



City of Granite Shoals

Comprehensive Plan



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Chapter 1:

Baseline Analysis

The Baseline Analysis is intended to provide background information about the City of Granite Shoals. This is vital to the planning process because without the knowledge of where the City is today, it is immensely difficult to assess what it can be in the future. The components that are included within the Baseline Analysis will enable the people involved in the planning process, including City officials, stakeholders, citizens, and the consultant, to have a clear understanding of the City and its existing social, economic, and land use characteristics. The result of the Baseline Analysis will be a basis of information forming the foundation for a productive visioning process and, ultimately, a successful comprehensive planning process.

Granite Shoals is on Lake Lyndon B. Johnson seven miles west of Marble Falls in southwestern Burnet County. It takes its name from the granite shoals that were evident on the Colorado River before the construction of Wirtz Dam and Lake Granite Shoals (later Lake Lyndon B. Johnson). Granite Shoals was developed as a lake resort but became an incorporated community in the 1960s.

Darrell Debo, *Burnet County History*
(2 vols., Burnet, Texas: Eakin, 1979)

Existing Social and Economic Characteristics Analysis

People are the most important component of any community. The following discussion is intended to provide insight into the historic and existing characteristics of the residents of Granite Shoals. This demographic analysis will aid in planning for future growth of the City.

Historical Population/Growth Trends

The U.S. Census Bureau has recorded growth in Granite Shoals at the time of every decennial Census since 1960. The City experienced steadily increasing growth through 1990; however, between 1990 and 2008 the City's growth has slowed and become more in line with the growth of Burnet County.

Burnet County has also continually grown, more than quadrupling in population since 1960. The County has experienced slow periods of growth in prior decades, but has not experienced any periods of decline. Prior to 2000, the City's growth had been significantly higher than the County's; however, between 2000 and 2008, the City's and the County's growth has come closer together.

Another method of evaluating a community's growth is to compare it to a larger regional area. Defining Burnet County as the region that is most influential on and most influenced by the City of Granite Shoals, and then analyzing Burnet County's population growth along with that of the City allows for a comparative analysis of Granite Shoals' contribution to the region. The City's portion of the County has steadily increased from 1960 to 1990. At this point, the growth in Granite Shoals began to parallel that of Burnet County.

Population Characteristics

Age and Gender Distribution

The knowledge of Granite Shoals' age and gender composition and trends can assist the City in planning for the future needs of its citizens, such as parks, public facilities or transportation facilities. **Table 1-1** and **Figure 1-1** (on the following page) contain information on various age groups or bins by gender and how they are represented within Granite Shoals. The City's age distribution became younger between 1990 and 2000. The largest differences were seen in the 65 years and above age groups. The median age, according to the U.S. Census, decreased significantly from 53.3 years to 40.2 years. However, this is still relatively older than the Texas median age of 32.3 years or the U.S. median age of 35.3 years.

It is worthwhile to compare the City's age distribution to that of the State of Texas, shown in **Figure 1-2** (on the following page). Most importantly, it should be noted that Granite Shoals has nearly twice the percentage of residents 65 years and older than the State of Texas as a whole. The 34 years and under categories are somewhat lower than the state-wide levels.

Median Age (2000)

Granite Shoals: 40.2 years
 Texas: 32.3 years
 U.S.: 35.3 years

Table 1-1. Granite Shoals Age and Gender Distribution (1990 and 2000)

| Age Bin | 1990 | | 2000 | |
|-------------------|------|--------|------|--------|
| | Male | Female | Male | Female |
| Under 5 years | 5% | 4% | 6% | 6% |
| 5 to 9 years | 6% | 5% | 8% | 6% |
| 10 to 14 years | 6% | 4% | 6% | 5% |
| 15 to 19 years | 4% | 4% | 7% | 7% |
| 20 to 24 years | 3% | 4% | 5% | 5% |
| 25 to 29 years | 6% | 5% | 4% | 5% |
| 30 to 34 years | 4% | 4% | 7% | 6% |
| 35 to 39 years | 6% | 5% | 8% | 8% |
| 40 to 44 years | 4% | 5% | 8% | 6% |
| 45 to 49 years | 4% | 4% | 6% | 6% |
| 50 to 54 years | 5% | 5% | 5% | 6% |
| 55 to 59 years | 6% | 7% | 6% | 6% |
| 60 to 64 years | 7% | 8% | 6% | 6% |
| 65 to 69 years | 9% | 12% | 7% | 7% |
| 70 to 74 years | 10% | 10% | 4% | 5% |
| 75 to 79 years | 8% | 7% | 3% | 4% |
| 80 to 84 years | 4% | 4% | 2% | 2% |
| 85 years and over | 3% | 2% | 2% | 3% |

Source: U.S. Census

Figure 1-1. Granite Shoals Age-Gender Pyramid (1990 and 2000)

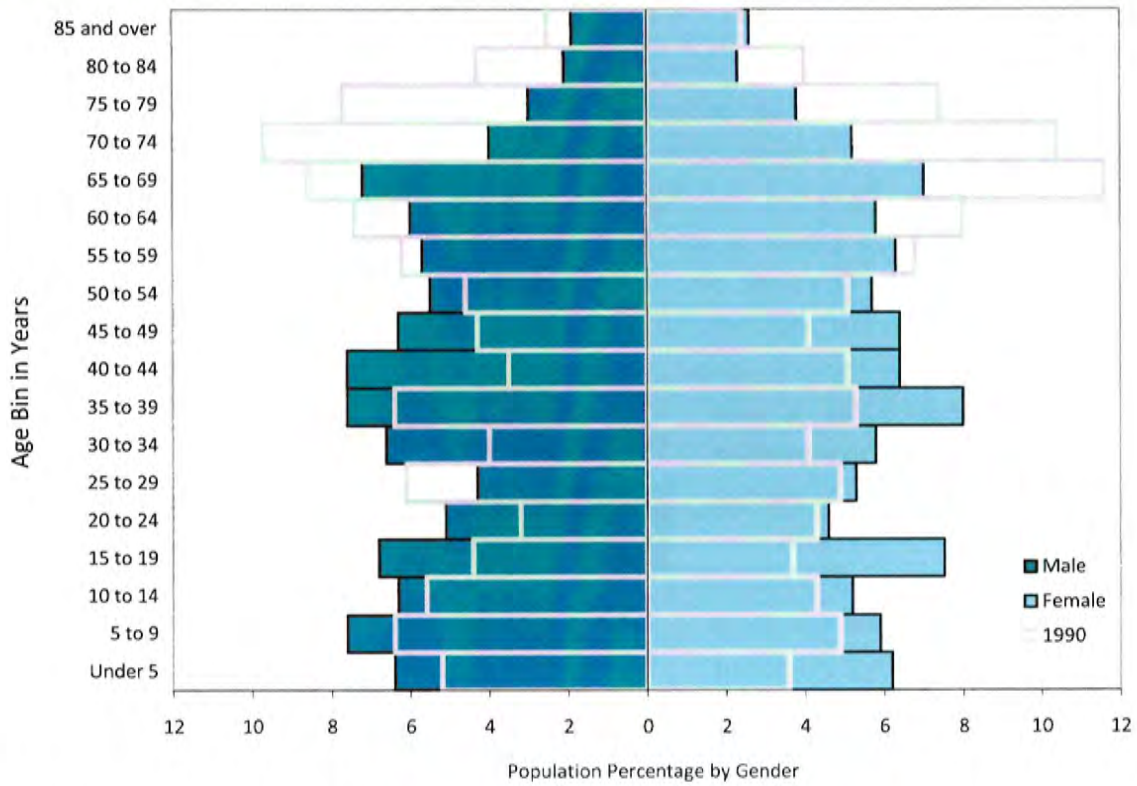
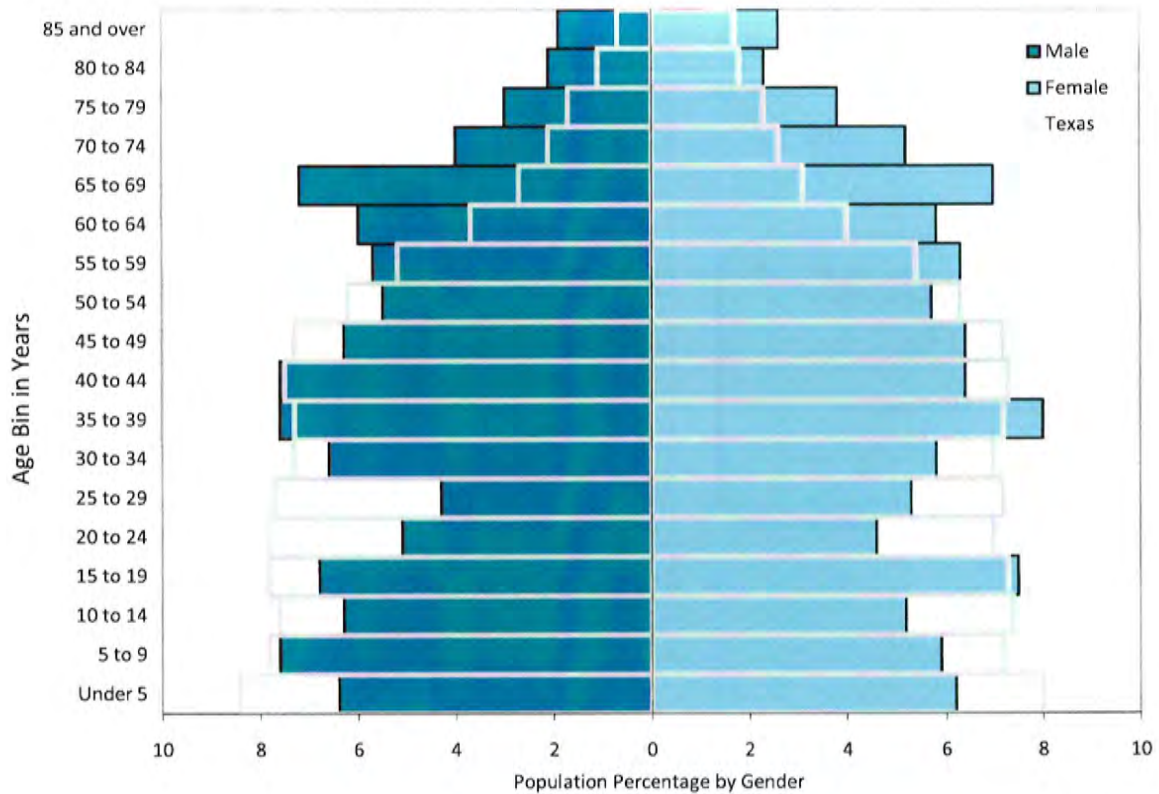


Figure 1-2. Granite Shoals and Texas Age-Gender Pyramid (2000)



Source: U.S. Census

Racial and Ethnic Composition

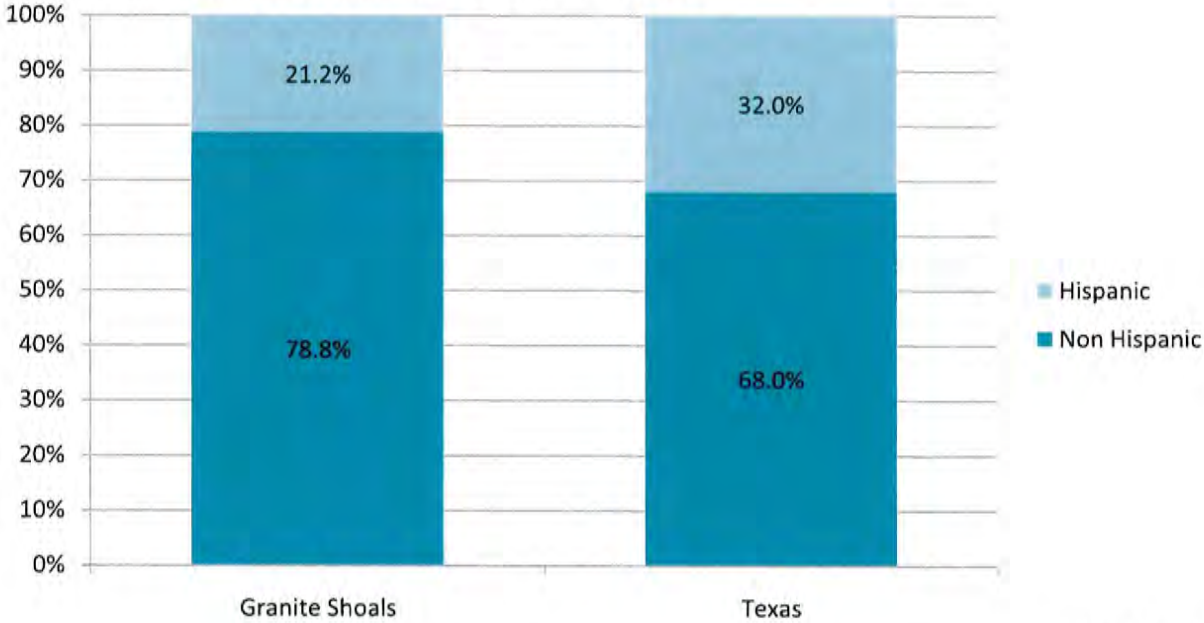
Between 1990 and 2000, the population of Granite Shoals became more racially and ethnically diverse. This trend is occurring in many cities throughout the State and is a trend that is likely to continue for the foreseeable future. As shown in **Table 1-2**, aside from the White category, all categories increased in percentage. The Hispanic population also increased, bringing that category to 21.2% of the entire City population. This is below Texas with a 32.0% Hispanic population (see **Figure 1-3**).

Table 1-2. Granite Shoals Race and Hispanic Origin (1990 and 2000)

| Race/Ethnicity | 1990 | 2000 |
|-----------------------------------|-------|-------|
| White | 92.8% | 86.6% |
| Black or African American | 0.8% | 1.1% |
| American Indian and Alaska Native | 0.5% | 0.7% |
| Asian or Pacific Islander | 0.0% | 0.1% |
| Some other race | 5.9% | 10.4% |
| Two or more races* | - | 1.0% |
| Hispanic Origin of Any Race | 9.9% | 21.2% |

Source: U.S. Census
 * 1990 Census did not include the "Two or more races" category

Figure 1-3. Granite Shoals and Texas Hispanic Population (2000)



Source: U.S. Census

Educational Attainment

The educational level of a community can be an indicator of the types of jobs in the region and can provide general information on the skills and abilities of the local workforce. Knowledge of a city's workforce can also help a city to target types of businesses that should be recruited to the community.

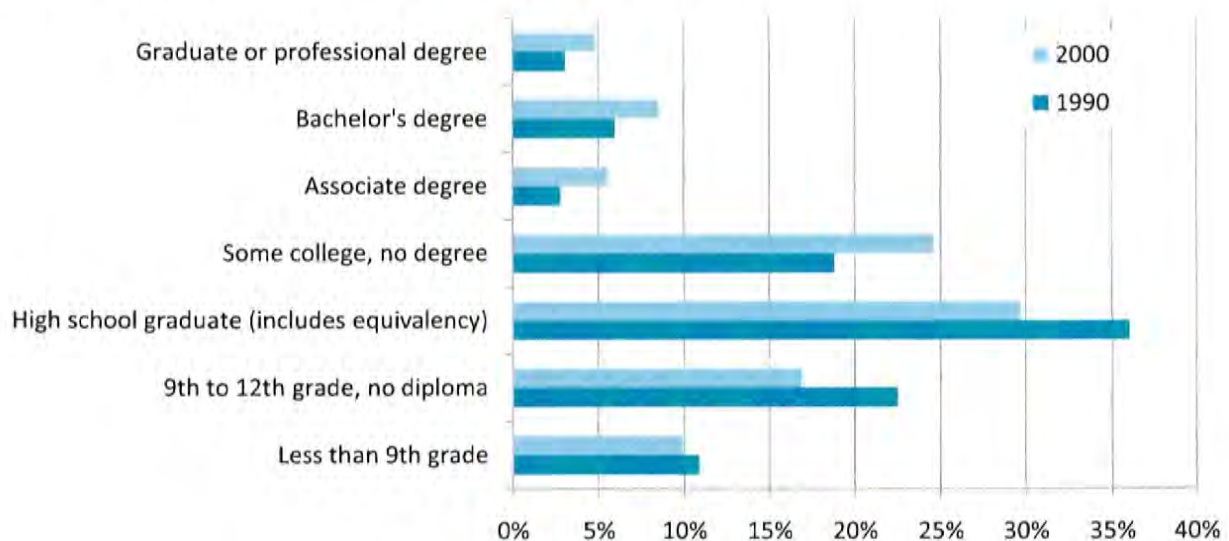
Table 1-3. Granite Shoals Educational Attainment (1990 and 2000)

| Level of Attainment | 1990 | 2000 |
|--|------|------|
| Less than 9th grade | 11% | 10% |
| 9th to 12th grade, no diploma | 23% | 17% |
| High school graduate (includes equivalency) | 36% | 30% |
| Some college, no degree | 19% | 25% |
| Associate degree | 3% | 6% |
| Bachelor's degree | 6% | 9% |
| Graduate or professional degree | 3% | 5% |

Source: U.S. Census

Table 1-3 and **Figure 1-4** show the levels of educational attainment for the City of Granite Shoals in 1990 and 2000, as reported by the U.S. Census. Educational attainment within the City of Granite Shoals improved between 1990 and 2000. A shift toward a higher education occurred due to a decrease in the high school dropout rate. There were no decreases in categories at or higher than high school graduates, and the percentage of Associate and Bachelor's degrees nearly doubled. It is important to keep in mind this spans the entire population of the City (25 years and older), therefore any shifts will occur slowly.

Figure 1-4. Granite Shoals Educational Attainment (1990 and 2000)



Source: U.S. Census

Employment and Income Characteristics

Employment opportunities can affect the growth rate of cities. These opportunities are important because they allow people to settle in a community, establish their home and begin a life – it is employment that makes this possible. If citizens cannot find work in an area, then they will ultimately move elsewhere.

For the last five years, as shown in **Table 1-4** and **Figure 1-5**, Burnet County, has steadily increased its employment numbers and has experienced an unemployment rate typically around one percent lower than the State rate. Overall, the County appears to reflect the State trend for employment.

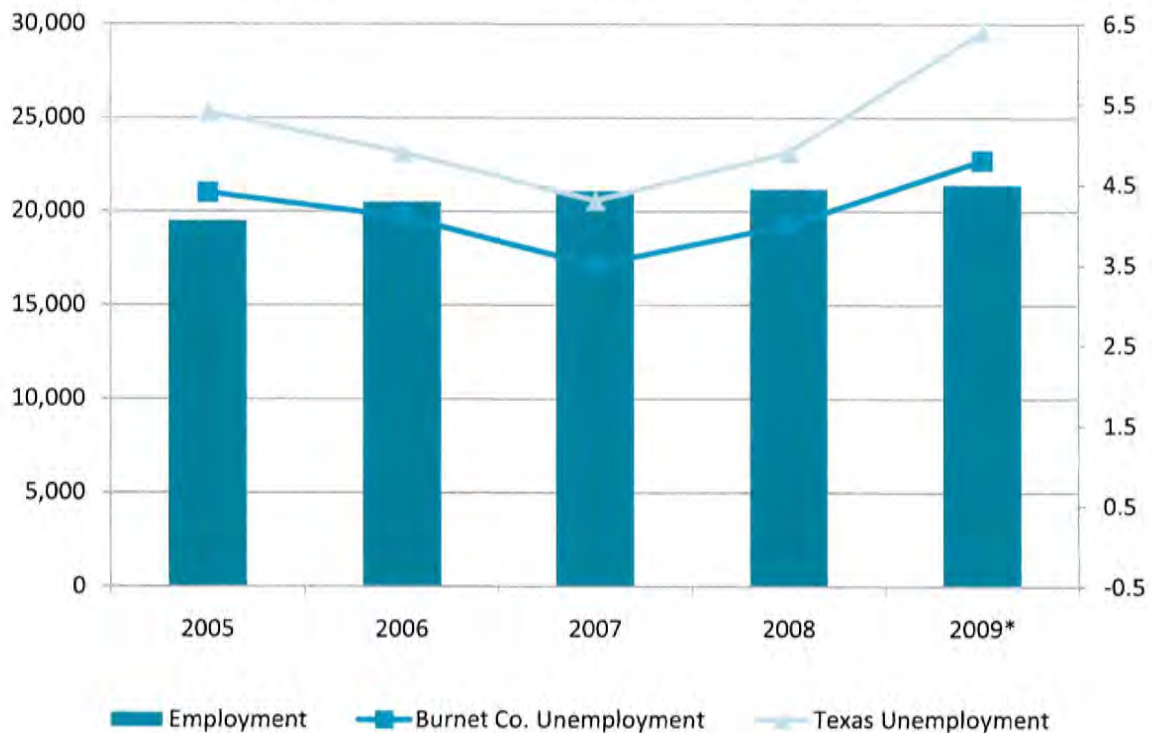
Table 1-4. Burnet County Employment Totals and Unemployment Rates

| Year | Employment | Unemployment Rate | |
|-------|------------|-------------------|-------|
| | | Burnet County | Texas |
| 2009* | 21,413* | 4.8* | 6.4* |
| 2008 | 21,198 | 4.0 | 4.9 |
| 2007 | 21,081 | 3.5 | 4.3 |
| 2006 | 20,507 | 4.1 | 4.9 |
| 2005 | 19,508 | 4.4 | 5.4 |

Source: U.S. Census

*Represents April 2009 data only

Figure 1-5. Burnet County Employment Totals and Unemployment Rates (2005-2009)



Source: Texas Workforce Commission

*Represents April 2009 data only

Household income levels can be an important factor in planning Granite Shoals' future. For example, income levels indicate to potential retailers whether the City is a prime site to locate their business. The amount of available disposable income is a major factor that influences the type and amount of retail development that a city can support. Income is also a major determining factor for homeownership; a high level of homeownership is generally seen as a positive characteristic for a community. Income levels, therefore, can play a role in the size, type, and quality of residential development a community attracts.

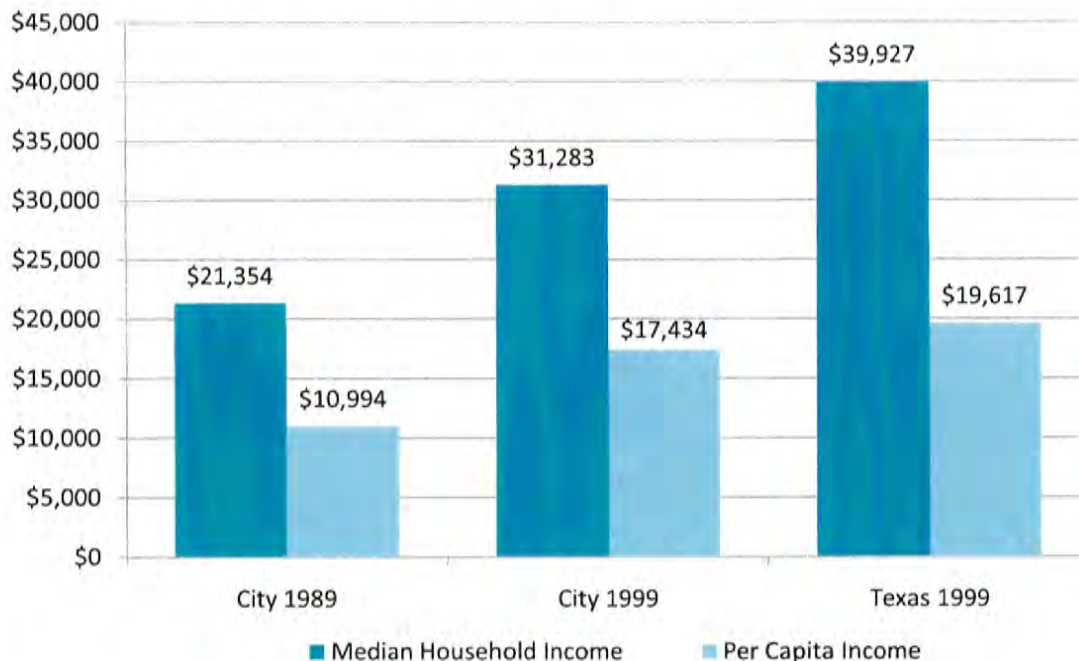
Table 1-5 and **Figure 1-6** show income data for the City of Granite Shoals in 1989 and 1999, as reported by the U.S. Census. The most apparent difference between the samples is the increase in median income: \$21,354 in 1989 to \$31,283 in 1999. Both household and per capita income levels are lagging behind State levels.

Table 1-5. Granite Shoals and Texas Comparative Income Levels (1989 and 1999)

| Income Type | Granite Shoals | | Texas |
|-------------------------|----------------|----------|----------|
| | 1989 | 1999 | 1999 |
| Median Household Income | \$21,354 | \$31,283 | \$39,927 |
| Per Capita Income | \$10,994 | \$17,434 | \$19,617 |

Source: U.S. Census

Figure 1-6. Granite Shoals and Texas Comparative Income Levels (1989 and 1999)



Source: U.S. Census

Existing Land Use Analysis

Providing for the orderly and efficient use of land should be a major planning consideration in Granite Shoals. An analysis of existing land use patterns is very important in order to assess the City's future land use needs.

The activities of the residents of a city create a need for residential, retail, commercial, recreational, office, and industrial areas (among others), as well as an efficient thoroughfare system. Growth and development occurring within Granite Shoals in the future will require the conversion of vacant and agricultural land to more intensified urban uses. The conversion process and how it occurs will be very important to the City because it is one of the factors that will determine the community's future urban form, and in turn, its attractiveness and desirability. The relationships of existing and future land uses will not only have an impact upon Granite Shoals economically, but will also shape the character and livability of the community in the years to come. Likewise, these relationships will be reflected in the provision of services and facilities throughout the community. An orderly and compact land use arrangement can be served more easily and efficiently than a random and scattered association of unrelated uses.

Existing land use characteristics and related trends over time can be very telling about the evolution of a community. **Table 1-6** and **Table 1-7** (on the following page) show the City's existing land uses for 2008. The Existing Land Use map is shown on **Plate 1-1**.

Summarized Land Use Characteristics

- Granite Shoals is largely vacant with approximately 65.9% of the land within the City limits and ETJ being undeveloped, not including the lake area.
- The predominant developed land uses within the planning area are manufactured home area (6.1%) and single family residential (5.0%).
- The City has a small retail base in relation to its population. This factor tends to indicate that people from Granite Shoals go elsewhere purchase goods.
- The predominant developed use within the extraterritorial jurisdiction is manufactured housing.
- Retail and commercial land uses cluster along the R.R. 1431 corridor.

Table 1-6. Granite Shoals Existing Land Use Categories

| Land Use | Color | Definition |
|-----------------------------|---|--|
| Single Family Residential |  | One-family dwellings and related accessory buildings. |
| Two Family Residential |  | Duplex/townhome dwellings and related accessory buildings. |
| Multiple Family Residential |  | Apartments, rooming houses, and related buildings. |
| Manufactured Home |  | Manufactured home located on a lot or parcel and used as a dwelling. |
| Manufactured Home Area |  | Multiple manufactured homes placed on one or more lots |
| Public / Semi-Public |  | Schools, churches, cemeteries, and public buildings; Also Includes utility easements, water towers/tanks, and various utility lines. |
| Park / Open Space |  | Parks, playgrounds, and public open space. |
| Office |  | Professional and administration offices, including doctors/dentists, lawyers, real estate, architects, and insurance agencies. |
| Retail |  | Uses which primarily provide goods, including clothing shops, shopping centers, service stations and any associated off-street parking facilities. |
| Commercial |  | Uses which primarily provide services, including automotive repair shops, warehouses, wholesale establishments, and hotels. |
| Industrial |  | Manufacturing and assembling. |
| Right of Way |  | Road, sidewalk, and easements. |
| Lake |  | Lake Lyndon B. Johnson. |
| Vacant |  | Natural, undisturbed land, including agricultural land uses, such as farms, ranches, and crop production. |

Source: Freese and Nichols, Inc.

