



Photo Courtesy of Lampasas Dispatch Record

A community vision expresses the City’s collective aspiration for its future, while also defining a direction for the goals and actions set out later in this plan. It functions as a tool for decision-making by elected and appointed officials, guides staff priorities and helps build community support. For this Comprehensive Plan to be implementable, this vision must represent a collective desire for how the community would like to see its future unfold. The City, with the support of the CPAC, began developing and vetting the vision statement in early stakeholder meetings, the online survey, and the Public Open House.

Lampasas Vision

Lampasas values the character of its community, and as development pressures rise in the region, the City will welcome new growth that enhances quality of life, protects its natural and cultural assets and enhances its small-town atmosphere.

- *Lampasas’ roots as a city of springs can continue to draw travelers from Texas highways to visit the historic Downtown, swim in Hancock Springs Free Flow Swim Area and experience the city’s culture through its festivals, parks and murals.*
- *Attracting a diverse range of new housing options and revitalizing historic neighborhoods will be the critical steps needed to retain multi-generational families and attract new residents to make Lampasas their permanent home.*
- *The investment of our community’s entrepreneurs in restoring Downtown, increasing retail and entertainment options and providing well-paying jobs make Lampasas a thriving community.*

Lampasas is poised to protect its character, make strategic investments in infrastructure and services and direct new growth through a well-planned system of land uses and infrastructure improvements that create a sense of place that is distinctly different from its neighbors in Central Texas.

Community Character and Growth

Lampasas' Downtown, its historic neighborhoods and its parks and springs form the core of its identity, both for its citizens and the surrounding region. Maintaining the character of these areas while providing a wider variety of mixed-use and housing opportunities was a clearly identified goal throughout the public engagement process. Outside of these areas, however, citizens expressed that they would like to see the City do better. Much of the new development along Key Avenue, U.S. 281 and 183 exhibit a standard pattern of suburban and auto-centric development that can be found anywhere in the U.S. These spaces must be planned to reflect Lampasas, as they are essential to expanding and maintaining the City's economic viability over time.

As growth pressures increase on this family-friendly community, it is more important than ever for Lampasas to identify a well-planned system of land uses framed by a high quality built environment to strengthen the community's unique sense of place. Community members identified the distinct character areas illustrated in *Map 4.1, Future Character Context Map* that vary from rural to urban that may be appropriate to accommodate new types of growth built to the higher development standards identified in the Open House visual preference survey (see *Ch. 3, Public Engagement*).

Much of Lampasas' latest development displays the typical suburban and auto-centric development that can be found all over the U.S. It can be challenging for pedestrians to navigate, and often lacks the curb appeal of more established neighborhoods. Indeed, several of these areas could be characterized as anything but "small town." They are, nevertheless crucial to developing and sustaining the City's financial capability over time, and can grow in a way that better reflects the City's character.

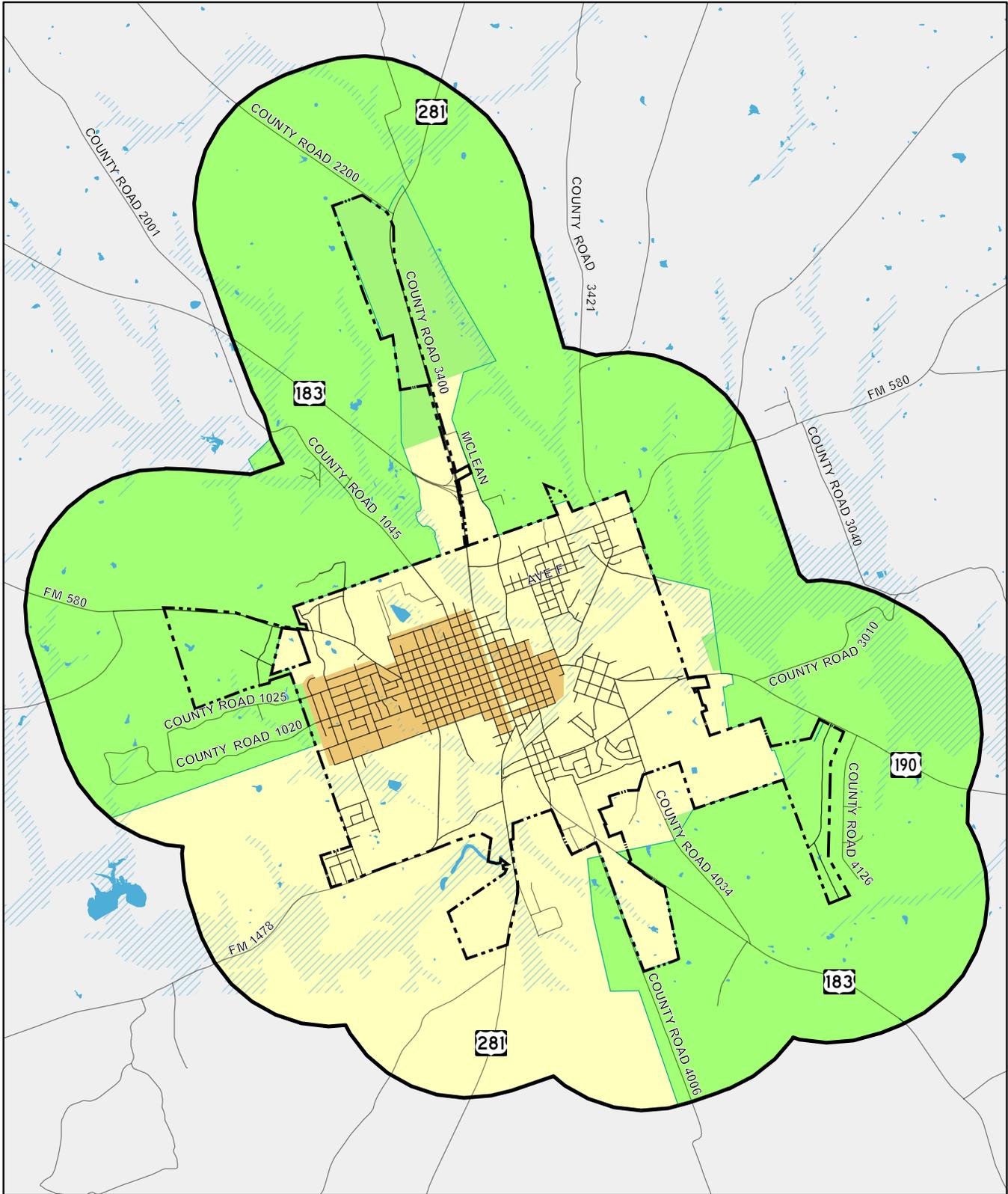
Going forward, the City will need to find the right balance between these differing areas of character. It will involve both public sector actions and the help of private development. One of the most crucial aspects will need to be the continuous development, growth, and revitalization of the "urban" character of downtown. It is the historical, cultural, and governmental center of the community, and is what citizens imagine when they think of the "small-town character" of Lampasas.

Photo credit: Jared Payne



As Lampasas looks ahead to its future, the City will need to make sure that it keeps what makes Lampasas distinctive and unique.

MAP 4.1, FUTURE CHARACTER CONTEXT MAP



LEGEND

- Rural
- Suburban
- Urban
- Watercourses
- Water Bodies
- Floodzone
- Lampasas City Limits
- Lampasas ETJ
- Roads
- Non-Lampasas Areas



FUTURE LAND USE AND CHARACTER

The Future Land Use Plan (see Map 4.2 at right) captures the community's values and vision for how, when, and where Lampasas should grow over the next 10 years and beyond. Using feedback from the public engagement process (see Chapter 3, for additional information regarding community preferences for the future) it outlines potential Future Land Use for all areas within the City limits and the City's ETJ.

