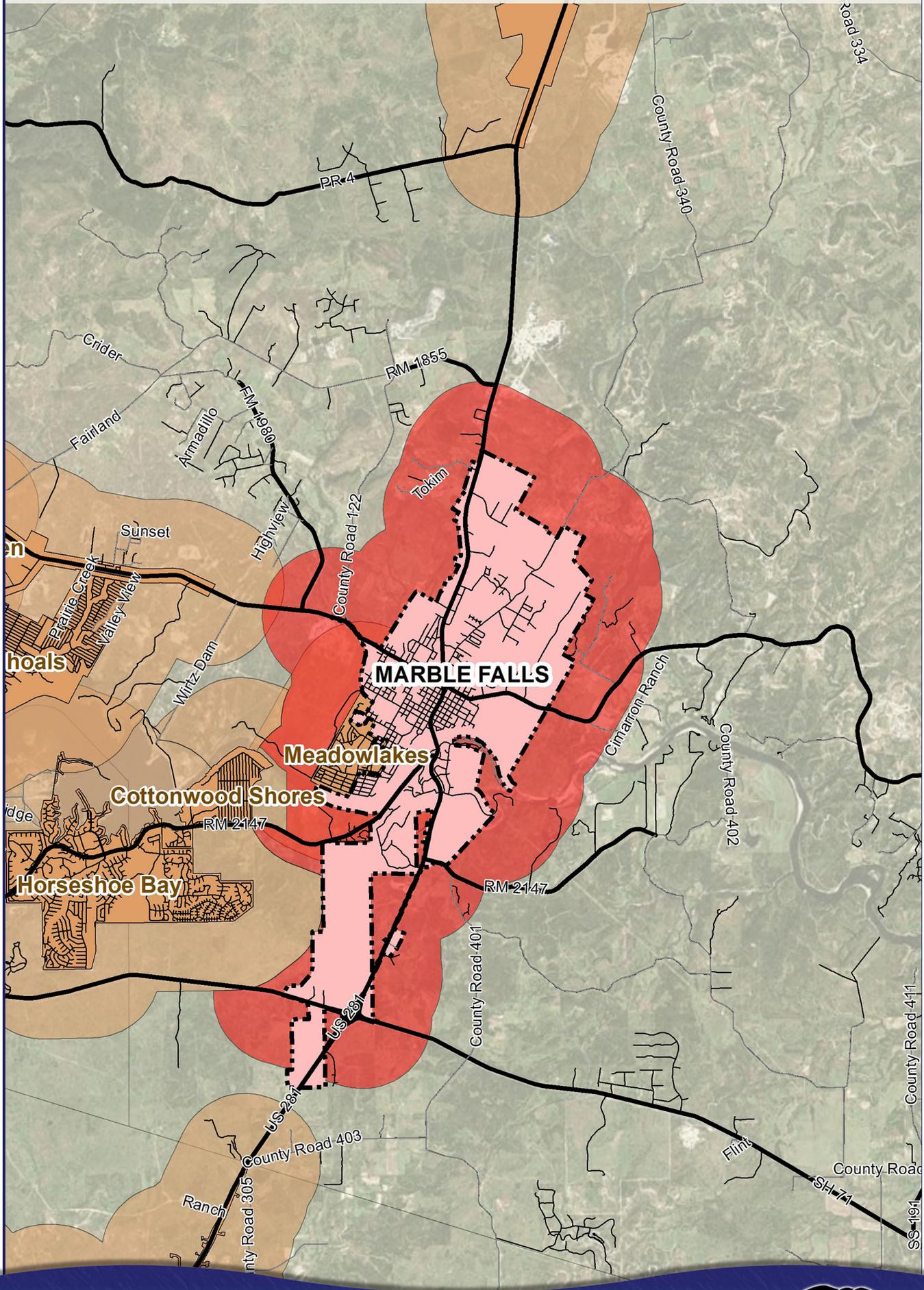
