
 alternatives in Stephenville.
- Health and Fitness: Promoting biking can contribute to residents' physical health by encouraging regular exercise and active commuting. This can help reduce healthcare costs and improve overall well-being.
- Reduced Parking Demand:
 Promoting biking and micromobility can help reduce the demand for parking spaces, which can be particularly beneficial if parking space is limited or expensive in certain areas of the town.

In recent years leading up to 2021, there was a noticeable decline in the percentage of young people, including college students, obtaining driver's licenses compared to previous generations. This trend has been observed in several developed countries, including the United States.



Alternative forms of mobility allow for more connectivity throughout cities allowing more people to be involved in the community

PAVEMENT CONDITIONS

In 2016, Stephenville engaged a professional engineering consulting team to perform an assessment of pavement conditions and make recommendations

for ongoing and future maintenance efforts and budgets. Presently, Stephenville commits approximately \$1,000,000 annually to pavement maintenance. This level of investment aligns

with a scenario which results in a slow degradation of pavement condition, dropping from a measured Pavement Conditions Index (PCI) of 56 in 2016 to an anticipated PCI of 42 in 2026. While this is a

Condition 10% Failed/ Serious Very poor/Poor 36% Fair 23% 20% Satisfactory 11% Good

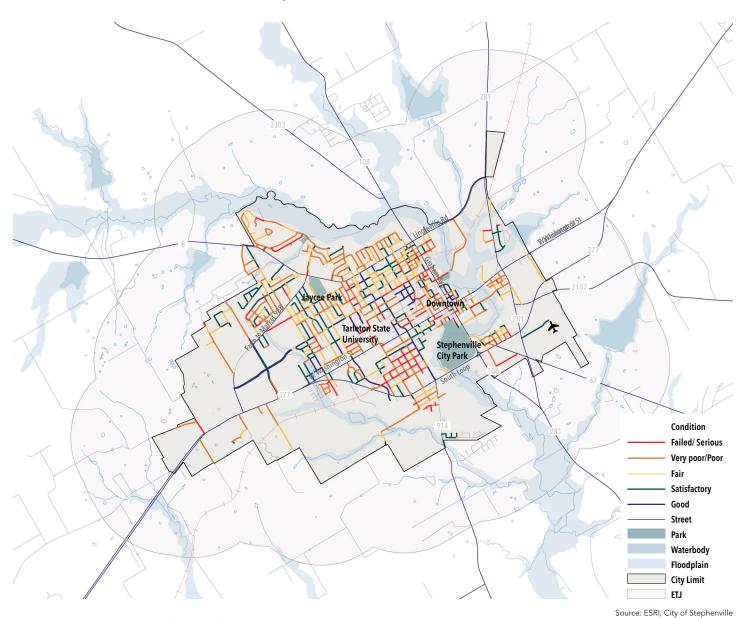


Figure 42: Pavement Condition Index Assessment

STREET REPAIRS

Since the Pavement Condition Report was prepared in 2016, Stephenville has used its increased budget to upgrade 41 percent of the streets within the city limits.

Percentage of Streets Repaired within the City Limits since 2018 (50 mi)

41%

During the first open house, over half of all respondents said they think Stephenville should spend a larger portion of its budget on street construction and maintenance.

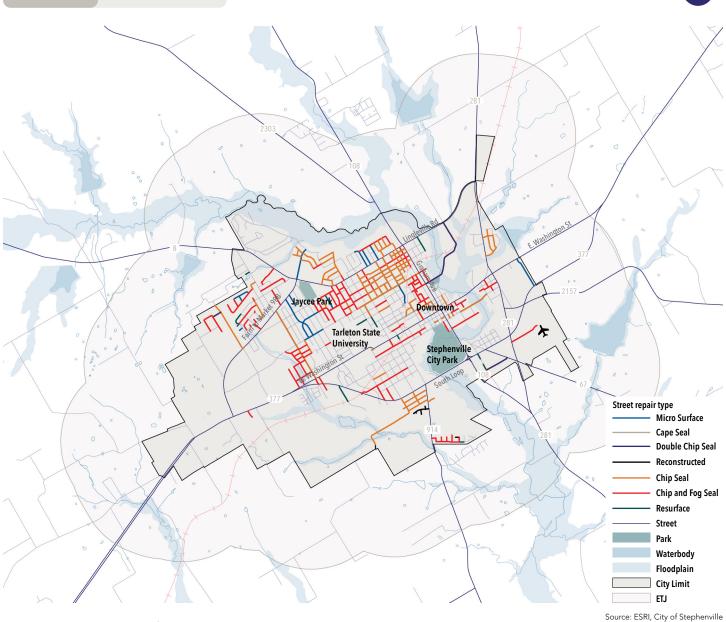


Figure 43: Street Repairs from 2018 to 2022

0 mi 0.5 mi 1 mi 2 mi 170

Stephenville Today 1 or

2.4. COMMUNITY AND NATURAL RESOURCES

PARKS AND OPEN SPACE

The purpose of the City of Stephenville's Parks and Recreation Master Plan is to address the relevant needs of the City, and create a plan that can guide park development and management for the next 15 years. The plan focused on creating important urban pedestrian spaces and generating economic development for downtown

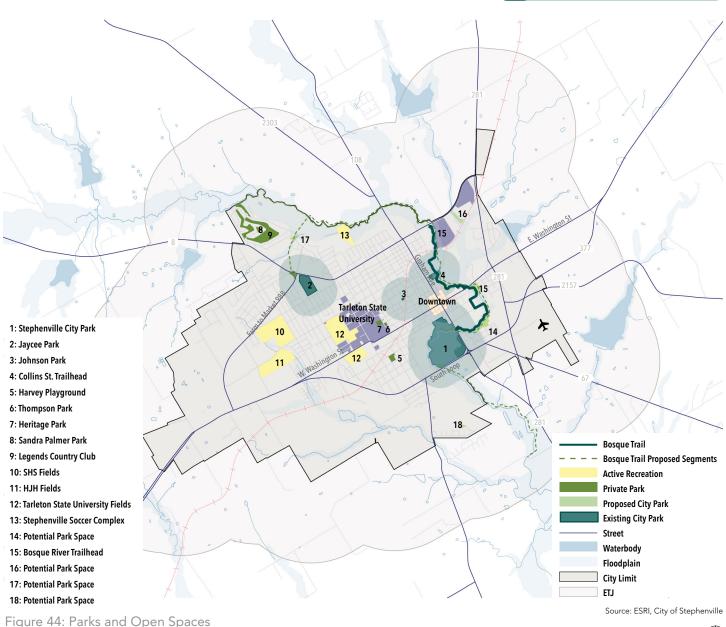
and Stephenville as a whole.

A gap analysis was performed in the plan to determine the existing coverage of the service area provided by the existing parks. This analysis highlighted that only 12 percent of the city is within a quarter mile of an existing park. According to the Trust for Public Land, 45 percent of all residents

in Stephenville live within a 10 minute walk to a park, compared to the national average of 55 percent.

Percent of Land within a Quarter Mile of an Existing City Park (937 acres)







The Bosque River Trail is a popular outdoor amenity in Stephenville



Jaycee Optimist Park provides recreation space on the northwestern portion of the city.



There are areas within City Park where residents and visitors can camp.



Tarleton State University is publicly accessible and has spaces for community gathering.



Stephenville's City Park is a regional park with numerous sports amenities and open space.



Trails continue throughout Stephenville's City Park to provide connectivity throughout the city.

NATURAL RESOURCES

In 2020, a Master Drainage Plan was prepared for the City of Stephenville to outline a number of capital improvement projects in areas that experience flooding. The majority of the floodplain is located on the eastern side of the city within areas that have been designated as parks and trails.

Percent of Land within the Floodplain (1,026 acres)



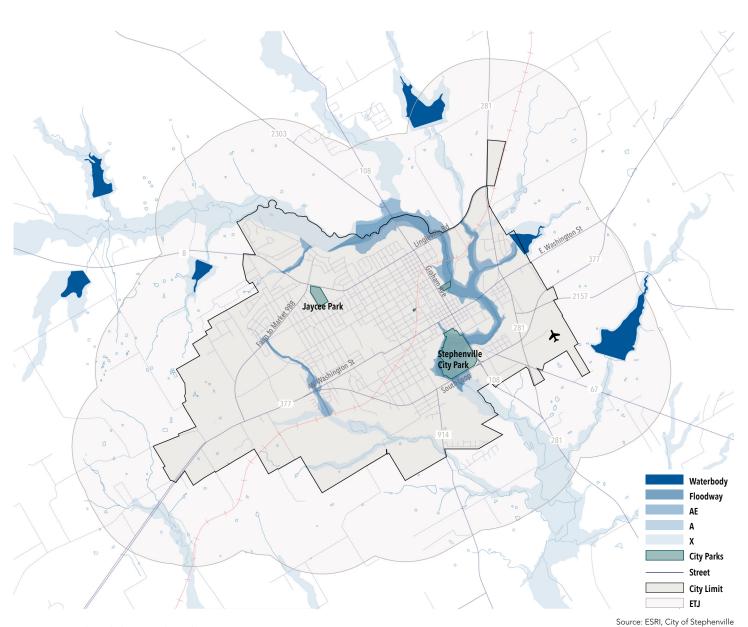


Figure 45: Floodplain and Parks

BOSQUE TRAIL

The Bosque River Trail Corridor (BRTC) is a trail system along the Bosque River. The first two sections closest to City Park have been built out and the remaining proposed sections will connect to Jaycee Park. This trail will promote stewardship of the community waterway, promote healthy lifestyles, and provide educational opportunities.





The City of Stephenville is prioritizing connectivity throughout the city with the extension of the Bosque River Trail.

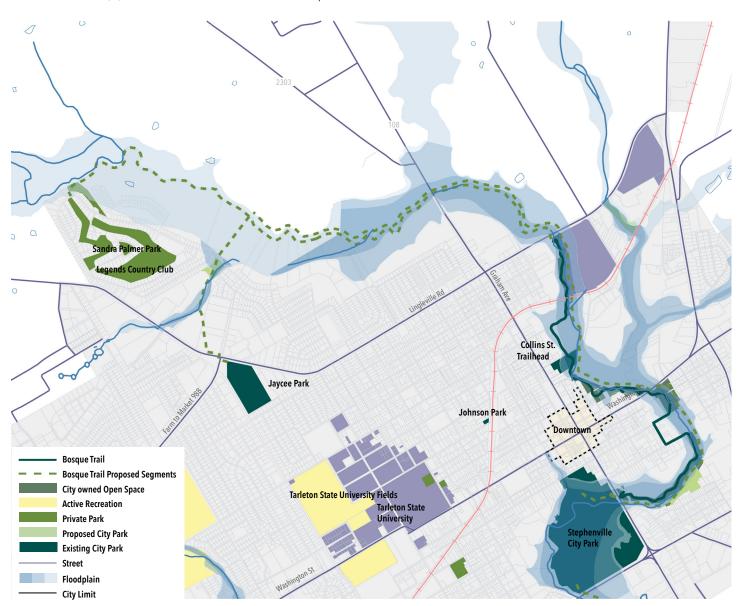
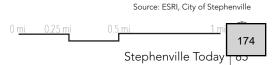


Figure 46: Bosque Trail Map



COMMUNITY RESOURCES

The City of Stephenville provides a high level of service to its residents through numerous public facilities in the city. Many of these spaces are important community gathering spaces for the residents of Stephenville.

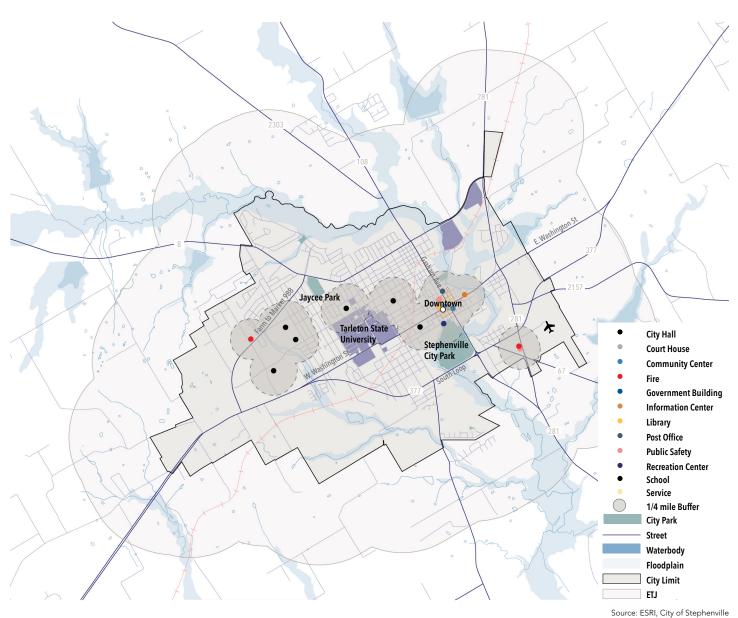


Figure 47: Community Resources



The courthouse in downtown Stephenville is an important civic space for the city and Erath County.



Stephenville's City Hall serves as the community's civic headquarters.



The Stephenville Police Department serves as an important part of public safety within the community.



The Stephenville Fire Department is another important piece of the public safety of Stephenville.



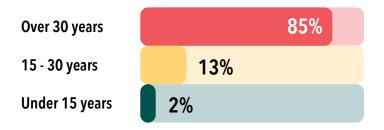
The Cowboy Capital Walk of Fame serves as a physical connection to Stephenville's cowboy culture.



The Stephenville Senior Citizen Center is moving to a new building to better support the needs of the community.

SEWER INFRASTRUCTURE

The City of Stephenville provides sewer and water service to its residents. Currently a large portion of their infrastructure servicing the city is over 30 years old. The average age of the City's water and wastewater systems is 44 years old.



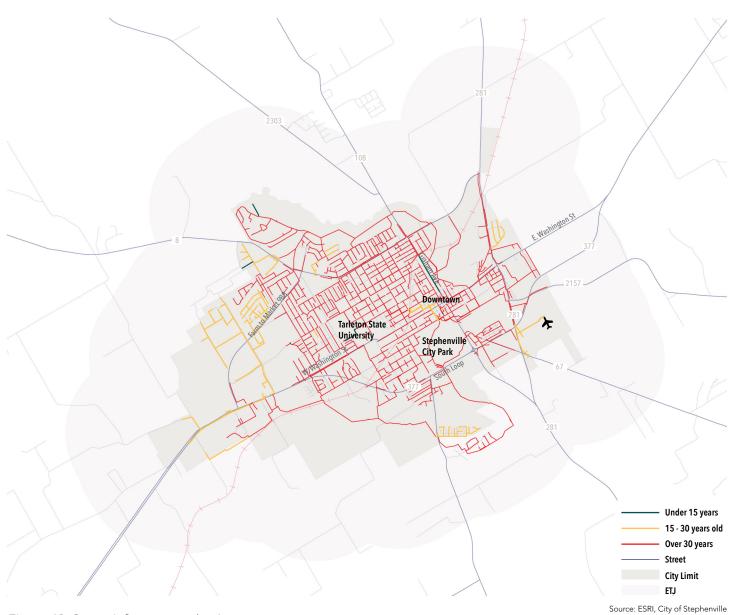
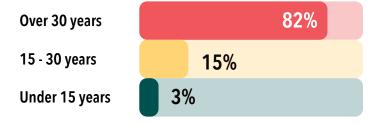
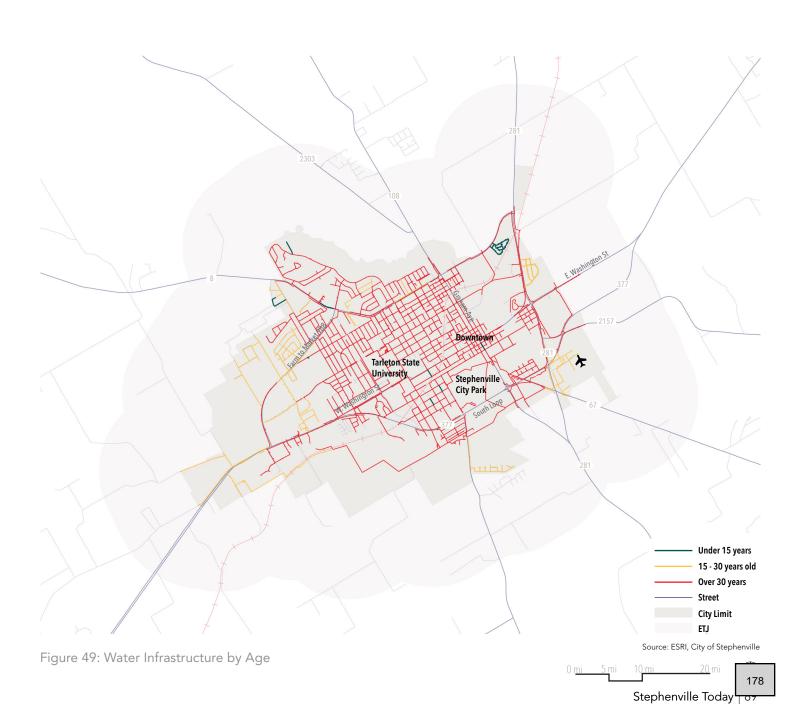


Figure 48: Sewer Infrastructure by Age

WATER INFRASTRUCTURE





2.5. DOWNTOWN

HISTORIC DOWNTOWN

Stephenville's downtown has a rich history characterized by its brick roads and anchored by the Erath County Courthouse. During its early settlement, the downtown area served as the center of economic and social activity in Stephenville. Historic buildings were constructed using locally available materials such as limestone and locally sourced timber.

In the 1930s, Stephenville experienced economic hardship resulting in business closures and slowed population growth. However, in the post-war period, Stephenville experienced revitalization efforts to preserve its historic downtown buildings. In the latter half of the 20th century, Stephenville experienced continued growth and development, attracting various industries and businesses.

Today, the downtown area is a unique gathering place for both community members and tourists alike. It is bounded by Green, Long, Barton, and Floral Street. Stephenville is the Texas Historic Commission's newest designated Main Street community.

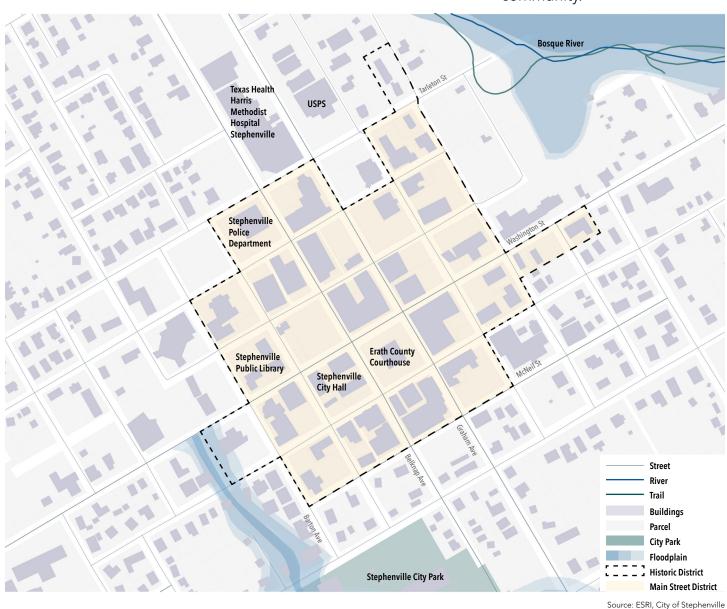
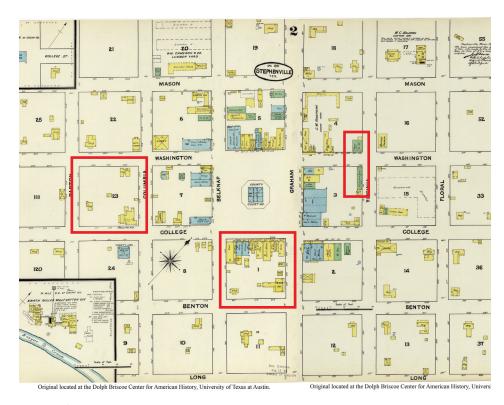


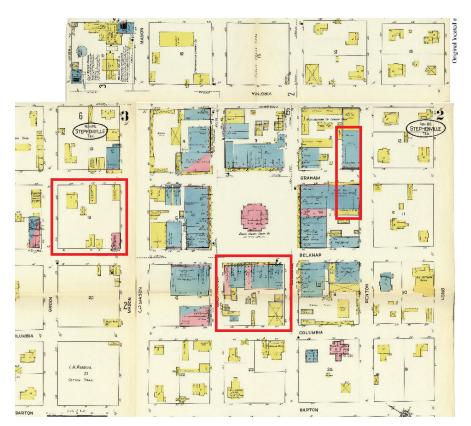
Figure 50: Historic District Map

The 1891 map represents the early stages of Stephenville's formalized growth. After the town was established, most new construction was framing. The footprints illustrate primarily attached, rectangular buildings. The shape and location indicate that these are likely commercial buildings, confirmed by the labels. Each structure is a single story. Today, some of these buildings have second and third stories, which indicates the future economic health of Stephenville. Further away from the Courthouse, the shapes start to become less defined. indicating that these structures are likely residential.

The 1912 map illustrates the economic and population growth that Stephenville experienced through both material and amount of change. The common material appears to be timber framing, represented by the yellow color in the 1891 map. The common material in the 1912 Sanborn is stone. At this time, stone would have been sourced locally but it still would have been costly to use. Builders in rural communities did not always start with stone because it was cumbersome, costly, and required skilled labor. The increase of stone in Stephenville by 1912 illustrates the increased cost and permanency of development.



1891 Sanborn Map



1912 Sanborn Map

HISTORIC MATERIALITY

Stephenville's material history is closely tied to its development and growth over the years. The town's architectural heritage reflects the available resources. construction techniques, and historical events that shaped its physical environment.

As with many small to medium towns, there are a handful of Cardinal Materials. These materials are largely defined by the historic availability of building materials and the technical skill available to work those materials. In Stephenville, the Cardinal Materials are: Fieldstone stone, Ashlar Masonry, Stucco, and Brick. Each of these materials has historically been obtained within a 300 mile radius around Stephenville.

Today, Stephenville's material history is evident in its diverse architecture, ranging from historic limestone buildings to mid-century modern structures. The town's material history reflects its growth, economic prosperity, and the evolution of architectural styles over time. As the community continues to value its heritage, preserving these historic materials and structures remain essential to maintain the unique character and charm of Stephenville.

Timber, Stone - Early Settlement and Pioneer Architecture:

In the mid-19th century, European-American settlers used readily available materials such as logs and mud for early dwellings. Pioneer architecture, characterized by simple log cabins and primitive shelters, was prevalent during this period. As the community grew, more permanent structures were built using locally sourced timber and stones.

The abundance of natural resources in the region influenced the town's architectural style. Early buildings in Stephenville were constructed using locally quarried limestone for foundations and walls and timber from the surrounding forests for framing, roof structures, and interior finishes.

Wood, Stone, Stucco, Brick - Victorian and Revival Styles:

As Stephenville prospered in the late 19th and early 20th centuries, various architectural styles became popular, reflecting national trends of the time. Victorian styles, such as Queen Anne and Folk Victorian, were characterized by ornate details, decorative woodwork, and steep gabled roofs. Romanesque Revival and Classical Revival styles also made an appearance in public and commercial buildings, featuring grand facades with columns, pilasters, and arched windows.

Ashlar, Brick, Wood, Stone - Early to Mid 20th Century

During the Great Depression, programs like the New Deal led to public works projects, including the construction of the Stephenville Post Office. Many buildings were built using locally available materials, and provided employment opportunities during economically challenging times.

In the mid-20th century, Stephenville experienced a transition to more modern architectural styles. Mid-century modern architecture, characterized by clean lines, open floor plans, and large windows, became popular in residential and commercial construction.

Concrete, Glass, Metal - Preservation and Adaptive Reuse:

In recent decades, preservation efforts have played a significant role in maintaining Stephenville's historic buildings. Efforts to preserve and adaptively reuse these structures have ensured that many historic properties continue to contribute to the city's cultural heritage and identity.

CHARACTER DEFINING DETAILS

Stephenville is filled with details that define its identity, from cattle branding to commercial signage to tool marks on historic buildings to stained glass. These forms of identification help to tell the story of Stephenville's development from agriculture to e-commerce, and they keep the living traditions and history, such as rodeos and cattle ranching, front of mind.

One challenge to preserving heritage and local charm is to find the balance between too much and too little with regard to existing and new buildings. When the scale tips too far to one side, the feeling of place or "local charm" disappears. Stephenville is at a point where the balance needs to be considered. Investment in the District is eminent, so new materials and alterations will come.











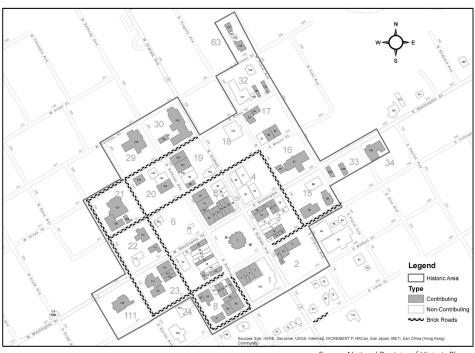




The small details found on buildings throughout Downtown subtly contribute to Stephenville's charm and identity. Some of these details include wood carvings, stained glass, ironwork, masonry carving, and brickmaker stamps.