Table 1-7. Granite Shoals Existing Land Use Totals

| | City Limits | ETJ | Planning Area | Percent of Total Planning Area |
|-----------------------------|--------------|--------------|---------------|--------------------------------|
| Single Family Residential | 477 | 68 | 545 | 5.0% |
| Two Family Residential | 0 | 0 | 0 | 0.0% |
| Multiple Family Residential | 11 | 2 | 13 | 0.1% |
| Manufactured Home | 42 | 6 | 48 | 0.4% |
| Manufactured Home Area | 422 | 247 | 669 | 6.1% |
| Public / Semi-Public | 37 | 0 | 37 | 0.3% |
| Parks / Open Space | 22 | 0 | 22 | 0.2% |
| Office | 1 | 0 | 1 | 0.0% |
| Retail | 5 | 0 | 5 | 0.0% |
| Commercial | 48 | 17 | 65 | 0.6% |
| Industrial | 23 | 28 | 51 | 0.5% |
| Vacant Building | 12 | 2 | 14 | 0.1% |
| Right of Way | 396 | 413 | 809 | 7.4% |
| Vacant | 1,527 | 5,689 | 7,216 | 65.9% |
| Lake LBJ | 671 | 777 | 1,448 | 13.2% |
| Total | 3,694 | 7,249 | 10,943 | 100.0% |

Source: Freese and Nichols, Inc.

Physical Constraints

Granite Shoals' man-made and physical environment greatly influences its future land use pattern and rate of growth. It is important to document and analyze the physical factors that will ultimately contribute to the City's urban form and content. Each element of this 2010 Comprehensive Plan must be fashioned with these physical factors in mind.

Analysis of Municipal Boundaries and ETJ Areas

The City of Granite Shoals is five square miles, or 3,234 acres. The ETJ extends one mile beyond the City limits, meaning the City's total planning area is 17.3 square miles, or 11,060 acres.

Analysis of Major Topographic Features

The physical features of Granite Shoals are shown in **Plate 1-2**. The elevation of Granite Shoals is approximately 940 feet above sea level. The highest points are in the northern portion around various granite outcroppings and the lowest points are along the lake to the south.

The topography also influences the development and design of infrastructure systems, such as the water, wastewater, and storm water systems. Typically, these infrastructure systems have lower costs when lines follow the natural slope of the land and thus only use gravity to carry the water/wastewater to a utility plant. Systems designed against the topography of the land require the building of expensive lift stations in order to move water/wastewater to a utility plant.

Analysis of Existing Floodplain Areas and Natural Drain Features

Granite Shoals and its ETJ contain numerous creeks, which flow away from the City toward lower elevations. Each creek's floodplain becomes wider as the elevation decreases from the high point near the intersection of R.R. 1431 and Phillips Ranch Road, meaning the central city area has limited floodplain. The majority of floodplain areas is undeveloped, although portions of floodplains include residential, nonresidential, and park uses. Nearly all of the lake shore is within the floodplain.

Chapter 2:

Community Visioning

Daniel H. Burnham, famous architect and planner who helped rebuild Chicago after the 1871 fire, once said, “Make no little plans. They have no magic to stir men's blood and probably themselves will not be realized. Make big plans. Aim high in hope and work. Remembering that a noble, logical diagram once recorded will never die...” It is with this spirit in mind that Granite Shoals began the process of creating its vision for the future. This chapter provides that foundational element for this Plan as well as the building blocks, in the form of goals and objectives, for its achievement.

Vision Statement

Granite Shoals is dedicated to a vision of an attractive central Highland Lakes lakeside community with a Hill Country accent where preservation of parks and responsible development for growth are reflective of a respect for the diversity of its citizens and visitors while environmentally friendly to flora and fauna, with commitment to an open and fiscally responsible government encouraging civic involvement to be an informed citizenry for our wellbeing plus future generations.

SWOT Analysis/Issue Identification

A strengths, weaknesses, opportunities, and threats (SWOT) analysis is a technique used to identify issues within a City. Strengths and weaknesses identify a variety of aspects that currently impact the community both positively and negatively. Opportunities and weaknesses refer to the future of the community. It is important to note that some characteristics, such as growth for example, could easily fall into more than one category. In fact, depending on the point of view, growth could be considered a strength, weakness, opportunity, and threat, all for the same community.

Identified Issues

Below are the issues that were identified at the onset of the planning process. These issues have been incorporated throughout the Plan and were the building blocks for the goals and objectives listed later in this chapter.

Land Use Issues

- Need more retail
- Waterfront taxation
- Medical facilities
- Retail / "Granite Gateway"
- Develop a concept of the image of Granite Shoals
- Airport expansion
- Our own Post Office and Zip Code
- Town Center
- Highway retail along R.R. 1431
- Entrance to city
- Hardware Store
- Industrial Uses
- Commercial Aesthetics
- School Growth
- Senior Housing - Assisted Living
- Growth Management - Keep Small Town feel
- Unique Restaurants

Transportation Issues

- Regional Road system / Bridge across river
 - Entrance to City
 - Lighting on Highways
 - Street Improvements
-

Park and Open Space Issues

- Trails system / pavilion
 - Site Plan – sports facilities
 - Library
-

Infrastructure Issues

- Sewer Costs
 - Sewer
 - Develop sewer to get retail
 - Storm Drainage
 - Street Lighting
 - Sewer Plant
 - Water Distribution
 - Infrastructure:
 - Sewer
 - Roads
 - Water
 - Drainage
 - Water Plant
 - Distribution Systems
-

Housing Issues

- Create attractive well maintained neighborhoods
 - Code Enforcement
 - Clear definition of vacant property maintenance
 - Affordable housing
-

Implementation Issues

- Keeping a positive process

Visual Character Survey

The Visual Character Survey (VCS) is a tool used to help determine citizens' aesthetic preferences for their community as it continues to develop. The results help fashion policies that encourage a positive image of the built environment. The VCS also helps the community develop a common visual lexicon for communicating their vision with each other and its visitors.

VCS Results

Participants were asked to rate each image based on its appropriateness for Granite Shoals on a scale of -5 (very undesirable) to 5 (very desirable). The results of the VCS exercise were compiled using a standard set of descriptive statistics, namely, the mean, median, mode and standard deviation:

- Mean: Average of all scores
- Median: Middle number when all scores are arranged in ascending order
- Mode: Most commonly occurring score
- Standard deviation: Measure of how widely individual scores varied from the mean score

These were used to rank the images overall and by category. The following tables show the two highest and the two lowest scoring images in the overall survey and within each category.

Overall Results



| | | | | |
|-----------|---|---|--|---|
| |  |  |  |  |
| Image # | #107 | #144 | #131 | #102 |
| Mean | 4.3 | 3.8 | (2.7) | (2.8) |
| Median | 4.0 | 4.0 | (3.0) | (3.0) |
| Mode | 4.0 | 4.0 | (5.0) | (5.0) |
| Std. Dev. | 0.7 | 1.2 | 2.4 | 2.2 |

Image #107, Public Space, was well-liked overall. The inclusion of stone in the image seems important to the self-image of the community. The quarry lake on the 131 acre Town Center site could look comparable to this image. Image #144, Open Space, is typically the highest scoring image in most communities, and shows well here in Granite Shoals.

Image #131, Pedestrian Amenities, and Image #102, Signage, were disliked universally with no score higher than 1. These images show wide pedestrian unfriendly roads with closed vertical edges that are uninviting.

Overall, the group liked images that incorporated natural areas and materials, and images that had a small City scale and feel such as buildings that were three stories or less.

Street Design Results

| |  |  |  |  |
|-----------|---|---|--|---|
| Image # | #3 | #19 | #20 | #7 |
| Mean | 3.7 | 3.4 | (1.5) | (1.7) |
| Median | 4.0 | 3.5 | (1.5) | (2.0) |
| Mode | 5.0 | 3.0 | (5.0) | (5.0) |
| Std. Dev. | 1.8 | 1.3 | 2.6 | 3.2 |

Similar to the overall results, the images that incorporated natural areas were favored and wide, heavily trafficked areas were considered unfavorable.

Image #3 provides a median that has substantial trees and a meandering feel that creates softer feel to this corridor. Image #19 is a pedestrian way that is located along a road (seen to the far right), but that is buffered by distance and landscaping.

In Images #20 and #7 there are no medians, little landscaping and signage plays a prominent role in the landscape.

Building Materials Results

| Image # | #40 | #33 | #23 | #27 |
|-----------|------------|------------|------------|------------|
| Mean | 3.3 | 3.3 | 0.4 | (1.9) |
| Median | 4.0 | 3.0 | 1.0 | (1.5) |
| Mode | 4.0 | 3.0 | 2.0 | (5.0) |
| Std. Dev. | 1.7 | 1.1 | 2.6 | 2.4 |

Again, natural materials played a strong role in the preferences for building materials. The two most favored images provide complete treatment of natural materials on visible facades and provide a nice level of articulation to the building and use.

The two remaining images appear to use metal siding and have simplistic roof lines. Image #27 received a -5 score most often in this category.

Building Design Results

| | | | | |
|-----------|---|---|--|---|
| Image # |  |  |  |  |
| | #50 | #46 | #57 | #58 |
| Mean | 2.9 | 2.7 | (1.6) | (2.1) |
| Median | 3.0 | 3.0 | (1.5) | (2.0) |
| Mode | 3.0 | 2.0 | (1.0) | (5.0) |
| Std. Dev. | 1.1 | 2.0 | 2.4 | 2.3 |

Similar to Building Materials, natural style materials with building articulation scored higher.

Simple rectangular buildings that utilize little or no natural materials have consistently scored low and been perceived as unfavorable.

Town Center/Mixed Use Results

| Image # | #82 | #84 | #67 | #80 |
|-----------|------------|------------|------------|------------|
| Mean | 3.7 | 3.4 | (0.2) | (1.3) |
| Median | 4.0 | 4.0 | 0.5 | (2.0) |
| Mode | 4.0 | 5.0 | 1.0 | (4.0) |
| Std. Dev. | 1.3 | 1.6 | 1.9 | 2.5 |

These visual preferences for the Town Center coincided well with the design alternatives that the Steering Committee and citizens developed.

There was a strong sense that the Town Center should be an active recreational area. More urban styles of development were considered acceptable if they stayed below four stories in height and had natural or human-scaled elements.

The two least favored images are four stories tall with a distinctly urban feel.

Signage Results

| | | | | |
|-----------|------------|------------|--------------|--------------|
| Image # | #95 | #91 | #90 | #102 |
| Mean | 3.4 | 2.8 | (1.8) | (2.8) |
| Median | 4.0 | 3.0 | (2.0) | (3.0) |
| Mode | 5.0 | 3.0 | (5.0) | (5.0) |
| Std. Dev. | 1.9 | 2.0 | 2.8 | 2.2 |

Consistent with previous results, natural materials, landscaping and features that have a human scale were favored in the signage category.

Visually congested signage was not favored. Consistency in signage application would be considered an improvement to these areas.

Public Space Results

| Image # | #107 | #114 | #123 | #125 |
|-----------|-------------|-------------|-------------|--------------|
| Mean | 4.3 | 3.3 | 1.0 | (0.7) |
| Median | 4.0 | 3.5 | 1.0 | (1.0) |
| Mode | 4.0 | 4.0 | 3.0 | (1.0) |
| Std. Dev. | 0.7 | 1.2 | 2.0 | 2.5 |

The category contained the number one favored image, #107. This image is suggestive of the quarry lake that is located on the Town Center site if it were developed.

Images #123 and #125 lacked a human feel and were sparsely landscaped. Overall, they had a colder feel than the favored images.

Pedestrian Amenities Results

| Image # | #129 | #128 | #138 | #131 |
|-----------|-------------|-------------|-------------|-------------|
| Mean | 2.8 | 2.7 | (0.7) | (2.7) |
| Median | 3.0 | 3.0 | (0.5) | (3.0) |
| Mode | 4.0 | 3.0 | 1.0 | (5.0) |
| Std. Dev. | 1.2 | 1.3 | 2.3 | 2.4 |

Overall, this series of images promoted open and inviting pedestrian paths as opposed to “walled off” unlandscaped paths.

Images #138 and #131 are paths that may be considered too close to major thoroughfares and lacking pedestrian amenities.

Open Space Results

| | | | | |
|-----------|---|---|--|---|
| |  |  |  |  |
| Image # | #144 | #160 | #146 | #162 |
| Mean | 3.8 | 3.0 | 0.5 | (0.5) |
| Median | 4.0 | 4.0 | 1.5 | 1.0 |
| Mode | 4.0 | 4.0 | 2.0 | (3.0) |
| Std. Dev. | 1.2 | 1.8 | 2.7 | 2.6 |

Favored images, again, are suggestive of the quarry site with its stone work and Lake LBJ.

Images #146 and #162 lacked a natural feel and were sparsely landscaped. Overall, they had a more developed feel than the favored images.

Housing Mix Results

| | | | | |
|-----------|-------------|-------------|-------------|-------------|
| Image # | #181 | #173 | #177 | #167 |
| Mean | 2.9 | 2.7 | 0.9 | (0.1) |
| Median | 3.0 | 3.0 | 1.0 | 1.0 |
| Mode | 3.0 | 3.0 | (1.0) | 1.0 |
| Std. Dev. | 0.9 | 2.0 | 2.1 | 2.3 |

As expected the preference was for lower and medium density homes as shown in images #181 and #173.

Images #177 and #167 show more urban, higher density developments and were not as well received. The higher density developments that were two to three stories scored fairly well overall if they appropriately integrated into their surroundings.

Non-Residential Development Results

| | | | | |
|-----------|---|---|--|---|
| Image # |  |  |  |  |
| | #202 | #197 | #195 | #192 |
| Mean | 3.2 | 2.9 | (1.0) | (2.6) |
| Median | 4.0 | 3.0 | (1.0) | (3.0) |
| Mode | 4.0 | 3.0 | (1.0) | (5.0) |
| Std. Dev. | 1.9 | 1.0 | 2.4 | 2.1 |

Human-scale retail and commercial structures that utilized natural materials appropriate for the Hill Country were well liked overall.

Low, sprawling buildings with little building articulation and metal siding scored very low.

Vision Statement

A vision communicates the reason for existence, the purpose behind planning, and the overall goals and objectives of a City from long-range planning and development perspective. The primary benefit of visioning is that it clarifies how a community will approach its critical planning, development, and growth issues. With the clarified approach that visioning provides, the resulting Comprehensive Plan will address the future of the City in a manner that is reflective of the community's interests.

The vision statement for a community should succinctly and vividly describe the community as it will ideally exist in the future. A vision statement spells out the City's goals or values, and promotes what the City should become in the future. Also, it communicates the overall purpose of the community and what the community values.

Vision Statement

Granite Shoals is dedicated to a vision of an attractive central Highland Lakes lakeside community with a Hill Country accent where preservation of parks and responsible development for growth are reflective of a respect for the diversity of its citizens and visitors while environmentally friendly to flora and fauna, with commitment to an open and fiscally responsible government encouraging civic involvement to be an informed citizenry for our wellbeing plus future generations.

Goals and Objectives

Granite Shoals has taken an important step in guiding its future with the decision to initiate this comprehensive planning process. One of the main purposes of this chapter of the Comprehensive Plan is to state clear goals for the City and to identify specific directions that should be taken to achieve such goals. It is the goals and objectives established herein that determine the focus of the 2010 Comprehensive Plan recommendations contained within subsequent chapters. It should also be noted that many of the goals and objectives represent items that are not only intended to be addressed by the comprehensive plan, but also by the City on a long-term and on-going basis.

Goals and objectives are created to define what the City wants to accomplish. Goals are broad ideas, and objectives are more specific or tangible steps to achieve the goals. For example, a housing goal could be to provide a diverse range of housing choices. A corresponding objective of this goal could be to encourage housing types suitable for senior citizens.

The goals and objectives are identified within this chapter, but relate to the five recommendation chapters: Transportation, Future Land Use, Infrastructure, Housing Strategies, and Parks & Open Space Plans.

Goal 1: Grow in a balanced and efficient manner

- Objective 1.1 Establish land use policies that support appropriate enhancement of the Phillips Ranch Road and quality development of the R.R. 1431 area, and promote the unique character of each.
- Objective 1.2 Encourage “smart growth” principles to help ensure the City’s future sustainability.
- Objective 1.3 Prioritize potential growth areas within the City.
- Objective 1.4 Encourage infill development to take advantage of existing infrastructure and promote effective utilization and upgrading of existing structures, especially in the R.R. 1431 area.
- Objective 1.5 Create a zoning district along Phillips Ranch Road which encourages the appropriate mix and types of uses.
- Objective 1.6 Continue efforts to instill a stronger sense of civic pride by encouraging involvement in public decision-making and soliciting regular citizen input.

- Objective 1.7 Coordinate the Thoroughfare Plan with regional plans to ensure efficient and desirable connections between major arterials and other thoroughfares.
- Objective 1.8 Continue coordination with the Texas Department of Transportation (TxDOT) and Burnet County on key regional roadway projects impacting Granite Shoals and its ETJ.
- Objective 1.9 Promote a mix of uses, including light industrial and retail, that will provide a viable economic base for the future.

Goal 2: Develop a variety of housing choices

- Objective 2.1 Ensure that the variety of housing units is compatible and complementary to surrounding land uses.
- Objective 2.2 Ensure a diversity of housing needs by encouraging a variety of lot and housing sizes and designs, and develop incentives for residential development.
- Objective 2.3 Develop incentives for combining smaller lots for infill residential development.
- Objective 2.4 Promote home ownership and long-term residency.
- Objective 2.5 Wherever possible, retrofit neighborhoods with pedestrian connections and access to open space.
- Objective 2.6 Develop housing for a “full-life cycle” community.

Goal 3: Enhance quality of life and maintain “small town charm”

- Objective 3.1 Continue to proactively address property maintenance issues (e.g., litter, yards, structures, neighborhoods).
- Objective 3.2 Promote the image of Granite Shoals as a “full-life cycle” community by encouraging appropriate development, such as safe, walkable neighborhoods and staged medical care.
- Objective 3.3 Encourage the development of recreational opportunities throughout the community, particularly focusing on youth-oriented activities.
- Objective 3.4 Encourage unique retail development that is pedestrian-oriented and connects to adjacent neighborhoods.

Goal 4: Promote tourism industry

- Objective 4.1 Develop a comprehensive tourism marketing plan that includes off-season opportunities.
- Objective 4.2 Consider a high-quality RV park near R.R. 1431 or another appropriate area.
- Objective 4.3 Advertise and promote cultural and natural amenities, as well as vacation rentals and bed & breakfasts.
- Objective 4.4 Create gateways at principal entry points into the City, and develop a design theme that is used throughout the community to create a sense of unity, identity, and cohesion for both residents and visitors.
- Objective 4.5 Establish ways in which the City can honor its history and use it to bolster civic pride.
- Objective 4.6 Become a destination City with unique points of interest to offer visitors – recreational and cultural opportunities.
- Objective 4.7 Evaluate feasibility of a town center concept.

Goal 5: Plan for expansion and renovation of existing infrastructure

- Objective 5.1 Examine funding opportunities and implementation strategies to provide City-wide water services.
- Objective 5.2 Examine funding opportunities and implementation strategies to provide City-wide wastewater treatment services.
- Objective 5.3 Examine current street and drainage capabilities and address any deficiencies through capital improvement funding.
- Objective 5.4 Plan for infrastructure along R.R. 1431 for expanded retail and commercial use.
- Objective 5.5 Investigate feasibility of and begin planning for a wastewater plant.

Goal 6: Promote economic development and job creation/attraction

- Objective 6.1 Ensure Granite Shoals has a diversified tax base through a balance of residential and non-residential land uses.

- Objective 6.2 Continue to pursue and encourage the establishment of new businesses in Granite Shoals, thereby creating increased and diversified employment opportunities.
- Objective 6.3 Investigate the possibility of commuter rail expansion and attraction of new businesses which may utilize a commuter rail connection.
- Objective 6.4 Study the future feasibility of the airport in its current location.
- Objective 6.5 Promote existing and new restaurants and retail stores that provide a unique image for Granite Shoals.

Goal 7: Establish design standards

- Objective 7.1 Develop high quality building and development standards for the R.R. 1431 corridor.
- Objective 7.2 Promote high quality development along the northern portion of Phillips Ranch Road.
- Objective 7.3 Improve appearances of storefronts along the R.R. 1431 corridor.
- Objective 7.4 Identify roadway design standards in conformance with a functional street system classification.

Goal 8: Ensure the provision of a balanced park and open space system for the enjoyment of Granite Shoals residents

- Objective 8.1 Provide new and different recreational opportunities for all age groups.
- Objective 8.2 Promote and enhance recreational opportunities at the Town Center property for city and county residents as well as visitors from outside Burnet County.
- Objective 8.3 Actively promote tourism based recreational opportunities throughout Burnet County and to plan park and open space developments in a manner that provides economic benefits to the community.
- Objective 8.4 Develop a maintenance program which will address maintenance schedules, park equipment replacement funds, and maintenance for additional parks as they come online.

- Objective 8.5 Forge partnerships with public and private organizations for the development, operation and maintenance of future recreational facilities.
- Objective 8.6 Encourage the school district to continue its practice of allowing public use of its outdoor recreation facilities during non-school hours.
- Objective 8.7 Connect existing parks with surrounding neighborhoods through a network of trails.
- Objective 8.8 Consider opportunities for a multi-use facility that could house a community center and library.
- Objective 8.9 Ensure that all park facilities meet the most current safety guidelines and accessibility standards.

Goal 9: Identify, protect and preserve quality natural open spaces for unstructured recreational activities, inherent aesthetic value and protection of valuable ecosystems

- Objective 9.1 Continually research the viability of developing trail systems along creeks, flood ways, rights-of-way, and utility easements that will link public and private recreational facilities, neighborhoods, and school campuses.
- Objective 9.2 Be proactive in the acquisition and protection of unique natural open spaces throughout the City of Granite Shoals.
- Objective 9.3 Limit development in natural open spaces in order to minimize adverse effects on valuable ecosystems.
- Objective 9.4 Address natural open space needs when developing active recreational facilities to provide citizens with well balanced recreational experiences that include both active and passive opportunities.
- Objective 9.5 Maintain adequate public access to the lake and associated viewsheds.

Chapter 3:

Transportation Plan

The transportation system forms one of the most visible and permanent elements of a community. It establishes the framework for community growth and development and, along with the Future Land Use Plan, forms a long-range statement of public policy. As the alignment and right-of-way of major transportation facilities are established and adjacent property developed, it is difficult to facilitate system changes without significant financial impacts. However, by incorporating programmed land uses and densities of the Future Land Use Plan, as well as the connectivity provided through the pathways shown in the Parks & Open Space Plan, strategies can be developed that maximize the land use/transportation relationship.

“...the streets and sidewalks are the social glue that binds the place together.”

Hinshaw, Mark. “Great Neighborhoods.”
Planning, Jan 2008, page 7.

Several key principles were recognized in the preparation of this Transportation Plan and should continue to serve the City in future transportation-related decisions:

- The community should have convenient internal circulation between neighborhoods, core community assets, and special districts.
- Through traffic should be directed to specific facilities designed to accommodate non-local and regional traffic. Transportation facilities should define rather than split residential areas in order to preserve neighborhood integrity.
- A safe pedestrian/bikeway system should provide interconnectivity between homes, community facilities, and retail areas.
- This Transportation Plan should monitor regional growth implications in order to proactively address mobility and accessibility issues to and from Granite Shoals.

This Transportation Plan is divided into two main sections. First, planning considerations such as population density, current traffic volumes, and projected traffic volumes are essential in determining what the future transportation conditions for the community will be. This analysis may reveal areas of future transportation congestion and allows for planning options which help mitigate forecasted congestion. Based upon this analysis, transportation recommendations, such as additional roadways, may be made.

The second component of this Plan will focus on the recommendations. A functional street classification system and recommended cross-sections will be created in conjunction with the Transportation Plan map. Context sensitive design (CSD) and alternative transportation options will also be discussed as a greater component of creating vibrant, livable, and sustainable public spaces.

Planning Considerations

Granite Shoals' existing transportation plan is included within the 1979 Burnet County Transportation Plan, and provides very limited detail to the types of thoroughfares necessary to support the current and future demands. The Plan is aimed at addressing the dynamic and changing needs that have occurred in Granite Shoals. Efficient movement, preventing congestion, connectivity, development activity, and roadway design considerations are among key issues to be addressed.

Burnet County is currently working toward creation of a comprehensive transportation plan, with adoption anticipated for March 2010. This section references information presented August 6, 2009.

Population growth is anticipated to occur throughout the region, according to the Burnet County Comprehensive Transportation Plan. **Figure 3-1** shows a 2005 generalized population density for Granite Shoals and the surrounding area. **Figure 3-2** shows the projected 2035 generalized population density for the same area. Darker shades indicate a higher population density. As can be seen, much of the area is anticipated to become more dense, including Granite Shoals. In order to support the demands of the growing population, Granite Shoals' transportation system must expand.

