



**PLANNING &  
CODES**

**Staff Report  
Strempel Street/East Martindale Road/  
Old Martindale Road (MTP Amendment)  
Request to Amend Thoroughfare**

**Applicant:**

City of Seguin  
Planning & Zoning  
Commission

**Master Thoroughfare Plan:**

Strempel Street and Old  
Martindale Road

**Notifications:**

Mailed: June 3, 2024  
Newspaper: June 9, 2024

**Comments Received:**

None at the time this report  
was finalized

**Staff Review:**

Jennifer Shortess P.E.  
Assistant Director of  
Engineering and Capital  
Projects

**Attachments:**

- Location Maps

**REQUEST:**

Realignment of Old Martindale Road and Strempel Street from the City of Seguin Master Thoroughfare Plan east of SH 123.

**BACKGROUND:**

Through coordination of development reviews and Capital Improvement Plan project planning, the City requests to amend the Master Thoroughfare Plan (MTP) to remove Old Martindale – Major Collector from SH 123 Bypass to E Martindale Road and increase Strempel Street from SH 123 to E Martindale Road and E Martindale Road from Strempel Road to FM 20 from Major Collector to Arterial. Two Major Collectors are identified within close proximity to one another. A Major Collector section requires 80 feet of right-of-way and developers are required to construct collectors within the property developed per Section 4.7 of the City of Seguin Unified Development Code.

The MTP is the City’s adopted plan for guiding thoroughfare system improvements, including the existing and planned extension of city streets and highways. The thoroughfare system is comprised of existing and planned parkways, major arterials, arterials, major collectors, and collectors which require wider or new rights-of-way. The primary objective of the MTP is to ensure the dedication of adequate right-of-way on appropriate alignments and of enough width to serve existing and future mobility needs. The MTP locates and classifies major streets by needed capacity for through traffic, access to adjacent land uses, and compatibility with each street’s development character. The Texas Local Government Code allows the City to require development plans and subdivision plats to conform to the general plan for current and future roadways.

The 2008 Thoroughfare Plan from the Comprehensive Plan identified a collector along the route of the existing Old Martindale Road. In September 2013, a major arterial was added on Strempel Street from SH 123 Bypass to E Martindale Road. In December 2017, the Strempel Street arterial was reduced to a collector section from SH 123 Bypass to East Martindale Road.

Strempel Street and East Martindale Road, as a proposed arterial, will connect Strempel Street at SH 123 Bypass to FM 20 at Ploetz Road. Both connection points are classified as arterial roadways in the current Master Thoroughfare Plan.

**Remove Old Martindale Road (major collector) from SH 123 Bypass to Twin Oak Road:** Improvements planned at the intersection of East Martindale Road and Twin Oak Street will include a portion of Old Martindale Road. Reconfiguration of the intersection follows the City’s Roadway Adequacy and Access Technical Guidance, Table 4, which requires 500 feet of separation between streets for collector roadways. In order to provide 400 feet of separation between street intersections,

## ENGINEERING DEPARTMENT ANALYSIS

Old Martindale Road is proposed to be removed from the Master Thoroughfare Plan from SH 123 Bypass to Twin Oak Road.

City staff reviewed this request based on the thoroughfare connection and current and future transportation mobility needs. Staff recommends approval to remove Old Martindale Road (major collector) from the Master Thoroughfare Plan.

### **Increase the classification of Stempel Street and East Martindale Road:**

Stempel Street from SH 123 Bypass to East Martindale Road and East Martindale Road from Twin Oad Road to FM 20 are currently classified as major collector roadways. However, each segment of roadway connects to arterial roadways. Based on anticipated traffic needs along the SH 123 Bypass and FM 20 corridor, additional arterial roadways are sought to meet future demands.

City staff reviewed this request based on the thoroughfare connection and current and future transportation mobility needs. Staff recommends approval to provide Stempel Street and East Martindale Road a classification of arterial for the Master Thoroughfare Plan.

### **COMPREHENSIVE PLAN:**

East Martindale Road is located in suburban residential future land use district, Stempel Street is located in suburban residential, commercial corridor, and regional commercial future land use districts, and Old Martindale Road is located in commercial corridor and suburban residential future land use districts.

The intent of Regional Commercial future land use is to encourage large-scale commercial uses. Development within Commercial Corridor future land use should orient toward larger thoroughfares, close enough to retain visibility. The intent of Suburban Residential future land use provides a density of three to five dwelling units per acre, which is low- to medium- density residential homes.

**HEALTH, SAFETY, AND GENERAL WELFARE:** (Protection & preservation of historical, cultural, and environmental areas.)  
No health, safety, or environmental issues have been identified.

### **TRAFFIC:**

Stempel Street and East Martindale Road, proposed arterials, connect SH 123 Bypass to FM 20. Arterial roadways, as defined in the MTP, provides service primarily for local trips of moderate length and enhances connectivity to major arterials (SH 123 Bypass and FM 20).

### **CRITERIA FOR MTP AMENDMENT:**

*Preservation of future corridors and necessary rights-of-way to establish appropriate thoroughfare corridors as development occurs and to improve the existing street system as the need arises.*

The request to remove Old Martindale Road from the Master Thoroughfare Plan does not affect the function of the area. The request to increase the classification of Stempel Street and East Martindale Road enhances the intent and function of the surrounding area, in connection with commercial uses and residential uses. As the properties in this area are developed, any parcel that includes Stempel Street and East Martindale Road would be required to construct this thoroughfare.

*Needed capacity for through traffic, access to adjacent land uses, and compatibility with each street's development character.*

The future land use of the land that includes these roadways varies from suburban residential to regional commercial. Higher density typically translates to higher trips generated by development.

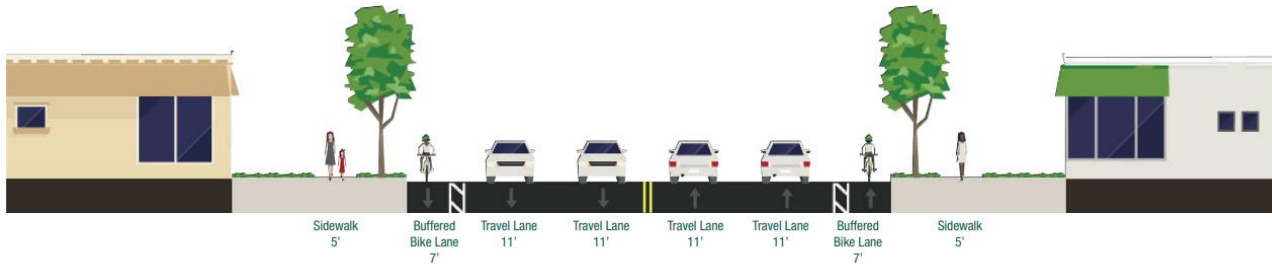
## ENGINEERING DEPARTMENT ANALYSIS

*Integration of other mode choices, including walking, bicycling, and transit.*

The arterial section shown in the MTP includes a 5' sidewalk and a 12' shared use path, which will be incorporated into the construction as the arterial section is constructed with development. The arterial section will provide added capacity for all types of transportation options for this area as it is constructed.

### **MAJOR COLLECTOR TYPICAL SECTION:**

*Major Collector (80')*



### **ARTERIAL TYPICAL SECTION:**

*Arterial (90' Urban)*