NATIONAL REGISTER AND PROTECTIONS

Stephenville's downtown area was accepted into the National Register of Historic Places in 2018. The National Register District establishes a shared setting of history, where not a single site is individually recognized, but instead recognizes the group of the sites together. The National Register district contains significant buildings and history. The period of significance is 1873-1968, which means this is the time period where historic records will dictate future changes. Of the 114 surveyed assets included in the downtown area, 61 percent of them are contributing to the district. Nearly all of them remain at this level today, which shows that Stephenville takes its National Register status seriously.



National Register District Asset Map

Source: National Register of Historic Places

61 percent of the buildings within downtown Stephenville contribute to its National Register District.





Stephenville is home to multiple historic buildings throughout its downtown area.

The Crow Opera House

The Crow Opera House, has a rich history that reflects the town's cultural and social development during the late 19th and early 20th centuries. Also known as the Crow's Opera House or Crow's Hall, it was constructed in 1890 by J.C. Crow. It was initially established as a multi-purpose venue that hosted a wide range of events, including theatrical performances, musical concerts, dances, lectures, and social gatherings. The opera house quickly became a cultural center and a focal point of entertainment in Stephenville and the surrounding region.

During the late 19th and early 20th centuries, opera houses like the Crow Opera House played a vital role in bringing cultural enrichment to small towns. One example can be seen in nearby Granbury, Texas. These opera houses provided an avenue for local talent to shine, brought traveling shows and performers to the area, and offered a space for community gatherings and celebrations.

The Crow Opera House was known for its grand architecture and ornate interior, featuring a large stage, seating galleries,

and decorative details that reflected the aesthetic trends of the era. Its elegant design and central location made it a prominent landmark in downtown Stephenville.

Over the years, as the entertainment industry evolved and new venues emerged, the role of opera houses changed. The Crow Opera House adapted to the times, hosting not only performances but also events such as high school graduations, political rallies, and public meetings. Like many historic buildings, the

Crow Opera House faced challenges as the years went by. Economic changes, shifting entertainment preferences, and the passage of time led to periods of neglect and decline.

Efforts to preserve and restore the Crow Opera House highlight the community's commitment to preserving its historical and cultural heritage. Similar efforts to restore the town's opera house have been completed all over Texas, including Uvalde, Seguin, Conroe, and Granbury.



Today, the Crow Opera House is one of the major focal points of downtown Stephenville.

HISTORIC BRICK STREET PRESERVATION PROGRAM

Stephenville, Texas, like many other towns across the United States, has a history of brick streets that reflects its development and infrastructure over the years. Brick streets, built in the 1920's with Thurber bricks, have been a part of Stephenville's urban landscape and serve as a reminder of its historical character.



Source: Google Maps

The brick streets in downtown Stephenville are an important piece of the city's history.

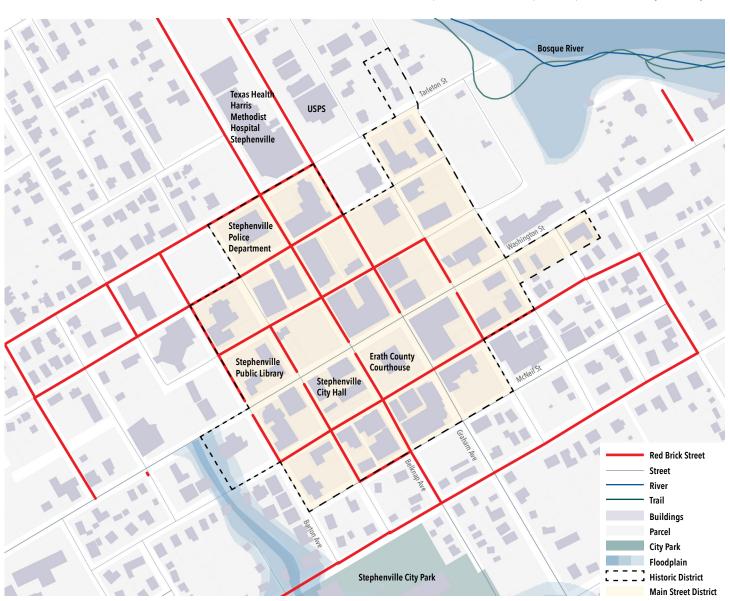


Figure 51: Historic Brick Streets in Downtown Stephenville

Source: ESRI, City of Stephenville

OVERVIEW OF STEPHENVILLE'S BRICK STREETS

Historical Significance: Brick streets were commonly used in the late 19th and early 20th centuries as a durable and visually appealing paving material for roads. Many towns and cities across Texas and the United States embraced brick streets during this period as they were seen as an upgrade from dirt or gravel roads.

Durability: One of the main reasons for using brick as a road surface was its durability. Properly constructed brick streets could last for several decades, even under heavy traffic conditions. They were seen as a long-term investment in a town's infrastructure.

Aesthetic Appeal: Brick streets are known for their charming and historic appearance. The reddish-brown or tan-colored bricks lend a unique character to a town's downtown area. Many communities have chosen to preserve and even restore their brick streets to maintain their historical and aesthetic value.

Maintenance Challenges: While brick streets are durable, they do require maintenance over time. The bricks can settle, shift, or become uneven due to various factors, including heavy traffic and weather conditions. Maintenance efforts may include re-leveling, re-laying, and repairing damaged bricks. A maintenance guide for the brick streets will help both new construction and new business owners understand and preserve the bricks.

Preservation and Restoration: Stephenville, like other towns, has undertaken preservation and restoration efforts to maintain its historic brick streets. These efforts can involve replacing damaged bricks with matching materials and maintaining the historical integrity of the streetscape.

Modernization and Traffic: In some cases, towns have faced challenges in maintaining brick streets due to modern traffic demands. Heavy vehicles and machinery can put stress on brick road surfaces, leading to discussions about whether to retain, replace, or reinforce brick streets in certain areas. However, studies have shown that brick streets act as a traffic calming mechanism and can be considered a safety measure.

Community Identity: Brick streets are often seen as an essential part of a town's identity and heritage. They can contribute to a sense of place and nostalgia, which is why many communities, including Stephenville, have chosen to preserve and celebrate them.

Historical Districts: Brick streets are often found in historical districts or downtown areas, where preservation efforts are particularly strong. These streets can become a focal point for community events and tourism.

HISTORIC PROGRAMS AND PRESERVATION

While downtown Stephenville is part of a National Register historical district, it does not have a historic preservation ordinance. Of its peer communities, only Granbury does. Granbury also has a Historic Compatibility Overlay, which is used to regulate construction efforts around the historic district. This is significant because most of the assets surrounding a historic district are just shy of being considered historic either by age or integrity. In either case, the area around a historic district sets the tone for work, living, and visiting the formal district. These protections add to the character and help to keep this area available for a future district, if desired.



The opera house in Granbury is a great example for how historic buildings can be preserved and integrated into the downtown area.

Table 8: Historic Programing, Peer Communities, 2023

	Brownwood	Ennis	Granbury	Stephenville	Mineral Wells
Preservation Ordinance	No	No	Yes	No	No
Historic Programs	No	Yes	Yes	Yes	Yes
Program Characteristics	N/A	Properties appear on Downtown.org	Historic & Compatibility Overlay	Active Main Street	Main Street
		EDC runs facade improvement grant	Historic Merchants Association; no Main Street	EDC	Heritage Overlay district; no Certificate of Appropriateness
		Utilizes matching for grant program	Base zoning is flexible in renovations and uses	No Certificate of Appropriateness process	Local Historical Marker program
				Historic Brick Street preservation	

ZONING

Stephenville has designated the majority of the downtown area as the Downtown District. This district is intended to allow a mix of uses that preserves the integrity of the area and deter urban deterioration. Housing including single-family, two to four unit, and townhouses/condominiums are allowed within the Downtown District.

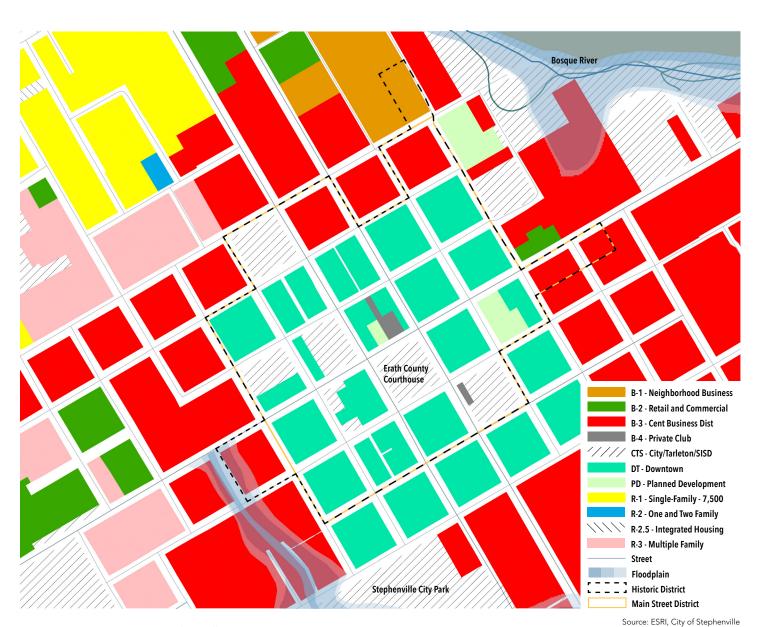


Figure 52: Downtown Stephenville Zoning Map

0 ft 250 ft 500 ft 1000 ft 188

Stephenville Today 777

DOWNTOWN CHARACTER AREAS

In 2022, a Downtown Master Plan was prepared for the city of Stephenville that outlined goals and opportunities within the downtown area. In the plan, four areas of influence around the downtown area were identified. These districts are centered around important nodes like the Erath County Courthouse, Stephenville Historical House Museum, Texas Health Harris Methodist Hospital Stephenville, and City Park. These four districts have distinct identities because of these nodes.

Healthy Care District

The Texas Health Harris Methodist Hospital Stephenville anchors this district and provides opportunity to partner closely with all demographics to support healthy living. Its proximity to the Bosque River Trail supports healthy connections to the natural environment with more active living.

Arts & Culture District

Connected to the Healthy Care District by the Bosque Trail the Arts and Culture district provides a vital connection to the eastern downtown neighborhoods, current and future light industrial maker-manufacturing, plus artist space and galleries.

Courthouse Square / Historic District

The historic and future center of downtown is anchored by the Romanesque Revival Stone Courthouse, designed by famous 19th Century Architect, J. Riely Gordon. This district is characterized by its enduring history, local businesses, restaurants & bars, professional offices, and maker spaces.

Downtown on the Park

The Stephenville City Park provides passive and active recreation opportunities on the southern edge of downtown. The city continues its legacy of excellent festivals and music, utilizing the park space as a grand community gathering space. Creating a stronger connection from the downtown area to City Park will create a more walkable and pedestrian friendly downtown.

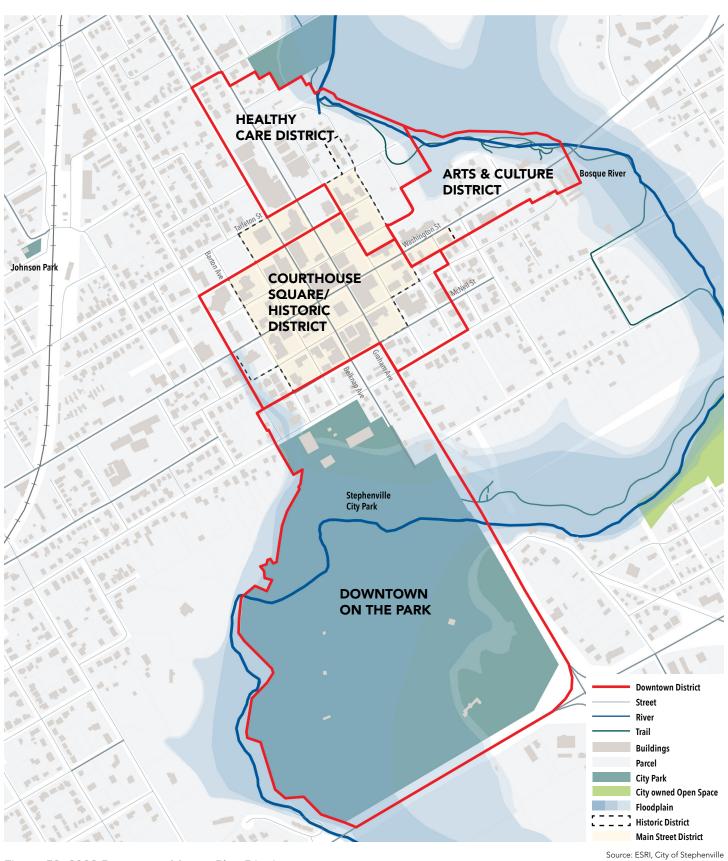
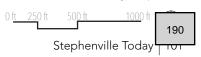


Figure 53: 2022 Downtown Master Plan Districts



2.6. FISCAL SUSTAINABILITY

GENERAL FUND BENCHMARKING

In a property tax state like Texas, ideally the property tax revenue generated by development in a city should be enough to cover street maintenance and reconstruction as well as at least half the cost of other basic services. When property tax revenue can cover more basic services, this frees up revenue from sales tax to focus on economic development and quality of life improvements that preserve and enhance property values over time. The more a city has to rely on sales tax for basic services, the less funding it will have for amenities and economic development incentives.

The city's total general fund revenue for the FY22/23 fiscal year was \$20.7 million, which comes out to roughly \$2,732 per acre. The table to the right shows how Stephenville's general fund metrics compare to some other communities in the region. Stephenville has the highest General Fund/Acre and one of the highest population/ acre. \$6.4 million of this (32 percent) was obtained from property tax. To understand the value the City is bringing in from property taxes, it is important to ensure that the comparisons made are applesto-apples.

Table 9: Housing Ownership, Peer Communities, 2023

	Brownwood	Ennis	Granbury	Stephenville	Mineral Wells
2023 Pop Estimate	18,827	20,444	12,400	21,529	15,133
FY 2023 GF Rev	\$22,398,950	\$20,732,511	\$18,654,730	\$20,773,722	\$17,112,760
Area (Acres)	9,580	20,800	10,362	7,603	13,055
Pop. Per Acre	1,182	331	729	1,053	602
Tax Rate	\$0.6864000	\$0.6944730	\$0.3800000	\$0.3958000	\$0.5841398
GF Per Capita	\$1,189	\$1,014	\$1,504	\$964	\$1,130
GF Per Acre	\$2,338	\$997	\$1,800	\$2,732	\$1,310
GF Per Household	\$2,579	\$2,800	\$2,995	\$2,354	\$2,665



CULTIVATING FISCAL HEALTH AND LOCAL WEALTH

By focusing infrastructure, housing, and economic development investments into redevelopment and infill in older neighborhoods and prioritizing high return on investment development patterns such as smaller/narrower lots, vertical buildings, and mixeduse, the city has an opportunity to generate additional property tax revenue without necessarily having to adjust the tax rate. In addition to improving the fiscal health of the city's operation, partnering with local residents, entrepreneurs, and developers to build more small scale residential and commercial spaces can also help to cultivate the wealth of residents and local businesses and increase community pride and identity. Together, this combination of cultivating public and private wealth can put Stephenville on the path to becoming a vibrant, inclusive, and resilient community for years to come.

\$1,081

Average Property Tax Revenue/ Acre - Citywide



During the first open house, approximately 75 percent of respondents preferred to develop efficiently over raising taxes or cutting services.

UNDERSTANDING VALUE

Most comparisons are based on the property value of a piece of land. However, a \$100,000 house compared to a \$300,000 house is not necessarily an equal comparison, depending on the true value it brings to a city.

Why use revenue per acre instead of assessed value?

Using revenue per acre instead of assessed value is important because this affects the amount of property taxes Stephenville collects based on its development patterns.

Figure 54 shows some examples of the property tax revenue generated by different land uses in Stephenville. Figure 55 shows some examples of the property tax revenue generated on a per acre basis in Stephenville.

In this calculation, the big box store on 26.5 acres brings in the highest revenue by land use type (Figure 54), but when calculated based on how much land it is utilizing within the city, it brings in much less revenue then a downtown building with a mix of uses (Figure 55).

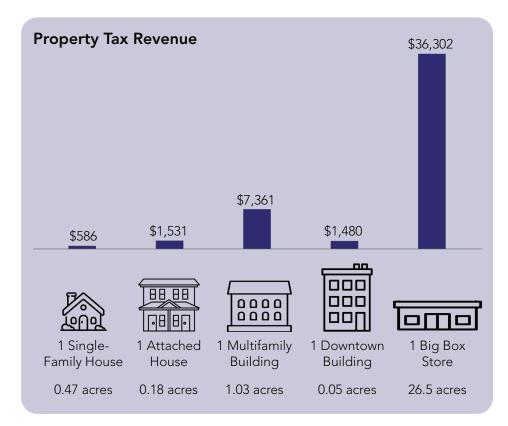


Figure 54: Property Tax Revenue

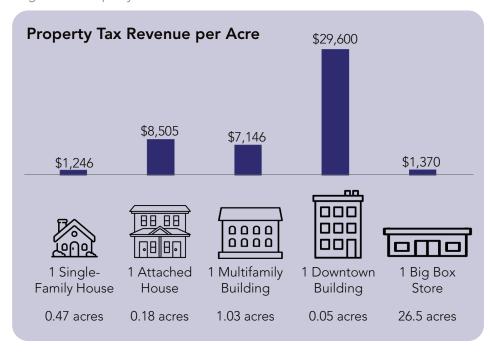


Figure 55: Property Tax Revenue per Acre

GROWTH PATTERNS

As Stephenville's population has grown over the years, the City has added additional land to accommodate its growth. Since 1956, Stephenville's population has grown 197 percent and its land area has grown 115 percent. In that time, the population has grown faster than the land area, resulting in a higher population density. Population density increasing over time, rather than decreasing, has allowed the City to continue to serve its residents without expanding its existing infrastructure footprint, which increases costs for cities.

Cities have three choices when it comes to managing the cost to serve their residents as population increases;

- Increase Tax Rates;
- Decrease Services; or
- Adjust Development Patterns.

Over the years, Stephenville has developed in a pattern which did not necessitate increasing tax rates or decreasing services. With increased growth pressure in Stephenville, the City must maintain this trend.

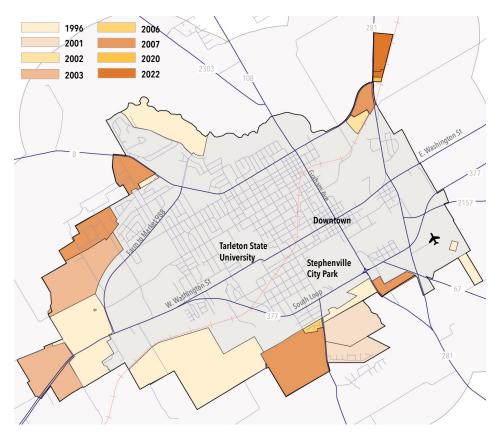


Figure 56: Annexation Map

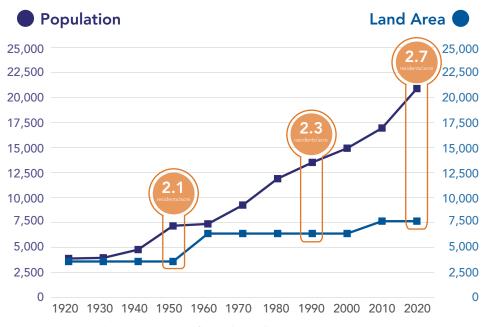


Figure 57: Population Density of Stephenville over Time

COMPARING THE VALUE OF DEVELOPMENT PATTERNS

Main Street Mixed-Use





Traditional Grid Development



Suburban Pad Sites





Auto-Oriented Big Box



FINDING REVENUE PER ACRE

An in-depth analysis of the fiscal productivity of Stephenville's development pattern and service model was performed as part of the comprehensive plan process. The analysis utilizes property tax revenue per acre rather than assessed value to provide a better comparison of which properties are bringing in the most value to the city.

The parcel level analysis provides a glimpse into which parcels perform better than others, in terms property tax revenue generated. The areas of Stephenville that provide the most property tax revenue per acre are within the core of the city, where lots are smaller and are surrounded by a mix of uses. One major hotspot for revenue is the downtown area, with the highest concentration of high value parcels. This map shows which development pattern are the most productive.

Percent of Tax Exempt Land **Generating No Revenue** (1811 acres)

24%

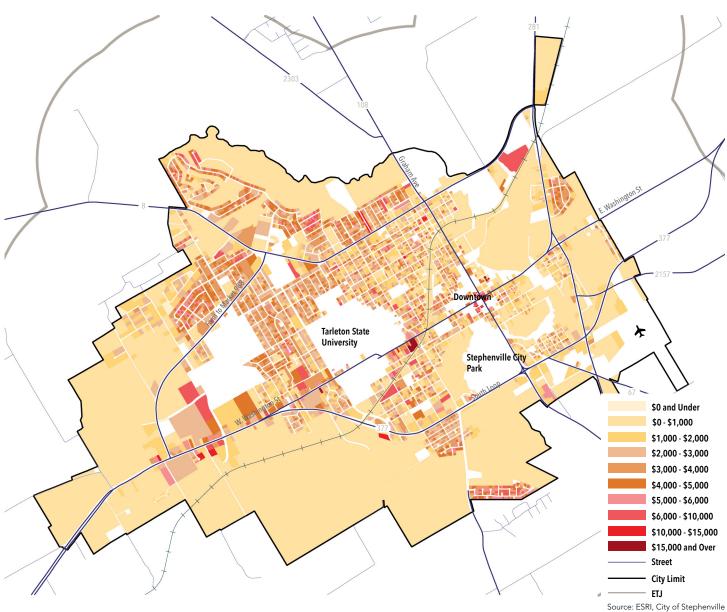


Figure 58: Property Tax Revenue Per Acre

HIGHEST VALUE PARCELS

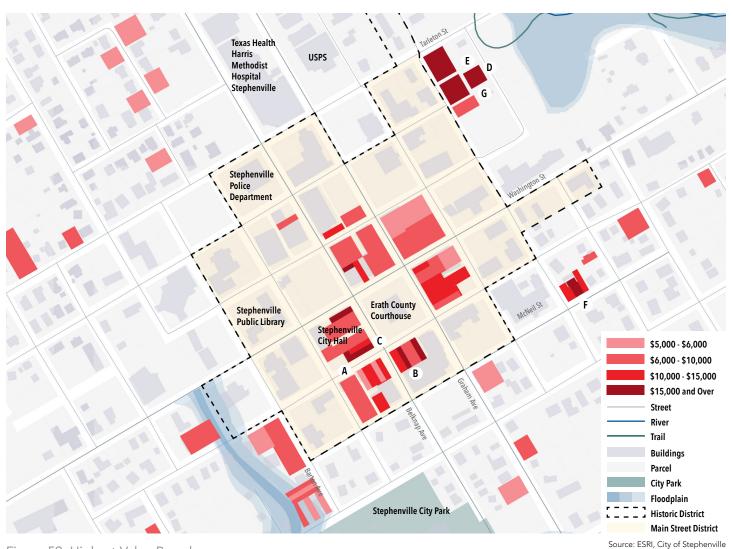


Figure 59: Highest Value Parcels

The majority of the highest performing parcels are small lots or buildings within the downtown around the Erath County Courthouse. The parcels identified on this map show these highest performing properties and their location in the core of Stephenville. Table 10: Highest Value Parcels lists addresses and the net property tax revenue per acre for these properties.

Table 10: Highest Value Parcels

Label	Address	Net Rev/Ac
А	231 W. College Street	\$30,633
В	160 W. College Street	\$28,170
С	198 S. Belknap Avenue	\$25,108
D	232 N. Vine Avenue	\$20,747
Е	244 N. Vine Avenue	\$20,508
F	305 E. McNeill Street	\$20,194
G	220 N. Vine Avenue	\$19,992



3. STEPHENVILLE TOMORROW

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3.1. DESIGN PROCESS AND ALTERNATIVES

To determine the contents of this plan, extensive public outreach was conducted to determine how to address the goals set out in this plan.

During the first public meeting, it was determined that Stephenville should anticipate a population of 32,000 in 2050. With this addition of 10,471 residents to Stephenville's population, it is important to ensure that the number of dwelling units, jobs, and amount of park space accommodate this new population.

During the second public meeting, residents in Stephenville participated in an activity which allowed them to share where they believed growth should be supported to accommodate new residents and what type of development. This activity resulted in five variations of land use maps. Those maps were utilized to create the Growth Sectors, Future Land Use, Thoroughfare Plan, and Targeted Employment Areas Мар.

Rules of Thumb for Growth:

- Plan for four times the number of housing units needed to accommodate the projected population growth.
- Strive for a 1-1 ratio of jobs to houses.
- Ensure that most housing units are within a walking distance (a quarter mile) of a park or trail.
- Create a mix of housing types to ensure there is a range of affordability for residents.
- Build where there is existing infrastructure to share maintenance costs amongst more people thereby making it more affordable.
- Ensure that most of the population lives within a quarter mile of important community centers.