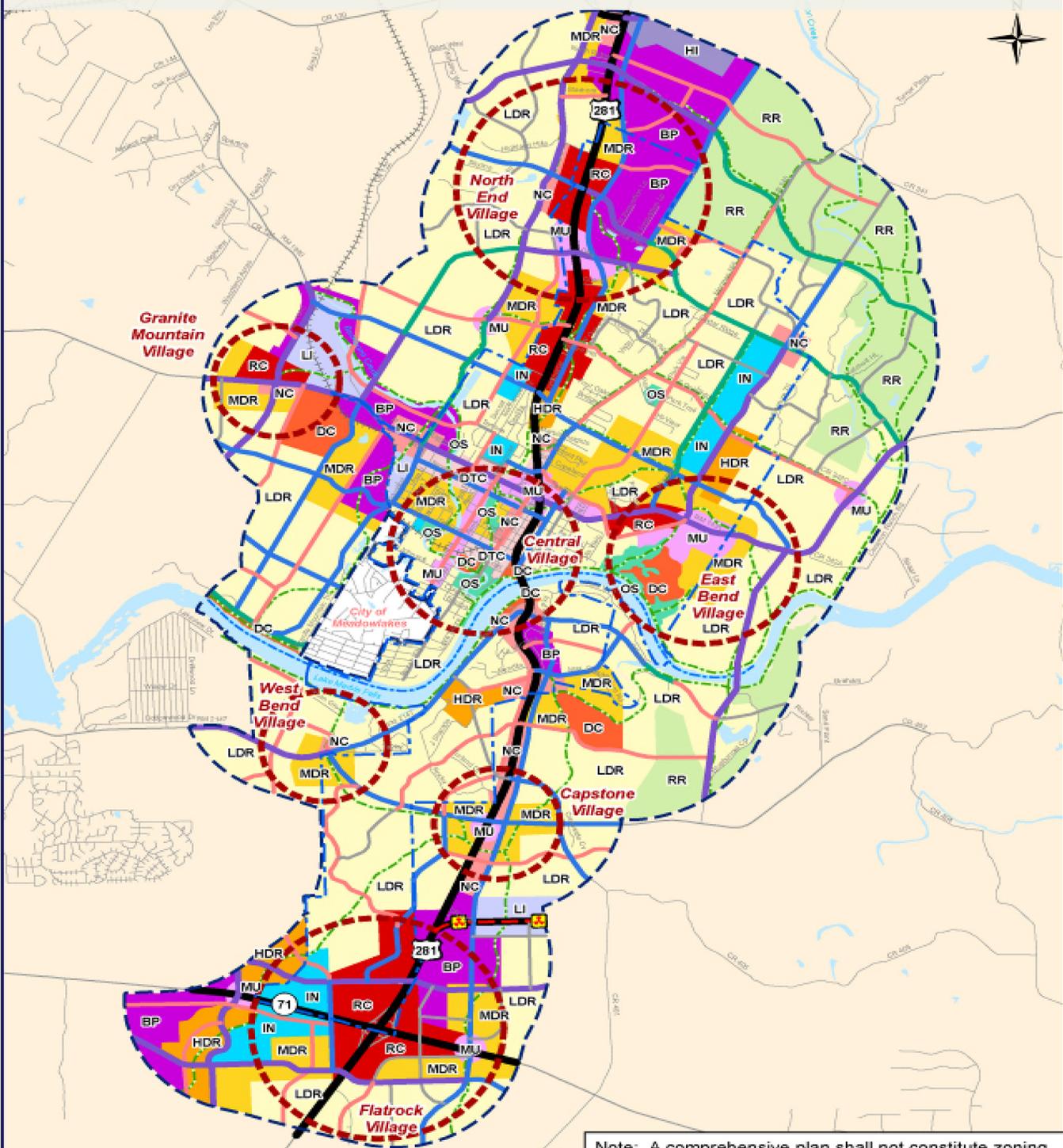