Figure 3-1. 2005 Population Density

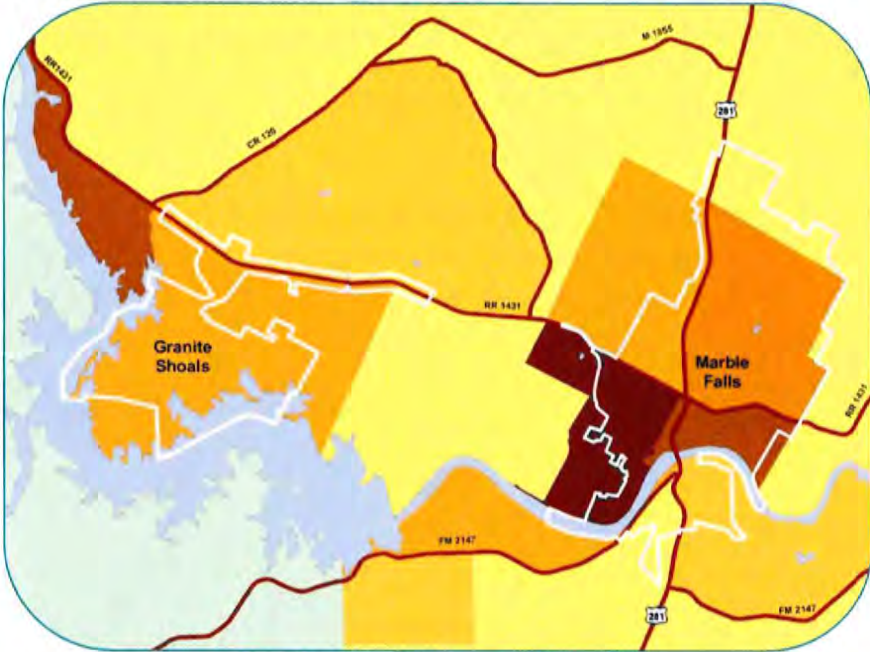
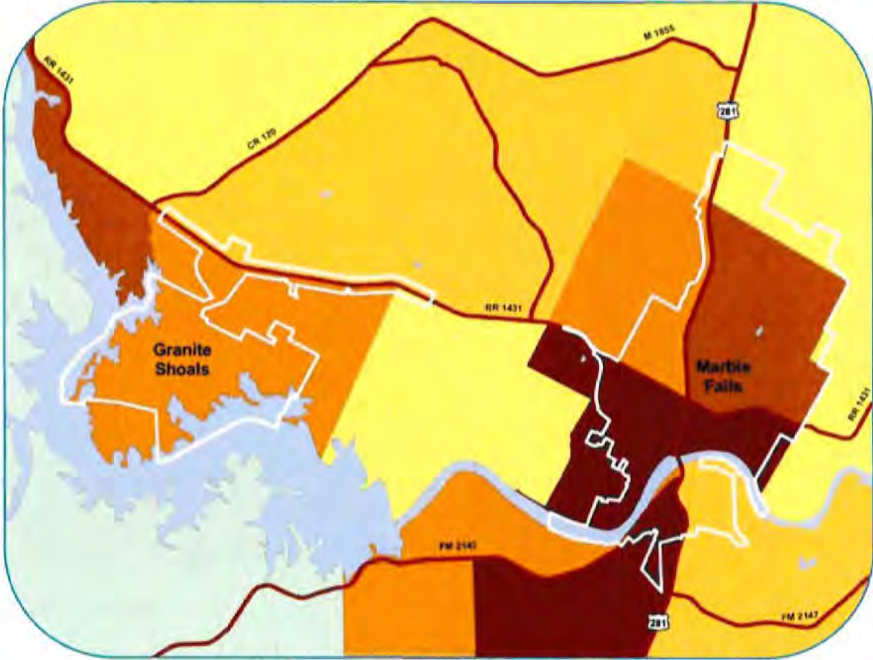


Figure 3-2. 2035 Population Density

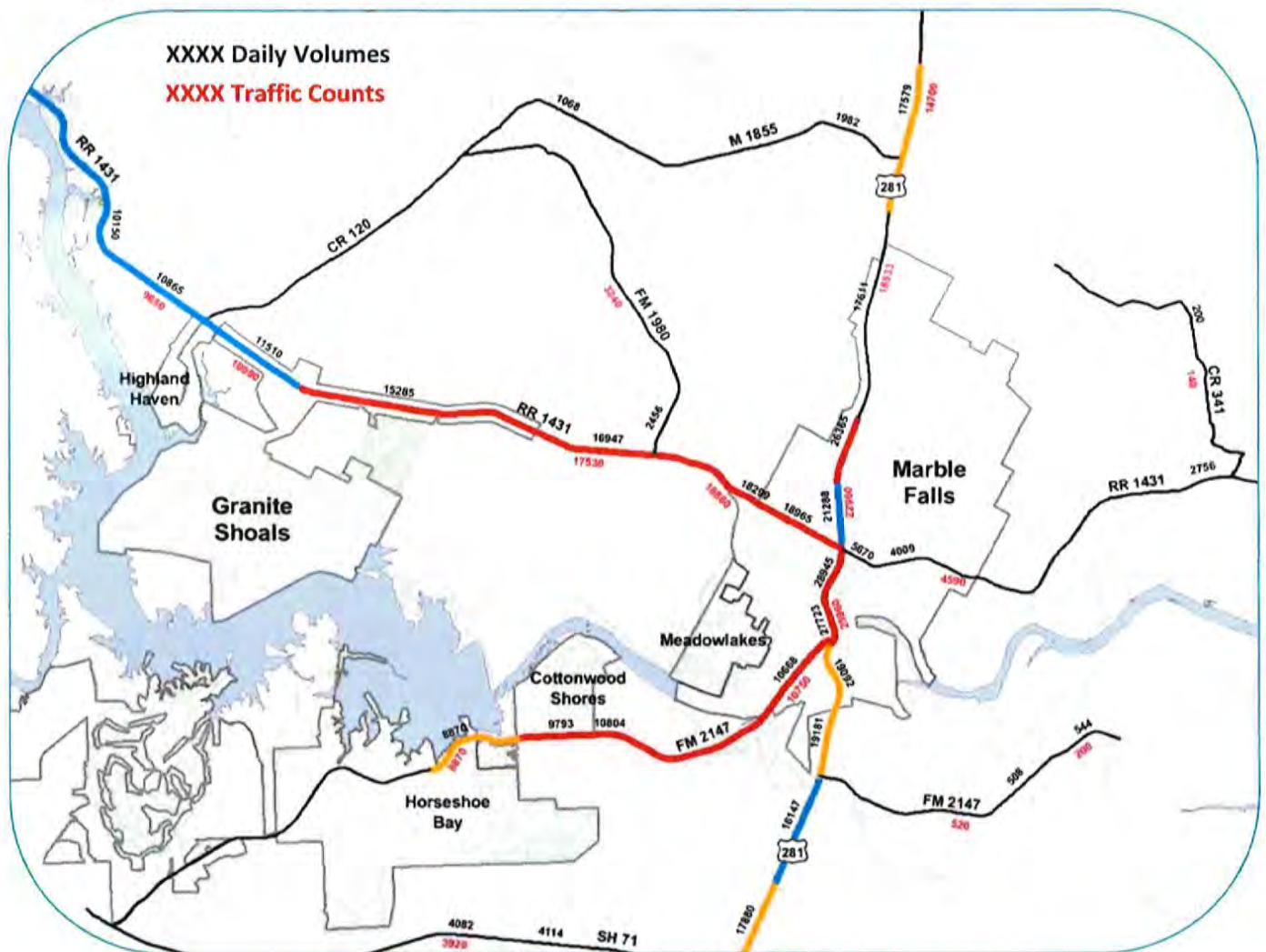


Source: Burnet County Comprehensive Transportation Plan

To better understand the demands on the local and regional transportation system, **Figure 3-3** shows the 2005 daily volumes and traffic counts. U.S. Highway 281 carries the largest volume of traffic in the area, up to nearly 29,000 vehicles per day. The roadway carrying the second largest volume of traffic is R.R. 1431, the primary arterial through Granite Shoals, which carries up to 15,000 vehicles per day within the City.

In addition, **Figure 3-4** and **Figure 3-5** show the 2005 and anticipated 2035 (assuming no expansion of existing roadways) traffic congestion levels on major roadways throughout the area. As shown, the traffic flow along R.R. 1431 is expected to increase, as well as the northern portion of C.R. 120.

Figure 3-3. 2005 Daily Volume and Traffic Counts



Source: Burnet County Comprehensive Transportation Plan

Figure 3-4. 2005 Current Traffic Congestion

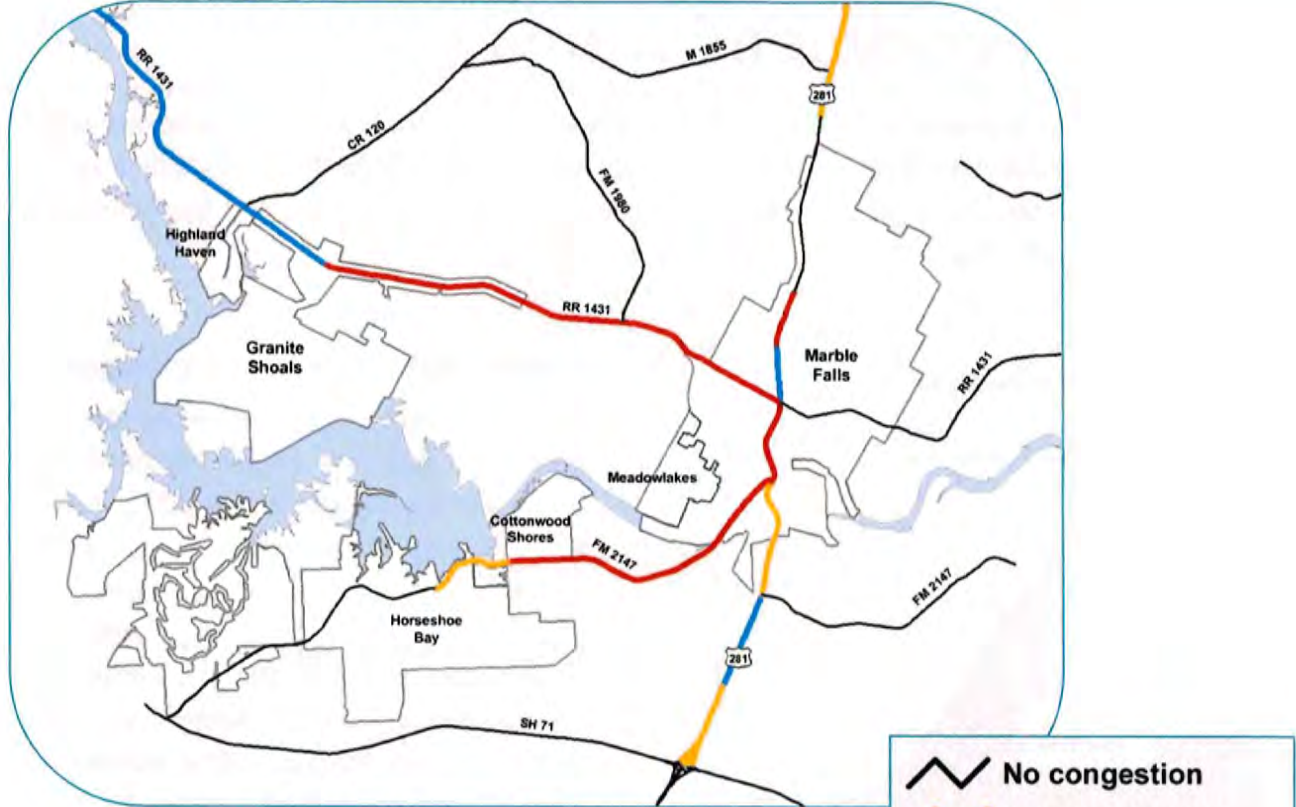
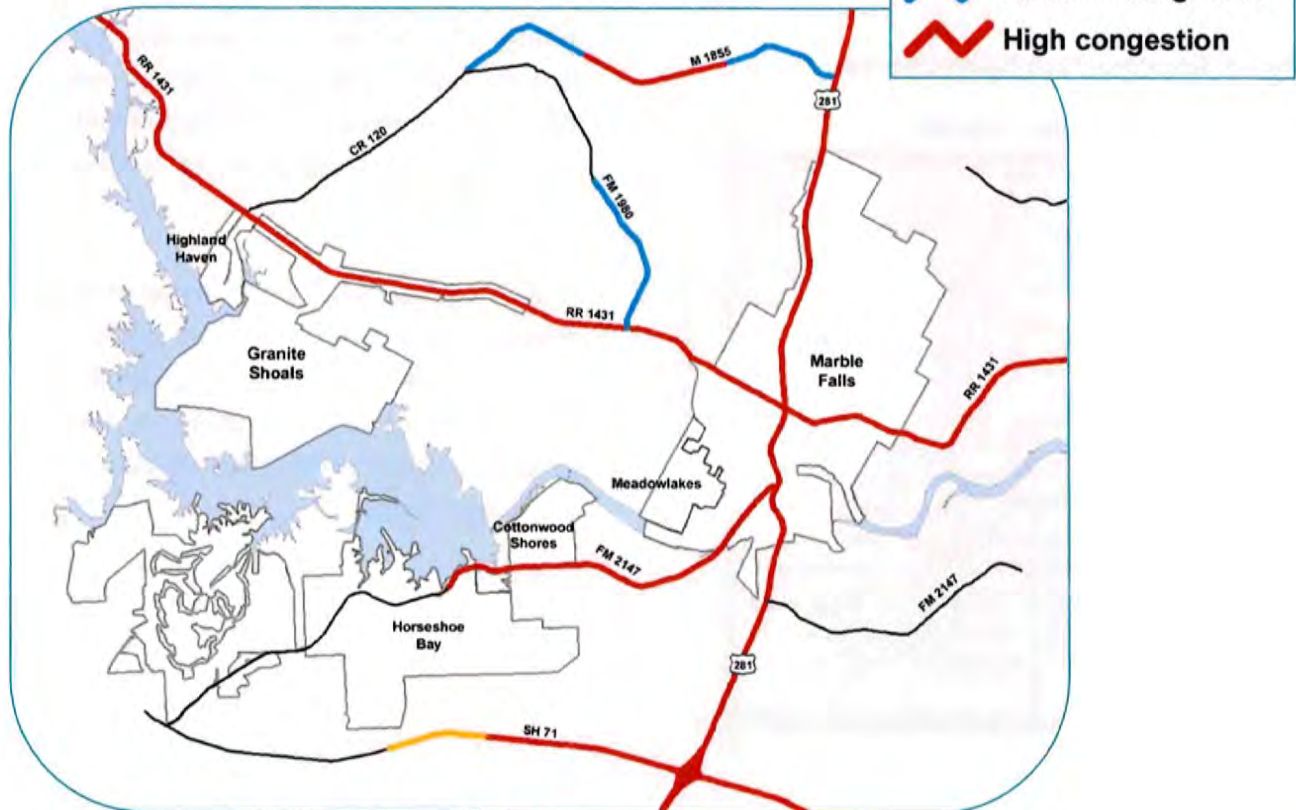


Figure 3-5. 2035 No-Build Traffic Congestion



Source: Burnet County Comprehensive Transportation Plan

Recommendations

The following sections are the recommendations for the transportation system within Granite Shoals. The Transportation Plan map, shown in **Plate 3-1**, is based on a system recognizing a hierarchy of streets, continuity of existing routes, and accommodating traffic flow.

Figure 3-6. Relationship between Access and Movement

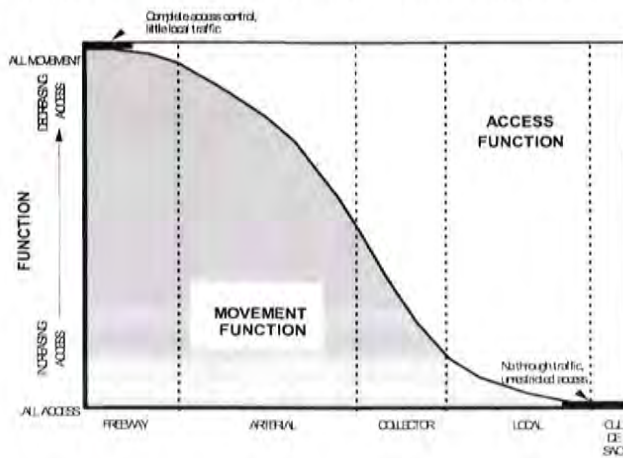
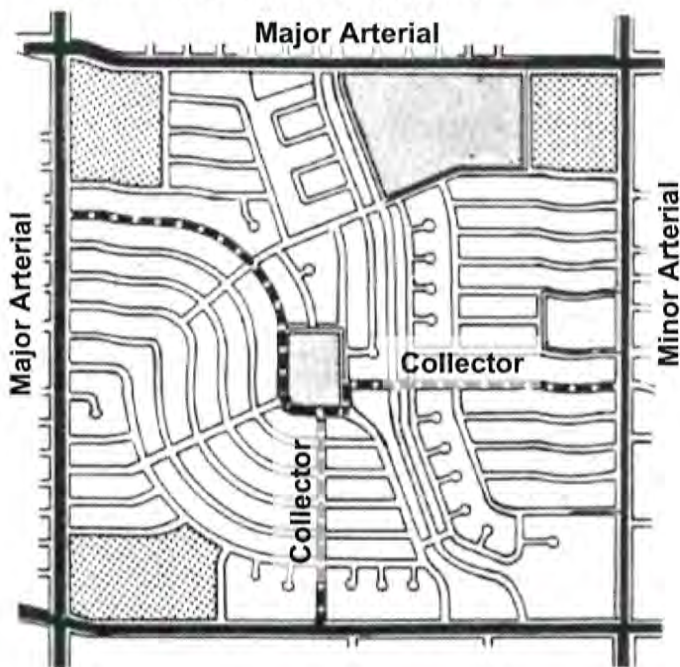


Figure 3-7. Functional Classification System



Functional Street Classification

Functional street classification recognizes that streets are part of a system having diverse origins and destinations. A typical trip involves the following stages: primary movement, transition, collection/distribution, access and termination. Functional classifications also describe and reflect a set of characteristics common to all roadways within each class. Functions range from providing mobility for through traffic and major traffic flows, to providing access to specific properties. Characteristics unique to each classification include the degree of continuity, general capacity, and traffic control characteristics. **Figure 3-6** and **Figure 3-7** illustrate the relative roles of each classification to achieve its intended function.

In short, the functional classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next. For each classification, there is typically a recommended set of operational and design criteria.

Transportation plans typically recognize four general classes of roadways that are based on a hierarchical function that include: freeways, arterial streets, collector streets and local/residential streets.

- **Freeways** are devoted entirely to traffic movement with limited or no direct land service function. Freeways are multi-lane divided roadways with a high degree of access control and grade-separated intersections. Full or partial control of access distinguishes freeways from other classes of roadways. Freeways serve large volumes of high-speed traffic, are intended to serve inter-regional trips, and typically fall under design guidelines established by TxDOT. Examples of Freeways near Granite Shoals include U.S. Highway 281 and State Highway 71.
- **Arterial Streets** are streets that provide a high degree of mobility, service relatively high traffic volumes, have high operational speeds, and service a significant portion of through travel or cross-town trips. Arterial roadways serve as connections between major traffic generators and land use concentrations. Minor arterials serve as connections between collectors and major arterial streets. Because direct access is a secondary function of arterial streets, access should be carefully managed. An example of an existing arterial class facility would be R.R. 1431.
- **Collector Streets** serve as connections between arterials and local/residential streets and serve to collect and distribute traffic to the arterial network. Collectors also serve to provide direct service to neighborhoods, commercial developments, and other local areas and their design involves site specific considerations. Collectors accommodate smaller volumes of traffic over shorter distances and may border or traverse neighborhood boundaries. Collector streets should be discontinuous to discourage cut-through traffic through neighborhoods. An example of a collector class facility would be Lake Drive.
- **Local Streets** are intended to provide direct access to abutting property and to collect/distribute traffic form individual parcels. These streets are intended for short, low volume and slow speed traffic movements. Right-of way for these two-lane streets is 50 feet.

Because the Freeway classification does not apply to roadways within Granite Shoals, this section will focus on Arterial Streets, Collector Streets, and Local Streets.

Table 3-1 describes the most important characteristics of the various functional street classes. These planning guidelines should be utilized in developing or redeveloping areas to form a basic framework for the thoroughfare system.

Also included in **Table 3-1** is information on the typical level-of-service each roadway class is intended to provide. Level-of-service refers to a measure of capacity that a section of roadway or intersection can accommodate during peak traffic conditions. It is defined in terms of delay with six categories ranging from "A" through "F" being assigned to reflect the relationship between the design capacity and the traffic demand upon a particular segment. As demand approaches capacity, the level of service decreases. Level of service "C" is typically recommended for design purposes.

While the above described conditions are ideal, it may not be practical or even possible to modify existing streets in already developed areas to conform to the desired design standards for all the street functional classifications. In cases where neighborhood areas are bisected by major roadways, alternative cross-sections may be applied to assure that neighborhood integrity is preserved while providing traffic access.

Table 3-1. Roadway Functional Classifications and General Planning Guidelines

| Type of Roadway | Function | Spacing ⁽¹⁾ (Miles) | Direct Land Access | Roadway Intersection Spacing ⁽³⁾ | Volume Ranges (vehicles/day) | Speed Limit (mph) | Planning Level of Service (LOS) | Parking | Comments |
|-----------------|--|-----------------------------------|--|---|---------------------------------|----------------------|---------------------------------|-----------|--|
| Arterial | Moderate distance inter-community, intra-metro area, traffic movement. Mobility function is primary; access function is secondary. Serves moderate or long trip lengths. | 1/2 to 1 1/2 ⁽²⁾ | Restricted – some movements may be prohibited; number and spacing of driveways controlled. | 1/8 to 1/4 mile | 10,000 to 40,000 | 30-55 | C-E | None | "Backbone" of the street system. Provides route and spacing continuity with major arterials. |
| Collector | Provide access within and between neighborhoods. | 1/4 to 1/2 ⁽²⁾ | Safety controls; limited regulation. | 300 feet | 1,000 to 10,000 | 30-40 | B-C | Limited | Two to four lanes of typically undivided traffic. Connects locals to arterials. |
| Local | Land access. | 2 lot lengths | Safety control only. | 300 feet | 200 to 1,000 | 20-30 | A-B | Permitted | Through traffic should be discouraged. |

(1) Spacing determination should also include consideration of (travel within the area or corridor based upon) ultimate anticipated development.
(2) Denser spacing needed for commercial and high-density residential districts.
(3) Spacing and intersection design should be in accordance with state and local thoroughfare standards.



Table 3-2 contains information related primarily to the amount of land required to provide adequate right-of-way for each type of roadway, ranging from two lane undivided local streets to four/six lane divided arterials.

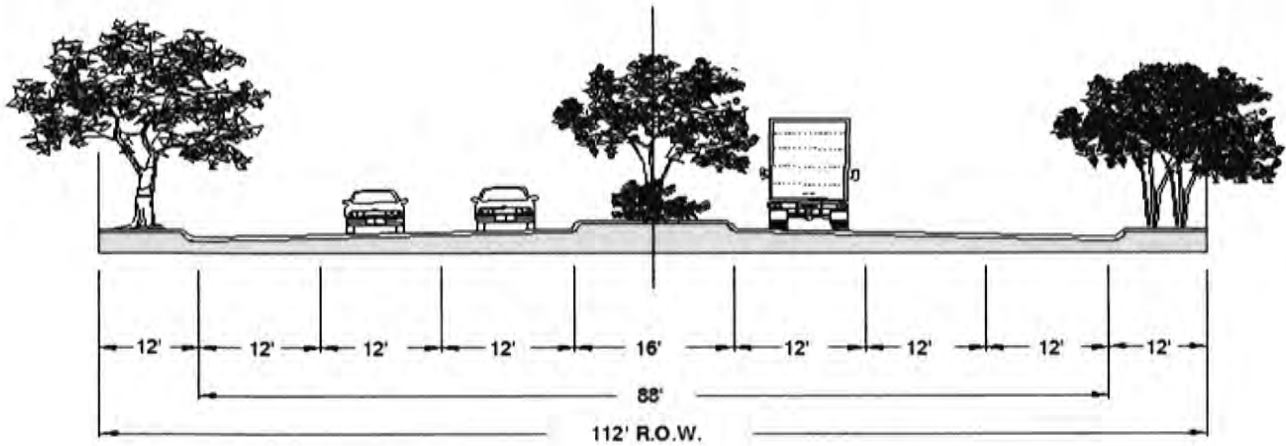
Table 3-2. Roadway Functional Classification Characteristics

| Roadway Type | Arterial 4-6 lane* Divided | Collector 4 lane Undivided | Collector 2-3 lane Undivided | Local 2 lane Undivided |
|--|----------------------------------|----------------------------------|------------------------------------|------------------------------|
| ROW | 90' or 112' | 64'-68' | 60' | 50' |
| Pavement Width (face-to-face) | 2 @ 24' or 2 @ 36' | 40'-48' | 38' | 27' |
| Lane Width | 4/6 @ 12' | 4 @ 12' | 2 @ 11' (with 8' parking) | 2 @ 13.5' |
| Left-Turn Lanes | 1 @ 12' | -- | -- | -- |
| Median Width | 16' | -- | -- | -- |
| Sidewalks | Both | Both | Both | Both |
| Parkway Width | 12' or 13' | 10' | 11' | -- |
| Design Speed (mph) | 40-50 | 35-40 | 30-35 | 25 |

*Note that outside lanes are intended to provide for on-street parking.

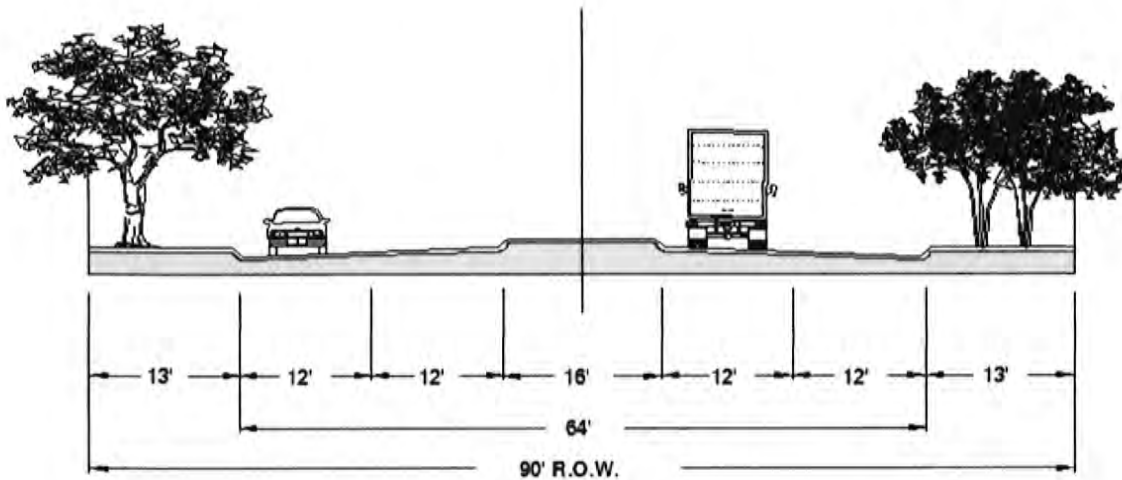
The following cross sections relate to **Table 3-2** and **Table 3-3**, providing visual examples of each type of roadway. With each figure, an example of an appropriate application is provided.