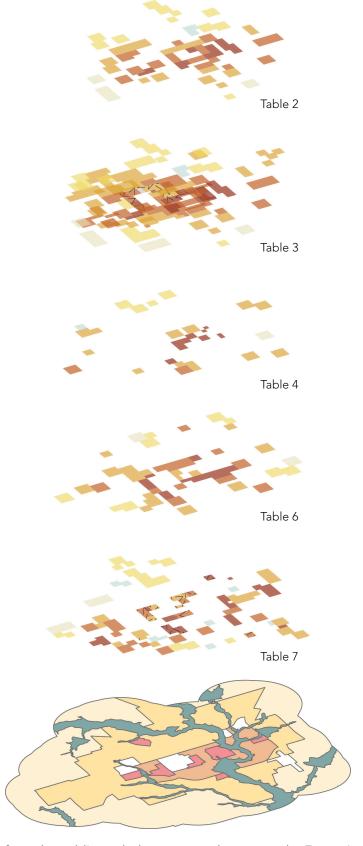
Residents determined where they believe future growth should be accommodated within the city.

BENCHMARKS

41,884 Residents
16,820 Dwelling Units
4,712 Jobs

Key Takeaways

- Increase density within the current city limits where infrastructure exists.
- Develop new mixed-use centers along Washington Street.
- Prioritize space for student housing adjacent to Tarleton State University.
- Create employment centers to support additional industries.
- Create a new loop road to direct traffic around the city.
- Preserve space for Tarleton State University to expand as it grows.
- Consolidate schools into one campus area to centralize services.
- Determine if the airport should be moved to allow for growth.



Each map from the public work shop was used to create the Future Land Use Map.

3.2. HOW TO USE THIS PLAN

This chapter outlines the recommendations for the Stephenville 2050 Comprehensive Plan. These recommendations will help the City achieve the goals set out at the beginning of the planning process.

These recommendations are broken down into five sections, Land Use, Housing, Transportation, Downtown, and Economic Development. Each of these sections is organized into policy statements, strategies and actions.

PROJECT GOALS



Housing Supply



Community Character



Mobility



Parks & Community Services



Downtown



Resilience

Guiding Maps

There are guiding maps that define where development should go and what type of development should be built. These maps include the Growth Sectors, Future Land Use, Thoroughfare Plan, and Targeted Employment Areas Maps.

Implementation

Policy statements, strategies, and actions outline how development should be accommodated within the city. These are part of the implementation plan.

Policy Statements

Policy statements are found at the beginning of each section and outline guidance for the City as they make important decisions. Each section has four or five policy statements and each statement relates to one or multiple goals determined at the first public meeting.

Policy statements should be referred back to when decision makers are evaluating development proposals.

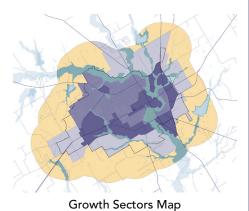
Strategies

Strategies are found within each chapter and outline how the City will implement the goals of the comprehensive plan. These strategies should be utilized by City Council to determine their priorities for the year.

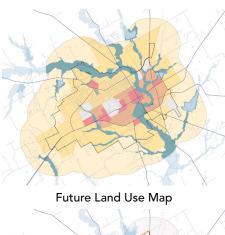
Actions

Actions are projects, programs, and policies that correspond with each strategy. City staff should refer to these actions to address the strategies that the City Council wants to prioritize.

WHERE DEVELOPMENT SHOULD GO



WHAT TYPE OF **DEVELOPMENT SHOULD BE BUILT**





Thoroughfare Plan Map



Targeted Employment Areas Map

HOW DEVELOPMENT SHOULD BE FACILITATED

POLICY STATEMENTS



STRATEGIES



ACTION STEPS









3.3. HOW TO UPDATE THIS PLAN

Plan Amendments

The City Council may approve amendments for unique or extraordinary situations that were not anticipated when the Plan was adopted so long as the proposed amendment is clearly in the public interest and meets the spirit and intent of the goals and policies of the Plan.

The process for amending the Plan is as follows:

- 1. A pre-application meeting is attended by Planning Department staff and the applicant requesting the amendment.
- 2. An application for a plan amendment is received by the Planning Department (if the amendment is not cityinitiated)
- 3. Public notice is provided in accordance with State law and City ordinances.
- 4. Planning Department Staff prepare an analysis of the requested amendment and provide it to the Planning and Zoning Commission. The analysis shall consider the following:
 - The need for the proposed change;

- The effect of the proposed change on the need for City services and facilities;
- Whether the proposed change is consistent with the intent of the goals and policies of the Plan;
- The implications, if any, that the amendment may have for other parts of the Plan; and
- A description and analysis of unforeseen circumstances or the emergence of new information (such as a significant economic development opportunity).
- 5. Planning and Zoning Commission holds a public hearing(s) and makes a recommendation to City Council.
- 6. City Council holds a public hearing(s) and makes a decision regarding the amendment. If the decision is to amend the Plan, the amendment is adopted by ordinance.

Plan Monitoring

If a Plan is to have value and remain constructive over time, it is imperative to monitor progress on its many recommendations.

Comprehensive planning should be thought of as an ongoing process and not as a one-time event. The Plan is not an end in itself, but rather the foundation that will guide ongoing, more detailed planning. Without the evaluation and feedback loop. the Plan can soon become out of date. For this reason. the Plan must be structured to respond to changing needs and conditions.





3.4. LAND USE

The land use elements of the Stephenville 2050 Comprehensive Plan provide a framework for making decisions and setting policy about what will be built and where. Land use decisions impact public spaces, development patterns, and overall quality of life.

The policy statements should be used when making land use decisions and link them to the most relevant project goals.



Source: tourtexas.com/destinations

Stephenville has a well defined edge between rural land and urban land.

POLICY STATEMENTS

- 1. Promote infill development to maximize the use of existing infrastructure and land.
- 2. Develop new parks accessible to all residents.
- 3. Maintain the edge between rural and urban and prevent sprawling development that does not contribute to the character of Stephenville.
- 4. Create complete communities that include a mix of uses and support a wide variety of housing choices.
- 5. Relieve pressure in neighborhoods by adding purpose-built student housing close to campus.

Housing Community Supply Character Mobility Parks & Community Downtown Resilience Services



















































GROWTH SECTORS

The sectors defined on this map show what type of development different areas of Stephenville should accommodate over the next 25 vears.



Suitable for Conservation (S1)

Land that is valuable as open space. This includes parks, floodplains, and floodways and may also include areas of steep slope, desired open space, desired transportation corridors, buffers, or viewsheds. This can also include land that is desired as transportation corridors of infrastructure.



Suitable for Rural Activity (S2)

Land that has value as open space or agricultural land and where there are significant barriers to development. Expansion into this area is not anticipated during the time frame of this plan.



Suitable for Controlled Growth (S3)

Land where infrastructure is planned but not yet installed prior to expansion. If development is proposed within these areas, it should be clustered around existing or planned transportation/ infrastructure as compact centers with a mix of uses.



Suitable for Infill **Development (S4)**

Land within the city that is already developed and served by infrastructure. Infill development is encouraged to generally match the character of the existing development while allowing for incremental increases in density.



Suitable for High Growth (S5)

Land that is already served by infrastructure intended for higher intensity uses than are currently in place. Growth policies should encourage the development or redevelopment of these areas as compact residential and mixed-use development.

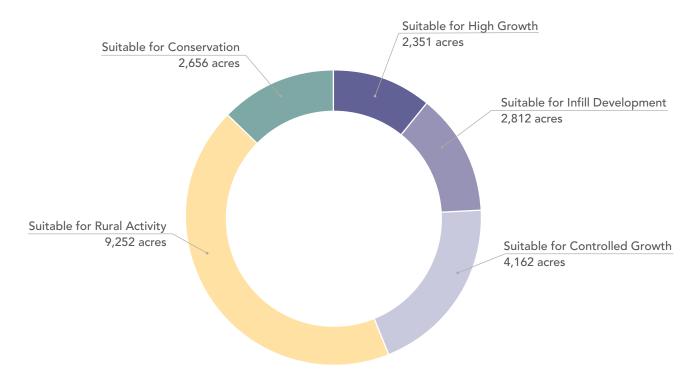


Figure 60: Growth Sectors Land Area Breakdown

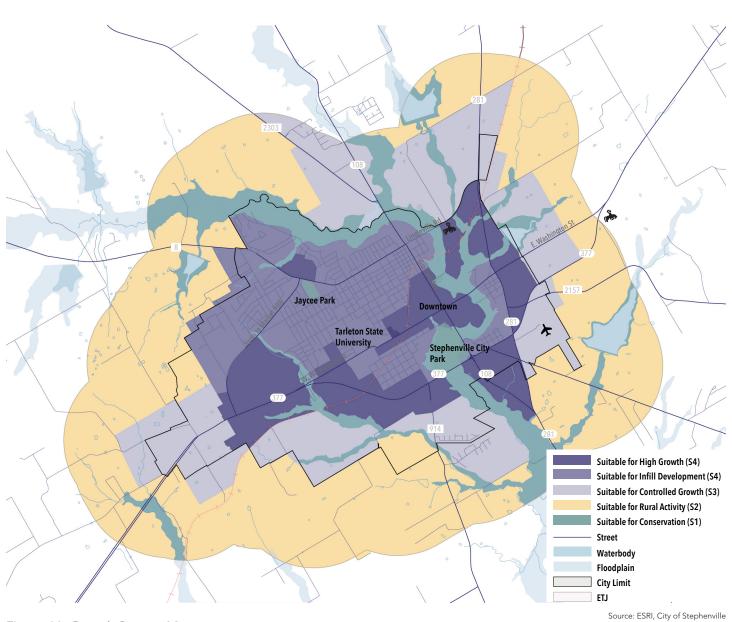


Figure 61: Growth Sectors Map

0 mi 5 mi 10 mi 20 mi 208
Stephenville Tomorrow 117

FUTURE LAND USE

The land uses described in this map define the types of uses and intensity of use that should be developed within each category.

The type and location of development has a significant impact on the cost of providing and maintaining high quality public services and infrastructure, such as streets, utilities, public safety services, and parks. While these services are provided

by the City, they are paid for by residents and businesses, who must accept either lower quality services or higher costs resulting from inefficient development patterns. Using fiscal sustainability as a guiding principle means that land use and infrastructure decisions ensure that there will be enough money to pay for basic services and infrastructure maintenance now and in the future.

Resilient communities work to build a strong foundation based in sustainable decision making. Using resilience as a guiding principle requires making infrastructure, natural systems, and social structures more durable so that they can withstand and recover from acute shocks and chronic stresses.

On the following pages are descriptions of each of the land use categories.

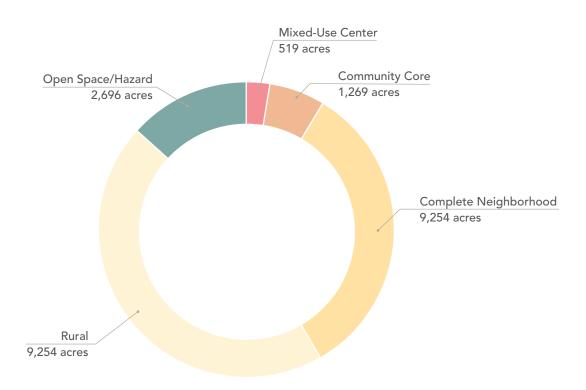


Figure 62: Future Land Use Categories Land Area Breakdown

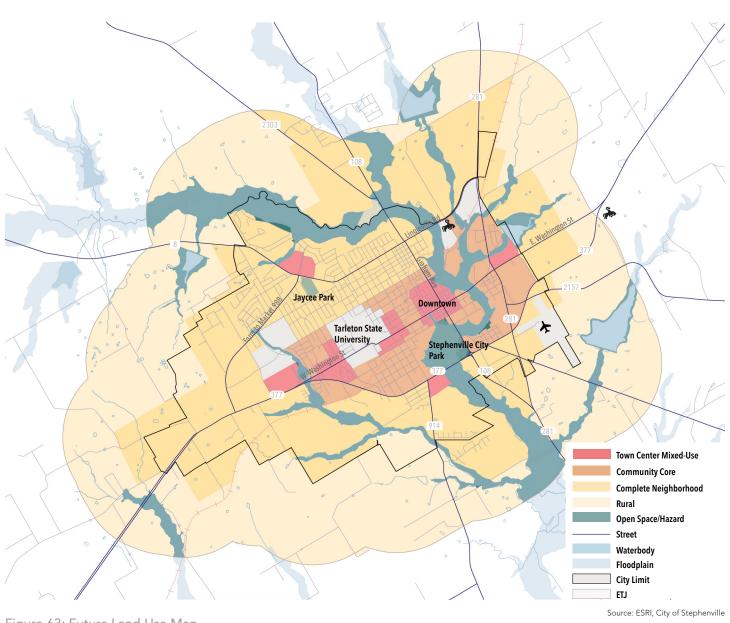


Figure 63: Future Land Use Map

210 Stephenville Tomorrow 121

FUTURE LAND USE

The goal of these land use categories is to facilitate new development patterns which increase the property tax revenue per acre of the city. This will support the cities growth without putting the burden on the taxpayers by increasing property taxes or cutting services.

Existing Property Tax Revenue per Acre

Currently the average property tax revenue per acre in Stephenville is \$1,081. During the first public meeting, it was determined that the residents of Stephenville would prefer to develop responsibly to increase the amount of revenue generated within the city.

Target Property Tax Revenue Per Acre

Based on the target land use categories that have been identified in this Comprehensive Plan, the average property tax revenue per acre is projected to be \$3,765, about three times more than the current property tax revenue per acre. This increase in revenue will allow the City to take on the projects, programs, and policies outlined in this plan.

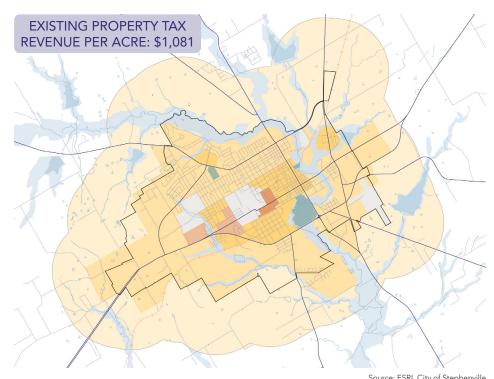


Figure 64: Average Existing Revenue per Acre by Future Land Use Category

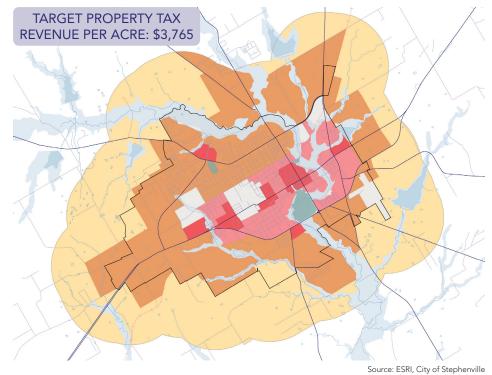


Figure 65: Average Target Revenue per Acre by Future Land Use Category



Land Use Components

The land use categories on the following pages outline principles for how future development should be proposed.

Each land use category includes an overall description, which includes characteristics related to land use, built form, mobility, parking, and amenities. It also includes the intensity of uses found in the category, the number of stories that can be proposed, and the land use mix for the district as a whole

The following descriptions outline guidance for city officials when new development is proposed within each land use type.



Guiding Principles

Land Use: Provides guidance regarding the types and intensities of uses that prioritize within each category.

Built Form: Describes the physical structures of a development within each category including height, density, setbacks, etc.

Mobility: Describes how residents travel to and within each category, including guidance for the street network, pedestrian and bicycle facilities, and access.

Parking: Describes the manner in which parking should be accommodated in each category.

Amenities: Provides guidance on proposing place-making elements within each category, including parks, plazas, open spaces, civic/cultural uses, and public art.

FUTURE LAND USE

Rural

The rural land use accommodates mostly agricultural uses, manufacturing uses, and open space. This district allows clustered housing at low densities, in addition to ranches and farmhouse.









Guiding Principles

Land Use: New development is generally characterized by dispersed residential development or open spaces that supports itself with on-site infrastructure.

Built Form: Lots are typically greater than 5-acres in size.

Mobility: The roads in this category are mostly utilized for vehicular travel. Streets are rural in nature with ribbon curbs and natural drainage. Traffic is low and separated pedestrian facilities are not always needed. However localized pedestrian connectivity should be prioritized within residential developments.

Parks and Open Space: Typically characterized by private open spaces or large regional attractions like fairgrounds.

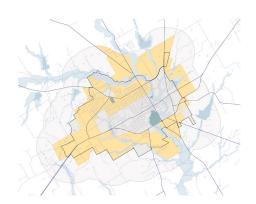
\$500 per acre - Targeted property tax revenue per acre is very low. City infrastructure spending is not encouraged in rural areas and both initial and long-term maintenance costs should be fully supported by private sector.

Complete Neighborhood

The Complete Neighborhood land use accommodates a mix of uses at a moderate density. A mix of housing types is encouraged to accommodate a range of residents. Local retail and service businesses are located on active corridors and parks and green spaces are integrated within the district.









Guiding Principles

Land Use: Land uses are characterized by primarily residential neighborhoods with some commercial along major corridors or at corners.

Built Form: Buildings are primarily one to two stories with some three story buildings along major corridors. Purpose-built student housing is discouraged.

Mobility: Streets should provide separate facilities for pedestrians. Safe travel for bicycles and other micro mobility solutions should be accommodated along predetermined bicycle routes.

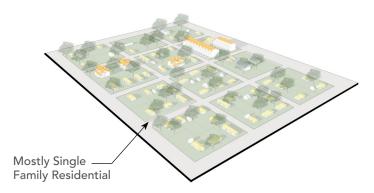
Parking: Parking is not located between the building and the street.

Parks and Open Space: New development should include a park space within a 1/4 mile of all residences and consider the need for new civic buildings as part of the approval process.

\$4,000 per acre - Targeted property tax revenue per acre is moderate. City infrastructure spending in developed complete neighborhoods should be accompanied by new infill development and targeted to achieve mobility or safety goals. New developments should be able to support both initial and long-term infrastructure costs.

FUTURE LAND USE

Complete Neighborhood - Existing Patterns



Challenge: New infill development has largely consisted of housing designed for students. This housing is not contributing to neighborhood character and walkability and in many cases is replacing existing naturally occurring affordable housing options exacerbating a housing supply issue for permanent residents.

Land Use Metrics	Existing	Example	Target
Population/Acre	8	25	25
Jobs/Acre	1	2	2
Units/Acre	4	10	10
Housing Diversity	.40	.58	.65
Land Use Mix (%)			
Residential	90%	75%	65%
Commercial	5%	10%	15%
Institutional	5%	0%	5%
Manufacturing	0%	0%	5%
Open Space/Ag	0%	0%	0%
Walkscore	36	60	70
Parkscore	45	100	70

^{*}Targets are based off of benchmarks and should be utilized to measure progress of the plan.

Example of Complete Neighborhood in High Growth and Infill Neighborhood Growth Sectors.

Complete neighborhoods encourage a higher degree of infill with a variety of housing types designed for permanent residents and integrated with neighborhood serving commercial.

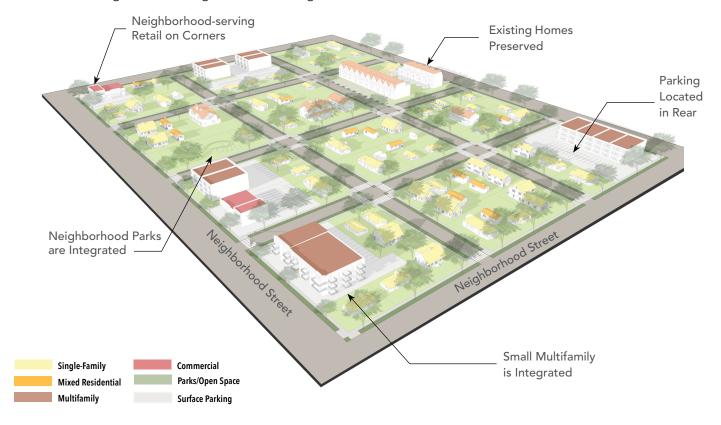
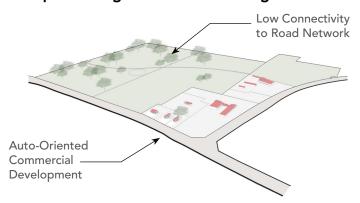


Figure 66: Complete Neighborhood Example (High and Infill Neighborhood Growth Sectors)

Complete Neighborhood - Existing Patterns



Challenge: New greenfield development along arterial roads has relied on frequent driveways and curb cuts and limiting opportunities for well connected fiscally sustainable communities and preservation of open space.

Land Use Metrics	Existing	Example	Target
Population/Acre	1	12	25
Jobs/Acre	1	2	2
Units/Acre	1	5	10
Housing Diversity	0	.33	.5
Land Use Mix (%)			
Residential	5%	15%	30%
Commercial	15%	10%	5%
Institutional	0%	0%	5%
Parks	0%	10%	5%
Manufacturing	5%	5%	10%
Open Space/Ag	75%	60%	50%
Walkscore	36	60	70
Parkscore	45	100	70

^{*}Targets are based off of benchmarks and should be utilized to measure progress of the plan.

Example of New Complete Community in the Controlled Growth Sector.

Complete neighborhoods in undeveloped areas are encouraged to cluster development into dense walkable areas with a block network consistent with traditional development patterns in Stephenville. This will enable larger areas to be preserved as agricultural or open space.

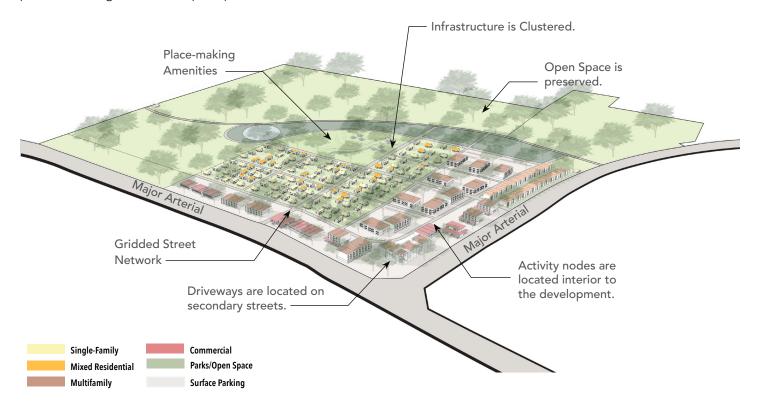


Figure 67: Complete Neighborhood Example (Controlled Growth Sectors)

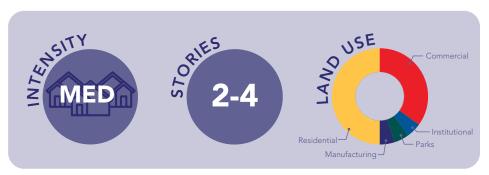
Community Core

The Community Core land use accommodates a mix of uses at a medium density. Diverse housing types are encouraged to support a range of residents. Local businesses, such as grocery stores, cafes, and local offices cater to the needs of the nearby residents and parks and green spaces provide recreational opportunities.









Guiding Principles

Land Use: Land uses are characterized by a mix of uses that includes varying forms of mixed residential and commercial. Purposebuilt student housing is preferred along walkable routes to campus and major corridors..

Built Form: Buildings are typically two to four stories to encourage more efficient utilization of land. Buildings are brought up to the street edge to encourage a walkable urban form.

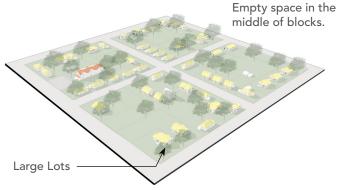
Mobility: Existing streets should be connected into the larger grid network where disconnected and sidewalk with street trees should be developed to prioritize pedestrian connectivity.

Parking: Parking should be accommodated with a mix of off street parking, shared parking, and structured parking associated with larger developments.

Parks and Open Space: Public spaces and plazas are integrated into the development framework as well designed and highly amenitized civic buildings, plaza spaces, and gardens.

\$5,500 per acre - Targeted property tax revenue per acre is high. City infrastructure spending should be directed to the Community Core to help attract new developments to these fiscally productive areas.





Challenge: New infill development has largely consisted of suburban style commercial and lower density housing with large parking lots and curb cuts detracting from community character and mobility.

Land Use Metrics	Existing	Example	Target*
Population/Acre	5	30	30
Jobs/Acre	1	5	6
Units/Acre	3	12	12
Housing Diversity	.04	.53	.65
Land Use Mix (%)			
Residential	100%	80%	50%
Commercial	0%	15%	35%
Institutional	0%	0%	5%
Parks	0%	5%	5%
Manufacturing	0%	0%	5%
Open Space/Ag	0%	0%	0%
Walkscore	36	65	70
Parkscore	45	55	70

^{*}Targets are based off of benchmarks and should be utilized to measure progress of the plan.

Example of New Community Core

The Community Core encourages a wide range of housing and commercial development from cottages to four story mixed-use buildings along corridors. All new development occurs within a walkable context.

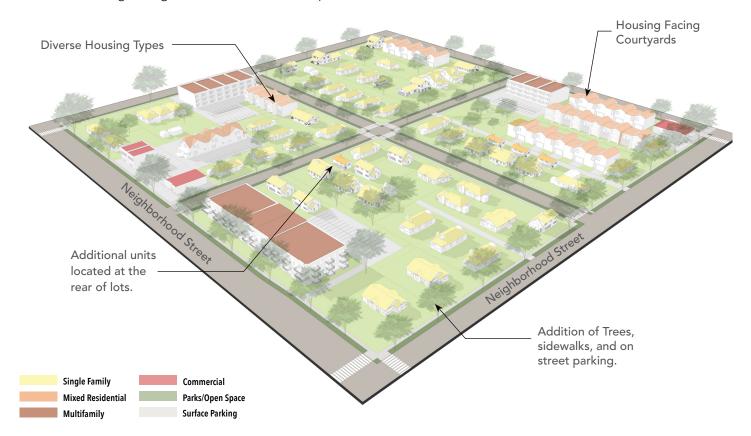


Figure 68: Community Core Neighborhood

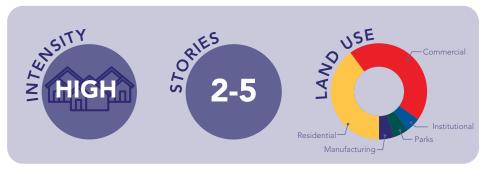
Town Center Mixed-Use

The Town Center Mixed-Use land use encourages a mix of uses including residential, purpose-built student housing, offices, retail, and recreational at higher densities. These areas are hubs for commerce. entertainment, education, and culture, with numerous offices, shops, restaurants, theaters, and art galleries.