The Future Land Use Plan is a map of preferred patterns of future development, and also a tool to guide staff, elected and appointed officials and the development community in the type of development to be located within the community. Protecting public health, safety, and general welfare and preserving important community features and values are the core purposes of the Future Land Use Plan. This is perhaps the most important component of the City's comprehensive plan.

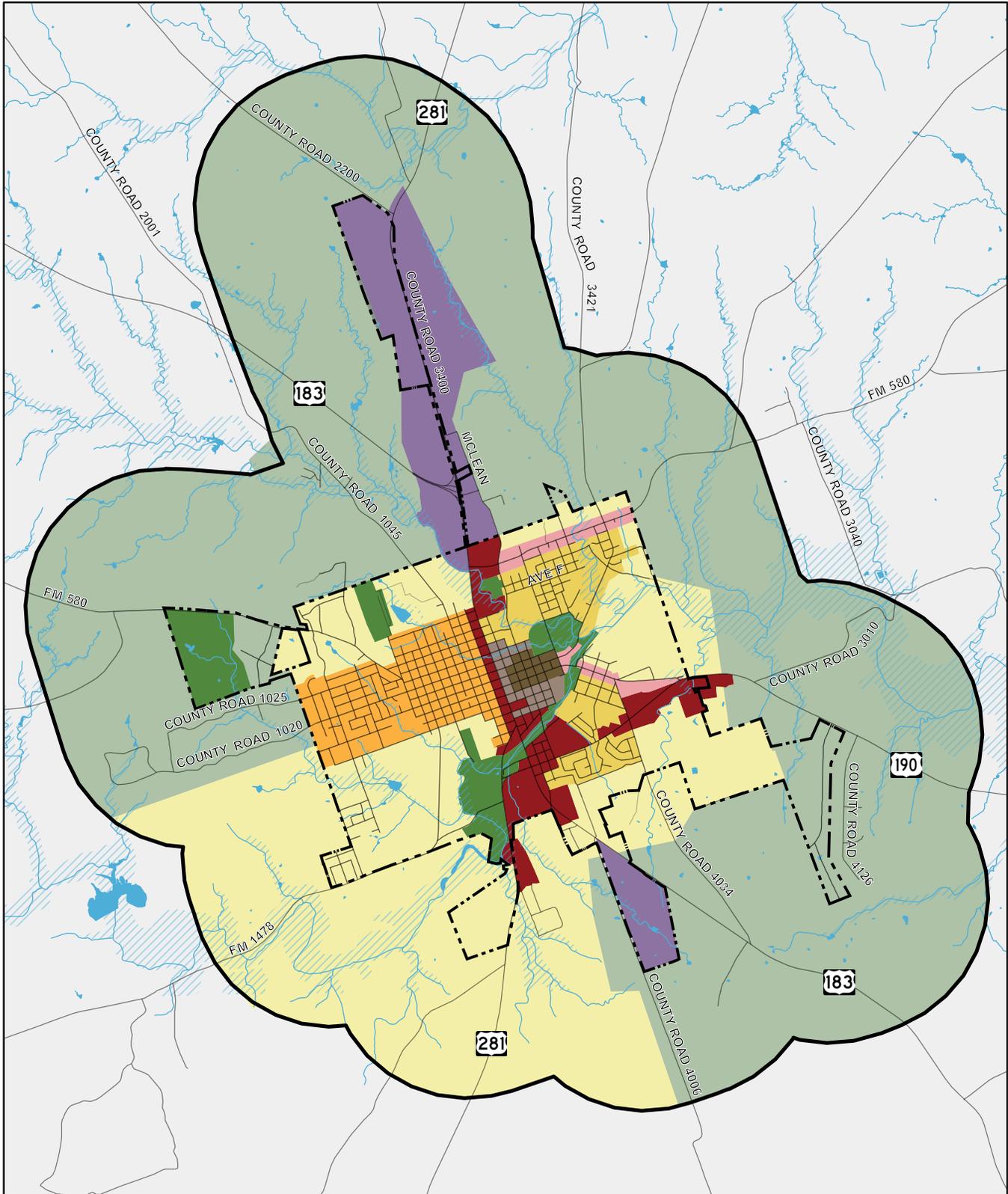
The Future Land Use Plan, however, is a living document, that is intended to serve as a guide and is subject to modification over time - based upon new or changing information and circumstances. The map itself is primarily used to evaluate zoning requests. Similarly, the descriptive text is used to support staff recommendations and decision-making by elected and appointed officials. The Future Land Use Plan does not have the same force of law as the City's zoning map. However, the descriptive text is often used to guide updates to the City's zoning and other development regulations. The Future Land Use descriptions that follow on pages 60 through 69 provide further information about the intent for these areas of the community, and will serve as the basis for improvements to the City's zoning regulations over time.

Land Uses are further delineated and broken down into projected acreage and percentage of land cover as shown in Figure 4.1, *Future Land Use Category Analysis*. The three largest future land use designations by acreage are Rural Estate, Parks and Open Space and Suburban Residential. Employment Mixed-Use is the fourth largest category, located along the N. 281 corridor and south highway 183 and CR 4006.

FIGURE 4.1, FUTURE LAND USE CATEGORY ANALYSIS

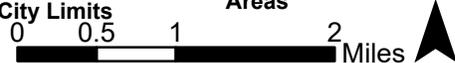
Future Land Use Category	Map Color / Symbol	Acres	Percent
Parks and Open Space		5,773	22.0%
Rural Estate		12,171	46.4%
Suburban Residential		5,472	20.8%
Transitional Residential		495	1.9%
Urban Residential		592	2.3%
Suburban Mixed-Use		134	0.5%
Corridor Commercial		449	1.7%
Employment Mixed-Use		1,037	4.0%
Downtown Transitional		73	0.3%
Downtown Core		53	0.2%
Total		26,249	100.0%

MAP 4.2, FUTURE LAND USE PLAN



LEGEND

- | | | | |
|-------------------------|-----------------------|----------------------|--------------------|
| Parks and Open Space | Suburban Mixed-Use | Watercourses | Lampasas ETJ |
| Rural Estate | Corridor Commercial | Water Bodies | Roads |
| Suburban Residential | Employment Mixed-Use | Floodzone | Non-Lampasas Areas |
| Traditional Residential | Downtown Transitional | Lampasas City Limits | |
| Urban Residential | Downtown Core | | |



Note: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



RURAL ESTATE (RE)

The Rural / Estate future development category is intended for land areas that are and will continue to be comprised of a rural character during the plan horizon. These areas are categorized by the abundant presence of open space and low intensity uses including agriculture, ranching, large-lot rural residential, and natural landscapes.

APPROPRIATE LAND USE TYPES

Representative primary and secondary uses allowed in areas identified as RE include:

- *Agricultural Uses:* farming, ranching, orchards or gardening, greenhouses and nurseries; etc.
- *Residential Uses:* farm or ranch houses and individual homesteads; industrialized housing; and single-family detached dwellings on large lots (i.e., estate lots) or in conservation subdivisions.
- *Recreational and Entertainment Uses:* country clubs; day camps; golf courses, parks; stables.
- *Utility, Service, and Other Uses:* public facilities and infrastructure.
- *Educational, Institutional and Special Uses:* elementary and secondary schools; institutional uses (e.g., places of public assembly).
- *Retail and Service Uses:* supporting agricultural uses; limited general commercial supporting rural uses; bed and breakfasts.
- *Other:* home occupations.