Figure 3-8. Arterial (Major)



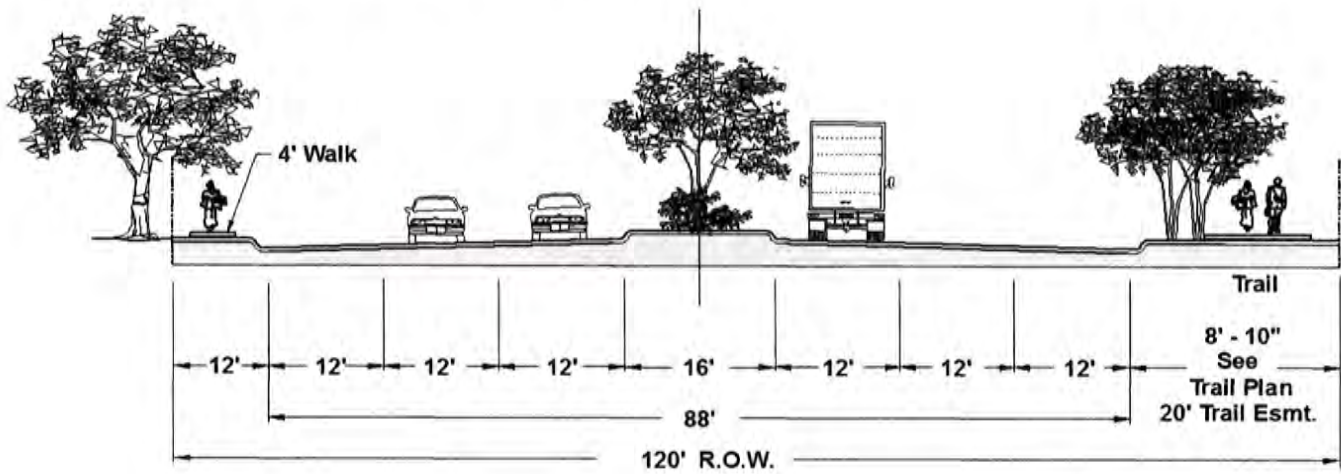
Arterial (Major): Appropriate for R.R. 1431

Figure 3-9. Arterial (Minor)



Arterial (Minor): Appropriate for C.R. 120

Figure 3-10. Arterial (Major) with Trail

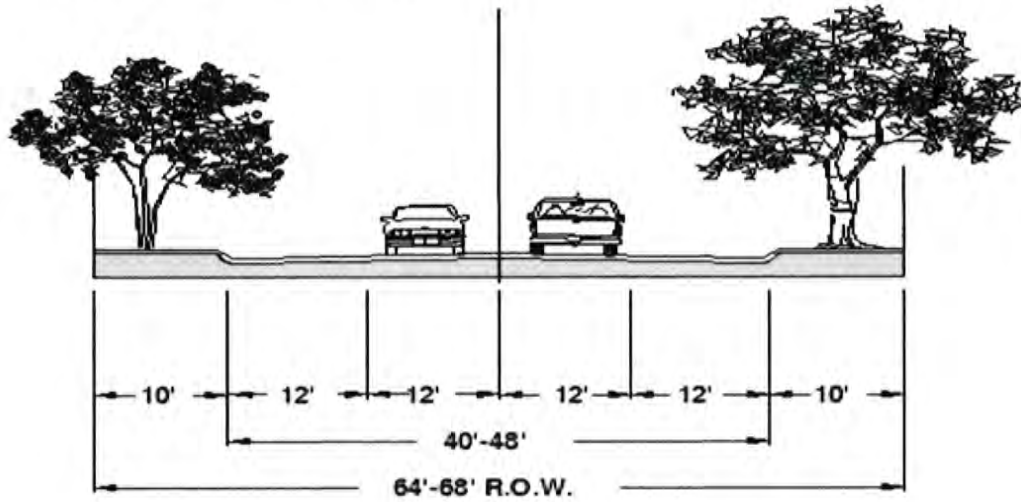


Arterial (Major) with Trail: Appropriate for middle portion of Phillips Ranch Road

*Note that outside lanes are intended to provide for on-street parking.

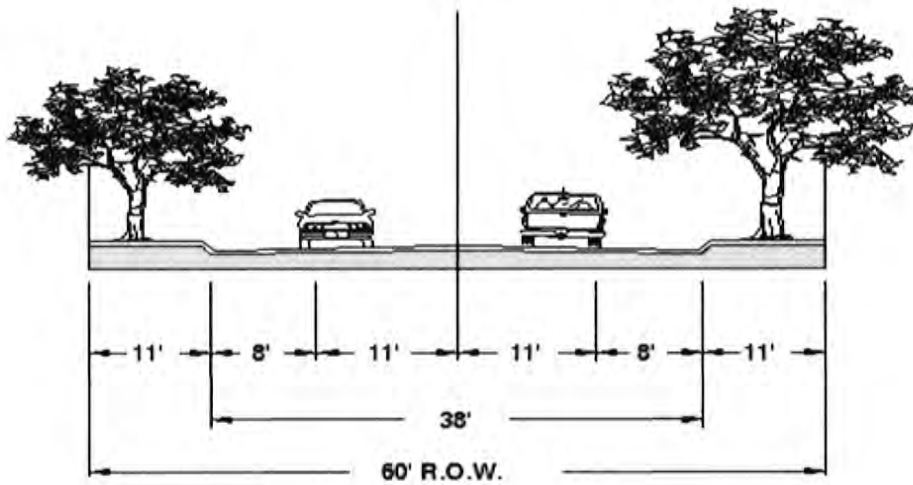
The City intends to develop Phillips Ranch Road similar to the cross section shown in **Figure 3-10**, which will require additional right-of-way. To acquire this additional right-of-way, the City will purchase any undeveloped property along the west side of the thoroughfare in order to widen the right-of-way while avoiding negative impacts on the existing businesses or homes.

Figure 3-11. Collector (Major)



Collector (Major): Appropriate for Prairie Creek Drive

Figure 3-12. Collector (Minor)



Collector (Minor): Appropriate for Greencastle Drive

Transportation Plan Map

The Transportation Plan map, as shown in **Plate 3-1**, represents the recommended classification system, extensions, and design criteria. Shown as dashed lines, there are several proposed roadway extensions throughout the City and the ETJ. Two of the proposed arterials currently exist as smaller roadways – Wirtz Dam Road and Valley View Lane/Granitecastle Drive – however, development of these roadways as larger arterials is recommended to provide adequate support and circulation.

Additionally, a system of collector roads has been proposed throughout the area to allow for greater access and connectivity among neighborhoods, primarily within the lesser developed areas.

As can be seen on **Plate 3-1**, a bridge is proposed for Wirtz Dam Road to cross the Colorado River, providing access to Glen Drynette Drive and F.M. 2147 in Cottonwood Shores.

Gateways

Communities that lack visual identity tend to be anonymous within a region. In contrast, the addition of eye-catching gateways can vastly improve the public’s perception of an area. Although there are no communities in direct proximity to Granite Shoals, there are no gateways welcoming people to the City and allowing them to know that they have “arrived” in Granite Shoals. It is therefore recommended that the City examine incorporating gateways as a component of promoting the City’s identity. **Plate 3-1** indicates two areas along R.R. 1431 which may be utilized for gateway features. Additional discussion regarding gateways is included within the Future Land Use Plan (Chapter 4).

The visual monotony inherent to communities within a particular geographic area makes it appear that each one is just like its neighbors. For example, the visual appearance of the City to a traveler along R.R. 1431 may be very similar to the appearance of any other nearby community. This lack of design variety, especially along major corridors, tends to create anonymity – one community looks just like its neighbor, and it becomes difficult for people to know when they have left one community and entered another. Gateways can provide a strong sense of arrival to, as well as





a sense of departure from, the community. These features are the first thing visitors see when they arrive and the last impression visitors have when they leave.

The design of gateways into the City of Granite Shoals should be guided by several factors. One of the most important factors is the number of people using a particular entry point. The most heavily traveled roadway entering the community is R.R. 1431. Two entry features for the City placed directly along R.R. 1431, both leading into and out of the community (i.e., at the western and eastern corporate limits) would be a positive step in creating a visual identity. This gateway could include the use of granite or other natural materials, signage, landscaping, and other design elements such as lighting, fencing, paving patterns, art/sculptural elements, a variety of earth forms, or other identifiers that signify arrival into the City.

In addition, the City should consider advertisement opportunities along larger thoroughfares, such as State Highway 71 and U.S. Highway 281, promoting Granite Shoals' unique features to increase tourism.



Another important factor in the design of gateways is to develop an entryway that provides a sense of identity for the community, while projecting a desirable image for the City. Consideration should be given to establishing a uniform design concept for all gateway treatment areas, and hierarchical distinction between major and minor gateways can be achieved through design modification for each type of entry feature. Minor gateways could be specific to the individual neighborhood, reflecting the distinct character of each area.

Design of entry features should take into consideration the setting in which each feature will be placed. Although any entry feature might ideally be placed at the corner of a roadway intersection which is at, or near, the true City limits, the design of the feature might conflict either visually or aesthetically with an adjacent use at the intersection. In such a situation, it may be prudent to move the entry feature further into the community to provide a better setting and better visibility, such as placing it upon the thoroughfare median, if there is one. The traffic speed at which an entry feature is viewed must also be taken into account, and the size, boldness and scale of

the feature should be designed accordingly.

Priority for funding gateway features, both in terms of total dollars spent per entry and in terms of the timing of expenditures, should be directly related to the number of people using a particular entry point. Donations can often be solicited from civic groups to assist in the funding of specific gateways and/or their maintenance (e.g., an "adopt a gateway" program).

Gateway features not only create a visual point of entry and exit within a community, but they can serve to introduce the community to visitors and create a first impression. For example, many communities will incorporate a specific design, materials, or landscaping into gateway design features in order to distinguish what makes their community unique. For this reason, granite shoals should seek to incorporate granite as a major component of its gateway design. Outcroppings, if located appropriately, may also serve as a potential gateway options.

Context Sensitive Design

Context Sensitive Design (CSD) is the practice of developing transportation projects that serve all users and meet the needs of the neighborhoods through which they pass. It is a collaborative process that involves all stakeholders in developing street designs that fit into the character of surrounding neighborhoods while maintaining safety and mobility.

The key is that elements of the street should complement the context of the surroundings or adjacent development to generate a “roadway experience” for instance, a roadway may need to be designed as a six-lane boulevard as it travels through a commercial area, but may need to be altered to a minor street configuration as it travels through a town center or mixed-use area.

The process of designing CSD roadways is similar to the process of designing traditional thoroughfares in that automobile traffic is considered with traffic counts, traffic demand, and level of service information-gathering efforts. However, the difference is that automobile traffic is only one element considered, among numerous others, in the design of CSD roadways.

Principles of Context Sensitive Design:

- **The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic and natural resource values of the area.**
- **The project is designed and built with minimal disruption to the community.**
- **The project is seen as having added lasting value to the community.**

From “An ITE Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities.”

TxDOT has begun to incorporate CSD concepts into its newer projects. The City should explore the possibilities of CSD solutions on any of its joint projects with TxDOT. Ideal areas for CSD application would be along R.R. 1431 east of Phillips Ranch Road, and along Phillips Ranch Road south of the proposed Town Center.

Beyond functional purposes of permitting people to get from one place to another and to gain access to property, streets – most assuredly the best streets – can and should help to do other things: bring people together, help build community, cause people to act and interact, to achieve together what they might not alone. As such, streets should encourage socialization and participation of people in the community...The best streets create and leave strong, lasting, positive impressions; they catch the eyes and the imagination.

Jacobs, Allan B. – Great Streets, page 312. Massachusetts Institute of Technology, 1995

Alternative Transportation Options

The ability of an individual to move from one location to another, or general mobility, goes beyond simply creating opportunities for the automobile. Creating alternative transportation options is a fundamental component of a well balanced transportation plan. Consideration to transit options, pedestrian pathways, and bicycle opportunities should be of particular importance. Such options not only improve the general mobility of a community, but they have the opportunity to directly enhance the City's quality of life by creating recreational opportunities which improve the general health and well-being of the community's citizens.

Transit

Public transit may become a more apparent need for Granite Shoals as Burnet County and the surrounding area grow in population and traffic congestion. Public transit, particularly light rail, allows for a reliable commuting schedule which is not dependent upon traffic congestion. Currently, a regional commuter rail line is being considered to run from Austin to points west. In Granite Shoals, an existing rail line ends at R.R. 1431 near the future Town Center. This would be a prime location for a commuter rail stop and could work in conjunction with the Town Center to create a transit oriented development (TOD). Although commuter rail may be an opportunity for the future, this site area could currently be utilized as a "park and ride" location.

Pedestrian Pathways

Pedestrian walkability gives specific attention to creating sidewalks and pathways which are safe for pedestrians. The decision of an individual to walk to perform their daily needs is typically influenced by the availability and perceived safety of pathways. Therefore, the City should examine incorporating pedestrian pathways into cross-section designs. This may be implemented within current City right-of-way or may be acquired by easement.

Pathways may be in the form of sidewalks along City streets or may take the form of larger pedestrian pathways. Larger pedestrian pathways would require sufficient width to accommodate multi-modal uses such as biking, jogging, or walking. Additionally, it would be ideal for such pathways to provide trees, shrubs, or other landscaping between pedestrians and traffic flows, especially along corridors with higher traffic volumes.

Pathways should link various parts of the City, creating links between residential and nonresidential areas, parks, and schools. Three specific pedestrian crossings are also recommended on R.R. 1431 at Phillips Ranch Road and at the locations of two proposed minor arterial roadways, reflected in **Plate 7-2**.

Bicycle Options

Bicycle options are another important alternative transportation mode. This option is specifically important for Granite Shoals due to its location on Lake LBJ and the many recreational opportunities available through City parks. Bicycle options may be included in multi-purpose pathways along roadways. These pathways would be located within City right-of-way or easement and would typically be, at minimum, six feet in width to accommodate pedestrians and bicyclists safely.

Another option for creating bicycle pathways is the inclusion of bicycle stripes within the street itself. This option is only intended for areas with lower traffic volumes in order to ensure the safety of the bicyclist. The advantage of this option is that it is economical and practical. Right-of-way and easement acquisition is not necessary, which reduces implementation cost.

As with pedestrian pathways, bicycle options should be examined as a part of the City's cross-sections. Additionally, bicycle routes should serve to connect various parts of the community such as residential areas to the Town Center and parks.

Aviation

The Granite Shoals Airstrip is currently a 2,000' grass runway, however it is proposed the runway be paved and extended to 5,000' to support additional operations. Further detail regarding the airport is provided within Chapter 4: Future Land Use Plan.

Conclusion

The purpose of this Transportation Plan, as a component of the overall comprehensive plan, is to accommodate the existing and future roadway transportation needs of the City. Similar to the Future Land Use Plan, implementation of the Transportation Plan will require consistent administration by the City. It is not suggested that the City engage in a major thoroughfare construction program, as the present system will be adequate for the existing development. As development occurs, however, right-of-way should be secured for widening of new roads, and acquisition of right-of-way along developed road, as possible. In addition, the City Council should continue to conduct annual reviews of the thoroughfare CIP to ensure the goals and priorities remain up-to-date. **Table 3-3** below summarizes the recommendations from this Transportation Plan chapter.

Table 3-3. Transportation Plan Recommendation Summary

| Recommendation | Page |
|--|------------------|
| Adopt a functional street classification system for all roadways within the City limits and the ETJ area, and characteristics and cross sections for each. | 3-6 |
| Begin planning to construct new or upgrade existing roadways as shown in the Transportation Plan map. Develop a capital improvements plan for purposes of defining project segments. | 3-15 |
| Identify specific sites for gateway entrances into the City. Allocate funding and acquire desired land. | 3-15 |
| Implement context sensitive design principles along highly visible key roadways, such as R.R. 1431 and Phillips Ranch Road. | 3-18 |
| Maintain coordination and consistency between the Transportation Plan and the Parks & Open Space Plan in order to ensure adequate connectivity, both pedestrian and vehicular, throughout the community. Coordinate with Burnet County and TxDOT to ensure State and County improvements are built to Transportation Plan standards. | 3-18, 3-19, 3-20 |

Investigate feasibility of a light rail connection utilizing the existing rail line, as well as options for a future "Park and Ride".

3-19

Chapter 4:

Future Land Use Plan

The significance of the Future Land Use Plan text and map cannot be overstated. Similar to the way in which a map serves as a guide to a particular destination, the Future Land Use Plan should serve Granite Shoals as a guide to its particular, unique vision for the future. Each mile represented on that map can also be compared to each individual decision that the City makes with regard to land use and zoning; these individual decisions can either lead to or deter from the City attaining its vision.

The Future Land Use Plan designates various areas within the City for particular land uses based principally on population growth, locational criteria, compatibility criteria, and a balance of land use types. The Future Land Use Plan establishes an overall framework for the preferred pattern of development within the City of Granite Shoals. Graphically depicted on **Plate 4-1**, the Future Land Use Plan should ultimately be reflected through the City’s policy and development decisions.

The Future Land Use Plan map is not a zoning map, which deals with specific development requirements on individual parcels; the zoning map and zoning decisions should, however, be based on the Future Land Use Plan map.

Extraterritorial Jurisdiction

Annexation is the process by which municipalities extend services, regulations, voting privileges, and taxing authority to new territory with the purpose of protecting the public's health, safety, and welfare. The Texas Local Government Code prescribes the process by which municipalities can annex land in Texas. Annexation is essential to the efficient and logical extension of urban services. Annexation is important to the long-term well-being of cities and should be carried out in accordance with established policies, and not on an ad hoc basis.

Table 4-1. Municipal ETJ Limits

| City Population | Respective Distance ETJ extends From City Limits |
|------------------|--|
| Fewer than 5,000 | 0.5 mile |
| 5,000-24,999 | 1.0 mile |
| 25,000-49,999 | 2.0 miles |
| 50,000-99,999 | 3.5 miles |
| 100,000 or more | 5.0 miles |

Municipalities can annex land only within their extraterritorial jurisdiction (ETJ). The City's ETJ is based upon its population and size, as shown in **Table 4-1**. Granite Shoals' ETJ is one mile from its existing City limits. The ETJ serves two purposes. First, there is a statutory prohibition against a municipality annexing into the ETJ of another city, and second, cities can extend and enforce their subdivision regulations within their ETJ. Cities cannot, however, enforce zoning regulations within their ETJ.

The City of Granite Shoals has a significant amount of extraterritorial jurisdiction (ETJ), 11,060 acres. The City's ETJ and City limits combined equal approximately 14,300 acres, roughly five times larger than the amount of land located within its City limits, 3,234 acres. Many cities across Texas share city limit lines or are bound by some other limits and are "landlocked" and therefore cannot expand their boundaries. Granite Shoals has the advantage of being able to expand not only its City limits, but also to expand the ETJ to the north and a limited amount to the east/southeast.

Balance of Land Uses

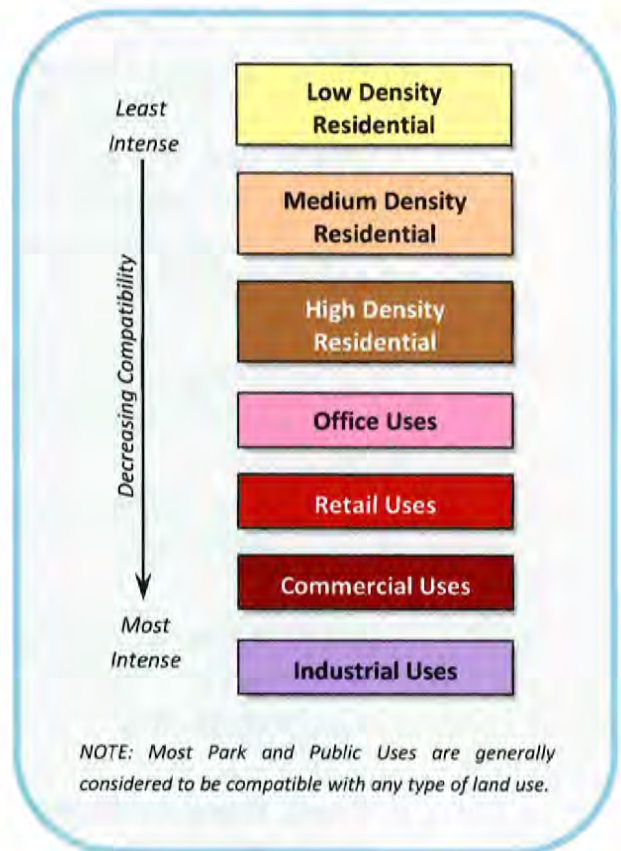
The various types of land uses have different needs in terms of location. For example, residential areas should be designed to have minimal impact from major roadways, thereby preserving the integrity of local neighborhoods and ensuring the safety of local residents. In contrast, many nonresidential uses should generally be located at major intersections in order to allow them the highest visibility possible. The exception to this may be heavy commercial and industrial uses, which often have open storage areas and large warehouses that do not require visibility from major roadways.

Retail and some commercial land uses require locations that provide visibility, because these types of land uses often depend on “walk-in business”. Consequently, land along several of Granite Shoals’ major thoroughfares has been designated for and should be preserved for retail, commercial and some industrial land uses. This is particularly recommended for retail and commercial land uses that are designed such that they are aesthetically pleasing. Conversely, many heavy commercial and industrial uses are not generally designed in such a way that are aesthetically pleasing, and therefore, these types of uses should typically not be visible from major thoroughfares.

The market, in conjunction with City policy, has dictated the existing land use pattern (shown on **Plate 1-1** in Chapter 1: Baseline Analysis) in Granite Shoals over the years. The Future Land Use Plan map, shown on **Plate 4-1**, further reinforces these concepts.

It should be noted that nonresidential development is extremely important to the economic support of the City; this importance will only increase with the growing needs of additional population. It has been shown that nonresidential uses are less intensive users of public services than residential uses. Therefore, nonresidential uses subsidize residential uses through their taxes. Also, it should be recognized that developing all major roadway frontages with nonresidential uses is not feasible, as there is no demand for such large amounts of these types of land uses.

Compatibility of land uses has long been an important consideration. Zoning was originally recognized as a public health, safety, and welfare issue due to the need to separate incompatible land uses. Therefore, an important consideration of this Future Land Use Plan is to guide the allocation of land uses in a pattern that will produce greater compatibility between the different types of land use. As the illustration shows, the more intense the type of nonresidential land use is, the less compatible the land use is with residential uses. In general, office uses and small neighborhood retail establishments adjacent to residential uses create positive relationships in terms of compatibility; these are considered lower intensity land uses. There are many techniques, including buffering, screening, and landscaping, that can be implemented through zoning and subdivision regulations that would help increase compatibility between different land uses.



Citizen Input

Citizen input was gathered through the Visual Character Survey and the issue identification process for creating the goals and objectives (see Chapter 2: Community Visioning). This input has been included within the creation of the Future Land Use Plan map, as shown in **Plate 4-1**. The following is a summary of the input received:

- Quality building design is desirable in new development, specifically masonry building materials and variation/articulation within the design.
- Parks and open spaces with water features, landscaping, and recreational areas are favored.
- Pedestrian amenities are important to residents, including sidewalks and defined walkways, seating and rest areas, and shade trees and other landscaping.
- Nonresidential signage constructed of higher quality materials in a monument style is preferred, compared to back-lit pole signs.
- Medium density residential is acceptable, although it should not be higher than two or three stories and should incorporate traditional design elements.
- “Smart growth” concepts are important, such as walkable neighborhoods, preservation of open space, concentrated development, housing options, mix of land use types, and “sense of place” within neighborhoods.
- Additional light industrial and retail development is desirable.
- Commercial aesthetics should be improved.
- Gateways into the City are important to help create a defined image for the City.
- The airport needs some additional studies and planning efforts.



The summary of information received indicates a strong preference for the incorporation of urban design features into new development within the City. Such features include walkability, pedestrian amenities, quality landscaping, public spaces and other features which promote the creation of a “sense of place” within the community. Such concepts are specifically intended to be included in the Town Center.

Additionally, the input indicates that citizens believed that an attention to aesthetic quality should be a focus. Aesthetic quality includes landscaping, masonry materials, building articulation, sign regulations, and other factors which visually enhance the look and feel of a community.

This input will be used as a basis and a guide for creating land use categories and policies which best reflect the vision that the citizens themselves have for Granite Shoals. Public input and citizen participation during the comprehensive planning process ensures that citizens will have a vested interest in promoting the adoption and implementation of the plan, once created.

Future Land Use Plan Map

The Future Land Use Plan map, **Plate 4-1**, has been drafted as the result of numerous meetings with the public, the Comprehensive Plan Advisory Committee (CPAC) and City staff. The Future Land Use Plan map is not a zoning map, and it does not directly affect the regulation of land within Granite Shoals. The map is intended to provide a graphic depiction of Granite Shoals' ideal land use pattern. **It should guide decisions related to future zoning cases and development regulations.**

It should be noted that while the map itself is an integral part of the Future Land Use Plan, the land use policies that support the map are also important. These policies are contained in the following section of this Future Land Use Plan. The subsequent discussion is intended to describe the various land use types shown on the Future Land Use Plan map.

Land Uses Categories

This section of the Future Land Use Plan reviews each type of recommended land use type as shown on the map. Land use types are grouped into three primary categories – residential land uses, mixed use land uses, and nonresidential land uses.

Residential Land Uses

It is recommended that residential land uses continue to be the predominant land use within the City's planning area, with a range of low, medium, and high density housing types, as well as mixed use developments available.



Estate Density Residential

The estate residential land use is rural in nature and is designed to support single family detached dwelling units on multiple-acre lots.



As shown on the Future Land Use Plan map, estate density residential is recommended for the residential portions of the ETJ area, consistent with the existing development. About 3,946 acres, or 36.1%, of the total planning area is included within the estate density residential category.

Low Density Residential

Low density residential typically constitutes the largest percent of land use in most communities. This use is representative of traditional, single family detached dwelling units. Lot sizes for low density residential typically range from one to two acres, and must be able to support the accompanying infrastructure, such as on-site sewer facilities.

This land use is primarily located within the City limits, consistent with the existing development. About 3,037 acres, or 27.8%, of the total planning area is included within the low density residential category.



Medium Density Residential

Medium density residential refers to townhouse, duplex, and patio homes, which are intended to accommodate the City's need for diversity of housing choices, such that Granite Shoals can become a "full-life cycle" community. About six dwelling units per acre is typical for this land use category.

This land use is centered around the nonresidential core along R.R. 1431, serving as a transition to traditional lower density single family housing. About 93 acres, or 0.8%, of the total planning area is included within the medium density residential category.





High Density Residential

High density residential land use is characterized by traditional apartment- and condominium-type units in attached living complexes.

These units commonly provide areas for “empty nesters” who may not want the maintenance of a large-lot single family home, and for young families who may find a townhome or duplex more affordable than a single family home. Also, high density residential developments are commonly used as rental units for vacationing families.



High density residential development may take a variety of forms. Traditional garden style apartments have, over the past few decades, been the primary design for multiple family units. However, courtyard apartments have grown in use and popularity due to their focus upon situating dwelling units around a courtyard or common space.



This use is shown on the Future Land Use Plan map in the southwestern portion of the City near the lake, consistent with the existing high density developments. In addition, there are several areas designated as high density residential within the planning area. About 96 acres, or 0.9%, of the total planning area is included within the high density residential category.

Mixed Use Land Uses

Nationally and regionally, there has been a recent resurgence and interest in combining various land uses, resulting in a mixed land use pattern. This concept reflects the old model of people being able to live within close proximity to necessities such as employment and retail areas. Also, this concept reflects a new approach to developments providing additional benefits to the people of the community.

Mixed Use

This type of development could be appropriate in some areas of Granite Shoals, such as Phillips Ranch Road, and it is recommended that if such a development is proposed, the City should consider approving it. Specific consideration should be given to how the various types of land uses relate to one another within the development as well as to how the overall development relates to the existing land use surrounding it. New development should be compatible and complementary to the existing development, and should be of a neighborhood scale. Mixed use accounts for about 56 acres of the total planning area, or 0.5%.



A mixed land use development can be constructed with one of two design concepts. First, a vertical mixing of land uses can occur. This design concept allows for different types of land uses (retail, office, residential, etc.) to be located within the same building. A common example of vertical mixed uses is retail uses located on the ground floor with residential or offices uses located above.

The second design concept is the horizontal mixing of land uses. This design concept provides for buildings with only one type of land use, but buildings throughout a development have different types of land uses. Thus, the concept of mixing land uses does not occur in a singular building, but occurs throughout buildings in a single development. Therefore, one building in a development may contain residential uses, with an office or retail building located adjacent to it.



