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LEGAL AUTHORITY

The State of Texas has established laws in regard to the way incorporated communities can ensure the health, safety and welfare of their citizens. State law gives municipalities the power to regulate the use of land, but only if such regulations are based on a plan. Authority of a city to create a comprehensive plan is rooted in Chapter 211, 212 and 213 of the Texas Local Government Code.

Chapter 211 – Chapter 211 of the Texas Local Government Code allows the government body of a community to adopt zoning.

Chapter 212 – Chapter 212 of the Texas Local Government Code allows the governing body of a community to regulate subdivision development within the city limits and also within the Extraterritorial Jurisdiction (ETJ) which varies depending on the population of the community.

Chapter 213 – Chapter 213 of the Texas Local Government Code allows the governing body of a community to create a comprehensive plan for the long-range development of the municipality. Basic recommendations for comprehensive planning address land use, transportation and public facilities, but may include a wide variety of other issues determined by the community.

It is important to note that a comprehensive plan is NOT a zoning ordinance. The comprehensive plan does, however, serve as a basis on which zoning decisions are made, as specified by Chapter 211 of the Texas Local Government Code. Chapter 219 of the Local Government Code states, “a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.” The comprehensive plan, therefore, is an important tool in the process of land use and development, but does not replace or amend the Zoning Ordinance or Zoning Map of the City of Granbury.



ABOUT THE PLAN

The City of Granbury has a rich planning history that is displayed proudly throughout the City. Many members of the community dedicate hard work to continue to champion successful planning efforts. This Plan capitalizes upon the City's dedication to preservation. The vision and recommendations in this Plan are shaped by the strong planning foundation and the clear preferences expressed by the community. The action items provide realistic and achievable steps toward realizing the overall goals over the next 10 years.

The Granbury Comprehensive Plan (the Plan) tells the story of who Granbury is and what the City wishes to preserve or enhance as it grows and redevelops into the future. The City of Granbury is at an opportune crossroad for a new and exciting development due to the construction of the Chisholm Trail Parkway and the regional growth brought on by increased accessibility to the areas surrounding Granbury. A new sense of direction and purpose has generated the need to re-examine the community's vision and explore new opportunities. Granbury residents and the Planning and Zoning Commission provided valuable input and direction for the Plan's recommendations. Through a community survey, town hall meetings, and Planning and Zoning workshops, it was determined that no city can match the historical charm and quality of amenities. Preserving these distinct characteristics while managing future growth will make Granbury a one-of-a-kind destination. The City will need to take a proactive role in regional efforts including transportation studies, corridor plans, growth projections, and policymaking. These assessments and studies will help the community reach a consensus so that sound decisions can be made regarding key issues moving into the future. This update to the City's previous Comprehensive Plan (2008) brings together residents, elected officials, City staff and community stakeholders. Growing from successful roots, the updates and additions from the previous Comprehensive Plan to this Plan build upon the hard work, dedication and strides already taken by the City, stakeholders, citizens, and leaders of the community.

LIKE A PUZZLE...

When putting together a puzzle, it is often helpful to know what the ultimate picture of the puzzle should look like. While you would still be able to assemble the puzzle without seeing the outcome, knowing your ultimate vision makes assembling the puzzle much easier. This Comprehensive Plan works the same way—establishing a vision for what Granbury is ultimately working towards as a community makes assembling all the various pieces of the development puzzle much easier.

THE PROCESS

Granbury's Comprehensive Plan represents an accumulation of public participation, volunteer work, stakeholder discussions, consultant work, and city initiatives. The comprehensive planning process beginning in August 2015. The Planning and Zoning Commission served as an advisory committee and guided the development of the Plan. The Commission gathered four times throughout the project to discuss a variety of topics and issues related to the development of the Comprehensive Plan. Initial stages of the process included issue identification and visioning exercises. The Commission's foresight, in conjunction with public participation, formed the Plan's vision and goals. The Commission served as a sounding board for the development of recommendations, crafting and directing recommendations so that they made sense for the City and the established vision. Community input was gathered through a variety of communication channels and techniques. Online surveys were developed to poll citizens on a variety of topics. Two Town Hall meetings were conducted during the process to gather input from the entire community, develop scenarios, and to present recommendations.



**P&Z
WORKSHOP #2**

**2015
DECEMBER**

*INPUT REVIEW
COMMUNITY GOALS REVIEW
INPUT EXERCISES*

**DOCUMENT
DEVELOPMENT**

**2015
2016**

*CONSULTANT ANALYSIS
CHAPTER DEVELOPMENT
DRAFT RECOMMENDATIONS*

**P&Z
WORKSHOP #3**

**2016
JUNE**

*DRAFT RECOMMENDATIONS
INPUT
REVISIONS*

**TOWN HALL
MEETING #2**

**2016
JUNE**

*DRAFT RECOMMENDATIONS
INPUT
REVISIONS*

**P&Z
WORKSHOP #4**

**2016
JULY**

*IMPLEMENTATION PLAN
PRIORITIZATION*

PLAN ADOPTION

**2016
AUG-NOV**

*PLANNING AND ZONING HEARING
CITY COUNCIL HEARINGS*

WHAT IS THE PURPOSE?

The purpose for Granbury's Comprehensive Plan is to serve as a flexible guide and living document for both current and future decision-makers. The primary intentions of the 2016 Comprehensive Plan include the following:

- Efficient delivery of public services
- Coordination of public and private investment
- Minimization of potential land use conflicts
- Management of growth in an orderly fashion
- Cost-effective public investments
- A rational and reasonable basis for making development decisions about the community

A comprehensive plan is not a zoning ordinance, but rather it is a high-level tool that is utilized by a city to make development decisions. As development applications, zoning requests, and other development visions are made, the comprehensive plan helps to safeguard coordinated growth. Determining what land uses are appropriate within Granbury, and where such land uses should be located, helps to protect the integrity of the City's neighborhoods and corridors. Ultimately, synchronized land-use patterns help to protect private property by maintaining and enhancing value and protecting property from incompatible uses.

This Comprehensive Plan examines the realities of existing conditions, demographic implications, areas of growth potential, and strategies for improving quality of life. The Plan focuses not only on the physical redevelopment and development of the City, but also on the overall goals to become a more livable and economically vibrant community. While the Plan is visionary and outlines citizens' desires, it is also measurable by employing implementation-focused recommendations. The Planning and Zoning Commission, staff and consultants worked very hard, taking into consideration public input, a detailed market study and analysis to identify the key opportunity areas for strategic recommendations and development. To determine the range of future needs, this Plan's reconnaissance collected input from local leaders, business owners, residents and City staff, as well as examined economic projections, market analysis data, and Census data. It is important to take into consideration the on-the-ground knowledge gained from the constituents in order for the Plan to actively address the true future of the City.

Granbury is on the brink of tremendous improvements with several exciting developments. Now is the time for the City to take advantage of its position and choose its own path. This Comprehensive Plan anticipates change and proactively addresses major issues, such as the impacts of the Chisholm Trail Parkway and Lake Granbury. Planning defines how investments help shape the City, thus minimizing conflicts in decision-making and saving time, money and resources. This Plan will lay the foundation for future improvements and priority action items.

THE PREVIOUS COMPREHENSIVE PLAN

The 2008 Comprehensive Plan was compiled using the same formal planning processes as this update. However, the 2016 update has the benefit of building upon the City's efforts of accomplishing many of the goals and objectives outlined in the previous Plan. The previous Plan outlined 19 goals covering key topics such as infrastructure, parks and open space, historic preservation, community character, community facilities, thoroughfare planning, and land uses like residential, commercial, and general land uses. Some of the goals and objectives outlined in the 2008 Plan are still relevant to today's challenges and opportunities. These include:

- Coordinate planning efforts and future development with area communities and agencies involved in land development issues.
- Preserve and promote a mixture of land uses that provide optimum opportunity to live and work.
- Promote an economic climate for the City that provides for adequate retail and light commercial development.
- Recognize that appropriate locations for commercial development are located near areas of high vehicular and pedestrian traffic.
- Preserve and protect the character of existing neighborhoods.
- Encourage growth and development of a wide variety of housing sizes, price ranges and densities in appropriate areas to meet the needs of all citizens.
- Encourage development that will preserve attractive aspects of the community such as quality of life, small town/rural atmosphere, natural vegetation and open space.
- Preserve the historic areas of the City.

THE 2016 COMPREHENSIVE PLAN

A city's comprehensive plan can be defined as a long-range planning tool intended to be used by municipal staff, decision-makers and citizens to direct the growth and physical development of a community for anywhere from 10 to 20 years plus. This Comprehensive Plan, once adopted, becomes the official policy of the City—meaning it will help guide zoning and development decisions, and will also serve as the basis for future capital expenditures. Comprehensive planning should not be viewed as a single event, but as a constant and ever-evolving process; therefore, the Plan itself is not intended to be a static document, but a living, adaptable guide to aid citizens and officials in shaping the City's future.

As the community's quality-of-life and development expectations changed, it has become necessary to update the City's previous Comprehensive Plan to ensure viability and applicability. The Comprehensive Plan contains ideas, goals, strategies and actions that ultimately stem from the identified vision created by the Planning and Zoning Commission and residents. This document will serve as an update to the City's previous 2008 Comprehensive Plan by revising the community vision and Future Land Use Plan, where necessary; by updating the City's goals and objectives; and by setting new strategies for the community to raise the bar on new development. These updated directives will help Granbury continue to be a desirable and sought-after community by both residents, tourists and businesses alike. This Plan will appeal to business and real estate investors by showing that investment in the City is part of a greater plan, ensuring the long-term sustainability and viability of investing in Granbury.

DOCUMENT STRUCTURE

This Plan includes background research, analysis, goals, recommendations and implementation. These elements thread through the document's eleven distinctive components which include:

COMMUNITY SNAPSHOT

In order to really grasp where Granbury is heading, it is imperative to understand where the City has come from. This chapter of the Plan presents a summary of the key findings collected during data-gathering and analysis. The results of this reconnaissance ultimately pinpoints critical social, economic and demographic trends that deserve attention and consideration in future decisions. Historical population trends, demographics, existing conditions, physical constraints, and past planning efforts are all analyzed to form the foundation from which future planning decisions will be made.

COMMUNITY GOALS

Granbury's vision reflects the many tangible and intangible characteristics and values of the community which the residents desire to preserve and enhance for future generations. This section of the Plan profiles the major issues, as identified by community stakeholders, and lists the goals derived from a variety of community engagement activities and meetings. The goals, and later strategies, will ultimately guide the action items that will lead Granbury into the future.

ECONOMIC DEVELOPMENT, BUSINESS SECTOR FORECAST AND TOURISM

This section of the Plan analyzes detailed market-based data to establish an economic profile for Granbury and identify market gaps on which the City may capitalize upon in the future. Several fiscal impact analyses are developed. Tourism plays a key role in this chapter, as the City identifies economic drivers and industries. This chapter identifies key areas of the City where concentrated efforts can be made to catalyze growth throughout the community, creating a butterfly effect.

FUTURE LAND USE

The cornerstone of the Comprehensive Plan is the Future Land Use Plan. This chapter describes the appropriate land use types within Granbury and graphically depicts the ideal locations for such uses on the Future Land Use Map. This analysis and the recommendations take into account existing land use information, current zoning regulations, economic development objectives, past development patterns, and infill/redevelopment opportunities. This section builds a land use scenario that is based upon the community's vision, resulting in a Future Land Use Plan Map that conveys the community's development and redevelopment objectives.

PARKS MASTER PLAN

The City adopted a Parks, Recreation and Open Space Master Plan in 2011. The purpose of the Master Plan was to provide the City of Granbury guidance on parks, recreation, and open space planning. The Parks, Recreation and Open Space Master Plan is intended to supplement the Comprehensive Plan by providing advice on City policies that relate to growth and development in concert with the protection of natural areas and open space. Highlights of the Master Plan are summarized in this section, outlining the goals of the document and tying the plans together as they both direct land use decisions and recommendations.

THOROUGHFARE PLAN

Land use and transportation decisions are interrelated. Therefore, an important element of the Plan highlights the relationship between the existing thoroughfare system and existing and future land uses. This chapter provides a Thoroughfare Plan and the corresponding map to address long-term needs for community development. This transportation framework will serve as a guide for mobility decisions within Granbury.

ENVIRONMENT AND NATURAL RESOURCES

It is important to understand and analyze the physical factors that will affect the City's form and fabric. Maps in this chapter identify areas of natural influence, such as areas of significant tree coverage, topography, floodplains, and Lake Granbury. An explanation of these physical features is provided in this chapter of the Plan, along with an analysis of their impacts on growth potential.

HOUSING CONDITIONS, GROWTH AND NEIGHBORHOOD REDEVELOPMENT

A graphic depiction of the existing housing conditions was created from a general survey of Granbury's existing housing stock and neighborhood areas. As a result of this analysis, specific strategies within certain areas of the community, including infill and redevelopment opportunities, are outlined within this section. This chapter strives to provide the recommendations and objectives necessary to retain a strong housing stock that will meet the current and future needs of the City.

HISTORIC PRESERVATION AND DOWNTOWN REVITALIZATION

The purpose of this chapter of the Plan is to focus on the historic downtown area and adjacent neighborhoods. Historical information from the previous 2008 Comprehensive Plan was used as a baseline. An inventory of historical and cultural resources in and near the downtown area, including overlay districts, neighborhoods, and historic landmarks, form a variety of downtown strategies to preserve character and promote economic viability within the area. This chapter serves to enhance previous programs targeted to downtown Granbury and integrates past and present Capital Improvement Plans and economic development efforts.

GROWTH MANAGEMENT

Using information gathered throughout the process, this chapter profiles specific areas where growth will be best accommodated by the City. Optimal areas for growth take into consideration existing public facilities, and coverage by such facilities, in addition to infrastructure expansion capabilities. Many areas identified as optimal areas for future growth are within the City's Extraterritorial Jurisdiction (ETJ), thus it is important to develop appropriate growth management priorities that will guide City staff and decision-makers.

IMPLEMENTATION

The implementation sections organizes and prioritizes the recommendations contained within the various chapters into an action matrix.





COMMUNITY SNAPSHOT

1



COMMUNITY SNAPSHOT

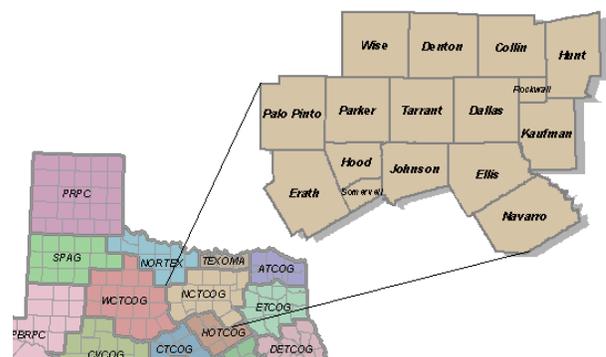
Planning is mostly focused on the future, specifically on the next 10 to 20 years. Comprehensive planning allows the City to have a greater measure of understanding over the opportunities and challenges that the future will bring. Planning enables a city to proactively manage future growth and development/redevelopment on a holistic basis, taking into consideration community-wide issues and opportunities. Before the goals can be developed, it is necessary to establish a baseline analysis of existing conditions so that appropriate and effective recommendations are made. Additionally, understanding the regional context that surrounds a city will help to set the stage on which planning decisions will be made and executed. This chapter includes the statistics and analysis of Granbury's past and present conditions, as well as recent trends, and the overall context in which this planning effort is occurring.

REGIONAL RELATIONSHIP

Granbury is the county seat of Hood County, Texas, located 30 miles southwest of Fort Worth and situated at the intersection of Highway 377 and the Brazos River, as seen in Figure 1.1, Context Map. The City was founded in 1887 as a town square with a log-cabin court house. Many buildings are now registered historic landmarks including the Granbury Opera House. At the heart of Hood County, a radial systems of roadways intersect in Granbury. The City's location allows it to utilize surrounding residential development to support successful commercial growth within the County, while also maintaining the rural, small-town character cherished in Granbury.

In 1969, the Brazos River was dammed to form Lake Granbury, a long, narrow lake which flows through the City. Subsequently, the lake brought increased growth and expansion to the area. More recent regional projects include the 2014 opening of the Chisholm Trail Parkway. This tolled facility efficiently connects Fort Worth to Cleburne and has spawned regional growth along the corridor. These two major developments have and will continue to identify and shape Granbury, as well as play a major role in the considerations and recommendations of this Plan.

Over the next 55 years, Hood County is expected to grow by nearly 25,000 people



NCTCOG Region, Source: NCTCOG website

FORECASTED REGIONAL GROWTH

“North Texas is the fourth largest region in the nation. Its population is expected to reach almost 12 million by the year 2050. How can North Texas accommodate growth? What quality of life will residents experience ten, twenty or forty years from now? The decisions made today by investors, homeowners, businesses and other stakeholders will determine the answers to those questions.”

*-Vision North Texas
(NCTCOG Regional Plan)*



Figure 1.1 Context Map



Granbury lies within The North Central Texas Council of Governments (NCTCOG) planning region, which is the fourth most populous planning area and the fastest growing metropolitan region in the country. The NCTCOG region is expected to continue to experience rapid growth over the next 30 years to an eventual population of 10.5 million people by 2040, an addition of nearly four million new residents. Recent projections indicate that Hood County may see an estimated growth of nearly 25,000 new residents by 2040, reaching an overall population of 78,111.

Location	2015 (estimate)	2030 Texas Water Development Board	2040 Texas Water Development Board
Granbury	9,386	12,441	14,012
Hood County	55,423	71,099	78,111

Source: Texas Water Development Board; 2011-2015 American Community Survey 5-Year Estimates

Table 1.1 City and County Population

COMMUTE TIME

An important element to consider related to where people would like to live is the amount of time it takes to travel between work and home. As the population continues to grow in the City and the County, time spent on roadways during traffic hours will likely increase. According to the 2009-2013 American Community Survey 5-Year Estimates, the average travel time to work in Granbury is 19.7 minutes, compared to 25.0 minutes for Texas. In general, residents have a shorter commute time to work than state average, however, those commuting to Dallas-Fort Worth activity nodes have an expected travel time of 45 minutes or greater. Workers who commute to work alone by car, truck or van made up 85 percent while those who carpooled made up 6.5 percent. Less than one percent take public transportation while 5.1 percent worked at home.

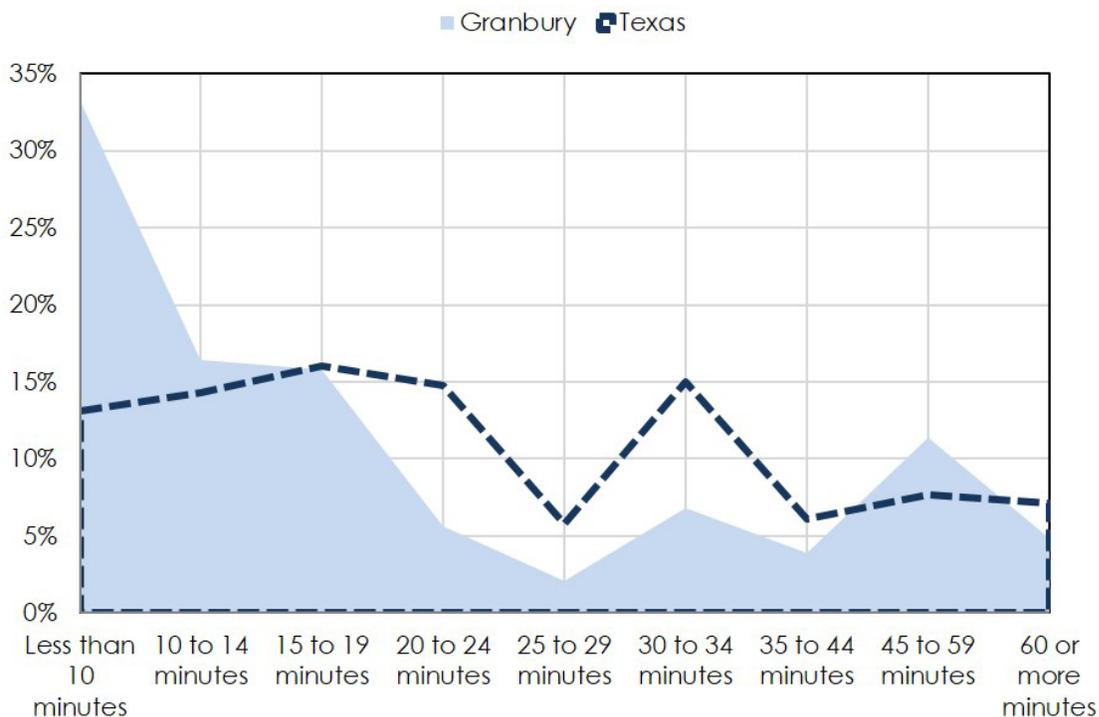


Figure 1.2 Commute Time, Source: 2009-2013 American Community Survey 5-Year Estimates

ATTRIBUTES AFFECTING PLANNING AND DEVELOPMENT

MUNICIPAL BOUNDARIES AND EXTRATERRITORIAL JURISDICTION

At the time of this study, Granbury contains approximately 8,957 acres within its city limits. The City's Extraterritorial Jurisdiction (ETJ) is large, extending up to approximately one mile in most areas. The entire ETJ is approximately 21,763 acres. This combined acreage is approximately 30,720 acres and represents the planning area for this study and the area where growth potential is expected over the next 10 or 20 year period. Surrounding Granbury and/or within its ETJ are several cities, homeowner associations (HOA), housing additions, utility suppliers or census areas greatly affecting the City, its identity, and planning policies. These include the cities of DeCordova Bend (population 3,365), Lipan (population 430), Brazos Bend (population 300), and Tolar (population 681). Canyon Creek is a census-designated place with a population of 1,000. Pecan Plantation is a census-designated place with a population of 5,300. Oak Trail Shores is a census-designated place with a population of 2,755.

The City's ETJ serves two purposes. First, cities can annex land only within their ETJ, and there is a statutory prohibition against another municipality annexing into the ETJ of another city. Second, cities can extend and enforce their subdivision regulations into their ETJ. Cities, however, cannot enforce zoning regulations into the ETJ.

MAN-MADE CONSTRAINTS

Man-made features, such as transportation facilities, developed areas, and public infrastructure are significant factors influencing development patterns. The transportation network of Granbury allows for the movement of people, goods and services. Transportation access goes hand-in-hand with land development as access to land is needed to support development. From a commercial standpoint, Granbury is blessed with significant highway frontage along Highway 377. However, Highway 377 is the primary traffic route for those commuting to and from Fort Worth and Stephenville, causing significant congestion affecting quality of life and visitor perspectives. In addition, Granbury's major routes include Business 377, Highway 4, Highway 51 and Loop 567.

DEMOGRAPHIC PROFILE

Demographic characteristics data of Granbury comes from sources like the U.S. Census (2000, 2010), the American Community Survey (2009-2013 5-Year Estimates), the Texas State Data Center, the Texas Water Development Board, and the North Central Texas Council of Governments (NCTCOG). Data was collected for Hood County and the State of Texas to make comparisons and draw connections among demographic trends. The following sections identify population trends/changes, population projections, population characteristics (age, gender, educational attainment, and household type), race and ethnicity, housing value, household income, housing tenure/type, and employment/income.

POPULATION CHARACTERISTICS

POPULATION CHANGES AND GROWTH TRENDS

Establishing population change and growth trends in the City and region are key to understanding and predicting the type of growth the City may have in the future. According to the Texas State Data Center, the estimated population of Granbury in 2015, as shown in Table 1.1, was approximately 9,386 residents, a 17.6 percent increase from 2010 (approximately 1,408 persons). The City has experienced sustained and manageable growth since the 1960s when Lake Granbury was created, yielding a 2.58 percent compound annual growth rate (CAGR). Hood County experienced major growth between 1990 and 2010, nearly doubling in population, from 28,981 people to 51,182 people. Since 2010 the county’s growth has remained steady, with 4,241 persons moving to Hood County.

Another method of evaluating the City’s growth is to compare it to the larger surrounding areas. The percentage of the county that the City occupies allows for a comparison of Granbury’s growth and that of adjacent communities. According to NCTCOG 2040 Regional Growth Forecasts, Hood County is predicted to capture nearly 1.6 percent of the total projected population growth in the 12-county region. Hood County is also projected to capture nearly 0.8 percent of the total projected employment growth in the region. Although the growth rates have slowed down since 2000, higher growth rates are predicted to continue into the future, as shown in Table 1.2.

POPULATION PROJECTIONS

Based on historical rates and growth trends, Table 1.3 provides six CAGR scenarios (0.25 - 2.5 CAGR). From a moderate to conservative planning approach, it is projected that Granbury’s population could grow at a CAGR of 2.5 percent. At a future 2.5 percent CAGR, the City’s population is projected to be 13,594 in 2030.

Year	Granbury		Granbury Compound Annual Growth Rate (CAGR)	Hood County		Hood County Compound Annual Growth Rate (CAGR)
	Population	Percent Change		Population	Percent Change	
1960	2,227	-	2.58%	5,443	-	4.58%
1970	2,473	11.0%		6,368	17.0%	
1980	3,332	34.7%		17,714	178.2%	
1990	4,045	21.4%		28,981	63.6%	
2000	5,718	41.4%		41,100	41.8%	
2005	6,700	17.2%		48,000	16.8%	
2010	7,978	19.1%		51,182	6.6%	
*Est. 2015	9,386	17.6%	-	55,423	8.3%	-

Source: U.S. Census; Texas State Data Center

Table 1.2 Population and Growth Rates

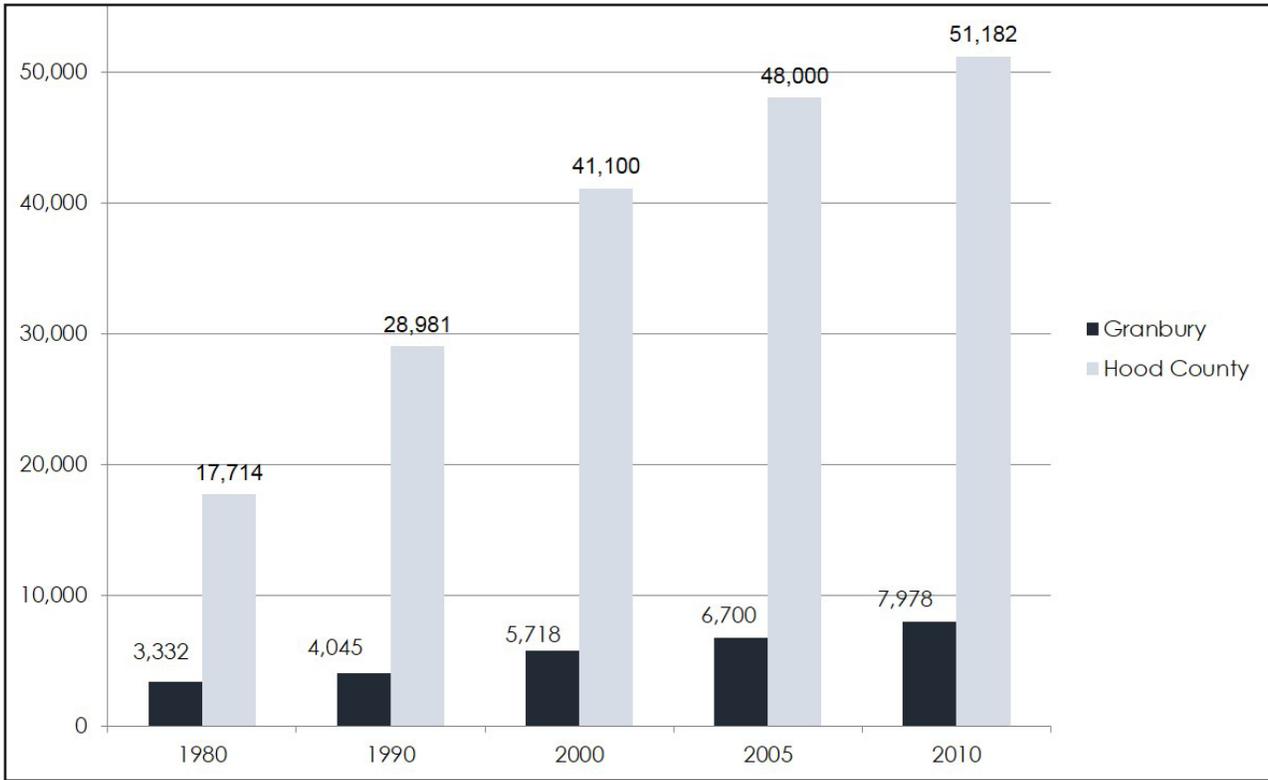


Figure 1.3 Population, Source: U.S. Census, 1980, 1990, 2000, 2010; Texas State Data Center

Granbury, Texas : Population Projections											
0.25% CAGR		0.5% CAGR		1.0 % CAGR		1.5 % CAGR		2.0 % CAGR		2.5 % CAGR	
Year	Population	Year	Population	Year	Population	Year	Population	Year	Population	Year	Population
2015	9,386	2015	9,386	2015	9,386	2015	9,386	2015	9,386	2015	9,386
2016	9,409	2016	9,433	2016	9,480	2016	9,527	2016	9,574	2016	9,621
2017	9,433	2017	9,480	2017	9,575	2017	9,670	2017	9,765	2017	9,861
2018	9,457	2018	9,527	2018	9,670	2018	9,815	2018	9,960	2018	10,108
2019	9,480	2019	9,575	2019	9,767	2019	9,962	2019	10,160	2019	10,360
2020	9,504	2020	9,623	2020	9,865	2020	10,111	2020	10,363	2020	10,619
2021	9,528	2021	9,671	2021	9,963	2021	10,263	2021	10,570	2021	10,885
2022	9,551	2022	9,719	2022	10,063	2022	10,417	2022	10,782	2022	11,157
2023	9,575	2023	9,768	2023	10,164	2023	10,573	2023	10,997	2023	11,436
2024	9,599	2024	9,817	2024	10,265	2024	10,732	2024	11,217	2024	11,722
2025	9,623	2025	9,866	2025	10,368	2025	10,893	2025	11,441	2025	12,015
2026	9,647	2026	9,915	2026	10,472	2026	11,056	2026	11,670	2026	12,315
2027	9,671	2027	9,965	2027	10,576	2027	11,222	2027	11,904	2027	12,623
2028	9,696	2028	10,015	2028	10,682	2028	11,390	2028	12,142	2028	12,939
2029	9,720	2029	10,065	2029	10,789	2029	11,561	2029	12,385	2029	13,262
2030	9,744	2030	10,115	2030	10,897	2030	11,735	2030	12,632	2030	13,594

Source: U.S. Census 2010

Table 1.3 Population Projections

AGE AND GENDER

The analysis of Granbury’s age composition can help plan for future needs such as recreation facilities or new school campuses. Figure 1.4 shows the age distribution by gender for Granbury compared to the State average. It is important to note the increased number of residents over the age of 55 (both male and female) and males between the ages of 20 and 34, when compared to the State. Granbury boasts nearly 20 percent less women under the age of 44 (nearly 44 percent) than Texas (64 percent).

According to the American Community Survey, Granbury’s primary age groups consisted of elderly (65 years and older), older labor force (45 to 64 years), and prime labor force (25 to 44 years). Nearly 71.8 percent of the City’s population is over the age of 25, indicating that the City has a large amount of older generations to consider in terms of amenities, entertainment, and housing options. The elderly population has increased 3.72 percent since 2000, an important characteristic to keep in mind as the elderly population continues to remain one of the primary age groups in Granbury (see Table 1.4). The young (0 to 14 years), high school (15 to 19 years), and prime labor force (25 to 44 years) all declined from 2000 to 2013. It is therefore not surprising that the median age of Granbury increased from 41.7 years of age to 46.5 years.

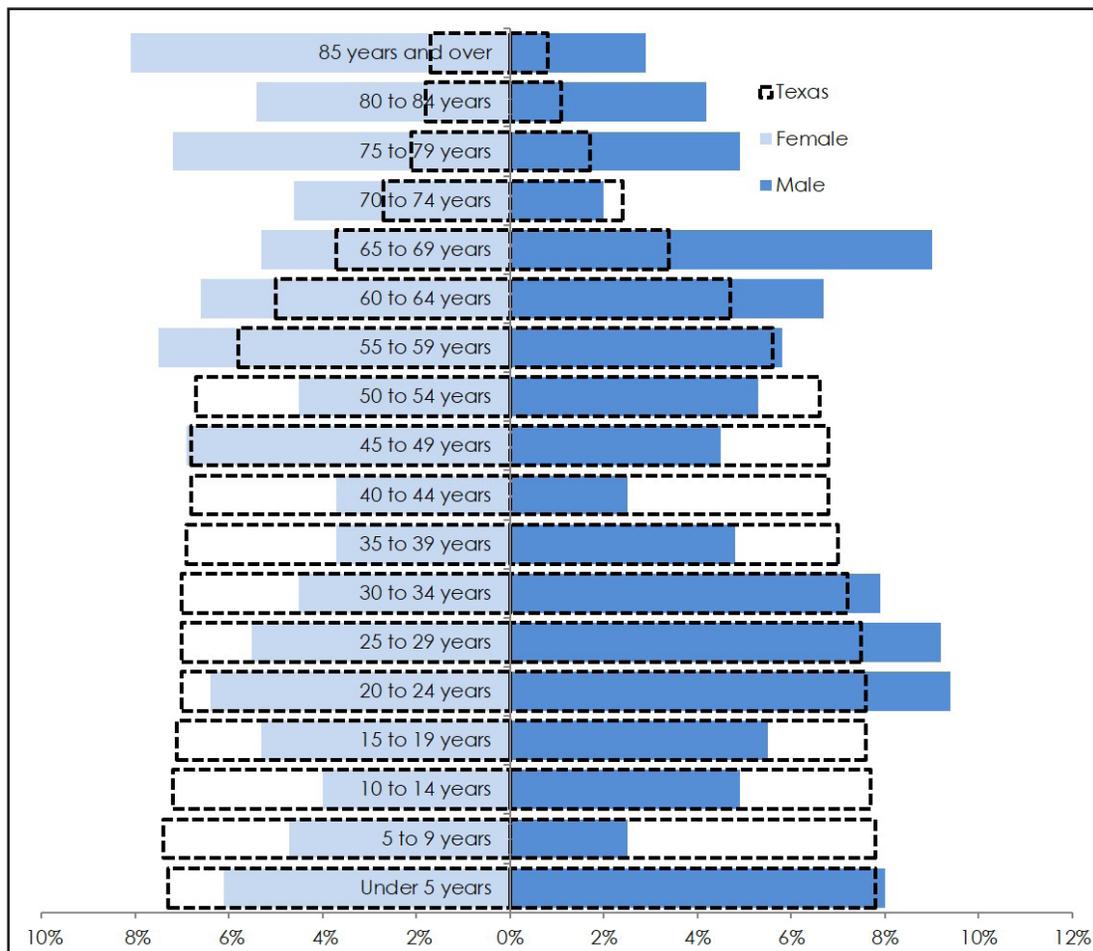


Figure 1.4 Age and Gender Breakout, Source: 2009-2013 American Community Survey 5-Year Estimates

Age Group	2000		2013		Percent Change (2000-2013)
	Number	Percent	Number	Percent	
Young (0-14)	978	17.1%	1,281	15.3%	-1.80%
High School (15-19)	364	6.4%	430	5.1%	-1.27%
College, New Family (20-24)	320	5.6%	620	7.8%	2.20%
Prime Labor Force (25-44)	1,464	25.6%	1,711	20.7%	-4.90%
Older Labor Force (45-64)	1,255	21.9%	1,984	24.0%	2.05%
Elderly (65+)	1,337	23.4%	2,240	27.1%	3.72%
Total	5,718	100.0%	8,266	100.0%	44.56%
Median age	41.7		46.5		11.51%

Source: U.S. Census 2000, 2009-2013 ACS Community Survey 5-Year Estimates

Table 1.4 Age Distribution

HOUSEHOLD TYPE

Due to Granbury's increase in older age groups (from 45 to 65 years), it would follow that non-family households have increased since 2000 by 6.9 percent while family households have decreased by 6.9 percent. Married couple households increased by nearly 300 households, while those with children decreased slightly. In Table 1.5, the population changes reveal a trend toward non-family households with 40.7 percent of those individuals living alone. The average household size of Granbury declined from 2.20 to 2.05, a small and not surprising statistic in the face of the information previously discussed in this section. This indicates that there may be a demand for variable housing sizes and types, though household composition may have an impact in that regard. Elderly householders living alone may desire less space to maintain as they grow older, or a variety of housing types in which they can move to when they decide to downsize.

Household Type	2000		2010	
	Number	Percent	Number	Percent
Family Households	1,458	61.0%	1,927	54.1%
With Own Children Under 18 Years	645	27.0%	759	21.3%
Married Couple Family	1,157	48.4%	1,456	40.9%
With Own Children Under 18 years	457	19.1%	452	12.7%
Female Householder, No Husband Present	227	9.5%	345	9.7%
With Own Children Under 18 Years	148	6.2%	225	6.3%
Non-Family Households	933	39.0%	1,632	45.9%
Householder Living Alone	834	34.9%	1,449	40.7%
65 Years and Over	447	18.7%	796	22.4%
Total Households	2,391		3,559	
Average Household Size	2.20		2.05	

Source: U.S. Census 2000, 2010

Table 1.5 Household Type

RACE AND ETHNICITY

Those who identified themselves as Caucasian made up the largest portion of the total population in both the 2000 U.S. Census and 2013 American Community Survey estimates; however, their total percentage decreased by 1.2 percent by 2013. In the meantime, those with Hispanic Origin made up the second largest group in both 2000 and 2013, but had a decrease of 2.1 percent from 2000 to 2013. Those who identified themselves as Some Other Race made up the third largest group in 2013.

Race/Ethnicity	2000		2013		Percentage Difference
	Number	Percent	Number	Percent	
Caucasian	6,993	94.5%	7,712	93.3%	-1.2%
African-American	29	0.4%	118	1.4%	1.0%
American Indian & Alaska Native	51	0.7%	109	1.3%	0.6%
Asian	44	0.6%	67	0.8%	0.2%
Some Other Race	192	2.6%	193	2.3%	-0.3%
Two or More Races	88	1.2%	67	0.8%	-0.4%
Total	7,400	100.0%	8,266	100.0%	11.7%
Hispanic Origin	540	7.3%	433	5.2%	-2.1%

Source: U.S. Census; ESRI Business Analyst; 2009-2013 ACS 5-Year Estimates

Table 1.6 Race and Ethnicity

EDUCATIONAL ATTAINMENT

The educational attainment of the community can be an indicator of the types of jobs in the region and can provide general information about the skills and abilities of the local workforce. Knowledge of its workforce can also help a city to target and recruit certain types of businesses to the community.

Table 1.7 provides detailed information regarding the population of Granbury in 2000 and 2013. The data shows the overall tendency toward higher levels of educational attainment when compared to 2000. The number of individuals with no high school education and some high school education both decreased by nearly five percent. Individuals with some college education increased by about seven percent, while associate degree and graduate degree attainment levels increased by nearly two percent. The high school graduation or higher educational attainment level reached 91.3 percent, an almost ten percent increase since 2000.

Educational Attainment	2000		2013	
	Number	Percent	Number	Percent
Population 25 Years and Over	4,115		5,936	
No High School	288	7.0%	178	3.0%
Some High School	431	10.5%	332	5.6%
High School Graduate	1,242	30.2%	1,733	29.2%
Some College	1,120	27.2%	2,024	34.1%
Associate's	192	4.7%	398	6.7%
Bachelor's	607	14.8%	819	13.8%
Graduate	235	5.7%	451	7.6%
Percent High School Graduate or Higher	82.5%		91.3%	
Percent Bachelor's Degree or Higher	20.5%		21.3%	

Source: 2009-2013 American Community Survey 5-Year Estimates

Table 1.7 Educational Attainment

INCOME CHARACTERISTICS

Household income levels are also an important factor in planning Granbury’s future. For example, income levels reveal to potential retailers whether or not a city is a prime location to situate their business. The amount of disposable income is a major factor that influences the type and amount of retail development that a city can support. In addition, income is a key deciding factor in homeownership; a high level of homeownership is usually seen as a positive characteristic in communities. Thus, income levels play a role in the size, type and quality of residential development that a community ultimately attracts. As shown in Figure 1.5, Granbury’s median income levels are lower when compared to both the County and State (\$47,005 compared to \$55,754 and \$51,900, respectively, in 2013). The \$100,000 to \$149,999 income level saw a 6.2 percent increase, while \$10,000 to \$14,000 income level experienced a 5.3 percent increase from 1999 to 2013 (see Table 1.8). Granbury’s detailed income level changes are profiled. In summary, 84.4 percent of Granbury’s income levels remain under \$100,000, with nearly 31.6 percent earning between \$35,000 and \$74,999.

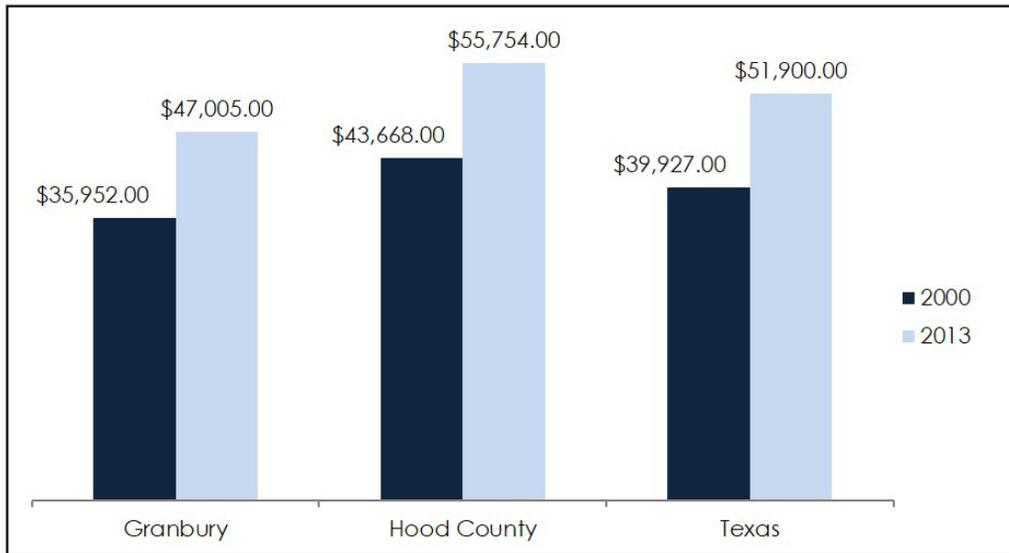


Figure 1.5 Median Income, Source: 2009-2013 American Community Survey 5-Year Estimates

Income Level	1999		2013		Percentage Difference
	Number	Percent	Number	Percent	
Less than \$10,000	286	11.7%	144	4.0%	-7.7%
\$10,000 to \$14,999	155	6.3%	418	11.6%	5.3%
\$15,000 to \$24,999	307	12.6%	415	11.5%	-1.1%
\$25,000 to \$34,999	435	17.8%	462	12.8%	-5.0%
\$35,000 to \$49,999	439	17.9%	472	13.1%	-4.8%
\$50,000 to \$74,999	402	16.4%	667	18.5%	2.1%
\$75,000 to \$99,999	281	11.5%	465	12.9%	1.4%
\$100,000 to \$149,999	84	3.4%	346	9.6%	6.2%
\$150,000 to \$199,999	24	1.0%	130	3.6%	2.6%
\$200,000 or more	33	1.3%	87	2.4%	1.1%
Total Households	2,446	100.0%	3,606	100.0%	32.2%
<i>Median Household Income (Dollars)</i>	\$35,952.00		\$47,005.00		23.5%

Source: U.S. Census 2000; 2009-2013 American Community Survey 5-Year Estimates

Table 1.8 Income Levels

EMPLOYMENT INDUSTRY AND OCCUPATION CHARACTERISTICS

Employment opportunities can have major impacts on the growth rates of cities. Jobs are important because they make it possible for citizens to settle into a community and establish a home. If citizens do not find a job in an area, then many times they are forced to move elsewhere, removing their property and sales tax revenues from the local economy. Cities are generally dependent on businesses to provide employment opportunities that in-turn pay the citizens’ salaries and provide them with the ability to buy and sell goods, pay taxes, and sustain a high quality of life. The most recent unemployment data from the 2009 - 2013 American Community Survey 5-Year Estimates indicate a 4.2 percent unemployment rate, as seen in Table 1.9. Granbury’s unemployed population is less than the State of Texas, at 5.2 percent. Nearly 46.9 percent of Granbury’s population over 16 years old is not in the labor force. Tying back to the Age and Gender Breakout (Figure 1.4), many of these citizens who are not in the labor force are likely retirees. Finally, 48.9 percent of Granbury’s population over 16 years old are employed.

Employment Status	Granbury		Texas	
	Percentage	Total	Percentage	Total
Population 16 years and over	100.0%	6,975	100.0%	19,468,136
In labor force	53.1%	3,704	65.2%	12,691,031
Civilian labor force	53.1%	3,704	64.7%	12,589,173
Employed	48.9%	3,412	59.4%	11,569,041
Unemployed	4.2%	292	5.2%	1,020,132
Not in labor force	46.9%	3,271	34.8%	6,777,105

Source: 2009-2013 American Community Survey 5-Year Estimates

Table 1.9 *Employment Status*

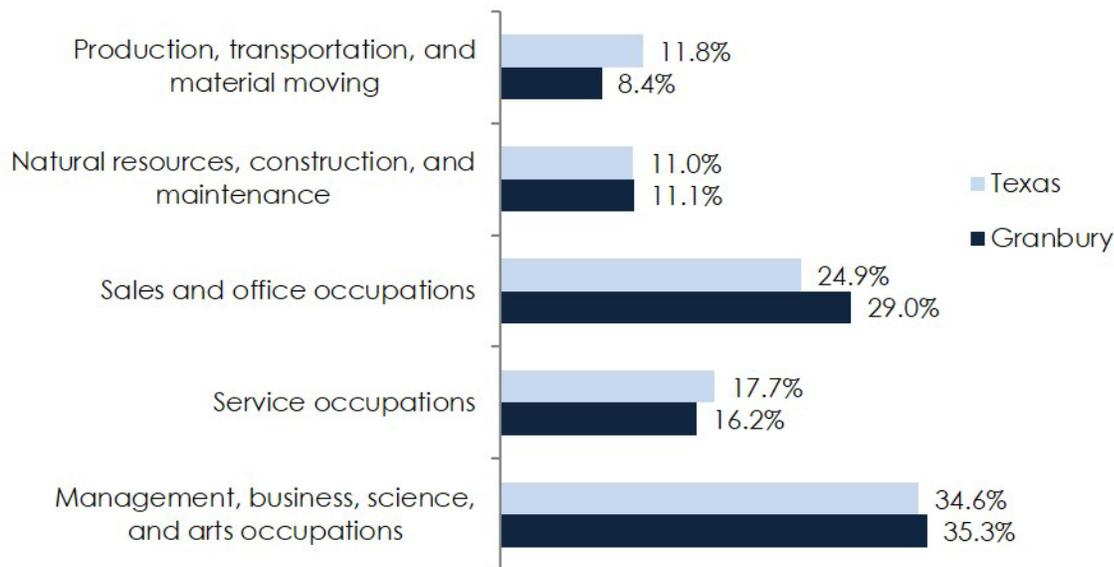


Figure 1.6 *Employment Industry*

Table 1.11 compares the percentage of each occupational category for the City of Granbury and State of Texas. The most noticeable characteristic of Granbury’s employment occupation demographics are in the high percentage of skilled laborers in the management, business, science and arts occupations category (35.5 percent) and the sales and office occupations (29.0 percent). When compared to the state, Granbury reflects and exceeds the proportion of skilled laborers among these occupations. The industry with the lowest percentage is production, transportation and material moving (8.4 percent), down over one percent since 2000. These trends are consistent with the previous analysis of educational attainment in Granbury. More residents are achieving a high school education and are obtaining more skilled, professional-type jobs.

Employment Industry	2000		2013	
	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	19	0.8%	205	6.0%
Construction	249	10.0%	278	8.1%
Manufacturing	161	6.5%	151	4.4%
Wholesale trade	67	2.7%	30	0.9%
Retail trade	355	14.3%	593	17.4%
Transportation and warehousing, and utilities	253	10.2%	223	6.5%
Information	59	2.4%	20	0.6%
Finance and insurance, and real estate and rental and leasing	129	5.2%	209	6.1%
Professional, scientific, and management, and administrative and waste management services	182	7.3%	393	11.5%
Educational services, and health care and social assistance	495	19.9%	636	18.6%
Arts, entertainment, and recreation, and accommodation and food services	232	9.3%	246	7.2%
Other services, except public administration	108	4.3%	217	6.4%
Public administration	182	7.3%	211	6.2%
Total Employment:	2,491	100.0%	3,412	100.0%

Source: U.S. Census 2000, 2009-2013 American Community Survey 5-Year Estimates

Table 1.10 Employment Industry

Occupation	2000				2013			
	Granbury		Texas		Granbury		Texas	
Civilian employed ages 16 and over	2,491		8,226,019		3,412		11,569,041	
Management, business, science, and arts occupations	845	33.9%	3,078,757	37.4%	1,204	35.3%	4,001,463	34.6%
Service occupations	387	15.5%	1,351,270	16.4%	553	16.2%	2,053,025	17.7%
Sales and office occupations	728	29.2%	2,515,596	30.6%	990	29.0%	2,878,221	24.9%
Natural resources, construction, and maintenance	295	11.8%	61,486	0.7%	378	11.1%	1,274,423	11.0%
Production, transportation, and material moving	236	9.5%	1,218,910	14.8%	287	8.4%	1,361,909	11.8%

Source: U.S. Census 2000, 2009-2013 American Community Survey 5-Year Estimates

Table 1.11 Employment by Occupation in Granbury and Texas

HOUSING DATA

The quality and affordability of housing options are key planning considerations that can influence the desirability of Granbury as a place to live. Housing plays a key role in attracting commercial development in the City and adjacent communities. The City has an interest in attracting new businesses, as well as ensuring adequate housing options for its

Housing Tenure	Units	Percent
Total	4,274	100.0%
Occupied Housing Units	3,606	84.4%
Owner-Occupied	1,487	41.2%
Renter-Occupied	2,119	58.8%
Vacant Housing Units	668	15.6%

Source: 2009-2013 ACS 5-Year Estimates

Table 1.12 2013 Housing Tenure

The following section discusses the implications of Granbury’s housing statistics for future planning initiatives and considerations. Occupancy rate is an important indicator of the local housing market and housing program. A high occupancy rate may indicate a need for additional housing units and/or a type to accommodate new population growth. In contrast, a low occupancy rate may indicate an over saturation of housing units or types. Table 1.12 displays a variety of information regarding occupancy characteristics. There are approximately 4,274 housing units in Granbury, 84.4 percent of which are occupied. Homeowner vacancy is at 15.6 percent, up from 12.32 percent in 2000. Of the occupied housing units, renter-occupied makes up 58.8 percent.

In Table 1.13, Granbury primarily boasts one-unit detached housing options at 52.0 percent, which has decreased by seven percent from 2000 to 2013. On the other side of the spectrum, the high-density housing option with 20 or more units has increased 6.1 percent. The City added 76 new housing units with 5 to 9 units and nearly 102 new mobile home units. Although Granbury has increased its high-density housing, it may be a consideration for the future that a wider variety of housing types be included in the mix.

Units in Structure	2000				2013				Granbury Percent Change
	Granbury		Texas		Granbury		Texas		
Total housing units	2,748		8,123,262		4,274		10,054,137		-
1-unit, detached	1,621	59.0%	5,171,892	63.7%	2,221	52.0%	6,591,371	65.6%	-7.0%
1-unit, attached	58	2.1%	249,018	3.1%	209	4.9%	268,816	2.7%	2.8%
2 units	178	6.5%	170,679	2.1%	138	3.2%	198,363	2.0%	-3.2%
3 or 4 units	180	6.6%	272,988	3.4%	285	6.7%	321,106	3.2%	0.1%
5 to 9 units	169	6.1%	356,073	4.4%	245	5.7%	486,933	4.8%	-0.4%
10 to 19 units	122	4.4%	351,859	4.3%	275	6.4%	640,396	6.4%	2.0%
20 or more units	280	10.2%	819,101	10.1%	697	16.3%	792,148	7.9%	6.1%
Mobile home	89	3.2%	731,652	9.0%	191	4.5%	755,004	7.5%	1.2%
Boat, RV, van etc.	51	1.9%	34,313	0.4%	13	0.3%	16,566	0.2%	-1.6%

Source: U.S. Census 2000; 2009-2013 American Community Survey 5-Year Estimates

Table 1.13 Housing Structure Types

Housing value is important to examine because it generally indicates what a city can expect in how its housing stock influences property tax revenue, city services and city staffing levels. Table 1.14 reflects the total housing composition for both 2000 and 2013. In 2000, 54.3 percent of the housing stock was valued between \$50,000 to \$99,999. In 2013, that number decreased by almost half. Meanwhile, all house value categories above \$100,000 increased. This is an indication that home values are rising. Granbury’s median house value in 2000 was \$83,600 and increased to \$142,900 in 2013.