COMPATIBLE ZONING DISTRICTS

The current zoning districts that may be appropriate to implement the Rural / Estate (RE) future development category include agriculture (AG) and planned development (PD).

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- New nonresidential commercial, civic, and other uses should be designed with a rural character, including large setbacks to maintain a “feel” of open space.
- Appropriate residential dwelling types could include rural lots, large lots, and manor lots provided that a minimum of one dwelling unit per two acres is maintained. Depending on lot size, this could necessitate minimum amounts of open space depending on lot size (e.g., conservation subdivisions could be allowed with smaller lot sizes and larger areas of protected common open space).
- New rural neighborhoods should be served by roads with rural cross-sections and should not need sidewalks or on-site stormwater detention systems.
- New rural neighborhoods are intended to be served by on-site septic and wells.
- New nonresidential development should also be designed to reflect a rural character.



SUBURBAN RESIDENTIAL (SR)

The Suburban Residential (SR) future development category is intended for areas to be developed primarily as new single-family detached residential subdivisions and associated amenities, including parks, trails, open space areas, and elementary schools. These areas are intended to have a mix of suburban and auto-oriented development character in which a central driveway and garage are the dominant features for residential lots. Some larger lots with a side driveways and rear detached garages are also appropriate in these developments.

APPROPRIATE LAND USE TYPES

Representative primary and secondary uses allowed in areas identified as SR include:

- *Residential Uses*: single-family detached dwellings; industrialized housing; and in some cases, single-family attached (i.e., duplexes, twins). Manufactured homes may be appropriate provided that they are located in a new manufactured home subdivision.
- *Recreational and Entertainment Uses*: private parks and amenities; trails and connections to public parks and trails.
- *Utility, Service, and Other Uses*: public facilities and infrastructure.
- *Educational, Institutional and Special Uses*: elementary schools; secondary schools provided that they take access from a collector roadway or greater; institutional uses (e.g., places of public assembly).
- *Retail and Service Type Uses*: neighborhood retail may be allowed.*
- *Other*: home occupations.

COMPATIBLE ZONING DISTRICTS

Current zoning districts that may be appropriate to implement the Suburban Residential (SR) future development category include single-family detached (SF-20, SF10, SF8, SF 6.5, SF-PH); two-family (2F, SF-A); and planned development (PD). Manufactured home parks and subdivisions may be compatible depending on site design and location.

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- Appropriate residential dwelling types could include a mix of lot sizes provided that the performance standards achieve the envisioned suburban character of the area (i.e., as lot size goes down, open space goes up).
- New single-family attached uses (i.e., duplexes, twins) are allowed provided that they are located on and take access from a collector or greater street classification and are considered for areas that provide for a transition between single-family detached residential uses and other more intensive uses (e.g., more intensive zoning districts and future development areas).
- New neighborhood retail may be provided that is developed as part of a overall master planned community development
- Areas of differing compatibility should be screened by bufferyards.



TRADITIONAL RESIDENTIAL (TR)

The Traditional Residential (TR) future development category is intended for revitalizing part of town which embody some of the original characteristics of the older core areas of the City (e.g., gridded streets), but lack urban character. These areas are intended to be developed and redeveloped with single-family detached and attached uses with an auto-oriented character, meaning the automobile and its associated uses (e.g., streets, driveways, parking, etc.) are the predominant visual characteristic.

APPROPRIATE LAND USE TYPES

Representative primary and secondary uses allowed in areas identified as TR include:

- *Residential Uses:* single-family detached dwellings; industrialized housing; single-family attached (i.e., duplexes, twins). Manufactured homes may be appropriate provided that they are located in a new manufactured home subdivision.
- *Recreational and Entertainment Uses:* private parks and amenities; trails and connections to public parks and trails.
- *Utility, Service, and Other Uses:* public facilities and infrastructure.
- *Educational, Institutional and Special Uses:* elementary schools; secondary schools provided that they take access from a collector roadway or greater; institutional uses (e.g., places of public assembly).
- *Retail and Service Type Uses:* neighborhood retail may be allowed.*
- *Other:* home occupations.

COMPATIBLE ZONING DISTRICTS

The current zoning districts that may be appropriate to implement the Traditional Residential (TR) future development category include single-family detached (SF-20, SF10, SF8, SF 6.5, SF-PH); two-family (2F, SF-A); and planned development (PD). Manufactured home parks and subdivisions may be compatible depending on site design and location.

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- Appropriate single-family detached and attached residential dwelling types are allowed in all areas.
- New neighborhood retail (e.g., neighborhood retail and services) could be allowed provided that it takes access from a collector or greater street classification.
- Areas of differing compatibility should be screened by bufferyards.



SUBURBAN MIXED-USE (SM)

The Suburban Mixed-Use (SM) future development category is intended for mixed-use areas to be developed at a higher density/intensity and for uses not allowed in the Suburban Residential classification. These areas, predominantly along higher trafficked arterial or collector corridors within Suburban Residential areas, are intended to provide the opportunity for transitioning residential to commercial uses, designed in a manner that is more appropriate to the character of the surrounding areas.

APPROPRIATE LAND USE TYPES

Representative primary and secondary uses allowed in areas identified as SM include:

- *Residential Uses*: single-family detached dwellings; industrialized housing; single-family attached (i.e., duplexes and twins, triplexes, and quadriplexes).
- *Recreational and Entertainment Uses*: private recreational and entertainment uses where operations are primarily contained indoors (e.g., amusement, commercial indoor); private parks and amenities; trails and connections to public parks and trails.
- *Utility, Service, and Other Uses*: public facilities and infrastructure.
- *Educational, Institutional and Special Uses*: elementary schools; secondary schools provided that they take access from a collector roadway or greater; institutional uses (e.g., places of public assembly); assisted living and skilled nursing facilities.
- *Office and Professional Uses*: general and professional offices provided that they comply with neighborhood-scale design standards.
- *Retail and Service Type Uses*: neighborhood retail and service type uses that comply with neighborhood-scale design standards and do not include drive-throughs. These could be stand-alone or as part of a multi-building strip center.
- *Other*: home occupations.

COMPATIBLE ZONING DISTRICTS

The current zoning districts that may be appropriate to implement the Suburban Mixed-Use (SM) future development category include single-family detached (SF10, SF8, SF 6.5); two-family (2F, SF-A); multi-family (MF-1); office (O); neighborhood retail (NR); and planned development (PD). Manufactured home parks may be compatible depending on site design and location.

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- New nonresidential development should be located on and take access from a collector or greater street classification and may not include drive-throughs.
- New nonresidential development should be subject to scale limitations and design considerations (e.g., screened parking; residential appearance, etc.) which may vary depending upon the functional classification of roadway.



CORRIDOR COMMERCIAL (CC)

The Corridor Commercial (CC) future development category is intended for areas to be developed to primarily support local and regionally-serving businesses that rely on higher traffic volumes and the visibility that is associated with being located along a major roadway (e.g., U.S. Highway 281). In these areas, the predominant character of development is focused on serving the automobile.