Lakeside Development

The relationship to Lake LBJ is an integral part of defining the identity of Granite Shoals. A large portion of the City is surrounded by the Lake and it is one of the primary economic and sustaining factors for the City. Lakeside development should therefore focus upon creating opportunities for dining, shopping, and entertainment options, as well as medium and high density residential options. It is anticipated about 80% of the development will be oriented toward residential uses, and 20% toward nonresidential uses. Lakeside development should utilize the visibility and natural beauty of the lake to create desirable residential developments with accompanying and supportive services. About 732 acres, or 6.7%, of the total planning area is included within the lakeside development category.



Town Center

The Town Center area is intended to serve as a core area for the City that creates a sense of place and identity for the community. Two key public functions the area provides are space for the much needed water reclamation plant and space for larger active recreation fields. Overall, it is intended to meet the needs of residents, offering parks, open spaces, recreational and community facilities. There is also a possibility for a mix of retail services and office space tailored to the community. About 133 acres, or 1.2%, of the total planning area is included within the Town Center category.



Transit Oriented Development

Transit oriented developments are a concept that has evolved out of a need to balance residential communities, retail divisions and employment locations by integrating transportation between locations via the most efficient and accessible means. In addition to reducing vehicular dependence, this type of transit-oriented development creates a sustainable environment through mixed land uses and pedestrian orientation.



The Urban Land Institute (ULI) has identified ten key principles that must be addressed in order to create a successful and sustaining development and include:

- Establishment of a common vision,
- Development of public/private partnerships,
- Incorporating development around transit station,
- Provide flexibility in parking; employ shared parking components,
- Build a “place,” not a “project”; create a sense of place,
- Understand market factors for appropriate retail development; not transit driven,
- Establish a mix of land uses, through variety,
- Incorporate attractive buses and station into development,
- Establish varying prove points for living, and
- Engage corporate attention.

About 114 acres, or 1.0%, of the total planning area is included within the transit oriented development category.

Nonresidential Land Uses

Nonresidential land uses provide places of employment, retail uses that generate sales tax revenue for the City, and community parks. The following sections discuss specific aspects of the various types of nonresidential land uses recommended for Granite Shoals.



Public/Semi-Public

This land use designation is representative of uses that are governmental, institutional, or religious in nature. Public/semi-public uses are generally permitted within any area; therefore, the areas shown on the Future Land Use Plan map include the related uses that are currently in existence. It is, however, anticipated that there will be a need for additional public uses

with future population growth. The City should remain aware of necessary increases in police and fire protection based on population growth and potential increase in space and personnel for City administration. About 129 acres, or 1.2%, of the total planning area is included within the public/semi-public category.



Parks & Open Space

This land use designation is provided to identify all public parks and open spaces within Granite Shoals. This includes developed park lands as well as undeveloped, natural open space.

It is important for Granite Shoals to ensure adequate park space to serve not only its residents, but also its visitors who come to the City for shopping, business, or other activities.



Existing parks are located primarily along the lakeshore, however there are several proposed throughout the City and within other developments, such as the Town Center. About 168 acres, or 1.5%, of the total planning area is included within the parks and open space category.



The Parks & Open Space Plan (Chapter 6) provides further detail on the planning of parks and other recreational facilities.

Retail

Retail land use areas are intended to provide for a variety of retail trade, personal, and business services and establishments.

Retail land uses have a significant financial impact upon a community. This is due to the fact that they not only contribute to a city's reserves through property taxes, but they also contribute financially through sales tax revenue.

Additionally, retail establishments generally require greater visibility than other types of nonresidential land uses (e.g., office, commercial). In response to this need, retail land uses have been designated in the higher traffic areas of Granite Shoals, with concentrated retail uses recommended along the local highways.

About 579 acres, or 5.3%, of the total planning area is included within the retail category.



Industrial

The industrial land use designation is applied to areas intended for quarries, research laboratories, heavy commercial uses, assembly, warehousing, manufacturing, and service-type uses.

As previously mentioned, industrial land uses should generally not be located along or visible from major thoroughfares, as they are not typically aesthetically-pleasing uses. However, it is convenient for industrial users to have access to thoroughfares in order to transport their goods and/or supplies.

According to the Future Land Use Plan map, industrial uses are recommended along R.R. 1431 and within the quarries, consistent with existing land uses. About 230 acres, or 2.1%, of the total planning area is included within the industrial category.





Airport Compatible Uses

This land use is intended to serve as a buffer for the Granite Shoals Airstrip. As the airport continues to grow, the increased activity will have negative impacts on the surrounding residential areas in terms of both noise and safety. Additionally, supporting uses and businesses for the airport are currently not permitted within the surrounding area. This land use category is recommended in order to allow for airplane hangars, aircraft repair, and other light industrial uses.

About 182 acres, or 1.7% of the total planning area is included within the airport compatible uses category.



Lake

This designation includes 1,448 acres within Lake Lyndon B. Johnson, about 13.2% of the acreage within the total planning area. Lake LBJ is arguably the single most influential factor for the City and its development. The lake constitutes a significant portion of the acreage within Granite Shoals and, although such land is not developable land, it is a significant part the City.



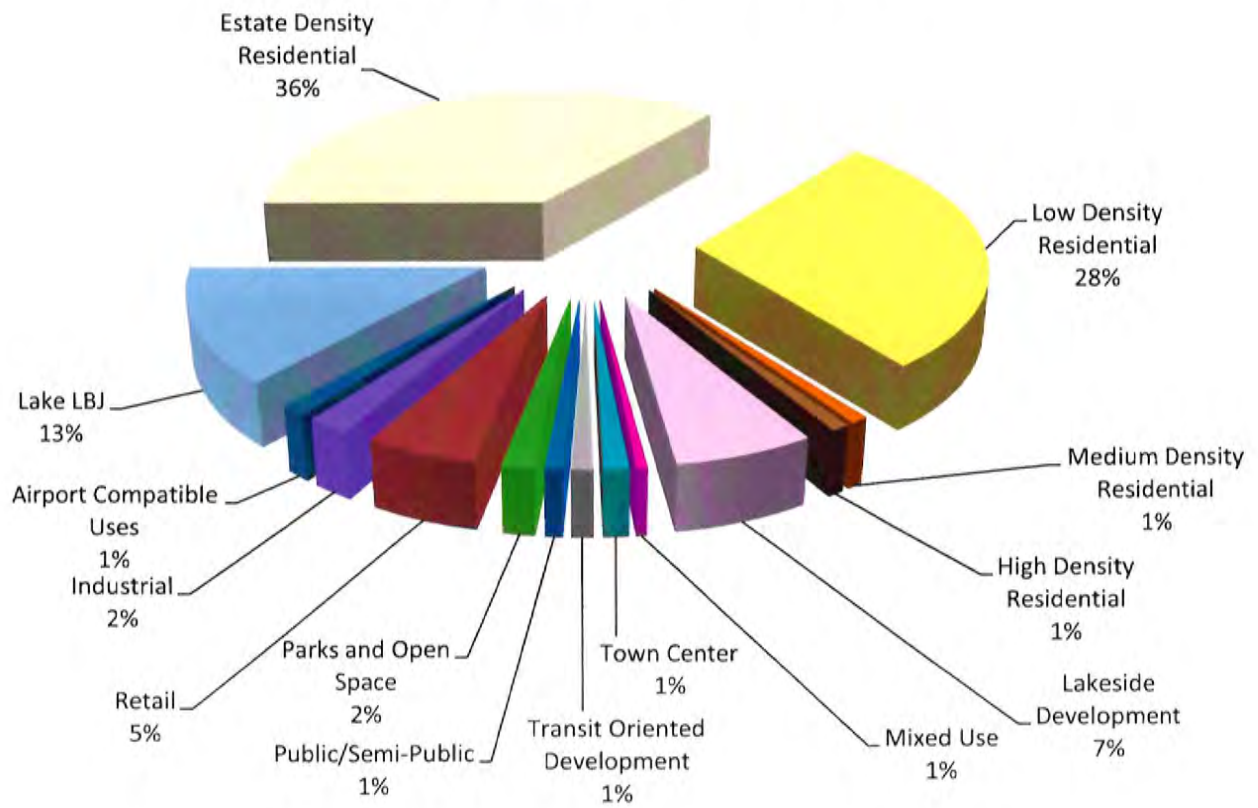
Land acreages included within this category are primarily used for recreational activities during the summer months by both residents and visitors. Additionally, many of the City's parks are located along the fringe of Lake LBJ providing public access to the Lake's waters.

Table 4-2 shows the future land use acreages for each land use category, based on the Future Land Use Plan map (**Plate 4-1**). As shown in **Table 4-2** and **Figure 4-1**, residential uses compose the largest portion of the total planning area, over 66%, or about two-thirds of the land. Lake Lyndon B. Johnson also composes a large portion of the planning area, over 13%. Other categories of significant size include Retail, Lakeside Development, and Parks and Open Space.

Table 4-2. Future Land Use Acreages and Percentages

| | City Limits | ETJ | Planning Area | Percent of Total Planning Area |
|------------------------------|--------------|--------------|---------------|--------------------------------|
| Estate Density Residential | 0 | 3,946 | 3,946 | 36.1% |
| Low Density Residential | 2,117 | 996 | 3,113 | 28.4% |
| Medium Density Residential | 0 | 93 | 93 | 0.8% |
| High Density Residential | 32 | 64 | 96 | 0.9% |
| Lakeside Development | 15 | 717 | 732 | 6.7% |
| Mixed Use | 52 | 4 | 56 | 0.5% |
| Town Center | 133 | 0 | 133 | 1.2% |
| Transit Oriented Development | 11 | 103 | 114 | 1.0% |
| Public/Semi-Public | 92 | 1 | 93 | 0.8% |
| Parks and Open Space | 96 | 72 | 168 | 1.5% |
| Retail | 320 | 259 | 579 | 5.3% |
| Industrial | 30 | 200 | 230 | 2.1% |
| Airport Compatible Uses | 125 | 15 | 140 | 1.3% |
| Lake LBJ | 671 | 777 | 1,448 | 13.2% |
| Total | 3,694 | 7,247 | 10,941 | 100.0% |

Figure 4-1. Future Land Use Percentages for Total Planning Area



Administration of the Future Land Use Plan

The following sections discuss the integration of the Future Land Use Plan into daily planning tasks – specifically development proposals and zonings. The purpose of this information is to help guide City Staff, City Council, and other decision-making bodies in upholding the intent of the comprehensive plan.

Development Proposals & the Future Land Use Plan

At times, the City will likely encounter development proposals that do not directly reflect the purpose and intent of the land use pattern shown on the Future Land Use Plan (**Plate 4-1**). Review of such development proposals should include the following considerations:

- Will the proposed change enhance the site and the surrounding area?
- Is the proposed change a better use than that recommended by the Future Land Use Plan?
- Will the proposed use impact adjacent residential areas in a negative manner? Or, will the proposed use be compatible with, and/or enhance, adjacent residential areas?
- Are uses adjacent to the proposed use similar in nature in terms of appearance, hours of operation, and other general aspects of compatibility?
- Does the proposed use present a significant benefit to the public health, safety and welfare of the community? Would it contribute to the City's long-term economic well-being?

Development proposals that are inconsistent with the Future Land Use Plan (or that do not meet its general intent) should be reviewed based upon the above questions and should be evaluated on their own merit. It is the responsibility of the applicant to provide evidence that the proposal meets the aforementioned considerations and supports community goals and objectives as set forth within this Plan.

It is important to recognize that proposals contrary to this 2010 Comprehensive Plan could be an improvement over the uses shown on the map for a particular area. This may be due to changing markets, the quality of proposed developments and/or economic trends that occur at some point in the future after the plan is adopted. If such changes occur, and especially if there is a significant benefit to the City, then these proposals should be approved, and the Future Land Use Plan map should be amended accordingly.



Zoning & the Future Land Use Plan Map

A zoning map should reflect the Future Land Use Plan map to the fullest extent possible. It is important to note that the Future Land Use Plan map is not a zoning map, which legally regulates specific development requirements on individual parcels. Rather, the zoning map should be guided by the graphic depiction of the City's preferred long-range development pattern as shown on the Future Land Use Plan map.

Chapter 211 of the Texas Local Government Code states that "zoning regulations must be adopted in accordance with a comprehensive plan." Consequently, a zoning map and zoning decisions should reflect the Future Land Use Plan map to the fullest extent possible. Therefore, approval of development proposals that are inconsistent with the Future Land Use Plan will often result in inconsistency between the Future Land Use Plan and the zoning regulations.

It is recommended that Granite Shoals amend the Future Land Use Plan map prior to rezoning land that would result in such inconsistency. In order to expedite the process of amending the Future Land Use Plan to ensure zoning regulations correspond, the related amendment recommendation(s) may be forwarded simultaneously with the rezoning request(s). If a rezoning request is consistent with the plan, the City's routine review process would follow. It is recommended that the City of Granite Shoals engage in regular review of the Future Land Use Plan to further ensure that zoning is consistent and that the document and the map reflect all amendments made subsequent to the plan's initial adoption.

Reactive and Proactive Use of Zoning & the Plan

Approval of development proposals that are inconsistent with the Future Land Use Plan will often result in inconsistency between the Future Land Use Plan and zoning regulations. It is recommended that Granite Shoals amend the Future Land Use Plan prior to rezoning land that would result in such inconsistency. In order to expedite the process of amending the Future Land Use Plan to ensure zoning regulations correspond, the related amendment recommendation(s) should be forwarded simultaneously with the rezoning request(s).

A proactive approach is the reverse of reactive approach. In the reactive approach, the landowner or developer applies for a zoning change and the Future Land Use Plan map is updated accordingly. In a proactive approach, the City leads the effort to rezone land according to the Future Land Use Plan map. A proactive approach would be the City leading an effort to rezone properties to a new land from a current zoning district. This approach may be necessary in some situations within the City.



Ultimate Capacity

Ultimate capacity is the maximum number of residents that Granite Shoals can support given its current City limits and extraterritorial jurisdiction (ETJ).

First, the Future Land Use Plan map (**Plate 4-1**) is reviewed to obtain information on planned locations for future residential areas and on the projected densities of those residential areas. It should be noted that the Lakeside Development category is anticipated to be approximately 80% residential/20% nonresidential. Of this residential, 40% is anticipated to be medium density units, and 60% to be high density units. This has been accounted for within the calculations.

Next, the City's 2000 U.S. Census information is reviewed to obtain information on Occupancy Rate (67.5%) and Persons per Household (2.47). It should be noted that this is a conservative occupancy rate, as many of the homes within Granite Shoals are used seasonally, and may be incorrectly classified as vacant. Therefore, the capacity may be considerably higher if a higher occupancy rate is used within the calculations.

These calculations assume that all of the future development occurs at the stated maximum allowable densities. Population is calculated as a function of density, housing units, occupancy rate, and average household size. As **Table 4-3** shows, the ultimate population capacity of Granite Shoals' planning area as calculated herein is approximately 34,757 residents.

The population projections are calculated as follows:

Population Capacity =
Acres x Density x Occupancy Rate x
Persons per Household

Table 4-3. Ultimate Capacity Calculations for Total Planning Area

| | Total Acres | Dwelling Units per Acre | Occupancy Rate | Persons per Household | Total Population |
|--|-------------|-------------------------|----------------|-----------------------|------------------|
| Estate Density Residential | 3,842 | 0.3 | 0.674 | 2.47 | 1,919 |
| Low Density Residential | 3,239 | 3 | 0.674 | 2.47 | 16,177 |
| Medium Density Residential | 327 | 6 | 0.674 | 2.47 | 3,266 |
| High Density Residential | 447 | 18 | 0.674 | 2.47 | 13,395 |
| Ultimate Capacity of the Total Planning Area | | | | | 34,757 |

Recommendations

The future of Granite Shoals will be shaped with the policies and recommendations developed in this comprehensive plan. Based on this plan, decisions will be made that will influence many aspects of the City's built and social environments.

The current physical layout of the City is a product of previous efforts put forth by many diverse individuals and groups. Each new development that takes place, whether it is a subdivision that is platted, a home that is built, or a new school, church or shopping center that is constructed, represents an addition to Granite Shoals' physical form. The composite of all such efforts and facilities creates the City as it is seen and experienced by its citizens and visitors. If planning is to be effective, it must guide each individual development decision. The City, in its daily decisions pertaining to whether to surface a street, to approve a residential plat, to amend a zoning ordinance provision, to enforce the building codes, or to construct a new utility line, should always refer to the basic proposals outlined within the comprehensive plan. The private builder or investor, likewise, should recognize the broad concepts and policies of the plan so that their efforts become part of a meaningful whole in planning the City.

Following are the recommendations related to land use. The Future Land Use Plan map is a recommendation intended to be used in conjunction with these policies. These policies will play a critical role in the development of the City in the upcoming years.

Create Pedestrian Friendly, Walkable Neighborhoods

It is recommended Granite Shoals work to create pedestrian friendly, walkable neighborhoods. Steps to achieving pedestrian friendly streets, particularly within nonresidential neighborhoods, may include the following:

- **Lighting**
Adequate lighting should be provided along all pedestrian-ways in order to ensure safety of the pedestrian and to encourage pedestrian activity. Lighting should be designed at a pedestrian scale for both visual aesthetics as well as to ensure proper lighting is achieved.
- **Sidewalks**
Sidewalks should be in place throughout the City, in both residential and nonresidential areas. It is recommended sidewalks be at least four feet in width to accommodate passing pedestrians. In addition, all sidewalks should include curb ramps at all pedestrian crosswalks. Trees, shrubs or other landscaping options should be used between sidewalks and roadways in order to promote a sense of pedestrian safety.
- **Building Placement**
In order to promote and facilitate walkability, retail businesses should front directly onto the sidewalk with little or no setback. Such techniques promote a sense of enclosure and promote the use of public right of way as a component of public space.
- **Parking**
On-street parking, shared parking, and/or rear parking should be encouraged. On-street parking can be used as a traffic calming technique and can also serve as a safety buffer between the roadway and pedestrians
- **Seating**
Benches and outdoor seating should be available for pedestrians, with a provision for shading (e.g., tree canopy, awnings, structural).





- Bicycles
Bike racks should be available near destination points. Trails and safe bicycle paths should connect residential and nonresidential locations.

- Landscaping
Landscaping elements, including shade trees and decorative planters, should be incorporated wherever possible along pedestrian thoroughfares. Public art and water features are also desirable to serve as a focal point or as visually interesting elements.



- Materials
Aesthetically pleasing building materials should be incorporated within sidewalk, crosswalk, and roadway design. Such techniques not only stimulate the visual environment, but they create distinct and identifiable pathways for pedestrians, creating a sense of safety.



- Trash Collection
Trash receptacles and recycling bins should be easily accessible throughout walkable areas. Quality receptacles should be used in conjunction with landscaping, decorative features, or other pedestrian amenities.

- Traffic-Calming
Traffic-calming methods and devices should be implemented throughout the City, particularly in residential neighborhoods and near parks. Examples to be considered include raised crosswalks, roundabouts, medians, as well as the use of landscaping and signage. In areas of higher traffic congestion, such as retail areas, curb extensions may also be used. Curb extensions increase the visibility of pedestrians to traffic and reduce the length of the roadway needing to be crossed.



Additional focus should be placed primarily on thoroughfares with moderate traffic flow to avoid impacting traffic flow and capacity of high traffic roadways, and to emphasize aesthetic design in areas that impact a wide number of users.

Plan for a Town Center

The Town Center land use designation was established to create a central core for the City, a gathering place for the members of the Granite Shoals community. As is stated within the Future Land Use Plan element, a mixture of land uses is appropriate for the Town Center, as it is also intended to be a place for local residents to recreate, conduct personal and perhaps government-related business, meet with neighbors, gather for community events and festivals, and other similar activities.

The following are design elements that should be incorporated within the Town Center development:

- 1) Ensure the area is pedestrian friendly.
- 2) Ensure connectivity between the Town Center and adjoining neighborhoods while minimizing conflict.
- 3) Ensure the Town Center contains an integrated mix of uses.
- 4) Ensure the development is successful and sustainable.

Refer to the Town Center concept plans within this chapter for additional detail of the proposed site.





Promote Sustainable Practices

Sustainability is commonly defined as an approach to development that meets the current needs of society without compromising the ability of future generations to meet their own needs (Brundtland Commission, 1987). In order to be a sustainable community, all development-related decisions should consider the impacts to the environment, economic viability, and social well-being, in both the short and long term. Granite Shoals should adopt a model for development that embraces this three-pillar, or triple bottom-line approach to sustainability including environmental, economic and social measures.

Environmental Sustainability

The environmental pillar focuses on the “green” aspect of sustainability. This pillar seeks to ensure that natural resources are not used more quickly than they can be replenished by encouraging the concepts of reducing, reusing, and recycling. In addition, issues pertaining to air and water quality are integrated into the environmental pillar. The following is a list of steps that the City should consider to become a more environmentally-friendly community.

- **Air Quality**
 - Require measures to protect air quality during construction
 - Continue to pursue alternate modes of transportation
 - Continue to work with CAPCOG on regional air quality programs

- **Energy**
 - Provide incentives for new construction to exceed local energy codes by 25% or more
 - Invest in renewable energy sources and providers
 - Allow on-site renewable energy generation

- **Green Building**
 - Adopt a green building standard such as LEED® or Built Green™ for future municipal buildings
 - Use climate sensitive design to minimize the impact of wind and rain
 - Reduce the heat island effect with alternative roof and parking design

- **Land Development**
 - Promote the use and protection of local, natural landscaping species during development
 - Encourage compact design to maximize density and reduce land consumption

- Prohibit and remove invasive species from landscapes where possible
- Minimize the effects of light pollution on neighboring properties
- **Water Supply**
 - Promote the use of individual unit water metering
 - Promote the use of xeriscaping (plants with low rates of water consumption)
 - Employ water conserving measures or devices where possible
- **Water Quality**
 - Minimize site disturbance during construction to reduce erosion
 - Provide sufficient topsoil depths to promote water penetration
 - Protect groundwater sources from contamination
 - Adopt storm water best-management practices
- **Waste Stream**
 - Expand opportunities for recycling throughout the community
 - Promote composting programs
 - Provide incentives to recycle construction waste
 - Promote the use of recycled materials in construction projects

Economic Sustainability

Consideration of the local economy is crucial in becoming a sustainable community. Without a successful, sustainable economy, both the environment and the society will be negatively impacted. The following is a list of steps Granite Shoals should take to move toward a sustainable economy.

- **Diverse and Viable Economic Base**
 - Continue to promote a diverse base of land uses
 - Provide appropriate transitional areas for long term compatibility
- **Local Reinvestment**
 - Promote the use of local suppliers
 - Provide opportunities for local businesses to enhance their properties
- **Meaningful Employment**
 - Create a wide range of permanent and seasonal employment opportunities
 - Promote the use of local services and labor



- **Training/Education**

- Expand local opportunities with the school district and regional higher education providers
- Develop community training and educational programs

- **Healthy Environment**

- Provide incentives to redevelop brownfield and greyfield sites
- Promote the redevelopment of surface parking into higher uses

Social Sustainability

The social pillar refers to how individuals or groups interact within the natural and built environments, and how those environments shape the culture. Following are steps that should be considered in order to make Granite Shoals a more socially sustainable city.

- **Compact Community Design**

- Promote the efficient use of land that maximizes allowable densities
- Promote infill development of vacant parcels of land
- Maximize the use of existing roads and services

- **Culturally Rich/Diverse**

- Require exemplary urban design in defining projects
- Provide opportunities to include public art that reflects the community
- Provide flexible, creative spaces for residents
- Promote participation
- Provide a mix of compatible uses within an area
- Encourage accessibility measures beyond the minimum code requirements

- **Strong/Supportive Community**

- Develop areas for individuals and the community to gather
- Provide amenity spaces, such as dog runs and community gardens, for activities and gathering
- Assure transitional areas integrate well and do not intrude or overshadow adjacent uses



- **Clean/Safe Environment**
 - Employ the existing natural topography and flora in landscaping
 - Assist in the prevention of crime with programs such as CPTED (Crime Prevention Through Environmental Design)
 - Design pedestrian and cyclist friendly thoroughfares
 - Promote the use of alternative modes of transportation
 - Provide a range of housing opportunities

- **Community Connections**
 - Provide multi-modal links to community resources
 - Create gateways and green spaces that identify the community or area

These sustainable development alternatives should be considered with each development decision. In order for the community to become more sustainable, it must work to incorporate each of the three pillars into its decision making processes. With practice and a sustainable attitude, the community will be better prepared to address challenges in the future and embrace opportunities as they arise.



Require Quality Nonresidential Design

Quality design is intended to improve not only the visual appeal, but also the long term property value stability and the quality of life within Granite Shoals. These recommendations focus on elements of the man-made environment that can be enhanced, including building materials, building articulation, signage, and incentives that can be provided to encourage these elements.

These elements often deal with the sensory response of people to the physical environment in terms of its visual appearance and spatial character and relationships. Although individual responses to aesthetic considerations vary, the careful application of image-related design principles in planning practice should enhance the quality of the built environment and the corresponding quality of life enjoyed by Granite Shoals' citizens and visitors.

These elements are typically reviewed by the City during the development approval process. New projects offer the opportunity for development standards to be implemented as part of the zoning process. By implementing the image and design elements recommended here, site development and building design standards for future development can be applied throughout the City without the need for planned unit development zoning. Applying these standards in a uniform manner would have a significant impact on the quality of life and the community image of Granite Shoals.



Building Materials

The importance of building materials used on the facades of non-residential structures along the corridors cannot be overstated. Cities across the nation have recognized the importance of ensuring that non-residential structures are as reflective of community image as signage, landscaping or any other development-related elements commonly associated with aesthetics.



Non-residential buildings should have a Texas Hill Country “look and feel”, created by incorporating stone into the exterior. Stone building materials should be required using a tiered scale, with the front façade requiring 50% stone, and side walls requiring some stone elements (no requirement for rear wall).

Additionally, it is recommended that the City establish a list of acceptable exterior materials to be used, in conjunction with stone building materials, for buildings along corridors.

The following masonry materials should be permitted by right:

- brick,
- cement fiberboard siding ,
- custom-treated tilt wall, and
- decorative or textured concrete block.

The City should permit other materials, including wood, stucco, and EIFS (exterior insulation and finish systems), along with any new material that has not been widely utilized (i.e., is a result of new technology) after review and approval by the Planning and Zoning Commission. By specifying the materials that are permitted along thoroughfares, the City would aid developers by identifying one aspect of approval while ensuring that future non-residential development occurs in a visually cohesive manner that reflects a positive image of Granite Shoals.

Building Articulation

Although they are generally thought of as unattractive, large expanses of flat walls are seen in many urbanized areas. In recent years, big-box retailers have received much attention for this practice and have been challenged on this aspect of their building design. Other non-residential uses, however, use this type of design as well. In response, many cities have established standards for varying exterior walls to address this visually unappealing design. This variation, or articulation, can be defined as an interruption or differentiation of the building wall plane with either a recess or an offset that projects away from the building wall plane by specified inches, feet, or percentage.

Developers along the corridors should be discouraged from using a building design that achieves a “box” effect. To accomplish this, it is recommended that architectural variation of the exterior walls of any structure visible from a specified roadway(s) be required. This requirement should apply to all non-residential structures 7,000 square feet in size or greater. The variation should be at least three (3) feet in depth for every 25 feet in vertical or horizontal length. Such a standard will ensure that unbroken planes of wall will not be predominant along the major roadways.

Prohibited

This “box” design is undesirable.



Required

This design incorporates both vertical and horizontal articulation.