House Values (Owner-Occupied)	2000				2013			
	Granbury		Texas		Granbury		Texas	
Owner-Occupied Units	1,187		3,849,585		1,487		5,623,552	
Less than \$50,000	182	15.3%	875,444	22.7%	141	9.5%	696,839	12.4%
\$50,000 to \$99,999	644	54.3%	1,561,509	40.6%	243	16.3%	1,354,805	24.1%
\$100,000 to \$149,999	137	11.5%	700,830	18.2%	435	29.3%	1,226,288	21.8%
\$150,000 to \$199,999	48	4.0%	335,179	8.7%	196	13.2%	891,339	15.9%
\$200,000 to \$299,999	118	9.9%	223,968	5.8%	102	6.9%	775,333	13.8%
\$300,000 to \$499,999	58	4.9%	104,821	2.7%	276	18.6%	452,712	8.1%
\$500,000 to \$999,999	0	0.0%	37,697	1.0%	76	5.1%	173,240	3.1%
\$1,000,000 or more	0	0.0%	10,137	0.3%	18	1.2%	52,996	0.9%
Median (dollars)	\$83,600		\$82,500		\$142,900		\$128,990	

Source: Profile of Selected Housing Characteristics: 2000 Census Summary File 3 (SF 3) - Sample Data, 2009-2013
American Community Survey 5-Year Estimates

Table 1.14 House Values

From Figure 1.7, it is clear that Granbury should be considering the best strategies for preserving and maintaining its existing housing stock. Nearly 30 percent of the housing stock was constructed between 1990 and 1999, while another 21.4 percent was constructed between 2000 and 2009. Only 2.4 percent was constructed in 2010 or later, indicating that the majority of householders are occupying older housing stock. This information is important to consider because it may have implications about the conditions of existing housing stock, as well as regarding the Future Land Use Plan. In order to continue attracting new residents to Granbury, the City will need to maintain a housing stock that is desirable and can keep up with emerging preferences. This may include new construction, but may also include creative preservation tactics that allow for redevelopment while preserving the charm of our community’s enclaves.

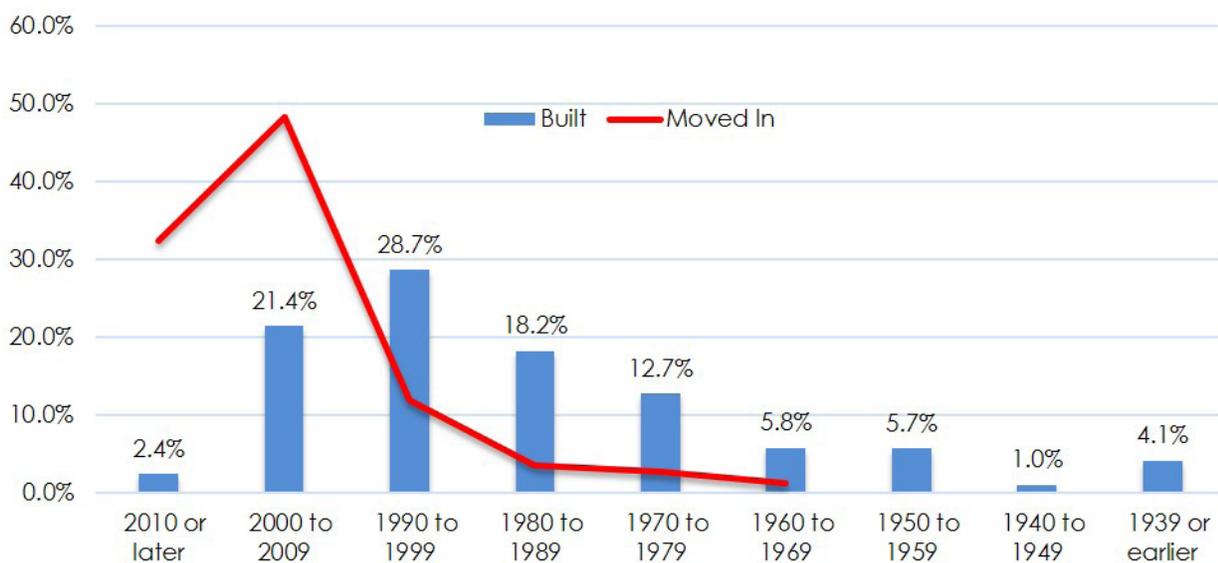


Figure 1.7 Year House Constructed vs. Householder Moved into Unit

EXISTING LAND USE

The existing land use of Granbury reflects past development decisions and tells the story of the City’s development history and trends. The planning process helps to ensure that coordinated land use decisions enhance the overall quality of life of a city by mitigating the impacts of undesirable uses next to neighborhoods. This process begins with examining the types and locations of existing land uses within the City and determining how and where new growth and development may best be accommodated.

EXISTING LAND USE: CITY LIMITS

The following acres and percentages are estimates. As seen in Table 1.15, the existing land use breakdown of the community represents a low-to-medium-density development pattern indicative of a suburban city with populations below 10,000 people. The development pattern is influenced by the City serving as a hub for Hood County. The City’s low-to-medium-density residential nature should be attractive to families and retailers alike who consider population and rooftops as a part of their site selection criteria.

Single-family (10.32 percent), Public (7.63 percent) and existing right-of-way (10.73 percent) account for the largest uses in Granbury city limits. All residential uses make up 12.51 percent of the city limits total land. Combined, all nonresidential uses make up 22.27 percent of the total city limit area. Total Developed Acreage refers to the total land use within Granbury once vacant, right-of-way, and lake acreages are removed. This total includes 3,116 acres or 34.79 percent of the city limits.

Approximately 49.52 percent of the City’s 8,957 acres city limits are considered vacant or undeveloped land. This land amounts to 4,435 acres and has the potential to be developed in the future or preserved for community open space. Vacant land will allow Granbury to grow in population and to develop in the future. This land also represents areas where decisions must be made regarding service provisions and roadway expansion. The amount of land available within the City is also significant because it has the potential to be developed in different ways and in accordance with the ultimate community vision.

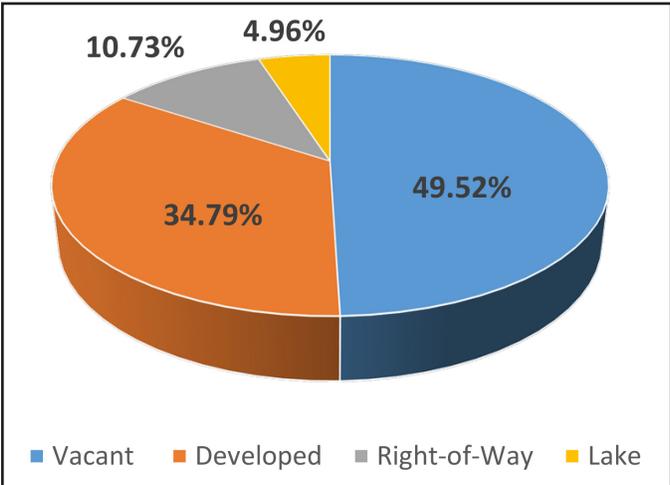


Figure 1.8 City Limit Vacant Land

TOTAL PLANNING AREA ACREAGE

The following acres and percentages are estimates. The total planning area for Granbury represents all the land within the city limits and ETJ. The ETJ represents the area that may be annexed and put into City control as future development occurs. The entire planning area contains 30,720 acres, of which 27.79 percent is developed, 55.70 percent is vacant, 6.94 percent is dedicated to right-of-way, and 9.57 percent is associated with Lake Granbury.

Granbury’s ETJ, 21,763 acres, is very large compared to the city limits. The largest developed land use in the ETJ is single-family at 15.03 percent. Vacant areas make up 58.25 percent and Lake Granbury makes up 11.46 percent of the the total land area within the ETJ. This high ETJ growth potential is significant in terms of utility services, amenity expectations, growth management policies, and nonresidential growth patterns.

Existing Land Use	ETJ		City Limits		Planning Area		
	Acres	%	Acres	%	Acres	%	Acres per 100 Persons
Residential							
Single-Family	3,270	15.03%	925	10.32%	4,195	13.65%	46.3
Two-Family (Duplex)	12	0.05%	27	0.30%	39	0.13%	0.4
Townhome	0	0.00%	26	0.29%	26	0.09%	0.3
Multi-Family	0	0.00%	99	1.10%	99	0.32%	1.1
Manufactured Home	932	4.28%	45	0.50%	977	3.18%	10.8
Non-Residential							
Parks and Open Space	73	0.34%	168	1.87%	241	0.78%	2.7
Private Recreation	212	0.97%	219	2.44%	431	1.40%	4.8
Public/Semi-Public	225	1.03%	683	7.63%	908	2.96%	10.0
Utilities	16	0.07%	19	0.21%	34	0.11%	0.4
Office	7	0.03%	103	1.15%	110	0.36%	1.2
Retail	31	0.14%	301	3.36%	332	1.08%	3.7
Commercial	451	2.07%	448	5.00%	899	2.93%	9.9
Business Park	0	0.00%	0	0.00%	0	0.00%	0.0
Parking	0	0.00%	4	0.04%	4	0.01%	0.0
Industrial	177	0.81%	25	0.28%	202	0.66%	2.2
Vacant Building	6	0.03%	16	0.17%	22	0.07%	0.2
Open Storage	9	0.04%	11	0.12%	20	0.06%	0.2
Lake	2,495	11.46%	444	4.96%	2,939	9.57%	32.4
ROW	1,170	5.38%	961	10.73%	2,131	6.94%	23.5
Vacant	12,677	58.25%	4,435	49.52%	17,112	55.70%	188.9
Total Developed Acres	5,421	24.91%	3,116	34.79%	8,537	27.79%	94.2
Total Acreage	21,763	100.00%	8,957	100.00%	30,720	100.00%	339.1

Table 1.15 Existing Land Uses



COMMUNITY GOALS

2

1886
★ GRANBURY ★
OPERA
HOUSE

• LIVE ON STAGE •
WAIT UNTIL DARK
OCTOBER 24 - NOVEMBER 16 • 817-579-0952
Friday, Saturday & Sunday

GRANBURY THEATRE COMPANY
WAIT UNTIL DARK
OCTOBER 24 - NOVEMBER 16
Friday, Saturday & Sunday
817-579-0952 • 1111
GranburyTheatreCompany.org

GRANBURY THEATRE COMPANY
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STOP



COMMUNITY GOALS

PURPOSE

Chapter 1 provided a foundation for the Comprehensive Plan process by outlining facts about Granbury that need to be considered. These facts pertain to demographics, housing, and existing land use characteristics. This chapter also provides a foundational element for this planning process, but in a very different way. Chapter 2 outlines the vision for Granbury that will be pursued as a result of the updated Comprehensive Plan process in the form of community goals.

A fundamental component of the planning process involves creating the vision of the community. The importance of the vision and goals cannot be overstated. The vision is the road map that guides decisions within the community and serves as the basis for the Future Land Use Plan and other Comprehensive Plan recommendations. The vision and goals guides City staff and decision makers to determine whether or not decisions are ultimately in conformance with the long-term vision for Granbury as determined by its residents.

DEFINITION

As a result of the public participation process, a set of goals was created to serve as the foundation of the Comprehensive Plan. The City of Granbury's goals are tangible directives identified by citizens and adopted by policy makers to guide the development of the City into the future. These directives establish relationships among land uses within the Future Land Use Plan and guide officials as they make everyday decisions regarding the growth and development of the City.

GOALS are general statements of the community's ultimate desired physical, social, economic, or environmental status. Goals set the vision and standards with respect to the community's desired quality of life.

Example: General in nature, relating to quality of life "All residential development within the City shall promote the health, safety, and welfare of all citizens of the community."

OBJECTIVES are the approaches used to achieve the quality of life expressed by the community's goals. They identify the critical issues and provide direction in steering the City toward the eventual achievement of goals. They are the means by which goals are carried out. Objectives can outline specific procedures to achieve a desired goal. These are often measurable so that they can be put into action with consistency and their effectiveness can be evaluated.

Example: Denotes approach toward achieving the goal- "The City will establish the proper development controls that require prior approval and monitoring of residential development."

or

Example: Adopted directive establishing official means by which objectives are implemented- "The City will adopt applications and procedures for site plan reviews, preliminary platting, final platting, and engineering designs."

COMMUNITY GOALS

The community goals are guiding principles and represent the overarching vision intended to promote Granbury's values, desires, and hopes for the future. The following goals were developed through the multiple methods and information gathering techniques discussed previously in this Plan. All of the valuable input that was collected throughout the process was taken into careful consideration and incorporated into the following goals and strategies.

Each goal listed in this chapter has related action items discussed specifically in each chapter. The action items are prioritized in *Chapter 11, Implementation*, so that targeted decision- and policymaking initiatives will take steps toward successfully achieving the desired vision, goals, and objectives of this Comprehensive Plan.

ECONOMIC DEVELOPMENT, BUSINESS SECTOR FORECAST, AND TOURISM

GOAL: INCREASE LOCAL ECONOMIC DEVELOPMENT AND DIVERSIFY LAND USES TO EXPAND THE CITY'S TAX BASE.

GOAL: INVEST IN INFRASTRUCTURE, ACTIVITIES, AND OPPORTUNITIES ALONG GRANBURY'S COMMERCIAL CORRIDORS SUCH AS HIGHWAY 377, LOOP 567, HIGHWAY 144, HIGHWAY 51 AND PEARL STREET.

GOAL: MAKE GRANBURY ATTRACTIVE TO ALL GENERATIONS, SPECIFICALLY TARGETING YOUNG PROFESSIONALS AND FAMILIES.

GOAL: ATTRACT MAJOR EMPLOYERS WHILE RETAINING LOCAL BUSINESSES.

GOAL: INCREASE TOURISM TO GRANBURY'S UNIQUE DESTINATIONS SUCH AS PARKS, LAKE GRANBURY, AND THE HISTORIC DOWNTOWN SQUARE.

GOAL: CREATE BALANCE IN THE LOCAL ECONOMY TO ENCOURAGE EXPANDED INDUSTRIES AND ATTRACT HIGH-PAYING JOBS.



FUTURE LAND USE

GOAL: ESTABLISH AN EFFECTIVE PATTERN OF LAND USES THAT MEETS THE NEEDS FOR CURRENT AND FUTURE RESIDENTS AND BUSINESSES.

GOAL: COORDINATE PLANNING EFFORTS AND FUTURE DEVELOPMENT WITH AREA COMMUNITIES AND AGENCIES INVOLVED IN LAND DEVELOPMENT ISSUES.

GOAL: PROVIDE APPROPRIATE MIXTURE OF LAND USES TO ADVANCE OPPORTUNITIES TO LIVE AND WORK WITHIN GRANBURY.

GOAL: ENHANCE THE OVERALL QUALITY OF DEVELOPMENTS AND IMPROVE COMMUNITY IMAGE.

GOAL: MINIMIZE THE ADVERSE IMPACTS BETWEEN HIGHER INTENSITY LAND USES ON LESS INTENSE LAND USES.

GOAL: ENSURE THAT PUBLIC FACILITIES AND INFRASTRUCTURE MEET FUTURE NEEDS.

PARKS AND RECREATION

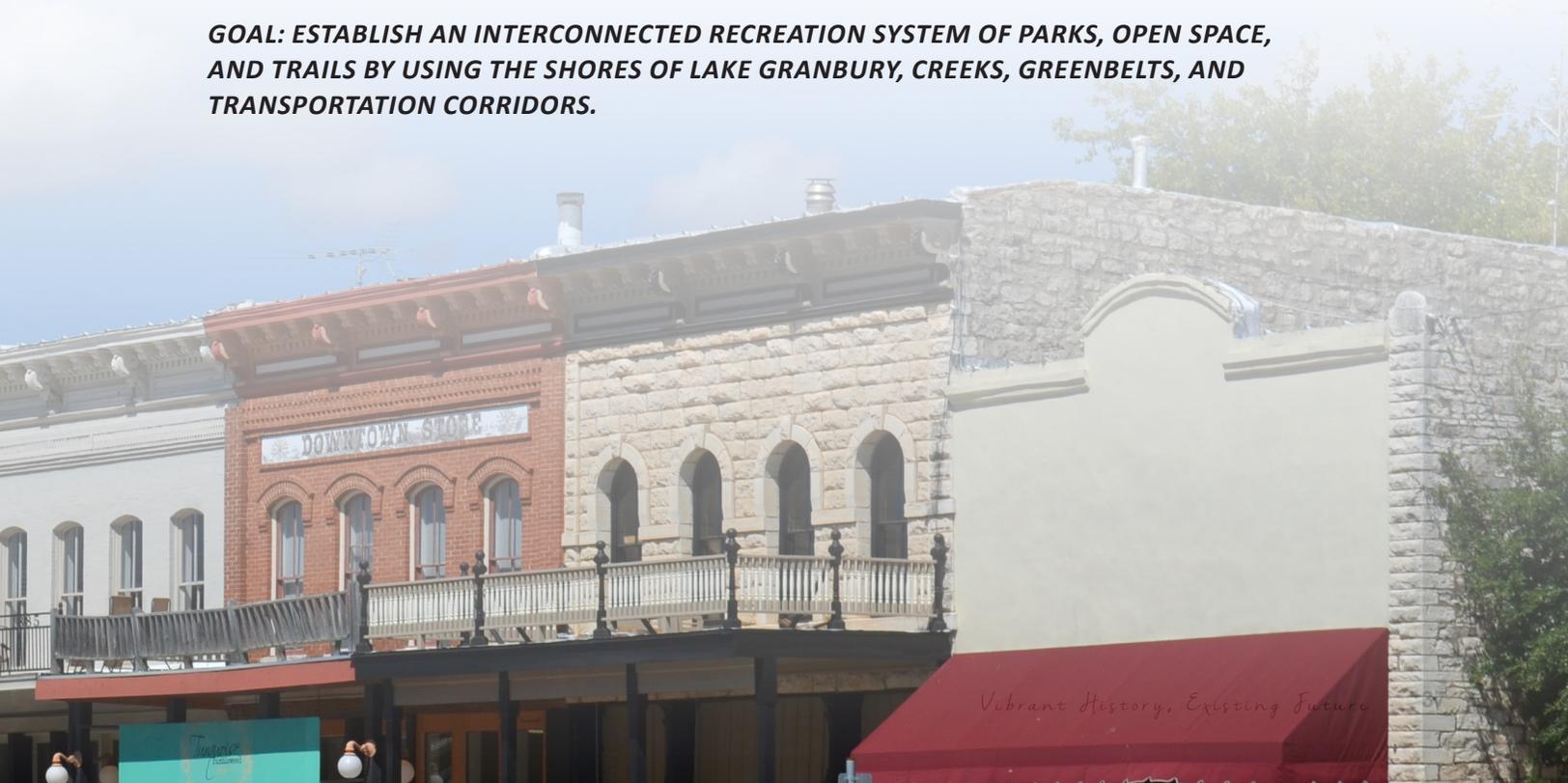
GOAL: CREATE A THRIVING CITY THAT ATTRACTS PEOPLE OF ALL AGES AND FOSTERS A FAMILY-FRIENDLY ATMOSPHERE.

GOAL: DEVELOP PARKS, OPEN SPACE AND RECREATIONAL FACILITIES DESIGNED TO SERVE BOTH THE ACTIVE AND PASSIVE RECREATIONAL NEEDS OF ALL CITIZENS.

GOAL: IMPROVE GRANBURY'S PARK SYSTEM TO MEET THE CURRENT AND FUTURE DEMANDS.

GOAL: PRESERVE AND PROMOTE GRANBURY'S KEY NATURAL FEATURES, PRESERVE KEY VIEW CORRIDORS, AND MAINTAIN LOCAL CHARACTER.

GOAL: ESTABLISH AN INTERCONNECTED RECREATION SYSTEM OF PARKS, OPEN SPACE, AND TRAILS BY USING THE SHORES OF LAKE GRANBURY, CREEKS, GREENBELTS, AND TRANSPORTATION CORRIDORS.



THOROUGHFARE PLAN

GOAL: PROVIDE A SAFE, EFFICIENT AND ATTRACTIVE ROADWAY NETWORK WITH AN ADEQUATELY MAINTAINED SYSTEM OF THOROUGHFARES, COLLECTORS, AND LOCAL ROADS.

GOAL: MONITOR AND COORDINATE REGIONAL TRANSPORTATION SYSTEM PLANNING EFFORTS TO ENSURE A PROACTIVE COMMUNITY RESPONSE TO ISSUES AFFECTING THE CITY.

GOAL: CONSIDER LONG-TERM CAPACITY NEEDS WHEN DEVELOPING ROADWAY INFRASTRUCTURE.

GOAL: IMPROVE PEDESTRIAN CIRCULATION.

ENVIRONMENTAL AND NATURAL RESOURCES

GOAL: PRESERVE AND PROMOTE GRANBURY'S NATURAL AMENITIES TO MAKE THE COMMUNITY DISTINGUISHABLE AND ENHANCE LOCAL CHARACTER.

GOAL: ENCOURAGE ALTERNATIVE ENERGY SOURCES.

GOAL: PROTECT LOCAL AND REGIONAL NATURAL RESOURCES BY IDENTIFYING FUTURE EXPANSION AREAS, PROTECTING ENVIRONMENTALLY SENSITIVE AREAS, AND FACILITATING DEVELOPMENT IN TARGETED GROWTH AREAS.

HOUSING CONDITIONS, GROWTH AND NEIGHBORHOOD REDEVELOPMENT

GOAL: INCORPORATE QUALITY DESIGN AND NEIGHBORHOOD AMENITIES FOR INDIVIDUAL NEIGHBORHOODS.

GOAL: IMPROVE AND PROTECT EXISTING NEIGHBORHOODS AND INVEST IN THEIR LONG TERM VIABILITY.

GOAL: PROVIDE A RANGE OF QUALITY HOUSING SIZES, PRICES, AND DENSITIES TO OFFER A FULL LIFE-CYCLE COMMUNITY.

GOAL: ENHANCE COMMUNITY APPEARANCE, AESTHETICS, AND IMAGE.

GOAL: ENCOURAGE THE DEVELOPMENT OF WELL-MAINTAINED AND LANDSCAPED NEIGHBORHOODS.



HISTORIC PRESERVATION AND DOWNTOWN REVITALIZATION

GOAL: PRESERVE THE HISTORIC AREAS OF THE CITY AND MAINTAIN GRANBURY'S SMALL TOWN FEEL.

GOAL: ENCOURAGE COMPLEMENTARY AND ATTRACTIVE DEVELOPMENT ADJACENT TO THE HISTORIC DOWNTOWN SQUARE.

GOAL: MAKE GRANBURY DISTINGUISHABLE FROM ADJACENT COMMUNITIES.

GOAL: PROMOTE THE UNIQUE HISTORY AND CULTURAL RESOURCES AS A CATALYST FOR TOURISM, COMMUNITY EVENTS, ECONOMIC DEVELOPMENT, AND LOCAL CHARM.

GROWTH MANAGEMENT

GOAL: PLAN FOR THE SYSTEMATIC AND FISCALLY SOUND EXPANSION OF THE CITY'S SERVICES.

GOAL: CONTINUE STRATEGIC GROWTH MANAGEMENT AND DEVELOP AN ANNEXATION PLAN TO ENSURE RESPONSIBLE GROWTH.

GOAL: DEVELOP A FAIR AND EQUITABLE SET OF REGULATIONS TO PROVIDE BASIC PUBLIC INFRASTRUCTURE (WATER, WASTEWATER, STREETS, DRAINAGE, PARKS, OPEN SPACE, AND SIDEWALKS) TO ACCOMMODATE FUTURE GROWTH.



COMMUNITY INPUT

Great planning involves the public and community stakeholders from the beginning of the process, building the Plan on local ideas and values, and creating a sense of ownership in the final plan. Plans that have the most public participation result in strategies tailored to and owned by the community. The Granbury Comprehensive Plan is derived from a variety of public engagement methods that included Planning & Zoning workshops, Town Hall meetings, input exercises, interactive surveys, and an online survey. The City staff also played a vital role in promoting the planning process through social media outlets, City’s websites, and in local publications.

ONLINE SURVEY

Full online survey results are available as a separate document. A 17-question survey was posted online to the project’s website and a link was also provided on the City’s website. Over the course of the planning process, the survey was answered by nearly 200 individuals—most of whom live in Granbury. Approximately 22.3 percent of those who responded to the online survey live in Granbury, while 40.4 percent both live AND work in the City. Of the total responses, 18.1 percent of those individuals live or work in an outlying city like Lipan, Tolar, DeCordova Bend Estates, or Pecan Plantation. Almost nine percent of respondents live in another city, but work in Granbury; and nine percent live in Granbury but work in another city.

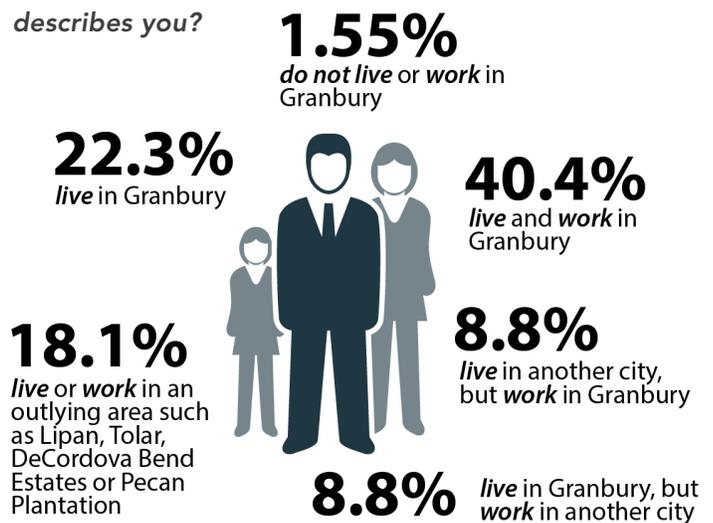
The responses revealed that nearly the same proportion of new residents and old residents alike participated in the survey. The responses given during the survey varied very little despite the range of ages, years spent living in the community, and sheer quantity of answers. Below are some of the questions that were asked in the survey:

- Which best describes you?
- What was the most important factor in your decision to move to Granbury or nearby area?
- What would you consider to be the greatest threat to your vision for Granbury?
- What makes Granbury attractive and distinguishable from surrounding communities?
- How can the Historic Downtown Square and adjacent area continue to improve?
- What would you consider to be Granbury’s greatest asset?
- What are the most important features of a livable, thriving and desirable neighborhood?

How long have you lived in Granbury?



Which best describes you?



HIGHLIGHT: COMMUNITY SURVEY RESPONSES

Why did you move to Granbury?

- Location
- Accessibility
- Waterfront Living
- Waterfront Amenities
- Community History
- Small Town Charm
- Laid-Back Lifestyle
- Tourism
- Downtown Area
- Close to Family

What makes Granbury distinguishable?

- Neighborhoods - 6.84 %
- Downtown - 35.26 %
- **Lake Granbury - 37.89 %**
- Parks - 1.58 %
- Shopping - 1.58 %
- Schools - 6.32 %
- Other - 10.53 %
 - Small Town Feel
 - Employment Opportunities

30 percent consider job and industry expansion to be Granbury's greatest opportunity for future improvements

What types of jobs and businesses do you believe are missing in Granbury?

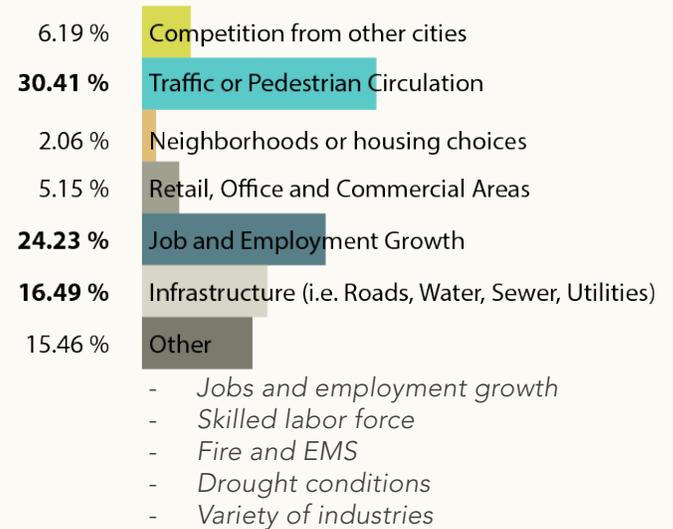
- Administration/Office Jobs
- Upscale Restaurants
- Industrial/Manufacturing
- Technology Industries
- Large Retail Destinations

68 percent of respondents think that Granbury looks good

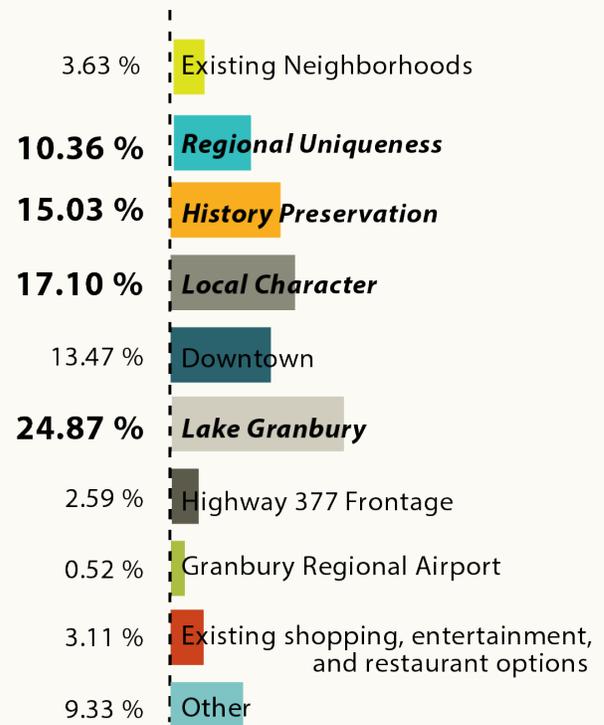
Top 3 Desires for Granbury:

- Improved Vehicular Circulation - 26 %
- Increase Employment Opportunities - 22.2 %
- New Restaurants and Entertainment - 22.2 %

What is the greatest issue facing Granbury?



What would you consider to be Granbury's greatest asset?



PLANNING AND ZONING WORKSHOPS

The Planning and Zoning (P&Z) Commission makes recommendations to City Council to guide land development through zoning, as well as platting and subdividing. The existing P&Z Commission served as the advisory taskforce from the beginning of the planning process. These key decision makers were submerged in building the Plan's foundation and future aspirations, thus this Plan is more likely to be successfully utilized in everyday recommendations and development decisions. Planning and Zoning Commission workshops provided feedback on the emerging Plan content. Participants represented diverse community interests and areas of professional expertise, effectively representing the community

P&Z was responsible for overseeing the planning process, formulating development patterns, verifying issues and challenges facing the City, and working with the consulting team to prioritize recommendations. Throughout the planning process, four workshops were held with P&Z members to discuss several major topics, including vision, land uses, economic development, transportation, housing, and livability. Many of the Plan's key themes were cultivated from these focused discussions. At the conclusion of the planning process, P&Z ultimately presented and recommended the final draft plan to City Council to begin the adoption process. Of course, implementation of the Plan is a long-term strategy and will require steadfast commitment from staff, citizens and elected officials.

[VISION/KEY GOALS]

- capture existing land
- improve image along corridors
- attract people to Granbury
- having city & county agreeing
- room for tourism, light industry, etc.
- maintaining charm, but continue growth
- market historical charm, tourism
- attract younger population
- improve connectivity (metrolinx, surr towns)
- make barrier map
- do this for public meeting

[WHAT IS GREAT?]

- proximity to Metrolinx
- small town, big town amenities
- look - continue to maintain
- historic square
- lake
- charm

[WHAT ARE ISSUES AND CHALLENGES?]

- greater population - look @ entire county for public meeting
- traffic - 377
- understand growth drivers
- address image of city
- attract young singles & young couples
- need more light industry; need more jobs
- how to attract working professionals
- life-cycle housing

Notes from a Planning and Zoning workshop

LAND USE EXERCISE

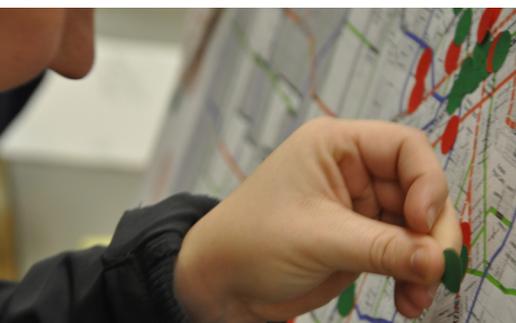
A land use exercise was conducted with members of the P&Z. The purpose of this exercise was to gather preliminary thoughts on the types of land use that should be considered within Granbury and where in particular those types of land uses should be located.

Attendees were divided into two groups and were given the chance to define land use strategies and create a Land Use Plan for the community. Each group presented highlights from their maps to other meeting participants. Each group explained their reasoning behind why certain land uses were located in certain areas and gave innovative ideas on how to improve the overall quality of life. Feedback obtained from meeting participants contributed significantly towards the creation of the Future Land Use Plan and recommendations.

While each land use scenario was different, general consensus existed. The introduction for new mixed-use sites was discussed by both groups. Expansion of housing types was also a common theme. Major road corridors were primarily nonresidential uses, but groups also supported the use of more intense nonresidential nodes at major intersections. Medium and high density residential uses were noted as a desire in Granbury. Other emphasized uses included business park opportunities, new restaurants, and family-oriented entertainment.



Planning and Zoning Commission members during the Land Use Exercise



Town Hall Meetings

Citizens and stakeholders attended Town Hall meetings to provide input and get more information about the Comprehensive Plan. Input boards were set up around the room asking citizens to identify areas of concern or interest, as well as to describe their vision of Granbury in 20 years. The group also provided input at breakout stations on topics like Future Land Use, Transportation, Economic Development and Community Character/Livability. Attendees also participated in an Interactive Survey that enabled them to identify issues, opportunities and preferred development types.

TOWN HALL MEETINGS

The City hosted a two Town Hall meetings to gather first-hand knowledge and context from local citizens. To solicit resident input, City staff advertised a Town Hall meeting through a variety of platforms.

Residents, City staff and elected officials engaged in the planning and visioning process by participating in the Town Hall meeting on November 10, 2015 at Granbury City Hall. Citizens were asked to identify areas of concern or interest, and describe their vision of Granbury in 10 to 20 years using input boards stationed around the room. Meeting participants engaged in large and small group discussions to identify the strengths and opportunities that Granbury has, and the challenges and threats that it faces. Residents discussed technical resources, key issues, and existing and future desires. Some of the handwritten comments from residents on the input boards were that Historic Downtown Granbury needs a parking strategy, outdoor spaces, event venues, and nightlife to improve and attract visitors. When asked *“How would you develop the remaining lands [inside the city limits]?”* responses included uses such as park space, new businesses, entertainment, tourism destinations, mixed-use development, and new housing products.

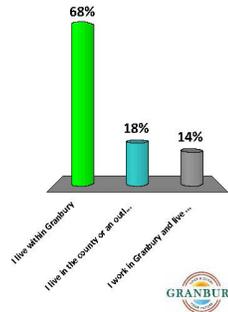
A second Town Hall meeting was conducted on June 6, 2016. During the meeting, the consultant team provided a planning overview. Next, a presentation was conducted outlining the preliminary recommendations. Following, input stations were positioned around the room to allow additional citizen feedback. Based on local input, the draft plan and associated maps were updated.

INTERACTIVE SURVEY

As part of the first Town Hall meeting, attendees participated in a polling exercise with a series of visioning and issue questions and visual preference images. Input was gathered by electronic remotes from each audience member and results were displayed in real time and recorded for later assessment. The images illustrated different land use types, Plan strategies, and visual elements within any particular built environment. The survey results were used in order to quantify what types of developments are appropriate. In addition, general questions about the City, quality of life, and roads were polled. Although the polling exercise is not necessarily scientific in nature, it is an effective method of receiving attitudinal-based input. The following page contains survey results from the Town Hall meeting.

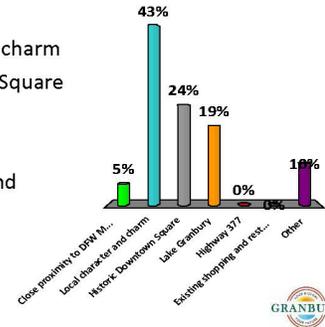
Which best describes you?

- I live within Granbury
- I live in the county or an outlying area such as Lipan, Tolar, DeCordova Bend Estates or Pecan Plantation
- I work in Granbury and live outside the area



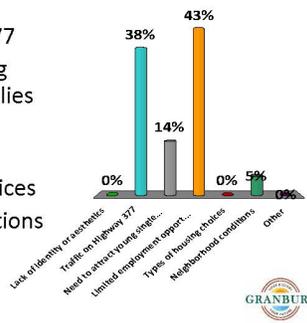
What is the City's greatest asset?

- Close proximity to DFW Metroplex
- Local character and charm
- Historic Downtown Square
- Lake Granbury
- Highway 377
- Existing shopping and restaurant options
- Other



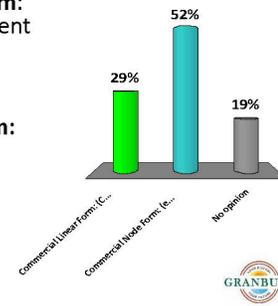
What is the City's greatest issue?

- Lack of identity or aesthetics
- Traffic on Highway 377
- Need to attract young singles or young families
- Limited employment opportunities
- Types of housing choices
- Neighborhood conditions
- Other



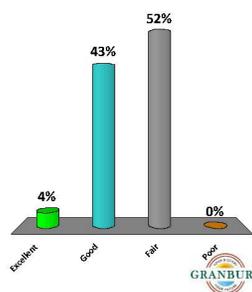
Given the previous points, how should Highway 377 continue to develop?

- Commercial Linear Form:** (Continue to development with as much retail or commercial as we can develop)
- Commercial Node Form:** (emphasize retail and commercial at major intersections)
- No opinion**



How would you rate Granbury in terms of overall general appearance?

- Excellent
- Good
- Fair
- Poor



Rank the following in terms of appearance.



- Strongly Like
- Like
- Neutral
- Dislike
- Strongly Dislike



Rank the following in terms of appearance.



- Strongly Like
- Like
- Neutral
- Dislike
- Strongly Dislike



Rank the following in terms of appearance.



- Strongly Like
- Like
- Neutral
- Dislike
- Strongly Dislike



Rank the following in terms of appearance.



- 1. 100% Strongly Like
- 2. 0% Like
- 3. 0% Neutral
- 4. 0% Dislike
- 5. 0% Strongly Dislike



Rank the following in terms of appearance.



- 1. 0% Strongly Like
- 2. 0% Like
- 3. 0% Neutral
- 4. 48% Dislike
- 5. 48% Strongly Dislike



Rank the following in terms of appearance.



- 1. 0% Strongly Like
- 2. 0% Like
- 3. 100% Neutral
- 4. 0% Dislike
- 5. 0% Strongly Dislike



Rank the following in terms of appearance.



- 1. 0% Strongly Like
- 2. 0% Like
- 3. 100% Neutral
- 4. 0% Dislike
- 5. 0% Strongly Dislike



Rank the following in terms of appearance.



- 1. 0% Strongly Like
- 2. 100% Like
- 3. 0% Neutral
- 4. 0% Dislike
- 5. 0% Strongly Dislike



Rank the following in terms of appearance.



- 1. 0% Strongly Like
- 2. 100% Like
- 3. 0% Neutral
- 4. 0% Dislike
- 5. 0% Strongly Dislike



Rank the following in terms of appearance.



- 1. 0% Strongly Like
- 2. 100% Like
- 3. 0% Neutral
- 4. 0% Dislike
- 5. 0% Strongly Dislike



Rank the following in terms of appearance.



- 1. 100% Strongly Like
- 2. 0% Like
- 3. 0% Neutral
- 4. 0% Dislike
- 5. 0% Strongly Dislike



COMMON THEMES PROVIDED DURING PUBLIC INPUT

Several key themes emerged from the multitude of community input and data received during the process. These key themes ultimately establish the overarching vision that guides this Comprehensive Plan and goals for the future. The key themes are:

Economic Development

- Location within the region provides opportunities for drawing people into the City
- There is room for economic growth for residents
- Attract professionals/skilled labor force
- Tourism/ recreational amenities expansion
- Cultural and historical significance
- Infrastructure maintenance is important to attract potential businesses into city
- Diversify the job offerings and industry types
- Coordinating City and County efforts
- Increase tourism and make the most of the lake and small town characteristics
- Capitalize on the Historic Downtown Square
- Market historical character

Community Character

- Building and signage uniformity to improve aesthetic quality
- Address the image of the City
- Emphasize lakeside lifestyle/amenities
- Focus on historically significant buildings
- Promote historic square
- Maintaining small town charm but continue growth
- Improve image along Highway 377
- Emphasize local pride
- Image of the city and aesthetic quality

Quality of Life

- Offer new housing choices
- Small town with big town amenities
- Life cycle of housing choices for all ages
- Attract young singles and couples
- A live, work and play community that is walkable and safe
- Preservation of history and culture
- Forward-thinking, technologically advanced, environmentally friendly
- Safe, clean and efficient city
- Provide new entertainment, shopping and restaurant options
- Improve image along Highway 377
- Attract people to Granbury and make them want to stay

Transportation/Circulation

- A city with manicured landscape, safe streets inviting public spaces
- Mediating challenges/issues along 377
- Safe, connected road network
- Traffic enforcement
- An efficient transportation system
- Improve connectivity with metroplex and surrounding areas

MAJOR OPPORTUNITIES FACING THE CITY OF GRANBURY

Granbury is in a fortunate position, having seen the benefits of investments such as parks, public facilities and infrastructure. While the current state of the City is much better than what similar sized cities are facing throughout the country, Granbury still faces many challenges and many actions remain. As part of the planning process, the following key public input themes were identified, which helped to formulate goals and recommendations. Each item identifies a series of new opportunities that raise critical questions that must be addressed to reach the community's vision.

COORDINATING GROWTH AND SERVICES

Recognizing and working with Hood County, surrounding homeowner associations, utility suppliers, developers and census-designated places will be key to Granbury's future success. Infrastructure coordination, planning and implementation will drive the City's growth and expansion decisions. The City needs clear policy documents and utility master plans to make sound decisions. Many residents outside the city limits associate themselves with the City and its small town charm, and use City facilities. As Granbury and the surrounding area grow, the City needs to ensure that it can properly protect its quality of life and provide excellent services.

HISTORIC DOWNTOWN SQUARE AND ADJACENT AREAS

The Historic Downtown Square and surrounding areas are part of what make Granbury attractive and create the local charm so often mentioned by its citizens. Leveraging and enhancing this cultural resource will be key for the City's continued success. The downtown area has the potential to become an even stronger community core and tourist destination. It is important that development around this site be connected to other areas of the City visually and physically.



VACANT LAND AND FUTURE USES

Within the current city limits, 45.7 percent or 4,094 acres remains undeveloped. Although Granbury has been growing in some areas, infill development potential remains feasible. It will be important to balance the need for new development with maintaining existing building stock, older commercial and residential areas. Compatible land uses need to be considered to lessen the impacts of new development on established areas. Keeping existing neighborhoods and old commercial areas relevant and attractive in the marketplace will be a growing issue for Granbury. Reinvestment and redevelopment are important strategic actions for the future due to aging housing stock and commercial properties.

MAJOR CORRIDORS

The growth and expansion along the US 377, Loop 567 and other highway corridors will continue to impact the local economy and physical development of the City. Visibility and accessibility, by various modes, will be important considerations as businesses continue to seek locations along Granbury's major corridors. Design guidelines, city branding and beautification along the corridors will also enhance the perception of the City.

CONTINUING TO LEVERAGE LAKE GRANBURY

Attracting the highest and best land uses to develop along Lake Granbury’s waterfront area is a major theme from public input. The City needs to continue to increase the tourism and local amenity potential associated with the lake. Expanding the lake’s impact to the local economy will need to include lakefront homes, family-oriented entertainment, new restaurants, hotel, and events. Maintaining lake amenities and convenient access, while growing the destination’s offerings, can positively affect economic development.



NEW INDUSTRY AND JOBS

Citizens have expressed the desire for something new and different in Granbury. This not only includes increasing job diversity but also catering to consumer preferences. As new and different types of industry seek to locate in the City, it will be important to have a variety of different site options available that provide mobility, accessibility and visibility within Granbury. In addition, continuing to leverage the Commerce Centre of Granbury and future airport expansion will be important for City growth and job diversity.

AESTHETICS/COMMUNITY IDENTITY

There are several key destinations in the City, especially the Historic Downtown Square. It will be important to have a positive appearance for these areas, including quality land uses. Gateways should be enhanced and located at additional points throughout the City to function as secondary or internal gateways from the surrounding cities.

IMAGINING CHANGES TO UNDERUTILIZED PLACES

Like many cities, Granbury and its ETJ have areas of shopping centers, commercial sites and homes showing their age. Many of the developments constructed during the boom after World War II are now more than 50 years old. Some of these buildings may have passed their expected useful life. People want different things now from their homes, offices and stores than they did when these buildings were constructed. Since some of these uses are in desirable locations, it makes sense to reexamine land uses, locations and reinvestment potential.



INCREASING TAX BASE TO SUPPORT COMMUNITY DESIRES

Citizens of Granbury, and many outside the city limits in portions of Hood Country, are very proud of and get tremendous use from the existing parks and public facilities. Properly accommodating increases to commercial areas will be imperative to maintain or decrease the current tax rates. Tax generating nonresidential uses can help to ensure public amenities continue to serve the community and attract those visitors to the City.

ENHANCING CIRCULATION

Traffic congestion, convenient access and roadway conditions were key issues repeated throughout the public engagement process. Finding new ways to increase local connectivity could allow local traffic alternatives to Highway 377 for common daily trips such as commuting to and from work. Expansive new roadways are likely not the focus, as Granbury's roadway network is well defined by existing thoroughfares. However, a few key connections remain needed. Improvements to existing facilities are desired and could include lane expansions, turning improvements, parallel facilities, and access management. In addition, the community overwhelmingly supported an increased trail system, crosswalks, sidewalk improvements, and new sidewalk facilities.

ENSURING QUALITY DEVELOPMENT, IDENTITY, AND BEING A RECOGNIZABLE CITY

Every community has its own character based on its history; the design styles of its neighborhoods and public places; or its natural setting. Character is what helps set one community apart from another. It's one of the reasons people feel connected to the place where they live. Granbury must remain as a distinguishable city from its neighbors. Design elements should include continued design guidelines, wayfinding, gateway and district signage, special districts, and enhanced streetscapes. Working in concert, these techniques can help provide a positive memory of Granbury, increasing visitor perceptions and overall experiences.

PROTECTING EXISTING NEIGHBORHOODS

Single family uses make up the largest existing land use category within the city limits and ETJ. Nearly half the existing homes were built before 1989. As existing neighborhoods continue to age, property conditions, home values and identity will remain key issues for homeowners. The City must find new ways to help residents invest in their properties while maintaining desirable locations to live and raise families. A multi-tool approach that includes code enforcement, infill housing, public investment, and private-lead initiatives is necessary.

NEW HOUSING CHOICES

Attracting young families and diversifying job offerings was common feedback during public engagement. Housing choices, price points, and product types are all directly related to attracting new residents. Moving forward, Granbury needs to offer housing choices targeted at attracting the desired younger families and young professionals.





*ECONOMIC DEVELOPMENT,
BUSINESS SECTOR AND
TOURISM*

3

Granbury's regional economic pull has created an opportunity for Granbury to host a significant amount of retail relative to the City's population. There are, however, some ways in which the City can leverage a combination of its existing retail, tourism draw, natural amenities, and expanded housing to further enhance economic development and quality-of-life.



ECONOMIC DEVELOPMENT, BUSINESS SECTOR AND TOURISM

Hood County is located in the southwestern part of the Dallas-Fort Worth metropolitan statistical area (MSA), approximately 40 miles from downtown Fort Worth. Erath, Palo Pinto, Somervell, Parker, and Johnson counties border Hood County. The County's major thoroughfare is Highway 377, which runs northeast/southwest through the county and connects the county to Fort Worth. The Brazos River is a major landscape feature for the area; the Brazos River runs through the City of Granbury and forms Lake Granbury, located in the center of Hood County.



Granbury is Hood County's largest city, with an estimated 2015 population of 8,531 (STI Popstats). The City is located along Highway 377 and is divided by the Brazos River located just east of Glen Rose Highway (Highway 144). Granbury serves as the major commercial hub for all of Hood County and is well known for its authentic downtown square, historical roots, and destination retail.



Granbury's location and relative size to nearby communities creates an opportunity for the City to position itself for further residential and retail attraction. Larger urban centers such as Weatherford (25 miles north), Stephenville (30 miles west), Cleburne (30 miles east), and Fort Worth (roughly 40 miles to the northeast) allow Granbury to serve as a regional hub to Hood County.

Given Granbury's strategic location, it is important to continue to attract regional and destination retail for further success. The already strong destination-oriented nature of retail within the City creates a robust draw from surrounding areas and should be further capitalized upon by maintaining a strong and eclectic merchandising mix. One of Granbury's local strengths is the abundance of natural amenities in and surrounding the City. Lake Granbury, which runs through the City's northern and eastern portions, creates valuable land for residential development and provides the opportunity for the City to incorporate an "active living" component into their economic development strategy. The lake also serves as an important piece of Granbury's tourism economy.

According to an annual report compiled by Dean Runyan Associates, Granbury's tourism accounts for approximately 350 local employees and provides the City with almost \$1 million in annual tax revenue (2014). This can be attributed to an array of local amenities in the City, such as the Historic Downtown Square, Lake Granbury, and various regional festivals and events held within the City each year.

POPULATION

Although the population growth occurring in Hood County has not been as rapid as other areas within the Dallas-Fort Worth MSA, particularly the counties located to the north of Dallas, there has been significant growth in the County since 2000. Between 2000 and 2015, Hood County has grown an estimated 32 percent, which places the County as the eighth fastest growing of the 16 counties within the Dallas-Fort Worth MSA.

As of the 2010 Census, Hood County had a population of 51,185 (STI Popstats), and the estimated 2015 population is 54,313 (STI Popstats). The population is expected to grow to 59,204 by 2020, a projected growth of nine percent (STI Popstats). The median age in Hood County is 46.7, which is the oldest among all Dallas-Fort Worth MSA counties and the median age in Granbury is 48.3 (STI Popstats).

The 2010 Census population in Granbury was 7,987 (US Census). The estimated 2015 population based on STI Popstats and Catalyst projections is 8,351. The 2020 population in Granbury is projected to be 9,323 (STI Popstats, Catalyst). Assuming projected growth between 2015 and 2020 (8.5 percent) remains steady beyond 2020, the population in Granbury is projected to increase to 10,115 by 2025 and 10,974 by 2030 (STI Popstats, Catalyst).

Under the same assumptions, the 2035 population would increase to an expected 11,906.

The projected population growth for Hood County is particularly noteworthy for Granbury. As the population within the County continues to increase, Granbury’s importance as the regional retail and service hub will also increase. Retail necessary to support this growing population in both Granbury and the surrounding areas will become increasingly vital, and to adequately prepare for such growth, it is important that the City be strategic in its approach to maximizing its market potential in both the local context and the regional context.

<i>Hood County Population Estimates</i>		
<i>(STI Popstats, Catalyst)</i>		
<i>(Year)</i>	<i>Total Population</i>	<i>Percent Growth</i>
1990	28,981	
2000	41,103	41.8%
2010	51,185	24.5%
2015	54,313	6.1%
2020	59,204	9.0%
2025	64,492	8.9%

Table 3.1 Hood County Population Estimates

<i>City of Granbury Population Estimates</i>		
<i>(STI Popstats, Catalyst)</i>		
<i>(Year)</i>	<i>Total Population</i>	<i>Percent Growth</i>
Population 2010	7,987	
Population 2015	8,351	4.6%
Population 2020	9,323	11.6%
Population 2025	10,115	8.5%
Population 2030	10,974	8.5%
Population 2035	11,906	8.5%

Table 3.2 City of Granbury Population Estimates

SINGLE-FAMILY DEMAND

Catalyst completed a demand analysis to estimate single-family demand for the City of Granbury. According to data retrieved from US Census Building Permits, there have been a total of 532 single-family residential permits issued since 2000 in Hood County. Granbury has captured 490 single-family permits in the past five years, or 92 percent of all permits issued in Hood County. In total, the demand analysis found potential for Granbury to capture an additional 286 single-family residential units. Approximately 44 percent (126 total units) of this demand would likely be generated from qualifying incomes of \$65,000 or greater.



MULTI-FAMILY DEMAND

Catalyst completed a demand analysis to determine the number of additional multi-family units Granbury could support. According to data retrieved from the US Census Building Permits, there have been a total of 32 multi-family unit permits issued since 2010 (permits for 16 units were issued in 2011 and 2012) in Hood County. Granbury proper has absorbed all 32 of these units. Current analysis found potential for Granbury to capture over 59 multi-family units annually.



GRANBURY RETAIL

EXISTING RETAIL

Granbury’s retail landscape is primarily boutique retail, especially on the north and west side of the Brazos River. The major retail node within the northern and western side of Granbury is the Historic Downtown Square, which hosts a number of small format and boutique retailers. Among these small format retailers, especially around the Historic Downtown Square, are a multitude of boutique restaurants.

The larger format retailers in Granbury are located on the south and east side of the Brazos River, particularly along Highway 377, and included along this corridor are a number of regional and national restaurant and retail chains. Given the highway’s importance as a regional connector to and from Granbury, this portion of the City will likely continue to serve as the primary target location for larger retail retailer formats.

The merchandising mix in Granbury creates a unique destination setting for the City, as there is regional attraction for both the niche, small town retail setting featured around the square and the more regionally-serving, larger format retail near Highway 377.

Given Granbury’s regional pull, the City has been able to develop a thriving retail sector in recent years. The primary retail nodes in the City are located along Highway 377 and around the Historic Downtown Square. Retail located along Highway 377 ranges from large format, power retail centers to smaller neighborhood centers consisting of independent, small format retailers.

Although the downtown area is a substantially different merchandising mix than the Highway 377 area, the Historic Downtown Square is an equally significant component part of Granbury’s economy. Not only does the square serve as an important community asset given its charm, but the downtown square also draws a significant amount of visitors to the City.