Guiding Principles

Land Use: Land uses are characterized by mixed-use developments. Commercial is encouraged on ground floors that face major corridors. Purpose-built student housing that contributes to walkability is encouraged in the Town Center Mixed-Use category.

Built Form: Building height and mass should be compatible with adjacent buildings and development quality (architecture and landscaping) should be of a higher standard.

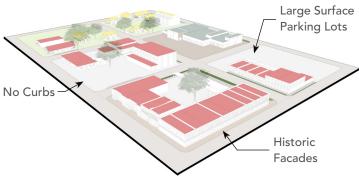
Mobility: New developments should create a well-connected network of streets, typically in a grid pattern, to support multiple modes of transportation and prioritize walkability via pedestrian paths and sidewalks.

Parking: Accommodated through on-street parking, shared parking, and structured parking sited away from primary pedestrian pathways. Individual surface lots for each parcel should not be required.

Amenities: New developments should provide amenities such as parks, plazas, open spaces, and other place-making elements or ensure access to existing amenities.

\$7,000 per acre - Targeted property tax revenue per acre is high. City infrastructure spending should be directed to Town Centers to help attract new developments to these fiscally productive areas.

Existing



Challenge: New developments have developed in a suburban format with parking lots in front of buildings reducing walkability.

Land Use Metrics	Existing	Example	Target*
Population/Acre	4	70	33
Jobs/Acre	12	12	10
Units/Acre	2	28	20
Housing Diversity	.51	0	.30
Land Use Mix (%)			
Residential	15%	50%	40%
Commercial	60%	45%	45%
Institutional	25%	0%	5%
Parks	0%	5%	5%
Manufacturing	0%	0%	5%
Open Space/Ag	0%	0%	0%
Walkscore	53	75	80
Parkscore	45	100	80

^{*}Targets are based off of benchmarks and should be utilized to measure progress of the plan.

Example of New Town Center Mixed-Use

New developments in the Town Center category prioritize the streetscape and walkability over land uses. Structured parking lots are encouraged.

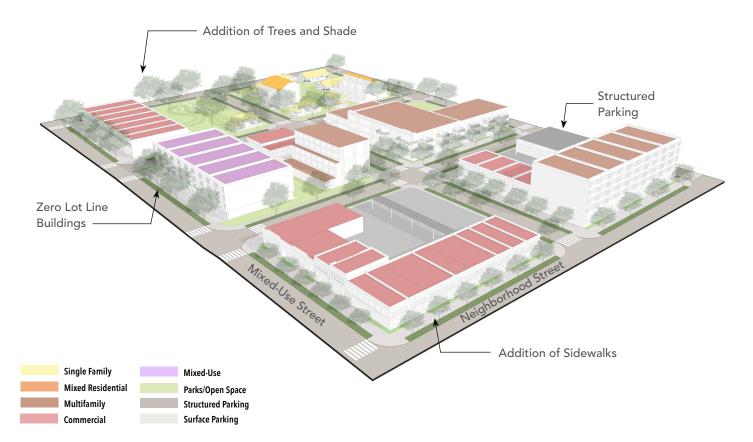


Figure 69: Town Center Mixed-Use Neighborhood

What are Centers?

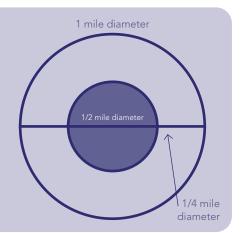
Centers are compact mixeduse areas where development and redevelopment is focused. These areas are intended to change in order to accommodate the projected growth and align with the goals of this plan.

Centers at any scale are intended to be compact, walkable places designed at human-scale instead of an auto-oriented scale, places designed for people to drive to. Centers can be a variety of scales are intended to serve individual neighborhoods or the region. All centers include a mixture of uses that includes a variety of higher density housing types.

In this plan, two types of centers are defined, Regional Centers and Neighborhood Centers. Each of these centers are different scales but both are categorized as the Town Center Mixed-Use land use category described on the previous pages. This land use category is the most intense with the greatest mix of uses to support the creation of these centers.

REGIONAL CENTER

Regional centers are the larger center type and attract users from across the city and adjacent communities. Regional centers often include destination retail and attractions alongside higher density mixed-use developments.



NEIGHBORHOOD CENTER

Neighborhood centers offer a full depth of goods and services to residents within the local neighborhood. These centers typically have 10 to 15 smaller retailers such as a bank, cafe, dry cleaner, or florist.



Regional Centers

The map below shows the location of the three regional centers. Each of these centers has their own unique character that is described on the following pages. Small area plans should be considered for these centers to create guidance for development within them.

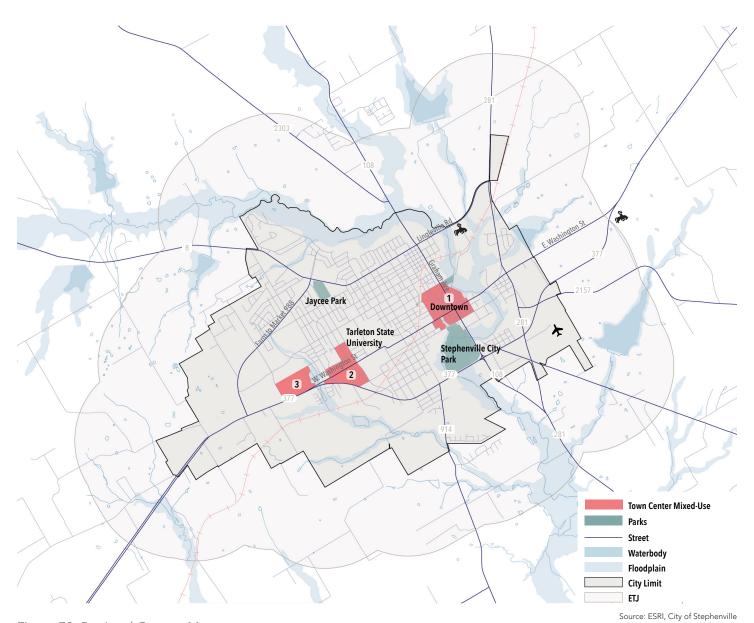


Figure 70: Regional Centers Map



1. Downtown

The historic center of Stephenville and Erath County celebrates the heart of the city as a vibrant walkable community, highlighting important structures like the County Courthouse, Crows Opera Center, and the iconic Brick Streets. It is the focal point for community events, local businesses, and cultural activities within the city.



Downtown is a focal point within Stephenville.

2. University Village

The City of Stephenville and Tarleton University coalesce along the athletic spine of the university. Celebrating Tarleton's new status as a Division 1 athletic program, this center activates this corridor throughout the year with community gathering spaces and shopping and dining opportunities.



Football games draw people from all over the region during the season.

3. Washington Center

This regional center is a shopping and entertainment destination for people across Erath County. Consisting of shopping centers, office spaces, and housing developments, this center will cater to a diverse range of residents and visitors alike.

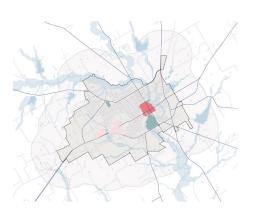


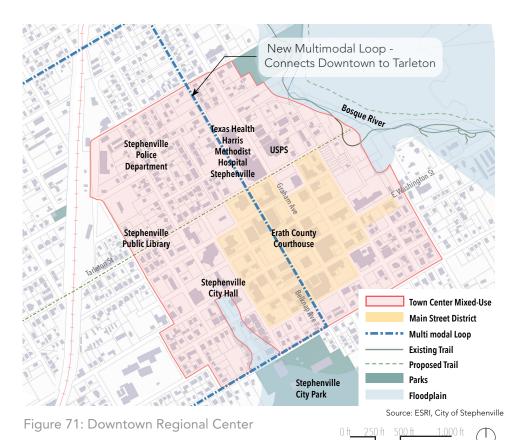
Places like Mueller in Austin, TX are walkable, pedestrian oriented mixed-use centers that draw people from within and outside the city.

Downtown (220 acres)

This area was historically known as the center of Stephenville, but has since become less active. To reactivate this area the City should support redevelopment of historic structures and encourage uses that activate the streets and encourage walkability.

A large number of parcels in this area are not generating property tax revenue because they are public buildings. Consider public private partnerships to relocate city facilities where appropriate and partner in the redevelopment of these lots with appropriate uses that achieve the goals of the Downtown.





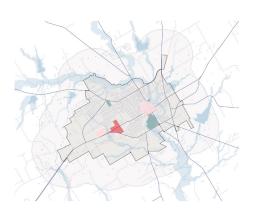
GUIDING PRINCIPLES

- Prioritize development that fits into the existing character of downtown while providing additional density and a mix of uses.
- Strategically relocate public facilities that do not generate activity outside of the Main Street District.
- Street upgrades should include sidewalks and bicycle facilities for multi modal transit opportunities.
- Relocate TXDOT roadways onto regional roads that go around the downtown.
- Prioritize investments in infrastructure and economic development in downtown.

University Village (100 acres)

The City of Stephenville and Tarleton State University have been funding upgrades to infrastructure along Harbin Drive, the western edge of campus. To capitalize on these efforts the City and university should collaborate on the development of this center.

The City should encourage development that supports the student and local population. This should be done by targeting this area for purposebuilt student housing and prioritizing higher density mixed-use development that will provide both entertainment and services.



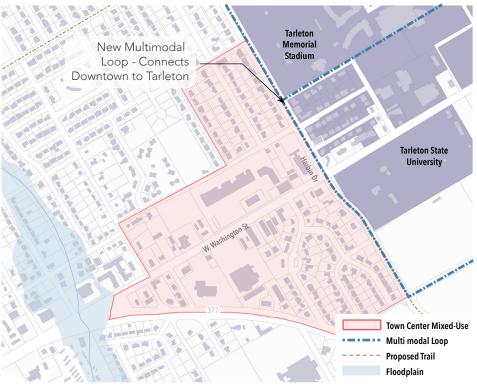


Figure 72: University Village Regional Center



GUIDING PRINCIPLES

- Prioritize purpose-built student housing developments that contribute to an enhanced streetscape and walkability.
- Prioritize active commercial uses including restaurants, retail, and cafes, that can serve the university and larger community.
- Street upgrades should include sidewalks and bicycle facilities for multimodal transit opportunities.

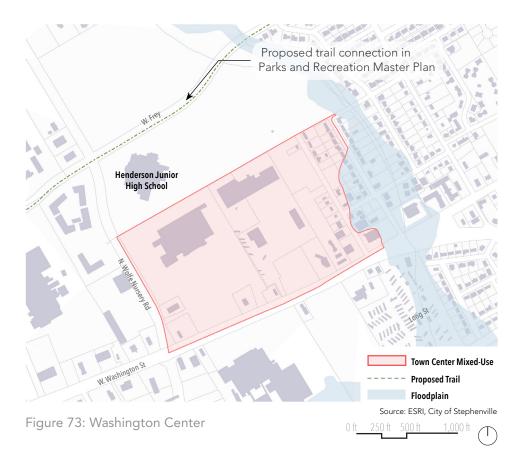
Washington Center (72 acres)

This regional center is situated along the Washington Street corridor, the major eastwest connection through Stephenville. Currently this area is characterized by big box retailers and drive through restaurants.

To support development within this center, the City should ensure developers are held to a certain standard and develop a well connected mobility network that prioritizes pedestrian connections.

This regional center is also located within a targeted employment area. The City should support large employers within this area, which can be done by building infrastructure within the center and ensuring there is an appropriate balance of office space.





GUIDING PRINCIPLES

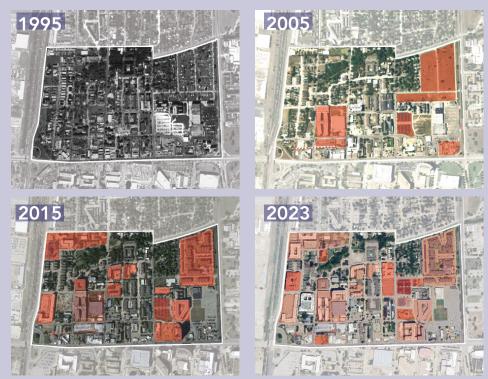
- Support more residential development and amenities that create a sense of place for the center.
- Uses proposed within this district should be of a regional scale so this center becomes a shopping and entertainment destination.
- Break up large lots with a new connected street network that encourages walkability and a mixture in uses.
- Encourage development projects which will contribute a large number of jobs to the city and will integrate well into a complete community.

Regional Center Case Study: Northgate, College Station

Northgate is a 150 acre mixed-use neighborhood on the northwestern edge of the Texas A&M University campus in College Station. This district serves the both the university community and local community with a mix of housing, retail, public amenities, and community services. It also serves as a regional destination for the larger metro region.

Northgate is one of College Station's oldest urban neighborhoods. Over the past 30 years, this district has developed from a lower density neighborhood with dispersed commercial uses and vacant properties, to a vibrant, pedestrian friendly, entertainment district. This was done by closing of certain streets for pedestrians only, allowing for increased density to provide additional housing for students, and revitalizing the historic streetscape to preserve the original neighborhood character.

The City has adopted specific guidance for how development should be built withing this district. There are three zoning districts for Northgate that outline this guidance, Core Northgate



1995-2005

2

705

2005-2015

2

2015-2023

Figure 74: Northgate Development over Time

Redeveloped Blocks

New Parking Structures

New Street (ft)



Aspire College Station is a purpose-built student housing development in Northgate tailored to Texas A&M University students needs

(NG-1), Transitional Northgate (NG-2), and Residential Northgate (NG-3). The goal of these districts is to encourage traditional neighborhood development concepts to foster pedestrian friendly, dense urban environment. These regulations outline specific standards for building design, parking for both cars and bicycles, sidewalk, landscaping, and signage. Additionally, Northgate consolidates parking requirements within multiple garages throughout the district to create more space for development and pedestrian connectivity.

Northgate is seen a successful redevelopment effort that has increased economic activity in College Station, supported Texas A&M University with purpose-built student housing, and created a regional destination for the surrounding communities.





College Main Street has been redeveloped as a pedestrian promenade with outdoor cafes utilized as a space for gathering on game days, university events, and other community activities.



Northgate is the scale of a typical regional center, which encourages walkability.

Neighborhood Centers

The map below shows the location of the four neighborhood centers. Each of these centers has their own unique character that is described on the following pages. The City should consider creating guidelines for development in these centers to ensure cohesive design.

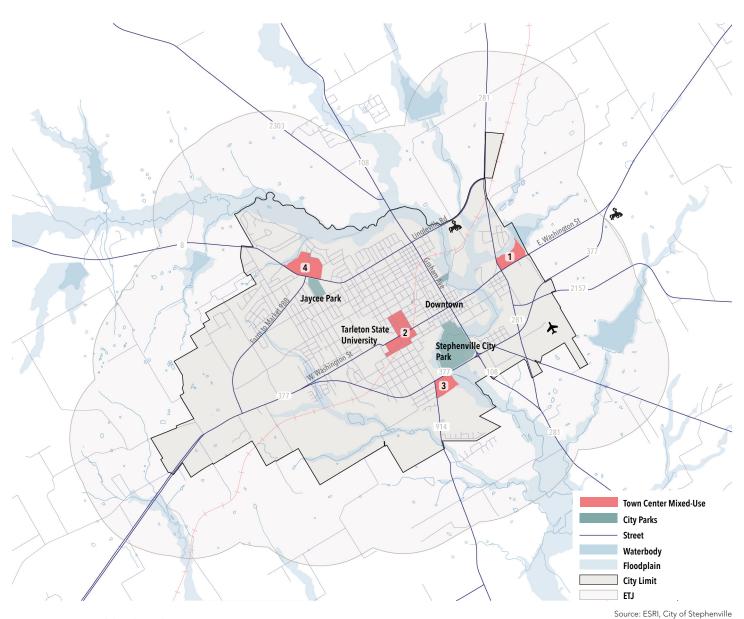


Figure 75: Neighborhood Centers Map



1. Industry Center (38 acres)

This center, located within an industrial employment area, will provide amenities and services for those who work in the area. Restaurants provide opportunities for lunch with colleagues and services like banks, medical offices, and shops for running errands.

2. Tarleton Corner (70 acres)

This student-friendly center merges the university with surrounding residential neighborhoods to provide additional purpose-built student housing, amenities catering to the university, and spaces for collaborative learning or socializing.

3. Bosque Neighborhood (32

This scenic neighborhood adjacent to City Park and the Bosque River Trail is the local center of the southern neighborhoods in Stephenville. It emphasizes the connection to the natural environment and provides a mix of uses for the surrounding residents.

4. Rural Edge (62 acres)

Stephenville is characterized by it's sharp transition from dense centers to rural edges. This neighborhood center supports the surrounding rural community with a concentration of medical facilities and a mix of uses that cater to the needs of residents.



Source: stephenvilleeda.com/locate-and-grow/incentives



Source: tarleton.edu/admissions/



Source: stephenvilletx.gov/



Source: tourtexas.com/destinations



Source: tourtexas.com/destinations



Source: tarleton.edu/admissions/



Source: visitstephenville.com/



Source: thelilliancrossroads.com/gallery

LAND USE STRATEGIES

1. Update Development Standards and Zoning Ordinances

The city's current development standards do not support the character of development proposed in the Comprehensive Plan. Development standards need to be updated to allow a variety of housing types to support infill development and support the creation of new mixed-use centers that create complete communities. Standards for attached homes, detached homes, small apartments, accessory dwelling units and townhomes allowed in these areas should ensure these new structures fit into the context of the neighborhood and they are suitable for long-term residents in addition to students.

ACTIONS

- Create a program to help existing property owners achieve financing and build accessory dwelling units.
- Update development standards to allow and encourage high quality missing middle housing.
- Update subdivision standards to ensure walkable blocks and fiscally sustainable development patterns are required in new developments.
- Adopt a form-based code.
- Adopt an optional pattern zone for infill development in existing neighborhoods. .
- Update the parkland dedication ordinance to make sure new development is contributing its fair share of parkland.



Portland, Oregon cottage courts allowed by development code.

PROGRAMS

B1. Create a program to help existing property owners achieve financing and build accessory dwelling units.

Adding an accessory dwelling unit to a lot incrementally increases density and provides an opportunity for homeowners to increase their property values and possibly make some rental income. Programs that provide assistance to homeowners include down payment assistance and fee waivers.

POLICIES

C1. Update development standards to allow and encourage high quality missing middle housing.

Updated zoning designations that accommodate 2 to 19 units, considered missing middle housing, are encouraged to allow a variety of housing types throughout the city.

C2. Update subdivision standards to ensure walkable blocks and fiscally sustainable development patterns are required in new developments.

C3. Adopt a form-based code.

The City should update their current zoning designations to a form-based code, which prioritizes the form of buildings over the use of land. This will support the development of mixed-use neighborhoods throughout Stephenville.

C4. Adopt an optional pattern zone for infill development in existing neighborhoods.

To encourage compatible infill development preapproved building plans can be adopted for missing middle housing types in existing neighborhoods. A pattern zone provides predictability for developers, the City and the public when new development is proposed. These plans should reflect the existing architectural style within the city.

C5. Update the parkland dedication ordinance to make sure new development is contributing its fair share of parkland.

PHASE

Short Term (1-5 years)

LEVEL OF INVESTMENT

\$ - Low

IMPLEMENTING AGENCY

Development Services

FUNDING TOOLS

- City of Stephenville budget allocation
- Grants and funding programs

PARTNERSHIPS

- Real estate and business community
- Property owners
- Residents

GOALS ADDRESSED











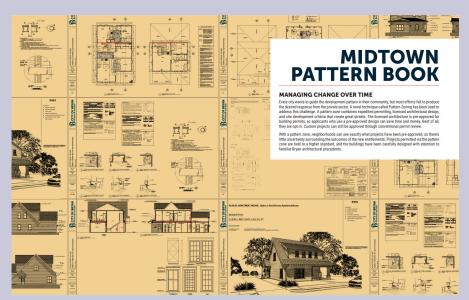


LAND USE STRATEGIES

Case Study: Bryan,TX

In 2020, the City of Bryan adopted an area plan for the Midtown neighborhood to coordinate development in regards to the growth of the city and Texas A&M University. One of the recommendations within the plan was to encourage additional infill development throughout the neighborhood with a pattern book.

This Midtown Pattern Book outlines four different building types, each with multiple variations that have been designed by a licensed architect. These housing types were determined by a visual preference survey taken by residents to establish the design elements that should be incorporated.



Source: docs.bryantx.gov/projects/midto

The Midtown Pattern Book is part of an Area Plan.

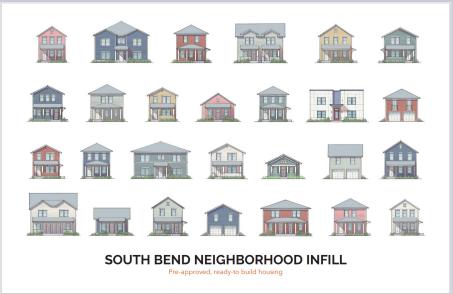


This is an example of the courtyard unit designed for the Midtown Pattern Book.

Case Study: South Bend, IN

The City of South Bend, Indiana developed a document to support neighborhood infill within the city. This document includes a variety of housing types including cottage houses, standard houses, duplexes, six-plex apartment buildings, and others. This document also outlines the process for completing and submitting an application.

Within this document, guidance for each housing type is provided. This guidance includes building dimensions, program, lot standards, and cost assumptions. Additionally, each housing type includes multiple variations of preapproved elevations and floor plans.



Source: southbendin.gov

The South Bend Neighborhood Infill document applies to the whole city.



Source:southbendin.gov

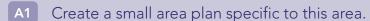
There are a variety of options for each housing type, allowing for a cohesive design depending on visual preference and existing neighborhood character.

LAND USE STRATEGIES

2. Codevelop (Tarleton and Stephenville) an Activity Center

Create an activity hub on the southwestern corner of Tarleton State University as a partnership between the university and the City. Capitalizing on the \$10,000,000 improvements to Harbin Drive, which includes the widening from 2 to 4 lanes and a new shared use path, and Tarleton's new status as a Division 1 program, this development will result in an increase in economic activity and additional housing development.

ACTIONS







Memorial Stadium is an important hub within the university and the city.

PROJECTS

A1. Create a small area plan specific to this area.

Creation of a small area plan for the University Village Regional Center is recommended as a collaborative effort between the City of Stephenville and Tarleton State University. This focused planning effort will allow the City and university to outline specific actions for how this area should be developed. It will provide guidance to those who choose to develop within the regional center and ensure that the goals of the Comprehensive Plan are met.

PROGRAMS

B2. Create a "Town and Gown" committee through the International Town and Gown Association (ITGA) to ensure this partnership is codified and ongoing.

To codify a partnership, it is recommended that the City of Stephenville creates a "Town and Gown" committee in conjunction with Tarleton State University as part of the ITGA. By becoming a member of the ITGA, the City and university will receive access to professional support, webinars, trainings, and a community that will enhance the partnership between them. As both the City and university continue to grow, collaboration between the two will be more imperative to ensure both are able to meet their goals.

PHASE

Mid Term (5-10 years)

LEVEL OF INVESTMENT

\$\$\$ - High

IMPLEMENTING AGENCY

Development Services

FUNDING TOOLS

- Tax Increment District
- ITGA funding programs

PARTNERSHIPS

- Tarleton State University
- ITGA
- Stephenville Economic Development Authority

GOALS ADDRESSED













LAND USE STRATEGIES

To ensure that the University Village regional center supports both the local Stephenville community and the community of Tarleton State University, an ongoing collaboration between the two should be established. Coordination on infrastructure improvements and investments should be outlined in a small area plan. Strategies that support the development of this center include:

- Encouraging Purpose-built Student Housing in this Center,
- Create Neighborhood Hangouts and Other Local Attractors.
- Establish a Business Incubator and/or Maker Hub, and
- Enhance Entrepreneurship & Small Business Programs.



Figure 76: Aerial View of University Village Regional Center

Source: Google Maps

Case Study: Redevelopment of Downtown Lubbock, TX as Student-Focused Center

In 2013, the City of Lubbock updated its comprehensive plan. This plan focused on incentivizing development on vacant properties in Downtown, the neighborhood adjacent to Texas Tech University, specifically housing for students and young professionals.





Source: Google Maps



3.5. HOUSING

The City of Stephenville needs to accommodate an additional 10,471 residents by 2050. To ensure these new residents can be accommodated, the City must ensure additional housing units can be added to the existing housing stock.

Encouraging missing middle housing, which is defined as a range of house scale buildings between 2 to 19 units, will support additional infill development and increased density within existing neighborhoods.

Prioritizing the development of purpose-built student housing will help address the growth of Tarleton State University and support its connection to the larger Stephenville community. The policy statements should be used when making land use decisions and links them to the most relevant project goals.