Monument Signs

The influence of signs on a corridor’s image can be profound. Signs can dictate whether a driver feels the area to be cluttered and whether it is a desirable place to stop. Signs along a community’s primary thoroughfare and the image they create can influence a person’s perception of the entire town. Therefore, it is in the community’s interest to provide a unified and organized streetscape through consistent signage. While Granite Shoals does not have an abundance of “sign clutter,” efforts should be taken to reduce visual clutter and improve the City’s visual character along both of the corridors.



The City should require monument-type signage constructed of masonry materials along its two major corridors. The maximum allowable height, including the base, for a monument sign should be about six (6) feet. The overall surface area of the sign, including the base, should be no more than about eighty (80) square feet per side. This restriction would not apply to temporary real estate, development, or construction signage. As used in this guideline, a monument sign refers to a sign with a continuous base approximately the same width as the actual signage, with the signage generally directly attached to this base.



Incentives

While the City has some control over the appearance of new construction, the City's ability to influence older construction is limited to primarily code enforcement. Improvements to the façades or sites of existing businesses are mostly by private initiatives by the business/property owners, not by the City. However, the City can offer incentives to business and property owners to improve their premises, and one way to do this is for the City to subsidize the improvements by matching the owner's investment up to a specific dollar amount. The owner benefits from the incentive by either reducing their cost or by adding additional building features they might need or want to increase their business's visibility or customer appeal. Also, the City benefits because the appearance, and eventually the value and tax base of the overall area, is increased by these improvements.



Incentives can also be provided to remove pole signs. However, one major difference between improving building façades and mitigating pole signs is that pole signs can legally be amortized out of use. Notably, the amortization of signs can be more difficult to achieve due to political pressures. Incentives tend to create a “win-win” scenario for business owners and for the City.



It is recommended the City develop a program or guidelines where the City will match a dollar amount, up to a given point, for a business to either improve its existing façade or to remove an existing pole sign. Additionally, as Granite Shoals continues to grow, the City should investigate possible funding options to provide these incentives.

Screening

Because a number of industrial areas are located along R.R. 1431, it is recommended the City strongly encourage or enforce masonry screening or natural landscape buffering between the industrial uses and/or outside storage and the roadway.

Generally, outside storage areas should not face onto or be visible from any major thoroughfare. However, when a site cannot be designed in conformance to this, outside storage areas should be required to be screened from public view with a screening wall. Ideally, screening walls should have masonry components. The City should also specify that outside storage materials may not be stacked above the height of the screening wall.



Unshielded lighting



Directed lighting

Lighting

Outdoor lighting is a benefit for the community. It increases safety, enhances the City's nighttime character, and helps provide security. However, new lighting technologies have produced lights that are extremely powerful, and these types of lights may be improperly installed so that they create problems of excessive glare, light trespass, and higher energy use. Excessive glare can be annoying and may cause safety problems. Light trespass reduces privacy and can negatively affect adjacent property owners.

The City should consider adopting standards requiring directed lighting (rather than unshielded lighting) in areas near residential neighborhoods. In addition, the City can regulate the height of luminaries and level of illumination appropriate for each area.

Municipal Airport Study

The City of Granite Shoals Airstrip is a public airstrip that is a 2,000' grass runway suitable for day and night visual flight rules operations. It is surrounded by R-1 and M-1 subdivisions, neither of which permits the construction of a hangar for private aircraft next to a home. Presently no light industry that would support the maintenance and service of aircraft may be located there.

At this time the airports at Horseshoe Bay and Sunrise Beach are approaching full capacity. In the foreseeable future, nearby ranches may be developed similar to Horseshoe Bay on the southern side of Lake LBJ.

The present City of Granite Shoals Airstrip should be developed as a modern, all weather airport that will meet the needs of the future growth of the City and adjacent areas along the northern shore of Lake LBJ.

The City Council should appoint a Board of Airport Commissioners, whose initial responsibilities will be to draw up a Master Airport Plan that will explore future airport growth and expansion. This could include expansion of existing runways, taxiways, and industrial development appropriate to airport operations.

Drainage Study

In Granite Shoals, surface drainage predominately flows directly into creeks within the City. There are localized drainage issues, such as street flooding during periods of heavy rainfall, which may require more a more detailed study than the comprehensive plan can provide. Localized drainage issues should be addressed by means of specific design studies or the development of a drainage master plan. The study or plan should provide an in-depth analysis of current drainage facilities and project the need for future facilities, such as detention, culverts, and channel enhancements, based on the Future

Land Use Plan. The City should also review current subdivision standards to ensure that new developments mitigate their impact on the overall stormwater system. In addition, stormwater drainage issues within existing platted lots should be addressed.

Conclusion

The recommendations contained herein should guide Granite Shoals’ future land use planning and related policies. It is important to note that the Future Land Use Plan is not the community’s official zoning map. Rather, it is a guide to decision making in the context of the City’s future land use patterns. The Future Land Use Plan should be used consistently and updated as needed, as coordinated, quality development continues in Granite Shoals over time. The official copy of the Future Land Use Plan map is on file at Granite Shoals’ City Hall. The boundaries of land use categories as depicted on the official map should be used to determine the appropriate land use category for areas that are not clearly delineated on the smaller-scale Future Land Use Plan map contained within this 2010 Comprehensive Plan document. The major recommended future land use policies contained throughout this chapter are summarized in **Table 4-5**.

Table 4-5. Future Land Use Plan Recommendation Summary

| Recommendation | Page |
|---|------|
| Create pedestrian friendly, walkable neighborhoods by integrating elements such as lighting, sidewalks, parking, seating, landscaping, and traffic-calming devices, among other amenities. | 4-27 |
| Plan for a Town Center development at R.R. 1431 and Phillips Ranch Road to incorporate park space, community facilities, and possible retail options. | 4-29 |
| Promote sustainable practices for all future development – including environmental, economic, and social sustainability concepts. | 4-30 |
| Require quality nonresidential design by establishing an approved list of acceptable building materials, encouraging building articulation, promoting the use of monument signage, and requiring screening. | 4-34 |

| | |
|--|------|
| Appoint a Board of Airport Commissioners to draw up a Master Airport Plan that will support a request to the Federal Aviation Authority for the federal funding of construction of a new airport facility. | 4-39 |
| Develop a stormwater drainage master plan to address drainage issues. Review subdivision ordinance to ensure adequate measures are required to mitigate stormwater runoff. | 4-40 |

Chapter 5:

Housing Strategies

The purpose of this Housing Strategies chapter is to address the present character and quality of housing in Granite Shoals and to identify ways in which to preserve or enhance the local housing stock. It is in the public interest to maintain the local housing stock, and to improve it wherever necessary. It is also in the public interest to ensure that new housing and neighborhoods are created to the highest level of quality possible, so that new areas maintain their value and are sustainable in future years. It will take cooperative action by the City itself, property owners, volunteers, and the development community to achieve the highest possible housing quality and character within each neighborhood area of Granite Shoals.

The words *housing* and *neighborhood* can be defined in the context of structural or physical characteristics, but the meaning can also be applied in a broader sense. In addition to simply referring to a dwelling or shelter, *housing* impacts the way in which a family lives and the way in which an area is perceived. The term *neighborhood* also includes the sense of community that can be felt and quality of life that can be enjoyed by residents. Notably, housing is the single largest developed land use within Granite Shoals.



A healthy neighborhood is generally made up of quality housing that is occupied by residents who take pride in their homes and properties. A neighborhood is the setting in which residents may develop a sense of belonging through their interactions, through common interests, and by simply “being neighbors.” It is, therefore, in the public interest not only to maintain individual housing units, but also to promote the overall well-being of neighborhood areas. Through an emphasis on individual housing maintenance, the well being and general preservation of the neighborhood as a whole may be achieved.

Creating healthy neighborhoods and a quality housing stock may involve a number of different factors ranging from different housing mixes and types to code enforcement by city staff. This housing chapter will therefore focus upon housing conditions and the strategies associated with neighborhood preservation, housing maintenance, and rehabilitation/redevelopment.

Housing Conditions & Strategies

The quality and livability of Granite Shoals’ neighborhoods are integral to the community’s overall character and quality. Maintenance of both private and public property are critical to neighborhood viability and sustainability. Maintenance of neighborhoods and facilities also affects the larger community. If left unabated, blighted areas create a ‘ripple effect,’ which impedes other civic objectives, including economic development and private investment.

Another important reason to assess housing conditions is to monitor home values, which affect the income the City receives from property taxes. If a community’s housing stock has deteriorated over time, the City’s tax revenue is negatively impacted. Conversely, if a community experiences quality residential development over a period of time, the tax revenue received by the City is increased.

To aid in preserving and rehabilitating existing single family housing units, three action strategies are recommended: Neighborhood Preservation, Housing Maintenance, and Rehabilitation and/or Redevelopment. These strategies are based in part on the assessment of the City’s housing stock that was conducted in conjunction with the existing land use survey during the data-gathering phase of the comprehensive planning process. **Plate 5-1** shows the Housing Conditions map.



Neighborhood Preservation (Type 1)

In areas where sound, quality housing exists, a preservation strategy is appropriate. About one-third of the housing units in Granite Shoals have been identified as Type 1, which describes units that are maintained in good physical condition.

The purpose of the Neighborhood Preservation strategy, which correlates with the areas identified with a "1" on **Plate 5-1**, is to recognize areas in which the City should sustain and protect existing desirable conditions. This can most successfully be achieved by proactive code enforcement in and around these areas and by ensuring complementary relationships with adjacent land uses. In addition, an effective Neighborhood Preservation strategy includes the continued provision and maintenance of adequate utilities and community facilities, such as parks, schools and streets. Preservation efforts by the City within these areas should minimize the need for future rehabilitation programs. As part of the activity of normal planning, community development, and code enforcement practices, the Neighborhood Preservation strategy can be furthered by appropriate City departments on an on-going basis.

Housing Maintenance (Type 2)

The Housing Maintenance strategy is appropriate where the housing units are substantially sound, but are in need of minor or moderate repairs, which are identified as Type 2 on **Plate 5-1**. The main purpose of this strategy is to reduce the incidence of further deterioration of these housing units. If minor repairs are not accomplished on Type 2 units, such units may fall into the Type 3 category, making rehabilitation a challenge, if possible at all. Currently, about one-third of the City's housing stock falls into the Type 2 category.



The Housing Maintenance strategy correlates with the areas identified with a “2” on **Plate 5-1**. It is recommended that the Type 2 units that have been identified be immediately addressed for several reasons:

- The structures will contribute to the City's future stock of affordable housing. New housing of equal size and quality could not be constructed and sold at the same prices of these units;
- Over a period of time, if neglected, these areas can further deteriorate such that preservation or rehabilitation will no longer be a realistic option (i.e., demolition will be the only feasible possibility);
- If the deterioration of housing/neighborhoods is not addressed, the decline may negatively impact surrounding areas with sound housing;
- The overall image or “quality of life” of the community can be enhanced through consistent action, by the City and the general public (i.e., volunteerism), targeted in areas of decline.



Rehabilitation and/or Redevelopment (Type 3)

The Rehabilitation and/or Redevelopment Strategy is appropriate in areas where the housing units are either in need of major repairs, such as a new roof or leaning side, or where housing units are in such a state of disrepair that the area should generally be redeveloped with new housing. (For the purpose of discussions herein, intensive or major repairs are generally those that require a professional to complete.) There are two primary purposes behind this strategy: 1) in cases of rehabilitation, to reduce the likelihood of further decline of units in the identified areas; and 2) in cases of redevelopment, to prevent further deterioration of the overall housing areas.



If the necessary repairs are not accomplished, these units may deteriorate further, making them virtually uninhabitable. The City should not allow such units to become a serious public safety concern. Although there are no areas shown as exclusively Type 3, the portion labeled Type 2/3 includes both Type 2 and Type 3 structures. Therefore, action to improve the conditions of the Type 3 structures is extremely important to avoid having a negative impact on the neighboring Type 2 structures, as well as adjacent neighborhoods.



Redevelopment is the demolition, removal, or clearance of structures and preparation of the lot for new construction. Redevelopment is necessary when a housing unit reaches such a state of deterioration that a rehabilitation strategy becomes unfeasible. At

the point where housing units need to be cleared, they pose a significant health and safety issue for local citizens; the City, therefore, should be proactive in addressing such structures through demolition. It is recommended that the City continue to maintain a budget for demolition, and may consider identifying a set number of dilapidated housing units per year that need to be demolished and allocate funds accordingly within areas designated as Type 2/3 on **Plate 5-1**.

Recommendations

The standards for new residential development should be such that maintenance and preservation strategies become necessary only over time. Development guidance, either during the stages of zoning change or subdivision approval, provides City staff with an opportunity to ensure that the City’s commitment to quality will be reflected in a residential development of lasting value and stability. Proactive enforcement of City policies and regulations prior to development is critical to the maintenance of the local housing stock and to the high standards of community development to which the City is committed.



Housing Mix and Type

A mix of residential densities and housing types is important to give residents a choice in selection of housing types. The Future Land Use Plan map (**Plate 4-1**) provides locations for various types and densities of residential development in order to create opportunities for varied housing types while retaining the desired character of each neighborhood. Low density residential housing should be developed within appropriate neighborhoods. Medium and high density residential housing should be planned only within areas adjacent to major thoroughfares and in locations where public facilities and services will be able to meet the need of a larger population. It is recommended that the future density mix of housing types stay generally consistent with the housing mix that Granite Shoals has today.



Full-Life Cycle Housing

It is important for cities to provide a variety of housing for the full life cycle of citizens and to meet the needs of different segments of the population – people of different ages, socio-economic levels, and employment levels. The term “full-life cycle” housing is intended to describe housing appropriate for all stages of life – young singles, professional couples, families with children, empty-nesters, retirees and seniors, including those requiring living assistance.



The Future Land Use Plan provides for flexibility in the type of housing built. Within a planned residential area, several types of housing can be developed. For example, an area can be planned for multiple family or apartment units adjacent to a major thoroughfare, with a majority of single family detached homes within the interior of the neighborhood that are buffered by duplex units. In this way, a property owner can choose to develop a particular housing type, and diverse housing options will be available for future residents.



The City’s zoning ordinance currently has one single family residential zoning district, R-1. The district has with a minimum lot size of 5,000 square feet and a minimum residential dwelling size of 1,200 square feet. To encourage a variety of lot and home sizes, it is recommended the City establish residential zoning districts with a variety of lot and dwelling sizes, such as:



- Garden Homes/Zero-Lot Line Developments (lot size: 3,500 square feet /dwelling size: 1,000 square feet)
- Duplex/Triplex/Quadruplex (lot size: 10,000 square feet / dwelling size: 1,000 square feet)
- Rural Homes (lot size: 1+ acre / dwelling size: 2,000 square feet)

In addition to establishing a variety of residential zoning districts, it is recommended that a variety of lot sizes be permitted within a single neighborhood. For example, in all zoning districts (with the exception of the district with the smallest minimum lot size), 15% of lots within a development *may be at most 20% smaller* than the minimum lot size, and 15% of lots within a development *shall be at least 20% larger* than the minimum lot size. The variation of lot sizes should be distributed evenly throughout the development. Notably, the minimum dwelling size should be adjusted at the same percentage of the minimum lot size.



There are currently several higher density multiple family style developments within the City, however there are no development regulations in the zoning ordinance to guide the physical development. It is recommended that criteria be established for multiple family housing units and incorporated into the City's Zoning Ordinance.

- If a small development (no more than six units) is adjacent to a single family residential neighborhood, then transition areas (open greenspace, buffer areas, medium density development, etc.) should be incorporated into the project.
- A larger multiple family tract should be adjacent to a collector or minor/major arterial thoroughfare (i.e., not directly adjacent to local residential streets), and all access into the complex should be from minor arterials.
- All structures within multiple family developments should adhere to the residential building material guidelines.
- Based upon the density of the complex, an appropriate amount of usable open space should be required.
- The City should establish a maximum number of dwelling units per acre for multiple family developments (i.e., 18 or 20).



Workforce Housing

Housing affordability remains a key issue for cities throughout the state and country. Granite Shoals' housing units are already generally affordable. While the new units may not be as affordable as existing units, families vacating existing units to purchase a new unit will make the existing unit available to an incoming family upgrading from another area. Housing for single, working parents and lower-income workers is a concern for businesses that rely on this segment of the labor force. In addition, senior citizens and other segments of the population who may be on fixed incomes are particularly affected by increasing housing costs. It is recommended that the City continue efforts to ensure that these types of households are represented in the context of available housing within Granite Shoals by identifying locations for a variety of housing types and densities.



Manufactured homes represent a significant percentage of the affordable housing market. With the financing schedules that are available to buyers, purchasing a manufactured home becomes affordable whereas a site-built home may not be economically feasible. As shown in the Future Land Use Plan map (**Plate 4-1**), Granite Shoals has two residential districts to accommodate manufactured homes – the M-1 Mobile Home Residential District and M-2 Mobile Home Park District.



One of the issues that cities have been challenged with in relation to manufactured housing is the maintenance over a period of time; this housing type tends to experience deterioration, and it is recommended that the City establish high standards in order to support high quality manufactured home development in the existing districts.

Standards related to the quality of manufactured homes should be established that incorporate the following within the M-1 district:

- The manufactured home should be placed on a permanent concrete foundation that complies with the City’s building codes for residential structures (i.e., no wheels).
- The roof should have a required minimum pitch of 3:12.
- The trailer tongue should be removed.
- A porch, patio, deck, or stoop should be required.
- The minimum dwelling unit size should be 1,000 square feet.
- The front door of the manufactured home should face the street.
- If the space between the manufactured home and the foundation is visible, skirting must be used to visibly hide that space.
- Utility connections should be comparable to traditional single family residences.

In addition, all manufactured home structures (in both the M-1 and M-2 districts) should not be located directly along or visible from a major thoroughfare.

It is also recommended the City consider revising the title of these districts to “manufactured home” residential districts, as the term “mobile home” typically refers only to prefabricated homes constructed prior to 1976.

Infill Development

Infill housing, for the purpose of this discussion, is defined as new housing units constructed on lots within the City limits that are either vacant or are being redeveloped and are surrounded by developed properties.

Infill areas within cities are often very different from outer areas – the character of infill areas is already determined, and homes have existed for long periods of time. Because infill areas are inherently different than newly developed areas, new and/or rehabilitated homes in infill areas should have different standards applied to them. This can ensure that zoning standards do not indirectly discourage infill housing.

Benefits of Infill Housing:

- **Helps to increase population within the City limits rather than in the ETJ/County.**
- **Reduces the City’s infrastructure costs.**
- **Supports efforts towards revitalizing older areas of the City.**
- **Improves visual character and safety of areas with vacant lots.**

While it is recommended that the City establish a policy to not extend water and sewer lines without annexation, the fact remains that even with annexation, it is less expensive for the City to provide a connection to an existing line in a developed area than to

construct a line for an individual user. Granite Shoals should make the most efficient use of its current infrastructure and focus its growth and development where services are most easily extended. The City should identify potential residential and nonresidential infill development areas that are currently supported by infrastructure. Development of these areas or properties would be desirable due to efficient use of existing infrastructure.

When planning for infill, it is important to ensure that the development is consistent with the City's vision and is designed to coordinate and connect with the existing surrounding developments. Generally, residents in the area surrounding an infill site desire to have the infill development match the character of the existing area. For the purpose of this section, infill development refers to small lot developments (e.g., a home site in an existing neighborhood) or to larger sites that cover several acres along a major roadway (e.g., retail site).

One solution to ensuring compatible growth is to allow averaging of area regulations for infill development within specified infill development areas. For example, if a zoning district required a minimum lot size within an area designated for infill development, then the minimum lot size could be determined by the average of the five closest lots. This concept could be applied to other area regulations, such as yard requirements.

In addition, the following standards should be applied to infill areas in Granite Shoals:

- Any structure that was originally (and legally) constructed with wood siding should be able to replace such wood siding with cement fiber board siding.
- Any new home or rehabilitated home should be required to be compatible with other nearby homes along the street, and to complement and enhance the overall appearance of the neighborhood.
- Unit types other than single family dwelling units should be considered with a Special Use Permit in infill areas within the R-1 district.
 - This would encourage a mixture of housing types.
 - This would allow for a housing structure to be approved when it is an improvement to the unit(s) it is replacing and/or to the neighborhood as a whole.
 - One of the main criteria for a unit type other than single family to be approved should be that it is constructed in such a way that is compatible with the other housing units and the neighborhood.
- Setbacks should be compatible with the setbacks of existing homes in the area, and should not differ such that an incompatible aesthetic along the street is created.

Infill development should receive first priority in order to fill existing vacancies within the City itself. As Granite Shoals considers establishing City water and wastewater utilities in the future, infill development will allow such infrastructure to be cost effective. Additionally, vacant land often requires maintenance to ensure that shrubs, brush, or other natural features do not detract from the neighborhood or street character. Left unabated, unmanaged vacant property may begin to negatively affect the general quality and character of a neighborhood and may contribute to its ultimate decline. The City should therefore promote the development of existing vacant land according to these policies. Such policies will ensure that infill development accurately reflects the existing neighborhood character, is compatible to neighboring homes, and strengthens existing neighborhoods through mitigating the effects of unmanaged vacant land.

Infill policies should focus upon the principles of mixed housing types. Creating and preserving sustainable neighborhoods in Granite Shoals begins with providing a sound housing mix. Different housing types and housing sizes are essential in ensuring that all residents of the City are able to have their individual needs met throughout different stages of life. Mixed housing types create opportunities for families, singles, and elderly couples to live within a single area fostering opportunities for interaction.

Infill policies should also create opportunities for providing workforce housing and affordable housing options in order to ensure that individuals from different socio-economic backgrounds have the opportunity to call Granite Shoals home. As discussed, manufactured homes, with certain regulations, are often a considerable affordable housing option.

Residential Building Materials

Quality building materials contribute to the longevity of neighborhoods. The impact materials have on the appearance of a community is substantial. When a neighborhood ages, the wear and tear on the materials becomes more noticeable. Since most homes in a neighborhood are built at approximately the same time, they typically have maintenance issues within a similar span. If poor quality materials are used in construction and all the homes age at the same pace, then a blighted neighborhood could result. It is the goal of this element to help ensure that homes are built with quality materials which promote the livability and sustainability of the neighborhood.

Single family residential exterior building materials should include masonry materials, cement fiber board siding (CFBS), or stucco (or synthetic stucco – exterior insulation and finish systems, or EIFS). Homes should be constructed of one or more of these allowable materials.

Masonry



Cement Fiber Board Siding



Stucco



Although it is difficult to regulate materials used for manufactured homes, however, it is recommended the City create a list of acceptable colors to be used for the exterior of manufactured homes. For example, the City could require the exterior of all manufactured homes to be of earth tones to avoid exteriors incompatible with traditional single family homes within the area.

Residential Landscaping

Trees and other landscaping have a substantial impact on the quality of life within a neighborhood. The improved aesthetics and increased land value for properties with trees is well documented. Landscaping is a long-term investment and will help a neighborhood age well by creating a tree canopy and providing a stately appearance.

Tree planting is the foremost recommendation for residential landscaping – including the single family, multiple family, and manufactured home districts. Trees should be planted soon after home sites are completed. It is recommended that one or two large shade trees be required in the front yard of a new home. Trees in the front yard should generally take precedence over trees in the back and side yards due to their impact on the neighborhood’s appearance. If trees are preserved or currently exist on residential lots, then these trees would fulfill the requirements of this element.



Property Maintenance

The City currently has a property maintenance code which was adopted in 2008 (Ordinance No. 511). The existing code, however, is highly subjective and does not include adequately detailed descriptions. For example, the code reads “[Property owners] ... shall maintain such property clear from weeds, tall grass, or any other form of vegetation that is considered to be unsightly or objectionable matter...” Although the intent of this statement is rather clear, it would be difficult to enforce because there is no quantifiable measure for “tall grass.” In addition, the code does not address some issues, such as abandoned vehicles or vehicles parked in front yards.

The most consistently used code is the International Property Maintenance Code (IPMC), which addresses a variety of factors impacting the health, safety, and welfare of tenants and the community. The IPMC focuses on conditions of the exterior property areas, as well as the interior and exterior of the structure (including lighting, ventilation, plumbing, electrical safety, and fire safety, among other elements). It is recommended the City consider adopting the 2009 IPMC and implementing code enforcement.

Code enforcement is one way in which Granite Shoals can improve local housing, unit by unit. Many cities have code enforcement policies that are reactive – that is, violations of general code regulations are not enforced unless and until a complaint is made. Other cities have code enforcement policies that are more proactive – that is, staff is actively looking at areas of the community from a regulatory perspective, and enforcing codes as they see violations on a regular, consistent basis, even without a complaint being made. It is recommended the City utilize a proactive code enforcement policy.

In addition, the City should consider being involved with the Keep Texas Beautiful (KTB) program, which is a formal neighborhood/community clean-up program. The program is “the grassroots arm of the Texas Department of Transportation’s ‘Don’t Mess with Texas’ litter prevention campaign and its ‘Adopt-a-Highway’ program.” The program has been adopted by over 300 communities in Texas and offers its affiliates a variety of services to promote grassroots beautification efforts. The City should participate in KTB-sponsored programs and events such as the “Don’t Mess with Texas Trash-Off.” The KTB reports this event is the single largest one-day clean-up event in the state, with nearly 200,000 volunteers each year.

Solicit Input and Make Citizens Aware of Available Help

People generally do not desire to live in substandard housing units. Knowledge about the reasons local citizens are living in these conditions may help a City assess what needs to be done. Granite Shoals officials should therefore solicit input as to what the specific needs are of the individuals who own and/or live in the units considered as Type 3.

Some of these residents may be elderly and may not be physically able to undertake the repairs needed to improve their homes. In other cases, lack of funds may keep individuals or families from making necessary improvements. Also, people renting property may be having difficulty with the property's owner not undertaking necessary repairs. Knowledge of factors that may be preventing individuals from undertaking proper maintenance will help the City to determine the best steps to take and to allocate funds and services accordingly. There are many ways that such information can be gathered.

- The City could use a system of mailings to survey individuals.
- Public workshops could be held in areas of the City that have a concentration of Type 3 units.
- Granite Shoals officials could seek help from civic leaders who know and/or have contact with citizens that live in these areas.
- As these efforts are undertaken, it is further recommended that the City initiate an aggressive public awareness and outreach campaign in order to inform citizens about the programs available for rehabilitation, reconstruction, and home ownership.

Concentrated efforts such as these would help the City gain the knowledge it needs to be proactive in addressing deteriorating housing units.

Allocate Additional Funds for Demolition

Regardless of the diligence with which the City undertakes maintenance and improvement efforts, some housing units are already past the point of rehabilitation. Just as it is important for Granite Shoals to address housing units in need of maintenance and rehabilitation in targeted areas, it is equally important for the City to proactively demolish units that cannot be rehabilitated. Demolition efforts are needed not only to improve the overall local housing stock, but also to protect the public's health, safety and welfare.

The City currently allocates limited funds for the demolition of unsafe structures; it is recommended that the City continue to and increasingly allocate funds for demolition of structures that are a threat to the public's health, safety, and welfare. Removal of dilapidated housing units can make a strong, noticeable improvement to the City's overall housing stock, especially in deteriorating areas, over a short period of time.