APPROPRIATE LAND USE TYPES

Representative primary and secondary uses allowed in areas identified as CC include:

- *Residential Uses*: existing single-family; multi-family.
- *Recreational and Entertainment Uses*: All recreational and entertainment uses.
- *Utility, Service, and Other Uses*: public facilities and infrastructure.
- *Educational, Institutional and Special Uses*: schools; colleges, and universities; institutional uses (e.g., places of public assembly); assisted living and skilled nursing facilities.
- *Office and Professional Uses*. All office and professional uses.
- *Retail and Service Type Uses*: all retail and service type uses.
- *Commercial Uses*. Some commercial uses provided that it requires no federal permits and consists of indoor operations with no external nuisances (e.g., bakery, H-VAC sales; kennel (indoor pens); print shops; hotels and motels; etc.).
- *Automobile and Related Uses*. automobile services and repair, excluding sales.

COMPATIBLE ZONING DISTRICTS

The current zoning districts that may be appropriate to implement the Corridor Commercial (CC) future development category include general retail (GR); general commercial (GC); office (O); neighborhood retail (NR); multi-family (MF-1); and planned development (PD).

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- New nonresidential development should be located on and take access from a arterial or greater street classification, or an internal street network designed as part of a larger center.
- While accommodating the automobile will continue to be the predominant focus, improved street-side and parking lot landscaping, buffers, appropriately designed and scaled signage, higher quality development standards and landscaping, and access management techniques (e.g., limited access points and inter-parcel connectivity) can soften the impact and improve overall quality and appearance of the City's main economic spines.



EMPLOYMENT MIXED-USE (EM)

The Employment Mixed-Use (EM) future development category is intended for areas that will be developed to support various employment opportunities predominantly related to office, service, research and technology-related, light industrial, and warehousing uses in a campus-like environment. Public and private standards are intended to create a highly attractive business environment that will encourage investors to build quality structures, which sets the tone to attract additional businesses.

APPROPRIATE LAND USE TYPES

Representative primary and secondary uses allowed in areas identified as EM include:

- *Recreational and Entertainment Uses:* some recreational and entertainment uses may be appropriate if they are located within spec buildings of a business park (e.g., commercial amusement, indoor).
- *Utility, Service, and Other Uses:* public facilities and infrastructure.
- *Educational, Institutional and Special Uses:* some institutional uses may be appropriate if located within spec buildings of a business park (e.g., trade schools, places of public assembly, etc.).
- *Office and Professional Uses.* office and professional use may be appropriate if it is supporting and related to an overall business park or light industrial uses.
- *Commercial Uses.* all commercial type uses.
- *Automobile and Related Uses.* all automobile and related uses;
- *Transportation and Related Uses.* all transportation and related uses.

COMPATIBLE ZONING DISTRICTS

The current zoning districts that may be appropriate to implement the Employment Mixed-Use (EM) future development category include general commercial (GC); light industrial (LI); heavy industrial (HI); and planned development (PD).

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- New nonresidential development should be located on and take access from a collector or greater street classification, or an internal street network designed as part of a larger center.
- Operations should be conducted within the building and generate little to no perceived off-site nuisances; setback, parking lot, and bufferyard landscaping should be used to soften large expanses of parking and auto-oriented uses and create a sub-urban character; areas for outdoor storage should be fully screened from public rights-of-way and abutting non-compatible uses.
- Areas of differing compatibility should be screened by bufferyards.



URBAN RESIDENTIAL (UR)

The Urban Residential (UR) future development category is intended for areas to be developed primarily to conserve, and in some cases, transition, the already existing residential areas developed with an urban character. These areas are intended to conserve the existing gridded lot and block pattern of development. Along collector and arterial roadways, new neighborhood serving retail, personal service, and restaurant uses may be appropriate, provided that they adhere to the predominant urban character of the area.

APPROPRIATE LAND USE TYPES

Representative primary and secondary uses allowed in areas identified as UR include:

- *Residential Uses*: single-family detached dwellings; industrialized housing; single-family attached (i.e., duplexes, twins, and triplexes).
- *Recreational and Entertainment Uses*: private parks and amenities; trails and connections to public parks and trails.
- *Utility, Service, and Other Uses*: public facilities and infrastructure.
- *Retail and Service Type Uses*: neighborhood retail and restaurants may be allowed.*
- *Other*: home occupations.

COMPATIBLE ZONING DISTRICTS

The current zoning districts that may be appropriate to implement the Urban Residential (UR) future development category include single-family detached (SF10); two-family (2F, SF-A); multi-family (MF-1); neighborhood retail (NR); and planned development (PD).

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- These areas are intended to be developed with an urban character, meaning redevelopment requires maintaining traditional setbacks and a focus on pedestrian walkability. Access may be from front access driveways or from improved alleys and rear driveway access.
- New single-family detached and attached uses (i.e., duplexes, twins, triplexes) are allowed provided that they adhere to the existing urban character of the area. This includes a five foot setback from the edge of pavement to the sidewalk and an additional 20-25 ft. setback from sidewalk to the building setback (both measured using the prevailing character of the block). This also applies to the parking setback; alternately, rear alley access via improved alleys may be appropriate.
- New nonresidential development should be located on and take access from a collector or greater street classification, shall not exceed or change the existing lot and block configuration, and shall be developed with an urban character that adheres to the performance standards indicative the greater area, including setbacks, sidewalks, and street trees. Parking shall be on-street or provided via rear alley access. No drive-throughs are permitted and signage should be appropriately scaled for a neighborhood-serving urban character environment.



DOWNTOWN TRANSITIONAL

The Downtown Transitional future development category consist of the areas immediately surrounding the Downtown Core and is intended to provide an area that transitions from the higher density/intensity uses found in the Downtown Core to the abutting Urban Residential areas. These areas are intended to conserve the existing gridded lot and block pattern of development. These areas are intended to be developed with an urban character, meaning redevelopment requires a build-to line, on-street parking, and a focus on walkability.

APPROPRIATE LAND USE TYPES

Representative primary and secondary uses allowed in areas identified as UR include:

- *Residential Uses:* single-family detached dwellings; industrialized housing; single-family attached (i.e., triplexes); mixed-use urban lofts; and multi-family apartments.
- *Recreational and Entertainment Uses:* private parks and amenities; trails and connections to public parks and trails.
- *Utility, Service, and Other Uses:* public facilities and infrastructure.
- *Retail and Service Type Uses:* neighborhood retail and restaurants may be allowed.*
- *Other:* home occupations.

COMPATIBLE ZONING DISTRICTS

The current zoning districts that may be appropriate to implement the Downtown Transitional (DT) future development category include single-family detached (SF-6); two-family (2F, SF-A); multi-family (MF-1, MF-2); neighborhood retail (NR); and planned development (PD).

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- New nonresidential development shall not exceed or change the existing lot and block configuration, and shall be developed with an urban character that adheres to the performance standards indicative the greater area, including a build-to setback, sidewalks, and street trees. Parking shall be on-street or provided via rear alley access. No drive-throughs are permitted and signage should be appropriately scaled for an urban character environment.
- New single-family attached uses (i.e., triplexes) and mixed-use urban lofts are allowed provided that they adhere to the existing urban character of the area. Parking is to be provided via rear alley access.
- The highest priority for street improvements is on the pedestrian and maintaining the quality of the existing street character. As such, all new development and redevelopment requires the establishment of on-street parking (if needed), sidewalks (either new or replacement, if needed), and the planting of street trees between the edge of payment and the sidewalk.