EXERCISE 1 - GROWTH DIRECTIONS & FORM



EXERCISE 2 - CURRENT FUTURE LAND USE PLAN



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

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Future Land Use

- RR Ranch Rural
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- BP Business Park
- NC Neighborhood Commercial
- DTC Downtown Commercial
- RC Regional Commercial
- LI Light Industrial
- HI Heavy Industrial
- IN Institutional
- MU Mixed Use
- DC Destination
- OS Open Space

Thoroughfare Plan

- Highway
- Major Arterial
- Parkway
- Minor Arterial
- Major Collector
- Minor Collector
- HazMat Route
- Surface Trail
- Water Way
- Village
- Marble Falls City Limits
- Marble Falls ETJ

0 0.5 1 Miles

- **HEAVY INDUSTRIAL:**

- **INSTITUTIONAL:**

- **MIXED USE:**

- **DESTINATION:**

- **OPEN SPACE:**

QUESTION 3.2: IF YOU THINK THAT THERE ARE OPPORTUNITIES TO CONSOLIDATE CERTAIN FLUP CLASSIFICATIONS, WHICH ONES (AND WHY?) DO YOU THINK COULD BE COMBINED TO CREATE A MORE SIMPLIFIED/FLEXIBLE FLUP MAP?

EXERCISE 4 – AREAS OF UNIQUE CHARACTER / SPECIAL CONCERN (20 MIN.)

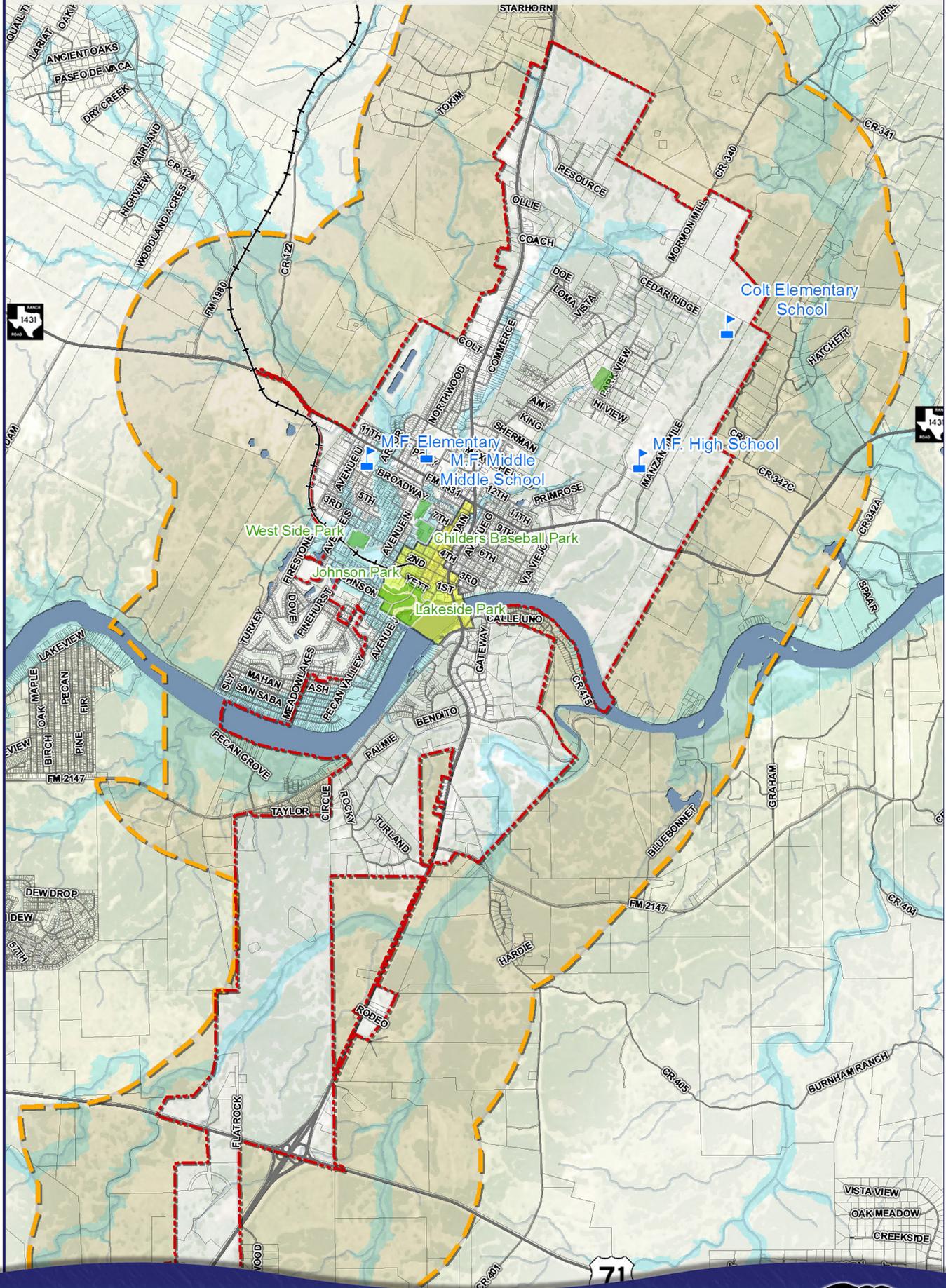
BASED ON THE CURRENT RATE OF GROWTH, THE CITY MAY NEED TO MAXIMIZE THE USE OF AVAILABLE RESOURCES (AND PRIORITIZE) TO GUIDE THE CHARACTER OF NEW DEVELOPMENT / REDEVELOPMENT. UNDERSTANDING THE AREAS OF THE CITY WHERE THE EXISTING (OR FUTURE) CHARACTER OF DEVELOPMENT IS A PRIORITY IS AN IMPORTANT FIRST STEP IN DETERMINING WHAT THE CITY NEEDS TO CONTROL/SUPPORT TO MAKE IT HAPPEN (E.G., CAPITAL IMPROVEMENT PROJECTS, UPDATED REGULATIONS, ETC.)