Missing middle housing types.

Source: Opticos

POLICY STATEMENTS

- 1. Provide diverse housing options to all residents.
- 2. Support growth with infill development.
- 3. Prioritize the character of existing neighborhoods.
- 4. Increase student housing opportunities adjacent to campus.

Housing Community Supply Character Mobility

Parks & y Community Downtown Resilience Services



































HOUSING STRATEGIES

3. Increase Non-Student Housing Alternatives

Encourage development of housing that caters to the demands of the local non-student population but also to the needs/desires of professors, doctors and various other professionals that are being actively recruited to the area. Emphasis should be on creating a mix of alternatives ranging from walkable townhomes, flats and bungalows to well designed neighborhoods.

ACTIONS

- Create a targeted housing incentive program that spurs growth of preferred housing.
- Define specific types of housing, targeted markets, locations to be promoted, and C6 number of units.
- Establish design standards and zoning requirements to promote good design and protect neighborhoods.



Courtyard Housing in Raleigh, North Carolina.

PROGRAMS

B3. Create a targeted housing incentive program that spurs growth of preferred housing.

To support housing development in specific areas within the city, the City should create a program that provides incentives for developing in those areas. These incentives can include down payment assistance, fee waivers, and establishing targeted redevelopment areas.

C7. Establish design standards and zoning requirements to promote good design and protect neighborhoods.

It is recommended that the City updates its zoning code to utilize a form based approach and create pattern zones to ensure that new development fits in with the existing character of Stephenville while also providing additional housing units to support the growing population.

PHASE

Short Term (1-5 years)

LEVEL OF INVESTMENT

\$ - Low

IMPLEMENTING AGENCY

Development Services

FUNDING TOOLS

- City of Stephenville budget allocation
- Grants and funding programs

PARTNERSHIPS

- Texas State Affordable Housing Corporation
- Local builders and developers

GOALS ADDRESSED













POLICIES

C6. Define specific types of housing, targeted markets, locations to be promoted, and number of units.

To encourage a mix of housing types within Stephenville, these housing types should be defined as uses within the development code. As the code is updated, determine which districts these housing types should be included. Parameters that define the number of units per acre should be included to ensure the appropriate density is allowed.

HOUSING STRATEGIES

4. Encourage Student Housing Adjacent to Campus

With the growth of Tarleton State University, there is a growing market for private dorms, also referred to as purpose-built student housing. When properly planned for these buildings can contribute to improvements in pedestrian infrastructure and help to establish walkability and other community goals in the areas where they are built. Purpose-built student housing complexes will contribute to growing taxable value of property in key areas.

ACTIONS

- Define purpose-built student housing as a use in the zoning.
- Designate areas where Purpose-Built Student Housing is allowed.
- Update development standards to ensure walkability is met. C10



The Edge is newly developed student housing located on Washington Street.

POLICIES

C8. Define purpose-built student housing as a use in the zoning.

The City will support the growth of Tarleton State University by defining purposebuilt student housing as a use within the zoning code. This will allow the City to prioritize student housing in certain areas that are most appropriate for additional student housing.

C9. Designate areas where **Purpose-Built Student** Housing is allowed.

Updates to the zoning code are recommended to allow purpose-built student housing in specific zoning districts that are most appropriate for student housing. These district will most likely be in areas within a 15 minute walkshed of the university so students can live within close proximity of campus.

C10. Update development standards to ensure walkability is met.

Development standards are recommended to be updated to ensure that new development provides pedestrian connections to support increased walkability. This will include the development of sidewalk and bicycle facilities as well as ground floor retail within mixed-use buildings to promote active corridors.

PHASE

Short Term (1-5 years)

LEVEL OF INVESTMENT

\$\$ - Medium

IMPLEMENTING AGENCY

Development Services

FUNDING TOOLS

- ITGA funding programs
- Grants and funding programs

PARTNERSHIPS

- Tarleton State University
- **ITGA**
- Local builders and developers

GOALS ADDRESSED













HOUSING STRATEGIES

Purpose-Built Student Housing in Austin

West 24th Street in Austin is a major corridor west of the University of Texas, Austin with numerous purpose-built student housing developments adjacent to campus. In 2004, the University Neighborhood Overlay was created to facilitate this development.





Purpose-Built Student Housing in Lubbock

In 2013, the City of Lubbock updated its comprehensive plan. This plan focused on incentivizing development on vacant properties in Downtown, the neighborhood adjacent to Texas Tech University, specifically housing for students and young professionals.





Purpose-Built Student Housing in San Marcos

The City of San Marcos has put a concerted effort into redeveloping the downtown area adjacent to the Texas State University campus to encourage the development of purpose-built student housing.





Purpose-Built Student Housing in College Station

University Drive is the corridor which separates Texas A&M University from the Northgate District. To spur development in the Northgate District, the City of College Station updated its zoning codes to allow purpose-built student housing at a variety of densities.





HOUSING STRATEGIES

5. Discourage Displacement

Pro-actively discourage displacement by encouraging the preservation of naturally occurring affordability in the form of smaller lots and smaller units. This can also include allowing more units on less land for new construction. Consider incentives like allowing additional units to be built on a lot when the main unit is preserved.

ACTIONS

- Consider strategies to prevent displacement when making infrastructure upgrades that may lead to increased property values in lower income neighborhoods.
- Update development standards to allow more smaller homes to be built on infill lots. C11



In addition to new development, existing dense residential neighborhoods are important for existing communities.

PROGRAMS

B4. Consider strategies to prevent displacement when making infrastructure upgrades that may lead to increased property values in lower income neighborhoods.

Creating a density bonus program to encourage developers to preserve existing housing on lots where they are developing additional housing units is recommended. This allows existing affordable housing stock to remain while also increasing the density per acre to ensure the City can accommodate new residents at a variety of income levels.

POLICIES

C11. Update development standards to allow more smaller homes to be built on infill lots.

It is recommended that the City encourage developers to build smaller homes, which result in a more efficient use of infrastructure, services, and amenities within the city. Development standards like minimum lot sizes, setbacks, and parking regulations need to be updated to accommodate smaller homes.

PHASE

Short Term (1-5 years)

LEVEL OF INVESTMENT

\$ - Low

IMPLEMENTING AGENCY

Development Services

FUNDING TOOLS

- City of Stephenville budget allocation
- Grants and funding programs

PARTNERSHIPS

- Non-profit affordable housing providers
- Local builders and developers

GOALS ADDRESSED















3.6. TRANSPORTATION

THOROUGHFARE PLAN

The purpose of the Thoroughfare Plan is to meet the future mobility needs of the City of Stephenville by identifying smart transportation investments that maximize the use of existing infrastructure and enable the City to provide and utilize sufficient resources for long-term maintenance, repairs, and replacement. The City's vision is to develop transportation infrastructure to support additional housing supply that enhances the

community's character and supports the needs of longterm residents. This vision will create a vibrant university community, regional economic centers, and welcoming place to live.

Finally, the Thoroughfare Plan establishes policies, programs, and projects necessary to improve and enhance Stephenville's transportation network in a fiscally sustainable manner. Through the evaluation of future

roadway and multi modal improvements, in addition to planned development activities and their subsequent impacts on traffic volumes and operations, the improvements recommended in this report can help to achieve the visions and goals of the City of Stephenville.

The policy statements should be used when making land use decisions and links them to the most relevant project goals.

Parks & Housing Community Mobility Community Downtown Resilience

Services

POLICY STATEMENTS

- 1. Prioritize the City's Capital Improvement Program dollars for maintaining, enhancing, and improving the function of existing streets before extending to new areas.
- 2. Enable all modes of travel through new and enhanced streets.
- 3. Optimize the transportation network by ensuring that roads are designed to efficiently move people and goods while streets are designed to build community wealth within a successful place.
- 4. Connect new streets to Stephenville's existing street grid and are consistent with traditional block sizes in Stephenville.
- 5. Improve access management policies to prolong the life and function of major roads and corridors.



THOROUGHFARE PLAN

A key element of the plan is the Thoroughfare Plan Map which is used as a tool to identify specific locations within the transportation network that need to be connected, extended, or enhanced to accommodate future growth. The map provides categorization of roadways, the necessary land area for construction, the standards

for design, and the quantity of lanes for uninterrupted movement on each main route inside the City. The foundation of the thoroughfare plan map builds on the Growth Sector and Future Land Use Maps that rely on a fiscally sustainable approach of accommodating the majority of growth within the already developed portions of Stephenville. Based on

this approach to growth, specific transportation network strategies have been created for areas Inside the Loop, the Loop, and areas Outside the Loop.

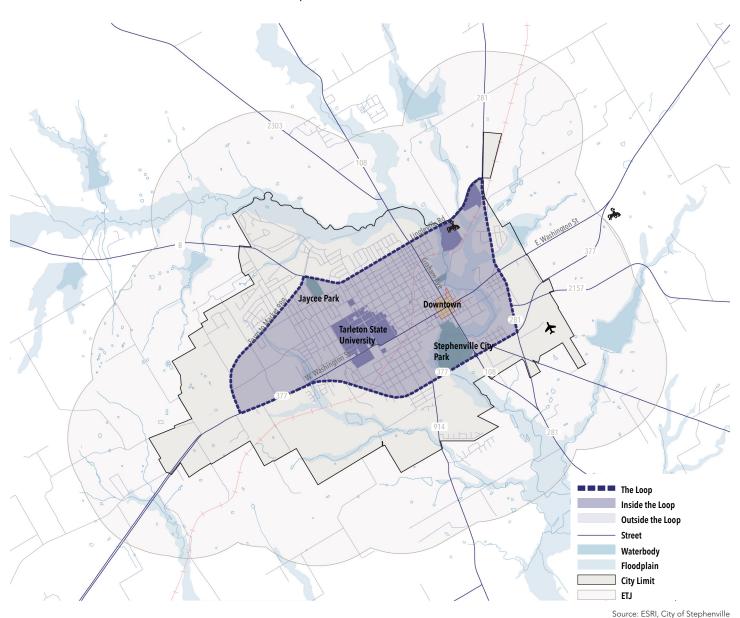


Figure 77: Loop Strategy Map

INSIDE THE LOOP

Thoroughfare Plan streets within the loop travel through varied and dynamic environments from quiet neighborhoods to downtown activity nodes. They are a platform for creating and capturing value through place-making. Right-of-way is generally constrained for existing thoroughfare plan streets located Inside the Loop and opportunities to expand streets are limited. Strategies to expand capacity and throughput include reducing conflicts through access management, improving safety, and increasing opportunities for pedestrian and bicycle trips.

THE LOOP

Stephenville has an established loop around the city made up of State-owned roadways. The main goal for these roads is to provide efficient travel for vehicles that are traveling longer distances. Currently the loop is functioning in many areas as the main access point for regional retail and shopping centers. These areas are characterized by frequent driveways, distracting signage, higher numbers of accidents and congestion. In these areas the Loop is functioning as a "stroad". Originally coined by Strong Towns, an American nonprofit organization dedicated to helping cities and towns in the United States, "stroads" refer to urban thoroughfares that are like both streets and roads but don't really do either one's job. Typical characteristics of these "stroads" include wide lanes, high speed limits, and limited pedestrian facilities. The root cause of these "stroads" stems from zoning laws and land use policies that encourage the expansion of roadways and the overall prioritization of automobile-centric development over pedestrian-friendly urban design. Stroads are expensive for cities due to the significant costs associated with their construction, maintenance, and the adverse economic impacts they generate.

OUTSIDE THE LOOP

Few new thoroughfares are proposed for areas outside the loop in support of the Future Land Use Plan and fiscally sustainable approach of encouraging the majority of investment in transportation infrastructure in already developed areas to ensure that they can accommodate more growth and development. Thoroughfare Plan Recommendations outside the loop include preserving key corridors for future long term growth, ensuring proper access management and development patterns on any new corridors to prevent more "stroads" and preserving the rural character with context sensitive design.

THOROUGHFARE CLASSIFICATIONS

It's common practice for cities to implement a conventional, functional classification system to categorize roads based on the specific purpose they are designed to serve. While this plan maintains the traditional functional class, it also provides additional cross sections that include Complete Street elements such as: Wider sidewalks, bicycle lanes, onstreet parking and landscape spaces. The thoroughfare plan looks to incorporate elements of urban design that will serve to enhance the space between the building front and the back of the curb. These factors impact not only automotive users, but also pedestrians and cyclists.

It is not the intent for the Thoroughfare Plan to become a prescriptive and strict set of rules but instead it should serve as a guide for the design of new and existing streets. The Thoroughfare Plan divides the transportation network into the following functional classes; Major Arterials, Minor Arterials, Collectors, and Neighborhood Streets.

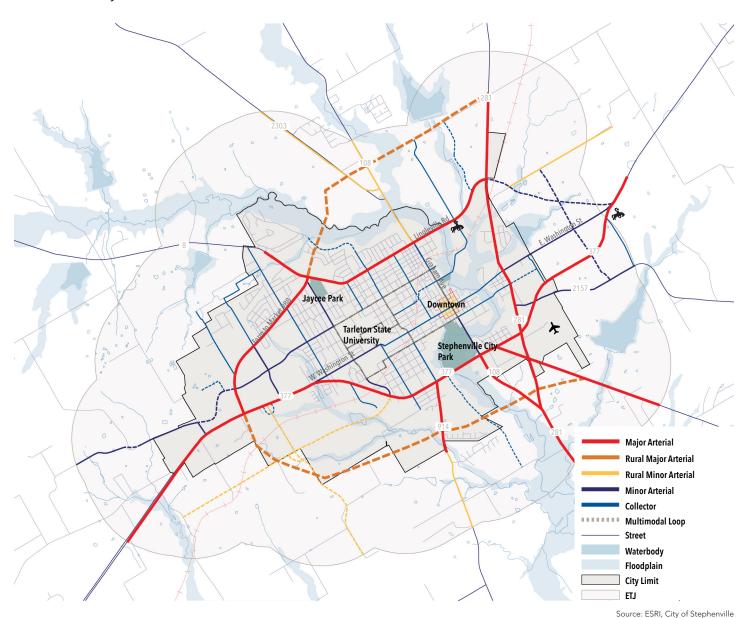


Figure 78: Thoroughfare Plan Map

TREND LAND USE SCENARIO

- Generates 150,000 more trips than the Mixed-Use Scenario.
- Separation of land uses create longer trips.

MIXED-USE SCENARIO

- 15 percent of trips shift modes to walking or cycling.
- Mixing uses create shorter trip lengths.

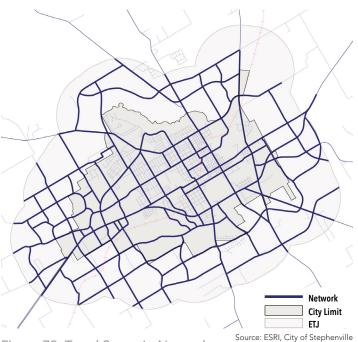


Figure 79: Trend Scenario Network



Figure 80: Mixed-Use Scenario Network



Figure 81: Trend Scenario Volume of Capacity

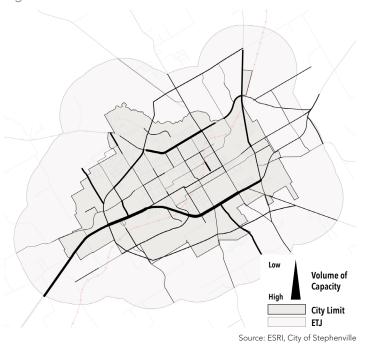


Figure 82: Mixed-Use Scenario Volume of Capacity

ELEMENTS OF A STREET

The Purpose of a Typical Section

A typical street section forms the foundation of street design decisions. This is the starting place for design of a new street, a streetscape adjacent to a new development, or the redesign of an existing street. The ultimate street design, however, should change as it travels through different contexts within a community and as it serves different users.

















Figure 83: Washington Street Context Changes



CONTEXT SENSITIVE DECISION MAKING CHECKLIST

Safety for All Users

Scale of Adjacent Development

Maintenance Costs

Initial Improvement Costs

Drainage Network

Accessibility to Adjacent Schools, Parks, Libraries

Soil Conditions

Adjacent Land Uses

Local Industry and Freight

Transit Routes

Community Events

Access to Employment

Local Demographics

Bicycle Routes

Tree Canopy

Potential for New Development

Number of Users Benefiting

Noise

Designing for People (Function)

Types of Users

Analyze both the current users of the streets and mode of travel as well as the anticipated or desired types of users and modes of travel when designing a street. This helps to inform the amount and type of space dedicated to different users.

Number of Users

Analyze current and projected volumes for all modes of travel to help identify the amount and type of space dedicated to each mode of travel within the ROW.

Designing for Place (Context)

Built Environment

The scale of buildings and blocks and the mix of uses that frame each street make up the character of the place. Transportation facilities provided within the street shape mobility and travel decisions, directly and indirectly impacting environmental quality, public health and safety, and quality of life.

Natural Environment

In urban areas, the larger natural environment may include habitats, local ecosystems, and green and blue systems such as floodplains. In the face of climate change, design street networks to respect, protect, embrace, and enhance ecological systems, natural topography, and water bodies, and to manage local climatic conditions.

Social And Cultural Context

Streets can allow people to live their public life in a city. Design streets to inform a sense of place in each neighborhood, embedding historical and cultural meaning for communities.

Economic Environment

The level of economic development, political concerns, and investment priorities shape the rate of urbanization, patterns of built form, reliability of transit service, and trends of private car ownership. Analyze the economic environment and identify the types of businesses and industries that use urban streets, and the number of jobs they support.

ELEMENTS OF A STREET



Frontage Zone: Provides a transition between sidewalk and the built environment of the lot which could include a fence, landscaping, and building (in a 0 feet setback condition). The frontage zone is usually clear for passage into buildings or lots, but may also be an opportunity for outdoor displays and dining.

The frontage zone is typically between 0 feet and 3 feet wide. Wider frontage zones should be prioritized in retail areas where outdoor displays or dining. Where ROW is constrained, the frontage zone is the first zone to be reduced or eliminated.

PΖ 5 ft - 12 ft Pedestrian Zone: Includes a sidewalk that is usually clear of all obstructions. The purpose is to allow for pedestrian movement in parallel with the road. Five foot minimum meets ADA compliance and allows people to pass one another easily when walking or in wheelchairs.

The sidewalk is typically between 5 feet and 12 feet wide. Wider sidewalks should be prioritized in areas such as the regional centers where they can serve as a gathering. A wider sidewalk is also applicable when used as a shared path for bicycles and pedestrians. Where ROW is constrained, the sidewalk is one of the last zones to reduce and should not be reduced less than 5 feet

ΤZ 3 ft - 8 ft

Tree/Landscape Zone: refers to all areas where plants are used in the pedestrian realm including tree wells, garden beds and planter pots. These serve a variety of purposes including buffering, water quality, aesthetic enhancement, shade and habitat.

The tree / landscape zone is typically 6 feet wide and designed to contain a tree. Wider tree / landscape zones should be prioritized in areas with higher speeds to provide a greater buffer. The landscape / tree zones in urbanized areas may contain tree wells to provide greater access from parked cars to the sidewalk. Where ROW is constrained, the tree / landscape zone may be reduced to 3 feet

VPZ 0 ft - 17 ft **Vehicular Parking Zone:** On-street parking should be accommodated on most public streets. On-street parking provides the opportunity for easy access and connectivity to the street-scape and the adjacent land uses.

The parking zone can be undesignated and intermittent allowing a yield condition within the street or designated by striping. Designated parallel parking areas are typically 8 feet and angled parking is 17 feet On-street dimensions can be slightly reduced or eliminated in constrained conditions.

VTZ 20 ft - 40 ft **Vehicular Travel Zone:** the space within the ROW where multiple types of vehicles travel. In a multimodal street network, transit, bicyclists and motorists often have separated space so the modes can function safely and reduce conflicts.

The travel zone can be designed for local access or for mobility. Ensuring safety for multiple modes of transportation is key to the function of a street. Travel zones vary significantly but within constrained environments, narrow lane widths (10 feet) can help improve the safety and efficiency of the street.

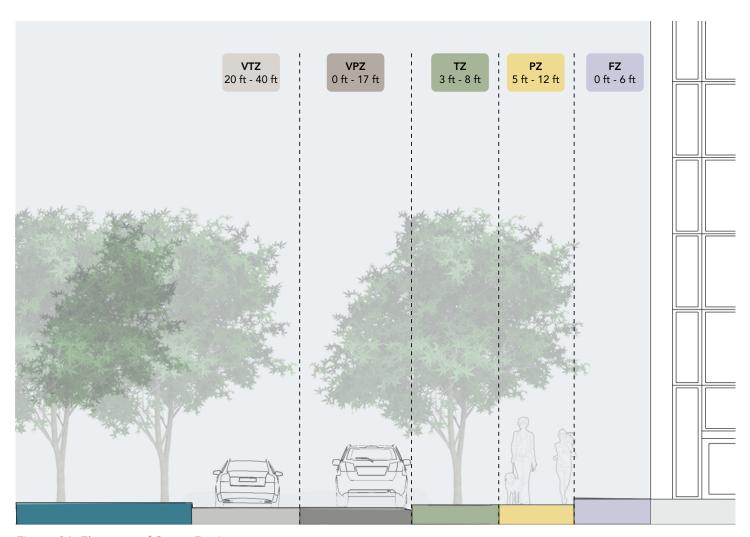


Figure 84: Elements of Street Design

TYPICAL STREET SECTIONS

Queuing Street

A queuing street is a low capacity and low speed street. The street width is limited in order to encourage slower traffic. On-street parking is permitted on both sides but is not continuous or designated by striping. Bicyclists can travel in the street with vehicular traffic due to the low speeds. Sidewalks are separated from the street by a continuous tree zone.



Source: Safe neighborhoods Queuing streets are narrow to keep traffic slow.



Parked cars reduce the width of the travel lanes and cause people to drive slow.



Figure 85: Perspective Section Through Queuing Street

Collector - City Center

A collector - city center is a moderate capacity streets which connects local streets to arterials. It is a low speed street that provides more space for continuously parked vehicles and sidewalks are separated from the street by a continuous tree zone. These streets are designated for existing collectors within the city limits.



These streets are found within established neighborhoods.



Source: ayersassociates.com Well designed sidewalks enhance the pedestrian experience.



Figure 86: Perspective Section Through Collector City Center

TYPICAL STREET SECTIONS

Multimodal - City Center

A multi modal - city center is a low capacity and low speed street that prioritizes space for other modes of transportation. A protected land for bicyclists is provided separated fro the sidewalk by the tree zone. These streets are defined in the Thoroughfare Plan as a loop that connects the downtown area to Tarleton State University where there are higher densities in mixeduse areas.



Bicycles are separated from vehicles on this street type.



A shared use path buffered from travel lanes.



Figure 87: Perspective Section Through Multimodal City Center

Neighborhood Street

A neighborhood street is a low capacity and low speed street that provides more space for continuously parked vehicles. Bicyclists can travel in the street with vehicular traffic due to the low speeds and sidewalks are separated from the street by a continuous tree zone. These streets are appropriate where there are higher density types adjacent to the street or in commercial or mixed-use areas.



Mueller in Austin, TX, has a number of Neighborhood streets.



As a neighborhood street matures, its tree canopy provides nearly full shade.



Figure 88: Perspective Section Through Neighborhood Street (New)

TYPICAL STREET SECTIONS

Collector - Mixed-Use Street

A collector - mixed-use street is a moderate capacity street which connects local streets to arterials. It is a low speed street that provides more space for continuously parked vehicles and sidewalks are separated from the street by a continuous tree zone. These streets are designated for new or retrofitted roads.



Collectors are scaled for people.



Make space for amenities when building new streets.



Figure 89: Perspective Section Through Collector Mixed-Use Street (New or Retrofit)

Minor Arterial

A minor arterial is a road that is designed for the most intense mixed-use and commercial areas. Turning movements should be limited on minor arterials when possible and vehicular access to private lots should be from secondary streets or alleys. Bicyclists and pedestrians are typically separated from vehicular traffic and transit should be prioritized along minor arterials.



Source: HDR Boulevards serve commercial uses.



Source: HDF Boulevards provide for high-density development.

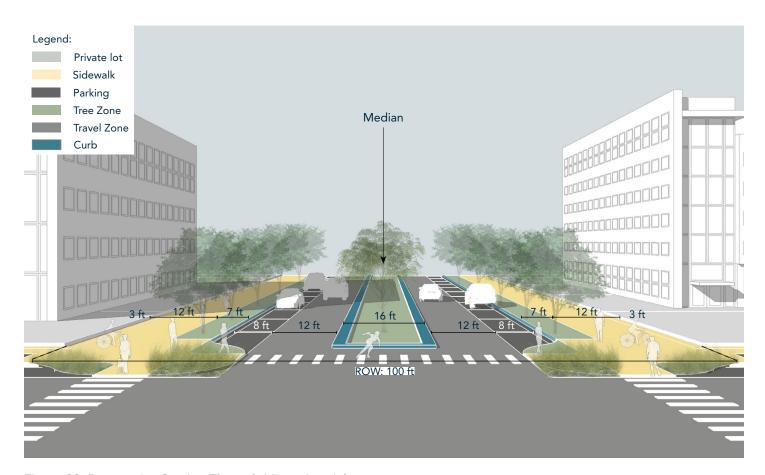


Figure 90: Perspective Section Through Minor Arterial

TYPICAL STREET SECTIONS

Major Arterial

A major arterial is a road that is designed to connect vehicle from one point to another. Turning movements should be limited on major arterials when possible and there is no access to private lots.