<i>Major Highway 377 Retail Districts</i>	
<i>Retail District</i>	<i>Notable Retailers</i>
<i>Highway 377 South</i>	Brookshires, Autozone, O’Reily’s, and multiple limited-service restaurants
<i>Highway 377 Central</i>	Home Depot, Walmart Supercenter, and Staples as big-box centers with multiple junior box format stores; multiple limited-service restaurants
<i>Highway 377 North</i>	Kroger, H-E-B, and Michaels as major anchors; some junior box in addition to other neighborhood-oriented retailers

Table 3.3 *Major Highway 377 Retail Districts*

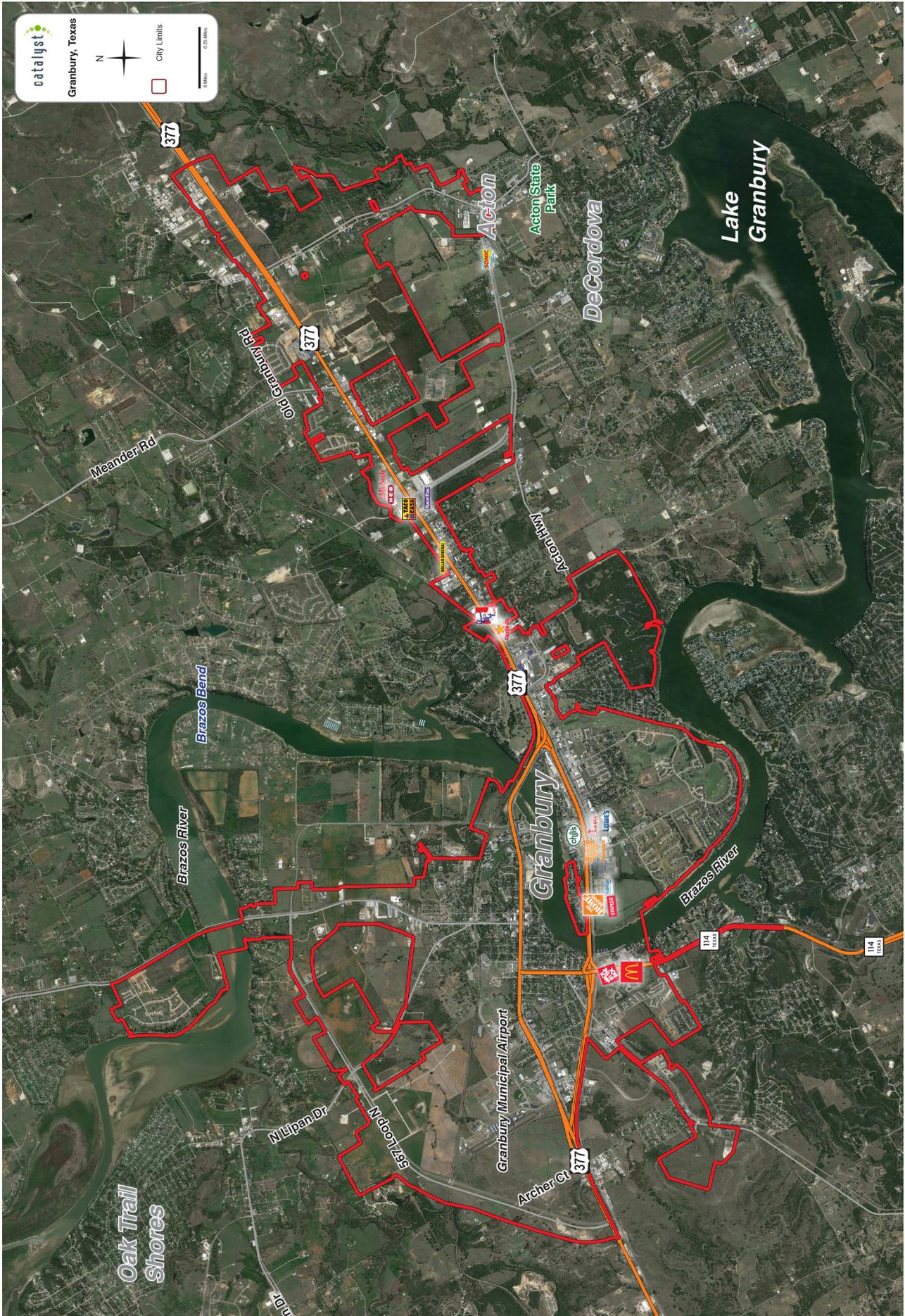


Figure 3.1 Major Highway 377 Retail Districts

RETAIL DEMAND

Retail demand is typically determined by a few key drivers in a community, and for the City of Granbury those drivers are local workforce, commuter, visitor, and residential totals. As such, Catalyst has completed a retail demand analysis that takes into consideration all of these drivers to determine local retail demand for Granbury.



WORKFORCE GENERATED RETAIL DEMAND

According to ESRI, there is an estimated workforce of 11,963 within the City of Granbury. The workforce population helps drive retail demand largely through everyday purchases such as dining, groceries, and other basic goods and services. According to research conducted by the International Council of Shopping Centers (ICSC), the average worker spends approximately \$195 weekly on various retail expenditures. Based on these statistics, Catalyst estimates the local workforce has an annual expenditure total of over \$12.1 million. This total excludes transportation-orientated expenditures.

In total, there is enough demand generated from the local workforce in Granbury to support over 40,000 SF in retail space annually.

COMMUTER GENERATED RETAIL DEMAND

Commuters are another driver for retail demand for communities. To estimate the potential commuter generated retail demand, Catalyst compiled average daily traffic (ADT) counts from CoStar, TxDOT, and other sources, which provides the daily traffic volume for key intersections within cities. According to CoStar, the most heavily trafficked road in Granbury is Highway 377, followed by Glen Rose Highway (TX Highway 144).

The intersection of Highway 377 and Plaza Drive had an ADT count of 32,244 in 2014. The second most heavily trafficked intersection in Granbury is the intersection of Glen Rose Highway and Contrary Creek Road, with an ADT count of 28,702. The intersection of Acton Road and James Road, located in the southeastern portion of the city, had the third highest ADT count with 10,088. In total, the top ten most heavily trafficked intersections in Granbury had a total ADT count of over 110,000.

Based on these traffic counts, Catalyst estimates there is potential for over \$3.6 million in annual expenditures from commuter-generated retail demand. In total, there is potential for Granbury to support 10,900 SF annually in commuter generated retail demand at these above-mentioned locations.

RESIDENTIAL GENERATED RETAIL DEMAND

Residential generated retail demand is typically the largest component of retail demand within a community; as the oft-quoted mantra goes, “Retail follow rooftops”. Like most communities, the local residential generated retail demand in Granbury is the largest component of retail demand for the City.

To assess the potential demand for residential retail demand, Catalyst completed leakage analyses for Granbury using bands from 0-3 miles, 3-5 miles, 5-10 miles, and 10-20 miles. It is important to note that these bands are mutually exclusive of the previous band; for instance, the 5-10 mile band only takes into consideration leakage

within the band and does not included the previous 0-3 mile band. This also helps understand where leakage is occurring at set distances from the City's center point.

In total, the leakage analysis found there is an estimated 112,000+ SF in unmet retail demand within the 0-3 mile band. Within this band, the retail categories with the most significant leakage (unmet SF shown in parenthesis) are General Merchandise Stores (74,000+ SF) and Department Stores (18,000+ SF).

Within the 3-5 mile band, there is an estimated 174,000+ SF in unmet retail demand. Within this band, the retail categories with the most significant leakage are General Merchandise stores (41,000+ SF), Health & Personal Care Stores (25,000+ SF), and Grocery Stores (17,000+ SF). Within the 3-5 mile band, all restaurant formats (Full-Service, Limited-Service, and Specialty-Food Service) combine for a total of over 19,000+ SF in unmet restaurant demand.

Within the 5-10 mile band, there is an estimated 130,000+ SF in unmet retail demand. Within this band, the retail categories with the most significant leakage are General Merchandise Stores (38,000+ SF), Health & Personal Care Stores (18,000+ SF), and Clothing Stores (9,000+ SF). All restaurant formats combine for over 13,000+ SF in unmet demand, of which Limited-Service Restaurants have the greatest at 8,000+ SF of the total restaurant demand.

The 10-20 mile band found an estimated 65,000+ SF in unmet retail demand. Within this band, the retail categories with the most significant leakage are Grocery Stores (14,000+ SF), General Merchandise Stores (13,000+ SF), and Health & Personal Care Stores (10,000+ SF). All restaurant formats combine for over 8,000 SF in unmet retail demand.

AGGREGATED RETAIL DEMAND

The aggregated unmet residential-generated retail demand across all categories between 0-20 miles in Granbury is over 482,000 SF. Within this aggregate demand, General Merchandise Stores has the largest unmet demand at 166,000+ SF in unmet demand, Health & Personal Care Stores has 54,000+ SF of unmet demand, and demand for restaurant is over 43,000 SF, with 26,000+ SF coming from Limited-Service Restaurants and 14,000+ SF coming from Full-Service Restaurants.



RETAIL STRATEGY

Granbury's merchandising mix contains a strong mix of large format, regional retail alongside small format, and boutique retail. The retail development currently in the City is high quality, but there are potential opportunities for infill retail development in addition to potential redevelopment for aging retail centers. Part of an overall comprehensive strategy is to recognize the market potential and community desire,



then address both by turning the focus to investments through catalyst areas. The focus should be on changing the perception or development challenges for certain parts of the City, often one project at a time. The targeted outcome should be to create new investment that will create jobs, provide a mix of land uses, create amenities, improve quality of life, and enhance the overall Granbury experience. Targeted locations (catalyst areas) were assembled to create a series of project recommendations.

POTENTIAL INFILL AND CATALYST SITE OPPORTUNITIES

HIGHWAY 377 NEAR ACTON HIGHWAY (AREA 1)

A potential infill opportunity for retail development is the collection of parcels between near Highway 377 and Acton Highway. Newer development has been occurring near this potential infill node and the land available – particularly the land on the north side of Highway 377 – may support additional quality development within Granbury's already thriving retail sector.

NEAR LAKE GRANBURY (AREAS 2 AND 3)

Additional retail, housing, or mixed-use style developments in Granbury could potentially leverage active living in the City. Given the clout of the City's tourism economy, economic strategies that can incorporate an active living component targeted toward Lake Granbury, destination entertainment, and other lake-oriented uses could potentially provide an additional component to Granbury's already strong tourism economy.

WEST OF GRANBURY MUNICIPAL AIRPORT NEAR LOOP 567 AND HIGHWAY 377 (AREA 4)

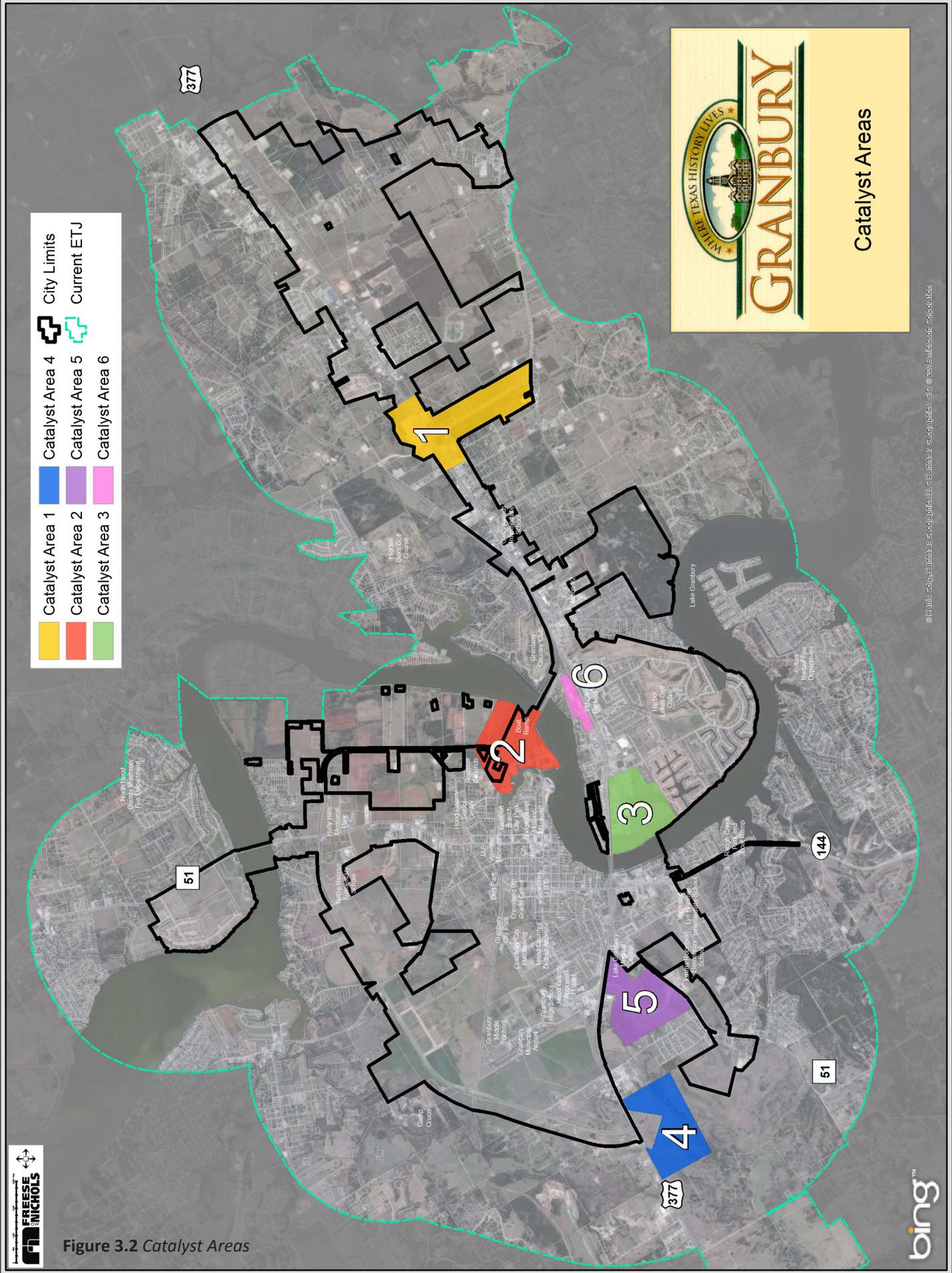
This site could target neighborhood commercial services. The new uses could work in tandem with new residential growth to anchor the area and provide locally needed services and retail. The site could focus on retreat destinations, higher end lodging, spas, and conferences and convention spaces.

HIGHWAY 377 NEAR PIRATE DRIVE AND PALUXY ROAD (AREA 5)

Anchored by Lake Granbury Medical Center, the land positioned between Pirate Drive, Paluxy Road, and Highway 377 is another area in which potential retail and/or business development could occur. Retail that is quasi-anchored by the Lake Granbury Medical Center could be an opportunity for further development, as medical anchored retail development is an emerging retail and real estate market trend.

HIGHWAY 377 NEAR HARBOR LAKES DRIVE (AREA 6)

The existing shopping center is in a primary retail location for Granbury. As new retail, office, and commercial developments are created throughout the City, this area will continue to experience growing competition. In order to support the existing retail area, reinvestment and redevelopment strategies could help the area to remain attractive for new business development.



	Catalyst Area 1		Catalyst Area 4		City Limits
	Catalyst Area 2		Catalyst Area 5		Current ETJ
	Catalyst Area 3				



Catalyst Areas



Figure 3.2 Catalyst Areas



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GRANBURY HOUSING STRATEGIES

Residential development in Granbury has seen significant growth in recent years, and growth trends indicate that the City – along with Hood County – will continue to grow in the coming years. Granbury’s residential development should focus on the following three key components.

UPDATE AGING HOUSING

Although not citywide, there are areas within Granbury that have aging neighborhoods. Homes in these areas are typically older and not maintained, which lowers their overall value. However, older homes with good character may still generate high sales price per SF values. If in good condition, these homes may help attract younger residents to the City with the lower price tag than some newer, larger residential development within the City. A targeted approach to updating aging homes may include:

- Explore demo/rebuild programs on older homes.
- Create targeted investment areas for enhanced façade improvements.
- Develop an internal task force with the county to address code violations and increase enforcement of issues.
- Develop metrics to monitor housing conditions and prioritize resources. Monitor the need and demand for housing against various price points to ensure a broad range of housing alternatives.
- Continue marketing with uses in the greater Granbury region to leverage other regional destinations and to capture more tourist dollars and room nights.



TARGET AFFORDABLE HOUSING FOR YOUNG FAMILIES

Although a component of next-generation housing, affordable housing that is targeted towards younger families is another potential opportunity for Granbury to attract a younger demographic. This would likely work in conjunction with attracting a younger workforce. Granbury has the opportunity to encourage new housing on smaller lots with access to amenities and open space.

Another opportunity for affordable housing is the redevelopment of some of the existing housing stock within the City. Many of Granbury's homes located near downtown may provide an opportunity to cater to new homeowners and catalyze new investment.



EXPAND HOUSING CHOICES

Next-generation housing is sometimes misconstrued as “modern” housing, targeting very specific segments of the population. Next-generation housing is more accurately described as housing that is nuanced to the changing desires of future homeowners. As the Urban Land Institute (ULI) reports, less than 15 percent of Millennials are living in urban, downtown environments. Rather, Millennials are more inclined to live in areas that incorporate “New Urban” elements and are located closer to their places of employment. “New Urban” elements include access to nearby natural amenities, walkability, and a mix of housing options (e.g. smaller townhome options developed in concordance with more traditional suburban development).



Next-generation housing also includes higher density product. According to Nielsen research, approximately two-thirds are renters, and the majority of these renters are choosing to live in “New Urban” areas. Furthermore, Nielsen research shows that approximately half of homeowners belonging to the Baby Boomers generation are electing to downsize their residences. Granbury's ability to offer nuanced housing that can service the significant Baby Boomers' population and potentially attract younger families will serve the City's economy well moving forward.

GRANBURY BUSINESS AND WORKFORCE ATTRACTION STRATEGIES

Given Granbury's population and its relative isolation from a large metropolitan area, attracting a large local workforce is a challenge currently facing the City. However, this is not a problem unique to Granbury, as many smaller rural communities share a similar issue. Given the City's vision to attract not only a local workforce but also younger families, there should be strategies taken into consideration for local workforce development.

ATTRACTING/RETAINING A LOCAL WORKFORCE

One strategy Granbury may be able to deploy is to expand the higher education offerings within the City. Community colleges looking to develop a satellite campus could potentially locate a campus within Granbury. By expanding the community colleges within the City, Granbury would likely attract regional population – specifically, population within Hood County – interested in attending a local college. A targeted approach may include the following:

- Cooperate with Hood County to identify capital investments of regional benefit and support economic development.
- Encourage attraction and expansion of businesses by maintaining information on sites and demographics.
- Be selective in which industries are recruited and incentivized. Focus on those industries that utilize the new higher education and workforce training and have high return on investment. Target uses that do not require substantial water supply and will not be detrimental to the quality of life in Granbury.

The development of a local college could potentially work in conjunction with a more affordable housing component. By developing affordable housing, young families will become increasingly likely to move to Granbury. As these young families find local employment, many would likely become interested in advancing their careers by obtaining a degree focused on their profession.

FURTHER DEVELOPMENT OF SMALL OFFICE SPACE

The City may potentially support over 16,000 SF of additional small office space. One of Granbury's largest industries is the health care industry, which accounts for 18 percent of the local employment base. Identifying potential health care operators or supporting health care industries could potentially satisfy a significant portion of the 16,000 SF in supportable office space within the City. In conjunction with more affordable housing, this small office space could potentially help attract more young families. Some ways the City could begin this process are:

- Provide economic incentives for smaller/local businesses as part of business retention/attraction program.
- Utilize an interdisciplinary team to respond to information requests related to new prospects via EDC, planning, zoning, etc.
- Provide assistance to new companies seeking financial assistance by becoming a liaison to various resources and programs (external and internal).

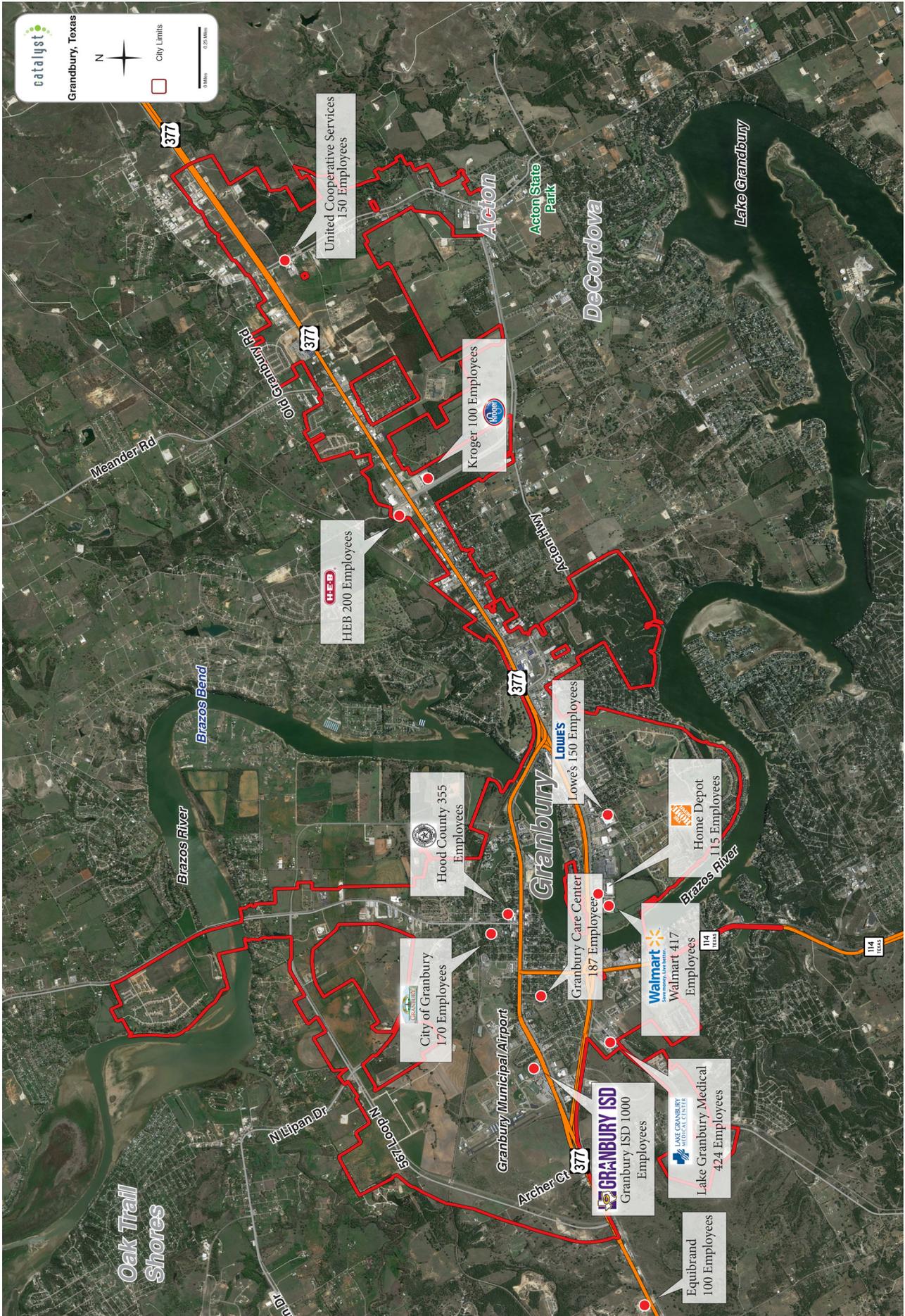


Figure 3.3 Local Workforce

GRANBURY TOURISM AND THE OVERALL LOCAL VISITOR ECONOMY

To better understand the local visitor economy in Granbury, Catalyst reached out to the Granbury Convention and Visitor's Bureau (CVB) in an effort to obtain information regarding local tourism. Due to the lack of large scale "gated attractions" (i.e. attractions requiring a ticket for admission) in the City, exact visitor numbers were difficult to obtain. However, given the importance of the visitor economy within Granbury, it is important to include both quantitative and qualitative information on tourism in Granbury.

GRANBURY TOURISM

According to information provided by the Granbury CVB, there were approximately \$44 million in visitor expenditures in 2014 in Granbury (Granbury CVB, Dean Runyan Associates). This was up \$2 million from the previous year (Granbury CVB, Dean Runyan Associates). The 2014 total estimated employment from travel in Granbury was 350 employees. Both spending and earnings generated directly from travel in Granbury have increased every year since 2010 (Granbury CVB, Dean Runyan Associates).

In consideration of the level of visitor expenditures in Granbury, it is important to note that there are a number of existing benefits from tourism that could be capitalized upon that would support Granbury's retail, historic square, and tourism oriented location.



GRANBURY VISITOR ECONOMY

The visitor economy in Granbury creates a strong opportunity to generate additional retail in the City. One way Granbury can leverage the visitor economy to drive further local retail development is to increase draw into the downtown Granbury area.

STRENGTHEN DOWNTOWN RETAIL

One possible way this may be facilitated is by developing a targeted strategy to recruit downtown merchants that can compliment existing downtown tenants. The City should explore opportunities to partner with the Historic Granbury Merchant's Association in promoting and coordinating events in addition to recruiting downtown prospects. The City should explore creating an alliance with other downtowns to share ideas and potential leads for downtown merchants. In addition, the City should include a small task force with local downtown tenants, existing downtown organizations, and the economic development liaison to increase regional outreach efforts to expand the tenant mix and increase offerings downtown.

EXPAND LAKE-ORIENTED RETAIL DEVELOPMENT

Tying into the visitor economy, Granbury can also leverage one of its most important and valuable assets – Lake Granbury. Lake Granbury not only helps drive additional visitor expenditures for the City, but it also provides a unique means for nuanced and niche retail and restaurant development that effectively utilizes the main visitor draw.

Understanding valuable local assets in Granbury – such as Lake Granbury and the Historic Downtown Square– will help provide additional potential for quality economic development in the City. The City should explore ways to create new destination developments which take advantage of Lake Granbury. This can include a “sports center” that offers water sport and beach activities along with a “gateway to the lake.” Potential activities could include boat rental, restaurants, jet skiing, small sailboats, and other year-round activities.

ECONOMIC DEVELOPMENT, BUSINESS SECTOR AND TOURISM STRATEGIES

3.1 Encourage development within the identified catalyst sites.

3.2 Target identified underserved retail market segments.

3.3 Establish and maintain a forecast of housing-type needs and set periodic goals to meet anticipated housing strategies.

3.4 Maintain an incentive database and provide assistance to businesses seeking funding opportunities.

3.5 Continue to expand small office space offerings.

3.6 Maintain current database of available property and building space.

3.7 Continue to monitor and maintain current retail and demographic data relevant to the City.

3.8 Work with existing property owners to improve identified reinvestment and redevelopment areas.

3.9 Develop a city-wide marketing campaign to leverage local amenities and destination points.



FUTURE LAND USE

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FUTURE LAND USE

The Future Land Use element of the Comprehensive Plan sets the direction of land use public policy in Granbury and its Extraterritorial Jurisdiction (ETJ). The Future Land Use Map provides a geographic application of these policies to the areas within the City and ETJ. A final section in the Future Land Use chapter describes the direction this policy should be used in the review of individual development proposals.

Although it is one of several components of this Plan, the significance of the Future Land Use Plan and Map cannot be overstated. The Future Land Use Plan is intended to be a comprehensive blueprint for the City's future land use pattern. The Future Land Use Plan designates various areas within the City for particular land uses, based principally on the specific land use policies outlined herein.

Each place that is represented on a map can also be compared to decisions that the City makes with regard to land use and zoning. These decisions can either lead to, or away from the City attaining its vision. In order to serve as the City's long-range road map, the Future Land Use Plan establishes an overall framework for the preferred development pattern of the City based principally on balanced, compatible, and diversified land uses. The Future Land Use Map should ultimately reflect the City's long-range statement of public policy and it should be used as a basis for future development decisions. The Future Land Use Plan is not a zoning map, which deals with specific development requirements on individual parcels. 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 Map.

Development patterns have an intrinsic effect on the characteristics of a city, laying the foundation for where certain activities will take place. Identifying appropriate locations for housing and commercial land uses is critical to ensuring compatibility and preserving quality of life for residents. Additionally, land use patterns help drive the economic engines of a city. Understanding the interrelatedness of certain activities, such as retail and commercial uses, or manufacturing and warehousing; and identifying how these businesses work together can secure the foundation for future growth. Business requires land and appropriate land uses in close proximity. Residential housing also requires land and appropriate land uses.

In communities worldwide, the use of land is a critical factor in the way people live and work. In the cities of the United States, most property is held in private ownership. As a result, there are three aspects of land use that must be considered and balanced. First, the owner should be able to build structures and make other improvements that enable them to use their property. Second, the adjacent property owners should be assured that their properties and lives will not be negatively impacted. Third, all property owners in a community have a shared interest in ensuring that the property held in common (such as public land) and the cumulative results of all individual land use decisions create a community that is a stable and desirable place.

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 zoning. 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 update.

DEVELOPMENT PROPOSALS AND 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 Map. Review of such development proposals should include the following considerations:

- Will the proposed change enhance the site and the surrounding area?
- Is the necessary infrastructure already in place?
- Is the proposed change a better use than that recommended by the Future Land Use Plan?
- Is the proposed change an enhancement to the communities' goals and objectives?
- Will the proposed use impact adjacent residential areas in a negative manner? 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 Comprehensive Plan update 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 Map should be amended accordingly.

ZONING AND THE FUTURE LAND USE MAP

Any zoning changes shall be evaluated based on all policies included within the Comprehensive Plan, including timing, financial and budget constraints, specific site suitability among other appropriate factors that exist at the time the request is presented to the City for consideration. Zoning changes should be evaluated on these factors in addition to the designations on the Future Land Use Map. The City shall not be obligated to approve any zoning change consistent with the Comprehensive Plan and Future Land Use Map. As with any zoning change, the applicant shall bear the burden to meet the standards of submission regarding adopted policies to demonstrate that their zoning request is in the best interest of the community.

A zoning map should reflect the Future Land Use Map to the fullest extent possible. It is important to note that the Future Land Use 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 Map. Chapter 211 of the Texas Local Government Code states that zoning regulations must be adopted in accordance with a Comprehensive Plan. Consequently, the zoning map and zoning decisions should reflect the Future Land Use Map. To avoid inconsistencies, it is recommended that the City amend the Future Land Use Map prior to rezoning land. 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 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 AND 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. As previously mentioned, it is recommended that the City 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 opposite of a reactive approach. In the reactive approach, the landowner or developer applies for a zoning change and the Future Land Use Map is updated accordingly. In a proactive approach, the City leads the effort to rezone land according to the Future Land Use Map.

FUTURE DEVELOPMENT AND EXISTING INFRASTRUCTURE

Encouraging new growth in a community can be a controversial issue. While some like growth and change, others question the value, especially if it is at the expense of existing taxpayers. Residents are often concerned about encouraging new growth when existing streets, parks, and other facilities are in need of significant improvements. Numerous studies have been made of different types of land use and the fiscal impact of their growth. In general, industrial and retail uses contribute more revenues through increased jobs, sales and property taxes, and other revenues than they cost a city.

On the other hand, residential growth rarely pays its own way and generally costs a city; however, an increase in the number of dwellings in a community does attract retail growth, which increases revenues. Providing sufficient housing for new industries is also a benefit.

THE COMPATIBILITY OF LAND USES

Compatibility of land uses has long been an important consideration. In fact, zoning was originally recognized as a public, health, safety, 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 is intended to produce greater compatibility between the different types of land use. As shown on Figure 4.1, the more intense the type of nonresidential land use, 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, since 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. 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 uses surrounding it.

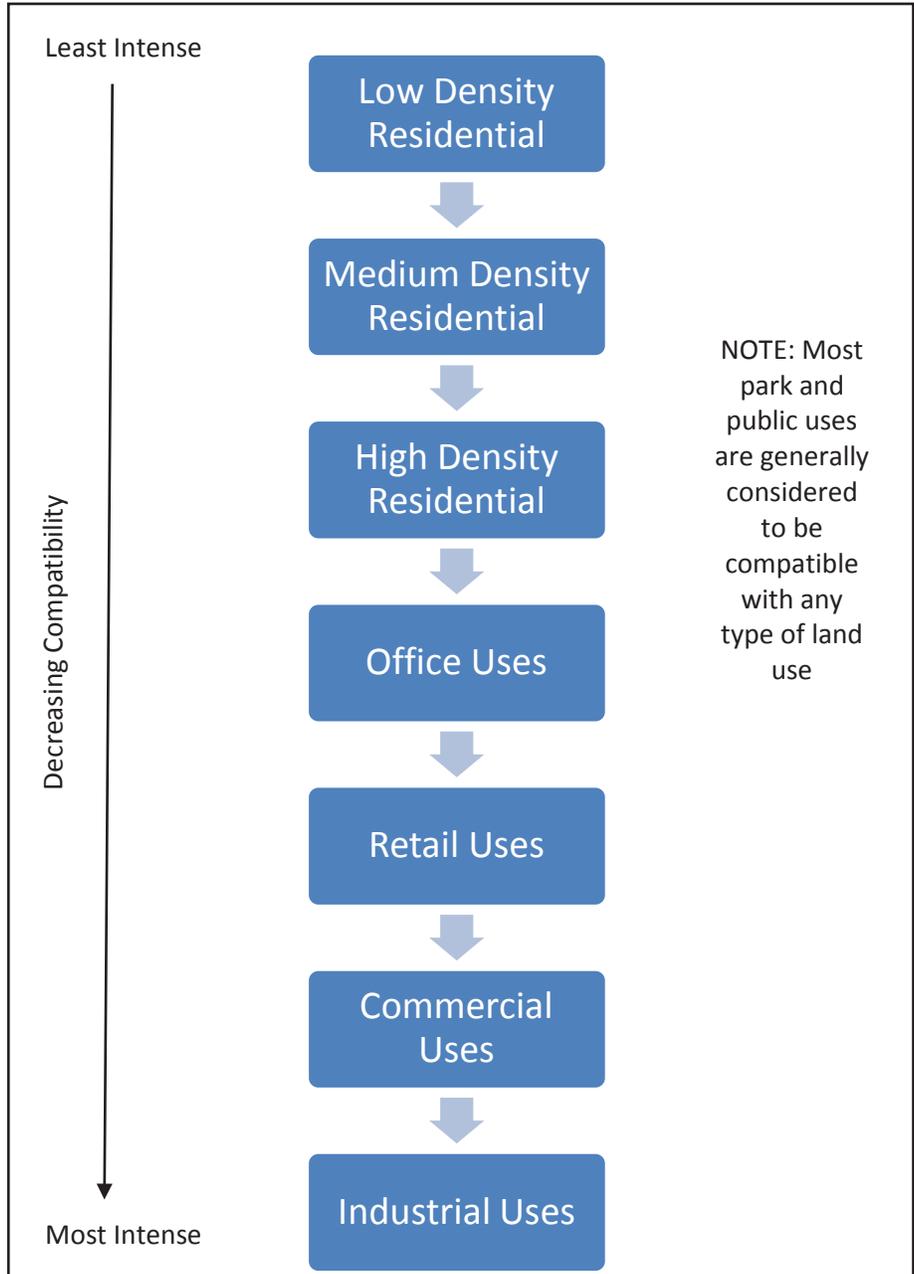


Figure 4.1 Compatibility Land Use Chart

FUTURE LAND USE TYPES

RESIDENTIAL LAND USES

Residential development is currently the predominate use within the City. The Future Land Use Plan recommends this trend continue in Granbury. It should be noted that low density residential land uses can be buffered from nonresidential uses with medium and high density residential land uses. The following sections discuss specific aspects of the recommended residential land uses within Granbury and its ETJ.

LOW DENSITY RESIDENTIAL

Single-family detached residential structures are examples of low density residential uses. This category refers to single-family homes that are generally included in typical subdivisions. Of the residential categories, it is recommended that low density residential continue to account for the largest percentage. The areas designated for low density residential land use are generally not adjacent to incompatible land uses, and are in proximity to existing single-family residential land use. Although all single-family areas have been labeled low density, the City should strive for a range of lot sizes to develop, and should reinforce this by providing a choice of several single-family zoning districts with various lot sizes in the Granbury Zoning Ordinance. Low density residential should not be utilized for nonresidential uses. In terms of development density, approximately two to six dwelling units per acre are appropriate for this category. Typically speaking, lot sizes range from about 7,000 to 12,000 square feet.



MEDIUM DENSITY RESIDENTIAL

This use is representative of single-family attached dwelling units, such as duplex units and townhomes. This category could also represent smaller lot detached units with a higher density than traditionally found in Low Density Residential areas. Medium density land uses often 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. It is anticipated that new areas for medium density land use will be developed in the future. The City should consider each proposed medium density development on its own merit, but also generally on the following:



- Medium density product often provide a buffer between low density single-family residential major thoroughfares or collectors, and higher intensity land uses, such as multi-family or nonresidential.
- Land proposed for development of patio homes or townhomes should be located in proximity to an arterial or collector roadway.

Generally speaking, medium density residential areas will have densities between six and ten dwelling units per acre.

HIGH DENSITY RESIDENTIAL

High density residential land use is characterized by multi-story apartment- and condominium-type units in attached living complexes. These developments may take a variety of forms. Traditional garden style apartments have, over the past few decades, been the primary design for multi-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. These complexes should include community amenities, such as fitness facilities, common active recreation areas, and dedicated open space areas.



A limited amount of high density residential land use is proposed by the Future Land Use Plan. This land use is primarily used as a buffer between lower density residential use and more intense land uses such as commercial areas. It is consistent with the Future Land Use Plan to locate this proposed use in areas that serve as a buffer, transitioning between incompatible land uses. Additionally, specific areas developed with maximum control by the City, may include mixed-use, assisted living, and senior facility centers. Generally speaking, high-density residential areas will have densities up to 18 dwelling units per acres.

MANUFACTURED HOUSING

There are several existing areas within Granbury that are characterized as manufactured homes. On the Future Land Use Plan Map, the areas that have been designated are consistent with areas wherein manufactured homes are currently located. Additionally, manufactured homes may be suitable as infill development within these existing designated areas.

NONRESIDENTIAL LAND USES

Generally, residents of a community should be able to live, work, and recreate all within the community itself. The existence of nonresidential uses allow these activities to occur. Citizens of Granbury should not have to travel to other cities in order to meet their needs for employment, goods, or services; as these needs should be met within the City. Further, the tax base and revenue generated by nonresidential uses, particularly retail establishments, are key benefits to the City. This revenue can then be used to provide higher level services for residents. To encourage this type of revenue generation, several areas of the City are recommended for various types of nonresidential use. These locations are primarily dependent on the location and proximity to other types of land use.

PUBLIC/ SEMI-PUBLIC

This designation comprises governmental, institutional, or religious land. Public/semi-public may include community facilities, fire and police facilities, schools, churches, and any additional land used by the City for storage or utilities. This land use is generally permitted within any area; therefore, the areas shown on the Future Land Use Plan Map include the 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 of potential needed increases in space and personnel for city administration.



PARKS, OPEN SPACE, AND FLOODPLAINS

Areas with this land use designation are representative of parks, recreational facilities, and open spaces that are currently in existence; however parks and open spaces are permitted within any area and are expected to increase with future growth. In addition, existing drainage ways and greenbelts are illustrated with this category in association with future trail opportunities. A community's park system is key to a high quality of life. The City has recognized this not only through its allocation of significant park areas, but also by the fact that a Parks, Recreation and Open Space Master Plan for Granbury has been incorporated as part of this Comprehensive Plan. The Parks Plan addresses specific future park locations, open space needs, and other recreational related issues, as well as funding mechanisms.



RETAIL/OFFICE

Retail land use typically includes establishments which provide merchandise for retail sale such as shopping centers, restaurants, and grocery stores and has the benefit of generating sales tax revenue. Offices are generally characterized by activities focusing on business or professional services such as medical, real estate, insurance, finance, and law. Additionally, provisions for the incorporation of neighborhood retail, such as specialty shops, convenience stores, neighborhood pharmacies, or small restaurants, can improve the general character of neighborhoods. Since retail and office are a lower intensity nonresidential use, it makes an ideal buffer between the various residential uses and higher-intensity nonresidential uses.



This designation is intended for nonresidential activities that aim to meet the needs of both local and regional residents. This category is associated with major road corridors such as US Highway 377 and major intersections. Areas suitable for this designation likely rely on significant daily traffic volumes of both commuters and passerby trips, making the locations particularly attractive for retail and some limited office uses.



For areas with larger scale developments, such as regional nodes, a retail center would be a suitable use that includes a combination of larger box stores, medium box stores, and associated pad sites for restaurants and small retailers. Building designs for grander sites should be larger in scale with unique architecture. Development in this area should be unique and high quality, creating a destination area to attract visitors to Granbury. Regional retail shopping centers should receive high priority within this category.

COMMERCIAL

Commercial land use is more intensive than retail establishments, yet this designation also provides goods and services for purchase. Commercial land use includes businesses such as banks, automobile-related services, manufactured home sales, self-storage units, and lodging locations.

Commercial uses often locate along major thoroughfares and freeways in order to ensure adequate accessibility. Limited general retail establishments may also be located within commercial areas, but the primary function of commercial areas will be for auto sales and service-type establishments. When near residential areas, commercial sites will require the use of screening and buffering techniques to mitigate any noise and light impacts on adjacent neighborhoods. When outside storage is used, screening should be used to minimize the visual impact on major corridors.

As illustrated on the Future Land Use Map, commercial nodes are planned to occur at a number of major intersections throughout the City. The size and depth of the commercial development at these sites will depend on the nature of the proposed development and the proximity to existing residential developments. Commercial corridors will be located primarily along US Highway 377. Additional key commercial areas will be developed along FM 4, Loop 567, FM 51 and FM 167. These corridors should develop according to sound planning principles in order to ensure orderly and desirable development patterns. As future arterial roadways are extended, the nodal form of commercial development will become more prevalent.



INDUSTRIAL/BUSINESS PARK

This land use designation is intended for a range of light and heavy commercial, industrial, indoor manufacturing, assembly, packaging and fabricating previously prepared materials, warehousing, and manufacturing uses. These businesses can be advantageous for a municipality in terms of providing employment and increasing the tax base. This land use could also include office/flex office uses such as research and development, technology centers and corporate offices.

Industrial land use is the most intense in nature and often requires large tracts of land. This intensity makes location requirements very important. Industrial uses should be located near major thoroughfares in order to provide easy access for semi-trailer trucks. Open space should be used to buffer residential developments from the effects of industrial land uses. Regulations regarding landscaping and performance standards should be imposed in order to ensure future industrial businesses will be an asset to the City of Granbury.



MIXED-USE

Areas with this land use designation are intended for a mixture of nonresidential and residential land uses. They are referred to as mixed-use because they integrate retail, office and entertainment, with a residential component. Mixed-use areas are intended to provide flexibility for the City and the development community in order for innovative and unique developments to occur. These areas could include housing for seniors or younger generations. Easy walking access to shopping and dining is an ideal component of the mixed-use areas. A mixed-use design should be oriented around the pedestrian and showcase natural features when possible. Buildings are often placed near streets and sidewalks. Additionally, much of the mixed-use designation will be located in small pockets. There are two types of mixed-use – vertical and horizontal. Vertical mixed-use incorporates multiple uses in one building on different floors. For example, a building could have shops and dining on the first floor and residential and office on the remaining floors. Horizontal mixed-use combines single-use buildings on one area with a range of uses.



EXAMPLES OF RETAIL, COMMERCIAL AND IN-BETWEEN USES

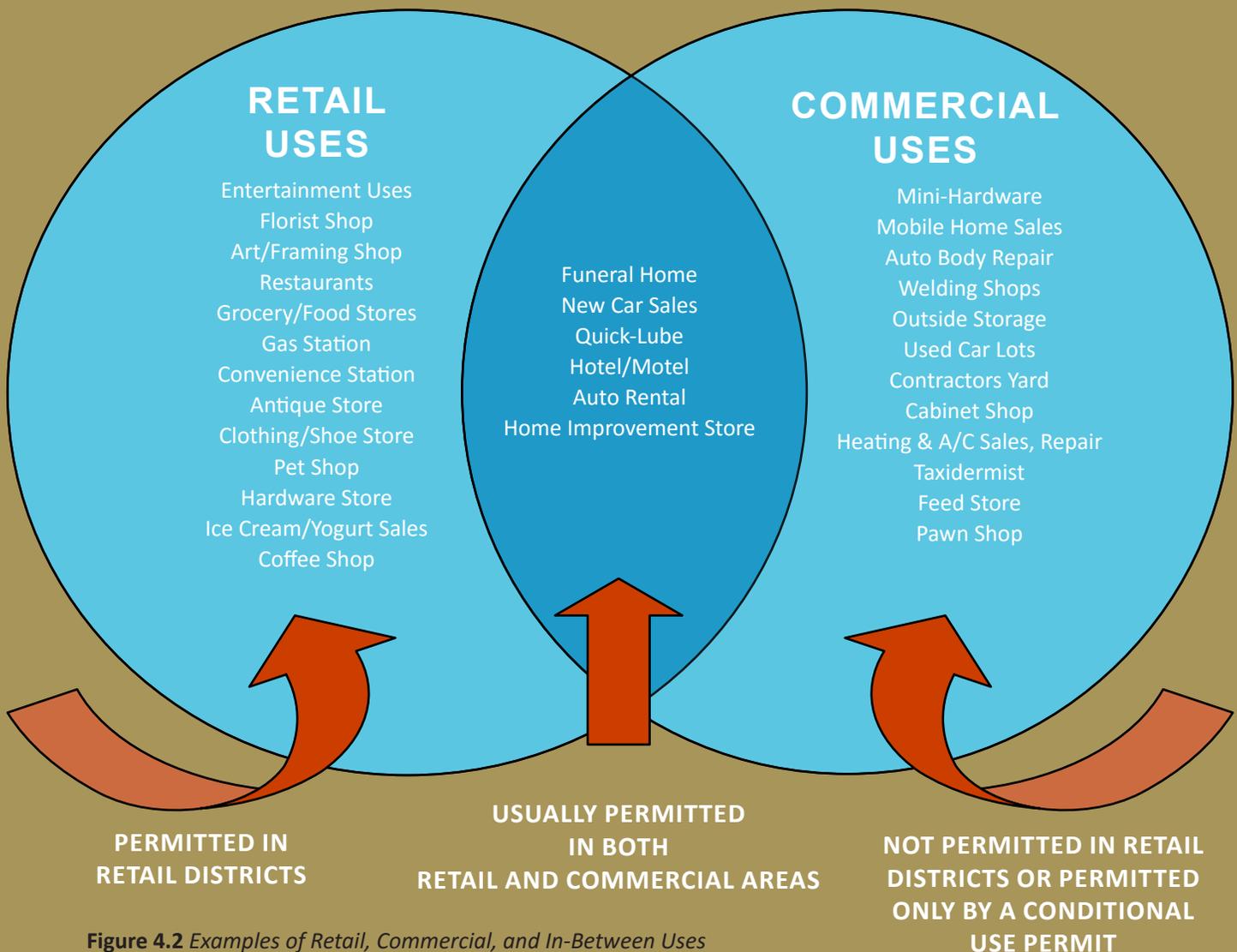


Figure 4.2 Examples of Retail, Commercial, and In-Between Uses

LAND USE PROJECTIONS

A Future Land Use Map with a diverse range of categories ensures Granbury is able to accommodate a variety of uses. There are no wrong development types, but there are wrong places to put them. We want to ensure that Granbury is a business-friendly community and that the City is able to accommodate a diverse range of development types. We also want to make sure that new development occurs in areas where it can thrive while minimally impacting residential communities.

The following acres and percents are estimates. Table 4.1 depicts the acreage breakdown of Granbury based upon the Future Land Use Plan. As depicted on the Future Land Use Map, the largest land use in Granbury will continue to be low density residential, comprising approximately 55.2 percent of the total land use. If additional community services, such as parks and recreation, are to be provided, nonresidential land uses must be fully utilized to maximize sales tax revenue. The Future Land Use Plan indicates that 5.2 percent of the total land use will be devoted to Retail/Office, 6.4 percent will be Commercial, 2.2 percent designated for Industrial, and 0.7 percent devoted to Mixed-Use. Medium Density Residential will comprise 1.5 percent and High Density will include approximately 1.6 percent.

Future Land Use	City Limits		ETJ		Total Area		
	Acres	%	Acres	%	Acres	%	
Residential							
Low Density	2,777	31.0%	15,245	70.1%	18,022	58.7%	
Medium Density	264	2.9%	178	0.8%	442	1.4%	
High Density	398	4.4%	108	0.5%	506	1.6%	
Manufactured Homes	12	0.1%	140	0.6%	152	0.5%	
Non Residential							
Mixed Use	143	1.6%	60	0.3%	203	0.7%	
Parks and Open Space	388	4.3%	342	1.6%	730	2.4%	
Public/Semi-Public	1,023	11.4%	274	1.3%	1,297	4.2%	
Retail/Office	1,224	13.7%	399	1.8%	1,623	5.3%	
Commercial	834	9.3%	1,172	5.4%	2,006	6.5%	
Industrial	488	5.4%	179	0.8%	667	2.2%	
Total Developed Acreage							
Total Developed Acreage	7,551	84.3%	18,097	83.2%	25,648	83.5%	
Lake	444	5.0%	2,504	11.5%	2,948	9.6%	
Right-of-Way	962	10.7%	1,162	5.3%	2,124	6.9%	
Total Acreage							
Total Acreage	8,957	100.0%	21,763	100.0%	30,720	100.0%	

Table 4.1 Future Land Use Plan Acreage Breakdown

For the most current version
of the Future Land Use Plan,
please see the City of Granbury
website: www.granbury.org

- or -

Please click on the following
link to be directed to the
[2016 Future Land Use Plan](#)

FUTURE POPULATION

HISTORIC GROWTH RATES

When calculating population projections, the Compound Annual Growth Rate (CAGR) is the best tool to utilize. CAGR projects the overall growth of the community, considering both periods of fast and slow growth. Using the CAGR allows for an average growth calculation over a longer period of time.

As illustrated in Table 4.2, Granbury’s growth has not been relatively consistent. However, when estimating future populations, the City’s historic CAGR of 2.58 percent is a good starting point for planning purpose.

Year	Granbury		Granbury Compound Annual Growth Rate (CAGR)
	Population	Percent Change	
1960	2,227	-	2.58%
1970	2,473	11.0%	
1980	3,332	34.7%	
1990	4,045	21.4%	
2000	5,718	41.4%	
2005	6,700	17.2%	
2010	7,978	19.1%	
*Est. 2015	9,386	17.6%	-

Source: U.S. Census; Texas State Data Center

Table 4.2 Population and Growth Rates

POPULATION PROJECTIONS AND ULTIMATE CAPACITY

The ultimate capacity, or build out, is the maximum number of residents Granbury can support within its city limits and ETJ. In other words, it represents the ultimate population that could be accommodated if Granbury were to develop according to the land use patterns portrayed in the Future Land Use Map. The ultimate capacity is important because it helps define what the implications of land use decisions are. Additionally, the ultimate capacity helps in regard to future infrastructure needs—particularly water, wastewater, and transportation.

Table 4.3 shows that if the remaining vacant land within the current city limits were developed as represented on the Future Land Use Plan, approximately 15,100 new residents could be expected. Similarly, as per Table 4.4, if the remaining vacant lands were to fully develop within the ETJ, then approximately 42,000 new residents would be expected in the ETJ alone. Its important to note these growth projections in Tables 4.3 and 4.4 are not expected to occur but were developed to illustrate land use potentials.

In total, Granbury’s Future Land Use Plan could accommodate approximately 59,700 additional residents. As seen in Table 4.5, when combined with the 2015 estimated population of 9,386, Granbury’s ultimate capacity, or build-out scenario, would be approximately 66,500 persons. This ultimate capacity projection is not expected to occur but was developed to illustrate land use potentials.

Estimated Population Growth Potential Within Current City Limits								
Vacant Residential Land Use	Estimated Vacant Acres	DUA ⁽¹⁾	Occ. Rate ⁽²⁾	PPH ⁽³⁾	ROW ⁽⁴⁾	Estimated Future Projected		
						Housing Units	House-holds	Population
Low Density Residential	1,524	2.0	85.0%	2.28	10%	2,743	2,332	5,316
Medium Density Residential	212	4.5	85.0%	2.28	15%	811	689	1,572
High Density Residential	268	18.0	85.0%	2.00	15%	4,100	3,485	6,971
Manufactured Home	2	2.5	85.0%	2.28	10%	5	4	9
Mixed Use	135	8.0	85.0%	2.00	30%	756	643	1,285
Estimated Growth Potential within Vacant Areas						8,415	7,153	15,152

Source: U.S. Census & FNI Data

(1) Dwelling Unit Per Acre (Net Acreage) (Mixed Use DUA can vary greatly based on flexibility in residential types)

(2) Occupancy Rate - 2010-2014 American Community Survey 5-Year Estimates (DP04)

(3) Person Per Household - 2010-2014 American Community Survey 5-Year Estimates (DP04)

(4) Percentage of "Vacant Acres" subtracted for roadways (estimated)

Table 4.3 Population Potential City Limits

Estimated Population Growth Potential Within Current ETJ								
Vacant Residential Land Use	Estimated Vacant Acres	DUA ⁽¹⁾	Occ. Rate ⁽²⁾	PPH ⁽³⁾	ROW ⁽⁴⁾	Estimated Future Projected		
						Housing Units	House-holds	Population
Low Density Residential	10,674	2.0	85.0%	2.28	10%	19,213	16,331	37,235
Medium Density Residential	162	4.5	85.0%	2.28	15%	620	527	1,201
High Density Residential	107	18.0	85.0%	2.00	15%	1,637	1,392	2,783
Manufactured Home	51	2.5	85.0%	2.28	10%	115	98	222
Mixed Use	60	8.0	85.0%	2.00	30%	336	286	571
Estimated Growth Potential within Vacant Areas						21,921	18,633	42,013

Source: U.S. Census & FNI Data

(1) Dwelling Unit Per Acre (Net Acreage) (Mixed Use DUA can vary greatly based on flexibility in residential types)

(2) Occupancy Rate - 2010-2014 American Community Survey 5-Year Estimates (DP04)

(3) Person Per Household - 2010-2014 American Community Survey 5-Year Estimates (DP04)

(4) Percentage of "Vacant Acres" subtracted for roadways (estimated)

Table 4.4 Population Potential ETJ

Estimated Ultimate Population Capacity										
Vacant Residential Land Use	City Limits	ETJ	Planning Area	DUA ⁽¹⁾	Occ. Rate ⁽²⁾	PPH ⁽³⁾	ROW ⁽⁴⁾	Estimated Future Projected		
								Housing Units	House-holds	Population
Low Density Residential	1,524	10,674	12,198	2.0	85.0%	2.28	10%	21,956	18,663	42,552
Medium Density Residential	212	162	374	4.5	85.0%	2.28	15%	1,431	1,216	2,772
High Density Residential	268	107	375	18.0	85.0%	2.00	15%	5,738	4,877	9,754
Manufactured Home	2	51	53	2.5	85.0%	2.28	10%	119	101	231
Mixed Use	135	60	195	8.0	85.0%	2.00	30%	1,092	928	1,856
Estimated Ultimate Capacity within Vacant Areas								30,336	25,785	57,165
2015 Population Estimate (Current Population)								4,377	3,720	9,386
Estimated Ultimate Population Capacity of Planning Area (City + ETJ)								34,713	29,506	66,551

Source: U.S. Census & FNI Data

(1) Dwelling Unit Per Acre (Net Acreage) (Mixed Use DUA can vary greatly based on flexibility in residential types)

(2) Occupancy Rate - 2010-2014 American Community Survey 5-Year Estimates (DP04)

(3) Person Per Household - 2010-2014 American Community Survey 5-Year Estimates (DP04)

(4) Percentage of "Vacant Acres" subtracted for roadways (estimated)

Table 4.5 Ultimate Capacity of City Limits and ETJ

GROWTH RATE SCENARIOS

Growth rate scenarios are based on past growth rates and anticipated future development. Table 4.6, shows four different growth rate scenarios projected through the year 2050. It is recommended that Granbury use a CAGR between 2.5 percent and 3.0 percent for planning purposes.

Continuing Granbury’s historic growth trends, the 2.5 percent can provide population estimates by year. For instance, it is estimated that in 2025 the City’s population would be 12,015 residents and approximately 13,594 by the year 2030. As shown in Table 4.6, Granbury’s planning area is not estimated to reach capacity by 2050. In order to illustrate a build-out situation in which the population exceeds the ultimate capacity, a higher growth rate of 3.0 percent must be applied.

It is a very unlikely scenario for Granbury to reach full population capacity unless the CAGR is increased dramatically. It is important to keep in mind that population projections are subject to change and can be impacted by a number of factors, such as the local and national economies and the real estate market.

Year	Growth Rate Scenarios			
	1.5%	2.0%	2.5%	3.0%
2015	9,386	9,386	9,386	9,386
2016	9,527	9,574	9,621	9,668
2017	9,668	9,765	9,861	9,958
2018	9,813	9,960	10,108	10,256
2019	9,960	10,160	10,360	10,564
2020	10,109	10,363	10,619	10,881
2021	10,261	10,570	10,885	11,207
2022	10,415	10,782	11,157	11,544
2023	10,571	10,997	11,436	11,890
2024	10,730	11,217	11,722	12,247
2025	10,890	11,441	12,015	12,614
2026	11,054	11,670	12,315	12,992
2027	11,220	11,904	12,623	13,382
2028	11,388	12,142	12,939	13,784
2029	11,559	12,385	13,262	14,197
2030	11,732	12,632	13,594	14,623
2031	11,908	12,885	13,934	15,062
2032	12,087	13,143	14,282	15,514
2033	12,268	13,406	14,639	15,979
2034	12,452	13,674	15,005	16,458
2035	12,639	13,947	15,380	16,952
2036	12,828	14,226	15,765	17,461
2037	13,021	14,511	16,159	17,985
2038	13,216	14,801	16,563	18,524
2039	13,414	15,097	16,977	19,080
2040	13,616	15,399	17,401	19,652
2041	13,820	15,707	17,836	20,242
2042	14,027	16,021	18,282	20,849
2043	14,238	16,341	18,739	21,474
2044	14,451	16,668	19,208	22,119
2045	14,668	17,001	19,688	22,782
2046	14,888	17,341	20,180	23,466
2047	15,111	17,688	20,684	24,170
2048	15,338	18,042	21,202	24,895
2049	15,568	18,403	21,732	25,642
2050	15,801	18,771	22,275	26,411

Table 4.6 Growth Rate Scenarios

FUTURE LAND USE STRATEGIES

4.1 Adopt the Future Land Use Map and perform a zoning diagnostic to revise the zoning map based on the Future Land Use Plan.

4.2 Ensure a diverse mixture of housing types and sizes to create full life-cycle housing within Granbury.

4.3 Integrate retail nodes at major intersections.

4.4 Use retail infill and rehabilitation efforts along Highway 377 to transition deteriorating commercial uses.

4.5 Utilize the Future Land Use Plan in daily decision-making regarding land use and development proposals for consistency and continuity.

4.6 Explore long term strategies for development and redevelopment within the ETJ.

4.7 Consolidate industrial and manufacturing land uses in the Industrial/Business Park area to minimize incompatible land uses within residential areas and to promote regional economic development.

4.8 Facilitate new mixed-use development opportunities for Granbury.

4.9 Provide regional retail and commercial activities along major thoroughfares.

4.10 Promote nonresidential tax generating land uses such as retail throughout the City to diversify and increase the City's tax base.

4.11 Integrate neighborhood-focused local nonresidential uses within neighborhoods to provide convenience to necessary services.

4.12 Create family-oriented venues that provide opportunities for entertainment, community gatherings and festivals.

4.13 Regularly update and maintain current Water, Wastewater and Stormwater Master Plans.

4.14 Regularly update and maintain a Capital Improvement Program and seek funding opportunities to incrementally implement critical infrastructure needs.

4.15 Facilitate public/private partnerships as opportunities exist to expand.

4.16 Grow infrastructure to support job growth industries.



PARKS MASTER PLAN

5



PARKS MASTER PLAN

The City of Granbury maintains approximately 150 acres of parks and open space. In addition to this land, the Brazos River Authority maintains approximately 50 acres of land on the shores of Lake Granbury. The 2010 Parks, Recreation & Open Space Master Plan (referred to as the Master Plan) was created to give the City guidance on the development of parks, recreation and open space. The Master Plan was adopted on May 3, 2011. Below is a summary of findings and recommendations from this report.

PARKS, RECREATION & OPEN SPACE MASTER PLAN GOALS

Based upon input from Granbury's residents, City Council, Parks and Recreation Advisory Board, and City staff, the Master Plan states the following vision for the community: *Protect, preserve, and enhance Granbury's charm and character while promoting progress and economic growth.* With this vision in mind, the following goals are outlined in the introduction of the Master Plan:

- Connect the City physically, visually, and culturally through an interlinked system of parks, open spaces, and trails located along linear features such as the shores of Lake Granbury, creeks, and railroad easements.
- Embrace Lake Granbury by preserving view corridors and providing places where people can access and enjoy the lake and its shoreline.
- Preserve Granbury's character and historic charm by protecting the rural landscapes surrounding the City and incorporating cultural themes in the parks, open spaces, and trails.
- Partner with Hood County and the Brazos River Authority to efficiently and equitably meet regional demands for recreational facilities.
- Engage the community by providing opportunities for people to gather and interact, as well as activities that provide passive and active recreation for all age groups.
- Utilize the parks, recreation, and open space system as a tool to help support Granbury's tourism economy and encourage economic prosperity.



PARK TYPES

NEIGHBORHOOD PARKS

HEWLETT PARK

At 8.3 acres, Hewlett Park is Granbury's newest part. Amenities include a playground, pavilion, restrooms, trail, mature trees, a demonstration garden, ample parking, and a wetland area. The Master Plan recommends maintaining the quality of this park due to its location, as it serves as a gateway into Granbury's Historic Downtown.

LAMBERT BRANCH PARK

Lambert Branch Park includes amenities such as fishing/viewing pier, picnic tables and a turf area. Most of the 3.3 acres are undeveloped open space. Plans are underway to develop this site into a historic village. The Master Plan recommends that the buildings of the historic village are arranged in a cohesive manner that relates to the surrounding neighborhood.

COMMUNITY PARKS

PEARL STREET CITY PARK

In close proximity to schools, this 34 acre park serves as Granbury's primary park for active recreational use and includes soccer fields, baseball/softball fields, and a shade structure for large gatherings. The Master Plan suggests creating a shared-use agreement with the nearby schools, adding vegetation for additional shade, and improving the connection to the hike and bike trail.

MOORE STREET BASEBALL COMPLEX COMMUNITY PARK

Moore Street Baseball Complex Community Park is a 10 acre baseball complex sitting next to the Moments in Time Hike and Bike Trail. The park has a small area of undeveloped land. The Master Plan recommends using this land for future amenities such as a playground or BMX track.

SPECIAL PURPOSE PARKS

CITY BEACH PARK

City Beach Park provides a unique experience with sand and tiki huts. At 1.5 acres, this park is one of the few public places to access the lake.

SHANLEY PARK, LAROE PARK AND BICENTENNIAL PARK

Though these three parks are owned by three separate entities, they function as one single park due to their collective connectivity. This area often hosts weddings due to its beauty. The Master Plan points out pedestrian circulation issues and potential erosion hazards as areas for improvement to this park.

ROCK PARK

Rock Park has a limited functionality based on its location and 0.4 acre size. It gets its name from the pile of rocks located on site. The Master Plan offers small-scale park options for the future development of this land, such as pocket parks, community gardens or playgrounds.

CITY BOAT RAMP PARK

City Boat Ramp Park embraces the quaint character of the City of Granbury with ornamental lighting and stone cladding on the restroom facility. A majority of the 3.5 acres of this park are used as a parking lot. The Master Plan recommends adding vegetative islands to this parking area to enhance the appearance of the park and soften the hardscape of the parking lot. Other recommendations include adding an additional floating courtesy dock and extending the exiting floating courtesy dock.

RAILROAD WATERFRONT PARK

This undeveloped park has limited access and would require either a crossing at the rail line or an access easement through one of two private residential areas. The Master Plan provides the additional option to have the primary access via water vessels with an auxiliary access route for emergency vehicles.

THE JIM BURKS FIREFIGHTERS MEMORIAL PARK

This 0.8 acre park serves both as a play facility for children as well as a memorial. While this park is easily accessed from the Moments in Time Hike and Bike Trail, vehicular access is limited with only one entrance/exit from the parking lot and narrow site parameters. The Master Plan recommends adding additional vegetation along the northern side of the park to add a safety buffer from the adjacent rail line.

OPEN SPACE PRESERVES/NATURE AREAS

OLD LANDFILL

These 40 acres located southwest of the City are an excellent opportunity for the community as a space for bird-watching and open space preserve. Being a former landfill, building restrictions are in place so the Master Plan suggests this site be developed either as a nature area or a passive community park.

MOORE STREET OPEN SPACE

Moore Street Open Space is a 43.3 acre that includes a variety of natural areas such as large tree clusters that provide a sense of seclusion and intimacy. The Master Plan recommends that this space remain mostly undeveloped so that it can be enjoyed for its natural beauty and aesthetics.

HIKE AND BIKE TRAILS

MOMENTS IN TIME HIKE AND BIKE TRAIL

The Moments in Time Hike and Bike Trail runs 2.5 miles through the City connecting a majority of Granbury’s parks into a connected system. “Moments in Time” plaques along the trail denote significant events or people that have made an important impact on Granbury.

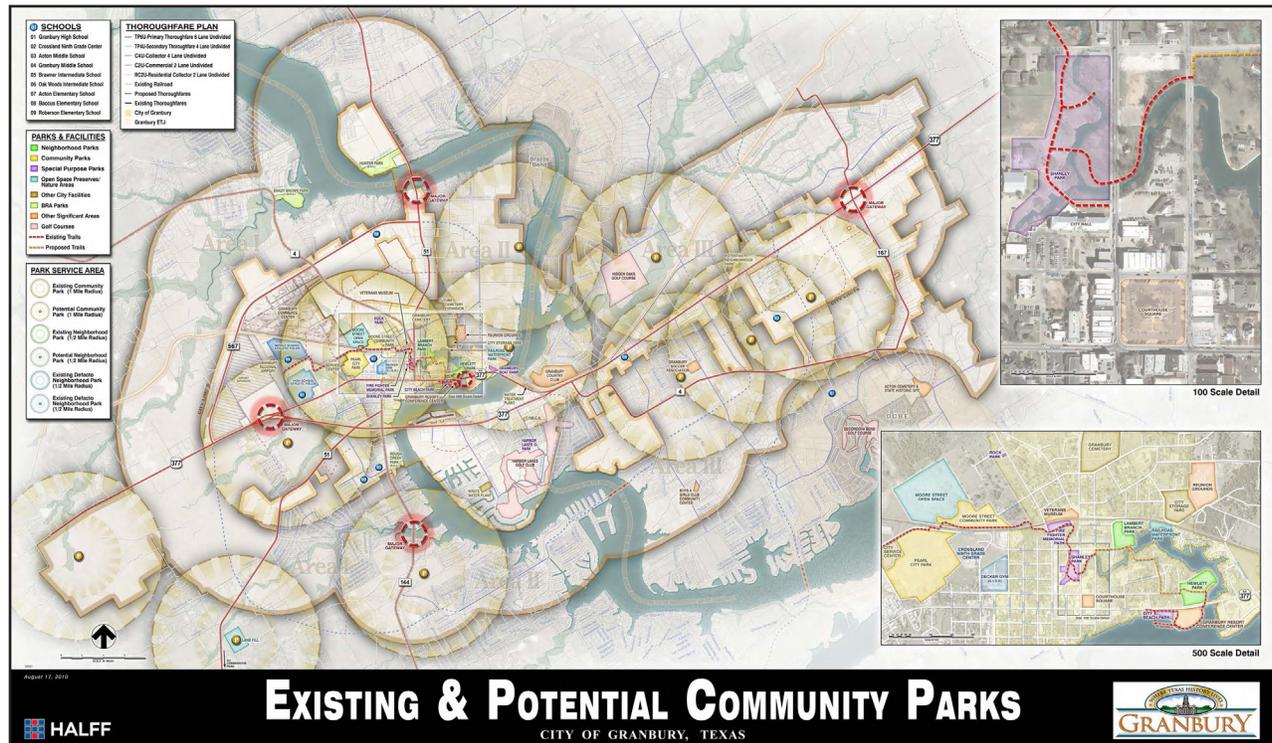


Figure 5.1 Existing and Potential Community Parks Map
 Source: 2010 Parks, Recreation & Open Space Master Plan Cover, Halff Associates Inc.

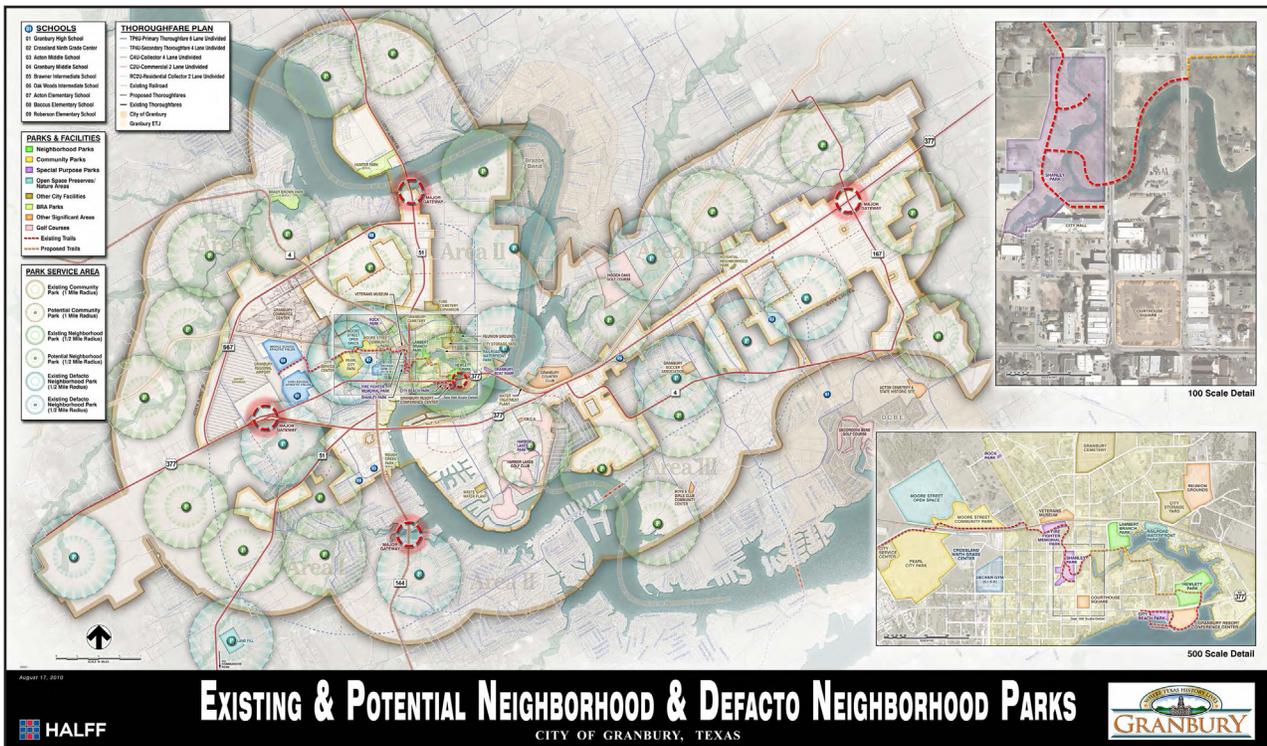


Figure 5.2 Existing and Potential Neighborhood and Defacto Neighborhood Parks
 Source: 2010 Parks, Recreation & Open Space Master Plan Cover, Halff Associates Inc.

MASTER PLAN RECOMMENDATIONS

The 2010 Parks, Recreation & Open Space Master Plan establishes several recommendations that fall into four general categories:

LANDSCAPE AND OPEN SPACE PROTECTION

- Develop a Floodplain Protection Plan.
- Adopt a Floodplain Management Strategy.
- Develop Cultural and Environmental Resource Inventory.
- Acquire Open Space.
- Develop a View Shed Master Plan.

EMBRACE THE LAKE

- Provide physical and visual connections to the lake.
- Develop lakeside parks and amenities.

STRATEGIC POLICY

- Encourage density equivalent/conservation development.
- Encourage Purchase/Transfer of Development Rights.
- Partner with Hood County for facility provision and/or funding assistance.
- Revise the Park Land Dedication Ordinance.

PARKS, TRAILS AND FACILITIES

- Develop community “living rooms”.
- Acquire land for neighborhood and community parks.
- Develop more trails.
- Construct recreation facilities.
- Create Neighborhood Park Development Guidelines.
- Create Community Park Development Guidelines.



THOROUGHFARE PLAN

6



THOROUGHFARE PLAN

EXISTING CONDITIONS

EXISTING FUNCTIONAL CLASSIFICATION

Functional street classification recognizes that streets are part of a system having diverse origins and destinations. 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. Granbury's existing thoroughfare plan defines the roadway network into different classes including primary thoroughfare, secondary thoroughfare, collector, commercial, and residential as shown in the Thoroughfare Plan in Figure 6.1.

THOROUGHFARES

- Highway 377 is the primary thoroughfare through Granbury, providing regional access between Stephenville and Fort Worth. It is currently four-lanes wide through most of the City and reduces to a two-lane roadway west of the Business 377 junction near western city limits. Most collector facilities in the City connect to Highway 377 via at grade intersections. The portion of Highway 377 east of Lake Granbury has multiple signalized intersections and driveway access points adversely affecting the flow of traffic.

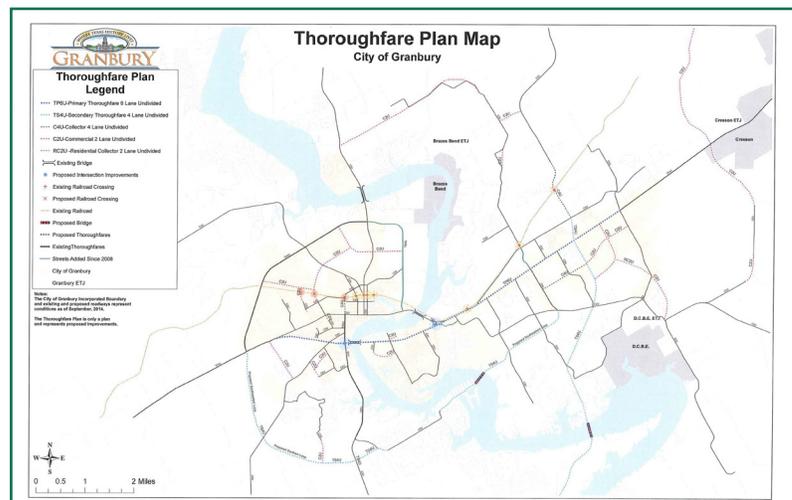


Figure 6.1 Previous Thoroughfare Plan

- Loop 567 in the northwest part of Granbury is a two-lane facility providing a bypass route between Highway 377 to the west and FM 51 to the north. An extension of the Loop 567 was recently constructed to connect FM 51 to Business 377 northeast of the Downtown. Most of the land parcels adjacent to Loop 567 are currently undeveloped.

COLLECTORS

- Business 377/Pearl Street passes through Historic Downtown Granbury just south of the County courthouse square. It is a two-lane facility that was the original Highway 377 that crossed over the Brazos River. Development along Business 377 ranges from residential, retail, commercial, and public. Granbury High School is located along Business 377 near its western junction with Highway 377.
- SH 144 runs north-south providing connectivity between Granbury and Glen Rose located to the south. Within the city limits and ETJ, SH 144 is a four-lane facility with a continuous turn lane in the middle. It is also referred as to Morgan Street with in the ETJ, and Glen Rose Highway further to the south.
- FM 4 is a two-lane facility that connects Granbury to the towns and communities in the northwest (Lipan,

Palo Pinto) and southeast (Acton, Cleburne). The northwest portion is also called Lipan Highway and the southeast section is called Acton Highway. FM 4 meanders through the countryside and along the banks of the lake with single-family residential dwellings and commercial businesses fronting directly on the road. Lipan Highway is identified as the northwest section of FM 4.

- FM 51 runs in the north-south direction that connects Granbury to Weatherford to the North and western Somervell County to the south. It is a two-lane wide facility known as Houston Street to the north of the Downtown, and Paluxy Road southwest of the Downtown.
- FM 167 is a two-lane roadway that runs north-south and connects to Highway 377 in the eastern part of the City. To the north of Highway 377, it is also called Temple Hall Highway. South of Highway 377 it is known as Fall Creek Highway and provides an alternative route to Acton.
- Other important facilities that serve as collectors and connect to Highway 377 include FM 301 (Waters Edge Drive), FM 303 (Davis Road), FM 323 (Cleveland Road), James Road, and Old Granbury Road. All of these are two-lane undivided roadways.

EXISTING TRAFFIC SIGNAL LOCATIONS

There are a total of 25 traffic signals located within the City. Most of the signals are located on the two major regional roadways of Highway 377 and SH 144 as identified in Figure 6.2.

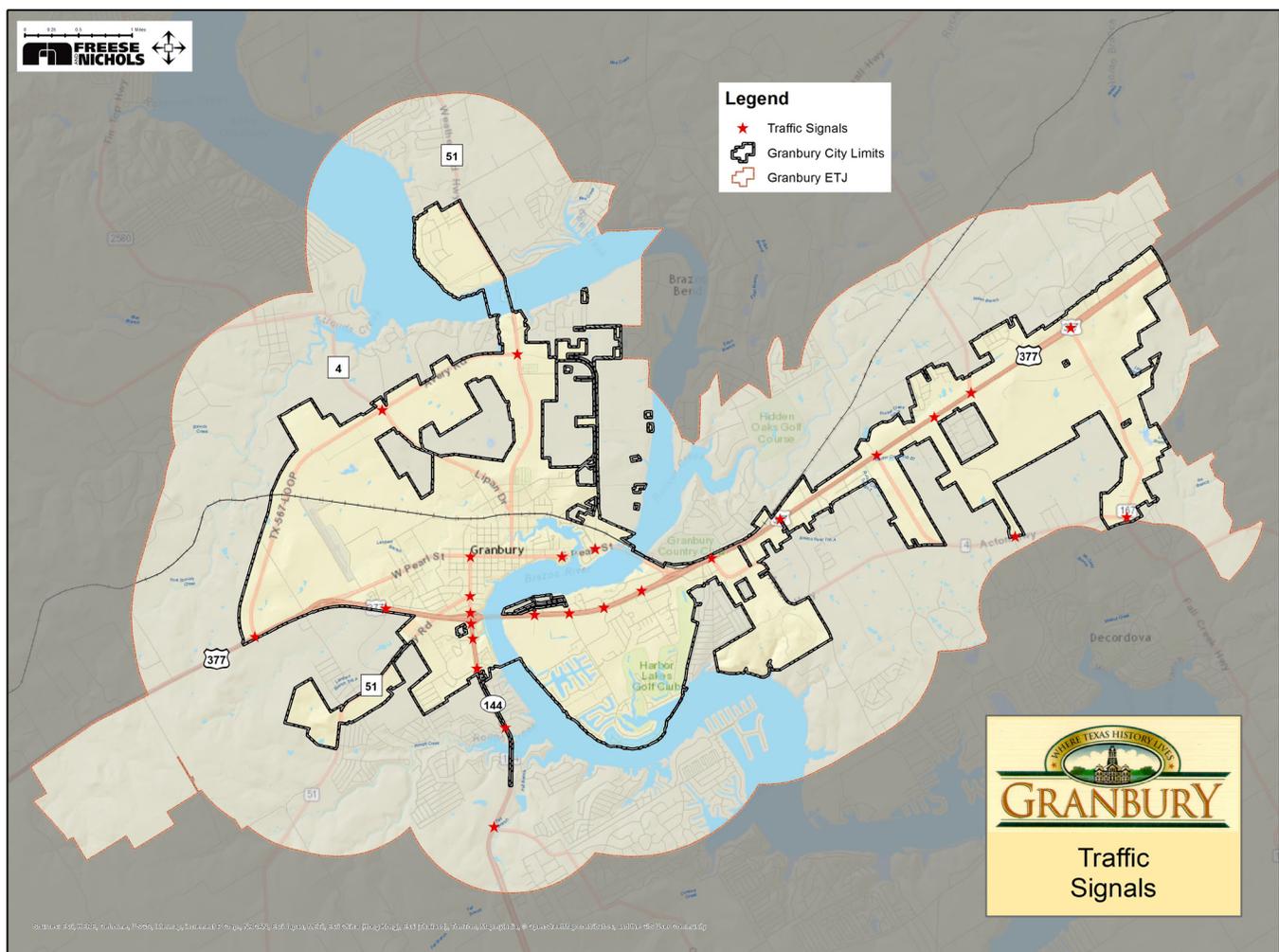


Figure 6.2 Existing Traffic Signals Locations

REGIONAL HIGHLIGHT: CHISHOLM TRAIL PARKWAY (CTP)

The Chisholm Trail Parkway (CTP) is a 27.6-mile, \$1.4 billion toll road that extends from downtown Fort Worth south to Cleburne. Many years of collaborative planning efforts between the North Texas Tollway Authority (NTTA), the Texas Department of Transportation (TxDOT), the North Central Texas Council of Governments (NCTCOG), Tarrant and Johnson counties, Western Railroad and Union Pacific Railroad, as well as the cities of Fort Worth, Burleson and Cleburne went into this large regional



Source: 1 www.fortworthchamber.com

transportation initiative.¹ Construction on the Parkway began in 2010 and opened in 2014. The north-south toll road provides motorists with an alternate route to Interstate 35W and opens up new areas for retail and residential development, as access to new land and surrounding cities is increased.

As the Chisholm Trail Parkway was scheduled to open, there were already more than 3,000 homes planned for construction in Johnson County.² The North Central Texas Council of Governments projects a conservative population increase for the region of nearly 40,162 persons by 2020 and 48,389 by 2035. Some cities, like Cleburne, are planning for massive growth, with the population going from 29,747 (U.S. Census 2013) to 100,000 by 2040. Major companies are choosing to locate their businesses along the corridor to take advantage of the population boom and increased accessibility. According to a 2012 survey by Area Development, 90.1 percent of executives consider highway accessibility to be “very important” or “important” when selecting new sites for development.³ In survey after survey conducted, the communities in Dallas-Fort Worth Metroplex rank among the country’s top places to live, work and play. According to a study done by the University of North Texas Center for Economic Development and Research, toll roads not only boost mobility and home values, but they also give the region a competitive edge for businesses as well. The study specifically highlights the CTP project as representing nearly \$1.6 billion in new regional infrastructure spending with an economic impact exceeding \$3.2 billion through project completion. This level of economic growth and activity will support more than 21,000 persons-years of employment paying nearly \$1.7 billion in salaries, wages and benefits. In addition, CTP construction contributed around \$400 million to property income throughout the DFW region. The entire NTTA network grew from 55 lane miles of roadway to more than 950 lane miles with the completion of the CTP. The economic impacts of the CTP cannot yet be fully understood, as the roadway gains new ridership and the region gains new residents every day. It will be a key factor in discussing the future of Granbury. Though the Parkway does not directly impact our community, its indirect effects will surely be felt here and should be capitalized on.

¹ *Chisholm Trail Parkway*. North Texas Toll Authority (NTTA). <https://www.ntta.org/roadsprojects/projprog/ChisholmTrail/Pages/default.aspx>. Accessed August 2015.

² Campbell, Elizabeth. “Chisholm Trail Parkway driving growth in Johnson County.” *Star Telegram*. August, 22, 2014. <http://www.star-telegram.com/news/local/article3870384.html>

³ *Area Development: 27th Annual Survey of Corporate Executives*, accessed 9/23/14 at <http://www.areadevelopment.com/Corporate-Consultants-Survey-Results/Q1-2013/27th-Corporate-Executive-RE-survey-results-37376241.shtml>.

⁴ *Chisholm Trail Parkway*. North Texas Toll Authority (NTTA).

⁵ Gray, Matthew, Terry Clower, Ph.D., Owen Wilson-Chavez, Michael Bomba, Ph.D., and Michael Seman, Ph.D. *Assessing the Economic, Fiscal, and Developmental Impacts of the North Texas Tollway Authority Network: 2014 Update*. University of North Texas Center for Economic Development and Research. 2014.

TXDOT FUNCTIONAL CLASSIFICATION

Transportation Planning and Programming (TPP) division of TxDOT works with TxDOT districts, MPOs, and local municipalities to develop and maintain maps showing functional classification of roadways throughout the state. A functional classification map for the roadways in and around the City of Granbury is shown in Figure 6.3. Highway 377 through the City is defined as a principal arterial as it provides regional connectivity with Stephenville to the southwest and Fort Worth to the northeast. Business 377 through the Downtown area is defined as a minor arterial. Highway 51 north of Business 377 and Highway 144 to the south are also minor arterials that provide the necessary north-south mobility.

Major collectors include Loop 567 North, FM 51, FM 4, FM 167, Acton Highway, FM 303, FM 323/ Cleveland Road, FM 310, and FM 301/Waters Edge Drive.

Minor collectors include Meander Road north of Highway 377, and Holmes Drive between Highway 377 and FM 51/Paluxy Road to the east.

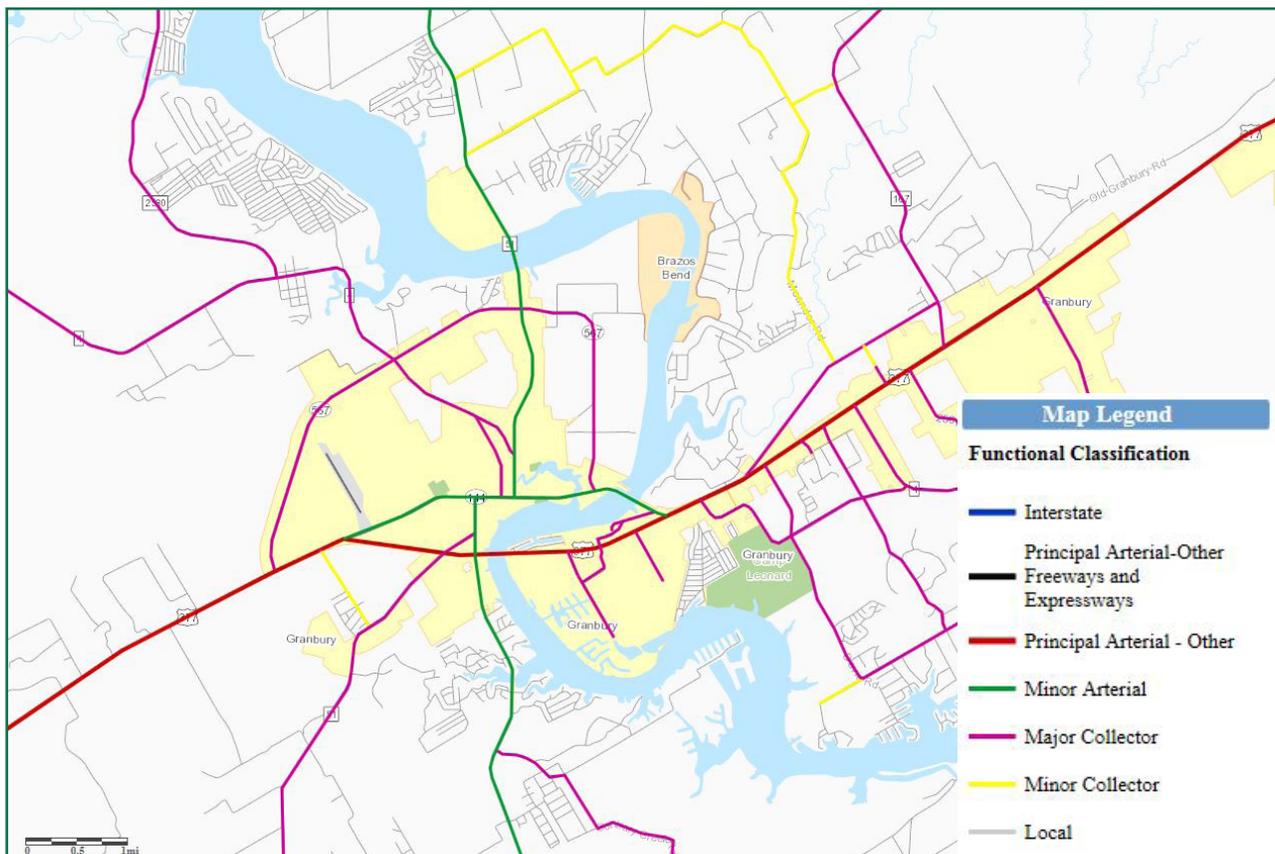


Figure 6.3 Existing Functional Classifications Map, Source: TxDOT

MAJOR TRAFFIC GENERATORS

One of the major traffic generators within the City is concentrated along Highway 377 corridor east of Lake Granbury and comprised of predominantly commercial and retail establishments. The other major traffic generator is Historic Downtown Granbury and the government office complex near the county courthouse.

TRAFFIC VOLUMES

Traffic volumes available from TxDOT include the Annual Average Daily Traffic (AADT) counts collected annually on TxDOT-maintained roads. Highway 377 is the busiest roadway through the City with a high variation in traffic demand at locations throughout the city limits. The latest available counts for year 2015 show an AADT of 21,968 on Highway 377 just east of FM 167 near the eastern limit. Further west, the AADT increases to 34,120 west of Acton Highway. The AADT increases to 42,135 just east of Business 377 junction – the highest recorded in the city limit. West of Lake Granbury, the traffic decreases from 36,767 near the bridge, and decreases to 12,295 near the west junction of Business 377. These 2015 AADT counts along Highway 377 and other major roadways are shown in Figure 6.4.

Historical AADT traffic counts from year 2010 through 2015 at locations along Highway 377 and other major roadways are summarized in Table 6.1 and Table 6.2. The traffic count data indicates that while there was no significant growth between 2010 and 2014, traffic volumes have increased in 2015 on Highway 377. On the other hand, no significant growth in traffic has occurred for most other roadways north and south of Highway 377.

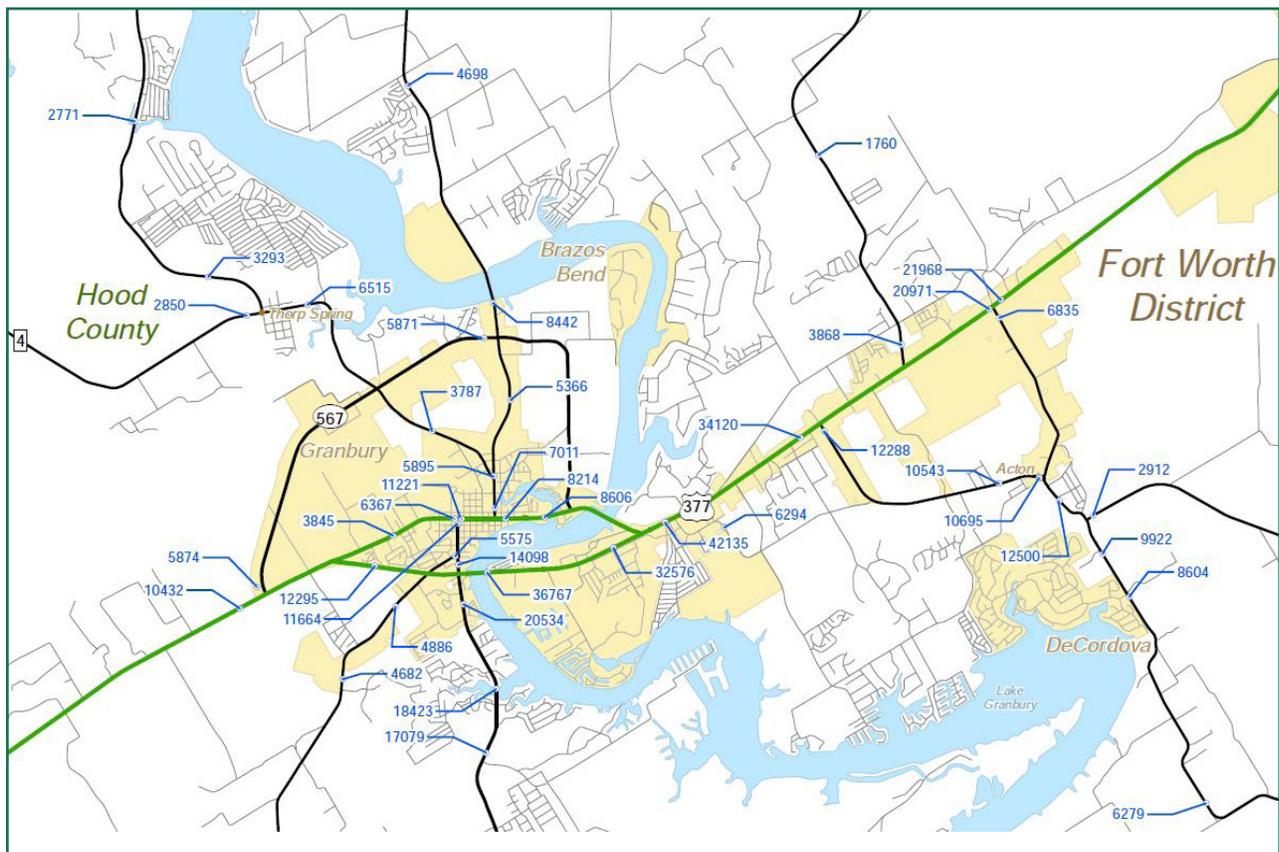


Figure 6.4 Annual Average Daily Traffic Counts, Source: TxDOT

Location along US 377	Annual Average Daily Traffic by Year						Growth Rate (2010-2015)
	2010	2011	2012	2013	2014	2015	
East of Bus 377 (West Junction)	11,500	10,700	11,900	10,956	11,114	12,295	1.4%
At Lake Granbury Bridge	31,000	34,000	34,000	33,853	32,718	36,767	3.7%
East of Bus 377 (East Junction)	34,000	39,000	41,000	38,684	36,836	42,135	4.8%
East of FM 167 (Fall Creek Hwy)	21,000	20,000	22,000	21,606	18,717	21,968	0.9%
Average							2.7%

Table 6.1 Annual Average Daily Traffic by Year

Location	Annual Average Daily Traffic by Year						Growth Rate (2010-2015)
	2010	2011	2012	2013	2014	2015	
Bus 377 East of Hwy 377	2,600	3,700	3,600	2,699	2,794	3,845	9.6%
Bus 377 West of Hwy 377	12,400	12,600	13,900	10,839	9,008	8,606	-6.1%
FM 51 North of Bus 377	7,000	6,600	6,400	3,807	5,839	5,575	-4.1%
FM 51 South of Hwy 377	5,300	5,300	5,200	2,814	4,974	4,886	-1.6%
SH 144 North of Hwy 377	13,400	14,000	14,900	15,907	13,562	14,098	1.0%
SH 144 South of Hwy 377	20,000	19,100	20,000	22,823	19,948	20,534	0.5%
Acton Hwy South of Hwy 377	10,000			7,977	8,798	12,288	4.6%
FM 167 North of Hwy 377	4,000	4,100	4,100	4,024	3,480	3,868	-0.7%
FM 167 South of Hwy 377	6,700	6,700	6,500	6,173	5,910	6,835	0.4%
Average							0.4%

Table 6.2 Annual Average Daily Traffic by Year

EXISTING TRAFFIC ISSUES

The residents who utilize the roadway and other public infrastructure on a regular basis provide the most valuable insight into the present and recurring issues such as traffic congestion. To solicit resident input, a Town Hall meeting was conducted on November 10, 2015 at the Granbury Town Hall. Citizens were asked to identify areas of concern or interest. Some of the transportation issues identified are listed below.

As part of the Comprehensive Plan’s online community survey, residents were asked about the number one transportation issue facing Granbury. 131 people responded with comments, most of which related to traffic congestion along Highway 377. Some of the frequently mentioned traffic issues from the community survey include:

- The traffic congestion along Highway 377 due to multiple intersections and driveways.
- Lack of signal synchronization along Highway 377.
- Limited alternatives to bypass congestion along Highway 377.
- Lack of public transportation.
- Railroad crossing of Highway 377 in Cresson.

PUBLIC INPUT AT TOWN HALL

What other possible routes could relieve Highway 377?

- Improve Old Acton Highway
- Improve Old Granbury Road
- Crossing Streets – Harbor Lakes Drive, Davis Road, Cleveland Road – extend to Old Granbury Road
- Develop a new road that runs east-west between Highway 377 and Old Acton Highway
- Make 167 a new loop around Granbury to the north and create a new road to the south that goes to Acton
- Rail connection (commuter) to Fort Worth

What should Highway 377 ultimately look like?

- Cleaner
- Six-lane divided boulevard– landscaped.

Given that Highway 377 improvements may be long-term, what are short-term improvements the City could implement?

- Develop Comanche Peak Trail – A toll road at 1187 and Chisholm Trail Parkway

TRANSPORTATION PLANNING

LAND USE AND TRANSPORTATION

Land use and transportation decisions directly influence and impact one another. By coordinating land use and transportation decisions, we can better allocate public resources to more effectively provide the infrastructure network to facilitate development and redevelopment objectives. Comparing the existing conditions to future land uses highlights the following transportation needs:

- The currently undeveloped parcels of land along north and south sides of Highway 377, west of Loop 567 are designated for retail/commercial development. This would add traffic to Highway 377 which would need access management to limit conflicts and interruptions along Highway 377.
- Land along both sides of Acton Highway south of Highway 377 within the city limits are currently undeveloped. These parcels are designated for retail uses that would add traffic to Acton Highway and Highway 377.
- Several undeveloped parcels along Highway 377 east of Lake Granbury are designated for commercial and retail land uses that could potentially impact already congested segments of the highway.
- Two large empty parcels inside NW Loop 567 and north of Highway 377 are designated for industrial use that would add traffic to Loop 567.
- The proposed Knox Ranch development would generate additional traffic feeding to Highway 377.

CONTEXT-SENSITIVE SOLUTIONS

Context Sensitive Solutions (CSS) is the practice of developing transportation projects that complement their surroundings and emphasize the scenic, historic, environmental, and other resources, while maintaining functionality. 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 concept for CSS is that elements of the street should complement the context of the 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.



Figure 6.5 Context-Sensitive Solution Example

CSS PRINCIPLES

The process of designing CSS 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 CSS roadways. The Institute of Transportation Engineers (ITE) has recently released a publication entitled “An ITE Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities”. This publication outlines various principles that should be considered during the design process to arrive at a solution for a context sensitive roadway project. These principles are as follows:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic and natural resource values of the area; in other words, it exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people’s minds.
- The project involves efficient and effective use of the resources (time, budget, and community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

COMPLETE STREETS

The Complete Streets initiative aims to maximize the utilization of public rights-of-way for all transportation users, regardless of age or ability. This method uses high-level policy direction to influence everyday decision-making processes in roadway design, rather than design prescription. Complete Streets is not about special projects, but about changing the approach to projects on all streets. It is an incremental approach aimed for long-term results. These policies utilize the entire right-of-way while focusing on safety, comfort, and convenience as well as cohesiveness with the context of the community. Complete Streets can make it easier to cross the street, walk to shops, and bicycle to work.



BENEFITS

Complete Streets can improve safety, provide choices, reduce costs, and lead to better health and stronger economies. By considering the many different users of the roadway, streets can be designed to accommodate everyone and improve the livability of the community. Other benefits include the following:

- **Improve Safety** – Reduced travel speed which lowers risk to pedestrians and cyclists as well as including pedestrian infrastructure such as sidewalks, bicycle lanes, crossings, median islands, and curb extensions.
- **Provide Choices** – By building safe, comfortable, and convenient infrastructure for other modes of transportation, residents are more willing to use them.
- **Reduced Costs** – By reevaluating the needs of the residents and incorporating community input at the beginning of the project, the schedule, scope, and budget can often be reduced. Narrowing the pavement area will also reduce costs.
- **Better Health** – With an aging population, older adults look to be more active. This demographic, along with kids and teens, often looks for pedestrian and bicycle facilities to become more active or independent.
- **Stronger Economies** – Areas that provide safe and comfortable walkability have lower commercial vacancies and higher home and office space values.

ROADWAY DESIGN AND FUNCTIONAL CLASSIFICATION

The functional classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next. Functional classes can be subdivided into major and minor designations to further detail their role in the community.

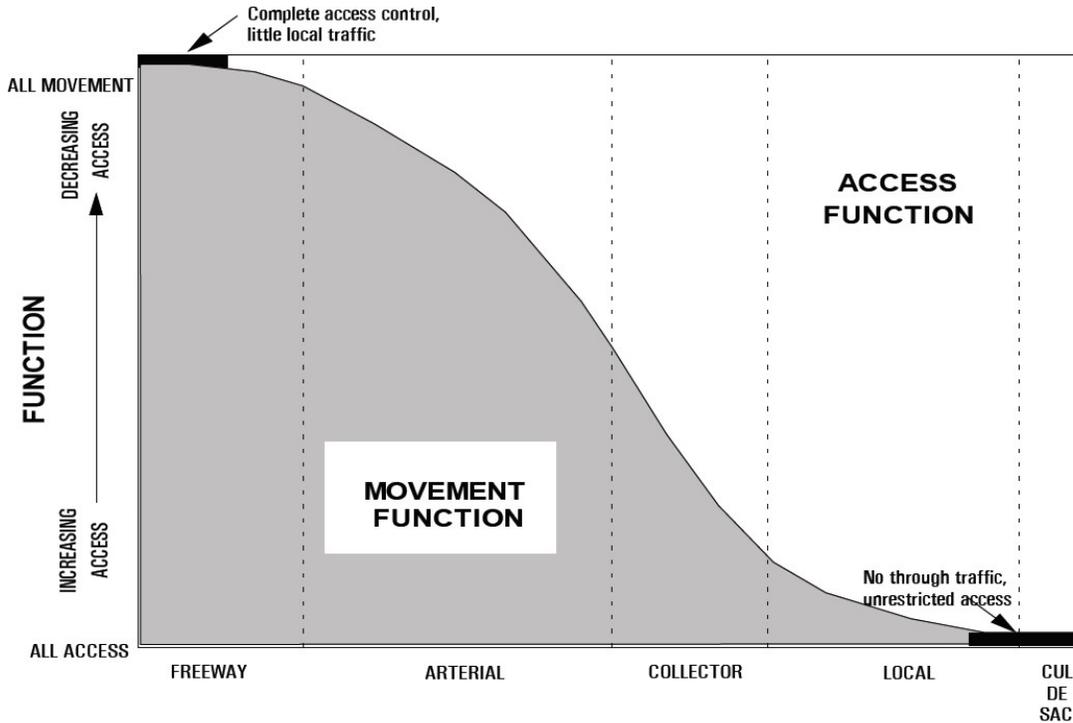


Figure 6.6 Roadway Hierarchy and Functions

Access and movement functions are directly related in that as inhibited movement increases (speed), points of access decrease, and vice versa. This is typically why principal arterials, with a high level of movement, have limited access points where as streets in neighborhood areas have more access points and reduced speed. The proposed Thoroughfare Plan for Granbury recognizes five general classifications for roadways based upon a hierarchical function and include:

PRIMARY THOROUGHFARES

Primary thoroughfares are designed to serve major traffic movements by carrying large volumes of traffic across or through the city as efficiently as possible. These roadways are continuous in length, connect with freeways, and serve major traffic generators. Typically, primary thoroughfares are spaced two to three miles apart. They are designed to carry 10,000 to 40,000 vehicles per day, requiring four to six lanes. Access management is essential to ensure maximum operating efficiency of the roadway. However, because commercial development generally occurs along thoroughfare streets, control of access is often difficult to achieve. Intersection spacing intervals is greater than a one-fourth mile. Intermediate, non-signalized access points and median breaks should be avoided. To facilitate the flow of traffic, designated turning lanes and acceleration/deceleration lanes may be required in areas of commercial development. Highway 377 is the only primary thoroughfare in Granbury at this time.

SECONDARY THOROUGHFARES

Secondary thoroughfares are usually designed as four-lane roadways. Farm-to-market roads fulfill this function in Granbury. They are either divided or undivided, and designed to connect the primary thoroughfares and provide system continuity. Generally, secondary thoroughfares are spaced at approximately one-mile intervals and define the limits of a neighborhood. They are designed to carry traffic volumes of 10,000 to 15,000 vehicles per day, and like primary thoroughfares, direct access should be limited. Intersections should be spaced at intervals of no less than one-fourth of a mile. Intermediate access points for public streets or private driveways should be avoided. Business 377, FM 4, FM 51, and FM 167 are examples of secondary thoroughfares in Granbury.

COLLECTOR STREETS

Collector streets are intended to serve internal traffic movements within an area and carry traffic from local streets to the arterial network. Generally, collector streets are designed with two lanes between one and one-half miles in length and carry traffic volumes between 1,000 and 10,000 vehicles per day. Collector streets are located to provide access to the local street system in a neighborhood and be curvilinear in design in order to discourage through traffic. Typically, they include two traffic lanes and two parking lanes and are less than one mile in length.

Further definition of collector streets may be accomplished by addressing the specific characteristics of commercial/industrial collectors and residential collectors. These roadways, although both designated as collectors, provide different functions. The commercial/industrial collectors are not necessarily defined by the quantity of traffic as much as the type of traffic. Commercial/industrial collectors receive a higher proportion of large truck traffic. These roadways must be constructed to greater standards to weather the greater loads that cause wear and tear on lesser streets. In addition, the turning radii and width of lanes should accommodate the needs of trucks towing lengthy trailers. Therefore, these streets will often require wider streets than the quantity of traffic usually defines.

The residential collectors are designed for quantity of traffic and function. These residential streets serve the purpose of collecting interior traffic in a neighborhood and funneling it to the thoroughfare streets. Because they receive a larger portion of neighborhood traffic, they must be designed for both increased loads and safety. Residential collectors should be relatively free of automobiles parked on the roadway and should, if at all possible, restrict the access of private vehicles to residences from the thoroughfare. That being the case, residential subdivisions should be designed to avoid any direct access to residential properties from the collector.

LOCAL STREETS

Local streets provide access to residential property and feed the collector street system. Local streets typically carry less than 1,000 vehicles per day. Streets are generally two lanes and should be designed to discourage any type of through traffic movements. This is accomplished by curvilinear arrangement, the incorporation of loops and cul-de-sacs, or both.

A summary of street classification is provided in Table 6.3. The summary includes right-of-way widths, lane widths, number of lanes, medians, and parking appropriate for each type of roadway.