QUESTION 4.1: AS A GROUP, DISCUSS WHICH AREAS OF THE CITY HAVE EXISTING CHARACTER THAT NEED TO BE PROTECTED (E.G., THE PEDESTRIAN-FRIENDLY URBAN FORM OF DOWNTOWN), OR OTHER AREAS WHERE “NEW CHARACTER” NEEDS TO BE FOSTERED (E.G., THE LAKE-FRONT OF LAKE MARBLE FALLS, HWY 281, ETC.). AS A FOLLOW UP, IDENTIFY ON THE MAP (AND ANNOTATE) THOSE 1) DISTRICTS, 2) NODES, 3) CORRIDORS, AND/OR 4) AREAS OF REDEVELOPMENT POTENTIAL THAT CURRENTLY EXHIBIT, OR SHOULD EXHIBIT A SPECIAL “CHARACTER?”

QUESTION 4.2: ON THE SAME MAP, IDENTIFY AND ANNOTATE SPECIFIC AREAS OF THE CITY THAT ARE SPECIAL AREAS OF CONCERN, OR WARRANT SPECIAL ATTENTION (E.G., HISTORIC DISTRICTS, LAKE FRONT, FLOODPLAINS, ETC.).

QUESTION 4.3: IN SOME JURISDICTIONS, A CITY USES GATEWAY MONUMENTS/SIGNAGE, WAYFINDING SIGNAGE, AND OTHER TOOLS TO HELP FOSTER A CERTAIN CHARACTER OF DEVELOPMENT AND TO IMPROVE A SENSE OF COMMUNITY. IF YOU THINK THIS IS APPROPRIATE, OVER TIME, AT WHAT ENTRANCES TO THE CITY WOULD YOU PLACE GATEWAY SIGNAGE/ENTRANCE MONUMENTS? USE A GREEN STICKY DOT TO SIGNIFY PRIMARY (LARGER) ENTRANCE MONUMENTS AND A YELLOW STICKY DOT TO SIGNIFY SECONDARY (SMALLER) ENTRANCE MONUMENTS/SIGNAGE ON THE MAP. ARE THERE SPECIAL AREAS OF CHARACTER IN THE CITY (E.G., DOWNTOWN) THAT WARRANT A UNIQUE GATEWAY TREATMENT? IF YES, USE ANY COLOR STICKY DOT TO MARK THOSE LOCATIONS TOO.

EXERCISE 4 - AREAS OF UNIQUE CHARACTER / SPECIAL CONCERN



EXERCISE 5 – THOROUGHFARE PLANNING (20 MIN.)

IN MOST COMPREHENSIVE PLANNING PROCESSES, A PROPOSED THOROUGHFARE PLAN IS INCLUDED TO IDENTIFY FUTURE PROTECTED CORRIDORS AND THE PROPOSED ROADWAY CLASSIFICATION INTENDED TO BE DEVELOPED. THIS IS ESSENTIAL TO PROTECT THE FUTURE INTEGRITY OF INTER- AND INTRA-CONNECTIVITY OF THE CITY. AS NEW DEVELOPMENT OCCURS, RIGHT-OF-WAY IS OFTEN DEDICATED SOMETIMES WITH OR WITHOUT THE ACTUAL ROADWAY BEING DEVELOPED. ACCORDINGLY, THE 2009 COMPREHENSIVE PLAN IDENTIFIED A COMPREHENSIVE FUTURE THOROUGHFARE NETWORK. UPON EVALUATION, THERE IS POTENTIAL TO SIMPLIFY SOME OF THE PROPOSED ALIGNMENTS (WITHOUT COMPROMISING THE INTEGRITY OF CONNECTIVITY) BASED ON NEW INFORMATION OR CONDITIONS THAT HAVE CHANGED SINCE THE LAST PLAN WAS ADOPTED.