DOWNTOWN CORE (DC)

The Downtown Core future (DC) development category consists of the Lampasas city center. This area is intended to be highly walkable, to promote a “sense of place” and should represent the “heart of the city.” This is the traditional city center and contains various institutional, commercial, and residential uses. This area is intended to be developed with an urban character, meaning redevelopment requires a build-to line, on-street parking, and a focus on pedestrian walkability. Features that would contribute to the area’s character includes larger buildings set at sidewalk edge that occupy a majority of the lot, creating a sense of enclosure. Parking is typically located on-street or on off-site public parking lots or garages. Vehicular circulation occurs along gridded-based streets with wider sidewalks scaled for higher volumes of pedestrians.

APPROPRIATE LAND USE TYPES

Representative primary and secondary uses allowed in areas identified as UR include:

- *Residential Uses:* mixed-use urban lofts and multi-family apartments.
- *Recreational and Entertainment Uses:* private parks and amenities; trails and connections to public parks and trails.
- *Utility, Service, and Other Uses:* public facilities and infrastructure.
- *Retail and Service Type Uses:* retail services generally allowed in the CBD area.
- *Other:* home occupations.

COMPATIBLE ZONING DISTRICTS

The current zoning districts that may be appropriate to implement the Downtown Core (DC) future development category include multi-family (MF-2); central business district (CBD); and planned development (PD).

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- New nonresidential development shall not exceed or change the existing lot and block configuration, and shall be developed with an urban character that adheres to the performance standards indicative the greater area, including a build-to setback, sidewalks, and street trees. Parking shall be on-street or provided via rear alley access. No drive-throughs are permitted and signage should be appropriately scaled for an urban character environment.
- New single-family attached uses (i.e, triplexes) and mixed-use urban lofts are allowed provided that they adhere to the existing urban character of the area. Parking is to be provided via rear alley access.
- The highest priority for street improvements is on the pedestrian and maintaining the quality of the existing street character. As such, all new development and redevelopment requires the establishment of on-street parking (if needed), sidewalks (either new or replacement, if needed), and the planting of street trees between the edge of payment and the sidewalk.



PARKS AND OPEN SPACE (PO)

Parks and open spaces are an essential part of a community. These areas include public parkland, trails, and open spaces that have been committed to the long-term public use and enjoyment by Lampasas citizens and visitors. These areas are often comprised of active and passive recreational areas and natural or open spaces.

APPROPRIATE LAND USE TYPES

Representative primary uses allowed in areas identified as PO include:

- Recreational and Entertainment Uses: country clubs, day camps, golf courses, parks, stables provided that they are managed for the public good.
- Utility, Service, and Other Uses: public facilities and infrastructure provided they do not interfere with the use and enjoyment of the parks and open space.

COMPATIBLE ZONING DISTRICTS

The parks and open space future development category is not intended to be implemented using specific zoning districts. Rather, the zoning regulations should specify minimum amounts of common areas and/or protected open space that should be required for new residential neighborhoods. In addition, greater protections (e.g., tree preservation, stream buffers, floodplain protections) should be improved in the City's Zoning Ordinance and apply to all development as applicable.

LOCATION & DECISION-MAKING CRITERIA

The following decision-making criteria should be considered as part of rezonings and other City decisions, as may be applicable.

- New public parkland (including trails and associated access easements) should remain in public ownership and be designated on the Lampasas Future Development Plan during the next update.
- New neighborhood parks should be developed concurrent with new residential development. Set asides of parkland, trails (and/or connectivity to on- and off-site trails), greenbelts, and sidewalks, should be required as part of development approvals.
- In instances where a public park has a publicly related secondary use (e.g., a fire station), the built environment of the secondary use should be designed in a way to not detract from the primary use as a park.
- Park design, intensity of development, and the proposed uses/activities should be compatible with the character of development it is intended to serve (e.g., public squares or plazas for urban character areas).

STREETS AND THOROUGHFARES

The future of the road network in Lampasas involves a thoughtful approach to balancing mobility requirements, location of major thoroughfares and road design based on context and land use character. The Thoroughfare Plan intends to provide an effective balance of mobility and accessibility with variable design features to complement an extensive variety of development types. The Thoroughfare Plan considers improvements or expansions to existing roads and location of proposed roads based on projected development patterns.

The Thoroughfare Plan should be used by City staff, and elected and appointed officials to direct the design and reconfiguration of current roads and sufficiently plan for proposed roads to accommodate new growth. The subsequent pages describe the functional order of general road types, road design based on character area, and a map for the Lampasas planning area showing current and proposed thoroughfares.

Functional Classification

Roads are usually classified based on their function. The Federal Highway Administration (FHWA) has created a hierarchy of seven functional classifications for streetways, but the application of each of these differs by jurisdiction. For the Lampasas approach, the seven FHWA classifications have been combined into six, with "Interstate" and "Freeway and Expressway" combined to form the "Highway" category.

The functional classification of roads presents varying levels of access and mobility as shown in *Figure 4.2, Mobility and Access Functions*. The roads with the maximum levels of mobility (i.e. highways) have the least access; on the other hand, the roads with the greatest access to adjacent properties (i.e. local streets) have the least mobility. *Figure 4.3, Thoroughfare Functional Classifications*, describes the main purpose of each road category. The road types defined in these figures could take on a different design based on character areas yet purpose and functionality of each type remain.

FIGURE 4.2, MOBILITY AND ACCESS FUNCTIONS

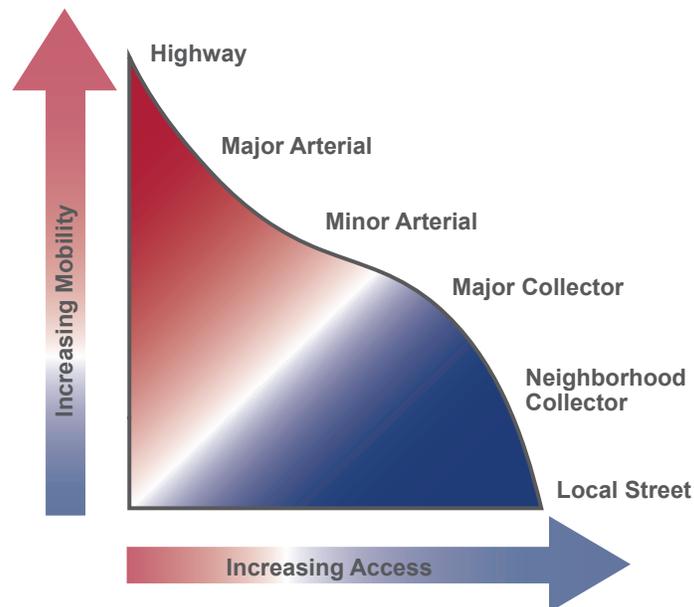


FIGURE 4.3, THOROUGHFARE FUNCTIONAL CLASSIFICATIONS

Street Type	Primary Purpose
Highway	Mobility Between Cities
Major Arterial	Mobility Within City
Minor Arterial	Moderate Length Trips
Community Collector	Connect to Arterials
Neighborhood Collector	Connect to Arterials and Collectors
Local Street	Property Access

Source: "Highway Functional Classification Concepts, Criteria and Procedures." (2013)

Character Zones

The design of the proposed roads in Lampasas should be based not solely on capacity and speed but equally based on the existing or envisioned character of the adjacent built environment. This plan identifies the "transportation-land use connection" - the relationship among buildings and the road - as an important part of maintaining or creating neighborhoods, districts, and corridors of unique character.

Anticipated land use and development character should drive road design, while accommodating for the purpose and functionality of automobile movement. Therefore, road design should deliberately be approached to support either current or proposed anticipated growth. The roads presented in the subsequent pages are rooted in the three character zone types established earlier in this chapter - Urban, Suburban, and Rural. These establish a new Future Thoroughfare Map and discuss multi-modal accommodations within the transportation system.