Roadway Classification		Min. ROW Width	Min. Roadway Width	Lane Width (Ft)
Primary Thoroughfare	TP6U	100'	80'	12-11-11-12(ct)-11-11-12
	TP6D	106'	2-35'	12-11-12-16(m)-12-11-12
Secondary Thoroughfare	TS4D	84'	2-24'	12-12-16(m)-12-12
	TS4U	68'	48'	12-12-12-12
Collector	C4U	64'	44'	11-11-11-11
	C4D	70'	2-22'	11-11-6(m)-11-11
Commercial/Industrial	C/I2U	60'	40'	8(p)-12-12-8(p)
Residential Collector	RC2U	60'	36'	8(p)-10-10-8(p)
	RC2D	66'	2-20'	8(p)-12-6(m)-12-8(p)
	RC2R	60'	24'	8(s)-12-12-8(s)
Residential	R1U	50'	30'	8(p)-14-8(p)

Note:

(ct) = continuous left turn lane
 (m) = median
 (p) = parking lane
 (s) = shoulder

U = undivided
 D = divided
 R = rural

Table 6.3 Summary of Street Classifications



THOROUGHFARE PLAN

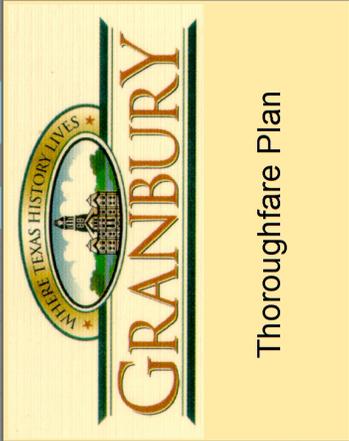
The thoroughfare system forms one of the most visible and permanent physical elements of a community. It establishes the framework for community growth and, along with the Future Land Use Plan, forms a long range statement of public policy. By incorporating programmed land uses and densities of the Future Land Use Plan, strategies can be developed that maximize the land use/transportation relationship.

Transportation decisions do not exist within a vacuum, but are directly related to decisions regarding land use and building form. Therefore, the ultimate objective should be to create a balanced transportation system which provides for the safe mobility of residents, considers both current and future needs, enhances connectivity and mobility options, and promotes a more livable community through a proactive planning approach.

The proposed Thoroughfare Plan Map for Granbury is shown in Figure 6.7. The proposed Thoroughfare Plan builds upon the existing Thoroughfare Plan with several key enhancements.

- Street network for the proposed Knox Ranch Development: The proposed street network serving the development includes a two-lane residential rural collector connecting Meadow Woods Road to Highway 377 to the west. It also includes another two-lane undivided residential collector connecting Meadow Woods Road to SH 51 to the southeast across the proposed Loop 567 extension. Near the northwest corner of the development, a four-lane undivided collector would connect Highway 377 to SH 51 across the proposed Loop 567 extension. In addition, a local street network would provide necessary access to individual parcels. Other considerations should include regulation of median openings and alignment with other existing and proposed street networks.
- To enhance area access and circulation, an extension of the proposed residential collector connecting Meadow Woods Road to SH 51 and further southward to the proposed Loop 567 Extension (Southern Loop) should be implemented. This connection would provide an alternative route to avoid the future intersection of the proposed Loop 567 Extension and SH 51.
- The current Thoroughfare Plan identifies the need for a collector road parallel to and south of Highway 377 between Acton Highway and FM 167. This roadway should be extended further west to FM 323/Cleveland Road to enhance circulation in the area.
- Old Granbury Road is recommended as a Secondary Thoroughfare.
- A collector roadway parallel to Highway 377 on the south side from FM 167 extending east to the ETJ boundary would provide additional back access for existing and future commercial and retail development along Highway 377.
- Extension of FM 323/Cleveland Road northward from Highway 377 to Old Granbury Road would provide additional network support between the two roadways. Two options are given for crossing the floodplain prior to connecting to Old Granbury Road.

Maintaining an efficient street network requires significant investment of local resources. Careful planning is needed to ensure that the City makes the most cost-effective investments in its street network. Funding from federal and state agencies is becoming increasingly scarce as multiple projects compete for limited funds. Prioritizing the thoroughfare needs, therefore, becomes important for phased implementation of thoroughfare needs identified under the Plan.



- TP6U Primary Thoroughfare 6 Lane Undivided
- TS4U Secondary Thoroughfare 4 Lane Undivided
- TS4U Proposed
- C4U Collector 4 Lane Undivided
- C4U Proposed
- C2U Commercial 2 Lane Undivided
- C2U Proposed
- RC2U Residential Collector 2 Lane Undivided
- RC2U Proposed
- City Limits
- Current ETJ

2 Miles

1

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FREese & NICHOLS



Figure 6.7 Thoroughfare Plan

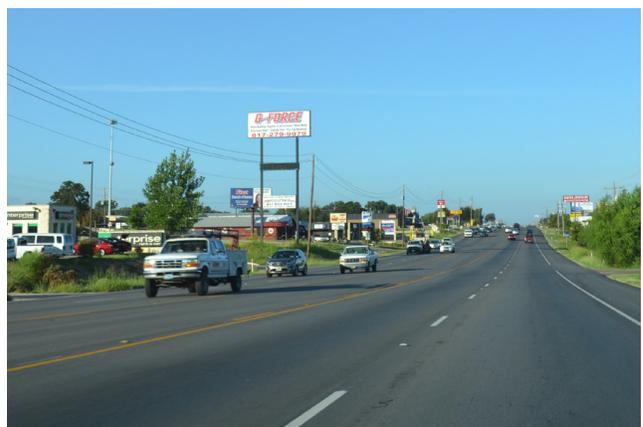
HIGHWAY 377 CONGESTION RELIEF

In response to the Comprehensive Plan survey, an overwhelming majority of respondents identified traffic congestion along Highway 377 as the top transportation issue facing Granbury. Improving this facility as identified under the Thoroughfare Plan should be a top priority. Since Highway 377 is a TxDOT facility, continuous coordination with TxDOT would be necessary to identify funding to implement the improvements. Another high priority is to optimize timing of the traffic signals and provide permitted left turn movements.

SUPPORTING ROUTES TO HIGHWAY 377

Another issue affecting traffic congestion along Highway 377 is lack of alternative routes, thus forcing all traffic to use this corridor. Other supporting consideration include:

- Recent extension of Loop 567 northeast of Downtown Granbury provides a partial alternative option. However, it does not help bypass the most heavily traveled section of Highway 377 east of Business 377 junction.
- Completion of the proposed southwestern, southern, and southeastern loop would help alleviate traffic congestion along Highway 377. These individual sections of the Loop extension would need to be implemented in phases.
- Proposed southwest section of the Loop would provide necessary traffic access and circulation for the proposed Knox Ranch development.
- Old Granbury Road serves as parallel short distance alternative road to Highway 377 in the eastern part of the City. Similar alternatives do not exist to the south of Highway 377. The proposed collector facility south of Highway 377 between Cleveland Road and the eastern ETJ boundary should provide adequate alternative access for planned area development.



THOROUGHFARE STRATEGIES

6.1 Update all transportation documents to reflect a cohesive vision for transportation and thoroughfares within Granbury including appropriate right-of-way, cross-sections and roadway designs.

6.2 Ensure right-of-way acquisition in conjunction with ultimate roadway configuration goals in order to create a safe and efficient roadway transportation network and reduce long term land acquisition costs.

6.3 Ensure connectivity within and between various portions of the City to promote better circulation patterns and ease congestion.

6.4 Utilize Context Sensitive Solutions when designing public works projects by evaluating the long term goals of the community, particularly land use, character and form.

6.5 Coordinate with state agencies, North Central Texas Council of Governments (NCTCOG), and Hood County for joint planning, cost sharing, and leveraging of projects.

6.6 Review and update capital improvements projects regularly and implement road maintenance, improved medians, repair and reconstruction for existing roadways.

6.7 Conduct sidewalk assessment study and implement highest priority needs.

6.8 Continue to coordinate with NCTCOG and TxDOT for Highway 377 enhancements including access management and intersection improvements.

6.9 Continue to monitor and explore transportation funding grants and partnerships, such as Safe Routes to School Program.

6.10 Coordinate future pedestrian routes with existing park and trail planning efforts.



*ENVIRONMENT
AND NATURAL RESOURCES*





ENVIRONMENT AND NATURAL RESOURCES

Granbury's natural resources enrich our quality of life by providing a clean and abundant supply of groundwater and surface water, and unique scenic natural landscapes that provide recreational opportunities and habitat for a variety of plant and animal species. These resources are one of the many factors shaping development. Future growth should embrace innovative designs that incorporate and enhance these resources into development.

PHYSICAL CHARACTERISTICS

TOPOGRAPHY

Slopes and topography describe the shape and relief of the land. Topography is a measurement of elevation, and slope is the percent change in the elevation over a certain distance. Topography and slope can impact land development costs and natural hazards such as flooding and landslides. The high point in the City is generally located at north of Paluxy Highway and west of Holmes Drive at an elevation of 913 feet. The high point in the ETJ is generally located at the southwest corner, west of Meadow Wood Road and south of Highway 377 with an elevation of 991 feet.

Ridge lines are a series of high points in the City and impact the direction of storm water flow. They should be considered during utilities infrastructure design. Granbury has five noticeable ridge lines. Two ridge lines are on the east side of the City, two are on the west side, and one enters the City from the North. The two ridge lines on the east side of the City originate from one main ridge line that splits near the Fall Creek Highway. This same scenario applies to the ridge lines on the west side of the City when the ridge line splits near Meadow Wood Road. Generally, the main ridge line on the east side of the City starts at the north east corner of the ETJ and roughly splits at M & M Ranch Road and Highway 377. From there one branch of the ridge line continues southwest to roughly halfway between Action Highway and Highway 377 and west of Cleveland Road. The other branch travels south along Fall Creek Highway. The ridge line on the north side of Granbury enters the City east of Weatherford Highway and terminates north of the Brazos River. The main ridge line on the west side of the City enters from the southwest corner and splits roughly at Meadow Wood Road. One branch of this ridge travels northeast, crossing over Highway 377 and Loop 567 before it turns south and crosses Lipan Highway and finally ends after crossing Loop 567 once more. The other branch runs from Meadow Wood Road to the west side of Holmes Drive. See Figure 8.1, Physical Features Influencing Development



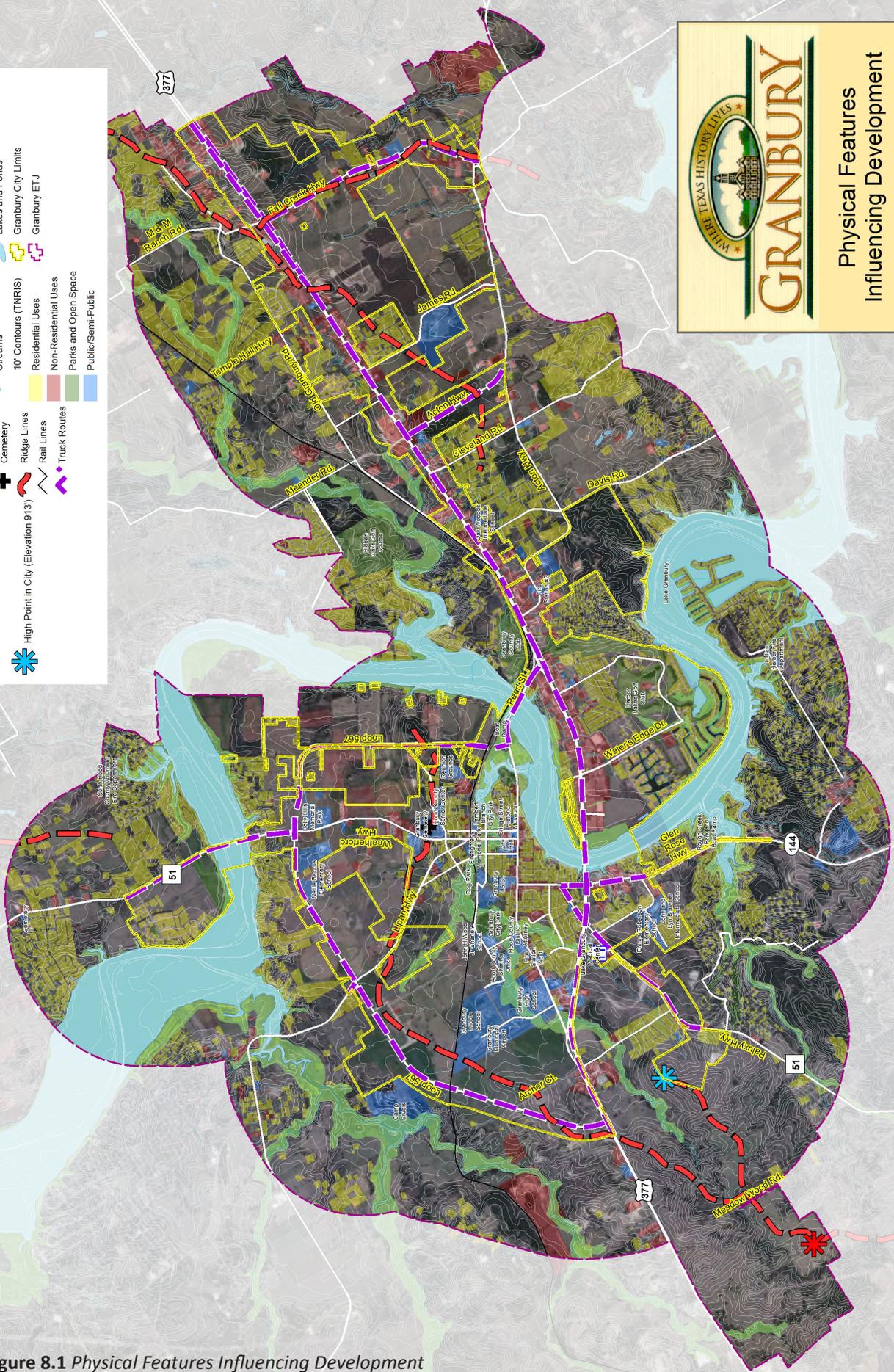
Figure 8.1 Physical Features Influencing Development

Map Features

- High Point in ETJ (Elevation 991')
- High Point in City (Elevation 913')
- Hospital
- Cemetery
- Ridge Lines
- Rail Lines
- Truck Routes
- Existing Thoroughfares
- Streams
- 10' Contours (TNRS)
- Residential Uses
- Non-Residential Uses
- Parks and Open Space
- Public/Semi-Public
- 1-Percent Flood Risk Zones (FEMA)
- Lakes and Ponds
- Granbury City Limits
- Granbury ETJ

GRANBURY

Physical Features
Influencing Development



SOILS

Soil is one of the most important natural resources in this region of Texas, lending it to be ideal for crop and livestock production. Additionally, soil types can impact building foundations, septic system drainfields, design of drainage systems and the ability to install low impact design features. United States Environmental Protection Agency has identified a wide variety of ecoregions across the country. Granbury falls into ecoregion 29, the Cross Timbers. The Cross Timbers ecoregion is further divided into nine subsections. Granbury falls within ecoregion 29d, and Grand Prairie. The Grand Prairie ecoregion is a small strip dividing the Eastern and Western Cross Timbers ecoregions. This strip of land is nearly level and ideally suited for agricultural use. Generally speaking, the soils of the Grand Prairie ecoregion are made up of limestone rock layers interbedded with clays that are neutral to slightly acidic.

A soil survey was conducted in 1978 for Hood and Somervell Counties. The results of the survey indicate 60 soils within these two counties. The predominant soil types within Hood County are Aledo-Bolar association, undulated; Tarrant-Purves associated, undulated; Chaney loamy fine sand, one to five percent slopes; Sunev clay loam, five to eight percent slopes Windsthorst fine sandy loam, one to five percent slopes; and Sunev clay loam, three to five percent slopes. For a description of these six main soil types in Hood County, see Figure 8.3.

SOIL EFFECTS ON FOUNDATIONS

Building foundation designs can be impacted by soil types. Buildings rely on the soil beneath them for stability. If the soil under a building moves up, down, sideways, or expands and contracts, the structure may experience cracks or shifting. Since there is over 60 soil types present in Hood County, a soil investigation should be carried out for new development to know the nature of the soil, depth of water table, type of soil, depth of different layers of soil, and bearing capacity of soil and different levels for large structures. Selecting the appropriate foundation for infill development can be based on the success or failure of neighboring foundations.

SOIL EFFECTS ON ON-SITE SEWAGE FACILITIES

Soils affect the ability to install On-Site Sewage Facilities (OSSF), also known as septic systems. Soil acts as a fine filter in the OSSF and if a soil doesn't absorb water quickly, a failure may occur. The ability of a soil to absorb water is known as soil percolation. Soils containing a balance of coarse and fine particles are the best types for drainage, or percolation, of wastewater. Gravel, or soil with a coarse texture, or coarse sand may allow wastewater to pass too quickly to provide adequate treatment. These soils only work if they are deep. Many soils contain fine particles of clay. This type of soil can be used in OSSF, but water moves through much slower than in gravel or coarse textured soil. Additionally, clay particles can electronically bond to sodium molecules contained in wastewater. This can lead to a solid condition known as hardpan. If soil becomes hardpan, the passage of wastewater is totally blocked and failure of the system will occur. There are chemical products available that can relieve hardpan conditions in clay soil.



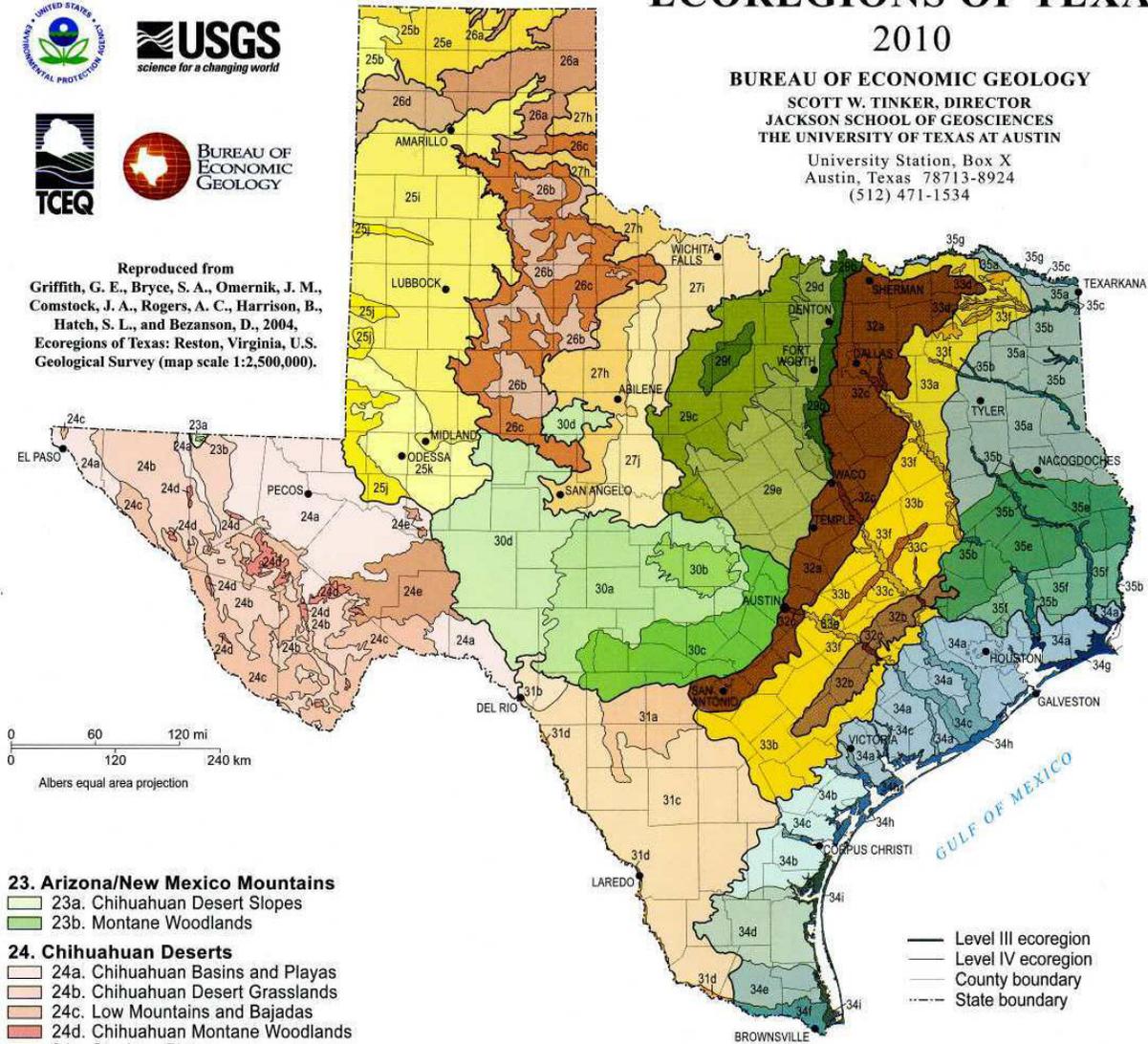
ECOREGIONS OF TEXAS 2010

BUREAU OF ECONOMIC GEOLOGY

SCOTT W. TINKER, DIRECTOR
JACKSON SCHOOL OF GEOSCIENCES
THE UNIVERSITY OF TEXAS AT AUSTIN

University Station, Box X
Austin, Texas 78713-8924
(512) 471-1534

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Griffith, G. E., Bryce, S. A., Omernik, J. M.,
Comstock, J. A., Rogers, A. C., Harrison, B.,
Hatch, S. L., and Bezanson, D., 2004,
Ecoregions of Texas: Reston, Virginia, U.S.
Geological Survey (map scale 1:2,500,000).



23. Arizona/New Mexico Mountains

- 23a. Chihuahuan Desert Slopes
- 23b. Montane Woodlands

24. Chihuahuan Deserts

- 24a. Chihuahuan Basins and Playas
- 24b. Chihuahuan Desert Grasslands
- 24c. Low Mountains and Bajadas
- 24d. Chihuahuan Montane Woodlands
- 24e. Stockton Plateau

25. High Plains

- 25b. Rolling Sand Plains
- 25e. Canadian/Cimarron High Plains
- 25i. Llano Estacado
- 25j. Shinnery Sands
- 25k. Arid Llano Estacado

26. Southwestern Tablelands

- 26a. Canadian/Cimarron Breaks
- 26b. Flat Tablelands and Valleys
- 26c. Caprock Canyons, Badlands, and Breaks
- 26d. Semiarid Canadian Breaks

27. Central Great Plains

- 27h. Red Prairie
- 27i. Broken Red Plains
- 27j. Limestone Plains

29. Cross Timbers

- 29b. Eastern Cross Timbers
- 29c. Western Cross Timbers
- 29d. Grand Prairie
- 29e. Limestone Cut Plain
- 29f. Carbonate Cross Timbers

30. Edwards Plateau

- 30a. Edwards Plateau Woodland
- 30b. Llano Uplift
- 30c. Balcones Canyonlands
- 30d. Semiarid Edwards Plateau

31. Southern Texas Plains

- 31a. Northern Nueces Alluvial Plains
- 31b. Semiarid Edwards Bajada
- 31c. Texas-Tamaulipan Thornscrub
- 31d. Rio Grande Floodplain and Terraces

32. Texas Blackland Prairies

- 32a. Northern Blackland Prairie
- 32b. Southern Blackland/Fayette Prairie
- 32c. Floodplains and Low Terraces

33. East Central Texas Plains

- 33a. Northern Post Oak Savanna
- 33b. Southern Post Oak Savanna
- 33c. San Antonio Prairie
- 33d. Northern Prairie Outliers
- 33e. Bastrop Lost Pines
- 33f. Floodplains and Low Terraces

34. Western Gulf Coastal Plain

- 34a. Northern Humid Gulf Coastal Prairies
- 34b. Southern Subhumid Gulf Coastal Prairies
- 34c. Floodplains and Low Terraces
- 34d. Coastal Sand Plain
- 34e. Lower Rio Grande Valley
- 34f. Lower Rio Grande Alluvial Floodplain
- 34g. Texas-Louisiana Coastal Marshes
- 34h. Midcoast Barrier Islands and Coastal Marshes
- 34i. Laguna Madre Barrier Islands and Coastal Marshes

35. South Central Plains

- 35a. Tertiary Uplands
- 35b. Floodplains and Low Terraces
- 35c. Pleistocene Fluvial Terraces
- 35e. Southern Tertiary Uplands
- 35f. Flatwoods
- 35g. Red River Bottomlands

- Level III ecoregion
- Level IV ecoregion
- County boundary
- State boundary

Figure 8.2 Ecoregions of Texas

Source: US Environmental Protection Agency

Major Soils of Hood County

ALEDO-BOLAR ASSOCIATION, UNDULATED

CHARACTERISTICS

Consists of gently sloping to strongly sloping stony soils on limestone uplands. Areas have a slightly benched or stair-step appearance. Aledo and Bolar soils are a dark-grayish brown color with a gravely clay consistency.

TOTAL ACREAGE IN COUNTY
64,320 acres

URBAN IMPACTS

These soils have low potential for most urban uses. Depth to rock, content of stones and slope are limitations that are difficult to overcome.

TARRANT-PURVES ASSOCIATION, UNDULATED

CHARACTERISTICS

Consists of undulating stoney soils on uplands. The surfaces are complex and areas have a slight stair-step appearance. Tarrant and Purves soils are a dark-grayish brown color with a chalky clay consistency.

TOTAL ACREAGE IN COUNTY
18,610 acres

URBAN IMPACTS

These soils have very low potential for most urban areas. Stones, depth to rock, and slope limitations are difficult to overcome. Most areas, however, have a scenic view.

CHANEY LOAMY FINE SAND, 1-5 PERCENT SLOPES

CHARACTERISTICS

Consists of deep, moderately well-drained, gently sloping soil on broad uplands. Typically, the surface layer is pale brown, loamy fine sand.

TOTAL ACREAGE IN COUNTY
16,530 acres

URBAN IMPACTS

This soil has medium potential for most urban uses. The clayey lower layers take in water slowly. This is a limitation for septic tank absorption fields, but this limitation can be overcome by increasing the size of the absorption area or by modifying the filter field. Low strength is a limitation for local roads and streets, but this can be overcome by good design and careful installation.

SUNEV CLAY LOAM, 5-8 PERCENT SLOPES

CHARACTERISTICS

Consists of deep, well-drained sloping soil on foot slopes below shallow limestone soils. Typically the surface layer is about dark grayish-brown clay composed mostly of calcium carbonate.

TOTAL ACREAGE IN COUNTY
15,960 acres

URBAN IMPACTS

This soil has high potential for most urban uses. Seepage, slope, and low strength are limitations, but these limitations can be overcome by good design and careful installation.

WINDSTHORST FINE SANDY LOAM, 1-5 PERCENT SLOPES

CHARACTERISTICS

Consists of deep, moderately well-drained soil on uplands. Typically the surface layer is pale brown loamy fine sand.

TOTAL ACREAGE IN COUNTY
14,030 acres

URBAN IMPACTS

This soil has medium potential for most urban uses. Slow water intake is a limitation for septic tank absorption fields, but this limitation can be overcome by increasing the size of the absorption area or by modifying the filter field. Low strength is a limitation for local roads and streets, but this can be overcome by good design and careful installation.

SUNEV CLAY LOAM, 3-5 PERCENT SLOPES

CHARACTERISTICS

Consists of deep, well-drained sloping soil on foot slopes below shallow limestone soils. Typically the surface layer is about dark grayish-brown clay composed mostly of calcium carbonate.

TOTAL ACREAGE IN COUNTY
13,330 acres

URBAN IMPACTS

This soil has high potential for most urban uses. Seepage is a limitation for sewage lagoon areas, and low strength is a limitation for local roads and streets.

Figure 8.3 Major soil types of Hood County

Source: Natural Resources Conservation Service

URBAN TREE CANOPY

Granbury's urban tree canopy is an important component of the community's green infrastructure. Figure 8.4 illustrates the vegetated areas within Granbury and the ETJ. An urban tree canopy is the layer of leaves, branches, and stems of trees that cover the ground when viewed from above. Granbury's trees contribute to the City's beauty and add health benefits to the environment. Within the urbanized ecosystem, trees play an important role including:

- Providing a critical source of food and habitat for wildlife
- Improving air quality by removing significant amounts of particulate pollution from the atmosphere
- Mitigating global climate change by sequestering carbon
- Protecting water quality by absorbing and filtering stormwater runoff
- Conserving land by preventing soil erosion
- Mitigating urban heat island effects and reducing energy demand on buildings

INVASIVE SPECIES

Japanese Honeysuckle
Glossy Privet
Chinese Privet
Giant Reed
Chinese Visteria
Lilac Chastetree
Brazilian Vervain
Guineasgrass
Common Periwinkle
Chinaberry Tree
Chinese Tallow Tree
Johnson Grass

INVASIVE SPECIES

Across the State of Texas, many invasive species have impacted local ecosystems. Invasive species are defined as species that are non-native to the ecosystem under consideration and whose introduction causes or is likely to cause economic or environmental harm or harm to human health. As mentioned in the previous section, Granbury is located in the Cross Timbers ecoregion. This region is a transitional area for many plant and animal species whose ranges extend northward into the Great Plains or eastward into the forests. Vegetation on the landscape of the Cross Timbers and Prairies Ecological Region of North Central Texas has undergone significant changes over the past 150 years due to rapid growth and the introduction of invasive species. Plants that have been identified as particularly worrisome invasive species in this region are outlined in the box to the left.

Source: <http://texasinvasives.org/> If left unattended, these invasive species can damage the urban tree canopy, as well as wetland areas, as they encroach on the native landscape. This results in decreased biodiversity. In addition, invasive species can increase soil erosion and displace food sources that wildlife and fish depend on.

WATER RESOURCES

GROUNDWATER

Groundwater is the water beneath the surface of the earth, filling the spaces between soil particles and fractured rock. It is an important resource for both drinking water and crop irrigation. The water table, the surface where the water pressure head is equal to the atmospheric pressure, may be deep or shallow and may rise or fall depending on heavy rains, melting ice, heavy pumping, or prolonged drought. Groundwater is stored in underground formations called aquifers.

Granbury and Hood County are served by the Trinity Aquifer. The Trinity Aquifer is one of nine major aquifers in the State of Texas and extends in a strip through the central part of the state touching 20 counties. The Trinity Aquifer recharges, or replenishes, very slowly with only four to five percent of rainfall being absorbed. Due to this poor recharge rate and the explosion of growth in North Central Texas, the Texas Commission on Environmental Quality designated the North Central Texas portion of the Trinity Aquifer as a Priority Groundwater Management Area (PGMA) in July of 2009, which affected Hood County and 12 other counties in the region.

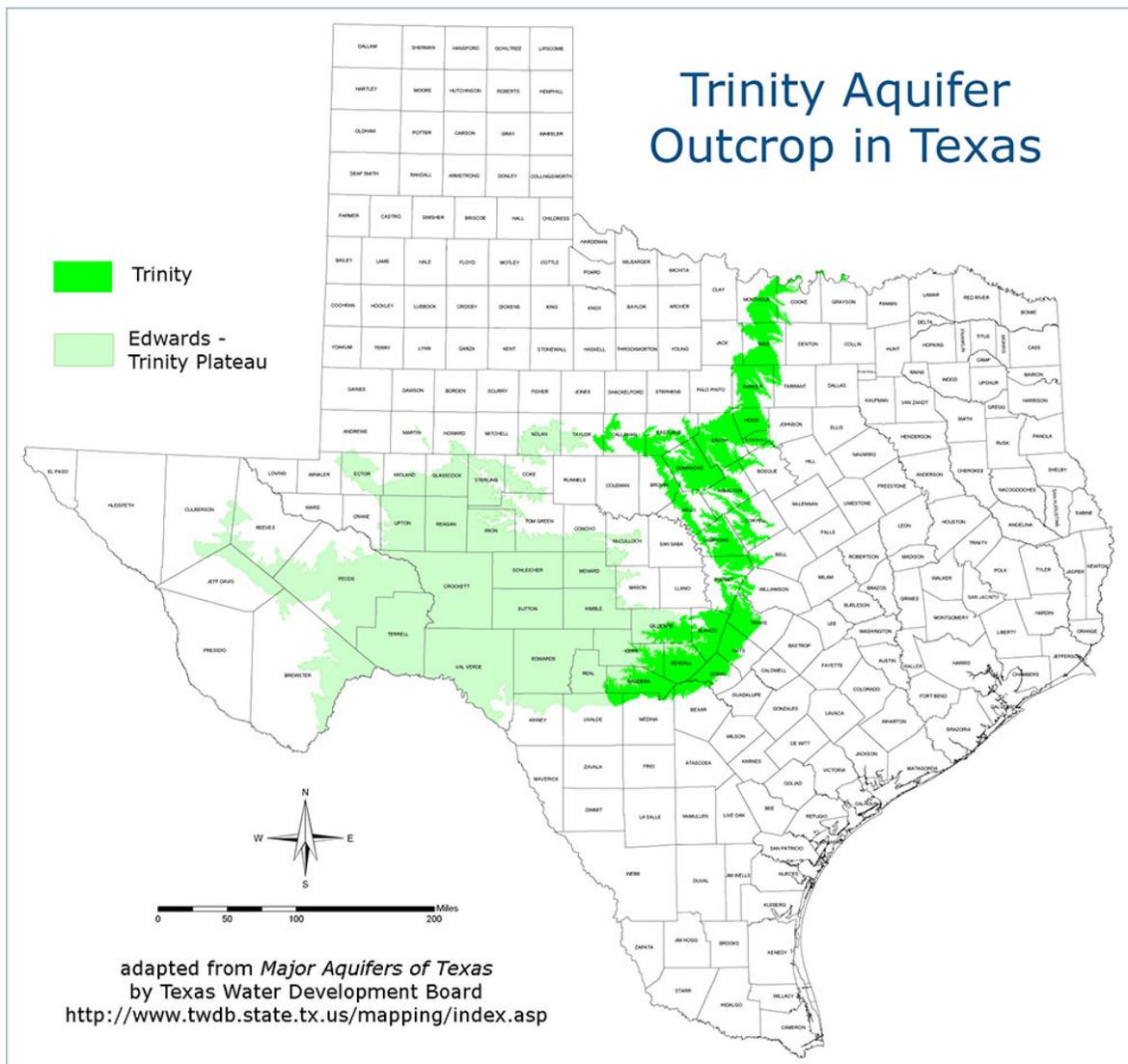


Figure 8.5 Trinity Aquifer Outcrop in Texas

Priority Groundwater Management Areas (PGMAs)

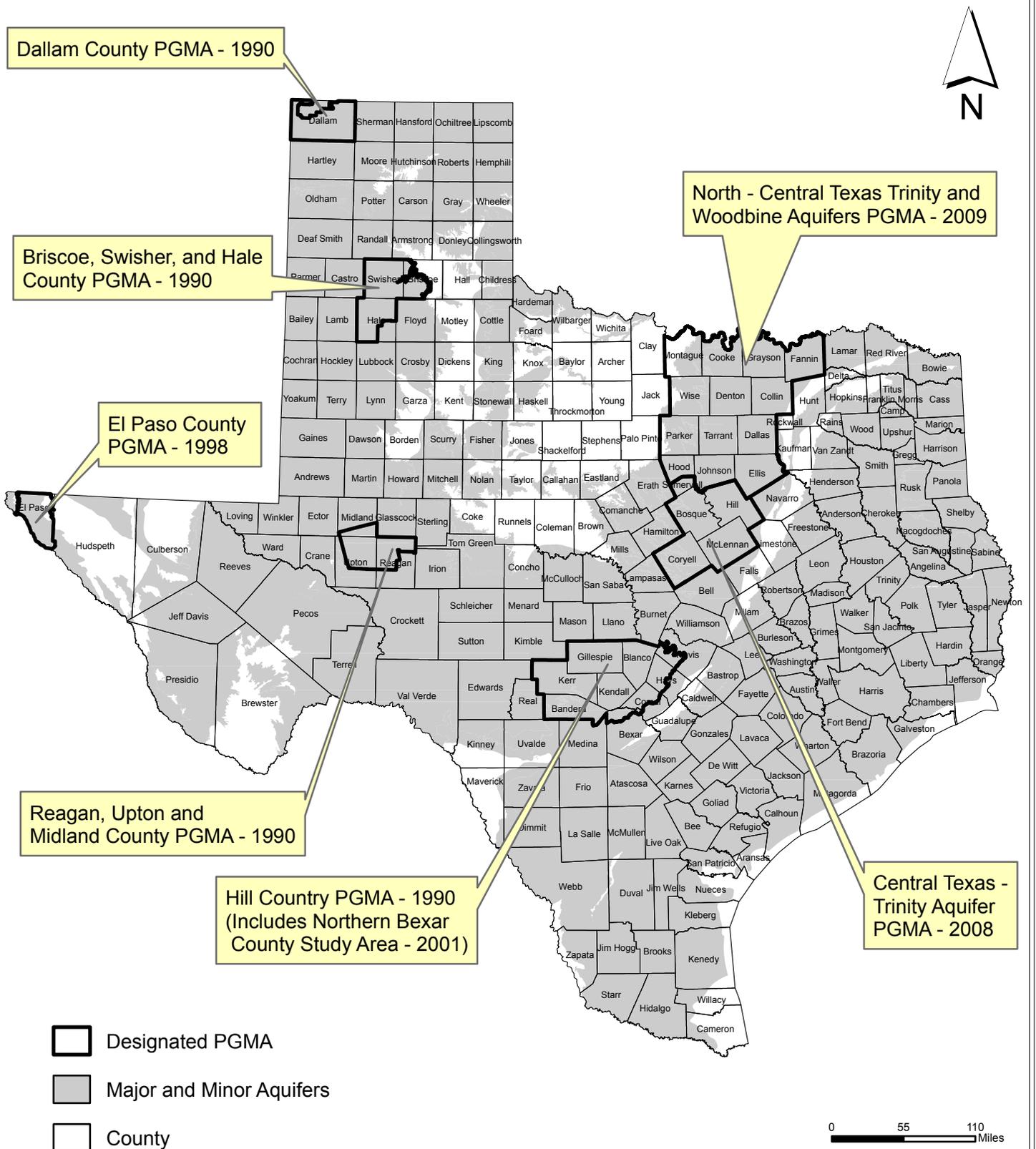


Figure 8.6 Priority Groundwater Management Areas

This map was prepared by the TCEQ for display purposes only. No claims are made to the accuracy or completeness of the information shown here nor is this map suitable for any other use. The scale and location of mapped data are approximate. For more information about this map, please contact TCEQ Groundwater Planning and Assessment Team.
TCEQ
 December 2013.

A PGMA ensures management of groundwater in areas of the state with critical groundwater problems and often requires the creation of groundwater conservation districts (GCDs). As a result, Hood County, Montague County, Parker County and Wise County formed the Upper Trinity Groundwater Conservation District. The mission of the this GCD 's mission is to:

“Develop protection to existing wells, prevent waste, promote conservation, provide a framework that will allow availability and accessibility of groundwater for future generations, protect the quality of the groundwater in the recharge zone of the aquifer, ensure that the residents of Montague, Wise, Parker, and Hood Counties maintain local control over their groundwater, and operate the district in a fair and equitable manner for all residents of the district.”

As part of the District Management Plan, Upper Trinity GCD describes a course of action to require non-exempt wells to be registered in the district and meters to be installed to record the amount of groundwater produced. Additionally, new wells are required to register with the district and comply to the minimum well spacing requirement in order to limit the impacts on existing registered wells and adjoining landowners. Due to the proximity to the Dallas-Fort Worth Metroplex, the District Management Plan recommends investigating groundwater-to-surface-water conversion management strategies. As a specific action plan for the City of Granbury, the Plan calls out for increased treatment capacity as well as municipal water conservation with projections through 2060.

Projected Water Management Strategies TWDB 2012 State Water Plan Data

HOOD COUNTY

WUG, Basin (RWPG)

All values are in acre-feet/year

Water Management Strategy	Source Name [Origin]	2010	2020	2030	2040	2050	2060
GRANBURY, BRAZOS (G)							
INCREASE TREATMENT CAPACITY	BRAZOS RIVER AUTHORITY MAIN STEM LAKE/RESERVOIR SYSTEM [RESERVOIR]	3,920	3,920	3,920	3,920	7,840	7,840
MUNICIPAL WATER CONSERVATION	CONSERVATION [HOOD]	55	158	148	156	165	193
LIPAN, BRAZOS (G)							
ADDITIONAL TRINITY AQUIFER DEVELOPMENT (INCLUDES OVERDRAFTING)	TRINITY AQUIFER [HOOD]	0	0	100	227	418	685
MUNICIPAL WATER CONSERVATION	CONSERVATION [HOOD]	5	16	19	23	31	44
OAK TRAIL SHORES SUBDIVISION, BRAZOS (G)							
VOLUNTARY REDISTRIBUTION	BRAZOS RIVER AUTHORITY MAIN STEM LAKE/RESERVOIR SYSTEM [RESERVOIR]	390	390	390	390	390	390
TOLAR, BRAZOS (G)							
ADDITIONAL TRINITY AQUIFER DEVELOPMENT (INCLUDES OVERDRAFTING)	TRINITY AQUIFER [HOOD]	0	0	100	100	100	150
MUNICIPAL WATER CONSERVATION	CONSERVATION [HOOD]	6	15	16	14	13	15
Sum of Projected Water Management Strategies (acre-feet/year)		4,376	4,499	4,693	4,830	8,957	9,317

Figure 8.7 Projected Water Management Strategies for Hood County

Source: Upper Trinity GCD District Management Plan

LOCAL HIGHLIGHT: LAKE GRANBURY

In 1966 construction began on the De Cordova Bend Dam on the Brazos River by the Brazos River Authority (BRA) to create the man-made Lake Granbury, both of which are maintained and operated under the BRA as a source of water supply for the area. The project was completed in 1969 and provides 129,011 acre-feet of storage capacity for conservation of flood and storm waters to meet the water requirements of municipalities, industries, agriculture and mining within the surrounding areas.¹

According to the Brazos River Authority, Lake Granbury was built and financed entirely using revenues generated from BRA water sales. The dam is operated by the BRA for power plant cooling, flood control, water supply and recreation.² In addition to providing a major water source for the region, Lake Granbury also provides a wealth of recreational opportunities. The lake has five public access areas for picnics and fishing, including four parks that offer primitive camping sites. The Texas Parks and Wildlife Department has stocked the lake with fish since 1969 to enhance the recreational opportunities around the lake and ecology of the water.

In 2014 Granbury residents were suffering from historically low lake levels that devastated local property values. The effects of water shortages can be social or economic, social being the hardest to quantify; for example, effects may include changes in population, mental/physical stress, loss of aesthetic and property values, and reduced recreational opportunities. According to a study conducted by the Granbury Economic Development Corporation (GEDC), this is a huge concern as approximately 27.9 percent of all single-family homes in Hood County are lake-related. According to the same study, the proximity to water has a definitive impact on the local economy—including tourism-related activities, property values, and tax revenue. The report also found that prolonged low lake levels undermine the lake as a key attractor. Fewer visitors means less jobs, income, and local sales, lodging and mixed beverage revenue. Housing values will also decline if the water amenity is no longer viable.³ Basically, the findings conclude that there will be a negative impact on the local economy, as well as lower tax revenue for all local jurisdictions should something happen to Lake Granbury.

Source:

¹ *De Cordova Bend Dam. Brazos River Authority. www.brazos.org. Accessed August 2015.*

² *Lake Granbury Characterization Study: Final Report. Bio-West, Inc. March 2008.*

³ *Hood County-Lake Granbury Study. www.granburyedc.com.*



WATERSHEDS

A watershed is an area of land that drains rainwater or snow into one location such as a stream, river, lake or wetland. These bodies of water supply drinking water, water for agriculture and manufacturing, offer recreational opportunities, and provide habitat for many plants and animals. Lake Granbury Watershed is part of the Brazos River Basin, lodging between the DeCordova Dam at Lake Granbury to nearly below the dam at Possum Kingdom. The tributaries (streams and rivers leading into Lake Granbury) flow 2,138 square miles and provide water for approximately 75,000 people in Hood and Johnson counties.

Pollutants are frequently picked up by run-off water as it flows across residential, agricultural, industrial and undeveloped areas and discharged into main waterbody. Additionally, pollution can be placed directly into this main waterbody via a pipe, ditch, or channel without traveling across the watershed. These two forms of pollution are classified as non-point source pollution and point source pollution, respectively. Watershed protection is often put in place to protect a stream, river, lake or wetland by managing the entire watershed that drains into it.

According to the Lake Granbury Watershed Partnership's Watershed Protection Plan, Lake Granbury's "water quality is sufficient for agricultural uses, but elevated salinities caused by brine springs in the upper portion of the Brazos River basin require advanced treatment for municipal and most industrial uses." In order to heal and protect Lake Granbury, it is important to encourage residents and business owners of the City to dispose of chemicals properly and reduce the dependency on harmful fertilizers as much as possible. A strong marketing campaign and public outreach strategies can have a significant impact on non-point source pollution. The City of Granbury may consider partnering with the Lake Granbury Watershed Partnership, the Brazos River Authority, and Texas AgriLife Research and Extension to develop a strong marketing, education and outreach campaign.

FLOODPLAINS

Floodplains are areas of land along rivers or streams that are periodically flooded as a result of stormwater flows. Floodplains provide storage capacity for excess water until downstream surface water systems can adequately accommodate the flow. Living in or near a floodplain comes with the significant risk of flooding. A 100-year floodplain is the land that is predicted to flood during a 100-year storm, which may occur at a chance of one percent in a given year. FEMA uses the 100-year floodplain to administer the federal flood insurance program. The City of Granbury currently has floodplain ordinances in place that restrict development and require appropriate permits prior to construction.

When updating floodplain management and protection regulations, Granbury should consider the following:

- Floodplain protection ordinance should generally be part of an integrated natural resources protection strategy, and more specifically a water resources protection strategy.
- Development types that are occupied by people with mobility issues such as jails, hospitals and nursing homes should be especially restricted near flood prone areas.
- Floodplain regulations are typically adopted as overlay zones that correspond to the 100-year floodplain, providing additional regulations within the floodplain. The actual area of the floodplain should be determined by using the Federal Emergency Management Act's Flood Insurance Maps or engineering studies specifically conducted to determine the exact location of the floodplain boundary.
- Floodplain regulations typically include a list of permitted uses by conditional use and special exception, as well as a list of prohibited uses. Floodplain regulations should contain provisions that separate the

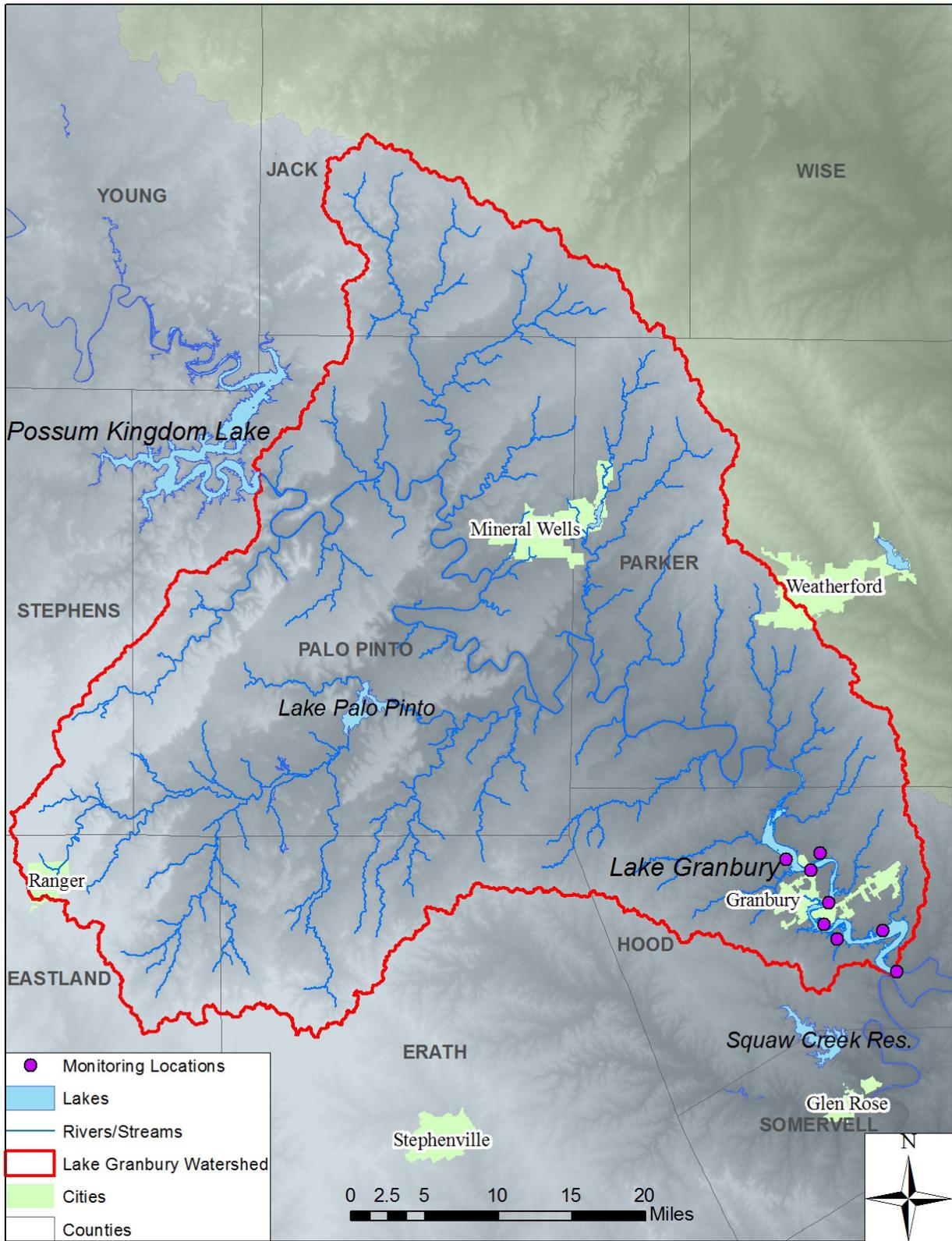


Figure 8.8 Lake Granbury Watershed Map
 Source: Lake Granbury Watershed Partnership

floodplain into two categories: the “flood fringe” and the “floodway”.

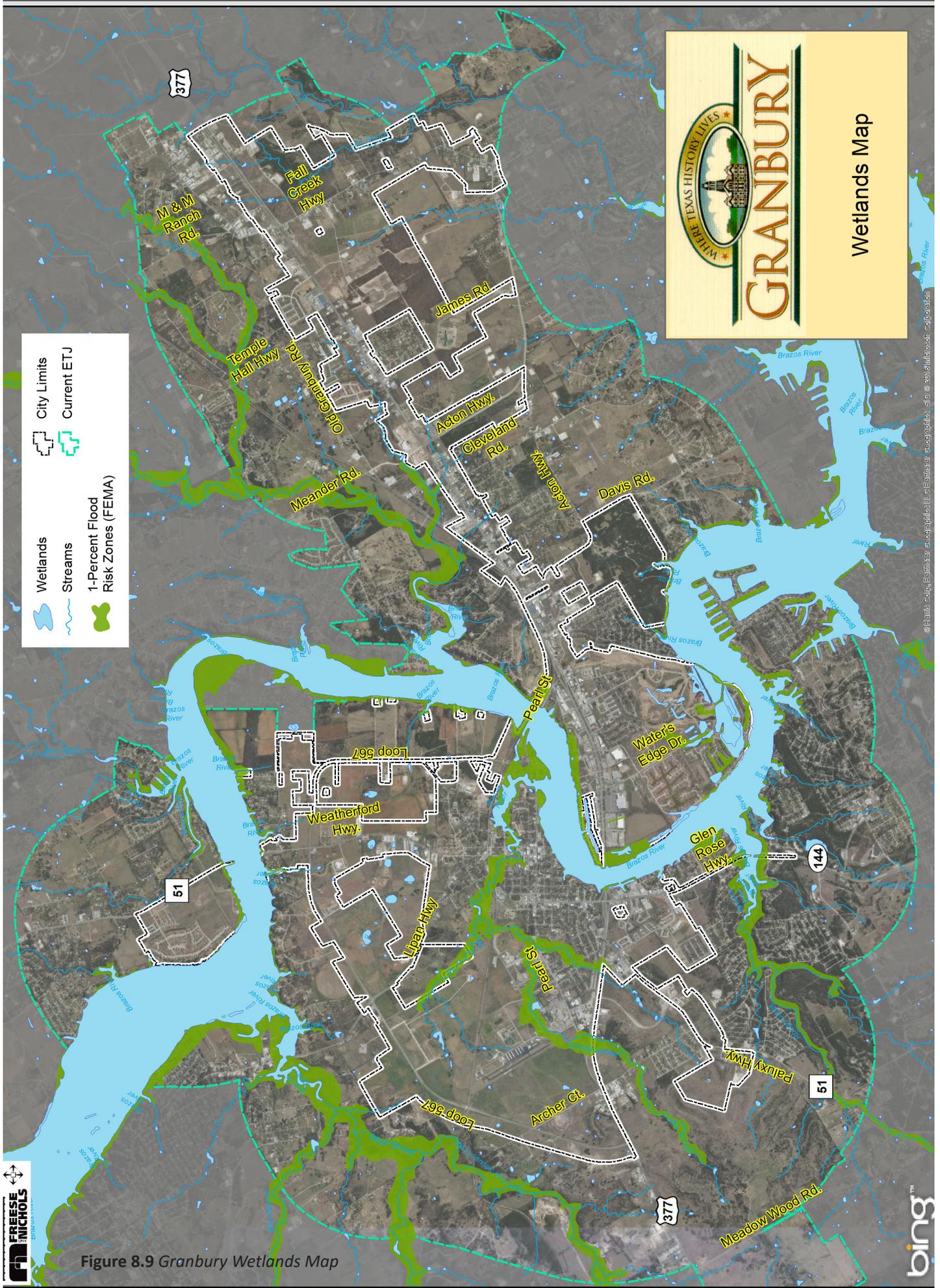
- Regulations should accommodate reasonable use of the property in the floodplain. For example, the floodplain can be used for recreation and utility easements.

Granbury has 894 acres of floodplains within the city limits and 3,900 acres in the ETJ, which makes up 15.6 percent of the entire City and ETJ. The majority of the floodplains lies along the streams that feed into the Brazos River. A smaller portion of the floodplains lies directly along the Brazos River.

WETLANDS

According to the Texas Parks and Wildlife, a wetland has water present for part or all of the year, at or above the surface, or within the root zone. The soil characteristics of a wetland differ from the surrounding uplands and the vegetation is adapted to the presence of water. Texas wetlands are classified into five categories: deep swamps, freshwater marshes, playa lakes, riparian wetlands, and saline and brackish marshes. The wetlands in Granbury all fall within the freshwater marshes category. Freshwater marshes are those not found in the forest or along the coast. The prevailing vegetation are grasses, sedges, and other freshwater emergent plants. They can form in almost any shallow depression that is kept wet by streams or groundwater and are typically found along shallow edges of ponds, lakes and streams. Freshwater marshes are extremely productive, converting water, sunlight and minerals into biomass at a much higher rate than dry ecosystems. As a result, their high levels of nutrients allow them to support a vast array of plant communities. In addition to their considerable habitat value, freshwater marshes serve to mitigate flood damage and filter excess nutrients from surface runoff. Granbury currently has 567 acres of wetlands within the city limits and 2,587 acres within the ETJ, which makes up 10.3 percent of the entire City and ETJ. Unfortunately, freshwater marshes and wetlands have suffered major acreage losses to human development all across the country. In order to preserve the existing wetlands, Granbury may consider:

- Amending the Zoning Ordinance to include wetlands as an unbuildable feature that must be deducted prior to calculating permitted lot count
- Requiring new septic systems to be at least 100 feet from all wetlands, water bodies or streams; this will require that all wetlands on site in proximity to proposed septic systems are delineated
- Requiring a minimum distance of 100 feet of vegetated buffer between all stormwater management basin outfalls and wetlands, lakes and streams in order to reduce the pollutant load in runoff water
- Recommending limited use of lawn chemicals and fertilizers within a minimum of 100 feet of all wetlands, streams, and water bodies



 Wetlands
 Streams
 1-Percent Flood Risk Zones (FEMA)

 City Limits
 Current ETJ


GRANBURY
 Wetlands Map



Figure 8.9 Granbury Wetlands Map



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ENVIRONMENT AND NATURAL RESOURCES STRATEGIES

7.1 Preserve open spaces by establishing greenway corridors.

7.2 Encourage biodiversity through the use of native plant materials in new development.

7.3 Utilize Lake Granbury as an aesthetic and recreational community amenity while preserving the lake's biosystem.

7.4 Protect and maintain natural wetlands and floodplains.

7.5 Conduct an environmental inventory and prepare an Ecological Restoration and Management Plan for the City.

7.6 Create City incentives on density, lot size, open space preservation, and development design that protect natural features.

7.7 Integrate new development to the natural characteristics of the land to enhance the development through the preservation of attractive natural amenities such as wetlands, waterways, wooded areas, etc. Consider new development regulations that serve to preserve unique natural areas.

7.8 Natural vegetation should be a design consideration for new subdivisions in order to encourage preservation of these species.

7.9 Maintain both landscaping and tree preservation ordinances.

7.10 Explore programs to protect surface and ground water from pollutants such as sediment and chemicals.

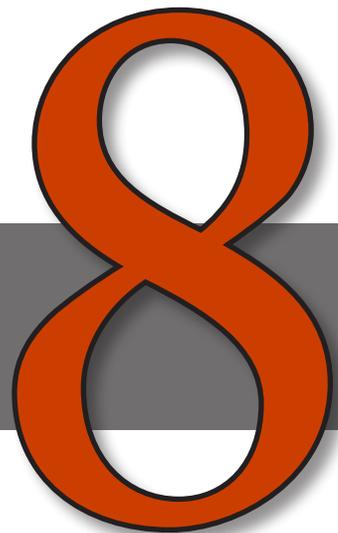
7.11 Increase awareness about invasive/exotic plant species and their impacts on greenways, native areas and open spaces.

7.12 Consider increased protection buffers surrounding wetlands and floodplains.

7.13 Promote higher quality surface water treatment facilities through the use of infiltration and bioretention where appropriate.



*HOUSING CONDITIONS,
GROWTH AND NEIGHBORHOOD
REDEVELOPMENT*





HOUSING CONDITIONS, GROWTH AND NEIGHBORHOOD REDEVELOPMENT

The purpose of the Housing Conditions, Growth and Neighborhood Redevelopment chapter is two-fold: first, it addresses the present character and quality of housing; and second, it provides development guidance to develop appropriate plans and policies that meet identified or projected deficits in the housing supply. Granbury is blessed with a rich and long history of preserved homes, many over 100 years old. This unique character adds to the charm of the City. However, as housing stock ages, it has the potential to deteriorate, which can cause a negative perception of Granbury in those areas. If left unattended to, these areas can impact adjacent areas, causing a detriment to other City initiatives, such as economic development.

Housing is a basic and fundamental human need. Housing policy includes both important economic considerations and a profound moral dimension based on this fundamental human need. Balancing the economic reality and moral imperative is critical in providing access to desirable and affordable housing. Key components are for Granbury to retain lifelong residents while also attracting new residents. Making certain the community has a variety of housing options and a wide range of price points is a crucial objective towards this goal.

Two large generational cohorts are currently driving the direction of housing development in the country. Baby Boomers are moving into retirement and no longer desire occupying large homes far from amenities. This cohort is moving either closer to the urban core, where they have easy access to a variety of goods and services, or into retirement homes. Additionally, as they move into retirement their disposable income becomes limited. The oldest cohort, the Millennials, born in the 1980s, are purchasing their first homes, while the mid-range Millennials, born in the 1990s, are renting apartments. Both of these segments of the Millennial generation have similar desires as the Baby Boomers to live near the urban core, in close proximity to a variety of amenities and transportation options. This shift in preference is imperative for Granbury to keep in mind as it investigates future housing development options. Granbury should continue to reinvest in its existing neighborhoods while looking at adding alternative housing models in order to promote their long-term vitality. Housing stock in the City must remain competitive with surrounding cities' and Hood County's new residential developments.



CURRENT PLANNING TRENDS

The practice of urban planning has evolved over time. Today's trends are shaped and guided by in-depth research and lessons. These efforts have produced the following planning trends that are applicable to Granbury's housing stock, infill development, and vacant land.

PLATTED LOT REUSE

Some vacant land has market potential for redevelopment, but other parcels don't currently have the same potential. Leaving this vacant land untouched often becomes a detriment to the community, reducing nearby property values. The City has the opportunity to encourage alternative reuses if blighted lots become an issue. Below are some simple endeavors to transform these vacant lots.

COMMUNITY GARDENS

Turning vacant land into community gardens is a low-cost way to add value to the community. These homesteads can either be run by local schools or neighborhoods. The educational aspects of learning the life cycle of plants and nutrition information become added benefits to local schools. The garden can unite residents who tend after the garden, if it is managed by a neighborhood. Community gardens have



been shown to increase property values in the immediate vicinity where they are located. Additionally, developing and maintaining community gardens is less expensive than parkland, which is an added benefit to municipalities. Further, vacant lots are often unsightly while community gardens are observed and managed by the gardeners, resulting in a cleaner space and more active local community.

SIDE YARDS

Another option for vacant land is to raze any abandoned structures and give the land to the neighbors. This would result in two benefits. First, it would provide more open space to the residents on the block; and second, it would put that land back on the tax rolls.

OUTDOOR ART

Vacant land can also become the host of sculptures or other artwork created by local artists or school-age children. These areas can also be used for performing arts. These outdoor museums and wall-less art institutes function similarly to community gardens in that the local community actively engages in these areas, cleaning up litter and preserving these outdoor art rooms as treasured gems within their neighborhood. They work best in high-traffic, pedestrian-friendly areas, especially when coupled with a community garden or pocket park.

INCENTIVES OR DEVELOPMENT AGREEMENTS

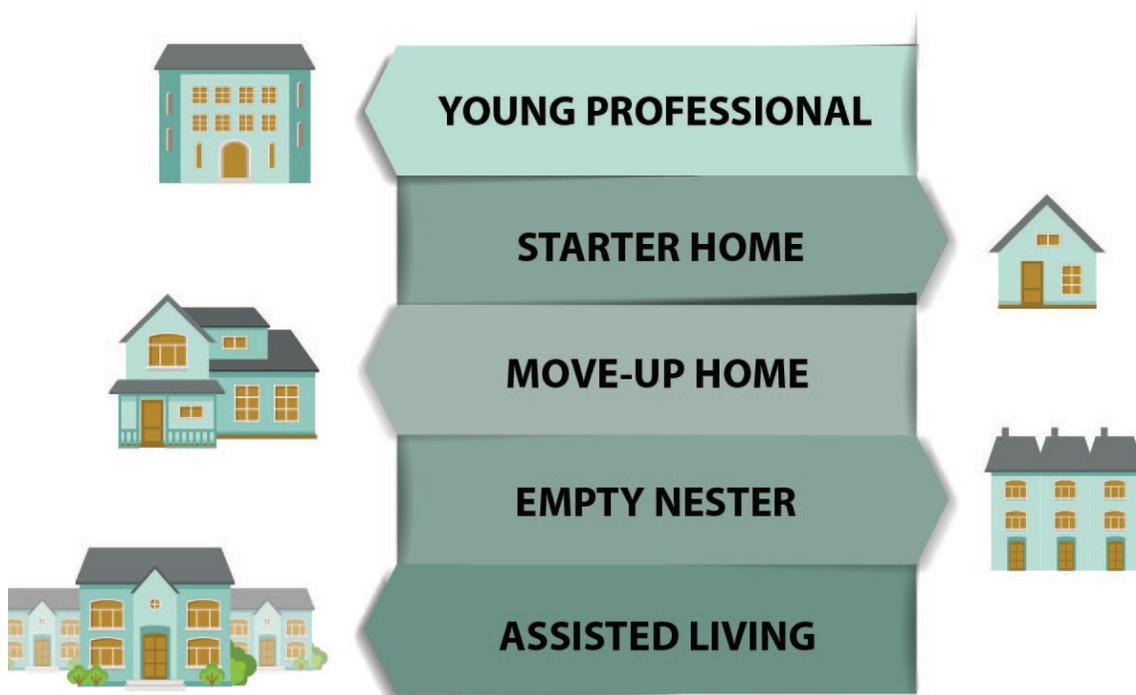
Land owners sometimes hold vacant land for speculation. Cities can encourage development on these properties through incentives or development agreements. This approach could provide some incentive for investment in targeted economic development locations.

POCKET PARKS

The City can combine any contiguous vacant land and transfer them to the Parks Department to create small-scale recreational space. These pocket parks provide greenery, shade, a place to sit, and sometimes a playground. These small-scale parks can increase the values of nearby homes and become a beloved asset to neighborhoods.

LIFE-CYCLE HOUSING

Across the country, communities are giving more attention to becoming age friendly; places for both growing up and growing old. A range of housing options is important to ensure that a full life cycle of housing is available. Enabling residents to stay within the community throughout their lives, even as housing desires change, is an invaluable component of a city. Smaller starter homes, apartments, townhomes, and retirement facilities are important to ensure adequate housing is provided for young adults, families with children, empty-nesters and retirees. Additionally, a range of housing options combats inequality and provides housing for all income levels.



NEW DEVELOPMENT AND TND

New development is ideal for large tracts of land in Granbury. The City currently has a combined total of 16,482 acres of vacant land within the city limits and the ETJ. When planning for new residential neighborhoods, the City of Granbury may consider Traditional Neighborhood Design. Traditional Neighborhood Design (TND) is a type of development that focuses on compact, pedestrian-oriented environments, similar to the characteristics of a small-town environment. These developments incorporate a blend of housing types and land uses into one area at the neighborhood scale. TNDs differ from typical subdivisions in that they place an emphasis on the following characteristics:



- A connected street grid with short blocks to promote walkability
- Varied lot sizes and housing types to create full life-cycle neighborhoods with options for mixed incomes
- Homes fronting neighborhood parks
- Neighborhood retail incorporated within a community square
- Maximum setbacks instead of minimum setbacks to bring homes closer to the street and increase pedestrian orientation
- Incorporation of front porches into home designs
- Driveway access via alleys to avoid disrupting the pedestrian realm with curb cuts
- Architectural design that facilitates interaction and promotes a sense of safety

TND principles should be available as an alternative form of subdivision design. A Granbury Pattern Book as well as financial incentives may be created to help developers achieve this desired neighborhood character.

MIXED-USE AND NODAL CENTERS

A variety of land use types contribute to a neighborhood's walkability and vibrancy. Providing a mix of land uses increases pedestrian activity and creates a sense of place within the community. Mixed land uses may be vertical (typically retail at the ground level and office and/or residential on the upper levels), or horizontal (each use is contained within its own structure but planned into a single development).

Nodal centers are main focal points within a city that are often considered popular places to congregate. These key points often incorporate mixed-use development because of the high volume of activity associated with this land use type. Nodal centers may also take the shape of a public plaza where various activities are frequently occurring. These focal points within a city are very treasured by residents and visitors and often help define the image of a city. Mixed-use development and nodal centers should be encouraged at key locations within Granbury.



LOW-IMPACT DEVELOPMENT

Low-Impact Development is a design approach that manages stormwater runoff through conservation and on-site natural features as opposed to entirely relying on city infrastructure. The basic processes used to manage stormwater runoff include pretreatment, filtration, infiltration, and storage and reuse. The five core requirements of designing a Low-Impact Development are to conserve natural areas whenever possible, avoiding pavement wherever possible; minimize the development impact on hydrology; maintain runoff rate and duration from the site, minimizing the amount of water that leaves the site; scatter integrated management practices throughout the site that will infiltrate, store, evaporate, and/or detain runoff close to the source; and implement pollution prevention, proper maintenance and public education programs.



Figure 8.1 *Neighborhood Bioswale Cross Section Example*

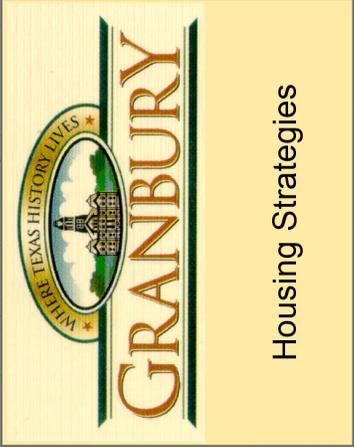
CURRENT HOUSING CONDITIONS

In order to determine priority areas, Granbury’s neighborhood conditions are divided into three categories. This subjective assessment does not identify specific homes, rather it defines a general, overarching character of the neighborhood. Figure 8.2 identifies neighborhood conditions per general residential areas based on the Preservation, Restoration and Rehabilitation categories below. Areas comprised solely by manufactured homes are noted separately in Figure 8.3.

In general, the condition ratings correlate to the age of the homes in the neighborhoods, which is common in many cities. Most of Granbury’s homes are in relatively good condition and a majority of repairs that are needed could easily be accomplished by the homeowner, while a small amount of repairs would require professional help.

PRESERVATION	RESTORATION	REHABILITATION
		
<p>APPLICATION: Neighborhoods that are in good health and appearance, generally the newest neighborhoods.</p>	<p>APPLICATION: Neighborhoods that are beginning to show signs of wear and tear. The physical structures are in sound condition but minor exterior improvements may be needed.</p>	<p>APPLICATION: Neighborhoods with homes that have exceeded the design life and may be structurally compromised.</p>
<p>GOAL: Maintain the current condition to prevent decline, which can begin with minor code violations. Quality, well-designed neighborhoods maintain their value and attract reinvestment long after construction.</p>	<p>GOAL: Correct code violations and encourage homeowners to make minor repairs to prevent further decline.</p>	<p>GOAL: Encourage homeowners to hire assistance for major repairs, allocate funding for demolitions when necessary, and target redevelopment/infill areas.</p>
<p>STRATEGIES:</p> <ul style="list-style-type: none"> • Code enforcement and compliance • Access to parks and recreation • Neighborhood organizations and homeowners associations (HOAs) • Quality neighborhood design • Quality building materials • Compatible nonresidential development (prohibiting incompatible uses) 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> • Code enforcement and compliance • Improvements to existing parks and recreation facilities • Facilitating neighborhood organizations • Neighborhood branding • Housing maintenance programs (grants) • Housing maintenance incentives for minor repairs (rebates or matching funds) • Maintenance assistance (identification of elderly or at-need households) 	<p>STRATEGIES:</p> <ul style="list-style-type: none"> • Code enforcement and compliance • Significant public investment in parks and quality of life enhancements • Improving neighborhood and community centers and programming • Neighborhood branding • Facilitating neighborhood organizations • Proactive housing demolition • Property acquisition • Infill/redevelopment incentives

Figure 8.2 Housing Conditions Typology



Map Features

- Preservation
- Conservation
- Rehabilitation
- Manufactured Homes

- City Limits
- Current ETJ

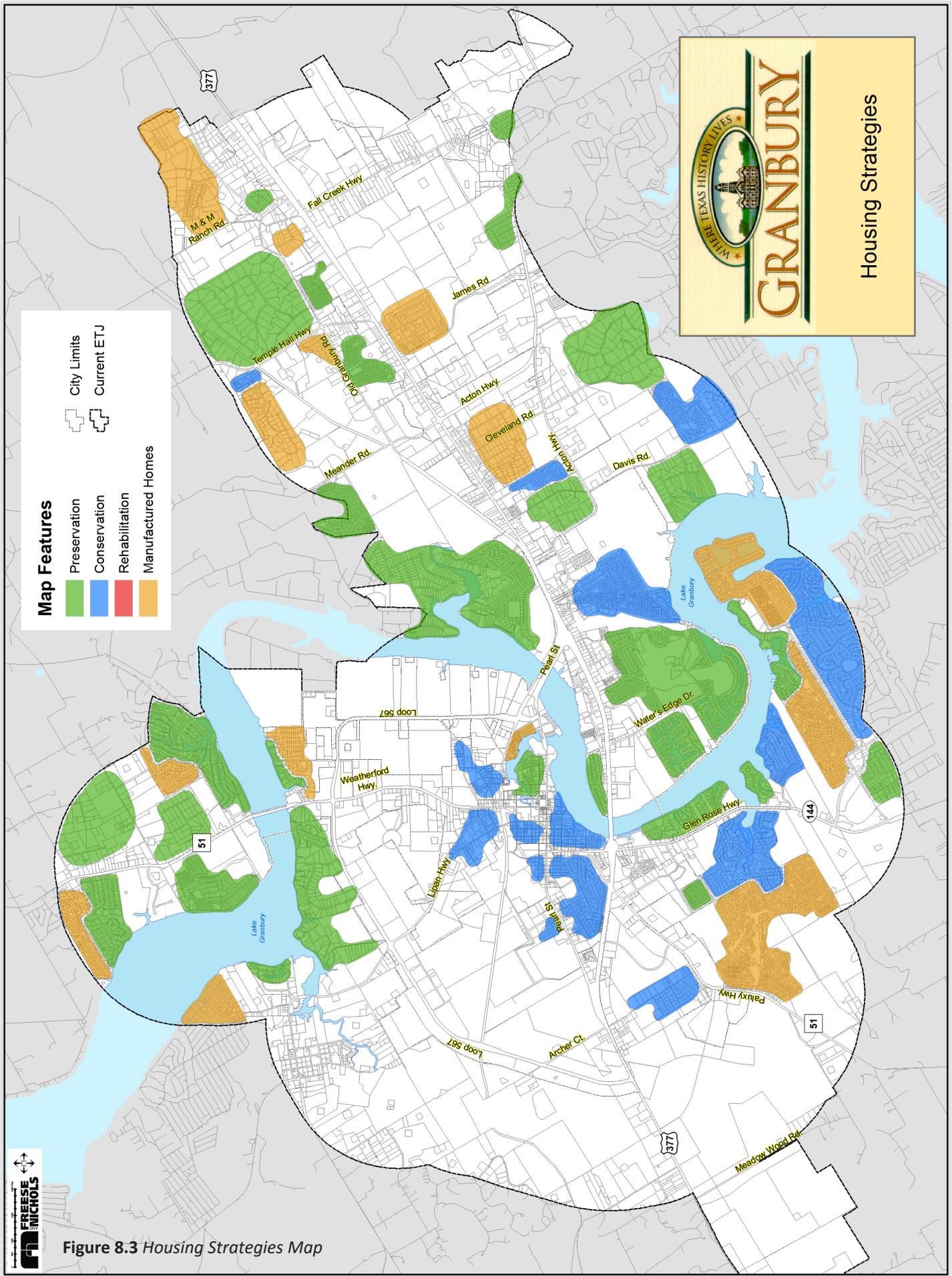


Figure 8.3 Housing Strategies Map

IDENTIFICATION OF INFILL OPPORTUNITIES

Residential infill refers to the development of a single lot within an existing neighborhood and may or may not be currently served by the City’s utilities. Where the market is viable, Granbury’s vacant lots present an opportunity for new development that fills vacant areas, continues to enhance existing neighborhoods, and takes advantage of existing utilities and road infrastructure. Desirable residential infill locations are those areas with available lots, access to existing City infrastructure, and within the city limits.

In addition to annexation and outward growth, infill and redevelopment opportunities can allow the City to grow more efficiently. Stabilizing and reinvigorating the core will ensure that all of Granbury grows and prospers. Infill development and development on previously undeveloped land, also known as greenfields, are equally important for overall community health, stability and economic success. Redevelopment within core areas requires a completely different approach than development on greenfield sites. It is only through public and financial support that revitalization of core areas can be achieved.

EXISTING VACANT RESIDENTIAL LOTS

Vacant Residential Lots	
In City Limits*	600
In ETJ*	4689
Total*	5289

*Approximate based on aerial photo and GIS interpretation

Table 8.1 Total Vacant Residential Lots

Vacant Residential Lots within Granbury CCN	
Water	1488
Wastewater	1488

*Approximate based on aerial photo and GIS interpretation

Table 8.2 Granbury CCN Vacant Residential Lots

Vacant Residential Lots within Others' CCN	
Water	3206
Wastewater	3206

*Approximate based on aerial photo and GIS interpretation

Table 8.3 Other’s CCN Vacant Residential Lots

Vacant Residential Lots within Granbury CCN and Near Existing Infrastructure				
	Water Line Coverage**	Wastewater Line Coverage**	No Water Line Coverage**	No Wastewater Line Coverage**
In City Limits*	381	405	112	89
In ETJ*	521	230	685	813
Total*	902	635	797	902

*Approximate based on aerial photo and GIS interpretation

**Approximate based on aerial photo and GIS interpretation, coverage areas assumes 200' offset from existing lines

Table 8.4 Vacant Residential Lots Near Existing Infrastructure

INFILL INCENTIVES

There are a variety of different programs and incentives that can be used. The type and amount of incentives can be related to the market itself. The purpose of the incentives is to reduce or mitigate some of the risk that a builder assumes when they do redevelopment projects. As with most other incentives, the primary goal of offering assistance is to stabilize and increase property values and invigorate neighborhoods. Strong, stable neighborhoods benefit the community as a whole through tax generation.

PROGRAM EXAMPLES

The following are example incentives or assistance that could be used to attract infill housing. It is important to note that it is an example list and that program details are dependent on funding and partnerships.

- Waive development fees for infill housing.
- Implement fast-track review and approval procedures.
- Allow staff technical support for submittals.
- Continue to promote the use of Amending Plats and Minor Plats, which allows for administrative approval to consolidate lots. In cases where Amending Plats and Minor Plats are not possible for combining adjacent small lots, the City should consider expediting the review process.
- Provide developers a significantly reduced rate of acquired land or land-banked land.
- Award rebates or grants per housing unit constructed in focus area.
- Offer infrastructure upgrades for infill projects over a certain value or number of units – if needed.
- Allow property taxes to be based on the home's pre-improvement value for a certain period of time.
- Provide density bonus for infill development, particularly with medium and high density projects.
- Partner with a specific developer(s) for construction of a certain type of development on city-owned land (public-private partnership).
- Give a discounted utility rate for a certain period of time for nonresidential development (if applicable when the City provides the utility services).

The infill programs available should be strategically marketed to ensure that local and regional builders are aware of the opportunities available in Granbury.

HOUSING TYPOLOGY AND DENSITY

While Granbury is a community that will be made up primarily of single-family homes, community input recognized the importance of offering a variety of housing options and density levels, specifically mentioning young professionals, young families, and empty-nesters. There is a wide variety of housing styles that offer increased density without conflicting with the existing single-family neighborhoods in Granbury. Figure 8.4 examines a wide variety of housing typologies that Granbury may want to explore.

DETACHED SINGLE-FAMILY HOMES		
LARGE SINGLE-FAMILY	MEDIUM SINGLE-FAMILY	SMALL SINGLE-FAMILY
		
<p>DESCRIPTION: A large structure that houses one family. These homes are typically on larger lots, providing more open space and separation from neighbors and adjacent land uses. This housing option often target families with school-age children.</p>	<p>DESCRIPTION: These homes are often located on larger lots, with more bedrooms, bathrooms and upgraded amenities compared to small single-family homes. This housing segment is ideal for a growing family or individual who may be progressing in their career who seeks upgraded housing options.</p>	<p>DESCRIPTION: These homes are often located on smaller lots or older neighborhoods, often with less bedrooms, bathrooms and upgraded amenities. This housing segment is ideal for a growing family or individual who desire established neighborhoods or small lot upkeep.</p>
<p>TYPICAL:</p> <p><u>LOT</u> Width: 90'- 150' Depth: 120'- 200' Area: 0.25+ acres</p> <p><u>SETBACKS</u> Front: 20'- 40' Side: 5'- 20' Rear: 30'</p> <p><u>BUILDING SIZE</u> Dwelling Area: 1,100+ Maximum Lot Coverage: 40% Height: 35'</p> <p><u>DENSITY</u> Units per Acre: 1-3</p> <p><u>PARKING</u> Off-Street Spaces: 2 spaces</p> <p><i>Note: Typicals varies based on context</i> <i>Image Source: http://www.novagutters.com</i></p>	<p>TYPICAL:</p> <p><u>LOT</u> Width: 80' Depth: 110' Area: 0.25+ acres</p> <p><u>SETBACKS</u> Front: 20' Side: 5' Rear: 30'</p> <p><u>BUILDING SIZE</u> Dwelling Area: 1,100+ Maximum Lot Coverage: 40% Height: 35'</p> <p><u>DENSITY</u> Units per Acre: 3-6</p> <p><u>PARKING</u> Off-Street Spaces: 2 spaces</p> <p><i>Note: Typicals varies based on context</i> <i>Image Source: https://en.wikipedia.org/wiki/Home-ownership_in_the_United_States</i></p>	<p>TYPICAL:</p> <p><u>LOT</u> Width: 60'- 70' Depth: 100'- 110' Area: 0.150- 0.2 acres</p> <p><u>SETBACKS</u> Front: 20' Side: 5' Rear: 30'</p> <p><u>BUILDING SIZE</u> Dwelling Area: 1,100+ Maximum Lot Coverage: 40% Height: 35'</p> <p><u>DENSITY</u> Units per Acre: 4-6</p> <p><u>PARKING</u> Off-Street Spaces: 2 spaces</p> <p><i>Note: Typicals varies based on context</i> <i>Image Source: http://smallhousebliss.com/</i></p>

Figure 8.4 Housing Typologies

LOW DENSITY MULTI-FAMILY

DUPLEX: SIDE-BY-SIDE



DESCRIPTION:
A small- to medium- sized structure that consists of two dwelling units, one next to the other. Both units face the street. This type of housing unit is often targeted for single professionals, young couples, and empty-nesters.

TYPICAL:
LOT
Width: 55'- 75'
Depth: 100'- 150'
Area: 0.1- 0.25 acres

SETBACKS
Front: 10'- 25'
Side: 5'- 15'
Rear: 30'- 60'

BUILDING SIZE
Width: 25'- 55'
Depth: 25'- 60'
Height (to eave): 20'- 24'

UNITS
Number of Units: 2
Unit Size: 600-2,400 sq. ft.

DENSITY
Units per Acre: 5-8

PARKING PER UNIT
On-Street Spaces: 1-2
Off-Street Spaces: 1

Note: Typicals varies based on context

Image Source: <http://missingmiddlehousing.com>

DUPLEX: STACKED



DESCRIPTION:
A small- to medium- sized structure that consists of two dwelling units, one on top of the other. Both units face the street. This type of housing unit is often targeted for single professionals, young couples, and empty-nesters.

TYPICAL:
LOT
Width: 55'- 75'
Depth: 100'- 150'
Area: 0.1- 0.25 acres

SETBACKS
Front: 10'- 25'
Side: 5'- 15'
Rear: 30'- 60'

BUILDING SIZE
Width: 25'- 55'
Depth: 25'- 60'
Height (to eave): 20'- 24'

UNITS
Number of Units: 2
Unit Size: 600-2,400 sq. ft.

DENSITY
Units per Acre: 5-8

PARKING PER UNIT
On-Street Spaces: 1-2
Off-Street Spaces: 1

Note: Typicals varies based on context

Image Source: <http://missingmiddlehousing.com>

BUNGALOW COURT



DESCRIPTION:
This type of housing is made up of small structures arranged around a common courtyard. This courtyard, often running perpendicular to the street, takes the place of private back yards and functions as a place for community-building. This type of housing is ideal for single people and couples without children at various life stages.

TYPICAL:
LOT
Width: 100'- 150'
Depth: 100'- 150'
Area: 0.2- 0.5 acres

SETBACKS
Front: 10'- 25'
Side: 5'- 15'
Rear: 5'- 15'

BUILDING SIZE
Width: 20'- 25'
Depth: 25'- 35'
Height (to eave): 12'- 14'

UNITS
Number of Units: 5-10
Unit Size: 500-800 sq. ft.

DENSITY
Units per Acre: 5-8

PARKING PER UNIT
On-Street Spaces: 1-2
Off-Street Spaces: 1

Note: Typicals varies based on context

Image Source: <https://www.pinterest.com/pin/385902261794817854/>

CARRIAGE HOUSE



DESCRIPTION:
Also known as a Granny Flat, this type of unit is an accessory structure, often located at the rear of the lot and/or above a detached garage. This type of unit is ideal for a young single person, nanny, or parent to the homeowner. This type of housing gives the dweller privacy, while being close to the family.

TYPICAL:
LOT
Lot width, depth, and area are based on those of the primary structure.

SETBACKS
Lot width, depth, and area are based on those of the primary structure.

BUILDING SIZE
Width: 28'- 55'
Depth: 28'- 60'
Height (to eave): 12'- 24'

UNITS
Number of Units: 1
Unit Size: 250-400 sq. ft.

DENSITY
The density varies based to the zoning of the primary structure

PARKING PER UNIT
Off-Street Spaces: 1
Note: Typicals varies based on context

Image Source: <http://www.houzz.com/photos/847024/Carriage-House-traditional-shed-other-metro>

MEDIUM DENSITY MULTI-FAMILY

FOURPLEX



DESCRIPTION:

A fourplex is a medium-sized structure that has four dwelling units, typically two on the ground floor and two above with a shared entry into the building. This housing type is often targeted for single people and couples without children, often starting out in their careers.

TYPICAL:

LOT

Width: 60' - 75'
Depth: 100' - 150'
Area: 0.15- 0.25 acres

SETBACKS

Front: 10' - 25'
Side: 5' - 15'
Rear: 30' - 60'

BUILDING SIZE

Width: 35' - 55'
Depth: 30' - 60'
Height (to eave): 20' - 24'

UNITS

Number of Units: 4
Unit Size: 500-1,200 sq. ft.

DENSITY

Units per Acre: 6-12

PARKING PER UNIT

On-Street Spaces: 1-2
Off-Street Spaces: 1-2

Note: Typical varies based on context

Image Source: https://en.wikipedia.org/wiki/Martin_Parelius_Fourplex

MULTIPLEX: SMALL



DESCRIPTION:

A small multiplex is made up for six to 10 side-by-side and/or stacked dwelling units. The units typically share one entry at the front of the building. This housing type is ideal for single people and couples without children, often starting out in their careers, but could also house empty-nesters.

TYPICAL:

LOT

Width: 60' - 75'
Depth: 100' - 150'
Area: 0.15- 0.25 acres

SETBACKS

Front: 10' - 25'
Side: 5' - 15'
Rear: 30' - 60'

BUILDING SIZE

Width: 35' - 55'
Depth: 20' - 60'
Height (to eave): 20' - 24'

UNITS

Number of Units: 6-10
Unit Size: 500-1,200 sq. ft.

DENSITY

Units per Acre: 6-12

PARKING PER UNIT

On-Street Spaces: 1-2
Off-Street Spaces: 1-2

Note: Typical varies based on context

Image Source: <http://missingmiddlehousing.com>

TOWNHOUSE



DESCRIPTION:

Townhomes are often made up of four to eight attached dwelling units in a small- to medium-sized structure. This housing type is ideal for young couples without kids or with small children, and empty-nesters.

TYPICAL:

LOT

Width: 150' - 300'
Depth: 100' - 150'
Area: 0.2- 0.5 acres

SETBACKS

Front: 10' - 25'
Side: 5' - 15'
Rear: 30' - 60'

BUILDING SIZE

Width: 115' - 230'
Depth: 25' - 35'
Height (to eave): 35'

UNITS

Number of Units: 4-8
Unit Size: 1,000-2,500 sq. ft.

DENSITY

Units per Acre: 6-12

PARKING PER UNIT

On-Street Spaces: 1-2
Off-Street Spaces: 1-2

Note: Typical varies based on context

Image Source: <http://www.richmondtownhouse.ca/>

LIVE/WORK



DESCRIPTION:

Live/work units are small- to medium-sized attached or detached structures. The dwelling unit sits above or behind a flexible ground floor space that often sells goods or services. Both spaces are owned by one party. This type of dwelling unit is ideal for professional singles or couples who need a storefront for the type of work they perform.

TYPICAL:

LOT

Width: 55' - 150'
Depth: 100' - 150'
Area: 0.2- 0.5 acres

SETBACKS

Front: 10' - 25'
Side: 5' - 15'
Rear: 30' - 60'

BUILDING SIZE

Width: 25' - 155'
Depth: 25' - 60'
Height (to eave): 35'

UNITS

Number of Units: varies
Unit Size: 600- 1,200 sq. ft.

DENSITY

Units per Acre: 6-12

PARKING PER UNIT

On-Street Spaces: 1-2
Off-Street Spaces: 1-2

Note: Typical varies based on context

Image Source: <http://old.seattletimes.com/ABPub/zoom/html/2004360759.html>

HIGH DENSITY MULTI-FAMILY

APARTMENTS



DESCRIPTION:

Apartment buildings are medium- to large-sized structures consisting of double-sided, stacked dwelling units accessed from a courtyard or series of courtyards. This type of dwelling unit is often targeted for singles and couples without children. This type of housing has very little parking associated with it so it is best suited in walkable areas, close to transit and amenities.

TYPICAL:

LOT

Width: 200' - 315'
Depth: 125' - 255'
Area: 0.5- 2 acres

SETBACKS

Front: 15' - 25'
Side: 15' - 25'
Rear: 25' - 40'

BUILDING SIZE

Width: varies
Depth: varies
Height (to eave): 20' - 36'

UNITS

Number of Units: varies
Unit Size: 600-1,200 sq. ft.

DENSITY

Units per Acre: 12-20

PARKING PER UNIT

On-Street Spaces: 0-1
Off-Street Spaces: 1-2

Note: Typical varies based on context

Image Source: <http://www.chr-apartments.com/auburn-harris-courtyard-apartments>

MID-RISE MULTI-FAMILY



DESCRIPTION:

Mid-rise multi-family is a large structure either single- or double loaded, wrapping either surface parking or a parking structure. Depending on the context, this type of residential can have retail at the ground floor as part of a mixed-use center, or it may be completely residential in nature. This type of housing is often targeted for single people, young couples without children, and empty-nesters.

TYPICAL:

LOT

Width: 350' - 450'
Depth: 350' - 450'
Area: 2.75- 5 acres

SETBACKS

Front: 0' - 20'
Side: 0' - 20'
Rear: 0' - 20'

BUILDING SIZE

Width: varies
Depth: varies
Height (to eave): 36' - 48'

UNITS

Number of Units: varies
Unit Size: 600-1,200 sq. ft.

DENSITY

Units per Acre: 20+

PARKING PER UNIT

On-Street Spaces: 1-2
Off-Street Spaces: 1-2

Note: Typical varies based on context

Image Source: http://www.multi-familybiz.com/News/4280/MAA_Enters_New_Market_With_Kansas_City_Acquisition

SENIOR LIVING



DESCRIPTION:

Senior housing comes in a variety of shapes and sizes. Many facilities offer a variety of housing needs, from independent living to assisted living, all within the same lot. Many senior living facilities are made up of one or two large structures that are double loaded, as well as a handful of detached or duplex units. This type of housing is ideal for seniors who want to downsize and/or are looking for a community of people their own age.

TYPICAL:

LOT

Width: 250' - 600'
Depth: 500' - 950'
Area: 0.2- 0.5 acres

SETBACKS

Front: 15' - 25'
Side: 15' - 25'
Rear: 25' - 40'

BUILDING SIZE

Width: varies
Depth: varies
Height (to eave): 20' - 36'

UNITS

Number of Units: varies
Unit Size: 600-1,500 sq. ft.

DENSITY

Units per Acre: 15-20+

PARKING PER UNIT

On-Street Spaces: 0-1
Off-Street Spaces: 1-2

Note: Typical varies based on context

Image Source: <http://www.leadingagekansas.org/i4a/pages/index.cfm?pageid=3294>

NEIGHBORHOOD STRATEGIES AND REDEVELOPMENT

Defining characteristics of a thriving neighborhood are generally quality housing occupied by residents who take pride in their homes, properties and neighborhoods. A neighborhood's social ties are developed through everyday social interactions, common interests, and simply by being neighbors. It is therefore in the public interest not only to maintain neighborhood conditions, but to also enhance existing neighborhoods with public investment.

Successful housing strategies involve a variety of techniques, both public and private, and require cooperative actions by property owners, tenants, the City, local organizations, and volunteer groups. While personal investment in property is a key component for attractive neighborhoods, the City may also positively impact and encourage private investment by creating and maintaining livable neighborhoods. Livable neighborhoods are those which may include, but are not limited to, the following;

- Opportunities for neighborhood interaction
- Access to public amenities
- Well-maintained infrastructure
- A sense of community, identity or belonging
- Access to conveniences such as retail, schools, and neighborhood services
- Well-maintained housing
- Life-Cycle housing

NEIGHBORHOOD REHABILITATION PROGRAMS

With many subdivisions showing signs of aging, it is important to develop strategies to maintain properties and encourage appropriate upkeep. Currently the City of Granbury doesn't have a dedicated staff member who works on revitalization efforts. In order to keep a strategic focus on neighborhood revitalization, the City should implement a neighborhood outreach program and hire a staff member to focus on neighborhoods. This new position would work with existing home owners associations (HOAs) and help start up new (HOAs) in neighborhoods where they do not currently exist. This staff member should also direct neighborhoods and HOAs to a variety of potential programs that would help with maintenance and repair issues.

INCENTIVES EXAMPLES

The following are strategies that the City can promote in order to encourage well-maintained neighborhoods:

Minor Rehabilitation and Replacement Program

The main goal of the Minor Rehabilitation and Replacement Program for the City of Granbury is to prevent the decline and deterioration of qualified single-family occupied structures by helping them maintain their home through rehabilitation.

Rental Housing Inspection Program

The purpose of this program is to protect the vitality and integrity of the City by ensuring its rental housing stock is maintained in a safe and healthy manner, and that tenants are provided dwelling units that meet fire, building and health standards through proactive, yet fair and reasonable enforcement of City codes and ordinances.

Neighborhood Renaissance

The Neighborhood Renaissance program is a proactive approach by the City to improve neighborhoods and attract reinvestment. City officials identify properties that are deemed to be unsafe or dangerous, often properties with significant structural damage that are beyond repair. The City then purchases the existing structure and demolishes the dangerous home. The City then sells the vacant property to a private party under the condition that the new structure has a value approximately five times higher than the sale price of the land. Funds from the sale of the land are placed into an Economic Development fund. This program is beneficial for two main reasons. First, the project removes dilapidated and dangerous eyesores from neighborhoods. Second, it creates value by incentivizing new, higher-quality development within the neighborhood. While dangerous structures should be removed city-wide, the most opportunistic locations should be concentrated in areas where private investment is likely. This will make the program more effective by ensuring that the City is able to sell the vacant property to a private party, rather than maintain ownership of the property indefinitely due to a lack of demand for private investment within certain areas.



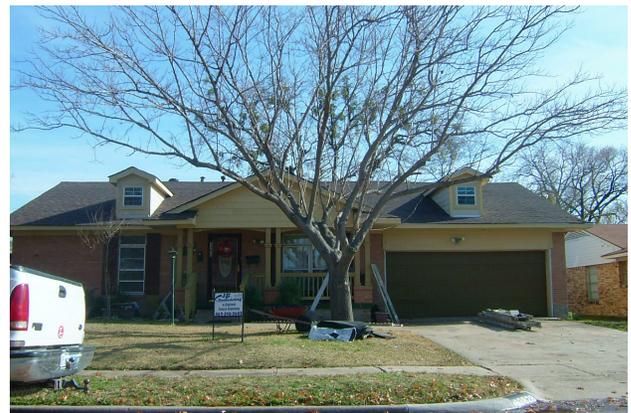
Figure 8.5 Example street improvements with new sidewalks, trees, lighting, trees and landscaping.

Demo-Rebuild

The intent of the Demo-Rebuild program is to make existing neighborhoods in Granbury more attractive to private development. The program encourages a private party to purchase an existing home, demolish the existing home and build a new structure containing a higher value home than the existing structure. In exchange for demolishing an existing structure and replacing it with one of higher value, the City will assess property taxes on the existing structure rather than on the new higher value structure for a certain period of time. Private investment is a key cornerstone of this program and therefore, some areas may be more appropriate for this program than others. Stable neighborhoods with access to public facilities, parks or other amenities are places where people feel comfortable making a private investment.

Exterior Incentives

Exterior incentives are those which encourage private owners to perform minor external improvements to their property in exchange for a city rebate. External improvements may include adding a front porch, new facade or roof replacement, among others. Generally speaking, property owners will spend a specific amount of money on private improvements and the City will rebate the owner a certain percent of the total value.



Living Space Expansion Program

In many neighborhoods, the structural condition of an individual property may be in excellent condition, but the structure may not meet the living space desired by the resident or the current market environment. A program that encourages the addition of new living space should be established by the City. Rather than focusing on demolition, this program focuses on adding additional square footage to the existing structure, such as a new section to the home or a second story. The investment in a home expansion can be expensive, therefore, certain neighborhoods within the City will be more attractive for significant investment than others.

Housing Prototype Guidebook

The City may consider hiring an architect as a consultant to develop a pattern book or housing prototype book for demo-rebuild properties. This guidebook should consider predominant housing patterns within the City, such as predominant lot sizes, and should define various housing styles, designs or options that could be utilized for development within those parameters and constraints. The prototype guidebook should also provide scenarios for maximizing living space on small lots. If desired, many of the housing prototype examples may be pre-approved by the City, encouraging redevelopment by avoiding certain fees or bypassing certain approval processes.

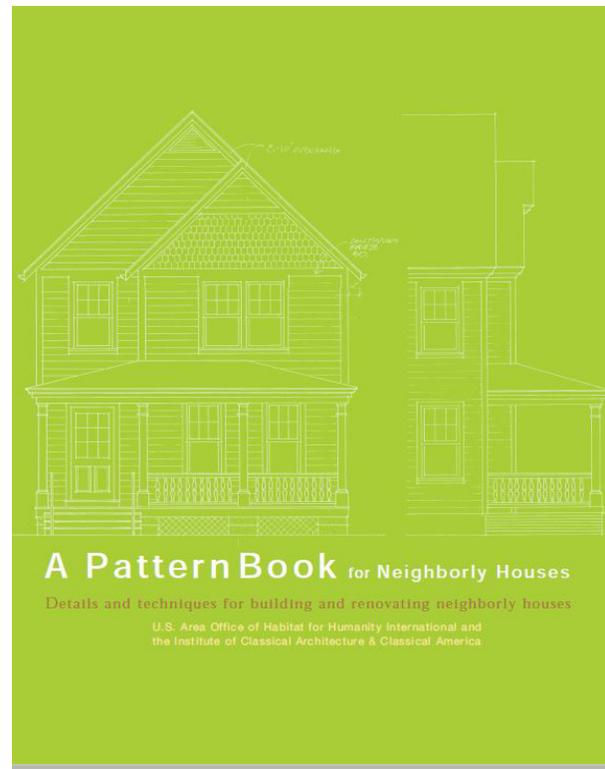
Landscaping Incentives and Consulting Program

Landscaping has the potential to drastically improve overall appearance of private properties and can significantly enhance the look and feel of neighborhood streets. Landscaping incentives may be used by the City to encourage such enhancements on private property by providing a percentage match on the total amount spent on such improvements. A minimum improvement amount should be provided, such as \$2,000 worth of improvements. It may be beneficial to provide a landscaping guidebook that provides several landscaping options for various housing types. The City may require landscaping improvements to closely follow certain elements within the design guidebook in order to be eligible for a rebate.

The City may consider providing landscaping consulting appointments to the community. Residents would be able to schedule a 15-30 minute appointment with the City Landscape Architect where they could discuss landscaping enhancement ideas for their home. This program would help to encourage landscape enhancements on the private sector.

Roadway Tree Canopy Incentive

The presence of mature trees and roadway tree canopies can significantly enhance the landscape and curb appeal of individual homes and neighborhoods. While tree planting should be encouraged throughout the City, it may be beneficial to concentrate efforts along parkways, the strip of grass between the street and sidewalk. A set of appropriate trees should be established by the City in order to minimize root damage to public infrastructure.



Source: U.S. Area Office of Habitat for Humanity International and The Institute of Classical Architecture & Classical America

Infill Parks

Neighborhood and mini parks are intended to provide a direct benefit to individual neighborhoods. They should be centrally located in order to promote use and access by neighborhood residents. The City should continue to encourage and create neighborhood parks within individual neighborhoods, striving to create at least one neighborhood park within every residential neighborhood.

Neighborhood Assistance Program

A Neighborhood Assistance Program provides organizational tools for residents to create and maintain neighborhood organizations. These neighborhood organizations can identify development issues and encourage private property maintenance. The City may also provide assistance with neighborhood signage and branding through sign toppers and gateway signs at primary neighborhood entrances.

Connectivity Enhancements

Walkability is a key factor in making neighborhoods attractive for reinvestment. It may be necessary for the City to proactively create or improve sidewalks, pathways, bicycle routes, and trails and to mitigate any major impediments or barriers to walkability in order to enable residents to have convenient access to parks, public facilities and retail.

Faith-Base/Civic Partnerships

The City may work with local civic and faith-based organizations to provide more significant aid to various residents within the community. Rather than performing only minor outside maintenance and repairs, volunteer groups may select one or several homes for an extreme makeover where more significant repairs or additions may be performed. A City building official and builder should be involved to provide technical expertise and coordination. The City may desire to have some monetary contributions towards repairs, but most of the materials, time and effort will likely be donated and volunteered.



Figure 8.6 *Infill park example*

ADDITIONAL COMMUNITY PROGRAM EXAMPLES

There are a variety of neighborhood programs the City of Granbury could implement to promote community involvement and a sense of security. While the City can improve the quality of neighborhoods through code enforcement, in order to save resources, it is worthwhile engaging the citizens who will support the following programs that will improve neighborhoods over time.

ADOPT-A-HOUSE

The Adopt-A-House program is designed for organized groups to paint, do minor repairs and yard work for elderly, disabled or handicapped homeowners. The program can take on a variety of names, such as Paint-The-Town, Operation Cleanup, or another name that identifies a location or specific area of the community.

ALLEY RALLY

An Alley Rally encourages neighborhood citizens to clean their neighborhood. Once an area is identified within the neighborhood, residents are notified of the time and date of the event. The City should then be contacted to provide services such as environmental control, code enforcement, and solid waste related issues.

BLOCK CAPTAIN PROGRAM

The Block Captain Program is designed to promote goodwill, provide a forum for expression of problems and concerns, promote social events, and welcome new members of the neighborhood. Block Captains are often the bridge between a Neighborhood Association board and the property owners within the neighborhood. The Block Captain is also a key person in any Neighborhood Watch program and is an integral person to keep the block actively involved in crime prevention efforts as well as relaying important information to the home owners.

EYES ON NEIGHBORHOOD

The Eyes on Neighborhood program provides a contact point within the neighborhood for the citizens with special problems, such as overgrown lots, abandoned vehicles, or vacant homes. Residents who notice suspicious activity or water leaking into the streets can also report this information to the contact person. The contact person then relays the information to the appropriate department within the City. This effort reduces confusion on who to contact and creates a strong bond between City staff and the contact point of the program.

STREET PARTIES

Street Parties are the result of a strong interest in the Block Captain Program. After an initial meeting with interested neighbors and after a block captain has been designated and a neighborhood is interested, a block party is planned for the area. Areas with local parks can use this space as a gathering place. A church or community center makes an excellent spot for holding a meeting. Meetings can be held in backyards, weather permitting, and everyone can bring a dish to share. The City should provide publicity and secure all the necessary permits. Street parties are also a great tool for the City to promote neighborhood programs and other city related activities.

BLOCK CERTIFICATION

The Block Certification program is designed to recognize those blocks that have taken steps toward significantly improving a neighborhood. To be considered for a Block Certification, a neighborhood will have to demonstrate the following:

- A majority of the residents (51 percent) within the neighborhood belong to the Neighborhood Involvement Association (NIA) for their block.
- At least one program of the NIA has been completed, such as Block Captain Program, Alley Rally, Street Party or Adopt-A-House.
- A meeting has been held and a regular meeting date is set to continue to the program.
- Key people are identified and appointed to serve and are well informed of their duties.
- A training meeting is set to discuss responsibilities of the NIA and the City's involvement with the group.
- The neighborhood should present an attractive appearance, no code violations or other visual infractions.

Once a neighborhood meets all certification criteria, an award will be presented, stating that the residents support the Neighborhood Involvement Association. The award could be presented during regular City Council meetings.

HOUSING CONDITIONS, GROWTH AND NEIGHBORHOOD REDEVELOPMENT STRATEGIES

8.1 Maintain code compliance efforts.

8.2 Continue to monitor neighborhood conditions.

8.3 Review and update zoning/design regulations to incorporate a variety of housing types.

8.4 Maintain and expand neighborhood improvement strategies outlined within the housing chapter.

8.5 Develop a recognition program to encourage homeowners and businesses to enhance and maintain their properties with quality exterior upgrades.

8.6 Ensure funding continues for City staff personnel to oversee neighborhood related activities.

8.7 Encourage the formation of Neighborhood Associations and establish regular channels of communication.

8.8 Create a property maintenance ordinance that holds owners of all existing structures responsible for the minimum property standards.

8.9 Enforce the ordinance requiring an inspection of rental properties by the City upon changes in occupancy.

8.10 Incentivize infill and redevelopment within the city limits to utilize existing infrastructure.



*HISTORIC PRESERVATION AND
DOWNTOWN REVITALIZATION*





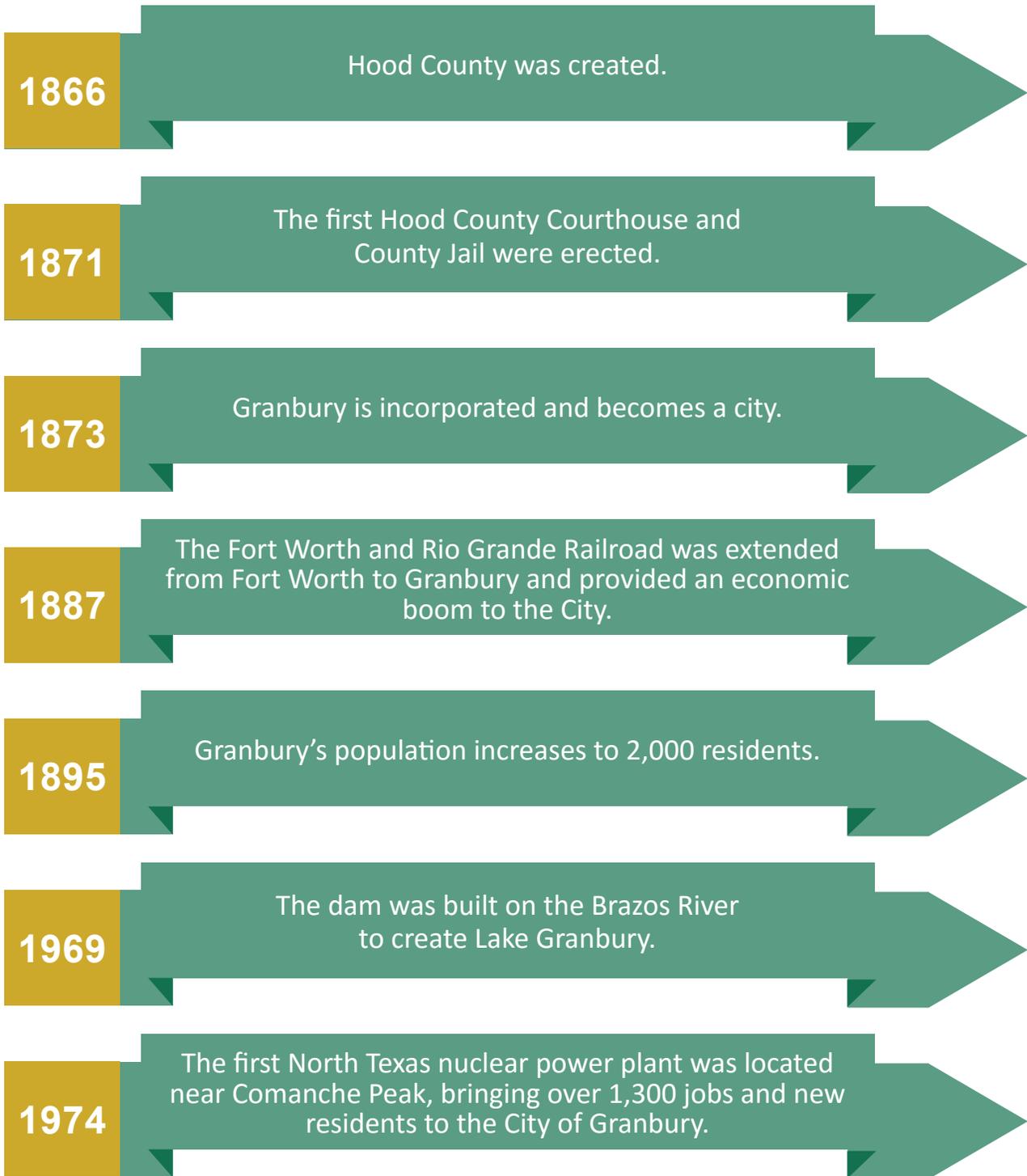
HISTORIC PRESERVATION AND DOWNTOWN REVITALIZATION

Public planning and historic preservation policy initiatives have stimulated private, nonprofit organizations to invest in the revitalization of the central business district—a key factor in Granbury’s successes. Many of Granbury’s historic structures have been repaired and preserved by private businesses and individuals within the community. The Hood County Historical Society, Preserve Granbury (nonprofit), Historic Granbury Merchants Association, and Lake Granbury Area Chamber of Commerce have partnered with the City for the preservation of Granbury’s historic identity. The City also works alongside a nonprofit board of directors to preserve the 1886 Granbury Opera House, which attracts thousands of visitors to Granbury’s historic downtown annually. Strategic planning efforts and the successful implementation of policies have contributed to the revitalization of the local economy and will continue to promote sustainable growth while upholding the historic integrity of the community—which is a primary goal of this Plan. Granbury has taken significant action to revitalize and preserve the historic downtown, though much of the City’s focus has been through the scope of historic preservation and has focused on the courthouse square area.