QUESTION 5.1: IF THE CITY COULD ONLY PRIORITIZE 25% OF THE PROPOSED ALIGNMENTS OVER THE NEXT 20 YEARS, WHAT ARE THE TOP 5 OR 6 THROUGH- OR WITHIN-CITY CONNECTIONS THAT ARE THE HIGHEST PRIORITY?

ON THE MAP PROVIDED, USE MARKERS TO IDENTIFY THE PRIORITY ALIGNMENTS (AND ANNOTATE IF NECESSARY).

ARE THERE NEW ALIGNMENTS NOT SHOWN?

WHAT ABOUT BRIDGE AND/OR RAILROAD CROSSINGS?

WHAT ABOUT HEAVY TRUCK TRAFFIC?

QUESTION 5.2: THE 2009 COMPREHENSIVE PLAN IDENTIFIED 19 CROSS-SECTIONS THAT ARE SUPPOSED TO BE ASSOCIATED WITH THE FUNCTIONAL CLASSIFICATIONS IDENTIFIED ON THE FUTURE THOROUGHFARE PLAN. THE COMBINATION OF THESE TWO SHOULD PROVIDE DIRECTION AS TO WHAT KIND, SCALE, AND FORM OF CORRIDOR IS DEVELOPED AS NEW GROWTH OCCURS (OR AS STREET REDEVELOPMENT OCCURS). EACH OF THE PROPOSED CROSS-SECTIONS INCLUDE STREET TREES AND SIDEWALKS. MANY INCLUDE SEPARATED SIDEWALKS FROM ROADWAYS, CENTER PLANTED MEDIANS, BIKE/AUTO SHARED USE LANES, AND ON-STREET BIKE LANES. LOOKING AT 3 OF THE 19 CROSS-SECTIONS FROM THE 2009 COMPREHENSIVE PLAN (BELOW), DISCUSS AS A GROUP YOUR SUPPORT (OR NOT) FOR THE ATTRIBUTES LISTED ABOVE. HOW IMPORTANT ARE THESE ATTRIBUTES AND WILL THEY GET IMPLEMENTED AS DEVELOPMENT/REDEVELOPMENT OCCURS. AS A POST-IMPLEMENTATION ACTION OF THIS PLAN, THIS FRAMEWORK COULD AND SHOULD BE CODIFIED IN THE CITY'S DEVELOPMENT REGULATIONS.

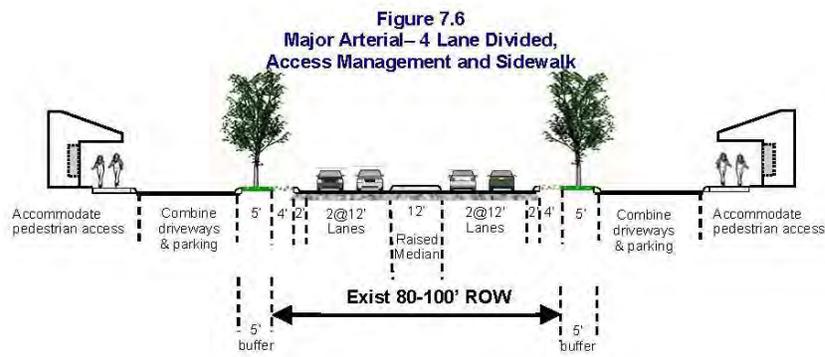


Figure 7.7: Typical Cross-Sections – Minor Arterials

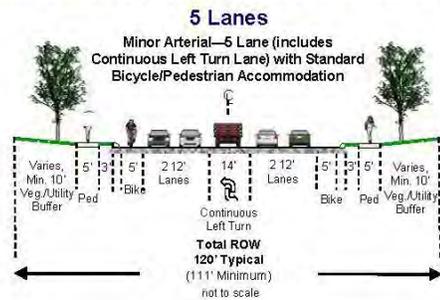
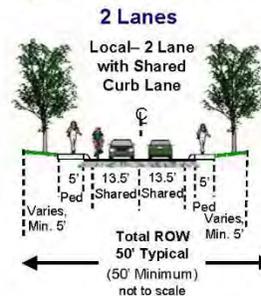


Figure 7.9: Typical Cross-section – Local Streets



PLEASE WRITE YOUR COMMENTS BELOW: