

MEMORANDUM

To: City of Seguin Mayor and Council Members
Douglas Faseler, City Manager

From: John Foreman, Assistant Director of Planning & Codes

Through: Rick Cortes, Assistant City Manager and
Pamela Centeno, Director of Planning & Codes

Subject: Master Thoroughfare Plan Update

Date: April 24, 2017

Updates to the Draft after the April 18th Meeting

The following updates were made to the document that Council reviewed for the April 18th meeting:

- Page 8 (and all subsequent maps) – the alignment of FM 725 just west of Lake McQueeney was slightly revised to remove an S-curve and align with the City of New Braunfels plan.
- Page 26
 - Added text for clarity on parking dimensions, “Dimensions for parking spaces and travel lanes will vary based on the angle of parking spaces. The specific dimensions should be based on national parking standards, as well as City of Seguin requirements.”
 - Added text for clarity on tree wells, “5' by 5' tree wells can be placed between the parallel parking and pedestrian realms of the street.”
- Page 37 – Added section, “References to the MTP in the Unified Development Code.”

Background

The current City of Seguin Thoroughfare Plan was created and adopted with the Comprehensive Plan in 2008. The Plan shows existing and proposed new roads and the width of the right-of-way required for them. The plan serves several purposes:

1. Identifies city-wide transportation policies and priorities.
2. Contains all potential roadway projects to be developed as capital improvement projects with City or MPO funding.
3. Identifies the right-of-way that is required to be dedicated as shown on the plan when a property owner within the City Limits or ETJ subdivides property with a plat. This is true for any proposed new roads and for existing roads where the plan identifies wider right-of-way than currently exists.

The plan has been difficult to implement because the roadway network is conceptual. A number of alignments are problematic because of existing development, conflicts with physical features, property constraints or other issues, and in several situations property owners had to either dedicate unnecessary right-of-way or wait for the plan to be amended before moving forward with a plat. Moreover, addressing these one at a time as plats were submitted did not allow for full citywide review and analysis, and was likely to result in a disconnected thoroughfare network that does not meet the needs of the City.

Update Process

Because of these challenges, Council approved a contract with Kimley-Horn to assist with a major update to the Thoroughfare Plan in April of 2016. The project was scheduled to take about a year from the launch in May and is on schedule. The general process is described below.

- Data Collection
- Thoroughfare Map and Cross-Section Development – staff and Kimley-Horn updated alignments and cross-sections of proposed roads to meet anticipated future transportation needs. Constraints were considered such as floodplains, physical features, existing developments, railroads and other utilities.
- Downtown Subarea Analysis – a detailed analysis of transportation issues downtown leading to specific recommendations
- Public Participation

- Task Force – a group appointed by Council helped staff in setting direction and developing the plan. They met seven times over the course of the project. The Task Force recommended approval of the draft at their April 3rd meeting.
- Downtown Open House – around 60 people attended and provided comments on the citywide plan as well as downtown-specific issues.
- Discussion Session with Property Owners – each property owner in the City Limits with a proposed new thoroughfare was mailed an invitation to come and learn about the plan and provide comments.
- Planning and Zoning Commission – the Commission received updates and provided comments at several meetings on the project and is scheduled to make a recommendation on the draft at the April 11th meeting.

Thoroughfare Plan Overview

The attached draft document contains transportation policy as well as realistic roadway alignments and cross-sections that address the challenges with the current plan.

- Chapter 1 provides an overview of the plan and the process used to develop it.
- Chapter 2 contains the updated map and cross-sections. This will be the most-used chapter day-to-day. As properties subdivide and develop, they will dedicate and develop right-of-way as shown.
- Chapter 3 addresses downtown streets, establishing policies that will support a vibrant, walkable downtown and providing detailed design recommendations in order to accomplish this.
- Chapter 4 provides guidance on implementing the plan by prioritizing proposed roadways, providing information on funding, identifying potential updates to City codes, and integrating the Bicycle and Pedestrian Plan prepared with the Alamo Area Metropolitan Planning Organization.

Adoption Process

The draft has been revised several times as comments have been received from the Task Force, staff, the public, and the Planning and Zoning Commission. Council received a presentation on the draft at the April 18th meeting, and the final draft is attached for Council consideration at the May 2nd meeting.