For instance, thoroughfares in an urban setting, although still rooted in functionality and volumetric capacity, are presented with design features that support the desired density and adjacent building character. In the Urban Character Zone, arterial and collector roads are presented here as Urban Avenues that accommodate numerous transportation modes safely and efficiently while pedestrian-focused with streetside amenities. An explanation of Urban Avenues is as follows:

- **Urban Avenues.** Avenues contain volume-intensive arterials and collector roads in function. Avenues could contain on-street parking, bicycle accommodations, and an active streetside area, depending on the context. One example of an Urban Avenue is Key Avenue. Many avenues in Lampasas are contenders for a "road diet," where lane decreases are considered in favor of pedestrian/bike facilities and streetside aesthetic improvements.

Urban Streets

Urban streets should be designed to provide a comfortable and visually attractive built environment that encourages bicyclist and pedestrian activity and should contain active streetsides that serve as community meeting places. Urban street main considerations consist of:

Urban Street Key Considerations

- Include Complete Street features in a way that accommodate and encourage bicycling, walking, and transit usage.
- Design roads to slow traffic - closely aligning with posted speed limits.
- Include components of active streetsides for community meeting and activity in spaces where pedestrian activity is anticipated.
- Design to include transit infrastructure and encourage fixed-route ridership.
- Decrease lanes in areas where design capacity surpasses traffic volumes in most non-peak times.
- Surround the road with adjacent buildings.
- Encourage on-street parking.
- Maximize road interconnectivity with emphasis on small block size.
- Create a parallel system of automobile access through the use of alleys and cross-access easements.



Buildings next to urban streets should frame the right-of-way.



Urban streets can be candidates for lane reductions. The street above was converted from a four-lane minor arterial street to a three-lane avenue with on-street parking, bicycle lanes, and intermittent medians (above).



Urban streets should have wide streetsides to accommodate pedestrian sidewalks and community meeting areas (above).

Suburban Streets

Streets in the suburban street character zone most closely resemble typical street sections that are currently common in Lampasas. New suburban streets should be designed to encourage bicyclist and pedestrian activity but importance is placed on efficient motor vehicle movement in recognition of land use patterns that are at lower densities and will produce lower amounts of active transportation users among destinations.

Suburban Street Key Considerations

- Include Complete Streets features in a way that comfortably accommodates bicycling, walking, and transit usage.
- Prioritize bicycle and pedestrian mobility in residential areas where bike-ped trips usually start.
- Maximize road interconnectivity with importance on small-to-medium block size.
- Create larger separations among automobile travel lanes and parallel pedestrian paths.
- Enhance automobile movement by ease of access management design features.
- Include improved traffic stops that separate buses from travel lanes.



Create larger separations between automobile travel lanes and parallel pedestrian pathways.



Suburban streets can have medians (above) as a method of access management, and to create a consistent community character.



Suburban streets

Rural Streets

Rural streets are mainly designed for mobility and access in rural character areas, both in the city limits and ETJ. Important considerations of rural streets and their suitable locations are defined below. Rural street design is suitable in areas designated as Rural Character on page 36 of this chapter.

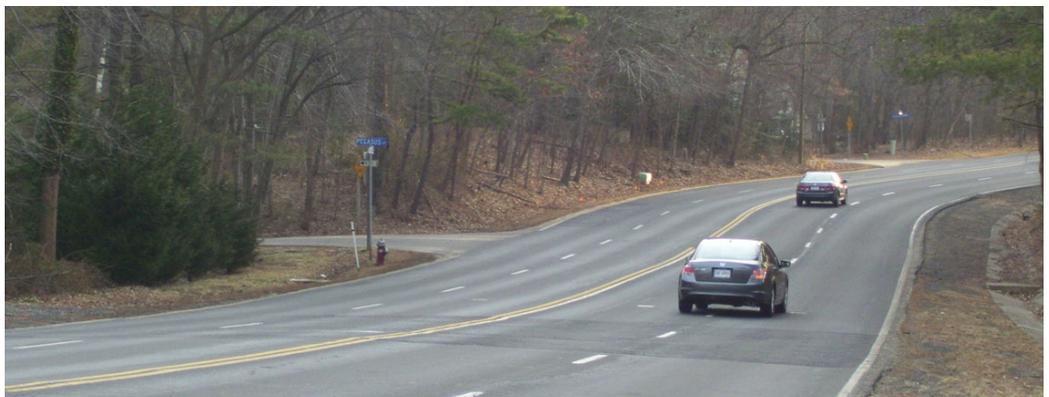
The application of rural streets assumes that low-density residential development, agricultural land uses, or additional dispersed land uses would stay rural throughout the plan horizon. As the City expands and desired suburban character pushes further out in the planning area, review of rural street design would be suitable. The use of rural street design in suburban areas should be considered carefully by the City but is a choice where contextually fitting, such as estate development. Rural collectors are usually suitable for residential development due to expansive sized lots and minimal access points. With estate subdivisions, usually one acre in size, such lots should not take direct access from Community Collectors in rural areas.

Rural Street Key Considerations

- Include Complete Street features in a way that comfortably accommodates bicycling, walking, and transit usage.
- Maximize road interconnectivity with importance on small block size.
- Create larger separations among automobile travel lanes and parallel pedestrian paths.
- Enhance automobile movement through ease of access management design features.



Rural streets could have amenities such as soft-surface trails to accommodate pedestrians and cyclists (above).



Rural streets (above) frequently do not employ curb and gutter or integrate ribbon/laydown curbs.