Major arterials should connect from one place to another with minimal interruption.



Pedestrian connections are typically sited away from major arterials.



Figure 91: Perspective Section Major Arterial - 6 Lane



TRANSPORTATION STRATEGIES

6. Coordinate with TXDOT to Address Targeted Intersections

Establish a comprehensive understanding of TXDOT's guidelines and protocols regarding intersection enhancement and management through research and communication. This will allow for greater collaboration with TXDOT. Intersections, segments, and overall "hotspots" will be determined throughout the city's transportation network in coordination with TXDOT.

ACTIONS

- Coordinate with TXDOT to conduct a safety study to determine "hotspots" within the transportation network.
- Design the street grid connections with flexibility and safety in mind and include developers in the design process.



The intersection at Lingleville Road and Farm to Market 988 is a high priority intersection regarding safety concerns

PROJECTS

A2. Coordinate with TXDOT to conduct a safety study to determine "hotspots" within the transportation network.

Certain intersections in Stephenville have been identified as dangerous, specifically Lingleville Road and Farm to Market 988 To address these "hotspots," the City should work with TXDOT to determine what interventions can be utilized to address safety concerns. Once these interventions are identified, the City should capitalize on state and regional transportation funding to pursue these projects.

A3. Design the street grid connections with flexibility and safety in mind and include developers in the design process.

Many streets within the city do not fully connect, making it difficult to travel north to south or east to west. The City should identify specific road segments that can be connected and prioritize the acquisition of the property needed to connect the streets. The City should utilize it Capital Improvement Budget to ensure it has funds to connect the grid.

PHASE

Long Term (10+ years)

LEVEL OF INVESTMENT

\$\$ - Medium

IMPLEMENTING AGENCY

Public Works

FUNDING TOOLS

- State and regional transportation funding
- City of Stephenville budget allocation

PARTNERSHIPS

TXDOT

GOALS ADDRESSED













TRANSPORTATION STRATEGIES

7. Address Existing and Prevent Future "Stroads"

Tailoring an approach towards tackling specific problems within the transportation network that consider the unique characteristics of each location, such as topography, green space, surrounding land uses, and community safety will minimize the opportunities for conflicting land use patterns and unsafe road designs otherwise known as "stroads."

ACTIONS

- Create a toolbox of possible alternatives that can be implemented citywide.
- Coordinate with TXDOT regarding a traffic engineering operations study. C12
- Enforce TXDOT access management policy. C13
- Explore driveway design standards to improve traffic flow and smooth turning. C14



A "Stroad" is part street, part road, and preform neither function well.

PROGRAMS

B6. Create a toolbox of possible alternatives that can be implemented citywide.

Creating a toolbox of strategies to address existing and future "stroads" is recommended. A "stroad" is a combination of a street and a road, coined by Strong Towns. Streets are places where people intersect with business and residences, creating a framework for community wealth. Roads are high-speed connections between productive places. A "stroad" acts as both and does not serve either purpose well. Tools that can be utilized to help address "stroads" include access management, road diets, which can involves reducing the number of roadway lanes, and increasing mobility options.

POLICIES

C12. Coordinate with TXDOT regarding a traffic engineering operations study.

The City should work together with TXDOT to understand where roads are not operating at their highest efficiency and determine what the best tools are for addressing those areas.

C13. Enforce TXDOT access management policy.

TXDOT has created standards for access management which are intended to preserve highway safety. These standards include required spacing number of access points and their locations, which vary based on the surrounding land use context. The City should implement these standards to avoid creating potential "stroads" in the future.

C14. Explore driveway design standards to improve traffic flow and smooth turning.

A component of enforcing access management is ensuring there are high standards for driveway design. A variety of designs should be available for different road classifications to ensure that the flow of traffic is not impeded by incompatible design.

PHASE

Long Term (10+ years)

LEVEL OF INVESTMENT

\$\$ - Medium

IMPLEMENTING AGENCY

Public Works

FUNDING TOOLS

- SS4A Grant
- Increased values from infill development and redevelopment

PARTNERSHIPS

- TXDOT
- Development Community

GOALS ADDRESSED













TRANSPORTATION STRATEGIES

8. Develop a Multi modal Loop to Connect Tarleton State University and the Downtown

The intent of the multi modal loop is to create a safe and active transportation alternative connecting Downtown, Tarleton State University, and existing neighborhoods. This means safe and convenient travel for people in any other mode besides a car. The multi modal loop should feel safe for families and has been located off the main vehicular roads.

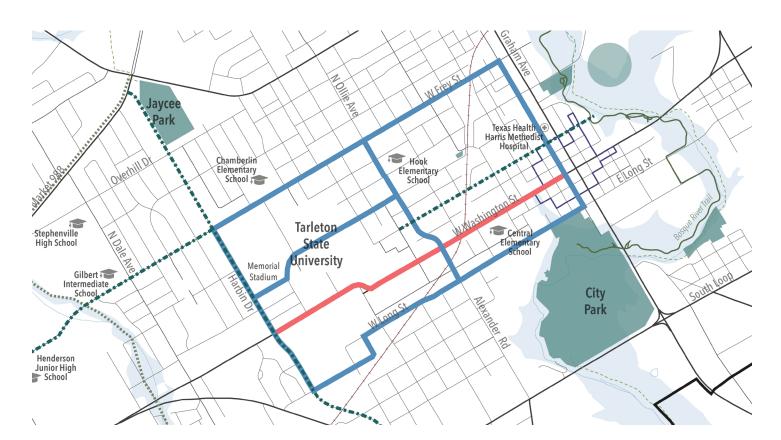
ACTIONS



Design roads to offer opportunities for various mobility options.

C15

Participate in TXDOT's Turnback program to take over maintenance and operations of Washington Street.



A multi modal loop would connect the university to downtown.

PROJECTS

A4. Design roads to offer opportunities for various mobility options.

Create a multi modal network utilizing the road classification identified in the Thoroughfare Plan to connect the downtown Area to Tarleton State University. This will include creating protected bike lanes and slowing traffic along these roads. The loop will run along Belknap Street, W Frey Street, Harbin Drive, Long Street, N Ollie Avenue, and Alexander Road, with a segment through Tarleton State University. In the future, It is possible to include Washington Street in this loop if the city participates in the TXDOT Turnback Program.

POLICIES

C15. Participate in TXDOT's Turnback program to take over maintenance and operations of Washington Street.

TXDOT's Turnback Program turns control of state owned, non-controlled access roads to local governments. This is a voluntary program that cities can participate in if the determine they would like control of maintenance and operation of the specified road. This program should be considered to gain local control of Washington Street

This would result in increased costs for the city if Washington Street comes into their control. This means Stephenville would need to generate additional revenue or apply for additional funding to support this project. There are numerous funding options to support roadway maintenance and upgrades including the Safe Streets for All (SS4A) grant program which supports initiatives that look to prevent roadway incidents.

PHASE

Mid Term (5 -10 years)

LEVEL OF INVESTMENT

\$\$ - Medium

IMPLEMENTING AGENCY

Public Works

FUNDING TOOLS

- SS4A Grant
- Increased values from infill development and redevelopment

PARTNERSHIPS

- TXDOT
- Tarleton State
 University
- Development Community

GOALS ADDRESSED













TRANSPORTATION STRATEGIES

Washington Street Analysis

To participate in TXDOT's Turnback Program, the City needs to generate additional revenue to fund the maintenance and operations of Washington Street. The additional revenue can be generated through the redevelopment of Washington Street as a vibrant, pedestrian friendly, mixed-use corridor. This will be facilitated through the updated land use categories proposed in this plan.

Currently, the parcels along Washington Street generate approximately \$836,826 in property tax revenue annually, which is \$954 per acre. The highest performing parcels are located towards the eastern

stretch, near Tarleton State University and the downtown area. The lowest performing parcels are large, vacant lots on the western stretch.

Over the next 25 years, the development pattern is anticipated to change as Stephenville grows. New property tax revenue per acre targets are projected to increase the revenue generated along Washington Street. If all non-tax exempt parcels were to meet their targets, the amount of revenue generated would be \$3,464,600, which is an additional \$2,627,774 annually.

Highest Performing Sites

- 1. \$23,297 (Surepoint Emergency Center - 0.6 ac)
- 2. \$20,207 (The Edge 3.6 ac)
- 3. \$19,279 (Slim Pickins Outfitters - 0.1 ac)

Lowest Performing Sites

- \$0.35 (Vacant 25.2 ac)
- \$0.36 (Vacant 86.8 ac)
- \$0.6 (Vacant 62.1 ac)





The Northgate District in College Station has drastically changed from 2007 to present day which has increased the property tax revenue per acre along University Drive.



Figure 92: Existing Property Tax Revenue Per Acre along Washington Street



Existing Property Tax Revenue/ Acre - Washington Street

\$3,950

Target Property Tax Revenue/Acre - Washington Street



Figure 93: Target Property Tax Revenue Per Acre along Washington Street



3.7. DOWNTOWN

There are many opportunities throughout the downtown area of Stephenville to increase economic activity and strengthen community character. The Stephenville 2050 Comprehensive Plan establishes policies, programs, and projects necessary to

support it's downtown in a fiscally sustainable manner. These recommendations include utilizing funding set aside for historic communities and making downtown Stephenville a regional destination.

The policy statements should be used when making land use decisions and links them to the most relevant project goals.



The Cowboy Capital Walk of Fame is an important landmark in downtown Stephenville.

Source: tourtexas.com/destinations

POLICY STATEMENTS

- 1. Preserve important community assets that contribute to the character of Stephenville.
- 2. Leverage existing downtown assets to support more small businesses.
- 3. Improve connection to the downtown through an enhanced mobility network.
- 4. Enhance public spaces such as parks, plazas, and streetscapes to provide gathering places for community engagement and social interaction.



Parks &

Mobility Community Downtown Resilience

Housing Community

Character

REVENUE PER ACRE

As proposed in this plan, the new development patterns in Stephenville will focus on creating complete communities with a mix of uses to generate additional revenue without raising property taxes or cutting city services. To achieve this goal each land use category will have to generate more property tax revenue per acre than the existing development pattern.

Currently, downtown Stephenville generates \$1,822 per acre. This area is where the highest property tax revenue per acre should be found. In comparison, the downtowns of two other cities, Bryan and Granbury, have a much higher property tax revenue per acre. Bryan, a college town, brings in approximately \$6,365 per acre, over three times more than downtown Stephenville and Granbury, a nearby downtown, brings in approximately \$7,353 per acre, four times more than Stephenville.

Stephenville will need to change its development patterns within the next 25 years to increase the property tax revenue per acre downtown and throughout the rest of the city.

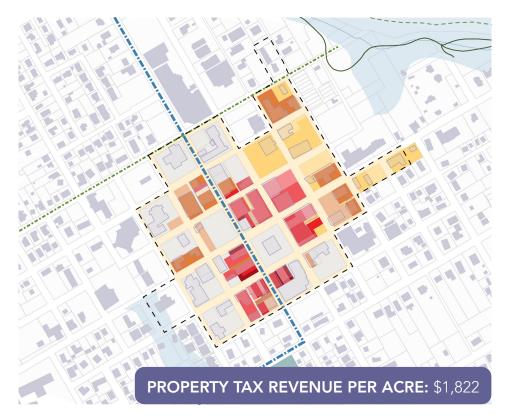


Figure 94: Stephenville Downtown Property Tax Revenue Per Acre Analysis





Figure 96: Granbury Downtown Property Tax Revenue Per Acre Analysis



Figure 95: Bryan Downtown Property Tax Revenue Per Acre Analysis

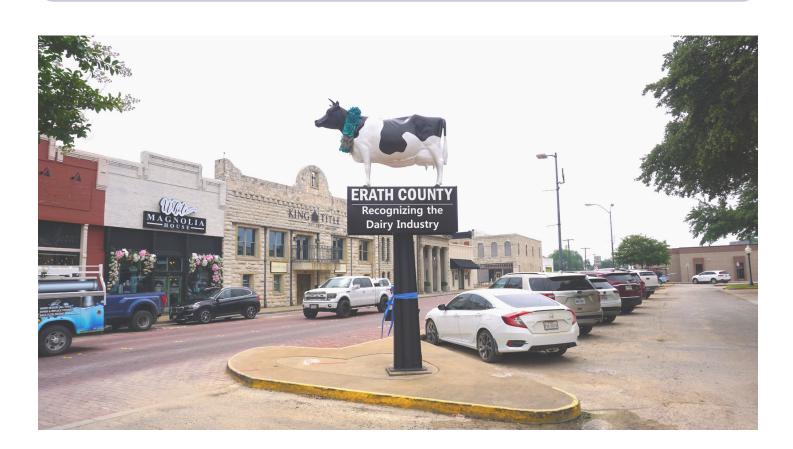
STRATEGIES

9. Adopt a Local Historic Overlay

Creating a solidified historic overlay is an avenue for the City to support it's historic infrastructure and local aesthetic. Preserving the identity of the city as it develops will be increasingly important, and needs to be supported with codified guidelines. Preservation and economic development often go hand-in-hand; frequently contributing to increases in tourism and development.

ACTIONS

- Begin developing a set of design and maintenance guidelines for downtown with training.
- В8 Highlight the Historic Tax Credit on the Main Street webpage.
- B9 Invite residents to nominate their favorite legacy businesses.
- Using the city's National nomination, centralize the overlay around the structures that C16 contribute to the history and culture of the area.
- C17 Include a historic streets' overlay in the historic ordinance as a district.



PROGRAMS

B7. Begin developing a set of design and maintenance guidelines for downtown with training.

Developing standards for design and maintenance within a historic district overlay are recommended to ensure consistency as new developments are proposed within the Historic District boundary.

B8. Highlight the Historic Tax Credit on the Main Street webpage.

As a Texas Main Street
District, Stephenville is eligible
for Historic Tax Credits to
support redevelopment in the
downtown area. The State of
Texas provides a 25% tax credit
and the federal government
will provide a 20% tax credit to
eligible properties. Share this
information on the Main Street
webpage for easy access to
this information.

B9. Invite residents to nominate their favorite legacy businesses.

Create a program to promote legacy businesses that contribute to downtown Stephenville's status as a vibrant, pedestrian-friendly,

and economically thriving place to live, work, visit, and gather. Through this program, residents can nominate their favorite legacy businesses and be celebrated during a "Legacy Business Month."

POLICIES

C16. Using the city's National nomination, centralize the overlay around the structures that contribute to the history and culture of the area.

To assist with the preservation of the identity of the city and local aesthetic as it develops, codified guidelines are necessary to encourage economic development and increases in tourism and development.

C17. Include a historic streets' overlay in the historic ordinance as a district.

The downtown area is characterized by 5 miles of iconic brick streets that highlight the history of Stephenville. To continue to support their preservation, it is recommended that a historic streets overlay is proposed as part of the historic district overlay.

PHASE

Short Term (1-5 years)

LEVEL OF INVESTMENT

\$ - Low

IMPLEMENTING AGENCY

Administrative Services

FUNDING TOOLS

- Historic Tax Credits
- Tourism development funds

PARTNERSHIPS

- State of Texas
- Texas Historic
 Commission

GOALS ADDRESSED













STRATEGIES

10. Rebrand and Grow Downtown into a Regional Destination

Downtown has many of the ingredients needed to create a successful destination - but it needs more, including a marketable identity. Recommendations include creation of a branded "district", addition of urban spaces and amenities that promote socialization, entertainment and "lingering" as well as a push toward the "Rule of 10s" - 10 unique dining destinations, 10 boutique shopping opportunities, and 10 businesses that are open after 6pm - all within a highly walkable area.

ACTIONS

- Survey area residents and visitors to determine the types of businesses desired in a downtown destination.
- Offer a series of incentives to spur reinvestment, particularly in desired businesses and B11 activities.
- Establish a branded name for downtown, a wayfinding network and a marketing/tourism
- Relocate certain city facilities outside of the downtown area to increase the amount of tax C19 revenue within the downtown core.



Downtown Plaza in Oskaloosa, Iowa.

PROGRAMS

B10. Survey area residents and visitors to determine the types of businesses desired in a downtown destination.

B11. Offer a series of incentives to spur reinvestment, particularly in desired businesses and activities.

Reinvesting in the downtown area will benefit the revenue generation within the city. To attract desired businesses to the downtown area, create an incentives package that can include permitting assistance, business incubator programs, and grants for improvement of historic structures.

POLICIES

C18. Establish a branded name for downtown, a wayfinding network and a marketing/tourism campaign.

C19. Relocate certain city facilities outside of the downtown area to increase the amount of tax revenue within the downtown core.

To increase the amount of property tax revenue generated within the downtown area, the City can prioritize the relocation of certain public facilities that are less active than other to make space for retail, restaurants, and other entertainment venues that would generate property tax and additional sales tax.

PHASE

Short Term (1-5 years)

LEVEL OF INVESTMENT

\$\$ - Medium

IMPLEMENTING AGENCY

Administrative Services

FUNDING TOOLS

- City of Stephenville budget allocation
- Tourism development funds

PARTNERSHIPS

- Stephenville Economic Development Authority
- Texas Historic Commission

GOALS ADDRESSED















LOCAL.

3.8. ECONOMIC DEVELOPMENT

To support economic development in Stephenville there are a number of strategies that are outlined in this plan. With a renewed focus on local businesses and entrepreneurship, the City should focus on creating lasting relationships to foster an environment that supports these groups. Additionally, as the city grows, it should focus on attracting new industries and growing the labor force to support them.

The policy statements should be used when making land use decisions and links them to the most relevant project goals.



Stephenville is home to many small local businesses.

POLICY STATEMENTS

- 1. Cultivate a thriving local business and entrepreneurial culture.
- 2. Support expansion of existing and potential industries.
- 3. Create a focused marketing strategy to attract and retain talent.
- 4. Promote a welcoming, helpful business environment.

















































TARGETED EMPLOYMENT AREAS

Stephenville is an important employment center within the region. With employers like Tarleton State University, Texas Health Harris Methodist Hospital Stephenville, and Schrieber Foods, many residents of Erath County travel to Stephenville for employment opportunities.

As Stephenville continues to grow, the City should look to provide more job opportunities in areas they have already invested in. The US 281 corridor was recently upgraded to accommodate additional traffic and is a major connection for key employers to the surrounding region.

Additionally, US 377 is an important corridor within Stephenville that connects the city to the Dallas-Fort Worth (DFW) region. This corridor also provides access to Tarleton State University, one of the largest employers within Stephenville.

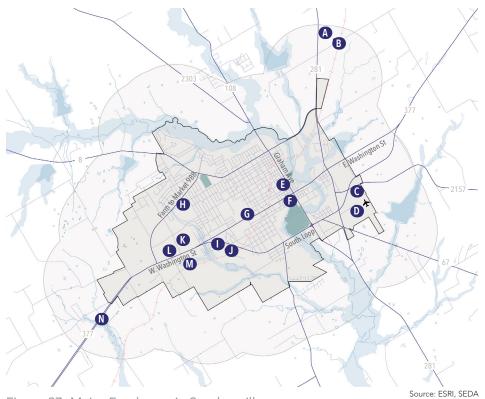


Figure 97: Major Employers in Stephenville

Table 11: Major Employers in Stephenville

Label	Name	Industry
А	Western Dairy Transport	Distribution
В	Schreiber Foods	Food Industries
С	Fibergate Composite Structures	Manufacturing
D	Outlaw Conversions	Manufacturing
E	Texas Health Harris Methodist Hospital	Healthcare
F	City of Stephenville	Government
G	Tarleton State University	Education
Н	Stephenville Independent School District	Education
I	Emerson Electric	Manufacturing
J	Paragon Industries, Inc.	Manufacturing
K	Walmart	Retail
L	TechnipFMC	Manufacturing
M	Saint Gobain	Construction
N	Square One Machine, Inc.	Manufacturing

This map highlights the areas where Stephenville should target employment as the city expands. These are areas that have infrastructure to support development, high connectivity in and around the region, and large areas of land for growth.



TechnipFMC, one of the major employers, facilities in Stephenville.

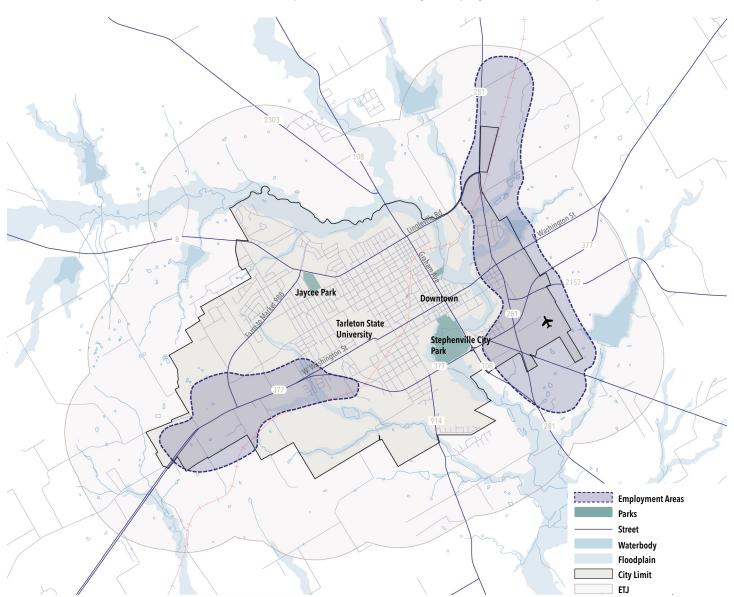


Figure 98: Targeted Employment Area Map

Source: ESRI, City of Stephenville

0 mi 5 mi 10 mi 20 mi

Stephenville Tomorrow 177

STRATEGIES

11. Make Healthcare a Major Employment Niche

Collaborate with local partners to strategically expand the presence of healthcare in the local market. A focus on expanding the healthcare sector fills an immediate regional need while also diversifying the local market into an area for which it is naturally suited. Healthcare offers the opportunity to build upon the unique combination of community and university. Growth could result in a single medical "campus" or a limited series of medical "clusters."

ACTIONS

- Establish a healthcare strategic planning session between community, university and B12 hospital leaders.
- B13 Develop a recruitment package for permanent or rotational health related professionals.
- Align development codes and incentives to attract healthcare services in desired fields C20 and locations.



Texas Health Stephenville.

PROGRAMS

B12. Establish a Healthcare strategic planning session between community, university and hospital leaders.

Creating a strategic plan to support the growth of the healthcare industry in Stephenville is an important step to ensure the community, university and hospital leaders are working towards a collective goal. Sessions should be held to determine the goals of a future strategic plan and determine what each stakeholder's role will be in achieving them.

B13. Develop a recruitment package for permanent or rotational health related professionals.

Compared to its surrounding areas, Stephenville has a low number of residents working in healthcare jobs, even with a large hospital system in the city. To attract and retain healthcare professionals, the City should develop a recruitment package, which could include relocation assistance, continuing education opportunities, and/or signing bonuses to bring more healthcare professionals to Stephenville.

POLICIES

C20. Align development codes and incentives to attract healthcare services in desired fields and locations.

When updating the development code, ensure that healthcare services are defined as uses within the code so these service can be developed in designated districts.

PHASE

Mid Term (5-10 years)

LEVEL OF INVESTMENT

\$\$ - Medium

IMPLEMENTING AGENCY

Stephenville Economic Development Authority

FUNDING TOOLS

 Grants and funding programs

PARTNERSHIPS

Tarleton State University

GOALS ADDRESSED













STRATEGIES

12. Create Neighborhood Hangouts and Other Local Attractors

A highly marketable community provides a variety of experiences and activities, including options that are often considered spots for locals. A series of small commercial areas in very close proximity to residents and students can provide lively but low-key alternatives to leaving town. Hangouts can include activities ranging from restaurants and bars with outdoor dining to activities such as sand volleyball and live music.

ACTIONS

Establish incentives for preferred, locally owned business activities.

Create "neighborhood commercial" zoning in strategic locations near neighborhoods, C21 including allowance for food trucks, local markets, outdoor dining.



Moon Tower Inn, Houston, Texas.

PROGRAMS

B14. Establish incentives for preferred, locally owned business activities.

To ensure the types of businesses the City wants to attract are able to develop in Stephenville, an incentives package should be created that can include allowing outdoor seating, providing technology infrastructure like Wi-Fi, and creating community investments funds to support these businesses.

POLICIES

C21. Create "neighborhood commercial" zoning in strategic locations near neighborhoods, including allowance for food trucks, local markets, and outdoor dining.

To support neighborhood hangouts and local attractors, create a zoning district that allows these types of business. By utilizing a form based code, there is more flexibility in the types of businesses that are allowed in neighborhoods that were previously reserved for a single use only.

PHASE

Short Term (1-5 years)

LEVEL OF INVESTMENT

\$ - Low

IMPLEMENTING AGENCY

Stephenville Economic **Development Authority**

FUNDING TOOLS

- Community investment funds
- Grants and funding programs

PARTNERSHIPS

Stephenville Chamber of Commerce

GOALS ADDRESSED













STRATEGIES

13. Expand and Enhance Regional Events and Activities

Stephenville offers a series of events, but those that are designed to draw a regional crowd include Moo-La Fest, Tarleton Stampede and the Cowboy Capital of the World PRCA Rodeo. Drawing from a larger and more frequent audience requires expanding the interest and scope of existing events and adding one or two events of a different nature. Strategic investment in events is one excellent means of changing perceptions of the community while also bringing in new guests and their disposable income.

ACTIONS

- Fund and support a limited number of new activities, festivals or events that can further grow an audience.
- C22 Examine existing festivals and seek to logically and creatively expand the activities in those that have the ability to attract a regional audience.