In 1972, the City created the Granbury Town Square Historic District, protecting the historic integrity of the buildings immediately surrounding the courthouse square. The area surrounding Granbury’s Courthouse Square had a mixture of historical and non-historical structures, and the buildings needed to be researched and documented in order to ascertain which were historically significant. In 2001, the City of Granbury updated its zoning ordinance to expand the original historic district through the creation of two historic preservation overlays. With the adoption of the new historic landmark and district zoning ordinance, these new overlays give the City the tools to influence future development decisions with an interest in preserving the community’s historic integrity. During this initiative, the City’s baseline year for being considered “historic” is defined as construction prior to 1957. Since many of the older homes have been modified significantly prior to the inventory initiative, the City does not consider these homes with significant modifications as contributing structures.

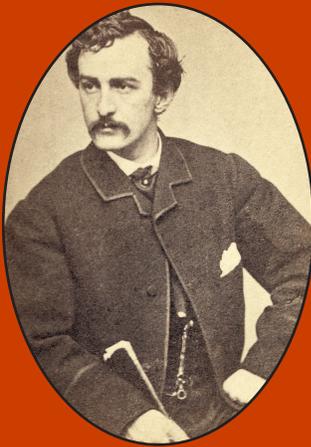
Historic preservation is a major player in Granbury’s housing, economy and tourism programs. The City of Granbury has been the recipient of more than \$45,000 in grants to develop preservation design guidelines that will be implemented by the Granbury Historic Commission. The City has dedicated hotel and motel tax dollars, as well as a portion of their general revenue fund, to fund the promotion of tourism as it is a major revenue generator in Granbury’s local economy. In addition, rehabilitation ordinances have been created. Granbury has developed a local historic landmark program that is currently comprised of 27 historic sites and two historic landmark trees.

HISTORICAL OVERVIEW



LOCAL HIGHLIGHT: HISTORIC GRANBURY AND LEGENDS OF THE PAST

Downtown Historic Granbury is the first town square to be listed on the National Register of Historic Places in Texas! Granbury is referred to as Texas' original Main Street city. With the adoption of the Historic Landmark and District Zoning Ordinance, the City of Granbury has dedicated major efforts and fiscal resources toward the restoration and protection of the historic character of the community. The ordinance outlines two Historic Preservation Overlay districts that incorporate entryways and neighborhoods surrounding the courthouse square, as well as a Historic Preservation Commission to review adopted policies and development practices. The Commission, which is made up of local merchants and homeowners, has defined design guidelines that direct historic preservation efforts within the preservation overlay districts. Meetings are held regularly, and are open to the public, to discuss the direction of historic preservation as it relates to the adopted Historic Preservation Plan.



JOHN WILKES BOOTH

Conspiracy theorists believe that the well-known assassin of President Abraham Lincoln, John Wilkes Booth, did not in fact die April 26th, 1865. According to rumors, a Booth look-alike was the person shot and killed at the Garrett farm, while the real Booth fled to Texas, settling in Glen Rose and then later moving to Granbury, where he was known as the pseudonym, John St. Helen. John St. Helen announced his true identity on his deathbed, however, he recovered from his grave illness and fled once again, finally committing suicide in 1903. A store on Granbury's historic town square, St. Helen's, is named after him.

Source: Wikipedia

"John Wilkes Booth portrait". Licensed under Public Domain via Commons - https://en.wikipedia.org/wiki/John_Wilkes_Booth#/media/File:John_Wilkes_Booth-portrait.jpg



JESSE WOODSON JAMES

It is claimed that the infamous outlaw, Jesse Woodson James, is buried in Granbury, Texas. Historians believe that Jesse James was shot and killed by a compadre in his own gang, though the legend states that another member of the gang was killed to trick law enforcement to believe Jesse was dead. It is said that Jesse met a young woman and fell in love with her in Granbury, loving the life so much that he returned when he was 107 years old to live with his grandson. Many James family descendants believe that Jesse James is indeed buried in the Granbury Cemetery, where they have erected a headstone and continue to honor his grave to this day.

Source: City of Granbury

"Jesse james portrait". Licensed under Public Domain via Commons - https://commons.wikimedia.org/wiki/File:Jesse_james_portrait.jpg#/media/File:Jesse_james_portrait.jpg

HISTORIC INVENTORY

There are three levels of historical designation markers available: A Granbury Historic Landmark is the local designation, the Texas Historic Landmark is the state designation, and registration with the National Register of Historic Places is the national designation. In addition, the City of Granbury conducted historic property surveys in 2001 and 2009 and both surveys contain a full list of surveyed properties along with property descriptions. Surveyed properties were assigned a preservation priority rating based on their architectural integrity and historical significance. While the City's Historic Preservation Overlay includes some low priority structures, the boundaries were deemed necessary to provide adequate coverage to areas of high priority. Both the 2001 and 2009 Historic Property Surveys should be referenced for additional information. Within Granbury, the historic designations include:

- 3 Nationally Registered Historic Places: Granbury Town Square Historic District, the Wright-Henderson-Duncan House, and the Baker-Carmichael House
- 14 state-designated historical sites
- 30 City-designated landmarks as of the 2008 Comprehensive Plan (including state and US designations)

1 Indicates Recorded Texas Historic Landmark; **2** Indicates National Register of Historic Places designation

HL-01: Baker-Carmichael House, 226 E. Pearl St. **1 2**

HL-17: Brazos Drive-In Theatre, 1800 W. Pearl St.

HL-02: J. D. Brown House, 118 W. Bluff St. **1**

HL-18: Ratliff House (Pomegranate House), 1002 W. Pearl St.

HL-03: James H. Doyle House, 123 W. Doyle St. **1**

HL-19: Old Granbury Hospital/Granbury Opera House Dorm, 116 S. Houston St.

HL-04: Estes-Green House, 319 W. Pearl St.

HL-20: Yeats-Duke Cabin, 214 N. Crockett St.

HL-05: E. A. Hannaford House, 126 S. Lambert St. **1**

HL-21: Granbury College President's House (Peveler House), 801 N. Lipan Hwy.

HL-06: Bowden-Kennon House, 505 W. Doyle St. **1**

HL-07: H. E. Robertson House, 422 W. Doyle St.

HL-22: Wright-Henderson-Duncan House, 703 Spring St. **1 2**

HL-08: Daniel House, 107 W. Bluff St. **1**

HL-24: Smith-Savage House, 826 Thorp Springs Rd. **1**

HL-09: Lees-Bryan House, 121 W. Bluff St. **1**

HL-25: Rylee-Aiken House, 1500 Crawford Av.

HL-10: Holderness-Aiken House, 321 W. Bridge St. **1**

HL-11: Cogdell House, 616 Thorp Springs Rd.

HL-26: Stringfellow-Gilmartin House, 322 W. Bridge St.

HL-12: Walker House, 510 N. Brazos St.

HL-27: Granbury Railroad Depot, 109 Ewell St. **1**

HL-13: Live Oak Tree, 305 E. Moore St.

HL-28: Walker-Morris-Peveler House, 315 W. Bridge St. **1**

HL-14: Live Oak Tree, 801 N. Lipan Hwy.

HL-15: Granbury Light Plant, 510 N. Brazos St. **1**

HL-29: D. L. Nutt House, 319 E. Bridge St. **1**

HL-16: Granbury News-Crockett-Crawford Building, 510 N. Brazos St.

HL-30: Doyle-Archer House, 321 W. Doyle St.

PRESERVATION AND ADMINISTRATION

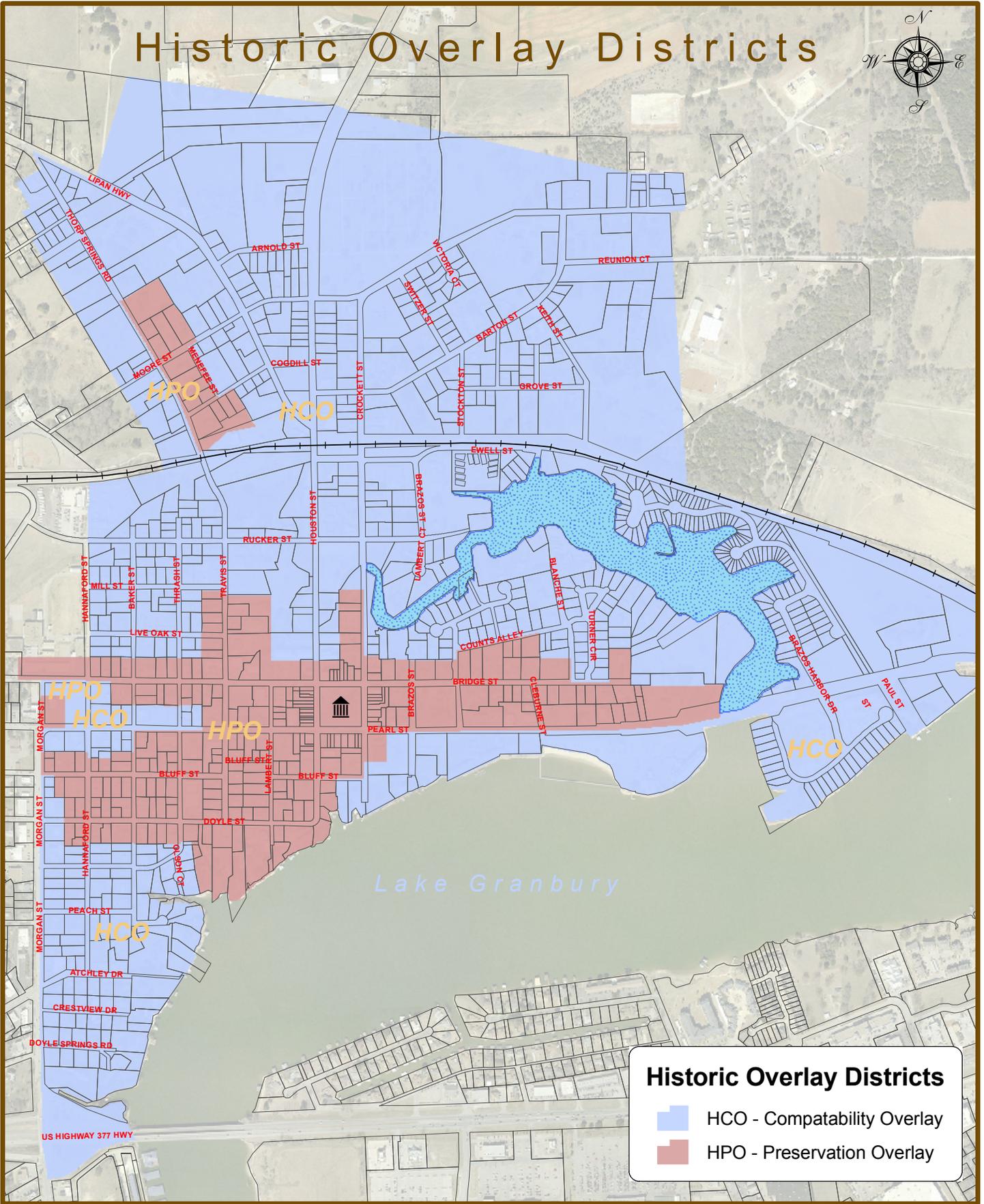
HISTORIC OVERLAY DISTRICTS

Section 6.2 of Granbury's zoning ordinance establishes the Historic Preservation Commission, the City's historic preservation officer and the procedures for the designation of historic landmarks and districts. The section has also incorporated zoning overlay districts regulating historic preservation. The first overlay, the Historic Preservation Overlay District (HPO), provides a zoning designation for identifying and protecting structures and sites of historic significance. This is an expanded area beyond the limitations of the immediate area surrounding the courthouse square. In the HPO district, building permits are not issued for construction until the Historic Preservation Commission has issued a Certificate of Appropriateness. In addition to the HPO, the zoning ordinance creates a Historic Compatibility Overlay District (HCO). This overlay was created to expand the influence of the remaining historic structures on the surrounding neighborhoods and to promote development consistent and compatible with the structures located in the HPO District. The HCO District places an emphasis on single-family residential over commercial with stringent design guidelines for new construction.

NEW CONSTRUCTION STANDARDS

- Placement of a building should fit within the range of the front and side yard dimensions seen among adjacent buildings or block face in order for the new building to be placed in alignment with neighboring buildings.
- Off-street parking should not interrupt the continuity of landscaped front yards and should therefore be placed at the rear of the property or behind the building. Driveways should be located perpendicular to the street to reinforce the character of the landscaped front yards.
- A building should be of appropriate human-scale, with mass and size similar to those in the adjacent block face or the historic overlay district. The height of finished floor from grade should be similar to traditional houses in the vicinity, and should be sufficient to suggest a traditional pier-and-beam foundation. The height of the cornice and the roof ridge(s) should also fit within the range and dimensions of traditional or historic residences in the block face or district.
- Roofs should have sloping forms, either hipped or gabled, with an eave overhang dimension that reflects traditional roof conditions.
- Exterior building materials should reflect the traditional materials of similar buildings in Granbury: wood siding (horizontal lap or novelty siding); limestone or field stone in traditional dimensions and tooling, or brick in traditional dimensions.
- New buildings facade organization should closely relate to surrounding or similar buildings. The spacing and size of window and door openings should be similar to their historic counterparts, as should the proportion of window to wall space.
- Front elevations should provide a one-story entrance porch scaled similarly to porches on nearby traditional residential buildings. Porches should be designed in dimensions and proportions adequate to create usable space.
- New designs should draw upon the traditions of historic styles in the community, but should be seen as products of their own time while being compatible with the historic environment of the block, neighborhood and community.
- The design of signs and choices of exterior colors on new buildings should be reviewed in consideration of consistency with the Historic Design Guidelines.

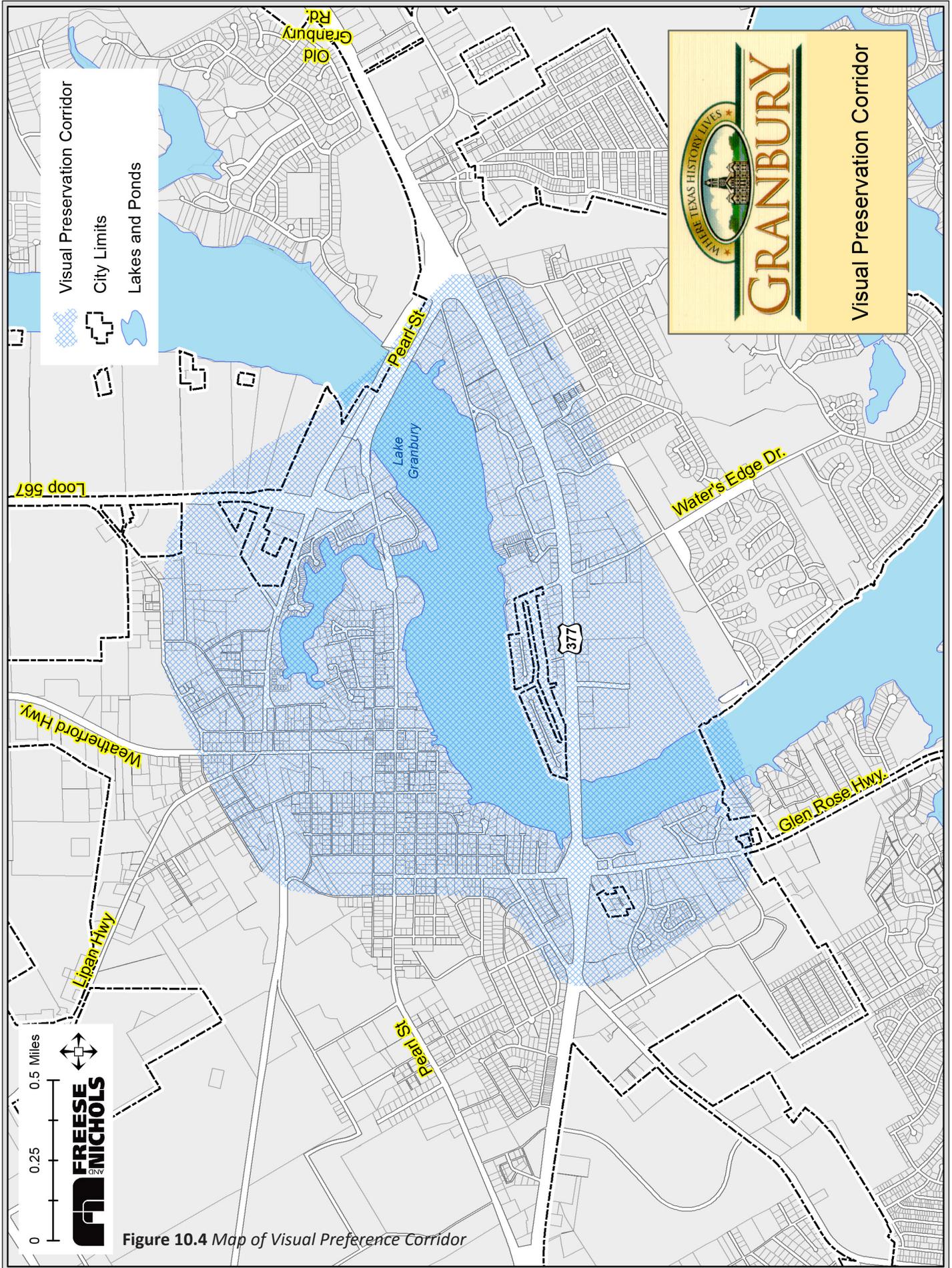
Historic Overlay Districts



Note:
 This map was created solely as a graphic representation for internal reference by the City of Granbury. The City of Granbury assumes no responsibility for the content or accuracy of this map. It is the responsibility of the individual to contact the City of Granbury so that the location of the Historic Overlay Districts may be verified based on a valid legal description of each individual property.



Figure 10.2 Historic Overlay Districts



- Visual Preservation Corridor
- City Limits
- Lakes and Ponds

WHERE TEXAS HISTORY LIVES

GRANBURY

Visual Preservation Corridor

Figure 10.4 Map of Visual Preference Corridor

Protection and maintenance are the overall preservation goals that guide a rehabilitation project. If there is deterioration present, repair and rehabilitation of the building's original materials and features is encouraged. If building conditions have extensive amounts of deterioration, so much so that repair is not a viable option, the replacement of historic materials and features with new, but compatible, materials is permitted. The Historic Design Guidelines define the preservation of historic structures into three categories of work:

- Stabilize the building, which is basic to preventing further deterioration, by weatherproofing surfaces, providing appropriate drainage, eliminating threatening plants and other destructive elements.
- Rehabilitate the building by making possible a compatible use for the property through repair, alterations and additions, while preserving those portions or features that convey its historical, cultural or architectural character.
- Restore the property by accurately depicting the form, features and character of its original condition.

VISUAL PRESERVATION CORRIDOR

This overlay category is designated to preserve visual amenities in association with Lake Granbury and the established Historic Preservation Overlay District and Historic Compatibility Overlay District.

Visual preservation corridors are a common provision of a comprehensive plan. They aim to protect both cultural and natural resources. It is accepted that the preservation of scenic views, whether they are of historic significance or environmental significance, are an important part of the preservation process. The City of Granbury has both features that should be addressed. Lake Granbury and the surrounding shoreline bisect urban Granbury. The tendency to construct structures adjacent to the lake to take advantage of this significant amenity is strong and pressing by the development community. In addition, the Historic Downtown Square, with the Hood County courthouse at its center, is comprised primarily of single and two story structures, with the tallest feature being the courthouse clock tower.

The updated Comprehensive Plan retains the need to protect both features; the lake and the historic downtown. The elevation of downtown coming from the north on Pearl Street is especially suited for a view preservation corridor, since it rises from lake level to the crest of the hill where the courthouse is located. Structures constructed along Pearl Street should be set back significantly from the right-of-way to preserve the view into downtown as well as spaced such that maximum view of the lake may be provided. Similarly, the view of the lake from Highway 377 is jeopardized by construction adjacent to the right-of-way. Future construction should be such that the maximum view of the lake is provided from development and does not block the view by future development occurring between Highway 377 and the shoreline of the lake.

The Courthouse must retain the dominant position in the Downtown. Future construction within or near the downtown area should not be of a height greater than the courthouse. In addition, care should be taken to prevent the obstruction of the view of the courthouse from structures that currently have a view of the courthouse and historic downtown area. Action to preserve these views should be focused on the downtown area with a radius of five to six blocks around the courthouse, the Pearl Street Corridor, and the Highway 377 Corridor.



AWARDS AND RECOGNITION

Granbury's town square was the first in Texas to be listed on the National Register of Historic Places as a historic district.

1974

Granbury's courthouse square was named the "Best Town Square in Texas" by the readers of *Texas Highways* magazine.

1998

Granbury won the Texas Municipal League's City Spirit Award for Economic Development through Heritage Tourism.

2001

The Texas Downtown Association awarded Granbury its Best Downtown Management Program designation for the city's preservation plan.

2002

Granbury was awarded as one of "Texas' Best Places" by the *Texas Architects* publication.

Designated as Scenic City – achieved Silver level certification.

2010

As a result of the publication of the Texas Historical Commission's *Main Street Handbook*, Granbury's historic preservation achievements and heritage tourism programs have been used as models throughout the state. Granbury is often referred to as "Texas' original 'Main Street' city," says the commission's handbook.

1986

CNN featured Granbury as "Small Town America" during its worldwide millennium broadcast. As the only small town in the United States to be featured by CNN, the City received approximately 12 minutes of international publicity highlighting Granbury as a charming, historic Texas town.

2000

The Texas Historical Commission awarded the citizens of Granbury the Ruth Lester Award for Meritorious Service in Historic Preservation for the redevelopment of the courthouse square.

The International Festival and Events Association honored Granbury with a Gold Pinnacle Award for publicity the community received.

Jeannine Macon, one of Granbury's early preservation leaders, was honored by the Texas Downtown Association as "Downtownner of the Year" for her many years of preservation and downtown revitalization work.

2004

Granbury was honored as a recipient of the Preserve America Community Award.

Re-designated as Scenic City – achieved Silver level certification.

2015

DOWNTOWN STRATEGIES

Granbury already has in place an excellent set of historical protections, which is important because of how critical historic preservation is to the City’s identity. That said, Granbury’s next step should be to harness that historic culture and sense of place in order to bolster tourism and economic development; this requires reevaluating some of Granbury’s downtown strategies, particularly with regards to zoning and land use.

RETHINKING THE CENTRAL BUSINESS DISTRICT

Granbury’s existing zoning designates an area roughly 15 blocks in size as the Central Business District (CBD). This area spans from Lake Granbury to the north side of Ewell Street and east to west between Stockton and Travis Street. The term CBD is often intended to portray a high concentration of commerce that provides goods and services. Zoning within CBDs is increasingly being abandoned by cities in recognition that central urban areas need more than just commerce to thrive.

While Granbury certainly has a downtown that is a natural gathering place and focal point, the downtown is not what would typically be defined as a CBD. Part of the reason for this is by design - the entirety of this area falls within the City’s Historic Preservation and Historic Compatibility Overlay Districts.

The City has chosen to emphasize and protect history in this area through development standards and levels of review that maintain a small town feel. This is an admirable initiative that has been quite successful in creating a tourism and boutique retail economy. However, the development standards and historical preservation initiatives are not geared towards conventional commercial and retail services. In reality, the bulk of Granbury’s commercial development is located south of the lake along Highway 377, outside of the CBD and historic overlay areas.

Beyond the question of defining Granbury’s Courthouse Square as the CBD is the larger disconnect between the definition of a CBD and the downtown areas not immediately adjacent to the courthouse. As the images to the right show, there are numerous areas within the CBD that are underutilized or vacant altogether within blocks of the Courthouse Square.

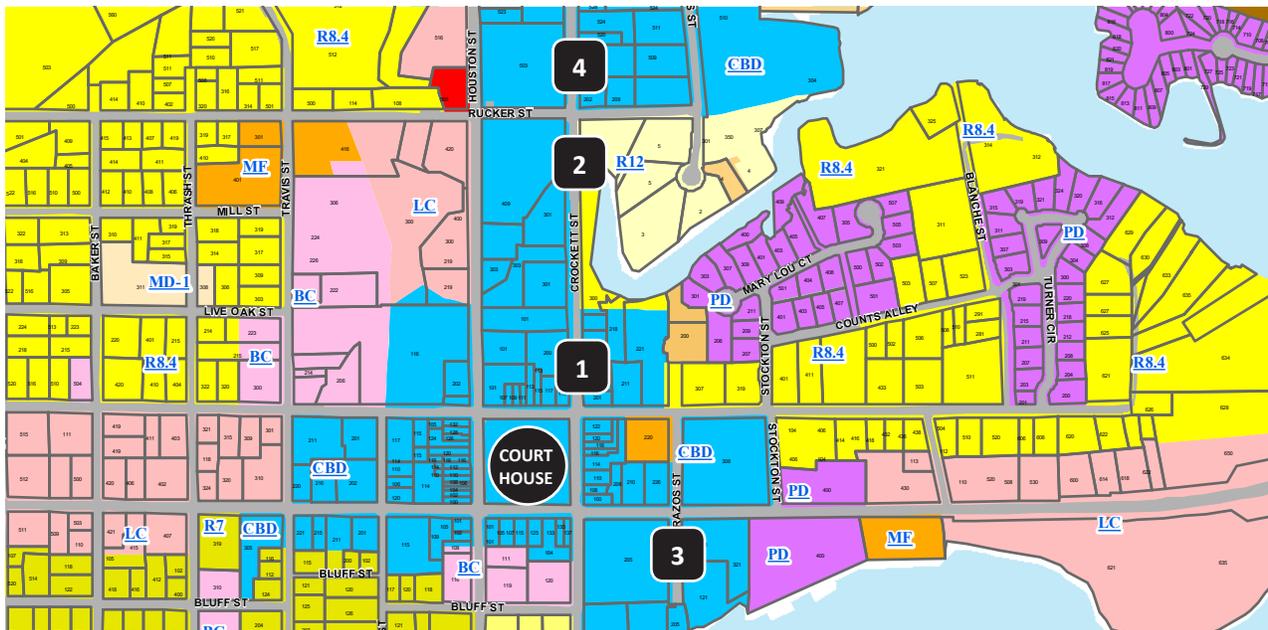
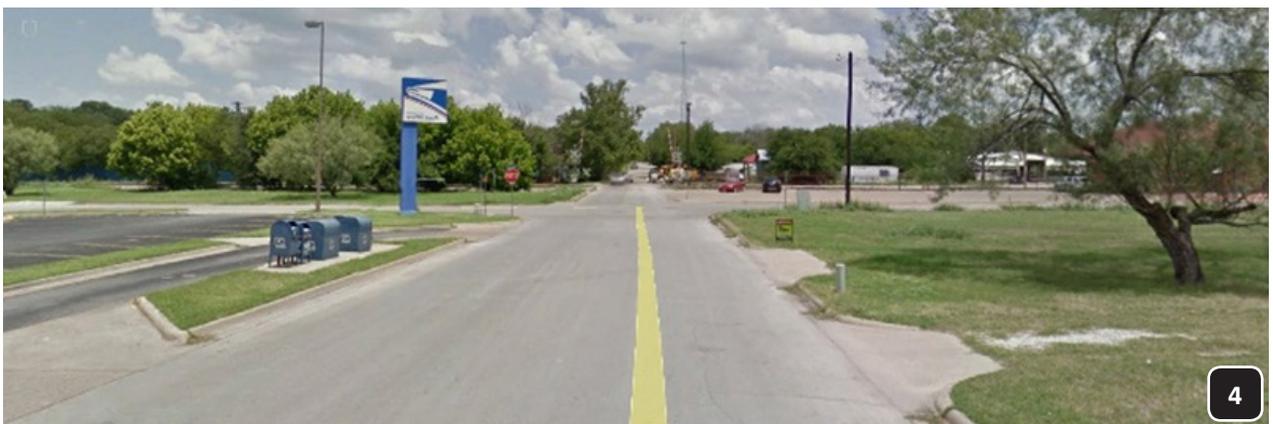


Figure 10.5 Map of underutilized or vacant lots, corresponding to images on the next page



INFILL OPPORTUNITIES

Downtown infill in Granbury will look significantly different based on the boundaries Granbury assigns to the formal downtown core in the future. For example, infill of the most immediate blocks adjacent to the Courthouse Square would likely entail attached commercial and/or residential in the form of row houses, townhomes, mixed-use shops and retail. Developing and infilling elsewhere within the current CBD would not necessarily require as much density. Lower intensity uses that fit within the appearance of single family homes, such as bed and breakfasts or traditional residential development, can enhance current historic protections while making the streetscape more complete. Granbury's Central Business District is certainly the focal core of the City. However, because of the City's historic preservation and compatibility protections, the area is also more difficult for encouraging focused, concerted development. The notion of higher density development also potentially conflicts with several of the City's historic preservation regulations and initiatives, not to mention the existing capacity of roadways.

CONTINUE TO ATTRACT A YOUNGER GENERATION AND YOUNG FAMILIES

Larger societal trends show the upcoming millennial generation's preference is to live and work in authentic urban communities. These communities promote a unique identity and offer a range of daytime and nighttime uses centered on creative and dynamic experiences. Granbury must find a way to build on its market's strength while providing unique options to local residents and visitors. This effort will help the City to remain attractive to new generations. Beyond shopping in downtown, new amenities and attractions should target children and young couples and build on existing resources such as history and the lake.



CREATE A 24/7 DOWNTOWN

As discussed, Granbury already has a tremendous Courthouse Square which is the municipal and historical center of the City. However, if the Downtown is to grow and expand as a tourism center as well, which was a recurring desire in citizen feedback, it will require several key elements. First, Granbury will need to address the lack of housing or lodging for people to live and stay in downtown. Even in historic small towns, retail alone is increasingly not enough to create a vibrant, sustaining downtown. Renovated second-floor apartments, townhomes, bed and breakfasts, and boutique hotels prove to be increasingly popular and successful in creating 24/7 economies. Second, the downtown requires amenities to accommodate the people who live and stay downtown, such as restaurants and cafés, bars or breweries, music and event venues, and neighborhood commercial services like neighborhood markets.



EXPAND TOURISM

Expanding tourism involves many of the same elements as creating a 24/7 downtown, though it also includes encouraging amenities that will make Granbury an attractive place to visit for a wide range of people as well as entire families. Along the lines of the previous recommendation, planning for nightlife, entertainment venues, and restaurants will certainly boost potential tourism opportunities. In addition, emphasizing boutique retail and services will help make Downtown Granbury a destination small town. Such services and amenities could include upscale retail, day spas and personal care, and unique dining options. Finally, adding amenities that are child-friendly will ensure that Downtown Granbury is a family-friendly destination for residents and visitors alike. These amenities can include playgrounds, gardens, a children’s museum, and interactive spaces at existing historic or recreational locations. Finally, continuing to expand and allowing for destination events such as festivals, fairs, concerts, and competitions will spread Granbury’s reputation.

ZONING

Granbury is more than Downtown. Tourism currently accounts for only a small portion of the City’s overall revenue, so changes to zoning and land use will be necessary if the City’s full tourism potential is to be realized. A large portion of the City’s HPO and HCO are currently zoned CBD, though it limits or prohibits land uses including townhomes, personal care, and shopping centers. As discussed, many of these land uses are integral in promoting tourism and keeping the Downtown dynamic at all times of the day. Allowing for a wider range of tourism-friendly land uses, so long as they do not hamper the historic image of the Downtown, should be strongly considered. Moreover, the City should explore the possibility of allowing and promoting the Downtown living and lodging. Other small town downtown cities in Texas have done this through methods including:

- Differentiating between historic housing and historic shopping districts with additional mixed-use zoning, all around the CBD and within the historical district (Fredericksburg, Texas)
- Zoning CBD around a separate downtown core (Kerrville, Texas)
- Placing a historic overlay atop downtown mixed-use zoning (Georgetown, Texas)
- Creating separate zoning for historic districts, CBD, and urban neighborhoods (Galveston, Texas)

EXPAND THE WALKABILITY OF DOWNTOWN AND CONNECTION TO ADJACENT BUSINESSES AND NEIGHBORHOODS

Downtown needs to increase street level activity and walkability by endorsing reasons to walk. In order to promote walkability, several streets will need to be reexamined to support adequate pedestrian connections from downtown’s core to the adjacent neighborhoods, businesses, parks, parking lots and conference center.

The enhancement of public right-of-way must be a primary goal to create community anchors along pedestrian priority streets. This can take the form of improved safety and crossings of major streets such as Pearl Street, Crockett Street south and north of the square, and Weatherford Highway north of the square.



Walkable streets are shared transportation corridor spaces, an essential component for a Complete Street. They are designed for all people, whether in cars, on foot, in wheelchairs or on bicycles. Some of the factors enhancing walkability include street connectivity, land use mix, and residential density. In addition, the frequency of entrances and other sensations along street frontages include the transparency of adjacent buildings, orientation, and proximity of homes and buildings to watch over the street; presence and quality of sidewalks, ramps, trails and street crossings; buffers to moving traffic, street landscaping/furniture traffic, and the volume and speed of adjacent traffic. Walkable streets lead to desired destinations, whether they are retail or commercial establishments, the bus stop, neighbors, jobs or a park.

PARKING AND PARKING CULTURE

If the goal is to continue to strengthen the Downtown's attractiveness as a walkable destination, then parking cannot dominate surface uses. Development in the downtown core has done a tremendous job in protecting the shopping experience while minimizing parking impact by placing public lots in the surrounding block. This is not to say convenient access to public parking isn't needed, but rather a site by site solution isn't feasible within the core and has created a parking culture that allows suburban parking ratios to dominate development conversations. The square's existing on street parking is vital to downtown's perception;

however, it will never solely meet the parking needs for the core uses. Additional public parking will always be needed. The good news is that most existing public parking, currently free, is within 200 to 900 feet of core destinations.



Throughout Texas, one major challenge to planning and implementing downtown developments is parking. Parking management for a downtown area needs to consider incorporating best parking practices in order to meet current and future demands. Parking supply and management is the difference between a downtown destination and suburban style development. In order to make the most effective use of current and planned development densities, traditional suburban approaches to parking standards and minimum requirements must be reexamined. Many downtown parking resources suggest that walkable areas, such as Granbury's square, do not actually have a parking supply problem; instead they have a parking management problem due to spaces that are unavailable to the motorists who need them close to their intended destination. Getting the parking right is essential to creating the desirable form and functionality of downtown blocks and streets.

While it is neither feasible nor reasonable to eliminate all parking in a downtown district, applying the conventional parking ratios to downtown projects would undermine the expected community benefits and could even cause long term initiatives to fail. This is because conventional parking standards have a serious suburban bias and are based largely on low-density land uses. Parking minimums can be unnecessarily burdensome and even a barrier, particularly to infill development. In some cases, minimum parking requirements can cause excessive development costs and empty lots leading to blight.

The benefits to a well-organized system of parking, regardless of ownership, can result in better utilization of existing facilities and reduce the perceived need for additional parking to accompany investments. An important benefit is avoidance of an oversupply of parking that could compete with the desired vision. As parking demand

increases over the next 5, 10 and 25 years, there will be many opportunities for the City to partner with the private sector in providing parking solutions. The recommended policy is to develop projects that serve needs for mixed-uses, shared parking, and multiple trip destinations. This strategy will require the City and development community to create partnerships to jointly address parking needs to efficiently and effectively meet parking demands.

IDEAS FOR DOWNTOWN PARKING POLICY

Striking a balance between parking supply and development is a crucial challenge in developing the character of downtown while meeting its mobility needs. Nonetheless, there are numerous studies that have addressed parking design for the Downtowns and other development concentrations. The following big ideas for parking policies borrow best practices from the Metropolitan Transportation Commission, the American Planning Association, the Victoria Transport Policy Institute, the Center for Transit Oriented Development, the Urban Land Institute and the Congress for the New Urbanism. These resources have additional parking examples for model codes, zoning strategies, parking requirement reductions, public-private partnerships and shared parking ratios.

Reduce or Eliminate Unnecessary Parking Requirements

In general, the suburban-oriented parking requirements that favor single-use sites should continue to be reduced for the downtown area. This is already being done for Granbury to some extent per the existing zoning ordinance. When possible, requirements for additional parking for new developments in the downtown area should be scrutinized and considered on a case-by-case basis, even to the extent that the development may establish its own needs for dedicated parking spaces.

Promote Alternative Modes of Transportation

To minimize the need for additional parking and to support the desire for a walkable, pedestrian-oriented place, alternative modes of transportation should be encouraged. The use of and the facilities for bike and walking should be readily available in the downtown area.

Commercial Unloading

Commercial unloading points should be strategically placed so as not to encumber traffic movements or existing parking.

On-Street Parking

In general, on-street parking should be provided along streets. In addition, on-street parking should continue to be counted towards fulfilling parking requirements for adjacent uses. However, adjacent users must understand that on-street parking cannot be dedicated to their own use, but are to be shared by all users. The City should retain full control over time limitations and pricing of on-street parking to control space turnover and availability. In general, the higher-demand on-street parking spaces should not be used for employee parking.



Establish Parking Maximums

Parking maximums need to be adopted to implement a ceiling on the number of spaces allowed on new developments. This can help to reduce automotive congestion and to reduce potential for over-built parking. However, the use of this strategy needs to be informed by local decision-makers, stakeholders and developers to carefully avoid dampening the development market.

Allow Shared Parking

All new nonresidential parking in the downtown area should allow for shared parking. Shared parking resources are available through the Urban Land Institute. Shared parking ratios are usually based upon land use, time of day, and peak demand times.

Allow Buy-in to Central Parking in Lieu of On-Site Parking Spaces

The City can establish a central parking facility bank and allow developers to pay an amount per space to the parking facility bank in lieu of building a certain percentage of the development's required parking spaces on site. The City would establish the cost per space, proximity requirements, and the maximum number of equivalent parking spaces that would be available in the central facility, using the principals of shared parking and other management tools.

Prevent Spillover Parking Impacts in Surrounding Neighborhoods with Residential Permit Parking Zone

The City can establish residential permit parking zones to prioritize curb spaces for local residents or businesses in areas where the availability of parking in the surrounding area is seriously impacted by workers, shoppers, business vehicles, or visitors.

Improve User Information

Provide convenient information on parking availability and price, using maps, signs, brochures and electronic communication. Whenever parking is prohibited, also indicate where parking is available.

Parking Placement

Parking and parking facilities' placements should be located as to support downtown functions and identity. A goal for downtown is not an auto-dominant environment but rather one that equally accommodates vehicles and pedestrians. Surface parking should be located behind buildings with mid-block entrances to accentuate downtown development and create a walkable environment.



STRENGTHENING THE DOWNTOWN CORE

Downtown's overall context or boundaries are largely defined by the existing historic overlay districts. Stakeholder input suggested strengthening the core by expanding downtown's experiences while maintaining the Historic Downtown Square as the main destination or center of activity.

A successful Downtown Plan defines a central core to strengthen and gradually expand over time. This core expansion concept works hand-in-hand with expanding the overall visitor experience, commerce growth and tourism destination. This most central area, the core, shown in Figure 10.7, offers an identifiable zone with the most contiguous walkable environment and highest quality urban form.

For Granbury, the core is defined as the place:

- With quality existing buildings and street level activities
- Where the average pedestrian would feel comfortable walking, due to street-level continuity, from one end to the other
- Where most visitors or tourist come
- With a municipal/ governmental concentration
- With the square as the prime anchor
- Where the average person visiting Granbury would perceive a connected experience

There is not a hard boundary for the core but rather general planning concept. The adjacent areas to the core are important for the success of the core and also contain historic characteristics. They include supporting uses to the core such as housing, bed and breakfasts, meeting spaces, and hotels.

Overall, the current relationship between the defined core and adjacent downtown areas are working well. New transitional uses and significant infill are not needed. This is not to suggest infill uses such as new restaurants and shopping aren't prudent. Rather, the surrounding downtown neighborhoods limit retail expansion opportunities. This limiting factor might actually be to the benefit of the core. A well defined, tight, walkable experience is one of the reasons the downtown continues to be successful. If new appropriate uses want to redevelop on the adjacent blocks to the core, this is likely a wise path, as long as the new developments meets the current design standards.



Granbury's downtown is blessed as an existing attraction, developed and visited well beyond what other Texas downtowns strive to become. Future infill to the downtown area should accommodate new attractions. Future uses will likely require the acquisition of half or full block developments. This situation can often make it difficult to develop. Future expansion areas immediately adjacent to the core hold the greatest potential for new infill projects to expand the central walkable area and create well-designed street-level activities.

DOWNTOWN IMPROVEMENT CONCEPTS

Every community has its own character based on its history, design styles of its neighborhoods and public places or its natural setting. Character is what helps set one community apart from another. It's one of the reasons people feel connected to the place where they live. Downtown should remain the identifiable center of the community and provide a distinctive destination. In order to achieve this goal, key urban design techniques must be implemented to strengthen the core. Design tools can include increased wayfinding, gateway and district signage, unified streetscapes, and pedestrian connectivity. Working in concert, these described techniques can help to provide a positive memory of downtown that increases visitor perceptions and overall experience.

Granbury has already gone to great and noticeable lengths to make downtown attractive. Within the context of the Courthouse Square and surrounding businesses, one of the few areas for potential improvement is to consider identity and pedestrian projects. The following described projects can support the desired park-once-and-walk policy. This approach in an increasingly important strategy for downtowns wishing to increase their destination recognition.



Figure 10.8 Draft concept plan for streetscape improvements to Granbury Downtown Square

Outside of the immediate courthouse square area there are a number of opportunities for aesthetic improvements to reinforce the identity and connectivity to surrounding neighborhoods and parking. These opportunities revolve around the general idea of building on the success of downtown and begin with making a smoother transition from the core to the surrounding neighborhoods, parks and hotels. Key projects in the future should support infill development, expand sidewalks, and provide new gateway features, wayfinding signage, monuments, and streetscape elements such as trees, banners and lights. See Figure 10.9, Downtown Improvement Concepts.

STREETSCAPE PROJECT A

The historic square is currently under design and construction is envisioned to begin in 2016.

STREETSCAPE PROJECTS B AND C

To expand the core and to reinforce downtown’s identity, streetscape enhancements are needed on Weatherford Highway and Crockett Street north of the square. The projects would better connect pedestrians to the parking area south of Rucker Street. Envisioned streetscape enhancements include maintaining the current two-lane vehicular capacity but include new sidewalks, parkway with trees, lighting, banners and landscaping. On-street parking should be provided if right-of-way widths can accommodate.

STREETSCAPE PROJECTS D AND E

To expand the core and to reinforce downtown’s identity, streetscape enhancements are needed along Pearl Street. A stronger pedestrian connection is desired from the City Beach and Granbury Resort Conference Center to the square. In addition, this streetscape project will serve as a gateway experience to Morgan Street west of the core. New streetscape enhancements include maintaining the current two-lane vehicular capacity but include new sidewalks, parkway with trees, lighting, banners and landscaping. On-street parking should be provided if right-of-way widths can accommodate.



STREETSCAPE PROJECTS F, CROCKETT STREET LAKE CONNECTION AND BOARDWALK EXPANSION

These projects are aimed at connecting the lake with the core. Expanding amenity offerings will further support accessibility to the downtown area and expand visitor types. A future lake overlook point, boat slips, and a boardwalk connection would be located at the terminus of Crockett Street at Lake Granbury. The future design should include a strong visual connection from Pearl Street to the lake to draw visitors south along Crockett Street. Crockett Street south of the square would be enhanced similar to the previous projects with new sidewalks, parkway with trees, lighting, banners and landscaping. The existing boardwalk at Granbury City Beach would be extended along the lake, to the future Crockett Street overlook plaza. These projects will require coordination with existing residential parcels and businesses but the aim of the project is to bring additional value to the surrounding area and increase visitor usability. On street parking should be provided if right-of-way widths can accommodate.

GATEWAY AND GATEWAY BRIDGE ENHANCEMENTS

Key gateways can further support downtown’s identity and provide the needed sense of arrival. Four locations are identified for potential projects. Three include bridge enhancements along Weatherford Highway, Crockett Street, and Pearl Street near Hewlett Park. These bridge enhancements should include similar architectural styles already provided in the downtown area. Such elements include limestone, capstones, columns and metal accents. The fourth would be a gateway monument located near the intersection of Pearl Street and Morgan Street. This signage should include a grander scale than other downtown signage such as the City Hall monuments sign, and should denote that visitors are entering the downtown district.



Monument and bridge gateway examples

FUNDING SOURCES FOR DOWNTOWN REVITALIZATION

TEXAS MAIN STREET PROGRAM (TEXAS HISTORICAL COMMISSION)

Texas Main Street Program provides strategic planning for downtown organization with individualized, on-site training for Main Street managers, boards and other Main Street participants. This program offers design services from a professionally-trained TMSP staff, including a licensed architect to help downtown property owners undertake effective rehabilitation, restoration and adaptive re-use projects. Additionally, as-needed technical consultation with business and property owners on a variety of topics is provided. Two statewide, Main Street-specific trainings are held annually for any volunteers or staff of participant communities. Participants are granted access to a Main Street-specific pool of improvement funds through the Texas Capital Fund of the Texas Department of Agriculture. Technical assistance on resources for funding projects and furthering economic development in the Main Street district is also provided.

DOWNTOWN REVITALIZATION AND MAIN STREET PROGRAMS (TEXAS DEPARTMENT OF AGRICULTURE)

These two programs provide match funding for downtown revitalization; up to \$150,000. The Downtown Revitalization Program is targeted for Non-Main Street Program Cities only, while the Main Street Program is intended for Main Street Cities.

PLANNING AND CAPACITY BUILDING FUND (PCB) (TEXAS DEPARTMENT OF AGRICULTURE)

The PCB addresses needed local planning elements, assesses local needs, builds or improves local capacity, or develops strategies to address local needs. The planning process should result in an improved local capacity to identify long and short term needs and to develop implementable strategies to address the identified community needs. Emphasis within this program is placed on public works and housing assistance planning. Recipients can receive up to \$55,000 with a 20% match requirement.

COMMUNITY ENHANCEMENT FUND (CEF) (TEXAS DEPARTMENT OF AGRICULTURE)

The CEF assists communities by developing enhancements that address any of the following needs: public health; community centers, workforce development/education, public safety, and/or renewable energy (as part of a public facility). Recipients can receive up to \$350,000.

COMMUNITY DEVELOPMENT FUND (CD) (TEXAS DEPARTMENT OF AGRICULTURE)

The Community Development Fund provides up to \$800,000 for projects that involve public facilities (water/wastewater infrastructure, street and drainage improvements, and housing activities)

NATURAL RESOURCES CONSERVATION SERVICE

This technical assistance program assists farmers and ranchers in exploring alternate economic enterprises, including heritage tourism (<http://www.economics.nrcs.usda.gov/altenterprise/index.html>).

RURAL DEVELOPMENT

These grant and loan programs promote rural community development projects and planning. Among the programs are Rural Business Enterprise Grants, Rural Business Opportunity Grants, and Rural Economic Development Grants and Loans (www.rurdev.usda.gov/).

ECONOMIC DEVELOPMENT ADMINISTRATION

Grants from these programs assist communities in infrastructure development, local capacity building, and business development to help alleviate conditions of substantial and persistent unemployment in economically distressed areas and regions. Rehabilitation of historic properties is an eligible activity if there is significant job creation (www.eda.gov).

COMMUNITY DEVELOPMENT BLOCK GRANTS

Community Development Block Grant funds help communities carry out a wide range of community development activities directed toward revitalizing neighborhoods, economic development, and providing improved community facilities and services. Because they are block grants, communities have discretion in how they spend funds and can use them to support heritage tourism initiatives or related infrastructure. HUD has published a booklet, *Preserving America, Historic Preservation and Heritage Tourism in Housing and Community Development: A Guide to Using Community Development Block Grant Funds for Historic Preservation and Heritage Tourism in Your Communities*. The publication explains how eligible CDBG activities can support heritage tourism (www.hud.gov/offices/cpd/communitydevelopment/index.cfm).

RURAL HOUSING AND ECONOMIC DEVELOPMENT GRANTS

These grants assist in capacity building at the state and local level for rural housing and economic development and support innovative housing and economic development activities in rural areas. They can fund projects involving heritage tourism and economic development through use of historic properties (www.hud.gov/offices/cpd/economicdevelopment/programs/rhed/index.cfm).

NATIONAL PARK SERVICE

National Heritage Areas are individually authorized by Congress and receive funding, technical assistance, and management support from the National Park Service. Heritage area designation provides a vehicle for promoting local economic and cultural vitality by capitalizing on an area's heritage assets, particularly through heritage tourism (www.cr.nps.gov/heritageareas/).

NATIONAL PARK SERVICE

Maps and travel itineraries (printed and online) have been developed linking National Register properties on a thematic or regional basis. To date there are 30 itineraries online (www.cr.nps.gov/nr/travel/).

NATIONAL PARK SERVICE AND BUREAU OF LAND MANAGEMENT [WITH USDA FOREST SERVICE]

Today, the National Trails System is comprised of eight national scenic trails, 18 national historic trails, and more than 1,050 national recreation trails. Although designated by Congress and administered by federal agencies, ownership may be public or private (www.nps.gov/ncrc/programs/nts/).

NATIONAL PARK SERVICE

This program provides assistance to local and state agencies and private organizations working on river and trail corridor projects. No grant funding is currently available, but the program assists partners in planning and finding appropriate project funding. Specific assistance is given for river, trail, and greenway planning, regional assessments of potential trail corridors, conservation workshops, and expert consultations on related issues. The program publishes success stories and "best practices" (www.nps.gov/rtca/).

FEDERAL HIGHWAY ADMINISTRATION

These grants can be used to maintain, restore, and rehabilitate trails, including National Historic Trails, and rehabilitate trailside facilities. They can also support acquisition of easements or titles to property for trails, including acquisition of old road or railroad bridges to be used as recreational trail bridges (www.fhwa.dot.gov/environment/rectrails/index.htm).

FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT ADMINISTRATION

10 percent of Federal Surface Transportation Program funds and 1 percent of federal urban mass transit funds are set aside to fund transportation enhancements. Such funding can be used for historic preservation projects and programs related to historic transportation routes, systems, facilities, etc. Heritage tourism trails may be funded at state discretion (www.fhwa.dot.gov/environment/te/index.htm).

CHALLENGE AMERICA FAST-TRACK REVIEW GRANTS (NATIONAL ENDOWMENT FOR THE ARTS)

These grants offer support to small and mid-sized organizations for projects that extend the reach of the arts to under-served populations. Eligible projects include those focusing on the development of cultural tourism and cultural districts, and assisting local economic development and cultural publicity efforts (<http://www.arts.gov/grants/apply/GAP10/Challenge.html>).

AMERICA'S HISTORIC PLACES GRANTS (NATIONAL ENDOWMENT FOR THE HUMANITIES)

As part of NEH's We the People Initiative, this program provides funding for public programs that use one or more historic sites to address issues central to American history. Projects eligible for funding may interpret a single historic site, a series of sites, whole neighborhoods, communities or towns, or larger geographical regions. Fundable activities include docent tours, publications (e.g., brochures, guidebooks, etc.), driving or walking trails or tours, annotated itineraries, exhibition labeling or trail signs, films, and digital media (www.neh.gov/grants/guidelines/historicplaces.html).

SMALL BUSINESS ADMINISTRATION TRAINING PROGRAMS

The Small Business Administration does not provide direct loans or grants (although it guarantees loans), but it does provide entrepreneurs with training materials and opportunities that could support heritage tourism and business development using historic buildings (www.sba.gov/training/).

NATIONAL TRUST FOR HISTORIC PRESERVATION

In 2014, the National Trust for Historic Preservation awarded over \$1 million in grant funding to 196 projects nationwide. Funding from the National Trust is awarded to nonprofit organizations and public agencies, and the majority of the funding is awarded for planning and education projects through the National Trust Preservation Funds grant program.

NATIONAL TRUST PRESERVATION FUNDS

The National Trust Preservation Fund was first launched by the National Council for Historic Sites and Buildings in 1947. Currently, it is funded entirely by the private sector. Matching grants provide qualifying agencies with up to \$5,000, which may be used for preservation and educational projects. Intervention funds may be for larger amounts and are designed to offer help and provide professional expertise during preservation emergencies. Grants are awarded annually in three competitive rounds: February 1, June 1, and October 1.