Work With Local Entities and be a Facilitator

City officials should approach the Chamber of Commerce or other business organizations to provide funding (i.e., small loans) or volunteers to help improve the appearance of local homes. Business organizations should be interested and involved in improving local housing because, as stated previously, economic development efforts and housing quality are closely connected. One study, called *Housing: The Forgotten Component of Economic Development*, states "corporations look at a wide range of criteria when deciding where to locate a facility. Some of those criteria are about quality of life issues including housing. Business leaders need to be confident that the location they choose is a place where their valuable employees - executives and laborers alike - will want to live."¹

- Ensuring that Granite Shoals is in the best possible position to compete with other localities for companies and employment bases includes consideration and improvement of local housing.
- Discussing housing issues with leaders of local financial institutions would be another avenue the City should pursue. Specialized home improvement loans for families with limited income could be established through discourse with such leaders.
- Other localized efforts that the City should help facilitate include the formation of neighborhood associations and local crime watch groups.
- As programs and funding opportunities are realized in this manner, Granite Shoals officials should become facilitators and informers, putting citizens in contact with the right person or entity to help them meet their needs.
- Granite Shoals should also establish an existing City staff position that would be a recognized liaison between the City and neighborhood groups – this would enable the City to be aware of and involved in neighborhood issues on a consistent basis.

Such efforts on the part of Granite Shoals are also likely also to have the residual effect of increasing homeownership, and thereby decreasing the incidence of future housing issues.

¹ Wisconsin Council on Children and Families: http://www.wccf.org/pdf/housing_ecdev.pdf

Funding Opportunities

There are numerous federal and state funding programs, some of which the City can initiate to begin to improve these areas. One such program is the HOME rehabilitation program², which is administered through inspection services. Due to the fact that housing rehabilitation programs have an area-wide focus, it is recommended that the City continue to solicit community support for housing rehabilitation and maintenance on an area-wide basis. Further, the City should provide assistance to citizens in need of funding (i.e., information on grants), and should establish a system for feedback and continued contact with property owners to encourage continued maintenance of the structures. The City should pursue annual financing of the program, and should continue to increase the number of rehabilitated homes each year when possible.



Table 5-1. Funding Opportunities

| Program Name | Purpose | Funding Information |
|--|--|--|
| Community Development Block Grant (CDBG) | Allocates funds for neighborhood revitalization, economic development and the provision of improved community facilities and services. | Participation can be through funds allocated by the State (through the Texas Office of Rural Community Affairs), the County, or the federal HUD Department; the availability of matching funds is considered in the criterion of whether to approve the grant application. |
| Down Payment Assistance Program (DPAP) | Helps very low- and low-income families purchase a home by providing an interest-free loan ranging from \$5,000 to \$10,000-depending on the county in which the property is located; assistance is for down payment and eligible closing costs, and the borrower pays the loan when the home is either sold or refinanced, or at the maturity of the original mortgage. | No City participation in funding is necessary. |

² This program is administered by the Department of Housing and Urban Development (HUD) with funds allocated to states and local governments by a specified formula; requires a minimum amount of funding to qualify for program participation. Funds can be used for acquisition, rehabilitation and new construction of housing, or to provide direct rental assistance. Expenditures require a 25 percent local, non-federal match for every dollar used for HOME funds. Monies can also be used for financing assistance, including grants, loans, and other HUD-approved financing mechanisms.

| Program Name | Purpose | Funding Information |
|---|---|--|
| Fair Housing Initiative Program (FHIP) | Designated for those who feel they have been victims of housing discrimination. | Federal; administered by the Fair Housing and Equal Opportunity Office; allocates funds on a competitive/discretionary basis; generally no requirement for matching funds on the part of the receiver. |
| Habitat for Humanity | Houses, sold at no profit to pre-qualified, low-income families, are financed through no-interest mortgages. Mortgage payments are returned to a revolving fund, which is used to finance more construction. Pre-qualified homeowners are required to invest hours directly working on the Habitat project. | A 501(c) (3) nonprofit organization that builds and rehabilitates homes in partnership with low-income residents. The organization utilizes volunteer labor, monetary, and in-kind donations to build houses. |
| Healthy Homes Initiative Program (HHI) | Focuses on housing-related health hazards; given to non-profits, local governments, and other agencies, not to individuals. | Federal; administered by the Lead Hazard Control Office and builds upon the Housing and Urban Development (HUD) Department's existing housing-related health and safety issues; generally no requirement for matching funds on the part of the receiver. |
| HOME Investment Partnerships Program (HOME) | Provides grants and loans to help local governments, nonprofit agencies, for-profit entities, and public housing agencies provide safe, decent, affordable housing to extremely low-, very low- and low-income families. | Funds are through four basic activities: Homebuyer Assistance, Rental Housing Development, Owner-Occupied Housing Assistance, and Tenant-Based Rental Assistance; requires matching funds of at least 25%, which must come from state or local, non-federal sources. |
| Housing Tax Credit (HTC) Program | Directs private capital towards the creation of affordable rental housing. To qualify for the tax credit, either 20% or more of the project's units must be rent-restricted and occupied by individuals whose income is 50% or less of the median family income; or 40% or more of the units must be rent-restricted and occupied by individuals whose income is 60% or less of the median family income. | Developers of low-income rental housing use the tax credit to offset a portion of their federal tax liability in exchange for the production of affordable rental housing. |

| Program Name | Purpose | Funding Information |
|------------------------------------|--|--|
| Housing Trust Fund | Awards funds on a competitive basis to nonprofit and for-profit organizations, local governments, public housing authorities, community housing development organizations, and income eligible individuals and families for the acquisition, rehabilitation, and new construction of affordable housing. | The program provides funds in the form of zero percent (0%) interest loans for predevelopment expenses including market studies, site plans, architectural and engineering studies, and other pre-construction expenses; no matching funds are required. |
| Texas Bootstrap Loan Program | Provides mortgage loans to very low-income families (60% Area Median Family Income) not to exceed \$30,000 per unit. | Nonprofit organizations can combine these funds with other sources such as those from private lending institutions, local governments, or any other sources. |
| | This program is a self-help construction program, which is designed to provide very low-income families an opportunity to help themselves through "sweat equity." All participants under this program are required to provide at least 60% of the labor necessary to construct or rehabilitate their home. | |
| Texas First-Time Homebuyer Program | Channels below-market interest rate mortgage money through participating Texas lending institutions to eligible families who are purchasing their first home, or to those who have not owned a home in the past 3 years. The program is designed to serve very low- to moderate-income Texas families. | No City participation in funding is necessary |

The City should investigate these programs to determine which would be most helpful in addressing local housing challenges. The City may not be able to utilize some block grant programs until it attains a certain population. However, many of these state and federal programs would not require any monetary contribution from the City, and they would benefit the community through the infusion of funding and related volunteerism that would be part of the implementation of such programs.

Conclusion

This Housing Strategies chapter includes an important set of recommendations for maintaining and improving housing and neighborhoods in Granite Shoals. The City should ensure enforcement of these requirements as new development occurs. If followed, these recommendations should help the City maintain its current housing stock and improve its future housing neighborhood areas to ensure that quality and sustainability area key characteristics of future residential development in Granite Shoals.

Table 5-2 summarizes recommendations provided throughout the chapter and the administration information to support the recommendations.

Table 5-2. Housing Strategies Recommendation Summary

| Recommendations | Page |
|---|------|
| Promote housing opportunities for a “full life cycle” community to accommodate retirees and young professionals. Include affordable housing opportunities as well. Include smaller lot and home sizes in the Zoning Ordinance to allow for such developments. | 5-10 |
| Ensure that adequate affordable housing remains available within Granite Shoals. | 5-12 |
| Adopt standards recommended for the M-1 and M-2 districts. | 5-13 |
| Redevelop residential neighborhoods in a manner that is consistent with existing land uses and structures. | 5-13 |
| Residential Building Materials: Require the use of quality building materials, including masonry materials, cement fiber board siding, and stucco for both single family and multiple family developments. | 5-16 |

| | |
|---|------|
| Require one or two large shade trees be planted in the front yard of all new homes in all residential districts. | 5-16 |
| Adopt the 2009 International Property Maintenance Code, and promote proactive code enforcement within the City to regulate compliance with this and other ordinances. | 5-18 |
| The City should solicit community support for property maintenance and rehabilitation, and provide information to residents regarding funding sources. | 5-19 |
| Allocate funding for any necessary demolitions of structures that pose a threat to public health, safety, and welfare. | 5-19 |
| Coordinate with local entities to create partnerships with the community and region. | 5-20 |
| Investigate possible funding opportunities for neighborhood improvement. | 5-21 |

Chapter 6:

Parks & Open Space Plan

A vital component of an urbanized area is the amount of space devoted to satisfying active and passive community recreational needs. The quantity of the space, as well as its distribution within the population, is generally indicative of the quality of parks and recreational services available to the citizens. Furthermore, all these spaces collectively enhance and contribute to the quality of life found within the community. The purpose of this chapter is to examine and analyze existing park and recreational spaces and facilities and to plan the City of Granite Shoals' parks, recreation and open space system to accommodate present and future community needs.



The following sections evaluate existing park and recreational facilities, identify and document the various elements of the Parks and Open Space Plan, establish park/recreational facility criteria and standards; and provide for a comprehensive parks and open space system with procedures for implementing various components of the Plan.

This Parks and Open Space Plan is designed for the service area encompassed by the City limits and its extraterritorial jurisdiction. A service area is the area that the City provides and maintains parks and open spaces.

Demographic Overview

A review of relevant demographics of the City is beneficial in understanding the current and future demands for parks and open space. For a more thorough discussion of the demographic characteristics, please see Chapter 1: Baseline Analysis.

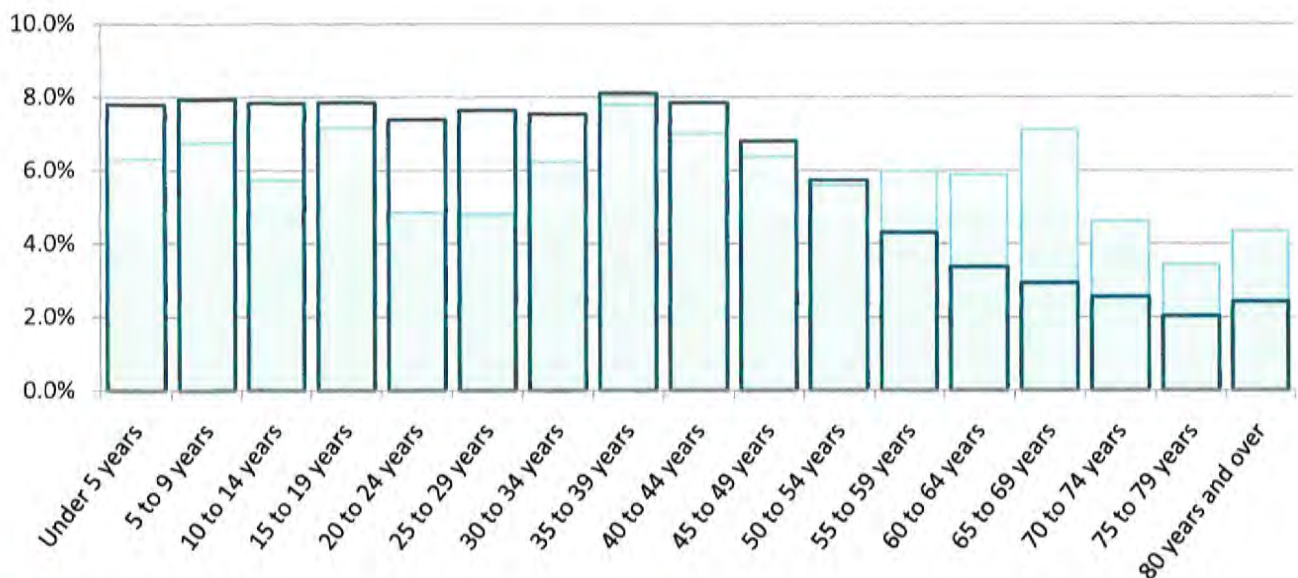
- 27.6% family households with own children under 18 years, compared to 36.8% for state of Texas
- 23.4% housing units for seasonal, recreational, or occasional use
- 8.5% speak English less than “very well”

The chart below compares the age distribution of Granite Shoals’ population to the State of Texas population. As shown, Granite Shoals’ population distribution is relatively evenly distributed when compared to the State. This shift toward an older population indicates that park facilities should be targeted toward adults in addition to traditional children’s parks.

Although only 27.6% of family households have children under 18 compared to 36.8% for the State, it should also be considered that Granite Shoals is a tourist destination. Nearly a quarter of the residential structures within

Granite Shoals are used for seasonal, recreational, or occasional use. It should be taken into account that many visitors are likely families with children, which are not included within the U.S. Census calculations because they are not residents of the City.

Another important consideration when planning park facilities is the fact that 8.5% of Granite Shoals residents responded to the U.S. Census as being Spanish-speakers who are unable to speak English “very well.” This could be an important consideration for signage within recreational areas.



Existing Park Facilities

Granite Shoals currently has 18 City parks, as shown in **Table 6-1**. Most of the parks are two acres or less, but over 21 acres of total park and open space. The majority of the parks are located along Lake Lyndon B. Johnson, eight of which include public boat ramps.

Table 6-1 includes an inventory of the existing parks within Granite Shoals. There has been a discrepancy in the actual name of several of the parks, indicated within the table as those with multiple names. The names shown are from the City of Granite Shoals' 1976 official parks map. Names shown in parentheses are titles used by other sources.

It should be noted that Park 7, Water Plant/Sherwood Downs Park, is no longer considered a park. Also, Park 15 includes both Clear Cove Park and the adjacent Web Cove Park.



Table 6-1. Existing Park Facilities

| City Park Number | Park Name(s) | Acres |
|------------------|---|-------|
| 1 | Sherwood Park (Community Center) | 0.67 |
| 2 | Greencastle Park | 1.43 |
| 3 | Castlebriar Park | 0.64 |
| 4 | Castleshoals Park* | 1.13 |
| 5 | Shorewood Park (Briar Park) | 0.72 |
| 6 | Bluebriar Park* | 3.08 |
| 8 | Hillcrest Park* | 0.67 |
| 9 | Lakecrest Park | 0.2 |
| 10 | Veteran's Memorial Park (Live Oak Park) | 1.81 |
| 11 | Lakeview Park | 0.63 |
| 12 | Belaire Park* (Robin Hood Park) | 1.77 |
| 13 | East Bay Park (Belaire Park) | 1.19 |
| 14 | Timberhill Park* | 1.38 |
| 15 | Clear Cove Park* | 0.95 |
| 16 | Sherwood Forest Park* (Crockett Park) | 1.81 |
| 17 | Hill Cove Park (Hill Side Park) | 0.49 |
| 18 | Woodland Hills Park* | 0.91 |
| 19 | Valley View Park ** | 1.86 |

* Public Boat Ramp

**Valley View Park is within the ETJ area

Needs Assessment

The City of Granite Shoals decided to make a strong effort to improve the quality of its parks, open space, and recreational opportunities available to its residents and visitors. As with any municipality, the expansion of the park system and development of a trail system is a major undertaking. The City has made the commitment to continue the planning process by commissioning an update of the citywide Park, Recreation, and Open Space Master Plan (2001-2006), in conjunction with this comprehensive plan. This Park and Open Space Plan has been developed and incorporated as a key component of the overall comprehensive plan.

Input for the Park and Open Space Plan was received through the following methods:

- 1) Public comments received from the Comprehensive Plan Steering Committee members and meetings,
- 2) Previous planning efforts, including the Park, Recreation, and Open Space Master Plan (2001-2006), and
- 3) Updated general planning principles.

Public Input

During the issue identification process, residents expressed their desires for a variety of park options. The following section is an overview of the public input received regarding parks and recreational facilities.

Variety of Recreational Opportunities

A variety of recreational opportunities would encourage tourism by establishing Granite Shoals as a destination location for athletic and other recreational activities. Specific suggestions include sports facilities, an amphitheater, and picnic pavilions.



Lake Activities

Activities and events related to the lake build upon Granite Shoals' opportunity with Lake Lyndon B. Johnson and lakefront parks. Community-hosted picnics, festivals, and other gatherings along the lake would appeal to both residents and visitors.





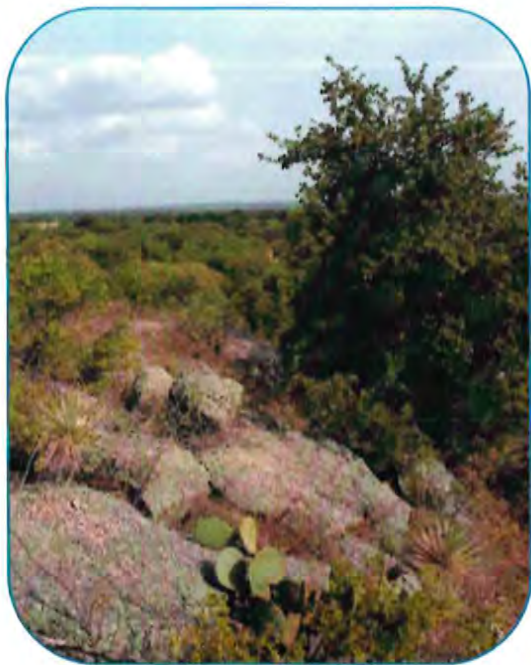
Trail System

Currently, Granite Shoals has little pedestrian connectivity between its parks and other destination points. In addition, according to the public survey included within the 2001-2006 Park, Recreation, and Open Space Master Plan, multi-use trails were the highest priority park facility. No trail facilities, however, have been developed in the time following the plan.



Multi-Purpose Facility

A multi-purpose community facility could accommodate a variety of indoor athletic facilities, such as courts for basketball, tennis, racquetball, and volleyball, and possibly a pool. In addition, other public facilities could be integrated, such as a library and gathering spaces available to the community.



Natural Open Space

Preservation of natural open space is important to the community as well. Granite Shoals' natural landscape features includes outcroppings of granite, a variety of cacti, and Lake Lyndon B. Johnson.

Previous Planning Efforts

In July 2001, the Park, Recreation, and Open Space Master Plan (2001-2006) was completed to evaluate the existing park facilities, and to determine the needs and demands of the community and its visitors. **Table 6-2** lists the desired facility types in order of priority as ranked by through a citizen survey and workshop.

As shown, the top priority for the community was multi-use trails, followed by fishing piers, picnic sites, playgrounds, and picnic pavilions. Swimming areas and boat ramps were also highly scored facilities. Athletic facilities, including volleyball courts, baseball/softball fields, tennis courts, basketball courts, and soccer fields were the next ranked priorities.

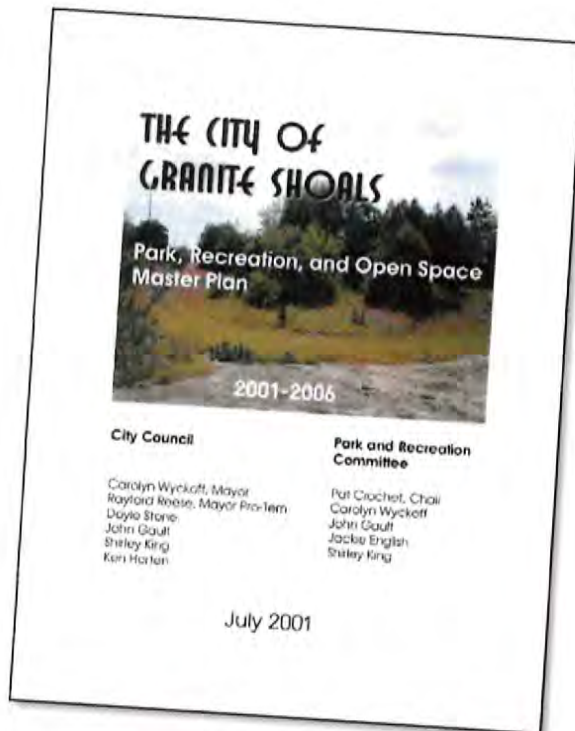


Table 6-2. Park Facility Priorities

| Priority | Facility Type |
|----------|--------------------------|
| 1 | Trails (Multi-Use) |
| 2 | Fishing Piers |
| 3 | Picnic Sites |
| 4 | Playgrounds |
| 5 | Picnic Pavilions |
| 6 | Swimming Areas |
| 7 | Boat Ramps |
| 8 | Volleyball Courts |
| 9 | Baseball/Softball Fields |
| 10 | Tennis Courts |
| 11 | Basketball Courts |
| 12 | Soccer Fields |

Source: Park, Recreation, and Open Space Master Plan (2001-2006)

Recommendations

This Parks and Open Space Plan shows the proposed park system the City should strive to implement related to the Future Land Use Plan. The following sections are descriptions of various park classifications, recommendations regarding existing parks, and the proposed parks and open space areas.

Park Type Classification

To deliver a variety of recreational features in an efficient manner, some type of relationship defining system must be established among those facilities used for recreation. Guidelines and standards recommended by the National Recreation and Park Association (NRPA) have been followed by cities for many years to define a hierarchy for their park systems. The NRPA made major revisions to their recommendations for delivering park and recreation services in the publication Parks, Recreation, Open Space and Greenway Guidelines, published in December 1995. The classification system has been changed slightly to more closely define a park space in relationship to its proposed use.

Types of Parks:

Neighborhood Parks

Community Parks

Pathways

Special Use Parks

Ornamental Areas

Open Spaces

The following analysis identifies the NRPA classification of parks, their description, location criteria within the community and criteria for size. Once established, these guidelines are then applicable for structuring the Granite Shoals park system in an orderly manner responsive to the recreational demands being generated by the present and future population.

The following descriptions are intended to associate a level of service with each of the existing and proposed parks within Granite Shoals. There are six park types discussed: neighborhood parks, community parks, pathways, special use parks, ornamental areas, and open spaces.

Neighborhood Parks

The neighborhood park is considered one of the most important features of a park system. It is also thought to be one of the major cohesive elements in neighborhood design. The primary function of a neighborhood park is the provision of recreational space for the immediate surrounding neighborhood.

The neighborhood park typically has a service area of approximately one-half to three-fourths of a mile. A standard of 2.5 acres of park space for each 1,000 persons within the service area is recommended for the neighborhood park in new developments. The desirable size of a neighborhood park ranges from a minimum of 5 to 10 acres.

Generally, the location should not be adjacent to heavily traveled major thoroughfares. Safe and convenient pedestrian access (sidewalks or a hike and bike trail) is considered important to a neighborhood park location.

Facilities commonly provided with a neighborhood park consist of:

- Playground structures (e.g., jungle gym, swing set, slide, etc.)
- A multiple-purpose court, surfaced play area
- An athletic passive/area (non-lighted) for non-organized games such as baseball, football and soccer, and a surfaced area for such sports as volleyball, basketball and similar activities
- Small picnic pavilions with tables, grills, and drinking fountains are desirable
- Tennis courts for casual play are desirable features for a neighborhood park
- A passive area and open space





Community Parks

The community park is a larger area than a neighborhood park and is oriented primarily to have active recreation facilities for all ages. They serve several neighborhood areas and should be conveniently accessible by automobile, including provisions for off-street parking.

Community parks should be a minimum of 40 acres in size, or larger if demand exists. The standard recommended size for this type of park is a minimum of 2.5 acres of recreational area per 1,000 persons within the service area. The service radius for a community park is generally one-half mile to two miles.



Some of the activities provided within a community park generally include:

- A community building or recreational center
- A surfaced, multiple-purpose play area
- Playground structures
- A passive area for picnicking
- Special facilities, such as Frisbee and volleyball
- Large picnic pavilions

Pathways

Pathways are essential to providing non-vehicular connectivity options, such as multi-purpose nature trails suitable for bicycling, walking or jogging, or possibly equestrian trails. It is important to provide pedestrian connectivity between residential and nonresidential areas to reduce the frequency of automobile trips, ensuring connections to parks, schools, and retail centers.

Due to the large number of creeks and streams within Granite Shoals, there is a significant amount of floodplain that is not suitable for development. It is recommended that these areas be used for trail systems to provide a scenic and functional use.

In addition, pathways are especially important to Granite Shoals because they serve a wide range of ages (see the age distribution graph on page 6-2).

The following are desirable elements within a pathway system:

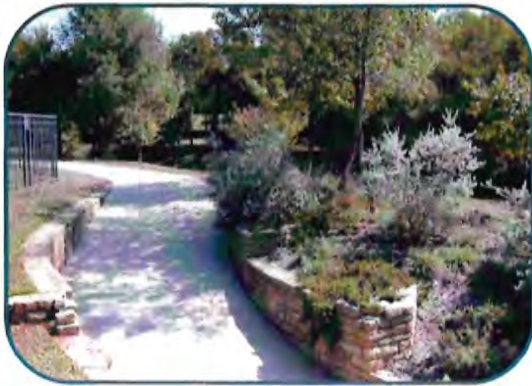
- Connections to popular destinations, with bike racks available
- Appropriate surface materials for the location, such as crushed granite and paved sidewalks
- Appropriate posted signage displaying important information, such as hours, length and difficulty of trail, and types of activity permitted (i.e., "No ATVs" or "Equestrian activity permitted")
- Seating and rest areas
- Trash receptacles and recycling bins, where appropriate





Special Use Parks

Special parks refer to more specialized recreational facilities, such as golf courses, tennis courts, soccer fields, baseball fields, natatoriums, and so on. Standards for this type of facility are variable and dependent upon the extent of services provided by the special facility.



Ornamental Areas

Plazas, street medians, scenic drives and grounds of public buildings and similar facilities are important aspects of the overall park system, and should receive careful attention for their development and maintenance. Ornamental areas allow for the inclusion of natural elements by providing for landscaping, public art, gathering areas within larger developments.



Open Spaces

These areas are natural areas that are generally left undisturbed, but are not necessarily characterized as preserves. No active uses are generally accommodated or developed within these areas. Typically, greenbelts or floodplains provide the open space and preserve the native environment of these areas for possible recreational use.

Existing Parks

The 18 existing parks within Granite Shoals are shown in **Plate 6-1**. It is recommended the City continue ownership and maintenance of these properties. These parks allow for public access to the lake and use of the boat ramps, in addition to public space for picnics, activities, and other recreation. Overall, the existing park facilities are in fair condition.

The park grounds appear maintained, mowed, and free of litter and debris. Where feasible, the City should incorporate additional landscaping, public art, and possibly water features to add to the aesthetic quality of these parks.

Many of the parks include recreational equipment, such as picnic tables, grills, swing sets, benches, and trash receptacles. Much of the equipment, however, appears outdated and in need of maintenance or replacement.

The park system lacks playground facilities oriented toward younger children, sometimes referred to as “tot lots.”

It is recommended the City allocate for the improvement or replacement of existing facilities within the annual budget.

It is also recommended a consistent system be used to reference the parks. Currently, several parks are assigned multiple names and numbers are skipped. The City should ensure that the assigned titles are formally adopted by the City Council to officially rename the parks.



Proposed Parks and Open Spaces

Thirteen additional parks and open space areas are proposed (two of which are expansions of existing parks), as shown in **Plate 6-2**. Granite Shoals would have 30 parks within the City limits and ETJ area upon completion, over 300 total acres. As shown in **Table 6-2** and **Table 6-3**, nearly all of the existing and proposed parks fall within the smaller neighborhood park category and only two parks within the larger community park category. However, the limited number of community parks is mitigated by the abundance of neighborhood parks located throughout the area.

Park A is a possible future neighborhood park that can provide access to the lake for residents.