Performance at Moo-La Fest in Stephenville.

PROGRAMS

B15. Fund and support a limited number of new activities, festivals or events that can further grow an audience.

Utilize funds from the city budget to attract regional events to Stephenville to bring in additional visitors to the city. Additional support can include incentives for festivals and events to come to Stephenville.

POLICIES

C22. Examine existing festivals and seek to logically and creatively expand the activities in those that have the ability to attract a regional audience.

PHASE

Short Term (1-5 years)

LEVEL OF INVESTMENT

\$ - Low

IMPLEMENTING AGENCY

Administrative Services

FUNDING TOOLS

- City of Stephenville budget allocation
- Tourism development funds

PARTNERSHIPS

- Stephenville Economic Development Authority
- Stephenville Chamber of Commerce

GOALS ADDRESSED













STRATEGIES

14. Build Upon the Airport Presence

Build upon current efforts to enhance the viability and long term sustainability of Stephenville Clark Regional Airport by limiting potential encroachment that could curb airport growth, expanding the relationship with Tarleton State, increasing the quality and number of services available to owners/ companies, and utilizing the airport as the cornerstone of a strategic industrial cluster.

ACTIONS

- Collaborate with Tarleton State to expand the Aviation Science program through the **B16** airport.
- Promote development of a strategically located and sized industry cluster in vicinity of the C24 airport.
- Continue capital improvements to enhance capabilities and services available through the C25 airport.



Plane awaiting takeoff at Stephenville Clark Regional Airport.

PROGRAMS

B16. Collaborate with Tarleton State to expand the **Aviation Science program** through the airport.

Utilize the existing airport facilities to support the Aviation Science program at Tarleton University. This will be a major draw within the region for students who are looking to study Aviation Science.

C25. Continue capital improvements to enhance capabilities and services available through the airport.

Currently, the airport is undergoing major updates to support its growth. As the city continues to grow it should use its capital improvement budget to further develop its capabilities and services at the airport.

PHASE

Medium Term (5-10 years)

LEVEL OF INVESTMENT

\$\$\$ - High

IMPLEMENTING AGENCY

Administrative Services

FUNDING TOOLS

- City of Stephenville budget allocation
- Grants and funding programs

PARTNERSHIPS

- Stephenville Economic Development Authority
- Federal Aviation Administration

GOALS ADDRESSED













POLICIES

C24. Promote development of a strategically located and sized industry cluster in vicinity of the airport.

Utilize the Targeted Employment Areas map to guide the development of specific industries that will support the airport to the surrounding region.

STRATEGIES

15. Be Open and Shovel-Ready for Growth

Opportunities will arise from local employers such as local manufacturers or from outside. The City should be fully equipped to pursue those business opportunities that meet a set of established criteria, including fit with local community character and the vision established by the Comprehensive Plan. Preparation includes strategic capital improvements, maintaining a job-ready labor pool and incentives for the right projects.

ACTIONS

- Build upon local skills development/apprenticeship programs to train and pivot as the **B17** market demands.
- B18 Expand the city's array of financial incentives to meet the unique needs of preferred businesses.
- Budget annually for small business incentives/programs in collaboration with partners. B19
- Implement capital improvements that allow targeted areas of the community to be more C26 marketable.
- Build innovation and entrepreneurship into community/local marketing efforts.



Green Infrastructure in Preparation for Site Development.

PROGRAMS

B17. Build upon local skills development/apprenticeship programs to train and pivot as the market demands.

Create programs in conjunction with Tarleton State University and Ranger College to support local talent within Stephenville. These programs can include apprenticeship opportunities and skill building programs.

B18. Expand the city's array of financial incentives to meet the unique needs of preferred businesses.

Work with the Stephenville **Economic Development** Authority to expand its package of incentives for businesses that are interested in locating in Stephenville. These incentives can include tax incentives, workforce programs, and grant programs.

B19. Budget annually for small business incentives/ programs in collaboration with local partners.

Create a program that supports the development of small businesses within the community. Partner with SEDA, the Stephenville Chamber of Commerce, and Tarleton State University to reserve funding and hold space for these businesses.

POLICIES

C26. Implement capital improvements that allow targeted areas of the community to be more marketable.

Fund projects through the Capital Improvements Budget that support development within target employment areas for potential employers to move in.

C27. Build innovation and entrepreneurship into community/local marketing efforts

As part of the city's marketing efforts to attract new industries, highlight the efforts put into building a strong labor force in Stephenville through the programs that are implemented.

PHASE

Long Term (10+ years)

LEVEL OF INVESTMENT

\$\$ - Medium

IMPLEMENTING AGENCY

Stephenville Economic **Development Authority**

FUNDING TOOLS

- City of Stephenville budget allocation
- Grants and funding programs

PARTNERSHIPS

- Stephenville Chamber of Commerce
- Tarleton State University

GOALS ADDRESSED















4. IMPLEMENTATION

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4.1. OVERVIEW

Implementation strategies provide a roadmap for success. This section provides strategies that the City of Stephenville and local leaders can use to implement the Stephenville 2050 Comprehensive Plan. With an emphasis on the planning and regulatory framework, incentives, financial tools, and capital improvements, the strategies

provide the necessary actions that will advance the longterm vision of the plan. The following pages present each strategy in detail, including a list of actions, potential funding sources and leading entities.

These strategies serve as a valuable guide for the City of Stephenville and its partners in shaping programs, establishing priorities, allocating resources,

and measuring progress. It is important to periodically review and update this section to ensure its continued relevance as the downtown area evolves.

As ongoing work progresses, new collaborations will be formed, additional funding sources will be identified, and successful projects will open up new opportunities for further enhancements.



4.2. ELEMENTS OF IMPLEMENTATION

Action Steps

Action steps provide guidance about where and how to start implementing each of the recommendations. Action steps also help in planning for full implementation and establishing when funding sources will be needed.

Phase

Implementation phases are estimated time frames for initiation to completion of each recommendation. They are classified as follows:

- Short-term (1-5 years): These are typically less complex recommendations which require fewer resources and involve fewer partners for implementation. It also includes projects which are currently in advanced planning or full design stage.
- Mid-term (5-10 years): These are recommendations that may require more resources and planning than the 5-year horizon.
- Long-term (10+ years): These recommendations typically require a large amount of capital and coordination between different partners. Their implementation may begin earlier but may include a number of phases to construct, taking the full completion of the recommendation past the 10 year horizon.

Level of Investment

Level of investment designations help to provide planning level estimates for future budgets, resources, and funding sources. The symbology for the designations is described here:

- \$ Low Typically includes allocating or reallocating existing resources, staff time, and partner coordination. A low level of investment does not typically require capital expenditures.
- \$\$ Medium Typically includes design, studies, aesthetic enhancements and limited infrastructure improvements.
- \$\$\$ High Typically includes construction of significant infrastructure that would be part of a Capital Improvement Program.

Potential Funding Sources

Potential funding sources are included for each recommendation. Funding strategies are to assist the City of Stephenville in seeking available funding. Every strategy is not applicable in every case; however, a single strategy may be utilized to fund multiple recommendations. Potential funding sources include:

- City of Stephenville Budget
- Bonds
- State Grants
- Funding Programs
- Public-Private Partnerships

- Tax Increment Districts
- Debt
- Private Organizations and Developers
- Parks Capital Fund
- Erath County

Potential Partnerships

Public, private, and community organizations have roles to play in contributing to the implementation of these recommendations. Partners can play a number of different roles including:

- Organize
- Advocate
- Initiate
- Participate
- Lead

Examples of organizations include:

- City of Stephenville Departments
- Main Street Board
- Local businesses and property owners
- Community organizations
- Historic Preservation Committee
- Erath County
- State of Texas
- Stephenville Chamber of Commerce
- Stephenville Independent School District (SISD)



Projects are built, permanent, physical changes.



Programs are one-time events or ongoing actions that influence the study area but do not require permanent physical changes.



Policies are legal norms, rules, or definitions that control and influence future changes.

Each Project, Program or Policy ties back to our previous goals:



Housing Supply



Community Character



Mobility



Parks & Community Services



Downtown



Resilience

Each Project, Program or Policy includes the following elements:



4.3. IMPLEMENTATION SUMMARY

#	Recommendation	Phase	Level of Investment
1	Update Zoning Ordinances for Infill Development	Short Term	\$
2	Codevelop (Tarleton and Stephenville) an Activity Center	Mid Term	\$\$\$
3	Increase Non-Student Housing Alternatives	Short Term	\$
4	Encourage Student Housing Adjacent to Campus	Short Term	\$\$
5	Discourage Displacement	Short Term	\$
6	Work with TXDOT to Address Targeted Intersections	Long Term	\$\$
7	Address Existing and Prevent Future "Stroads"	Long Term	\$\$
8	Develop a Multi modal Loop to Connect Tarleton State University & the Downtown	Mid Term	\$\$
9	Adopt a Local Historic Overlay	Short Term	\$
10	Rebrand and Grow Downtown into a Regional Destination	Short Term	\$\$
11	Make Health Care a Major Employment Niche	Mid Term	\$
12	Create Neighborhood Hangouts and Other Local Attractors	Short Term	\$
13	Expand and Enhance Regional Events and Activities	Short Term	\$
14	Build Upon the Airport Presence	Medium Term	\$\$\$
15	Be Open and Shovel-Ready for Growth	Long Term	\$\$



4.4. IMPLEMENTATION PLAN

#	RECOMMENDATION	DESCRIPTION	#	ТҮРЕ	ACTION
			B1	Program	Consider programs to help existing programd build accessory dwelling units.
			C1	Policy	Update development standards to allow missing middle housing.
	Update Zoning	The city will update development standards to allow a variety of housing types to support infill	C2	Policy	Update the zoning code to a form-base
1	Ordinances for Infill Development	development and support the creation of new mixed-use centers.	C3	Policy	Implement pattern zones to encourage development.
			C4	Policy	Update the parkland dedication ordinan development is contributing its fair share
				Policy	Update the zoning code to support a va different areas of the city.
			A1	Project	Create a small area plan specific to this a
2	Codevelop (Tarleton and Stephenville) an Activity Center	Create an activity hub on the southwestern corner of Tarleton State University as a partnership between the university and the city to support economic activity and additional housing development in Stephenville.		Program	Create a "Town and Gown" committee tand Gown Association (ITGA) to ensure ongoing.
	3 Increase Non-Student	Encourage development of housing that caters to		Program	Create a targeted housing incentive pro preferred housing.
3		the demands of the local non-student population including professors, doctors and various other professionals that are being actively recruited to the area.	C6	Policy	Define specific types of housing, targete promoted, and number of units.
	Housing Alternatives		C7	Policy	Establish design standards and zoning redesign and protect neighborhoods.
			C8	Policy	Define purpose-built student housing as
		Support the development of purpose-built	C9	Policy	Designate areas where Purpose-Built Stu
4	Encourage Student Housing Adjacent to Campus	housing in the area surrounding Tarleton State University, as they can contribute to improvements in pedestrian infrastructure and help to establish walkability.	C10	Policy	Update development standards to ensu
				Program	Consider strategies to prevent displacer upgrades that may lead to increased proneighborhoods.
5	Discourage Displacement	nt Discourage displacement by encouraging the preservation of naturally occurring affordability in the form of smaller lots and smaller units.	C11	Policy	Update development standards to allow on infill lots.

s	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIP	IMPLEMENTING AGENCY	GOALS ADDRESSED					
perty owners achieve financing			City of								
rand encourage high quality				Real estate							
d code.			Stephenville budget allocation,	and business	Development						
certain types of residential	Short Term	\$	Grants and funding programs	community, Property owners,	Services						
ice to make sure new e of parkland.			runding programs	Residents							
riety of lodging opportunities in											
area.				Tarleton State							
through the International Town this partnership is codified and	Mid Term	\$\$\$	Tax Increment District, ITGA funding programs	University, ITGA, Stephenville Economic Development Authority	Development Services						
gram that spurs growth of				Texas State							
ed markets, locations to be	Short Term	Short Term	Short Term	Short Term	Short Term	Short Term	Short Term \$	City of Stephenville budget allocation,	Affordable Housing Corporation,	Development Services	
equirements to promote good			Grants and funding programs	Local builders and developers	Jervices						
a use in the zoning.											
udent Housing is allowed.			ITGA funding	Tarleton State							
re walkability is met.	Short Term	:Term \$\$	programs, Grants and funding programs	University, ITGA, Local builders and developers	Development Services						
ment when making infrastructure operty values in lower income			City of	Non-profit affordable							
rmore smaller homes to be built	Short Term	\$	Stephenville budget allocation, Grants and funding programs	housing providers, Local builders and developers	Development Services						

KEY:



Community

Character











Resilience

#	RECOMMENDATION	DESCRIPTION	#	TYPE	ACTION
			A2	Project	Coordinate with TXDOT to conduct a sa "hotspots" within the transportation net
6	Work with TXDOT to Address Targeted Intersections	Establish a comprehensive understanding of TXDOT's guidelines and protocols regarding intersection enhancement and management through research and communication.		Project	Design the street grid connections with (Timing of projects, Design of roads, etc design process.
		Tailor an approach towards tackling specific	B5	Program	Create a toolbox of possible alternatives citywide.
7	Address Existing and Prevent Future	problems within the transportation network that consider the unique characteristics of each		Policy	Coordinate with TXDOT regarding a transtudy.
,	"Stroads"	location, to minimize the opportunities for conflicting land use patterns and unsafe road	C13	Policy	Enforce TXDOT access management po
		designs otherwise known as "stroads."		Policy	Explore driveway design standards to im turning.
	Develop a Multi modal Loop to Connect Tarleton State University and the Downtown	Create a safe and active transportation alternative connecting Downtown, Tarleton State University, and existing neighborhoods.	A4	Project	Design roads to offer opportunities for v
8			C15	Policy	Participate in TXDOT's Turnback programoperations of Washington Street.
			В7	Program	Invite residents to nominate their favorit
			В8	Program	Highlight the Historic Tax Credit on the I
9	Adopt a Local Historic Overlay	Create a solidified historic overlay for downtown to allow the city to support it's historic infrastructure and local aesthetic.		Program	Begin developing a set of design and m downtown with training.
				Policy	Using the city's National nomination, cer structures that contribute to the history
				Policy	Include a historic streets' overlay in the h
		Create a branded "district", add urban spaces	B10	Program	Survey area residents and visitors to det desired in a downtown destination.
10	Rebrand and Grow Downtown into a	push toward the "Rule of 10s" - 10 unique		Program	Offer a series of incentives to spur reinve businesses and activities.
	Regional Destination			Policy	Establish a branded name for downtowr marketing/tourism campaign.
				Policy	Relocate certain city facilities outside of the amount of tax revenue within the do

S	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIP	IMPLEMENTING AGENCY	GOALS ADDRESSED
fety study to determine work. flexibility and safety in mind.) and include developers in the	Long Term	\$\$	State and regional transportation funding City of Stephenville budget allocation	TXDOT	Public Works	
fic engineering operations licy. prove traffic flow and smooth	Long Term	\$\$	SS4A Grant, Increased values from infill development and redevelopment	TXDOT, Development Community	Public Works	
various mobility options. m to take over maintenance and	Mid Term	\$\$	SS4A Grant, Increased values from infill development and redevelopment	TXDOT, Tarleton State University, Development Community	Public Works	
e legacy businesses. Main Street webpage. aintenance guidelines for ntralize the overlay around the and culture of the area. nistoric ordinance as a district.	Short Term	\$	Historic Tax Credits, Tourism development funds	State of Texas, Texas Historic Commission	Administrative Services	
ermine the types of businesses estment, particularly in desired n, a wayfinding network and a the downtown area to increase wntown core.	Short Term	\$\$	City of Stephenville budget allocation, Tourism development funds	Stephenville Economic Development Authority, Texas Historic Commission	Administrative Services	

KEY:







Mobility Parks & Community Services



Downtown



Resilience

#	RECOMMENDATION	DESCRIPTION	#	TYPE	ACTION
	Make Health Care a	Collaborate with local partners to strategically		Program	Establish a Health Care strategic plannir university and hospital leaders.
11	Major Employment Niche	expand the presence of health care in the local market.	B13	Program	Develop a recruitment package for pern related professionals.
			C20	Policy	Align development codes and incentive in desired fields and locations.
			B14	Program	Establish incentives for preferred, locally
12	Create Neighborhood Hangouts and Other Local Attractors	Provide a variety of experiences and activities, including options that are often considered spots for locals and a series of small commercial areas in very close proximity to residents and students that can provide lively but low-key alternatives to leaving town.	C21	Policy	Create "neighborhood commercial" zor neighborhoods, including allowance for outdoor dining.
			B15	Program	Fund and support a limited number of n that can further grow an audience.
13	Expand and Enhance Regional Events and Activities	Expand the interest and scope of existing events and add one or two events of a different nature to bring in new guests and their disposable income.	C22	Policy	Examine existing festivals and seek to lo the activities in those that have the abilit
			B16	Program	Collaborate with Tarleton State to expar through the airport.
14	Build Upon the Airport Presence		C24	Policy	Promote development of a strategically cluster in vicinity of the airport.
17			C25	Policy	Continue capital improvements to enharavailable through the airport.
			B17	Program	Build upon local skills development/app and pivot as the market demands.
		Pursue business opportunities that meet a set of established criteria, including fit with local community character and the vision established by the Comprehensive Plan. Preparation includes strategic capital improvements, maintaining a job-ready labor pool and a incentives for the right projects.	B18	Program	Expand the city's array of financial incent of preferred businesses.
15	Be Open and Shovel- Ready for Growth		B19	Program	Budget annually for small business incer with local partners.
			C26	Policy	Implement capital improvements that al community to be more marketable.
				Policy	Build innovation and entrepreneurship in efforts.

s	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIP	IMPLEMENTING AGENCY	GOALS ADDRESSED													
ng session between community,	Mid Term	\$\$	Grants and funding programs	Tarleton State University	Stephenville Economic Development														
s to attract health care services				·	Authority														
owned business activities.																			
ning in strategic locations near food trucks, local markets,	Short Term	\$	Community investment funds Grants and funding programs	Stephenville Chamber of Commerce	Stephenville Economic Development Authority														
ew activities, festivals or events			C:L(Stephenville															
gically and creatively expand cy to attract a regional audience.	Short Term	\$	City of Stephenville budget allocation, Tourism development funds	Economic Development Authority, Stephenville Chamber of Commerce	Administrative Services														
nd the Aviation Science program				C. 1 '11															
located and sized industry	NA: I T	Mid Term	ታ ታታ	City of Stephenville budget allocation,	Stephenville Economic Development	Administrative													
nce capabilities and services	iviia term	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	333	Ğra	Grants and funding programs	Authority, Federal Aviation Administration	Services	
renticeship programs to train																			
tives to meet the unique needs			City of	Stephenville	Ctanban, illa														
ntives/programs in collaboration	Long Term	Long Term	\$\$	Stephenville budget allocation,	Chamber of Commerce,	Stephenville Economic Development													
low targeted areas of the			Grants and funding programs	Tarleton State University	Authority														
nto community/local marketing																			

KEY:





Community Character



Mobility Pa



Parks & Community Services



Downtown



Resilience



5. APPENDIX

A. MARKET POSITIONS REPORT22	26	6
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TEPHENVILLE 2050 Y HONORING OUR LEGACY, EMBRACING OUR FUTURE

DEVELOPMENT SERVICES COMMITTEE UPDATES

5/15/2024









AGENDA

SCHEDULE & OVERVIEW(5 Min.)	MEETINGS & OUTCOMES (20 Min.)	NEXT STEPS (5 Min.)
SCHED	MEETII	NEXT S

SCHEDULE & OVERVIEW

PUBLIC HEARINGS **REVIEW & ADOPT SPRING 2024** DRAFT PLAN PUBLIC WORKSHOP 3 **WINTER 2024** PRIORITIZE Early March PUBLIC WORKSHOP 2 11/16 DEFINE A PATH FORWARD **FALL 2023** PUBLIC WORKSHOP 1 8/17 **SET VISION & GOALS SUMMER 2023** KICK OFF & FOCUS GROUPS 6/15

WE ARE HERE

STEPHENVILLE 2050 THOORING OUR LEGACY, EMBRACING OUR FUTURE

5/14/2024 | 4

LIONHEART PROCESS



Think

Develop a strong strategy to guide the management of the work, and achievement of project goals.

Investigate

Review the physical, environmental, community, financial, and regulatory context against project goals to understand baseline conditions.

Create

Design concepts and recommendations, test the concepts, and measure them against our project goals and baselines to create a preferred plan.

Share

Package the final plan as an easy to digest, graphical, and a beautiful document to share with implementation partners, community, and policy makers.

5/14/2024 | 5



PUBLIC ENGAGEMENT OVERVIEW

ADVISORY COMMITTEE

Mark McClinton City Council

mmcclinton@stephenvilletx.gov

countyjudge@co.erath.tx.us

Brandon Huckabee

Erath County

durfey@stephenvilletx.gov City Council

LeAnn Durfey

rhines@hifamll.com

Landowner

Randy Hines

David Baskett City Council

dbaskett@stephenvilletx.gov

Eric Cederstrom Stephenville ISD

eric.cederstrom@sville.us

Curt Plaxco Chamber

stephenvilleNaz@hotmail.com

Tarleton State University lbeaty@tarleton.edu Lori Beaty

GregBruner@brunerauto.com **Greg Bruner** Landowner

colliermb@aol.com

Social Services

Metta Collier

Chris Gifford, Chair Development Authority Stephenville Economic chris@giffordtv.com

Erath Historical Commission Idsmithscouter@gmail.com

Larry Smith

Chelsey Veldhuizen, Chair chelsey@veldhuizencheese.com Tourism & Visitors Bureau Advisory Board

Main Street Advisory Board Ritacook50@gmail.com Rita Cook, Chair

Development Community beaumayo@live.com Beau Mayo

> Real Estate Community casehorton@gmail.com

Case Horton

joelchandlerallen@gmail.com Development Community Joel Allen

claudiaeisenmann@texashealth.org

Social Services

Claudia Eisenmann, CEO

Chad Decker, Hard Eight **Business Community**

Gerald Cook - At Large chad@hardeightbbq.com gcook49@gmail.com

Kenny Weldon - At Large ikweldon2@gmail.com

Bruce Delator - At Large texbvd@yahoo.com Marc McKendree - At Large

Jason Ripley, TechnipFMC

Development Community

reagan@reloadcap.com

Reagan Thompson

jason.ripley@technipfmc.com

Business Community

5/14/2024 | 7



5/14/2024 | 8

KEY STAKEHOLDER ENGAGEMENT DATES

Setting a Vision and Goals

- June 15, 2023 Site Visit, Focus Groups, & Advisory Committee #1
- August 9, 2023 Advisory Committee #2
- August 17, 2023 Public Meeting #1
- September 8, 2023 Part I: Stephenville 2050

Defining a Path Forward

- October 26, 2023 Advisory Committee Meeting #3
- November 16, 2023 Public Meeting #2

Prioritizing Implementation

- February 13, 2024 Advisory Committee Meeting #4
- Early March 2024 Public Meeting #3
- April and May Workshops



SETTING A VISION AND GOALS | SITE VISITS & FOCUS GROUPS













More support needed for infrastructure specifically recently annexed land in the and services as population grows, east of the city.

options needed Downtown to More retail and entertainment

increase foot traffic supported by branding, signage, and

placemaking.

SETTING A VISION AND GOALS | SITE VISITS & FOCUS GROUPS

not enough lodging available.

Not many **options for** transportation other

> Need for more quality housing, specifically multifamily, without sprawling out due to high development costs.

services within Stephenville due to the Need more support for all emergency increase in population.

and traffic continues to than personal vehicles population increases worsen as the

The city has a great regional park but needs more small parks with more activities and recreation. 5/14/2024 | 10

work with the city to ensure its **Tarleton** is growing and should

growth is supported by and in partnership with the city.

STEPHENVILLE 2050 HONDRING OUR FUTURE

SETTING A VISION AND GOALS | PUBLIC MEETING 1

50 Participants

<u>Goal:</u> Share initial findings on existing conditions and collect public input.

Participants answered a variety of live polling questions throughout the presentation to provide input on a variety of topics. They also provided feedback on numerous boards following the presentation.

Additionally, participants took part in a participatory budget activity. The most "funded" category was *Street Maintenance*.





DEFINING A PREFERRED PATH FORWARD | PUBLIC MEETING 2

32 Participants, 5 Tables

Goal: Create a map of 'future' Stephenville that accommodates the people projected to move here.

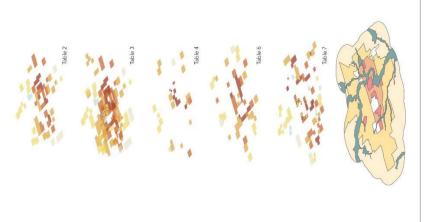




41,884 Residents

16,820 Dwelling Units

4,712 Jobs



STEPHENVILLE 2050 THOUSENG OUR FUTURE

Item 7.

PRIORITIZE IMPLEMENTATION | PUBLIC MEETING 3

22 Participants, 5 Tables

Goal: Select and prioritize Implementation Strategies.





DOCUMENT OVERVIEW





Housing Supply – Expand and diversify housing supply that meets the needs of all ages, abilities, households, and income levels.



university community and welcoming place to live. Community Character – Enhance and balance community, regional center, vibrant downtown, the character of Stephenville as a rural



PG. 30-31

economically thriving place to live, work, visit, and **Downtown** – Revitalize and enhance downtown Stephenville as a vibrant, pedestrian-friendly, and gather.