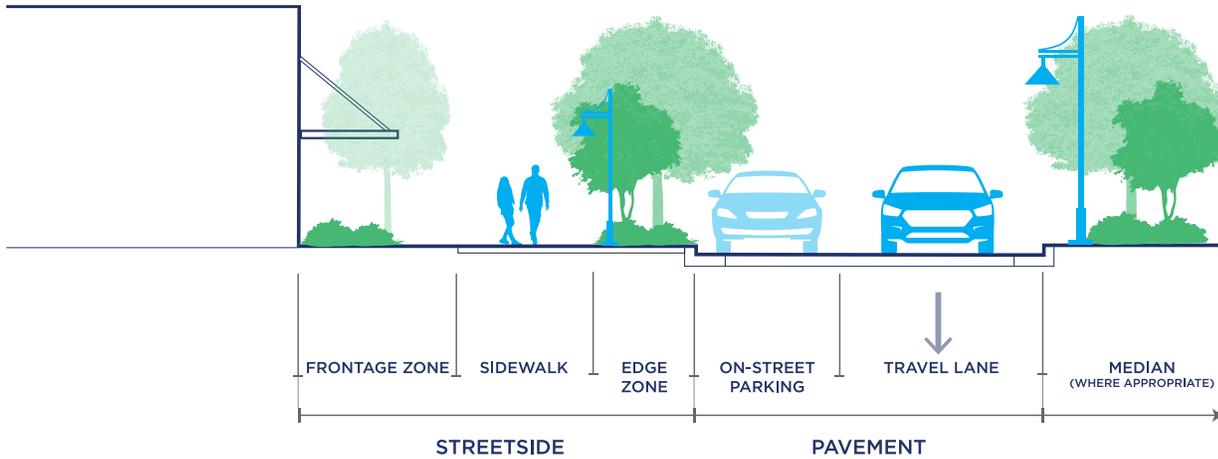
Attribute	Major Arterial	Minor Arterial	Community Collector	Neighborhood Collector	Suburban Local
Function					
Functional Role	Mobility	Mobility	Provide access between arterials & local streets	Provide access between arterials & local streets	Property access
Streetway Continuity	Connects major centers & highways	Connects major arterials to other street types	Continuous between arterials	Generally continuous	Generally discontinuous, but connects to collectors
Right-of-Way	80 - 120 feet	80 - 100 feet	65 - 75 feet	50 - 60 feet	50 feet
Desirable Spacing	2 miles	1 - 2 miles	1/4 to 1/2 miles	800 - 1200 feet	300 - 800 feet
Design Speed	45 to 55 mph	40 to 50 mph	35 to 45 mph	30 to 40 mph	20 to 35 mph
Traffic Volumes	20,000 - 40,000	12,000 - 24,000	4,000 - 15,000	1,000 - 5,000	80 - 1,000
Streetway					
Travel lanes	4 to 6 lanes	2 to 4 lanes	2 to 4 lanes	2-way vehicular movement, unstriped travel lanes	2-way vehicular movement, unstriped travel lanes
Turn Lanes	Int. turn lanes thru 1 turn lane at most intersections & up to 2 turn lanes at major intersections	Int. turn lanes thru. 1 turn lane at most intersections & up to 2 turn lanes at major intersections	One turn lane at signalized intersections and others as needed.	Not typical	None
On-street Parking	Not appropriate	Not appropriate	Type. restricted, but may be appropriate in certain areas	Permitted	Permitted
Curb & Gutter	Varies	Typically vertical curb	Vertical curb	Vertical or mountable curb	Vertical or mountable curb
Stormwater	Varies	Typically subsurface stormdrain	Subsurface stormdrain	Subsurface stormdrain	Subsurface stormdrain
Median	Me. are int. to manage turning mov. & access, provide refuge for ped. crossing, & land.	Me. are int. to manage turning mov. & access, provide refuge for ped. crossing, & land.	Medians are appropriate to improve aesthetics & access management	Medians may be appropriate to improve aesthetics, & traffic calming.	Not recommended.
Bikeways ¹	Shared-use paths	Shared-use paths	On-street 4' bike lanes or shared-use paths	Not designated (shared lanes at <30 mph), striped bike lanes or shared-use paths	Not designated (shared lanes at <30 mph)
Traffic Calming	Not appropriate	Not appropriate	In limited situations	May be considered	May be considered
Designed for Transit	Yes	Yes	Yes	No	No
Streetside					
Sidewalks	8' min. on both sides, or 10' & 6'	8' min. on both sides, or 10' & 6'	6' min. on both sides	5' min. both sides, or 8' one side	4' min. one side
Edge Zone	Yes, 8-12 feet	Yes, 8-12 feet	Optional. 8-10 feet	Optional. 6-8 feet.	Opt. (Add'l ROW)
Street Trees/Landscaping	Shade trees &/or orn trees in medians & edge zones where appropriate.	Shade trees &/or orn trees in medians & edge zones where appropriate	Shade trees &/or ornamental trees in medians & edge zones where appropriate	Shade trees &/or ornamental trees in medians & edge zones where appropriate	Shade trees in edge zones or outside of right-of-way
Residential Driveways	Prohibited	Prohibited	Prohibited	Permitted but limited	Permitted

FIGURE 4.5, URBAN AND RURAL STREET DESIGN CHARACTERISTICS

Attribute	Urban Avenue (Thoroughfares)	Urban Local	Rural Collector	Rural Local
Function				
Functional Role	Mobility and access assume equal roles	Property access	Property access and access between arterials and locals	Property access
Streetway Continuity	Continuous between arterials within activity centers	Interconnected at frequent intervals	Generally discontinuous, but connects to arterials	Generally discontinuous, but connects to collectors
Right-of-Way	60 - 80 feet	50-60 feet	60 - 70 feet	50 - 60 feet
Design Speed	30 to 35 MPH	20 MPH	25 to 30 mph	20 to 25 mph
Traffic Volume (Average Daily Trips)	Varies	80 - 700	300 - 2,600	80 - 600
Streetway				
Travel lanes	2 to 3 travel lanes, typically two-way movement except for unique circumstances.	2-way vehicular movement, striped travel lanes	2 lanes, demarcated travel lanes	2 lanes, not demarcated
Turn Lanes	On occasion, such as the intersection of two arterials or in specific context	None	At major intersections	None
On-Street Parking	Both sides preferred. Head-in or parallel, as appropriate.	Both sides. Head-in or parallel, as appropriate.	No	Permitted, limited by width
Curb & Gutter	Vertical curb	Vertical curb	Ribbon curb	Ribbon curb
Stormwater	Subsurface stormdrain	Subsurface stormdrain	Open channel, culverts	Open channel, culverts
Median	Not recommended	Optional	None	None
Bikeways	Shared lanes or 4' bike lanes	Yes	Not designated	Not designated
Traffic Calming	May be considered	Not typical	Not recommended	Not recommended
Designed for Transit	Yes	No	No	No
Streetside				
Sidewalk	8 feet	Yes	None	None
Edge Zone	Yes, 4-6 feet.	Yes, 4-6 feet.	Natural	Natural
Street Trees/ Landscaping	Urban street trees should be planted in metal grates in pedestrian areas with adequate growing room. Paired with benches, annuals, and planter boxes. Trees with less than 6' shall be planted with root barriers to allow for optimal root conditions and compatibility with utilities.	Urban street trees should be planted in metal grates in pedestrian areas with adequate growing room. Paired with benches, annuals, and planter boxes. Trees with less than 6' shall be planted with root barriers to allow for optimal root conditions and compatibility with utilities.	None	None

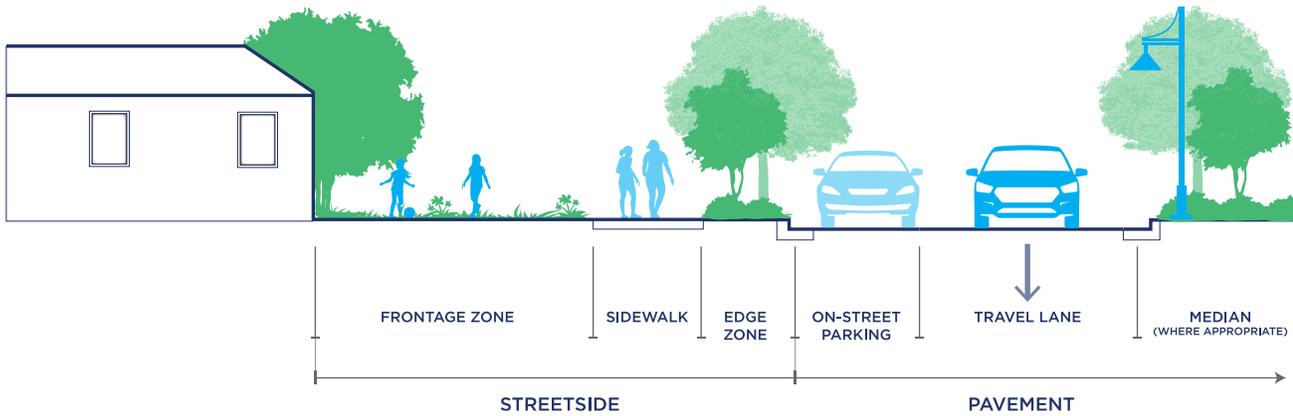
Typical Urban Street Elements

This section is not to scale. It presents one possible way in which the streetway and streetside elements could be organized in an urban street (half of street displayed).