Table 6-3. Proposed Parks

| Proposed Park Label | Acres |
|---------------------|--------|
| A | 5-10 |
| B | 8.7 |
| C | 76.0 |
| D | 15.1 |
| E | 29.0 |
| F | 22.3 |
| G | 7.6 |
| H | 5-10 |
| I | 5-10 |
| J | 30-60 |
| Total | 300.9* |

*Total includes averages of the identified ranges

Park B is an expansion of the existing City Park #3 (Castlebriar), utilizing the undeveloped parcels to the west. Park B was identified as a future park within the Park, Recreation, and Open Space Master Plan (2001-2006).

Similarly, Park C is an expansion of the existing City Park #4 (Castleshoals).

Park D is a vacant parcel that was identified as a future park within the Park, Recreation, and Open Space Master Plan (2001-2006).

Park E is within a large area of floodplain, which is unlikely to be developed in the future. Preservation of this area as open space is recommended.

Park F is located at the site of the large granite outcropping. Although playground structures and athletic facilities are not appropriate for this location, it would be ideal for preservation of natural open space reflecting the unique character of the City. Trails leading to a view shed atop the outcropping may be a possibility for use of the area. Park H was identified as a future park within the Park, Recreation, and Open Space Master Plan (2001-2006).

Park G provides a complementary gateway feature for the Town Center area and acts as a buffer to the intersection and commercial/retail areas.

Park H provides a buffer for the more intense nearby uses.

Park I provides a trail head and destination for the various trails, as well as providing a future neighborhood park area.



Park J refers to the park and recreational uses within the Town Center site. The Town Center site is discussed in further detail on page 6-23.

Pathway System

In addition to parks, a network of pathways is proposed to allow for pedestrian connectivity between parks, residential areas, and other areas of interest, such as the school, as shown in **Plate 6-2**. Pathways can refer to traditional sidewalks or off-road trails – any facility providing pedestrian access. The integration of a pathway system in Granite Shoals is strongly supported by this plan, due to a strong public interest expressed in the need for pedestrian connectivity.

There are several reasons a pathway system would be a desirable element within Granite Shoals. First, trails are a recreational amenity that can be used and enjoyed by all age groups, which is not true of a playground or ballpark. As shown on page 6-2, Granite Shoals' population is shifted toward an older population when compared to the state.

Second, although many of the City's residents are within a half-mile or less of a park, there is limited pedestrian access to the facilities. The proposed network of pathways allows for increased access to all of the existing and proposed parks. By improving the ease of access to these facilities through the use of pathways, a larger portion of residents can be served by the existing parks, reducing the need for additional parks. Pathways also provide connectivity to other points of interest, such as the school, shops/restaurants, or other residential areas.

Third, an integrated, cohesive trail system would set Granite Shoals apart from other communities in the area. As the "City of Parks", Granite Shoals should continue to place an emphasis on parks and related facilities. A complete and connected pathway network would be a unique amenity for the City. The City can take advantage of its distinctive niche by building upon this existing image to set itself apart from the surrounding area.

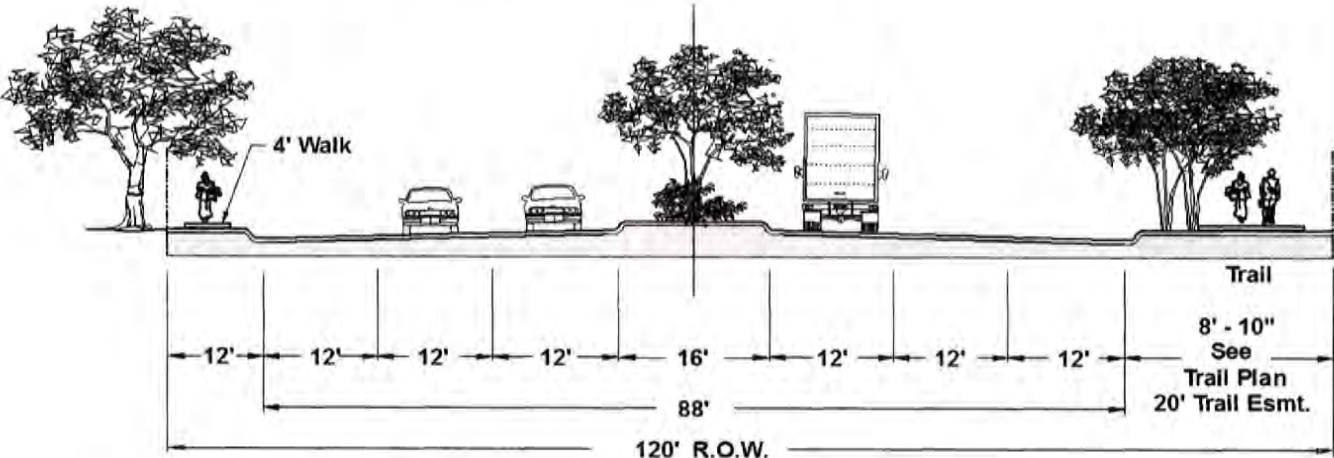
Pedestrian access between parks, public spaces, and neighborhoods can enhance citizens' sense of community. This type of access can also provide a means for residents to move through the community and interact with their neighbors, and can provide a safe way to increase children's mobility. A functional network of trails will help Granite Shoals maintain a unique, community atmosphere as the City grows in population.

The general concept in laying out a trail system is to incorporate as many positive features of an area as possible. When making decisions regarding pathway locations, several elements need to be considered, including providing access between frequently visited areas, integration of existing scenic and natural features, and ensuring pedestrian safety.

Participation in the trail system in developed areas will likely be the responsibility of the City of Granite Shoals, but developer participation can be solicited as currently vacant areas develop. The City should develop a policy that all new subdivisions should provide at least two points of access for every 75 lots to a designated trail segment. These access points should be located such that they provide connections with trails on adjacent properties.

Figure 6-1 shows a thoroughfare cross section from the Transportation Plan (Chapter 3) which includes both a sidewalk and a multi-purpose pathway within the right-of-way. This cross section was provided in the Transportation Plan as a design appropriate for the central portion of Phillips Ranch Road.

Figure 6-1. Arterial with Integration of Sidewalk and Multi-Purpose Trail



Integrating pedestrian access into developed neighborhoods is challenging. It is recommended that the City work with residents and neighborhood associations to gain public input on how citizens would like any new trail construction in existing neighborhoods to be accomplished in areas where the existing right-of-way is insufficient.

Trails should generally not be less than eight feet in width, and should be ten feet in width where possible. The materials used for trail construction vary widely, however some are better than others in terms of installation cost, maintenance, and the impact on the pedestrian. In order to reflect the City's character within the trail system, it is recommended granite elements be included within the design. There are several options to integrate granite into the trail design.

One possibility is to utilize decomposed granite (also referred to as crushed granite) as the surfacing material for the trail. However, a stabilizing blend should be used with the granite to ensure the trail is accessible for those using bicycles, wheelchairs, or strollers. In addition, crushed granite is often more affordable than concrete or asphalt surfacing, although it typically requires more maintenance.

Another option to incorporate granite would be to include granite elements within signage or outdoor artworks along the trail system, or to use larger pieces of granite to line the edges of the trails.



It should be noted that a trail can be initially created inexpensively as a simple natural path, and upgraded to a surfaced trail as funds become available. If the proposed trail is on City-owned property, the City, possibly with help from community volunteers, clear the trail of brush so that it could be used as a nature trail.



The cost of establishing lengths of trail can vary, depending on the construction materials, local labor costs, the cost of clearing land, and other related items. The width of the trail is also a primary consideration when assessing the cost of establishing a trail. The recommendation herein has been for the City to construct trails of at least eight feet, with ten feet being the preferred width. Typically, the cost of construction is about \$4 per square foot of trail. Based on this cost estimate, a one mile length of concrete surfaced trail would be about \$170,000 (eight feet wide) to \$210,000 (ten feet wide). It should be noted that these estimates do not include costs of land acquisition. Possible funding sources include Texas Parks and Wildlife Department grants, donations, bonds, and the general budget.

Town Center Park Facilities

The Town Center area is intended to serve the community's needs for a central gathering space, recreational athletic facilities, and possibly a mix of office and retail services, as discussed in the Future Land Use Plan (Chapter 4). The concept plans for the Town Center site show that parks and park facilities are a major focus of the area. Recreational athletic amenities include the indoor recreation center, soccer fields, baseball fields, and other multi-purpose fields and courts. Other community amenities include the amphitheater, lake and park space, and possibly a picnic pavilion and community center.

The special use parks, such as the soccer and baseball fields, are the predominant park-related use within the site. As discussed earlier in the chapter, the need for a variety of recreational opportunities was identified within the needs assessment. The inclusion of these facilities within the Town Center is intended to address this issue.

The possibility of a community center within Concept A provides for a multi-purpose facility for the community, as identified within the needs assessment survey. A multi-purpose facility would likely be beneficial to the residents, due to the older population in Granite Shoals when compared to the State.





In addition to large and/or formal park space, the incorporation of other parks is important to ensuring the livability and desirability of the development. Ornamental parks should be included throughout the area, particularly along any roadways and walkways, around water features, and within any nonresidential portion of the site.



A major emphasis should be placed on incorporation of amenities which allow for pedestrian friendly, walkable neighborhoods. For example, the use of sufficient lighting, sidewalks, and seating areas are important to ensuring pedestrian comfort and safety. Additional requirements should be established for the Town Center to ensure adequate landscaping, screening of equipment and other unattractive elements. The use of quality building materials and unique design also helps to provide a distinct character to the area. See page 4-27 for additional information regarding pedestrian friendly amenities.



Conclusion

Anticipating change and adjusting accordingly may be one of the most challenging aspects related to local government provision of services and facilities, including recreational services and facilities. Just as the City is always changing, so should the City's park and recreation system. Granite Shoals should generally plan its park and recreation facilities on the basis of its existing and projected future population, and should concentrate on continuing to provide an adequate amount of park space, and also on providing a facility-focused system offering a variety of recreational opportunities. The City should also concentrate on the proposed trail system, as it would provide a unique opportunity for recreational opportunities for its residents and visitors.

The City of Granite Shoals' approach to implementing the Parks and Open Space Plan should be to develop strategies for securing monies from the annual budget, the approval and sale of bonds, and making applications for any applicable grants. Accomplishing what is needed for upgrading the park system will occur over a period of time. The City should ensure the parks system is included within the capital improvements program (CIP) to allow for parkland acquisition and development, as well as maintenance and improvement of existing facilities.



This Parks and Open Space Plan should serve as an update to the existing Park, Recreation, and Open Space Master Plan (2001-2006). The City has made significant progress toward achieving its park-related goals in previous years. Following the release of 2010 Census data, the City should undergo the creation of a complete parks master plan. A master plan would be beneficial to thoroughly document the existing conditions and accomplishments, as well as to identify and refine the community's future recreation-related needs. The plan should be reviewed every two years to evaluate plan progress and to determine whether the plan is still addressing the City's goals and objectives as set forth within this comprehensive plan.

The following table (**Table 6-4**) is a summary of the recommendations provided within this chapter.

Table 6-4. Parks & Open Space Plan Recommendation Summary

| Recommendations | Page |
|--|------|
| Establish a set of classification guidelines for recreational areas. | 6-10 |
| Incorporate additional landscaping, public art, and water features within existing parks. | 6-15 |
| Conduct an evaluation of the existing recreational equipment to determine necessary maintenance or replacement. Establish a program to update/replace the equipment. | 6-15 |
| Plan for inclusion of “tot lots” within existing and future parks to allow for play areas for smaller children. | 6-15 |
| Establish a consistent system for identifying parks, and ensure any changes are formally adopted by City Council. | 6-15 |
| Begin land acquisition and planning for the 10 proposed parks. | 6-16 |
| Begin land acquisition and planning for the proposed pathway network. Determine where easements may be used to provide for pathways. | 6-20 |
| Ensure the inclusion of special parks, open space areas, and other amenities to meet the community’s needs within the Town Center site. | 6-23 |

Chapter 7:

Implementation Plan

The future of Granite Shoals will be shaped with the policies and recommendations developed in this 2010 Comprehensive Plan. Based on this Plan, decisions will be made that will influence many aspects of the City's built and social environments. Granite Shoals has taken an important leadership role in defining its future, with the adoption of this Plan. The Plan will provide a very important tool for City staff and civic leaders to use in making sound planning decisions regarding the long-term growth and development of Granite Shoals. The future quality of life in Granite Shoals will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained.

Changes in Granite Shoals' socioeconomic climate and in development trends that were not anticipated during preparation of the Plan will occur from time to time, and therefore, subsequent adjustments will be required. Elements of the City that were treated in terms of a general relationship to the overall area may, in the future, require more specific and detailed attention. Planning for the City's future should be a continuous process, and this Plan is designed to be a dynamic tool that can be modified and periodically updated to keep it in tune with changing conditions and trends.

Plan policies and recommendations may be put into effect through adopted development regulations, such as zoning and subdivision, and through capital improvement programs. Many recommendations within the Plan can be implemented through simple refinement of existing regulations or City processes, while others may require the establishment of new regulations, programs, or processes. This final chapter of the 2010 Comprehensive Plan describes specific ways in which Granite Shoals can take the recommendations within this Plan from vision to reality.

Roles of the Comprehensive Plan

If planning is to be effective, it must guide each and every individual development decision. The City, in its daily decisions pertaining to whether to surface a street, to approve a residential plat, to amend a zoning ordinance provision, to enforce the building codes, or to construct a new utility line, should always refer to the basic proposals outlined within the Comprehensive Plan. The private builder or investor, likewise, should recognize the broad concepts and policies of the Plan so that their efforts become part of a meaningful whole in planning the City.

Flexible & Alterable Guide

The 2010 Comprehensive Plan is intended to be a dynamic planning document for Granite Shoals – one that responds to changing needs and conditions. Plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments. The City Council and other Granite Shoals officials should consider each proposed amendment carefully to determine whether it is consistent with the Plan's goals and policies, and whether it will be beneficial for the long-term health and vitality of Granite Shoals.

At one-year intervals, a periodic review of the Plan with respect to current conditions and trends should be performed. Such on-going, scheduled reevaluations will provide a basis for adjusting capital expenditures and priorities, and will reveal changes and additions that should be made to the Plan in order to keep it current and applicable long-term. It would be appropriate to devote one annual meeting of the Planning and Zoning Commission to reviewing the status and continued applicability of the plan in light of current conditions, and to prepare a report on these findings to the City Council. Those items that appear to need specific attention should be examined in more detail, and changes and/or additions should be made accordingly. By such periodic reevaluations, the plan will remain functional, and will continue to give civic leaders effective guidance in decision-making. Periodic reviews of the Plan should include consideration of the following:

- The City's progress in implementing the plan
- Changes in conditions that form the basis of the plan
- Community support for the plan's goals, objectives & policies
- Changes in State laws

The full benefits of the plan for Granite Shoals can only be realized by maintaining it as a vital, up-to-date document. As changes occur and new issues within the City become apparent, the Plan should be revised rather than ignored. By such action, the plan will remain current and effective in meeting the City's decision-making needs. In addition to

regular reviews, it is recommended the plan be updated following availability of 2010 Census data to ensure accurate and up-to-date.

Complete Review with Public Participation

In addition to periodic annual reviews, the comprehensive plan should undergo a complete, more thorough review and update every five or ten years. The review and updating process should begin with the establishment of a steering committee that was appointed to assist in the preparation of this Plan. If possible, this committee (the Comprehensive Plan Advisory Committee) or the Planning and Zoning Commission should be in charge of periodic review of the plan. Specific input on major changes should be sought from various groups, including property owners, neighborhood groups, civic leaders and major stakeholders, developers, merchants, and other citizens and individuals who express an interest in the long-term growth and development of the City.

Implementation Mechanisms

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the plan. Each zoning, development and subdivision decision should be evaluated and weighed against applicable proposals contained within the plan. If decisions are made that are inconsistent with plan recommendations, then they should include actions to modify or amend the Plan accordingly in order to ensure consistency and fairness in future decision-making. Amending the Subdivision Ordinance and Zoning Ordinance represent two major proactive measures that the City can take to implement 2010 Comprehensive Plan recommendations.

Zoning Ordinance

Zoning is perhaps the single most powerful tool for implementing Plan recommendations. The City's Zoning Ordinance should be updated with the recommendations contained within the chapters of this 2010 Comprehensive Plan. All zoning and land use changes should be made within the context of existing land uses, future land uses, and planned infrastructure, including roadways, water and wastewater.

Zoning Text Amendments

There are numerous recommendations within this 2010 Comprehensive Plan that relate to enhancing design standards. Their implementation will not only improve future development and interaction between land uses, but will also improve Granite Shoals' overall image and livability. Such recommendations involve landscaping, nonresidential building design, and compatibility, to name

a few. These recommendations should be itemized and prioritized, and should be incorporated into the Zoning Ordinance accordingly.

Zoning Map Amendments

State law gives power to cities to regulate the use of land, but regulations should be based on a plan. Therefore, Granite Shoals' zoning map should be as consistent as possible with the comprehensive plan, specifically the Future Land Use Plan map. It is not reasonable, however, to recommend that the City make large-scale changes in its zoning map changes immediately. It is therefore recommended that the City prioritize areas where a change in current zoning is needed in the short-term and that efforts be concentrated on making such changes. In the long-term, consistent zoning policy in conformance with the Future Land Use Plan map will achieve the City's preferred land use pattern over time.

Subdivision Ordinance

The act of subdividing land to create building sites has a major effect on the overall design and image of Granite Shoals. Much of the basic physical form of the City is currently created by the layout of streets, easements, and lots. In the future, the basic physical form of Granite Shoals will be further affected by such action. Requirements for adequate public facilities are essential to ensure the City's orderly and efficient growth.

Capital Improvement Program

A Capital Improvement Program (CIP) is essentially a city's adopted budget for the fiscal year, outlining capital projects, justification, priority level, time frame, and financing arrangements. Capital improvements are integrally linked to the City's comprehensive plan and its regulatory ordinances. A capital improvement such as a water treatment plant illustrates this concept in the following example:

The comprehensive plan recommends areas for a particular type of development, the zoning ordinance reinforces plan recommendations with applicable zoning districts consistent with that type of development, and the subdivision ordinance regulates the facilities (e.g., utility extensions, roadway widths, etc.) necessary to accommodate that type of development. The type of development that is recommended by the comprehensive plan and that is regulated and approved in accordance with the zoning and subdivision ordinance dictates the water treatment plant's size and capacity.

It is in the City's long-term financial interest to invest regularly in the physical maintenance and enhancement of Granite Shoals rather than to undertake large



improvement-type programs at longer time intervals. A modest amount of money expended annually on prioritized items in accordance with plan recommendations will produce a far greater return to the City than will large expenditures at long intervals.

Although capital projects typically refer to roadways, drainage, parks, and other public safety issues, Cities can also budget funding through the CIP for special studies or programs to address specific issues. For example, the City may want to designate funding in order to conduct feasibility studies or create training programs.

The City should consider developing a comprehensive CIP to help balance the community's needs and growing infrastructure demands. The difference between a traditional CIP and a comprehensive CIP is a more thorough, inclusive, and objective process, in which projects are categorized and prioritized. The comprehensive CIP evaluates the capital improvement projects identified by the City and, based on input from City staff, citizens, and City Council, cost, and funding opportunities, subjectively prioritizes each project.

In the development of a comprehensive CIP, project information is gathered from City staff, including the number of projects, the types, and general details of each. City staff and key community leaders provide input on ranking criteria – issues that are important to the City – which is used to create a scoring system. Each project then receives an objective score based on how it meets the ranking criteria. For example, if Granite Shoals feels that public safety and quality of life are two of the most important principles, then projects relating to those aspects will receive a weighted score. Following the scoring of projects, City staff helps to identify the justification of the ranking of each project. Finally, the CIP is created based on this information for a five year, ten year, or longer time period.



Implementation Strategies

Implementation is one of the most important, yet most difficult, aspects of the comprehensive planning process. Without viable, realistic mechanisms for implementation, the recommendations contained within the plan will be difficult to realize. The City should work toward implementation of recommendations on an incremental, annual basis. However, these items must be balanced with priority, timing, funding, and City staff resources.

Recommendations to address the goals are identified within each chapter. The following tables provide a coordinated listing of the recommended actions and acts as a checklist for City Staff in order to reach the identified goals. The three tables on the following pages provide a coordinated listing of Comprehensive Plan implementation recommendations. These items cannot all be targeted for implementation within a short time period; some must be carried out over a longer period of time. The first table (**Table 7-1**) lists the short term implementation action items to be completed within three years following the adoption of this plan. The second table (**Table 7-2**) lists longer term recommendations that should be implemented in the first four to ten years following the adoption of this plan. The third table (**Table 7-3**) represents on-going actions which will not be able to be achieved with a one-time action; these will need to be on-going actions that the City implements continually.

The top implementation task priorities were identified and are indicated within the tables by an asterisk.

Table 7-1. Short Term Recommendations (0-3 years)

| Recommendation | Chapter (Page) | Mechanism |
|---|------------------------|---|
| Adopt a functional street classification system for all roadways within the City limits and the ETJ area, and characteristics and cross sections for each. | Transportation (3-6) | CIP / Interlocal Agreement |
| Begin planning to construct new or upgrade existing roadways as shown in the Transportation Plan map. Develop a capital improvements plan for purposes of defining project segments. | Transportation (3-15) | CIP / Interlocal Agreement |
| Require quality nonresidential design by establishing an approved list of acceptable building materials, encouraging building articulation, promoting the use of monument signage, and requiring screening. | Future Land Use (4-34) | Zoning Ordinance / Sign Ordinance |
| Appoint a Board of Airport Commissioners to draw up a Master Airport Plan that will support a request to the Federal Aviation Authority for the federal funding of construction of a new airport facility. | Future Land Use (4-39) | City Council Action / CIP / Zoning Ordinance |
| Develop a stormwater drainage master plan to address drainage issues. Review subdivision ordinance to ensure adequate measures are required to mitigate stormwater runoff. | Future Land Use (4-40) | Stormwater Drainage Master Plan / Subdivision Ordinance |
| Adopt standards recommended for the M-1 and M-2 districts. | Housing (5-13) | Zoning Ordinance |
| Require the use of quality residential building materials, including masonry materials, cement fiber board siding, and stucco for both single family and multiple family developments. | Housing (5-16) | Zoning Ordinance |

| | | |
|---|-------------------|--|
| Require one or two large shade trees be planted in the front yard of all new homes in all residential districts. | Housing (5-16) | Zoning Ordinance |
| Adopt the 2009 International Property Maintenance Code, and promote proactive code enforcement within the City to regulate compliance with this and other ordinances. | Housing (5-18) | Building Code / Property Maintenance Code |
| Establish a set of classification guidelines for recreational areas. | Parks (6-10) | Parks Master Plan |
| Conduct an evaluation of the existing recreational equipment to determine necessary maintenance or replacement. Establish a program to update/replace the equipment. | Parks (6-15) | Park Equipment Evaluation / CIP |
| Plan for inclusion of "tot lots" within existing and future parks to allow for play areas for smaller children. | Parks (6-15) | CIP |
| Establish a consistent system for identifying parks, and ensure any changes are formally adopted by City Council. | Parks (6-15) | Parks Master Plan / City Council Action |
| Begin land acquisition and planning for the 10 proposed parks. | Parks (6-16) | CIP |
| Begin land acquisition and planning for the proposed pathway network. Determine where easements may be used to provide for pathways. | Parks (6-20) | CIP |

Table 7-2. Long Term Recommendations (4-10 years)

| Recommendation | Chapter (Page) | Mechanism |
|---|-------------------------------|---|
| <p>Define the community's identity by establishing gateways at entrances into the community. Identify specific sites for gateway entrances into the City. Allocate funding and acquire desired land. Consider advertising amenities along nearby major thoroughfares.</p> | <p>Transportation (3-15)</p> | <p>CIP</p> |
| <p>Implement context sensitive design principles along highly visible key roadways, such as R.R. 1431 and Phillips Ranch Road.</p> | <p>Transportation (3-18)</p> | <p>CIP</p> |
| <p>Investigate feasibility of a light rail connection utilizing the existing rail line, as well as options for a future "Park and Ride".</p> | <p>Transportation (3-19)</p> | <p>Future Rail Study</p> |
| <p>Plan for a Town Center development at R.R. 1431 and Phillip Ranch Road to incorporate park space, community facilities, and possible retail options.</p> | <p>Future Land Use (4-29)</p> | <p>Town Center Study / Zoning Ordinance</p> |
| <p>Commission a study of the Granite Shoals Municipal Airport to determine the future character and resulting impacts on surrounding land uses.</p> | <p>Future Land Use (4-38)</p> | <p>Airport Study</p> |
| <p>Incorporate additional landscaping, public art, and water features within existing parks.</p> | <p>Parks (6-15)</p> | <p>CIP</p> |

Table 7-3. On-Going Recommendations

| Recommendation | Chapter (Page) | Mechanism |
|---|--|---|
| <p>Maintain coordination and consistency between the Transportation Plan and the Parks & Open Space Plan in order to ensure adequate connectivity, both pedestrian and vehicular, throughout the community. Coordinate with Burnet County and TxDOT to ensure State and County improvements are built to Transportation Plan standards.</p> | <p>Transportation (3-18, 3-19, 3-20)</p> | <p>CIP</p> |
| <p>Create pedestrian friendly, walkable neighborhoods by integrating elements such as lighting, sidewalks, parking, seating, landscaping, and traffic-calming devices, among other amenities.</p> | <p>Future Land Use (4-27)</p> | <p>Zoning Ordinance / Subdivision Ordinance</p> |
| <p>Promote sustainable practices for all future development – including environmental, economic, and social sustainability concepts.</p> | <p>Future Land Use (4-30)</p> | <p>Zoning Ordinance / Subdivision Ordinance / Building Code</p> |
| <p>Promote housing opportunities for a “full life cycle” community to accommodate retirees and young professionals. Include affordable housing opportunities as well. Include smaller lot and home sizes in the Zoning Ordinance to allow for such developments.</p> | <p>Housing (5-10)</p> | <p>Zoning Ordinance</p> |
| <p>Ensure that adequate affordable housing remains available within Granite Shoals.</p> | <p>Housing (5-12)</p> | <p>Zoning Ordinance</p> |

| | | |
|--|---------------------------|---|
| <p>Redevelop residential neighborhoods in a manner that is consistent with existing land uses and structures.</p> | <p>Housing (5-13)</p> | <p>Zoning Ordinance / Subdivision Ordinance / Neighborhood Guidelines / CIP</p> |
| <p>Solicit community support for property maintenance and rehabilitation, and provide information to residents regarding funding sources.</p> | <p>Housing (5-19)</p> | <p>Education and Outreach Program / Website</p> |
| <p>Continue to allocate funding for any necessary demolitions of structures that pose a threat to public health, safety, and welfare.</p> | <p>Housing (5-19)</p> | <p>CIP</p> |
| <p>Coordinate with local entities to create partnerships with the community and region.</p> | <p>Housing (5-20)</p> | <p>Interlocal Agreements</p> |
| <p>Investigate possible funding opportunities for neighborhood improvement.</p> | <p>Housing (5-21)</p> | <p>CIP / Grants / Interlocal Agreements</p> |
| <p>Ensure the inclusion of special parks, open space areas, and other amenities to meet the community's needs within the Town Center site.</p> | <p>Parks (6-23)</p> | <p>CIP</p> |