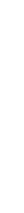


Resilience – Empower the Stephenville community organizations to improve fiscal and social health, and with strong regional and local partnerships including educational, governmental, healthcare, and social support integral city services and infrastructure.



Mobility - Enable safe and healthy mobility

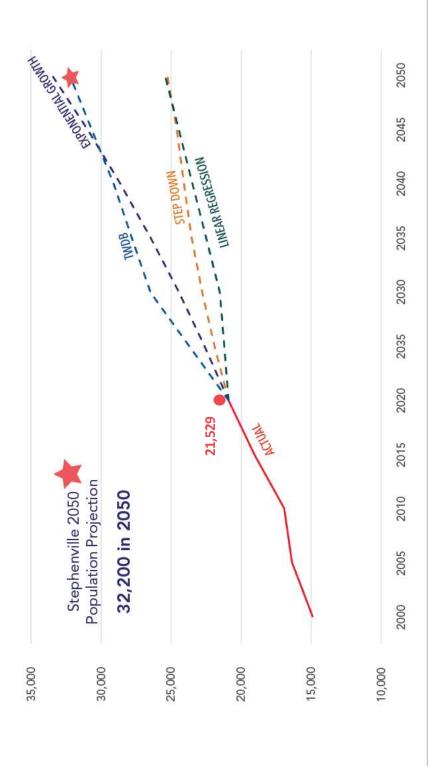
options for all Stephenville residents.





STEPHENVILLE 2050 POPULATION PROJECTIONS

PG. 37



STEPHENVILLE 2050 THOUSING OUR LEGACY, EMBRACING OUR FUTURE

TRANSPORTATION

STEPHENVILLE 2050 POLICY STATEMENTS

LAND USE

Promote infill development to maximize the use of existing infrastructure and land.

Develop new parks accessible to all residents.

S

- 3. Maintain the edge between rural and urban and prevent sprawling development that does not contribute to the character of Stephenville.
- 4. Create complete communities that include a mix of uses and support a wide variety of housing choices.
- 5. Relieve pressure in neighborhoods by adding purpose-built student housing close to campus.

HOUSING

DOWNTOWN

Provide diverse housing options to all residents.

Support growth with infill development.

2

Prioritize the character of existing neighborhoods.

3

Leverage existing downtown assets to support more small

5

businesses

 Increase student housing opportunities adjacent to campus.

3

- **ECONOMIC DEVELOPMENT**
- Cultivate a thriving local business and entrepreneurial culture.

Enhance public spaces such as parks, plazas, and streetscapes

4

enhanced mobility network.

Improve connection to the downtown through an to provide gathering places for community engagement

and social interaction.

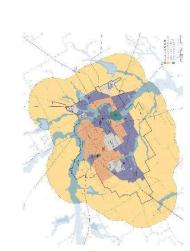
- 2. Support expansion of existing and potential industries.
- Create a focused marketing strategy to attract and retain talent.
- 4. Promote a welcoming, helpful business environment.

- 1. Prioritize the City's Capital Improvement Program dollars for maintaining, enhancing, and improving the function of existing streets before
- Enable all modes of travel through new and enhanced streets.

extending to new areas.

Enhance the character and experiences in downtown.

- 3. Optimize the transportation network by ensuring that roads are designed to efficiently move people and goods while streets are designed to build community wealth within a successful place.
- 4. Connect new streets to Stephenville's existing street grid and be consistent with traditional block sizes in Stephenville.
- 5. Improve access management policies to prolong the life and function of major roads and corridors.



Growth Sectors Map



Future Land Use Map



Targeted Employment Areas Map

5/14/2024 | 18



PG. 113









LAND USE | GROWTH SECTORS Conservation (S1)

Valuable as Open Space

Rural Activity (S2)
Infrastructure not available

Controlled Growth (S3)

Infrastructure is planned or partial

Infill Growth (S4)

Infrastructure exists New development is complimentary

High Growth (S5)

Infrastructure exists Redevelopment is encouraged and inline with Activity Center Goals.





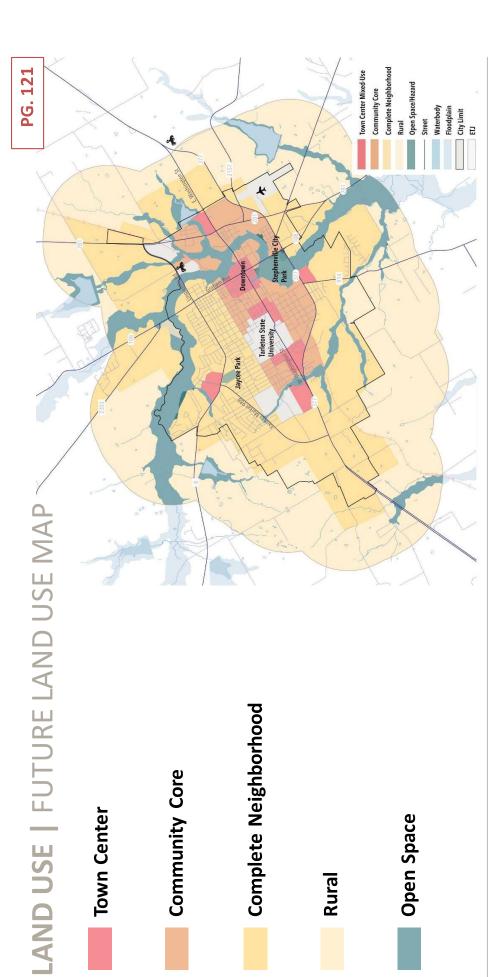
Suitable for Infill Development (S4) Suitable for Controlled Growth (S3)

Suitable for High Growth (S4)

Suitable for Rural Activity (S2)

Suitable for Conservation (S1)

Waterbody Floodplain



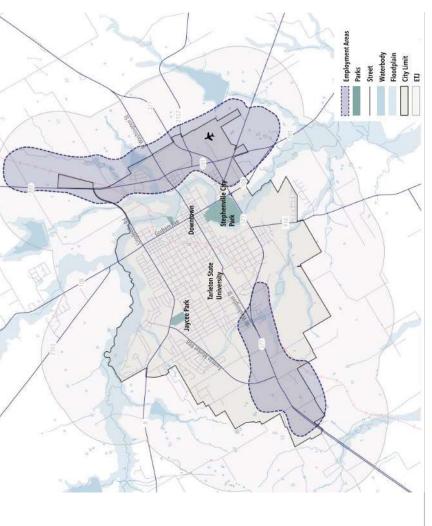


PG. 164



ECONOMIC DEVELOPMENT | TARGETED EMPLOYMENT

Areas that have infrastructure to support development, high connectivity in and around the region, and large areas of land for growth.





IMPLEMENTATION ROADMAP OVERVIEW

PG. 213





Projects are built, permanent, physical changes.

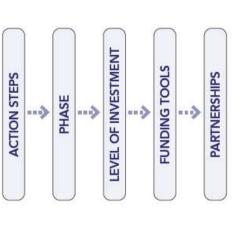


influence the study area but do not require permanent physical changes. Programs are one-time events or ongoing actions that **PROGRAMS**



Policies are legal norms, rules, or definitions that control and influence future changes.

Each Project, Program or Policy includes the following elements:



Each Project, Program or Policy ties back to our previous goals:







Mobility

Community Character

Housing Supply





Resilience

STEPHENVILLE 2050 THOUSING OUR LEGACY, EMBRACING OUR FUTURE

5/14/2024 | 24

GOALS 電冷 IMPLEMENTING AGENCY Development Development Services Development Services Texas State Affordable Housing Corporation, Local builders and developers POTENTIAL PARTNERSHIP Real estate and business community, Property owners, Residents Tarleton State University, ITGA, Stephenville Economic Development Authority City of Stephenville Budget allocation, Grants and funding programs City of Stephenville budget allocation, Grants and funding programs Tax Increment District, ITGA funding programs POTENTIAL FUNDING SOURCES PHASE LEVEL OF INVESTMENT \$88 Short Term Short Term Mid Term Update the zoning code to support a variety of lodging opportunities in different areas of the city. Create a "Town and Gown" committee through the International Town and Gown Association (ITGA) to ensure this partnership is codiffied and originity. Consider programs to help existing property owners achieve financing and build accessory dwelling units. Establish design standards and zoning requirements to promote good design and protect neighborhoods. Update development standards to allow and encourage high quality missing middle housing. Implement pattern zones to encourage certain types of residential Define specific types of housing, targeted markets, locations to be promoted, and number of units. Create a targeted housing incentive program that spurs growth of preferred housing. Update the parkland dedication ordinance to make sure new development is contributing its fair share of parkland. Update the zoning code to a form-based code Create a small area plan specific to this area. **ACTIONS** Program Program Project Policy Program Policy Policy Policy Policy Policy Policy TYPE B3 B1 C2 S C4 CS A1 82 90 12 5 Encourage development of housing that caters to the demands of the local non-student population including professors, doctors and various other professorals that are being actively recruited to the area. Create an activity hub on the southwestern corner of Tarleton State University as a partnership between the university and the city to support economic activity and additional housing development in Stephenville. The city will update development standards to allow a variety of housing types to support infill development and support the creation of new mixed-use centers. DESCRIPTION # RECOMMENDATION Codevelop (Tarleton and Stephenville) an Activity Center Increase Non-Student Housing Alternatives Update Zoning Ordinances for Infill Development m

IMPLEMENTATION ROADMAP OVERVIEW | EXAMPLE

























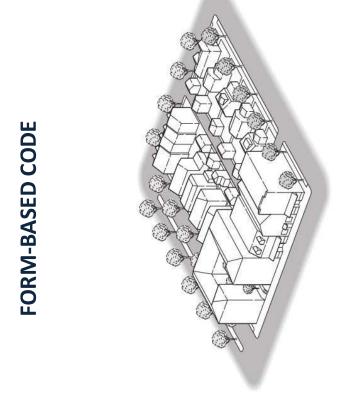
PROJECT METRICS

Goal Metric	Amenities per capita [playgrounds, spraygrounds, trails, sports courts, pools, golf			ತ್ತರ್ Land per capita			Percent of nouses within % mile of park/ community center	Number of businesses	Value / Acre	Number of va cant buildings			E Linearteet of GF activation	O Upper floor Vacancy / Activation	Land Use Mix	Things you can improve and/or adaptive reuse	Boundary of Downtown	Fiscally resilient develonment natterns			Addiences and Attractors	S Namber of Jobs	Percent of properties with positive net revenue		
Goal Metric	Housing Gap – Difference in number of existing units in each income category compared to the number of households in each income category	ক্ৰ Also look at the comparison of bedrooms to household size	Ratio of new units created annually to new population	Percent of renters spending > 30% of income on housing	Costar-Student Housing & Multifamily	Examples of density	Service cost per housing unit	Compare student housing growth with Student body increase	Housing Diversity Index	b Number of visitors per year	Bopulation Density per acre over time	Service Population trends	Community I dentity		Urban to Rural – Community Edges	Historic Development Pattern – Size of parcels vs size of housing units over time		Unique Character – not a Iways up to code but still important character	Miles of new sidewalks adjacent to schools; parks; and transit routes	Percent of Infrastructure more than 30 years old	Number of calls to emergency services	ह्न Residents within centers	Safety-Hot Spots, LTS Analysis	Walk Score, Bike Score, Transit Score	Access Management and Intersection Density on Major Highways



CONVENTIONAL VS. FORM-BASED CODES

CONVENTIONAL / **USE-BASED CODE**







ELEMENTS OF A FORM BASED CODE

1. Regulating Plan

map of the A plan or

regulated

locations where different building form standards area designating the

apply.

2. Public Standards

elements in Specifies

the public

street trees and furniture, lanes, on-street parking, realm: sidewalk, travel

public realm.

3. Building Standards

Regulations

functions of buildings that define and shape the configurations, and the features, controlling

4. Administration

defined and A clearly

streamlined

5. Definitions

precise use of A glossary to ensure the

technical terms.

application and project review process.

HOW CAN FORM BASED CODES HELP?

VERSION 1



VERSION 3



VERSION 2



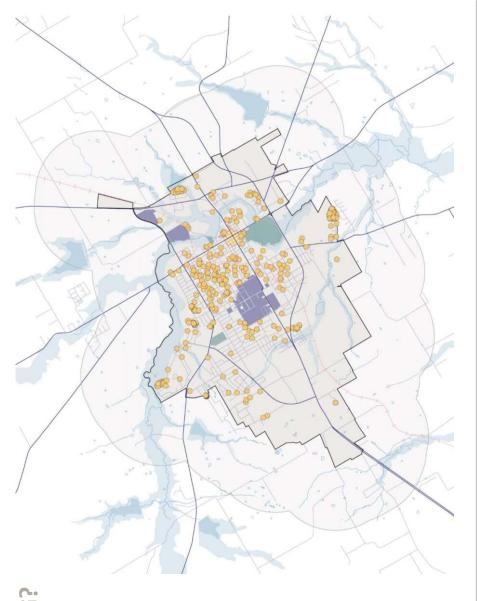
VERSION 4





WHERE IS INFILL HAPPENING?

Residential Building Permits from 2017 - 2022





ACCESSORY DWELLING UNITS

EXAMPLES











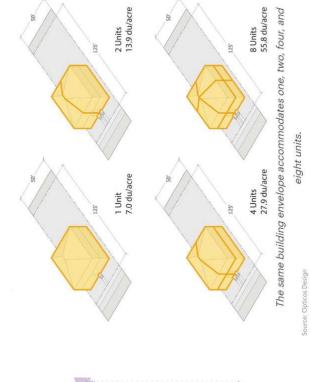






COTTAGE COURTS

SCALE OVER DENSITY





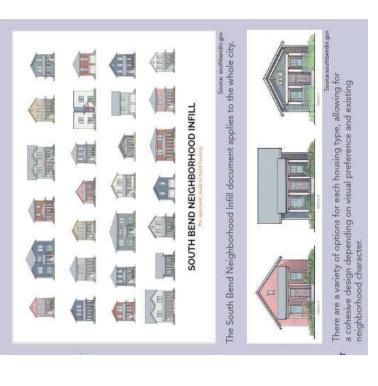


PATTERN ZONING

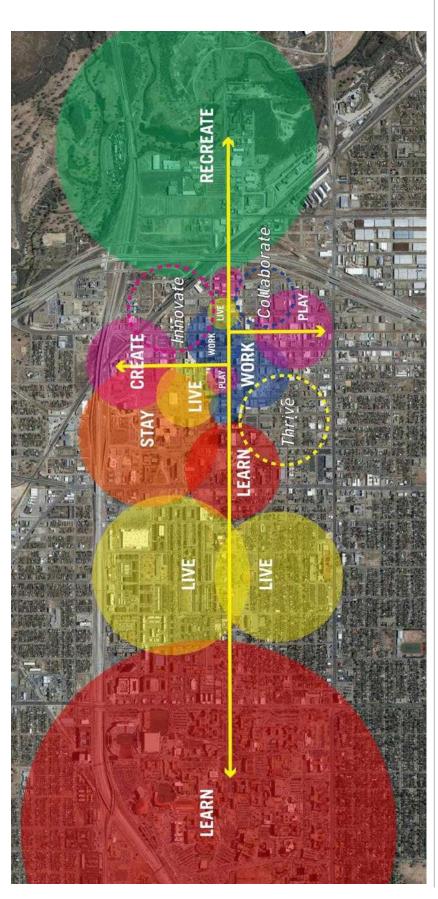
BRYAN, TX



SOUTH BEND, IN











STEPHENVILLE 2050 HONORING OUR LUTURE

AUSTIN, TX

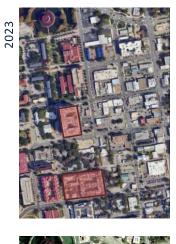
OTHER COLLEGE TOWNS













2023

2002

LUBBOCK, TX









STEPHENVILLE 2050 HONDRING OUR LEGACY, EMBRACING OUR FUTURE







mobility. It is a hub for commerce, entertainment, education, and culture, with numerous offices, shops, restaurants, The mixed-use town center district is a dynamic center that encourages a mix of uses including residential, including purpose-built student housing, offices, retail, and recreational at higher densities to promote walkability and micro-

Residents: 300 residents

theaters, and art galleries.

Dwelling Units: 120 units

Jobs: 75 jobs

Housing Types Allowed:

- Duplex/Triplex/Fourplex
- Courtyard Housing
- Townhouses
 - Apartments

Building Heights: 2-5 stories













housing types to accommodate a range of residents, including purpose-built student housing. Local businesses, such as grocery stores and cafes, cater to the needs of the nearby residents and parks and green spaces provide recreational The community mixed-use district accommodates a mix of uses at a medium density. This district encourages a mix of opportunities.

Residents: 270 residents

Dwelling Units: 108 units

Jobs: 40 jobs

Housing Types Allowed:

- Small Lot Single Family
- Duplex/Triplex/Fourplex
- Courtyard Housing
- Townhouses
 - Apartments

Building Heights: 2-3 stories















COMPLETE NEIGHBORHOOD

of housing types to accommodate a range of residents, including purpose-built student housing. Local retail and service The neighborhood residential district accommodates a mix of uses at a moderate density. This district encourages a mix businesses are located on active corridors and parks and green spaces are integrated within the district.

Residents: 125 residents

Dwelling Units: 50 units

Jobs: 15 jobs

Housing Types Allowed:

- Small Lot Single Family
- Duplex/Triplex/Fourplex
- Courtyard Housing
- Townhouses

Building Heights: 1-2 stories















RURAL NEIGHBORHOOD

RN 10 AC

natural environment. Neighborhood commercial uses are allowed on corridors within the district to serve residents The rural residential district accommodates a mix of low-density housing, open spaces, and the preservation of the

Residents: 10 residents

needs.

Dwelling Units: 4 units

Jobs: 2 jobs

Housing Types Allowed:

- Single Family, Detached

- Duplex/Triplex/Fourplex

Building Heights: 1-2 stories









AGRICULTURAL **AG**

The district accommodates mostly agricultural uses and open space. This district encourages housing at low densities, in addition to certain commercial uses that support the needs of residents in the district.

Residents: 2 residents

Dwelling Units: 1 unit

Jobs: 1 job

Housing Types Allowed:

- Single Family, Detached

Building Heights: 1-2 stories











PURPOSE BUILT STUDENT HOUSING

10 AC

with amenities tailored to college students, such as individual leases, study areas, fully for residents in higher education, typically Purpose built student housing is designed furnished units, and roommate matching. located near a college campus and often

This type of housing can be accommodated in three land use categories:



Mixed Use Town Center



CMU



S











Item 7.

OS/H OPEN SPACE/HAZARD

within a floodplain or other areas that are Open Space/Hazard includes areas where discouraged. These are typically located more likely to experience inclement further development should be weather events.

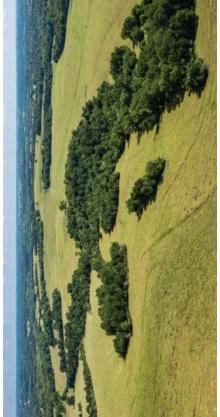
Examples of these are:

- Areas in the floodplain
- **Environmentally sensitive features**
- Land for farming or ranching









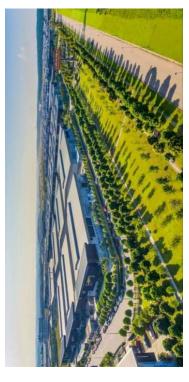


SPECIAL DISTRICT **SD** 10 AC

include commercial, industrial, or civic uses. Special Districts are areas that are typically designated as a single use. This use can

Examples of this are:

- **Industrial Parks**
- Universities
- Retail Centers
- Airports









OUTCOMES | ALTERNATIVE MAPS

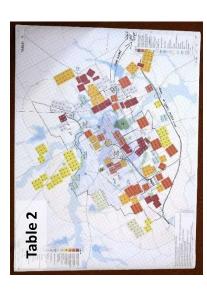
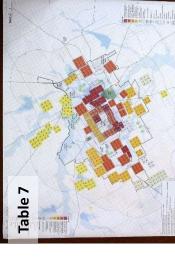






Table 4





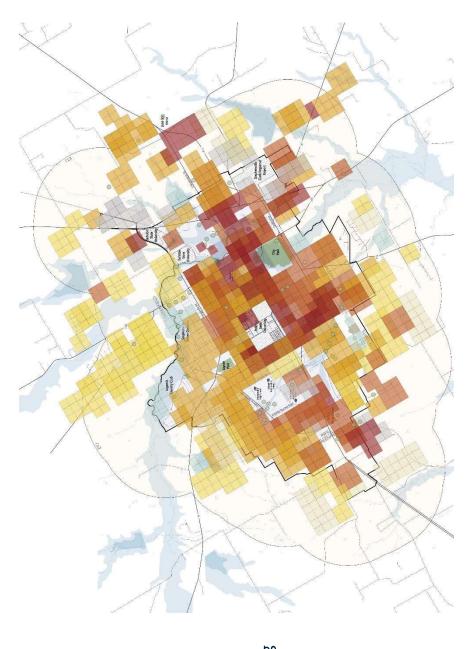




OUTCOMES | COMBINED MAP

WHAT WE HEARD

- Opportunity for new centers along Washington Street
- Consolidate schools into one campus area
- Move airport to allow for growth
- Potential new loop road
- Make space for TSU to expand
- Prioritize space for student housing adjacent to Tarleton
- Create employment centers



LAND USE | POLICY STATEMENTS

PG. 117

Community Downtown Resilience

Services Parks &

Housing Community Mobility Supply Character

- 1. Promote infill development to maximize the use of existing infrastructure and land.
- Develop new parks accessible to all residents. ci
- Maintain the edge between rural and urban and prevent sprawling development that does not contribute to the character of Stephenville. ო;
- Create complete communities that include a mix of uses and support a wide variety of housing choices. 4.
- purpose-built student housing close to campus. Relieve pressure in neighborhoods by adding 5

STEPHENVILLE 2050 THOUSING OUR LEGACY, EMBRACING OUR FUTURE

LAND USE | LAND USE CATEGORY DESCRIPTIONS

PG. 119









Guiding Principles

Land Use: Land uses are characterized by a mix of uses that includes varying forms of mixed residential and commercial. Purpose-built student housing is preferred along walkable routes to campus and major corridors...

Built Form: Buildings are typically two to four stories to encourage more efficient utilization of land. Buildings are brought up to the street edge to encourage a walkable urban form.

Mobility: Existing streets should be connected into the larger grid network where disconnected and sidewalk with street trees should be developed to prioritize pedestrian connectivity

Parking: Parking should be accommodated with a mix of off street parking, shared parking, and structured parking associated with

Parks and Open Space: Public spaces and plazas are integrated into the development framework as well designed and highly amenitized civic buildings, plaza spaces, and gardens.





Housing Facing Courtyards Addition of Trees, sidewalks, and on street parking. Parks/Open Space Surface Parking Commercial Diverse Housing Types Additional units located at the rear of lots. Single Family Mixed Residential Multifamily Empty space in the middle of blocks. Large Lots

LAND USE | LAND USE CATEGORY DESCRIPTIONS



HOUSING | POLICY STATEMENTS

Housing Community Mobility Community Downtown Resilience Supply Character Services



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4. Increase student housing opportunities adjacent to

campus.

3. Prioritize the character of existing neighborhoods.

1. Provide diverse housing options to all residents.

2. Support growth with infill development.



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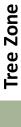
STEPHENVILLE 2050 THOORING OUR LEGACY, EMBRACING OUR FUTURE

TRANSPORTATION | ELEMENTS OF A STREET

PG. 169

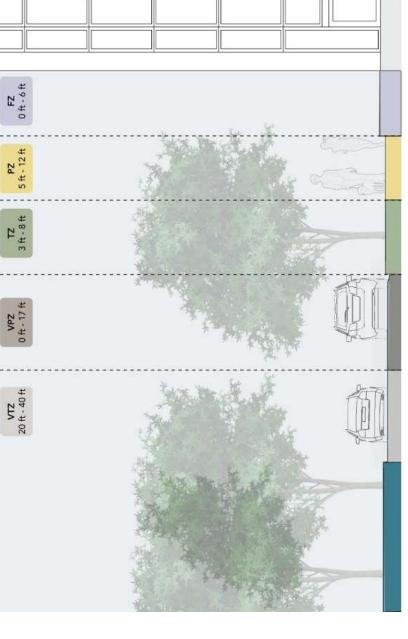






Multi-Modal Zone Parking /

Travel Zone



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DOWNTOWN | POLICY STATEMENTS

Housing Community Mobility Community Downtown Resilience Supply Character

Services

PG. 187

- contribute to the character of Stephenville. Preserve important community assets that
- Leverage existing downtown assets to support more small businesses. r S
- Improve connection to the downtown through an enhanced mobility network. က်
- and streetscapes to provide gathering places for community engagement and social interaction. Enhance public spaces such as parks, plazas, 4

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STEPHENVILLE 2050 THOUSING OUR LEGACY, EMBRACING OUR FUTURE

ECONOMIC DEVELOPMENT | POLICY STATEMENTS

PG. 195

POLICY STATEMENTS

- Cultivate a thriving local business and entrepreneurial culture.
- Support expansion of existing and potential industries.
- Create a focused marketing strategy to attract and retain talent.
- 4. Promote a welcoming, helpful business environment.

Housing Community Mobility Community Downtown Resilience Supply Character Mobility Community Downtown Resilience Supply Character Mobility Community Downtown Resilience Supply Character Character