SAVE AMERICA'S TREASURES GRANT PROGRAM

The Save America's Treasures Grant Program is offered by the Department of Interior through the National Park Service. These grants are available to federal, state, tribal and nonprofit organizations for the protection of historic structures and sites. These grants are awarded as part of a matching-grant program, which requires another agency to provide matching funding to the project. The National Trust Preservation Fund is the principal private partner for the Save America's Treasures Grant Program and often arranges for matching funding for potential applicants.

CYNTHIA WOODS MITCHELL FUND

The Cynthia Woods Mitchell Fund awards grants to private and public agencies involved in the renovation and protection of historic interiors. The maximum grant available is \$10,000 and can be used to fund the hiring of professional expertise and publish educational materials and programs. To qualify for a Cynthia Woods Mitchell grant, your project must be part of a building with National Historic Landmark status.

MAIN STREET GRANTS

The Housing and Urban Development Department offers grants to local government agencies to revitalize and renovate downtown business districts while retaining their historic character. Qualifying agencies must have towns or cities with a population of 50,000 or less and 100 or fewer buildings within their jurisdictions. As of 2011, the maximum award amount available for a Main Street Grant is \$500,000.

HISTORIC PRESERVATION AND DOWNTOWN REVITALIZATION STRATEGIES

9.1 Maintain current historic overlay districts and NEZ.

9.2 Maintain existing design standards in downtown.

9.3 Reexamine the Central Business District to better align with the desired historic district qualities and to reflect the City's historic preservation initiatives in the area.

9.4 Review design and zoning standards to consider historically-compatible structures that also increase density and different land uses (townhomes, row houses, shops with second floor apartments).

9.5 Support appropriate residential infill within existing downtown neighborhoods and support commercial infill adjacent to the downtown core.

9.6 Continue to explore new uses to attract nightlife to the downtown area as well as uses programmed for children.

9.7 Continue to monitor parking in the downtown area and implement programs to support visitors and businesses.

9.8 Expand sidewalks and bike lane connectivity in downtown.

9.9 Implement streetscape enhancements to improve pedestrian circulation and to increase downtown's identity.

9.10 Improve the quantity and quality of entrances into the downtown with wayfinding signage and gateway features.

9.11 Continue to explore funding opportunities for the downtown area.



GROWTH MANAGEMENT

10



GROWTH MANAGEMENT

The purpose of this growth management chapter is to identify areas that may be appropriate for Granbury to expand its city limits. This chapter is not intended to be an Annexation Plan, but rather a discussion of areas that are logical and reasonable for possible future expansion.

OVERVIEW

Annexation is the process of expanding the City's boundaries. In doing so, the City is also required to extend municipal services, regulations, voting privileges, and taxing authority for the purpose of protecting the public's health, safety, and general welfare.

Chapter 43 of the Texas Local Government Code prescribes the process of annexation and defines the two types of local governments that exist in Texas:

- Home-rule: Cities with populations greater than 5,000 people may elect to have the authority to take any action that is not prohibited by state and federal laws.
- General Law: Cities with populations 5,000 or less (or larger cities that have not elected to become a home-rule city) only have the authority specifically granted by the state. These municipalities are also referred to as "Dillon's rule" cities.

Granbury is a home-rule city; therefore, the City may annex land either voluntarily by petition of the landowner or involuntarily. Benefits of annexation to residents include additional City services and protections, as well as protecting property values in the area by ensuring quality development. A benefit to the City is the ability to collect tax revenue from residents who already use many of the City's services (e.g., parks, roads).

EXTRATERRITORIAL JURISDICTION PURPOSES

The purposes of extraterritorial jurisdiction are:

1. It prevents another city from annexing land that is within the ETJ of another city. Cities can only annex land that lies within their extraterritorial jurisdiction (ETJ), which is determined by population and boundary conflicts. Based on Granbury's population, the ETJ would extend one mile beyond the city limits.
2. It allows a city to enforce its subdivision regulations within the ETJ. This gives cities some control over the subdivision and development (especially the construction of public improvements) of land that is currently not incorporated, but that will likely become part of the City in the future.

CHAPTER 43 OF THE TEXAS LOCAL GOVERNMENT CODE SUMMARY

According to Chapter 43 of the Texas Local Government Code:

- The annexation must be contiguous to the city limits. Strip annexations of less than 1,000 feet are prohibited unless initiated by the owner of the land (i.e., voluntary annexations).
- The total amount of land annexed during any calendar year cannot exceed ten percent of the City's total area as of January 1 of that year. If a city does not annex the full ten percent during any given year, then the remainder may carry over for use in subsequent years. Including acreage that is carried over from previous years, the area annexed during a given calendar year cannot exceed 30 percent of the City's total area as of January 1 of the next year. Note that government property and voluntary annexations are not included in the total.
- Public hearings, mailings, and notices in the local newspaper are required to solicit community input prior to the annexation proceedings.
- A three-year municipal Annexation Plan is required that specifically outlines that these annexations that may occur beginning on the third anniversary of the date of adoption; however, the following exemption applies for certain sparsely populated areas:
 - No Annexation Plan is required for annexations of fewer than 100 tracts occupied by residential dwellings; however, the municipality must use "generally accepted municipal planning principles and practices" when defining the boundaries of such areas (Section 43.052(i)).
 - All procedural hearings and notifications must be followed and a Service Plan must be provided.
 - Properties that have an agricultural exemption for tax purposes must be offered a development agreement for a period not to exceed 45 years (Section 212.172(d) and Section 43.035).
- The local government must prepare an Annexation Service Plan for the area to be annexed and make it available as part of the public hearing process. The Service Plan must provide for the provision of "soft services" (fire/police protection, solid waste collection, park access, etc.) and extension and maintenance of "hard services" (infrastructure/capital improvement projects) in the annexation area.
 - "Soft services" must be provided immediately upon annexation.
 - "Hard services" must be provided to the annexed area in a manner consistent with the remainder of the city. Improvements must be substantially completed within two and one-half years (or four and one-half years if reasonably necessary). The city must provide at least the same level of services and maintenance of infrastructure as the remainder of the city when considering topography, land use, and population density similar to those in the annexed area. These requirements do not apply to voluntary annexations.

SURROUNDING MUNICIPALITIES AND COMMUNITIES

Figure 10.1 shows the existing city limit and ETJ boundaries. There are not any municipalities that are directly adjacent to Granbury. To the east along Highway 377, the city limit boundary is approaching the City of Cresson and to the southeast the city limit boundary is approaching DeCordova. The western side of the city limits is the most uninhibited to growth. The nearest municipality, City of Tolar, is approximately five miles west on Highway 377. Tolar's city limits are small and mainly along Highway 377. Overall, the surrounding municipalities are not going to inhibit Granbury from expanding the city limit boundaries; however, the main challenge to growth is the entities that hold the water/wastewater rights to the north and south of the existing city limits.

EXISTING DEVELOPER AGREEMENTS

The City of Granbury currently has several existing developer agreements. These areas with existing developer agreements are not included in the growth opportunities areas discussions. This is because coordination with uses, infrastructure, and annexation have likely already been coordinated or will be regulated once development is started. In particular, Knox Ranch represents a very large planned growth area in the southwestern quadrant of the planning area. The Knox Ranch project encompasses over 2,000 areas with a mixture of residential lot sizes and a variety of nonresidential uses. The Knox Ranch area will be annexed in phases as the development's debt services are paid down. However, some of the commercial areas of Knox Ranch can be annexed near Loop 567's future extension.

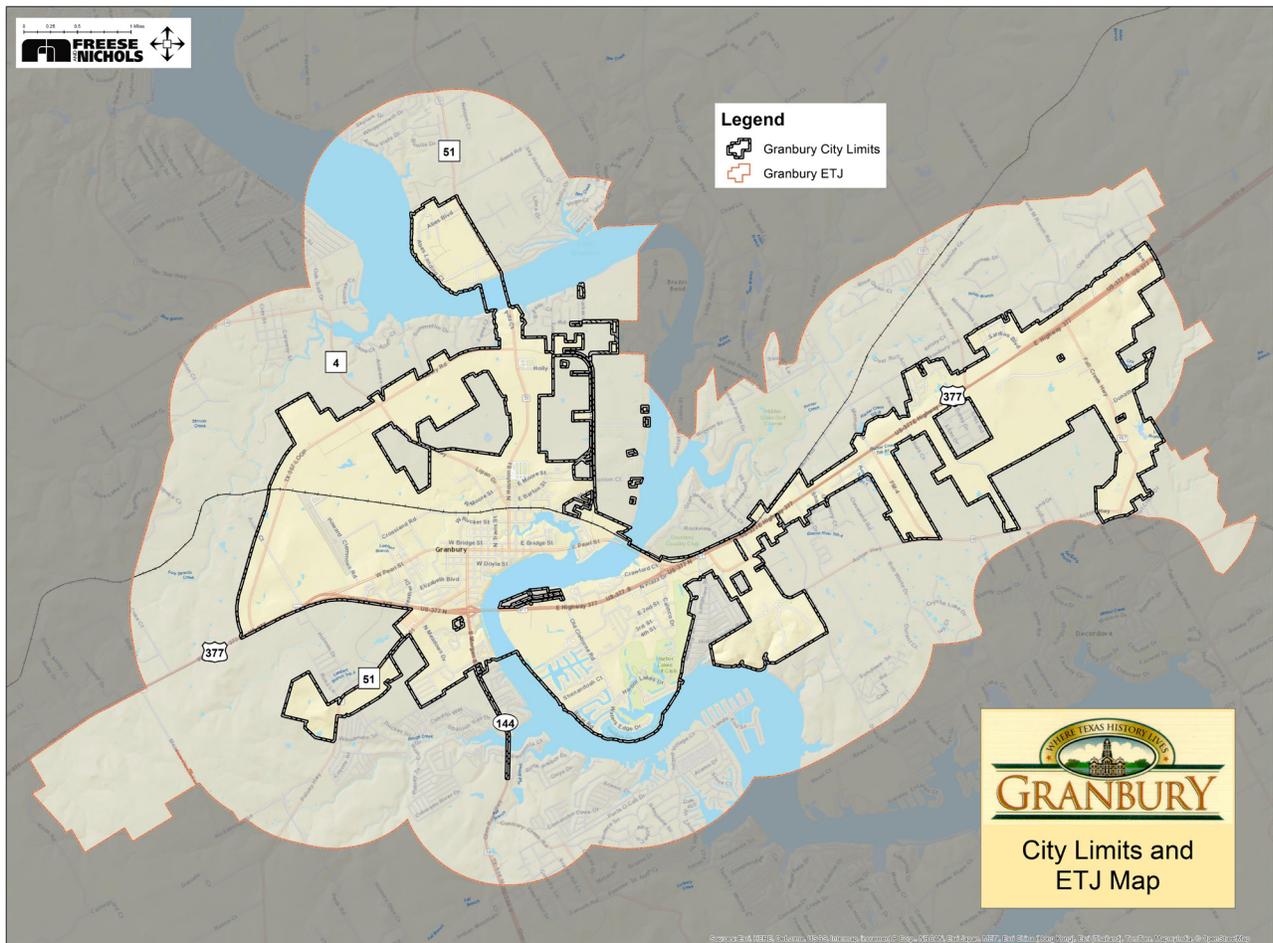


Figure 10.1 Granbury City Limits and ETJ

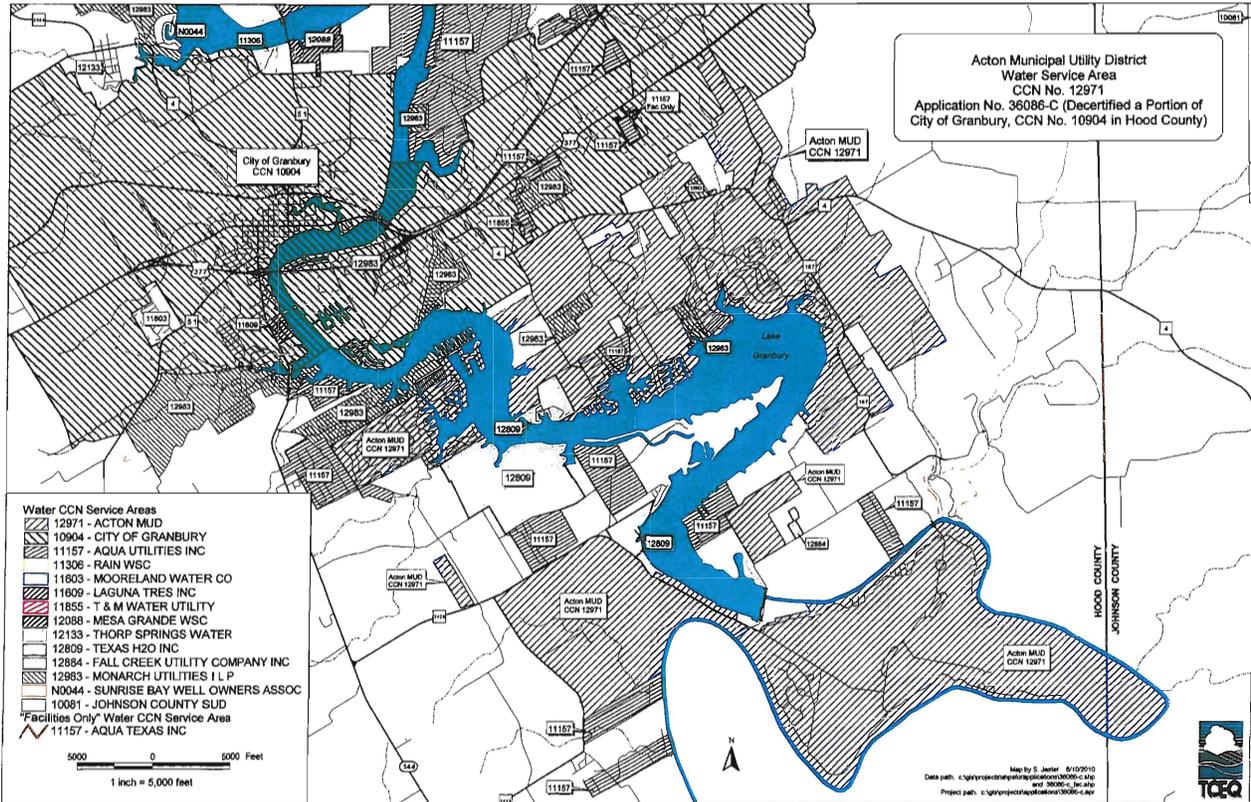


Figure 10.2 Acton Municipal Utility District Water Service Area CCN. No. 12971

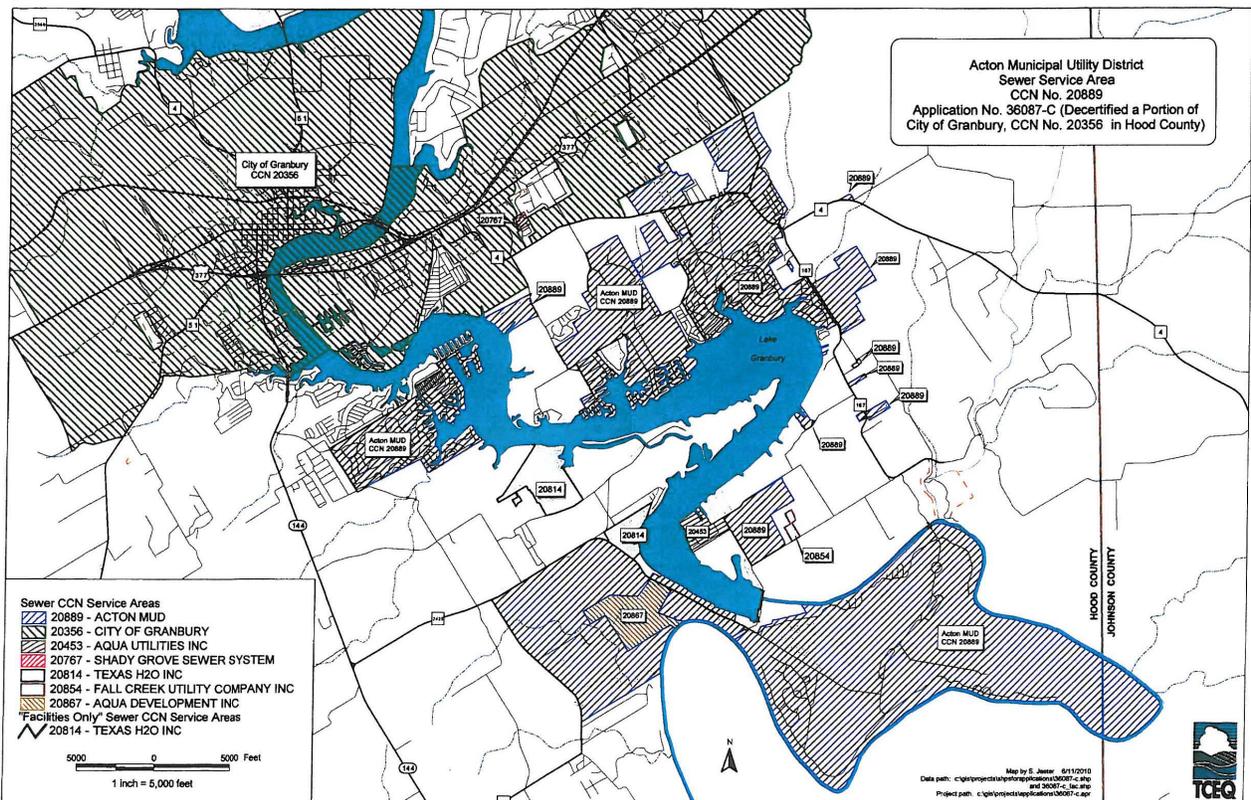


Figure 10.3 Acton Municipal Utility District Water Service Area CCN. No. 2088

ACTON MUNICIPAL UTILITY DISTRICT (AMUD)

AMUD is the largest water/wastewater provider near Granbury. AMUD was created in 1982 to serve the DeCordova/Action, Pecan Plantation, and Indian Harbor residents. Their water is supplied through 24 wells and is supplemented through treated surface water from Lake Granbury. The service areas includes approximately 24 subdivisions and over 7,000 households. Water systems are also maintained for parts of Hood County and Johnson County. The City should work with AMUD, and other neighboring providers, to develop quality infrastructure policies in the ETJ.

INFRASTRUCTURE EXPANSION CAPABILITIES

It is important to note that much of the unincorporated land surrounding Granbury is under the jurisdiction of other water and sewer entities which hold the Certificate of Convenience and Necessity (CCN) rights – especially south of the city limits.

According to the Public Utility Commission of Texas:

“A Certificate of Convenience and Necessity (CCN) gives a CCN holder the exclusive right to provide retail water and/or sewer utility service to an identified geographic area. Chapter 13 of the Texas Water Code requires a CCN holder to provide continuous and adequate service to the area within its CCN boundary. Municipalities and districts normally are not required to have a CCN; however some municipalities and districts do have a CCN. A district or municipality may not provide services within an area for which another utility holds a CCN unless the district or municipality has a CCN itself for that area.”

If the City seeks to expand in an area where they do not hold the CCN rights, the expansion may be more costly because the City might have to provide water/wastewater services. This could be done in these areas by entering in an agreement with the current water/wastewater provider or by purchasing the CCN rights. In many cases, the cost of providing services to a newly expanded developed area could outweigh the benefits to the City (i.e., tax revenue); therefore, a more detailed cost-benefit analysis could be beneficial to the City.

GROWTH AREAS

As the City continues to manage its growth, it is essential to evaluate the community's priorities along with situational characteristics to ensure that future expansions are logical, desirable, and fiscally responsible. One important concept to keep in mind is that development is not always synonymous with progress. A goal for city expansion is to protect the health, safety, and welfare of the community, not necessarily to increase density. The community has expressed a strong interest in preserving Granbury's small-town, natural character, while promoting growth and development, and ensuring fiscal responsibility – all of which are supported by encouraging growth to occur near the existing core of the City rather than on the periphery. Annexation can be a useful tool for preserving low density or rural areas, which could be a major asset for Granbury due to its proximity to the DFW Metroplex.

The growth opportunity quadrants for Granbury are shown in Figure 10.4. The four areas in the City's ETJ have been identified and analyzed; however, not all the areas will be suitable for annexation. In general, the analysis shows that growth to the north will be easier due to the City already having the CCN rights in a majority of this side of the ETJ. Below is a summary of each opportunity area and discussion of the benefits and drawbacks of annexing each area. (Note: all acreages are approximate.)

WHY DOES A CITY NEED TO EXPAND?

- For room to grow
- To provide services (fire, police, water, sewer)
- To manage adjacent land uses
- Gain highway frontage
- Manage future roadways
- Relieve traffic issues

NORTHWEST QUADRANT

Approximate Acres: 1,051

Location: North of Highway 377 and west of Lake Granbury

Granbury CCN Rights: Yes

Development Pattern: Primarily undeveloped with sparse large lot residential and limited commercial areas.

Other Notes: Portions of the area identified in the Northwest Quadrant are completely surrounded by the city limits. This area has access to city infrastructure and frontage to Lipan Highway. Annexing the area will not greatly benefit the City in the short-term with tax revenue due to the lack of development; however, it will be a benefit in the long-term once development occurs. Portions of the area identified in the Northwest Quadrant outside Loop 567 appear to have very rocky terrain.

NORTHEAST QUADRANT

Approximate Acres: 3,281

Location: North of Highway 377 and east of Lake Granbury

Development Pattern: Generally, this area is about 50 percent developed. The central portions near Meander Road are undeveloped. Existing developed areas are primarily residential and golf course but some commercial uses are located northwest of M&M Ranch Road.

Granbury CCN Rights: Granbury has the CCN rights for most of the Northeast Quadrant areas. A smaller portion of the northern and eastern portions of this quadrant is under the CCN of another entity.

Other Notes: It is unlikely that this area will be annexed all at once; therefore, it should be further evaluated into smaller sub-areas. The City could pursue expansion of these areas to extend the city limits north of the Highway 377 corridor. The addition of these areas to the city limits could also bring in additional taxable value from the established residential development, as well as any infill development that may occur. Areas in proximity to the recent retail development near Meander Road could be a priority if retail continues to expand. The land behind this retail development has the potential for additional development and even higher density housing.

SOUTHEAST QUADRANT

Approximate Acres: 2,769

Location: South of Highway 377 and east of Lake Granbury

Development Pattern: Large amount of undeveloped lands. Existing residential developments include a mix of single-family and manufactured homes. Nonresidential uses are sparse, but include small commercial sites, retail, and industrial uses.

Granbury CCN Rights: Only for some of the quadrant's portions north of Acton Highway.

Other Notes: Portions of the area identified in the Southeast Quadrant are completely surrounded by the city limits. These areas have access to city infrastructure near Highway 377. From a land use perspective, areas immediately to the east of Acton Highway could support low density residential. Some of the existing residential areas could support infill and redevelopment opportunities because of the older housing stock. The areas south of Action Highway border DeCordova Bend Estates, which is an incorporated homeowners association. The quadrant also contains an area known as Western Hills Harbor which is an owners association.

SOUTHWEST QUADRANT

Approximate Acres: 3,459

Location: South of Highway 377 and southwest of Lake Granbury

Development Pattern: Primarily residential with a mixture of single and manufactured homes. A mostly undeveloped areas for the quadrant is located north of Paluxy Highway, near Lake Granbury Medical Center.

Granbury CCN Rights: No, except for a small area to the north

Other Notes: Portions of this quadrant include Indian Harbor and Comanche Cove, which are both home owners association. The area north of Paluxy Highway are in close proximity to the existing medical center, which creates an opportunity for the development of other medical-related, retail, or office uses.

GROWTH MANAGEMENT STRATEGIES

10.1 Continue use of the subdivision ordinance to ensure high quality development in the ETJ.

The City should not encourage or incentivize development in the ETJ by allowing a lower standard of development compared to the City. The level of development in the subdivision ordinance should appropriately match the standard of development in the City, as allowed by subdivision regulations. This will not give developers an incentive to build in the ETJ. Additionally, this will ensure that when land in the ETJ is annexed, the level of development will be consistent with that of the City.

10.2 Focus growth to the north and west.

In general, the City should focus growth to the north and the west because of the lack of obstacles. It is also important to coordinate city expansion with infrastructure capabilities and expansion. Certain areas may be petitioned for annexation by the property owner(s) before the City initiates growth. Each growth area opportunity should be evaluated on a case-by-case basis.

Growth opportunities to the south are mainly limited by the City's lack of CCN rights. The east has more growth opportunities than the south, but the potential for expanding the city limits along Highway 377 is limited by the City of Cresson. The north has ample opportunities because Granbury has CCN rights and there are development opportunities along Highway 51 and north of the new retail/commercial development on Highway 377 in the northeast. The west is generally uninhibited by obstacles and additional Highway 377 frontage could be gained. When the City grows more, the ETJ will extend which will allow for more growth opportunity areas to arise.

10.3 Continue to work with the neighboring water/wastewater entities to develop quality infrastructure policies in the ETJ.

The City should continue to work with the neighboring water/wastewater entities to develop quality infrastructure policies in the ETJ. This policy correlates with the City updating the subdivision ordinance to ensure quality development in the ETJ and is an additional mechanism for successful implementation. It is recommended that the agreement allow the water/wastewater provider to not allow service to the property if the plat was not approved by the City. This will help to ensure that all subdivision regulations are being followed by the property owners and will give them an incentive to conform. Since AMUD is the largest provider, a partnership should be established with them to develop the infrastructure agreements.

10.4 Conduct further fiscal impact analyses to determine if areas are appropriate for annexation.

There are areas on the growth opportunities map that have less than 100 parcels or are in strategic areas important to Granbury. These areas may not require an Annexation Plan. The City should explore annexation by first conducting a fiscal impact analysis to determine if growth in a particular areas is feasible from a services perspective. The second task would be to evaluate each area based on the Comprehensive Plan's goals such as appearance and service criteria. Areas to further analysis would not include those with existing developer agreements.

While it is ideal to annex land into the City to ensure quality development, it is important that the City is able to adequately serve these areas without negatively impacting the existing community. By implementing a modest annexation program, the City could be better able to assess what areas it should consider serving with public facilities and municipal services; it can then program the provision of facilities and services more efficiently. An annual assessment should be conducted to determine how much land is being absorbed by development, its proximity to existing services, and its impact upon the City's budget.



IMPLEMENTATION

11

IMPLEMENTATION

Granbury's efforts in planning can never be overstated—planning provides for the protection of private property and ensures future development occurs in a coordinated and organized fashion, consistent with the Comprehensive Plan. The future of Granbury will be shaped with the policies and recommendations developed in this 2016 Comprehensive Plan. Based on this Plan, decisions will be made that will influence many aspects of the City's built and social environments. Granbury has taken an important leadership role in defining its future, with the adoption of this Plan. The Plan will be a very important tool for city staff and civic leaders to use in making sound planning decisions regarding long-term growth and development. The future quality of life will be substantially influenced by the manner in which Comprehensive Plan recommendations are administered and maintained.

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. Changes in the socioeconomic climate and in development trends that were not anticipated during the 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.

Plan policies and recommendations may be put into effect through adopting development policies, such as zoning and subdivision regulations, and through capital improvement programs. Many recommendations within the Plan can be implemented through simple refinement of existing city regulations or processes, while others may require the establishment of new regulations, programs, or processes. This final section of the 2016 Comprehensive Plan describes specific ways in which the City can take the recommendations from vision to reality.

PROACTIVE AND REACTIVE IMPLEMENTATION

There are two primary methods of implementation: proactive and reactive. To successfully implement the Plan and fully realize its benefits, both methods must be used in an effective manner. Both proactive and reactive actions that could be used by Granbury are described within this chapter.

EXAMPLES OF PROACTIVE METHODS INCLUDE:

- Developing a capital improvements program (CIP), by which the City expends funds to finance public improvements to meet objectives cited within the Plan
- Establishing or updating zoning regulations
- Establishing or updating subdivision regulations

EXAMPLES OF REACTIVE METHODS INCLUDE:

- Approving a rezoning application submitted by a property owner inconsistent with the Comprehensive Plan
- Site plan review
- Subdivision review

IMPLEMENTATION RESPONSIBILITY

Perhaps the most important method of implementing the Comprehensive Plan comes in the day-to-day commitment by elected and appointed officials, staff, and citizens. The Comprehensive Plan must be understood as a useful and capable tool to direct the City's future. The Plan, in its entirety, along with individual components such as the Future Land Use Plan, should be available for reference by officials, staff, and citizens. The Comprehensive Plan should continually be referenced in planning studies and zoning case reports as well as informal discussion situations. High visibility will make the Plan a successful, dynamic, and powerful tool for guiding Granbury's future growth.

The responsibilities for initiating and monitoring the goals, strategies and actions of the Comprehensive Plan are multi-tiered.

CITY COUNCIL

The City Council will:

- Establish overall action priorities and time-frames by which the strategic recommendations will be initiated and completed.
- Appropriate funds, consider and set the funding commitments for this Plan's implementation measures.
- Offer final approval of projects/activities and associated costs during the budget process.
- Provide policy direction to the Planning and Zoning Commission and City staff.

PLANNING AND ZONING COMMISSION

The Planning and Zoning Commission will:

- Recommend to City staff an annual program of actions to be implemented, including guidance as to the time-frames and priorities.
- Prepare an Annual Progress Report for submittal and presentation to the City Council (see Annual Review Process later in this chapter for more detail).
- Ensure decisions and recommendations presented to the City Council are consistent with this Plan's policies, strategies, and recommendations.
- Help to ensure the Plan is considered in the decisions and actions of other entities.
- Amend, extend, or add Plan revisions as necessary and appropriate.

CITY STAFF

City staff should:

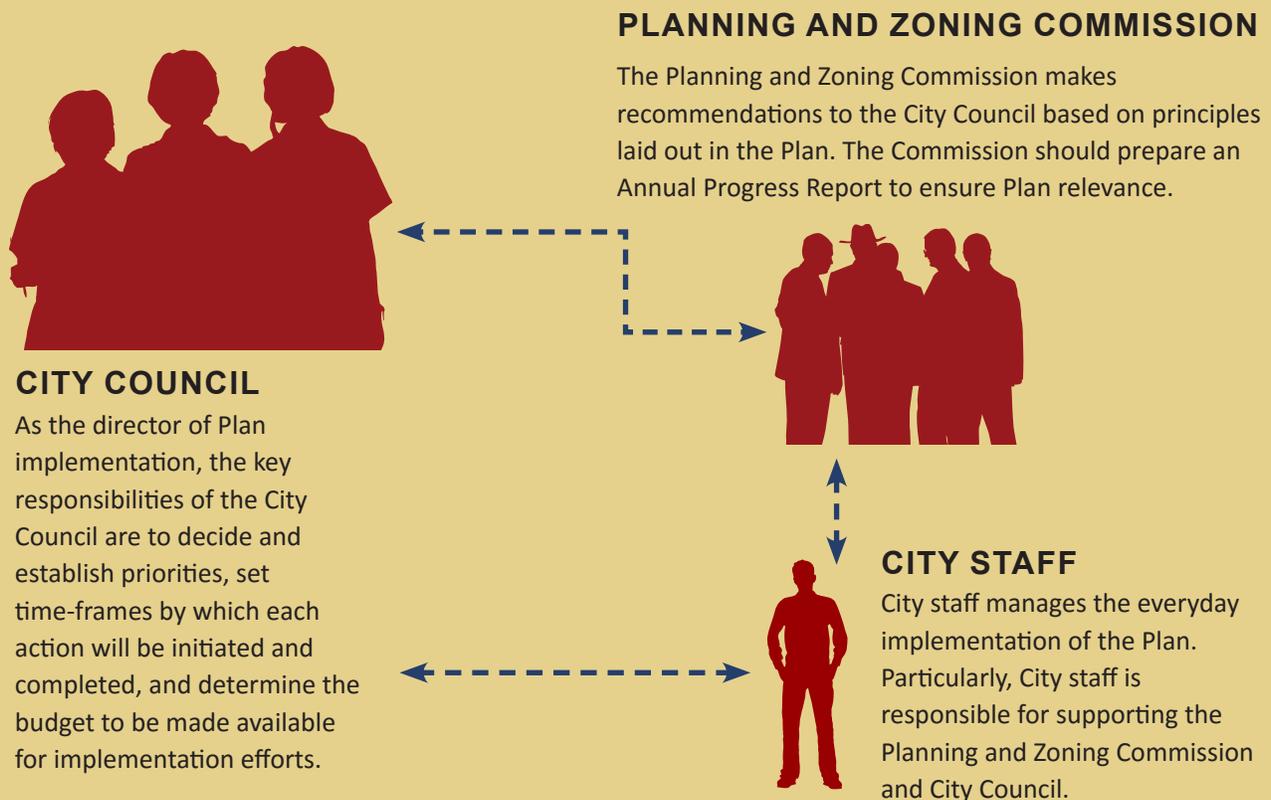
- Manage the day-to-day action items relating to Plan implementation, including coordination with and solicitation of community partners.
- Support and carry out a Capital Improvements Plan (CIP).
- Manage the drafting of new or amended land development regulations in partnership with the appropriate boards and commissions.

- Conduct studies and develop additional plans (including management of consultant efforts, as necessary).
- Negotiate the specifics of development agreements.
- Administer collaborative programs and ensure open channels of communication with various private, public, and nonprofit implementation partners.
- Provide briefings on Plan implementation progress and activities to the Planning and Zoning Commission no less than once annually.
- Maintain an inventory of potential Plan amendments, as suggested by City staff and others, for consideration during annual and periodic Plan review and update processes.

COORDINATION AND PARTNERSHIPS

Increasingly, jurisdictions are acknowledging that issues are regional, rather than local, in nature. Watersheds and other ecosystems, economic conditions, land use, transportation patterns, housing, and the effects of growth and change are issues that cross municipal boundaries, impacting not only the City, but also neighboring municipalities, unincorporated places, Hood County, and surrounding counties in the Dallas-Fort Worth region. As a result, the economic health of Granbury is partially reliant upon its various regional neighbors.

Given Granbury’s size, some initiatives or community needs identified in this Comprehensive Plan may not be accomplished by the City on its own. They may require direct coordination, intergovernmental agreements, or funding support from other public entities or levels of government. Additionally, the ability of potential private and nonprofit partners to advance the community’s action agenda should not be underestimated. This may occur through cooperative efforts, volunteer activities and in-kind services (which can count toward the local match requirements for various grant opportunities), and public/private financing of community improvements.



ROLES OF THE COMPREHENSIVE PLAN

GUIDE FOR DAILY DECISION-MAKING

The current physical layout of the City is a product of previous efforts put forth by many diverse individuals and groups. In the future, each new development that takes place, whether 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 Granbury's physical form. The composite of such efforts and its 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 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 AND ALTERABLE GUIDE

This 2016 Comprehensive Plan is intended to be a dynamic planning document for Granbury – 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 Granbury 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 Granbury.

MAINTAINING AND TRAINING OF THE COMPREHENSIVE PLAN

ANNUAL REVIEW

At one- to three-year intervals, a periodic review of the Plan should be performed with respect to current conditions and trends. Such on-going, scheduled evaluations will provide a basis for adjusting capital expenditures and priorities. They will also 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 review the status and continue applicability of the Plan in light of current conditions, and to prepare a report on these findings to the City Council. 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 and policies
- Changes in state laws

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 or as needed based on the growth rate. The reviewing and updating process should begin with the establishment of a steering committee, similar to the Planning and Zoning Commission, as part of this thorough review. 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.

EDUCATION AND TRAINING

A necessary step is to conduct individual training workshops with the Planning and Zoning Commission, City Council, and key staff members, as well as others who have a role in Plan implementation. These are the groups who, individually and collectively, will be responsible for implementation. The importance of their collaboration, coordination, and communication cannot be overstated. The training initiative should include:

- A discussion of the roles and responsibilities of each individual entity, and its function as to Plan implementation
- A thorough overview of the entire Plan, with particular emphasis on the segments that most directly relate to their charge
- Implementation tasking and priority-setting, allowing each group to establish their own one-, two-, and five-year agendas, in coordination with the strategic agenda of the City
- A mock meeting to exhibit effective use of this Plan's policies and recommendations
- A concluding question-and-answer session

REGULATORY MECHANISMS

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing this 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 2016 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 2016 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 2016 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 Granbury's 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, Granbury's zoning map should be as consistent as possible with the Comprehensive Plan, specifically the Future Land Use Plan. It is not reasonable, however, to recommend that the City make large-scale changes in its zoning map immediately. It is therefore recommended that the City prioritize areas where a change in current zoning is needed in the short-term. In the long-term, consistent zoning policy in conformance with the Future Land Use Plan 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 Granbury. Much of the basic physical form is currently created by the layout of streets, easements, and lots. In the future, the basic physical form of Granbury will be further affected by such action. Requirements for adequate public facilities are essential to support orderly and efficient growth.

IMPLEMENTATION STRATEGIES

Implementation is one of the most important, yet most difficult, aspects of the planning process. Without viable, realistic strategies for implementation, the recommendations contained within this 2016 Comprehensive Plan will be difficult to realize.

The following section is a two-fold approach. First, the concepts described previously within this Comprehensive Plan are organized into recommendations and action items. It is important to note that the recommendations and action items are derived from the community goals established previously within this Plan. The goals were created based upon the visioning exercises conducted with the Comprehensive Plan Advisory Committee and public input. Second, a prioritization matrix is established to organize action items by a general short-term, long-term and ongoing time-frame.

ACTION ITEM IMPLEMENTATION MATRIX

Few cities have the ability to implement every recommendation or policy within their Comprehensive Plan immediately following adoption—Granbury is no exception. Plan implementation, therefore, must be prioritized to guide short-term priorities, long-term priorities, and on-going priorities. These priorities must be balanced with timing, funding, and city staff resources. While all the recommendations share some level of importance, they cannot all be targeted for implementation within a short time period; some must be carried out over a longer period of time.

The following matrix is a summary of the recommendations within this Comprehensive Plan. The columns What, When, Who and How are intended to provide the City with specific tasks to work toward implementing the vision of this Plan.

Strategies: This column is a summary of the action items from the previous chapters.

Priority: Short-term items should be targeted for implementation soon after the Plan adoption, perhaps within one to five years. Long-term items can include more detailed actions, often include multiple partners and take years to fund or develop. On-going items cannot be completed with a single action and should be continually addressed or monitored.

Partner(s): Although the responsibility for accomplishing a task may include additional parties, the purpose of this column is to identify the main player(s) in completing the action item. This column is not intended to discourage participation but rather help to identify those who can take the lead.

How: This column generally identifies how each action item can be accomplished.

ECONOMIC DEVELOPMENT, BUSINESS SECTOR AND TOURISM STRATEGIES

STRATEGIES	PRIORITY	PARTNER(S)	HOW
3.1 Encourage development within the identified catalyst sites.	On-going	Community Development, EDC	Policy, Incentives, Ordinance
3.2 Target identified underserved retail market segments.	On-going	EDC	Policy, Incentives
3.3 Establish and maintain a forecast of housing-type needs and set periodic goals to meet anticipated housing strategies.	Short- Term	City Council, City Manager, Community Development, EDC, Housing Authority	Incentives, Ordinance
3.4 Maintain an incentive database and provide assistance to businesses seeking funding opportunities.	On-going	City Council, EDC	Policy, Incentives
3.5 Continue to expand small office space offerings.	Long-Term	Community Development, EDC	Policy, Incentives, Ordinance
3.6 Maintain current database of available property and building space.	On-going	EDC	Staff, Consultant
3.7 Continue to monitor and maintain current retail and demographic data relevant to the City.	On-going	EDC	Staff, Consultant
3.8 Work with existing property owners to improve identified reinvestment and redevelopment areas.	On-going	City Council, City Manager, Community Development, EDC	Policy, CIP, General Funds, Incentives, Ordinance, Grants, Enforcements
3.9 Develop a city-wide marketing campaign to leverage local amenities and destination points.	Short- Term	City Council, City Manager, Community Development, EDC, Parks and Recreation, Volunteers, Regional Partners, Visitor's Bureau	Policy, General Funds, Staff, Consultant

FUTURE LAND USE STRATEGIES

STRATEGIES	PRIORITY	PARTNER(S)	HOW
4.1 Adopt the Future Land Use Map and perform a zoning diagnostic to revise the zoning map based on the Future Land Use Plan.	Short- Term	City Council, Planning and Zoning, Community Development	Policy, General Funds, Ordinance, Staff, Consultant
4.2 Ensure a diverse mixture of housing types and sizes to create full life-cycle housing within Granbury.	On-going	City Council, Planning and Zoning, City Manager, Community Development, EDC, Housing Authority	Policy, Incentives, Ordinance
4.3 Integrate retail nodes at major intersections.	Long-Term	Planning and Zoning, Community Development	Policy, Incentives, Ordinance
4.4 Use retail infill and rehabilitation efforts along Highway 377 to transition deteriorating commercial uses.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, EDC	Policy, Incentives, Ordinance
4.5 Utilize the Future Land Use Plan in daily decision-making regarding land use and development proposals for consistency and continuity.	On-going	Planning and Zoning, Community Development	Policy, Staff, Consultant
4.6 Explore long term strategies for development and redevelopment within the ETJ.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, EDC, Public Works, Regional Partners	Policy, CIP, General Funds, Incentives, Ordinance
4.7 Consolidate industrial and manufacturing land uses in the Industrial/Business Park area to minimize incompatible land uses within residential areas and to promote regional economic development.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, EDC	Policy, Incentives, Ordinance
4.8 Facilitate new mixed-use development opportunities for Granbury.	Short- Term	City Council, Planning and Zoning, City Manager, Community Development, EDC	Policy, Incentives, Ordinance

FUTURE LAND USE STRATEGIES (CONTINUED)

STRATEGIES	PRIORITY	PARTNER(S)	HOW
4.9 Provide regional retail and commercial activities along major thoroughfares.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, EDC	Policy, Incentives, Ordinance
4.10 Promote nonresidential tax generating land uses such as retail throughout the City to diversify and increase the City's tax base.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, EDC	Policy, Incentives, Ordinance
4.11 Integrate neighborhood-focused local nonresidential uses within neighborhoods to provide convenience to necessary services.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, EDC	Policy, Incentives, Ordinance
4.12 Create family-oriented venues that provide opportunities for entertainment, community gatherings and festivals.	On-going	City Council, Planning and Zoning, City Manager, Community Development, EDC, Parks and Recreation, City Staff, Volunteers,	Policy, General Funds, Incentives, Ordinance
4.13 Regularly update and maintain current Water, Wastewater and Stormwater Master Plans.	Short- Term	City Council, City Manager, Community Development, Public Works	Policy, General Funds, Consultant
4.14 Regularly update and maintain a Capital Improvement Program and seek funding opportunities to incrementally implement critical infrastructure needs.	On-going	City Council, Planning and Zoning, City Manager, Community Development, Public Works, Parks and Recreation	Policy, CIP
4.15 Facilitate public/private partnerships as opportunities exist to expand.	On-going	City Council, City Manager, Community Development, EDC, Public Works	Policy, Incentives,
4.16 Grow infrastructure to support job growth industries.	Long-Term	City Council, Public Works	Policy, CIP, General Funds, Incentives

THOROUGHFARE STRATEGIES

STRATEGIES	PRIORITY	PARTNER(S)	HOW
6.1 Update all transportation documents to reflect a cohesive vision for transportation and thoroughfares within Granbury including appropriate right-of-way, cross-sections and roadway designs.	Short- Term	Public Works	Staff, Consultant
6.2 Ensure right-of-way acquisition in conjunction with ultimate roadway configuration goals in order to create a safe and efficient roadway transportation network and reduce long term land acquisition costs.	On-going	Planning and Zoning, Community Development, Public Works, Regional Partners	Policy, CIP, General Funds, Staff, Consultant
6.3 Ensure connectivity within and between various portions of the City to promote better circulation patterns and ease congestion.	Long-Term	Community Development, Public Works	Policy
6.4 Utilize Context Sensitive Solutions when designing public works projects by evaluating the long term goals of the community, particularly land use, character and form.	On-going	Public Works	Policy, CIP, General Funds
6.5 Coordinate with state agencies, North Central Texas Council of Governments (NCTCOG), and Hood County for joint planning, cost sharing, and leveraging of projects.	On-going	City Council, Planning and Zoning, City Manager, Community Development, Public Works, Regional Partners	Policy

THOROUGHFARE STRATEGIES (CONTINUED)

STRATEGIES	PRIORITY	PARTNER(S)	HOW
6.6 Review and update capital improvements projects regularly and implement road maintenance, improved medians, repair and reconstruction for existing roadways.	On-going	City Council, City Manager, Public Works	Policy, CIP, Staff, Consultant
6.7 Conduct sidewalk assessment study and implement highest priority needs.	Short- Term	Community Development, Public Works, Parks and Recreation	CIP, General Funds, Grants, Staff, Consultant
6.8 Continue to coordinate with NCTCOG and TxDOT for Highway 377 enhancements including access management and intersection improvements.	Long-Term	City Council, City Manager, Public Works, Regional Partners	Policy, CIP, General Funds, Grants
6.9 Continue to monitor and explore transportation funding grants and partnerships, such as Safe Routes to School Program.	On-going	Public Works, Parks and Recreation	Staff, Consultant
6.10 Coordinate future pedestrian routes with existing park and trail planning efforts.	Long-Term	Public Works, Parks and Recreation	CIP, General Funds, Grants, Donations, Staff, Consultant

ENVIRONMENT AND NATURAL RESOURCES STRATEGIES

STRATEGIES	PRIORITY	PARTNER(S)	HOW
7.1 Preserve open spaces by establishing greenway corridors.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, Public Works, Parks and Recreation	Policy, Incentives, Ordinance
7.2 Encourage biodiversity through the use of native plant materials in new development.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, Public Works, Parks and Recreation	Policy, Incentives, Ordinance
7.3 Utilize Lake Granbury as an aesthetic and recreational community amenity while preserving the lake's biosystem.	On-going	City Council, Planning and Zoning, City Manager, Community Development, EDC, Public Works, Parks and Recreation, Regional Partners	Policy, CIP, General Funds, Incentives, Ordinance, Grants
7.4 Protect and maintain natural wetlands and floodplains.	On-going	City Council, Planning and Zoning, City Manager, Community Development, EDC, Public Works, Parks and Recreation, Housing Authority, City Staff, Volunteers, Regional Partners	Policy, Incentives, Ordinance
7.5 Conduct an environmental inventory and prepare an Ecological Restoration and Management Plan for the City.	Long-Term	Public Works, Parks and Recreation, City Staff, Regional Partners	Staff, Consultant
7.6 Create City incentives on density, lot size, open space preservation, and development design that protect natural features.	Short- Term	City Council, City Manager, Community Development, EDC, Public Works, Parks and Recreation, City Staff	Policy, Ordinance, Enforcements, Staff, Consultant
7.7 Integrate new development to the natural characteristics of the land to enhance the development through the preservation of attractive natural amenities such as wetlands, waterways, wooded areas, etc. Consider new development regulations that serve to preserve unique natural areas.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, , Public Works, Parks and Recreation	Policy, Incentives, Ordinance, Enforcements

ENVIRONMENT AND NATURAL RESOURCES STRATEGIES (CONTINUED)

STRATEGIES	PRIORITY	PARTNER(S)	HOW
7.8 Natural vegetation should be a design consideration for new subdivisions in order to encourage preservation of these species.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, , Public Works, Parks and Recreation	Policy, Incentives, Ordinance, Enforcements
7.9 Maintain both landscaping and tree preservation ordinances.	On-going	City Council, Planning and Zoning, Community Development	Policy
7.10 Explore programs to protect surface and ground water from pollutants such as sediment and chemicals.	Long-Term	Public Works, Parks and Recreation	Policy, CIP, General Funds, Incentives, Ordinance, Grants
7.11 Increase awareness about invasive/exotic plant species and their impacts on greenways, native areas and open spaces.	Long-Term	Community Development, Public Works, Parks and Recreation, City Staff, Regional Partners	Policy, General Funds, Incentives, Grants,
7.12 Consider increased protection buffers surrounding wetlands and floodplains.	Short- Term	City Council, Planning and Zoning, Community Development, Public Works, Parks and Recreation, Regional Partners	Policy, Ordinance
7.13 Promote higher quality surface water treatment facilities through the use of infiltration and bioretention where appropriate.	Long-Term	Community Development, Public Works, Parks and Recreation, Regional Partners	Policy, Incentives, Ordinance, Grants, Enforcements

HOUSING CONDITIONS, GROWTH AND NEIGHBORHOOD REDEVELOPMENT STRATEGIES

STRATEGIES	PRIORITY	PARTNER(S)	HOW
8.1 Maintain code compliance efforts.	On-going	City Staff	Policy, Incentives, Ordinance
8.2 Continue to monitor neighborhood conditions.	On-going	Community Development, Housing Authority	Staff, Consultant
8.3 Review and update zoning/ design regulations to incorporate a variety of housing types.	Short- Term	City Council, Planning and Zoning, City Manager, Community Development, Housing Authority	Policy, Ordinance, Consultant
8.4 Maintain and expand neighborhood improvement strategies outlined within the housing chapter.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, EDC, Housing Authority, City Staff, Volunteers, Regional Partners	Policy, CIP, General Funds, Incentives, Ordinance, Grants, Enforcements, Donations
8.5 Develop a recognition program to encourage homeowners and businesses to enhance and maintain their properties with quality exterior upgrades.	Short- Term	City Staff, Volunteers	Policy, General Funds, Donations
8.6 Ensure funding continues for City staff personnel to oversee neighborhood related activities.	Long-Term	City Council, City Manager	Policy, General Funds
8.7 Encourage the formation of Neighborhood Associations and establish regular channels of communication.	Long-Term	City Council, Planning and Zoning, City Manager, Housing Authority, City Staff, Volunteers	Policy
8.8 Create a property maintenance ordinance that holds owners of all existing structures responsible for the minimum property standards.	Short- Term	City Council, Community Development	Policy, Ordinance, Enforcements
8.9 Enforce the ordinance requiring an inspection of rental properties by the City upon changes in occupancy.	On-going	City Council, Community Development, City Staff	Policy, Ordinance
8.10 Incentivize infill and redevelopment within the city limits to utilize existing infrastructure.	Long-Term	City Council, City Manager, Community Development, EDC	Policy, General Funds, Incentives

HISTORIC PRESERVATION AND DOWNTOWN REVITALIZATION STRATEGIES

STRATEGIES	PRIORITY	PARTNER(S)	HOW
9.1 Maintain current historic overlay districts and NEZ.	On-going	City Council, Planning and Zoning, Community Development, Historic Preservation Commission	Policy
9.2 Maintain existing design standards in downtown.	On-going	City Council, Planning and Zoning, Community Development, Historic Preservation Commission	Policy
9.3 Reexamine the Central Business District to better align with the desired historic district qualities and to reflect the City's historic preservation initiatives in the area.	Short- Term	City Council, Planning and Zoning, Community Development, EDC, Historic Preservation Commission	Policy, Ordinance, Consultant
9.4 Review design and zoning standards to consider historically-compatible structures that also increase density and different land uses (townhomes, row houses, shops with second floor apartments).	Short- Term	City Council, Planning and Zoning, Community Development, Historic Preservation Commission	Policy, Ordinance, Consultant
9.5 Support appropriate residential infill within existing downtown neighborhoods and support commercial infill adjacent to the downtown core.	Long-Term	City Council, Planning and Zoning, Community Development, EDC, Historic Preservation Commission	Policy, Incentives, Ordinance
9.6 Continue to explore new uses to attract nightlife to the downtown area as well as uses programmed for children.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, EDC, Parks and Recreation, Volunteers	Policy, General Funds, Incentives, Ordinance

HISTORIC PRESERVATION AND DOWNTOWN REVITALIZATION STRATEGIES (CONTINUED)

STRATEGIES	PRIORITY	PARTNER(S)	HOW
9.7 Continue to monitor parking in the downtown area and implement programs to support visitors and businesses.	On-going	Community Development, EDC, Public Works, City Staff, Volunteers,	Policy, CIP, General Funds, Incentives, Ordinance
9.8 Expand sidewalks and bike lane connectivity in downtown.	Long-Term	City Council, Public Works, Parks and Recreation	Policy, CIP, General Funds, Grants
9.9 Implement streetscape enhancements to improve pedestrian circulation and to increase downtown's identity.	Long-Term	City Council, Community Development, EDC, Public Works, Parks and Recreation	Policy, CIP, General Funds, Grants
9.10 Improve the quantity and quality of entrances into the downtown with wayfinding signage and gateway features.	Long-Term	City Council, Community Development, EDC, Public Works, Parks and Recreation	Policy, CIP, General Funds, Grants
9.11 Continue to explore funding opportunities for the downtown area.	On-going	City Council, Planning and Zoning, City Manager, Community Development, EDC, Public Works, Parks and Recreation, City Staff, Volunteers,	Policy

GROWTH MANAGEMENT STRATEGIES

STRATEGIES	PRIORITY	PARTNER(S)	HOW
10.1 Continue use of the subdivision ordinance to ensure high quality development in the ETJ.	On-going	City Council, Planning and Zoning, City Manager, Community Development, Public Works	Policy, Ordinance
10.2 Focus growth to the north and west.	Long-Term	City Council, Planning and Zoning, City Manager, Community Development, EDC, Public Works	Policy, CIP, General Funds, Incentives, Ordinance
10.3 Continue to work with the neighboring water/wastewater entities to develop quality infrastructure policies in the ETJ.	On-going	City Council, Planning and Zoning, City Manager, Community Development, Public Works, Regional Partners	Policy, CIP, General Funds
10.4 Conduct further fiscal impact analyses to determine if areas are appropriate for annexation.	On-going	City Council, Planning and Zoning, City Manager, Community Development, Public Works, Regional Partners	Policy, CIP, General Funds