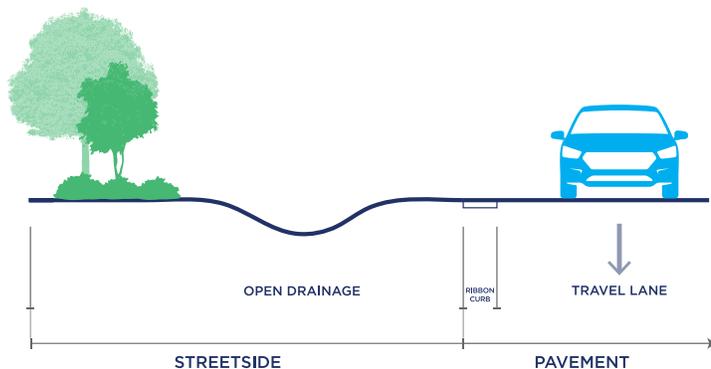
Typical Suburban Street Elements

This graphic is not to scale. It presents one possible way in which the streetway and streetside elements could be organized in a suburban street (half of street displayed).



Typical Rural Street Elements

This graphic is not to scale. It presents one potential way in which the streetway and streetside elements could be organized in a rural street (half of street displayed).



FUTURE THOROUGHFARE PLAN

The Thoroughfare Plan in Lampasas shows where road extensions, new roads, and possible expansion/reconfigurations are desired to accommodate the City's expected growth. *Map 4.3, Lampasas Thoroughfare Plan*, represents the suggested future thoroughfare network in the planning area for Lampasas.

Using the Future Thoroughfare Plan

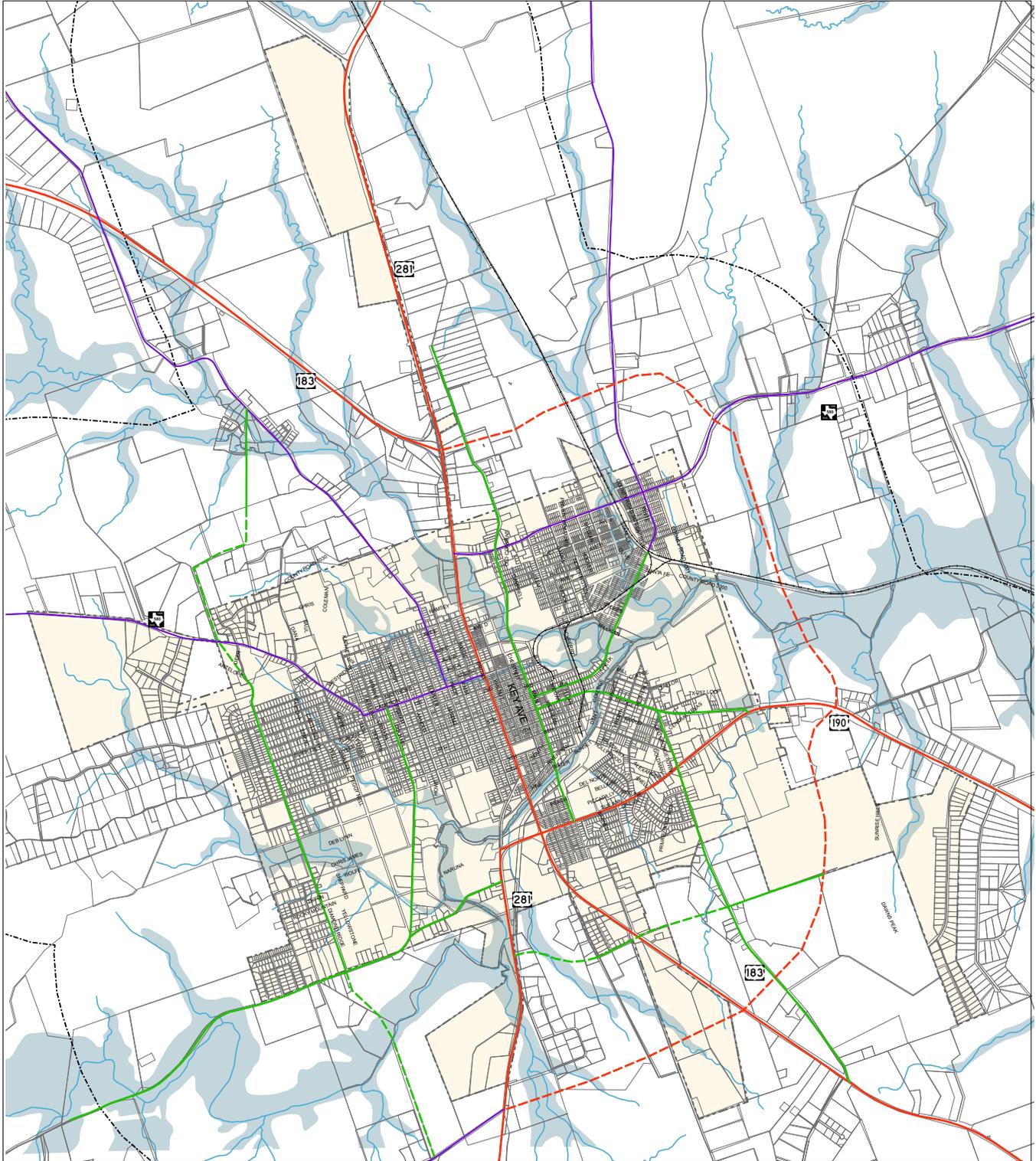
The location of proposed thoroughfares on the map is conceptual, showing the "rough" alignment. Actual alignments and design will be determined by development, physical design considerations, funding, etc. The need for accommodating appropriate rights-of-way for these thoroughfares should be provided for in the Zoning Ordinance, represented by minimum standards. This provides certainty and clarity for property-owners and the developers to ensure that thoroughfares are accounted for as properties develop. Responsibility of costs and timing of construction for these thoroughfares shall be determined in these modifications and should consider the impacts of new development to the overall network.

Amendments and Adjustments

As Lampasas continues to grow, new growth could warrant the identification and expansion of thoroughfares that are not shown on *Map 4.3*. This will require approval of a thoroughfare plan amendment. In similar manner, substantial changes such as re-alignments or re-classifications should be discussed and approved to ensure clarity. Minor changes to alignments of thoroughfares will not involve formal adjustments to the map but should be graphically changed on the map to represent the new alignments. The Planning Director shall determine whether a modification is minor - impacts to adjacent property-owners and constructibility of road projections are significant considerations of such a determination.

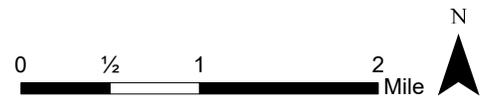
As additional refined alignments of thoroughfares are determined (by concept plan, planned development, plat or site plan), it is required to make modifications to the Lampasas Thoroughfare Plan to clearly represent the road network. This helps property-owners, developers, utility providers, and governmental entities plan for public infrastructure, access, and development. Approvals of such alignments should be accompanied by formal language guiding staff to make necessary modifications to publicly-depicted thoroughfare maps.

MAP 4.3, LAMPASAS THOROUGHFARE PLAN



LEGEND

- Major Arterial - Existing
- - - Major Arterial - Proposed
- Minor Arterial - Existing
- Collector - Existing
- - - Collector - Proposed
- Railroads
- Lampasas City Limits
- Lampasas ETJ
- Watercourses
- Floodplain



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